

# San Bernardino Countywide Plan

## Transportation Existing Conditions Report

### REPORT USE, INTENT, AND LIMITATIONS

This Background Report was prepared to inform the preparation of the Countywide Plan. This report is not intended to be continuously updated and may contain out-of-date material and information. This report reflects data collected in 2016 and analyzed in 2016 and 2017 as part of due diligence and issue identification.

This report is not intended to be comprehensive and does not address all issues that were or could have been considered and discussed during the preparation of the Countywide Plan. Additionally, many other materials (reports, data, etc.) were used in the preparation of the Countywide Plan. This report is not intended to be a compendium of all reference materials.

This report may be used to understand some of the issues considered and discussed during the preparation of the Countywide Plan, but should not be used as the sole reference for data or as confirmation of intended or desired policy direction. Final policy direction was subject to change based on additional input from the general public, stakeholders, and decision makers during regional outreach meetings, public review of the environmental impact report, and public adoption hearings.

Prepared for:  
County of San Bernardino

Data and analysis as of March 2017  
Updated with outreach summary in November 2018

OC15-0399

FEHR  PEERS

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## **INTRODUCTION**

The availability and affordability of transportation options shape not only the way in which people navigate the physical environment, but also the environment itself. Mobility within a community involves multiple modes of transportation, including automobile, public transit, bicycle, and others. Offering multiple modes of transportation can improve utility, social connectivity, and provide a range of choices for the individual traveler.

This chapter describes the physical and operational conditions of the circulation network in San Bernardino County, including roadways, pedestrian and bicycle circulation, public transit, and goods movement. This chapter also summarizes the regulatory framework affecting transportation in the county, including State, regional and local regulations and plans. Finally, this chapter identifies key issues and opportunities for consideration in developing the San Bernardino County General Plan Update.

## EXISTING CONDITIONS

San Bernardino County lies in the southeastern portion of the State of California. It borders Inyo County to the north, Kern and Los Angeles Counties to the west, Orange County to the southwest, Riverside County to the south, and Nevada and Arizona to the east. San Bernardino County is the largest county in the nation by area, the fifth most populous in the state, and the twelfth most populous in the country. There are twenty four cities, the newest being Chino Hills and Yucca Valley which incorporated in 1991. Additionally there are several unincorporated communities in the county.

The transportation system in San Bernardino County includes diverse elements including roadway systems and bicycle systems as well as multiple public transit systems providing both local and regional bus service. The transportation elements within San Bernardino County are discussed in greater detail below.

## ROADWAY SYSTEM

The roadway system is comprised of seven roadway designations: Major Divided Highway, Major Arterial Highway, Major Highway, Secondary Highway, Controlled/Limited Access Collector, Mountain Major Highway, and Mountain Secondary Highway. Other roadways in the network generally are freeways or local roads. The designation of roadways varies by the number of travel lanes, roadway width (curb to curb), right-of-way (public property line to public property line), and traffic volumes. This network provides connectivity within the county and to neighboring communities.

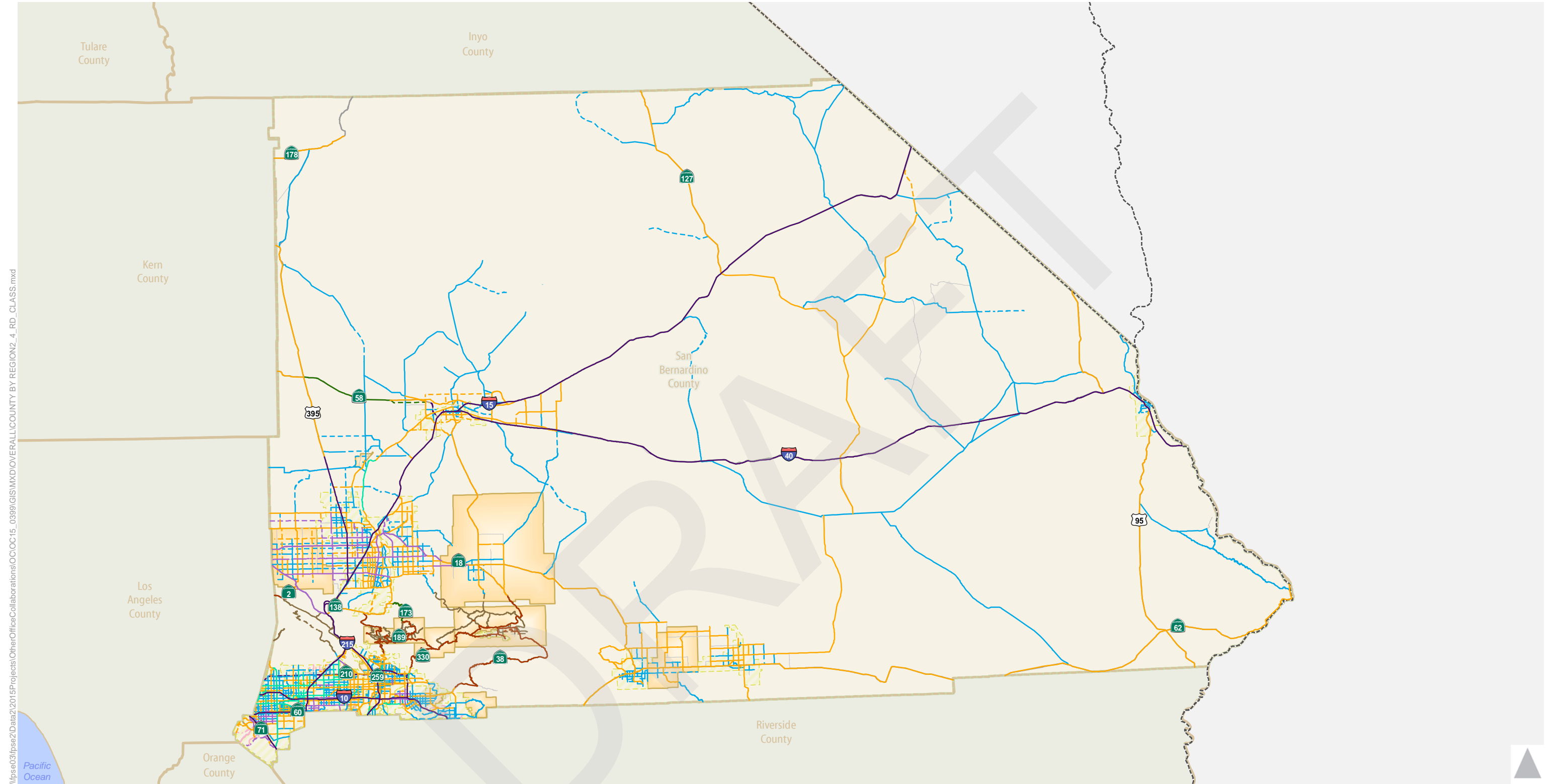
Regional connectivity to San Bernardino County is provided by the Interstate 15 (I-15), Interstate 40 (I-40), Interstate 10 (I-10), U.S. Route 395 (US 395), and State Route 58 (SR-58).

## ROADWAY DESIGNATIONS

The existing San Bernardino County General Plan's Circulation and Infrastructure Element designates seven different roadway types in the county's unincorporated areas. These designations refers to how a road accommodates two characteristics: the extent to which the roadway prioritizes the through movement of traffic and the level of access provided to adjacent properties. Based on these generalized characteristics, roadways often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. A roadway's designation is generally determined in the Circulation and Infrastructure Element of the County's General Plan. Table 1 below identifies these roadway types for San Bernardino County and provides the general geometric cross sectional characteristics of each. Figures 1.1 through 1.16 show the San Bernardino County roadway network by functional type.

**TABLE 1 – COUNTY OF SAN BERNARDINO GENERAL PLAN ROADWAY DESIGNATIONS**

Roadway Type	Description of Typical Street Cross Section Characteristics
Major Divided Highway	A major divided highway generally consists of a minimum of 120 feet of right-of-way with 94 feet curb separation. This roadway designation is present in the county's Valley and Desert regions.
Major Arterial Highway	A major arterial highway generally consists of a minimum of 120 feet of right-of-way with 104 feet curb separation. This roadway designation is present in the county's Valley and Desert regions.
Major Highway	A major highway generally consists of a minimum of 80 feet of right-of-way with 104 feet curb separation. This roadway designation is present in the county's Valley and Desert regions.
Secondary Highway	A secondary highway generally consists of a minimum of 88 feet of right-of-way with 64 feet curb separation. This roadway designation is present in the county's Valley and Desert regions.
Controlled/Limited Access Collector	A controlled/limited access collector generally consists of a minimum of 66 feet of right-of-way with 44 feet curb separation. This roadway designation is present in the county's Valley and Desert regions.
Mountain Major Highway	A mountain major highway generally consists of a minimum of 80 feet of right-of-way with 64 feet curb separation. This roadway designation is present in the county's Mountain region.
Mountain Secondary Highway	A mountain Secondary Highway generally consists of a minimum of 60 feet of right-of-way with 44 feet curb separation. This roadway designation is present in the county's Mountain region.
Sources: County of San Bernardino General Plan Circulation and Infrastructure Element, 2007 County of San Bernardino Master Plan of Highways	



\\pse031pse2\Data2\2015\Projects\Other\OfficeCollaborations\OC\OC15\_0399\GIS\MXD\OVERALL\COUNTY BY REGION2\_4\_RD\_CLASS.mxd

- |                        |                                     |   |                           |  |
|------------------------|-------------------------------------|---|---------------------------|--|
| Freeway                | Major Highway                       | Mountain Major Highway                          | Community Plan Boundaries | County Boundaries                                  |
| Major Divided Highway  | Secondary Highway                   | Mountain Secondary Highway                      | City Boundaries           | State Boundaries                                   |
| Major Arterial Highway | Controlled/Limited Access Collector | State Highway (Special Standards or Conditions) | San Bernardino County     | Note: Dashed Roadway Line Denotes Proposed Roadway |

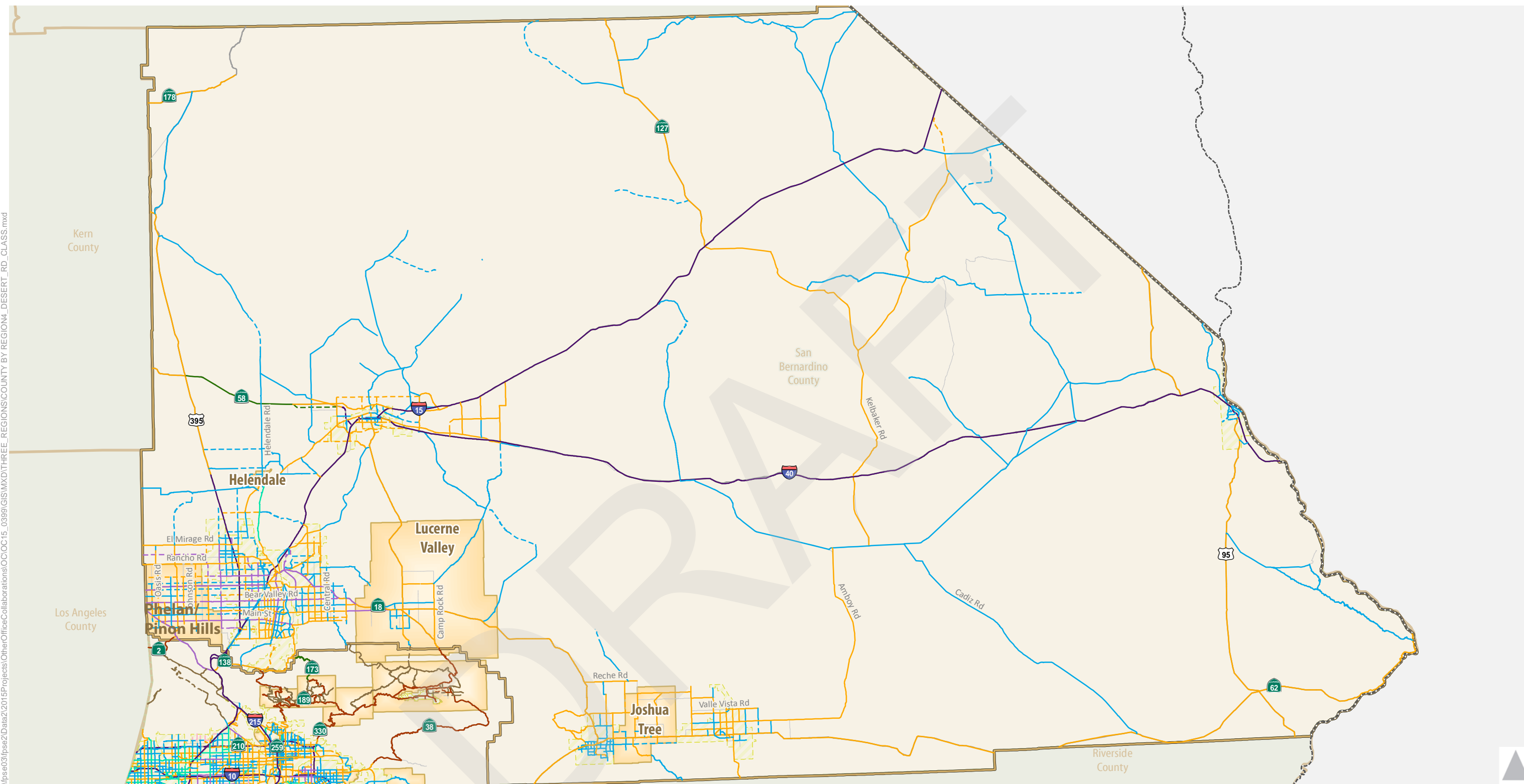


Figure 1.1

## Countywide Roadway Designations



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- |                        |                                     |   |                           |                       |
|------------------------|-------------------------------------|---|---------------------------|-----------------------|
| Freeway                | Major Highway                       | Mountain Major Highway                          | Desert Region             | San Bernardino County |
| Major Divided Highway  | Secondary Highway                   | Mountain Secondary Highway                      | Community Plan Boundaries | County Boundaries     |
| Major Arterial Highway | Controlled/Limited Access Collector | State Highway (Special Standards or Conditions) | City Boundaries           | State Boundaries      |

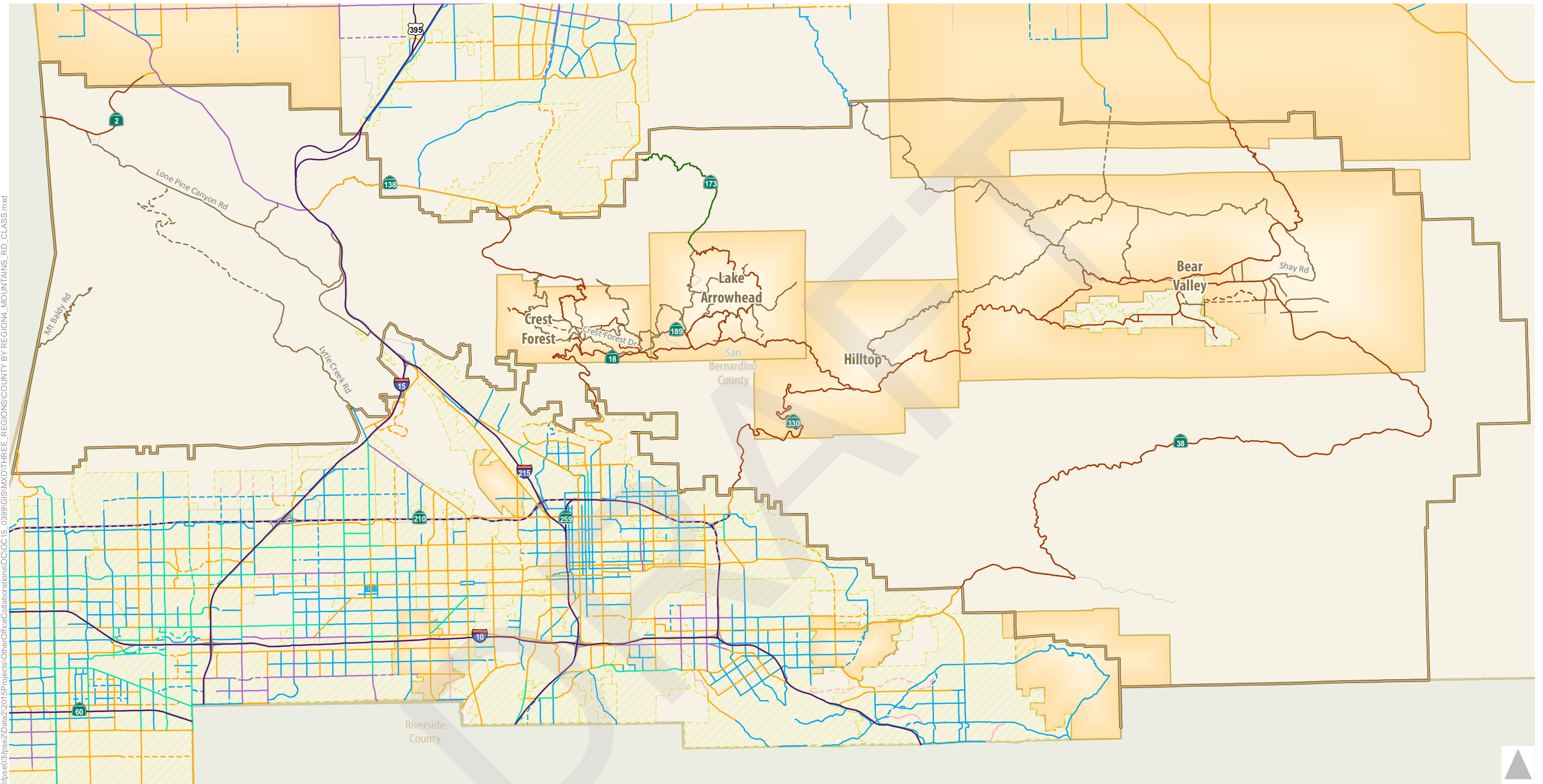
Note: Dashed Roadway Line Denotes Proposed Roadway



Figure 1.2

## Desert Region Roadway Designations

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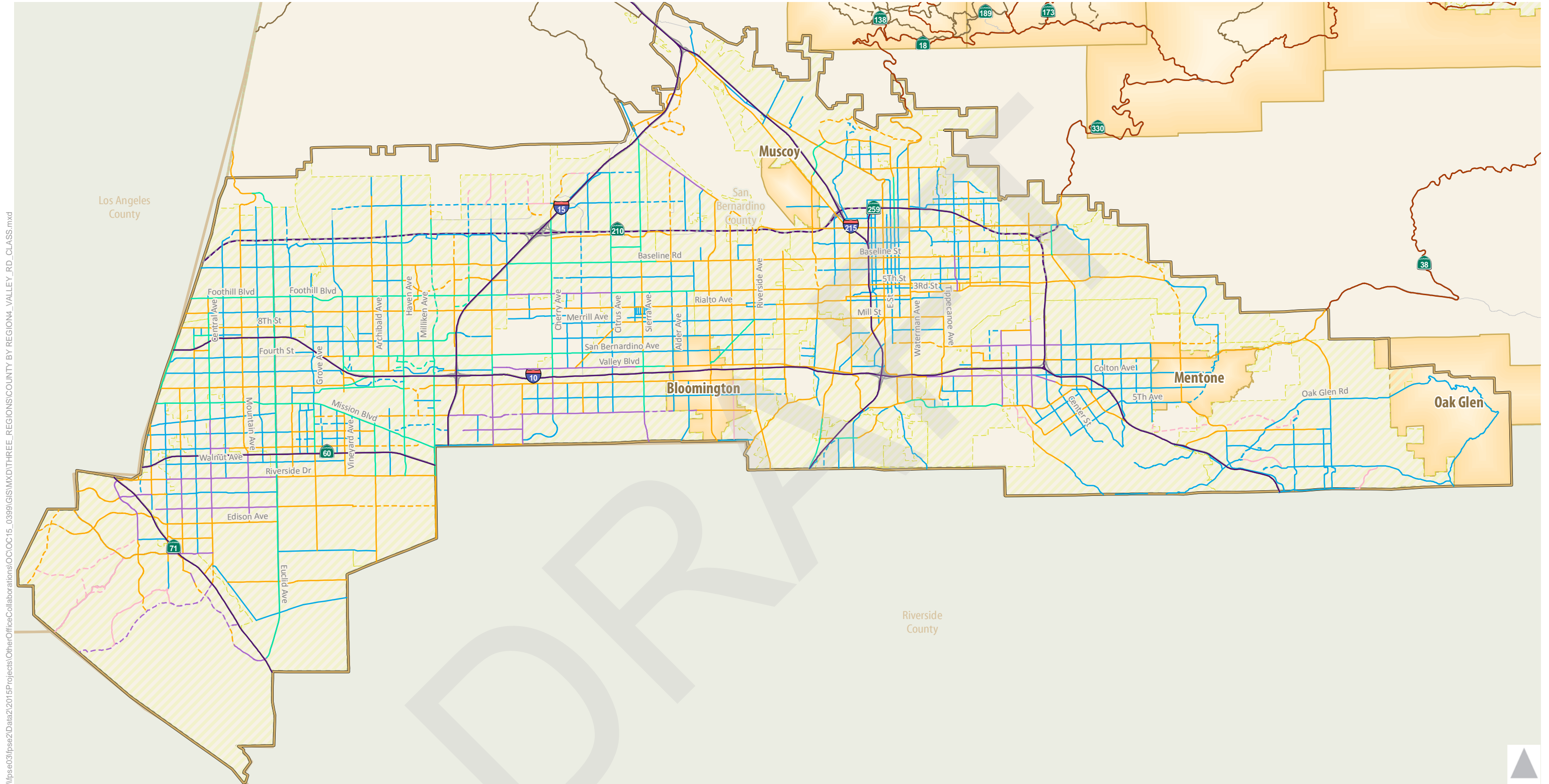


- |                        |                                     |   |                           |  |
|------------------------|-------------------------------------|---|---------------------------|--|
| Freeway                | Major Highway                       | Mountain Major Highway                          | Mountain Region           | San Bernardino County                              |
| Major Divided Highway  | Secondary Highway                   | Mountain Secondary Highway                      | Community Plan Boundaries | County Boundaries                                  |
| Major Arterial Highway | Controlled/Limited Access Collector | State Highway (Special Standards or Conditions) | City Boundaries           | Note: Dashed Roadway Line Denotes Proposed Roadway |



Figure 1.3

## Mountain Region Roadway Designations



- Freeway
  - Major Highway
  - Mountain Major Highway
  - Mountain Secondary Highway
  - Major Divided Highway
  - Secondary Highway
  - Major Arterial Highway
  - Controlled/Limited Access Collector
  - Valley Region
  - Community Plan Boundaries
  - City Boundaries
  - San Bernardino County
  - County Boundaries
- Note: Dashed Roadway Line Denotes Proposed Roadway



Figure 1.4

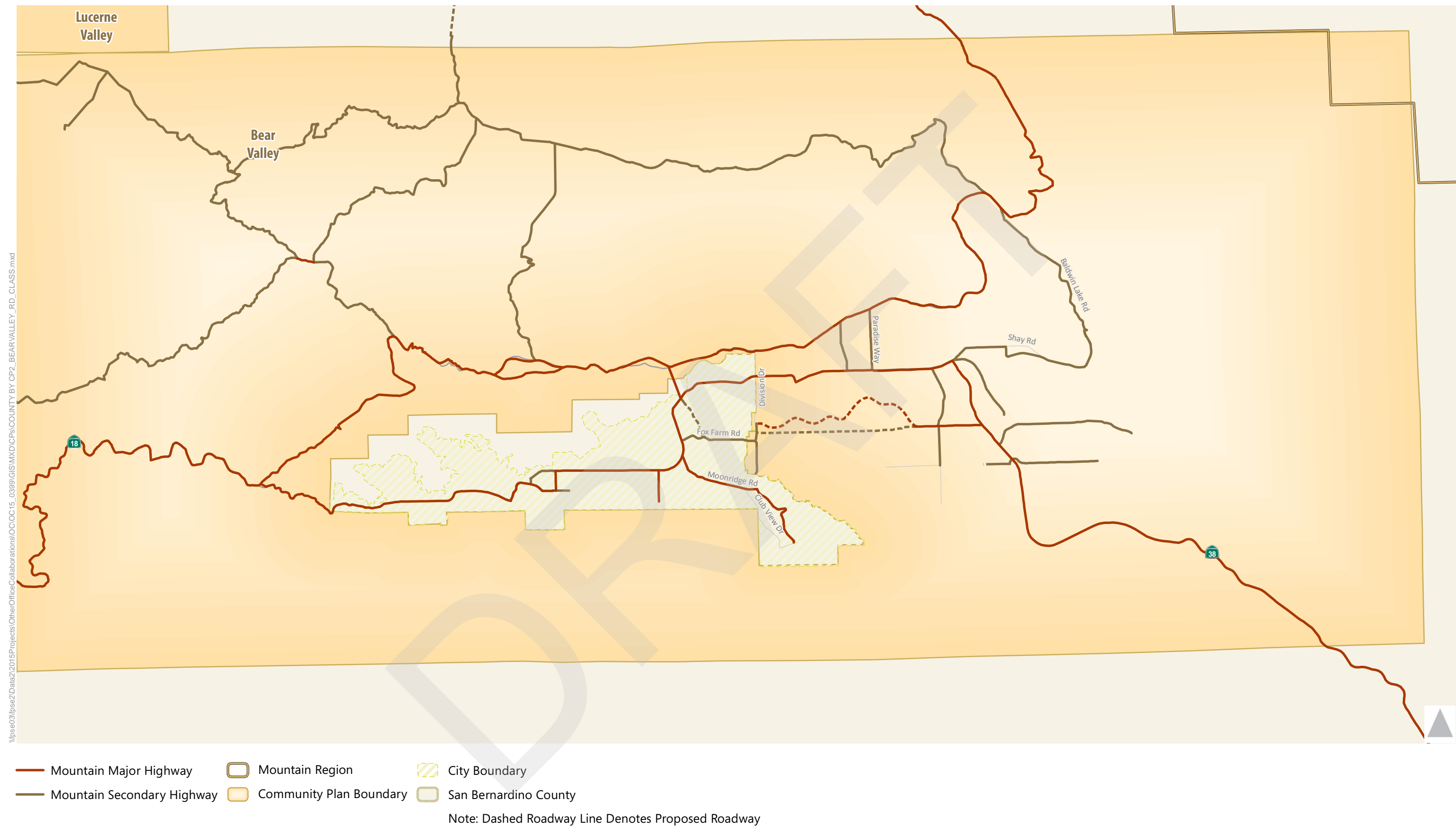
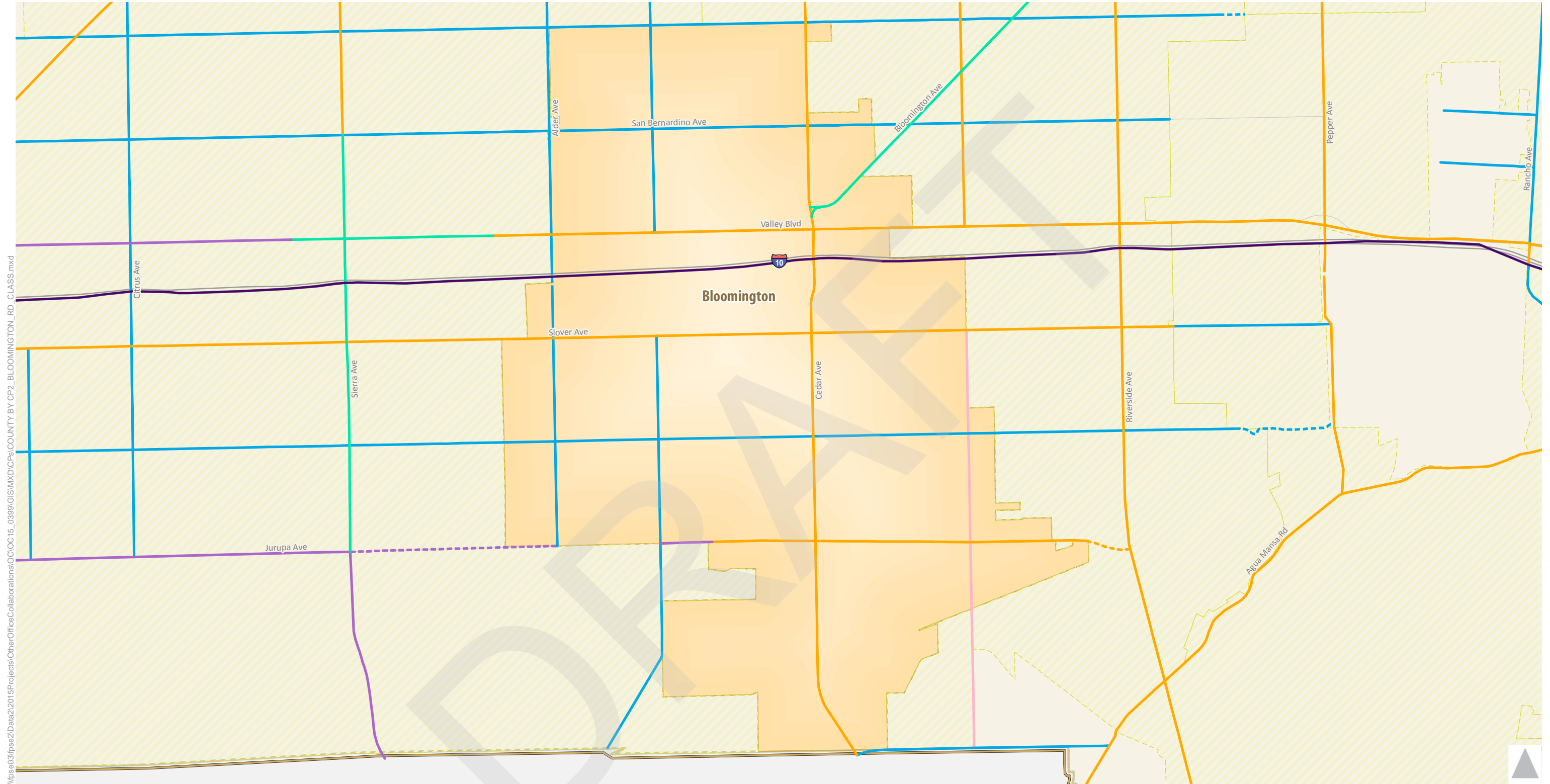


Figure 1.5







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- |                        |                                     |                         |  |
|------------------------|-------------------------------------|-------------------------|--|
| Freeway                | Major Highway                       | Valley Region           | San Bernardino County                              |
| Major Divided Highway  | Secondary Highway                   | Community Plan Boundary | Note: Dashed Roadway Line Denotes Proposed Roadway |
| Major Arterial Highway | Controlled/Limited Access Collector | City Boundary           |  |



Figure 1.6

\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_CRESTFOREST\_RD\_CLASS.mxd

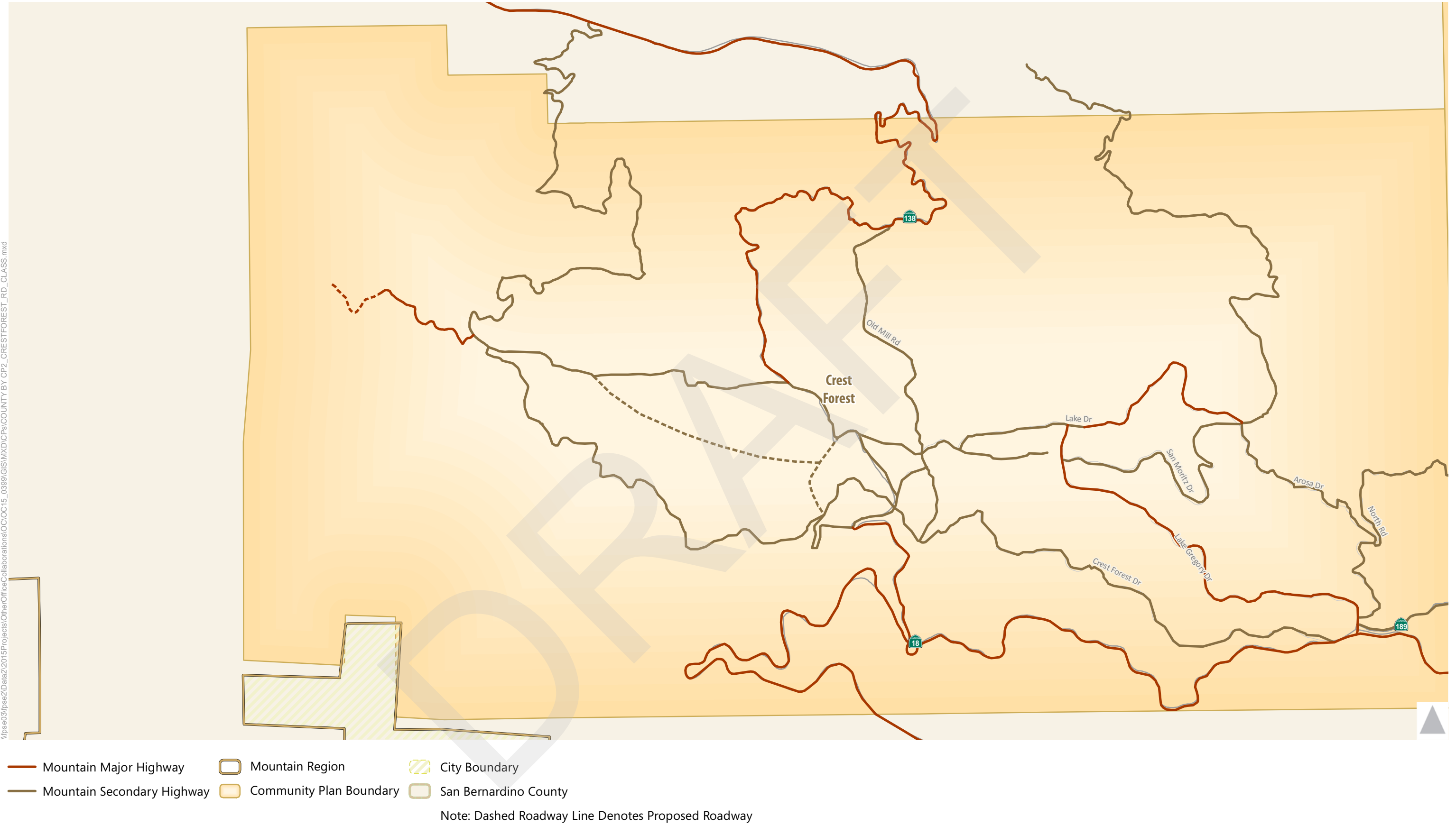
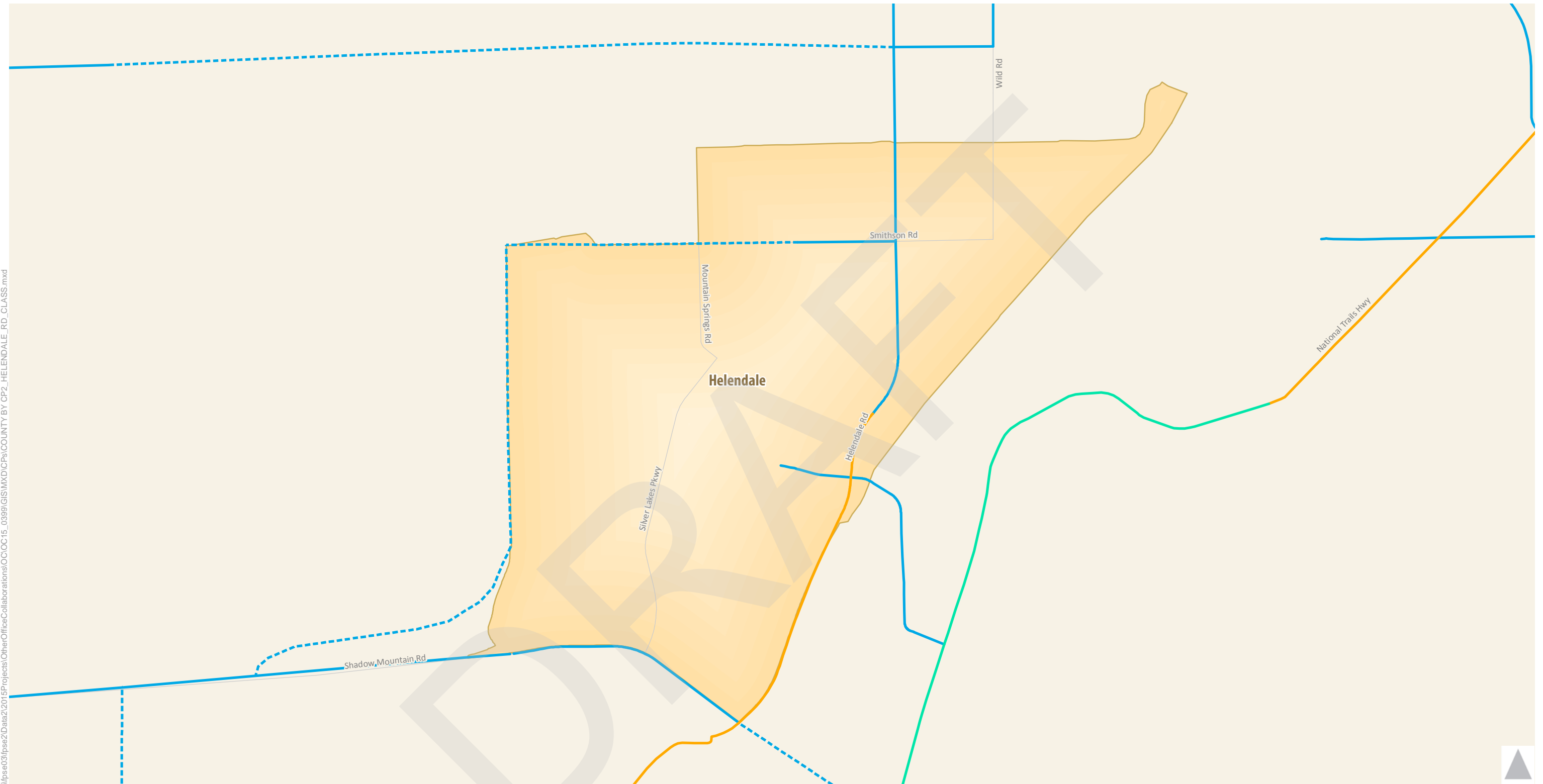


Figure 1.7

Crest Forest Community Plan Roadway Designations

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- Major Divided Highway
  - Major Highway
  - Secondary Highway
  - Community Plan Boundary
  - San Bernardino County
- Note: Dashed Roadway Line Denotes Proposed Roadway



Figure 1.8

## Helendale Community Plan Roadway Designations

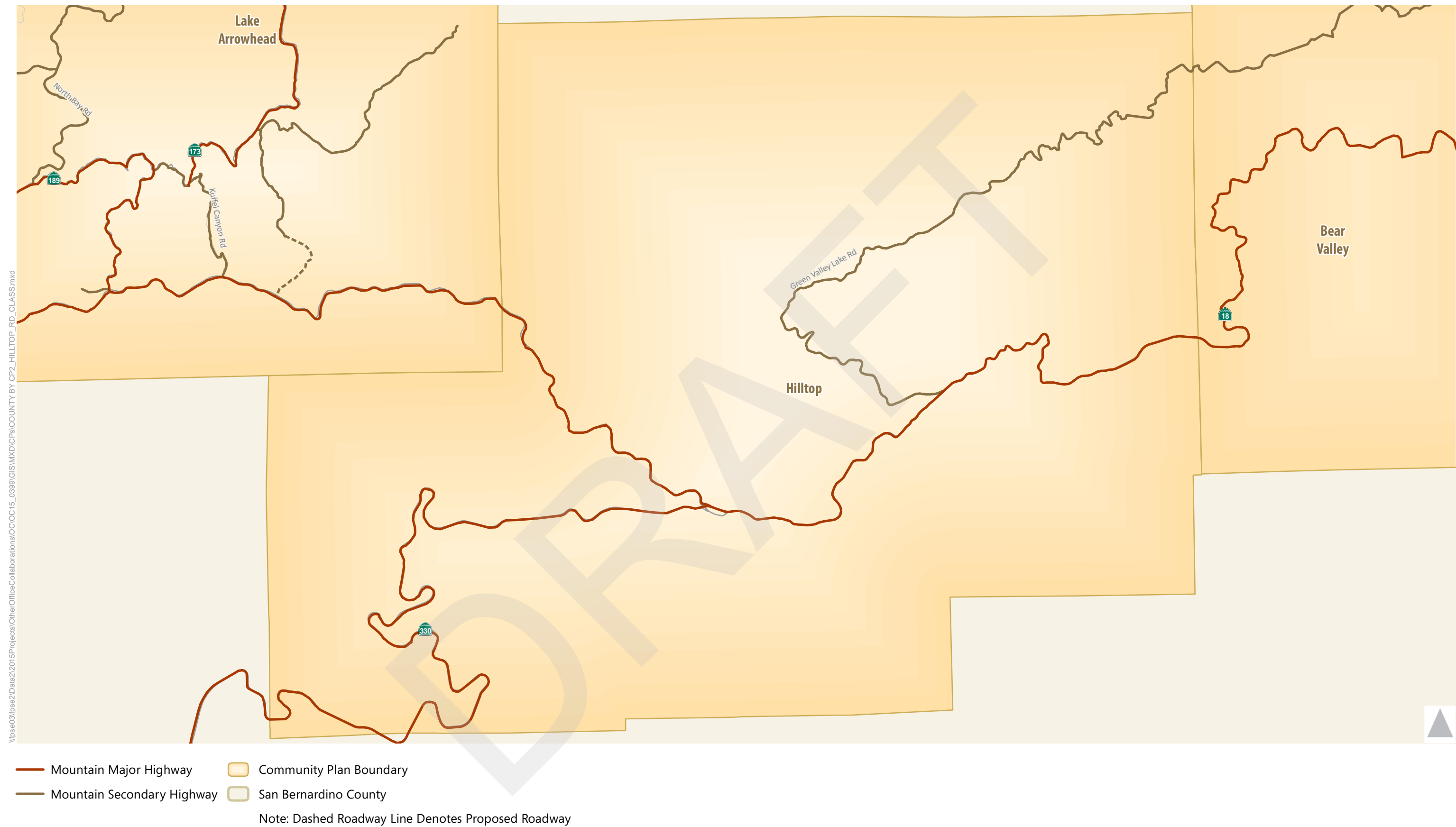


Figure 1.9



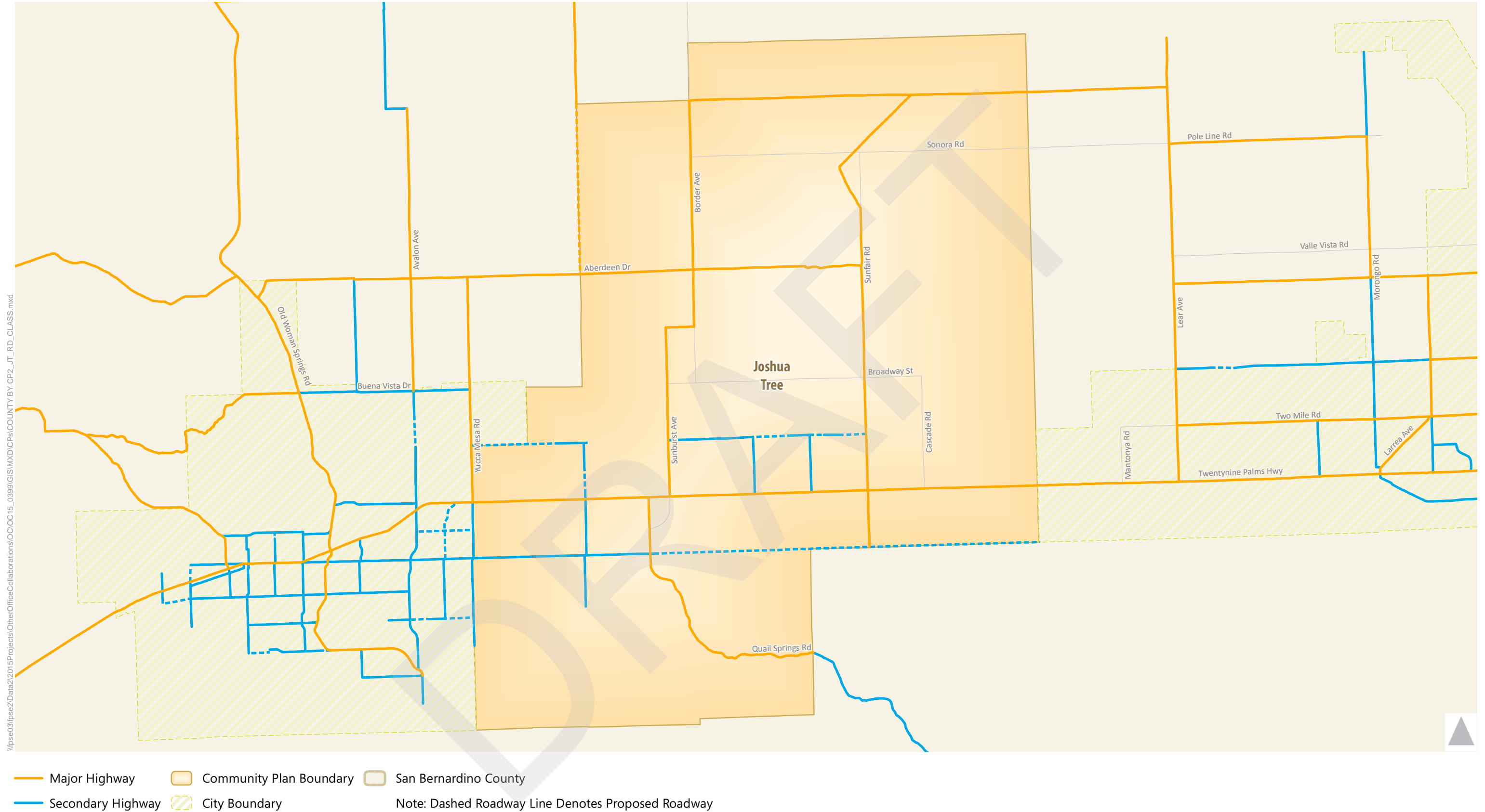
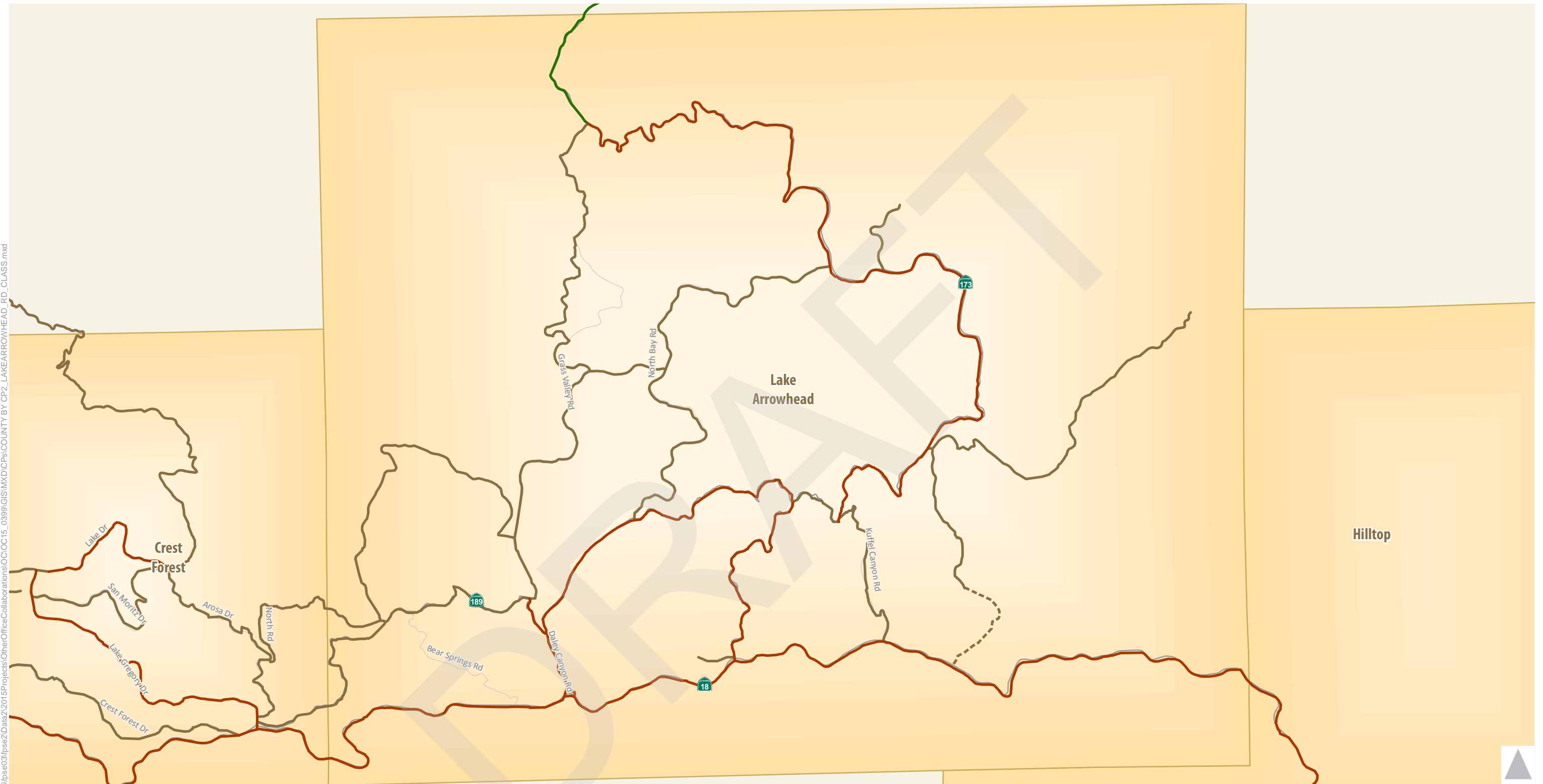


Figure 1.10

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- Mountain Major Highway
- Mountain Secondary Highway
- State Highway (Special Standards or Conditions)
- Community Plan Boundary
- San Bernardino County
- Note: Dashed Roadway Line Denotes Proposed Roadway



Figure 1.11

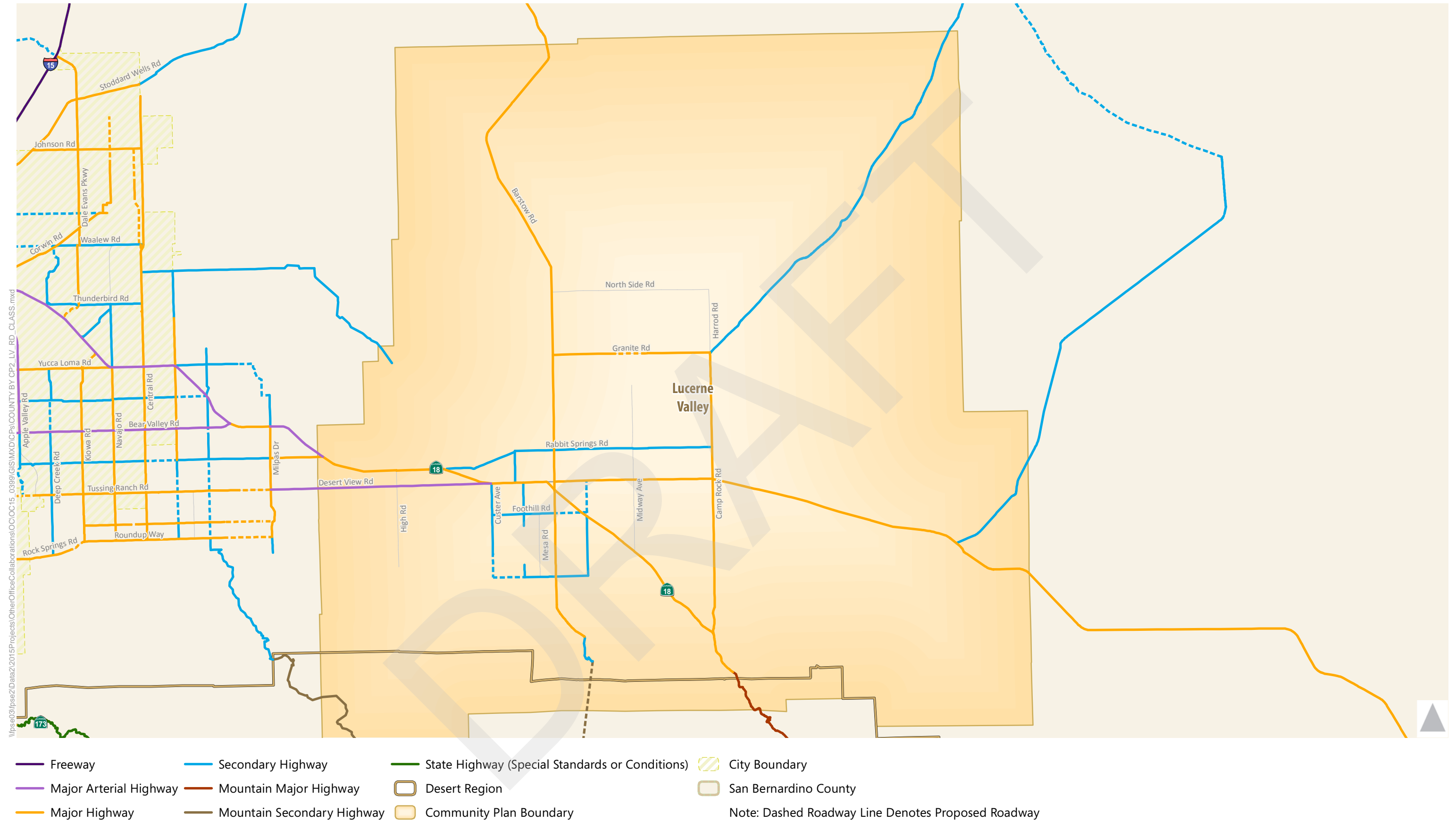


Figure 1.12

Lucerne Valley Community Plan Roadway Designations



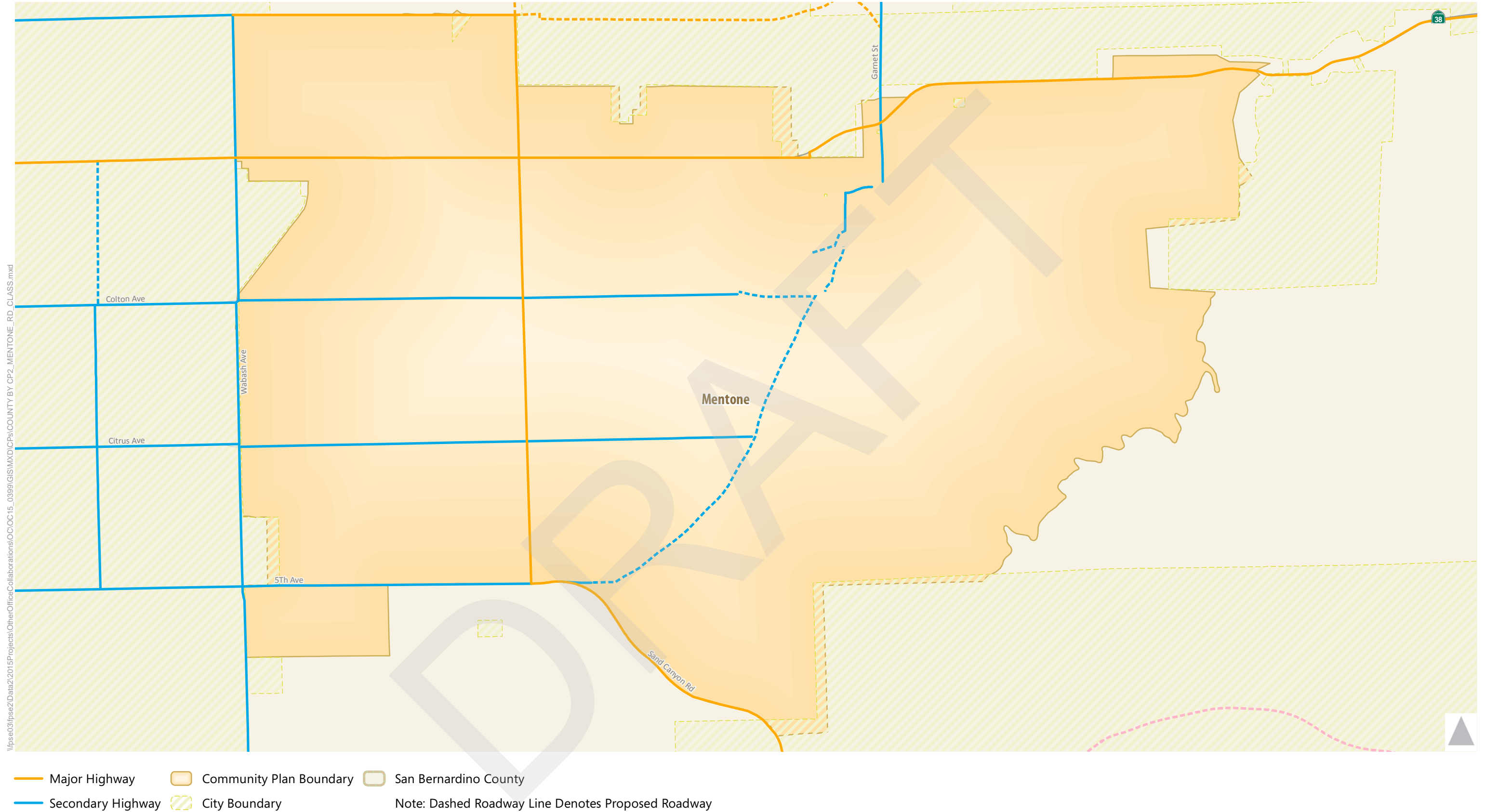


Figure 1.13

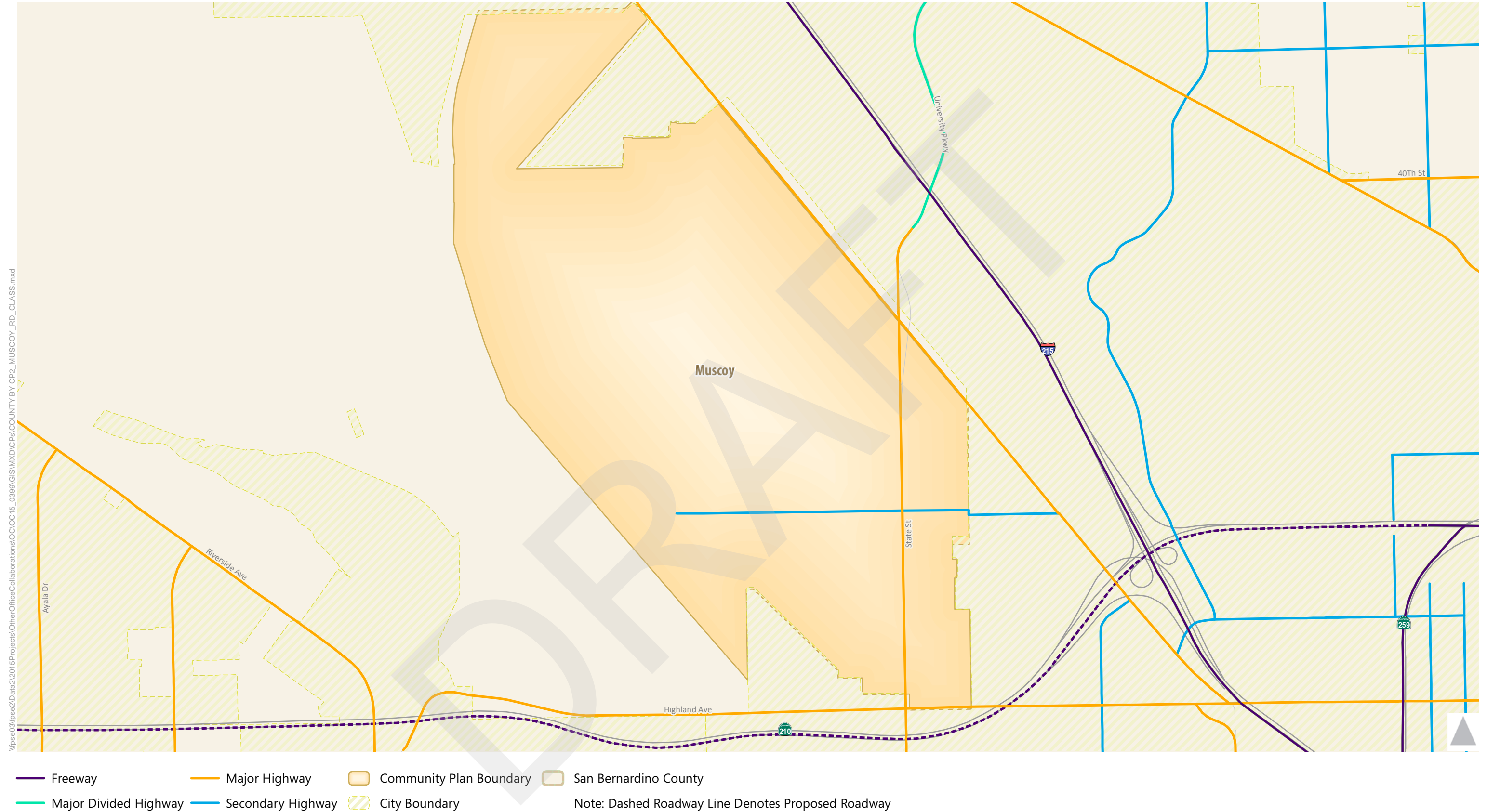


Figure 1.14

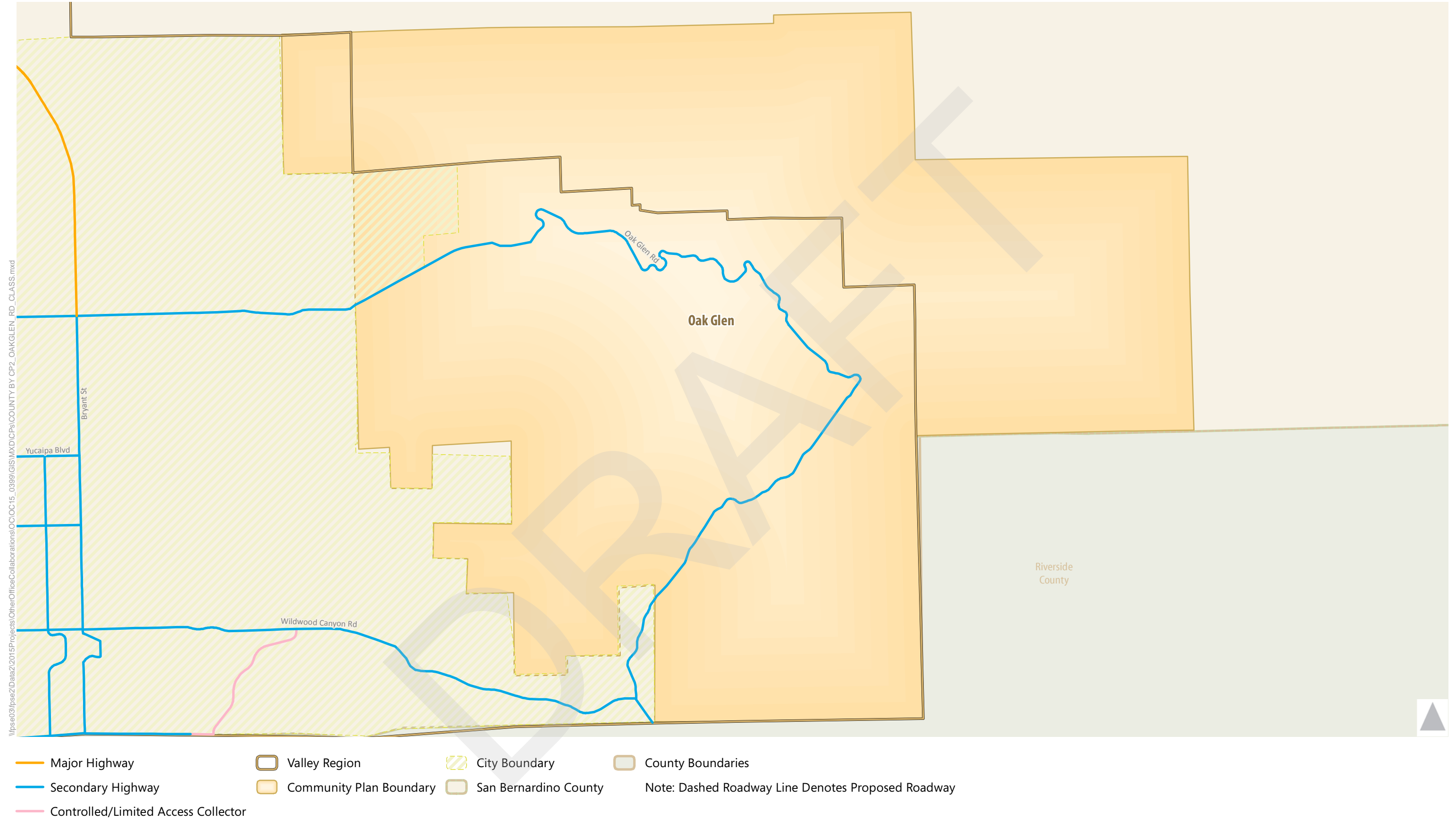


Figure 1.15



\\pse03\pse2\Data\2015\Projects\Other\OfficeCollaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_PHELAN\_RD\_CLASS.mxd

Los  
Angeles  
County

Phelan/Pinon Hills











- |  |  |   |   |   |
|--|--|---|---|---|
|  Freeway                |  Secondary Highway      |  Desert Region           |  City Boundary         |  County Boundaries |
|  Major Arterial Highway |  Mountain Major Highway |  Community Plan Boundary |  San Bernardino County | Note: Dashed Roadway Line Denotes Proposed Roadway  |
|  Major Highway          |  |   |   |   |



Figure 1.16

Phelan/Pinon Hills Community Plan Roadway Designations

While the majority of roads under the County’s jurisdiction are maintained by the County Transportation Department’s maintenance program, a subset of roads (approximately 580 miles) is maintained and funded as part of the Special Districts Department Road Division’s 40 Road Improvement Districts. A Road Improvement District is a program designed to provide specific services within boundaries established by residents requesting the road maintenance service. Improvements and services are determined by the resident’s stated needs and desires and what they are willing to pay on an annual basis. Unlike roads within the rest of the County Transportation Department’s maintenance system, roads within Road Improvement Districts do not receive gas tax revenues; all funds are generated by parcels within the District boundaries. Services can include periodic road grading, snow plowing, road paving, and ongoing maintenance.

Several roadway improvement programs are slated for County roadways in the next ten years, as shown in Table 2. Table 2 displays various approved improvement projects funded under Measure I as a ten-year delivery program. A comprehensive listing of roadway improvements in the County through the year 2040 is provided in Appendix A. Improvements on County roadways include:

- Glen Helen Parkway at UPRR and BNSF grade separation (Completion Year 2015)
- I-10/Pepper interchange bridge widening (Completion Year 2017)
- Glen Helen Parkway at Cajon Creek bridge replacement (Completion Year 2018)
- Phelan Road widening from Sheep Creek Road to Baldy Mesa Road (Completion Year 2020)
- Bear Valley Road Cutoff widening from Joshua Road to SR-18 (Completion Year 2023)
- Traffic signal projects throughout the County (Completion Year 2023)

**TABLE 2 – SANBAG TEN-YEAR DELIVERY PLAN PROJECTS**

***Cajon Pass Subarea Program***

I-15/I-215 (Devore) Interchange

***San Bernardino Valley Freeway Program***

I-10 Widening (HOV or Express Lanes) from LA County Line to Ford Street

I-15 Express Lanes from Riverside County Line to I-215

I-215 Widening from Riverside County Line to I-10

I-10 Truck Climbing Lane from Live Oak to Riverside County Line

SR-210 Widening from Highland Avenue to I-10

***San Bernardino Valley Freeway Interchange Program***

I-10/Cherry Avenue

I-10/Alabama Street



**TABLE 2 – SANBAG TEN-YEAR DELIVERY PLAN PROJECTS**

I-10/Citrus Avenue	I-15/Baseline Road
I-10/Tippecanoe Avenue Phase 1 & 2	I-10/Mount Vernon Avenue
I-10/Cedar Avenue	SR-60/Archibald Avenue
SR-210/Baseline Road	I-10/Monte Vista Avenue
SR-60/Central Avenue	I-10/Pepper Avenue Phase 2
I-10/University Avenue	I-10/Riverside Avenue Phase 2
I-215/University Parkway	
<b><i>San Bernardino Valley Major Street Program</i></b>	
North Vineyard Avenue Grade Separation (Union Pacific)	
South Milliken Avenue Grade Separation (Union Pacific)	
Glen Helen Parkway Grade Separation (Burlington Northern-Santa Fe)	
Palm Avenue Grade Separation (Burlington Northern-Santa Fe)	
Laurel Avenue Grade Separation (Burlington Northern-Santa Fe)	
<b><i>San Bernardino Valley Metrolink/Passenger Rail Program</i></b>	
Downtown San Bernardino Rail	
Redlands Passenger Rail	
San Bernardino Line Double Track (Preliminary Engineering)	
Gold Line to Montclair (Environmental Documentation/Preliminary Engineering)	
<b><i>Valley Express Bus &amp; Bus Rapid Transit Program</i></b>	
E Street Bus Rapid Transit	
<b><i>Victor Valley Major Local Highway Program</i></b>	
Yucca Loma Corridor – Yucca Loma Bridge and Yates Road	
I-15/Ranchero Road Interchange	
Yucca Loma Corridor – Green Tree Boulevard Extension	
US-395 Widening from SR-18 to Chamberlaine Way	
Ranchero Road Corridor	

**TABLE 2 – SANBAG TEN-YEAR DELIVERY PLAN PROJECTS**

**North Desert Major Local Highway Program**

Lenwood Road Grade Separation

Source: SANBAG Countywide Transportation Plan (2015)

Table 3 shows the Average Daily Traffic (ADT) volumes along roadways in the county. Figures 2.1 through 2.16 show ADT count locations.

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
<b>Desert Region</b>		
A STREET	N SH 40 WB ON RAMP	2,501
ABERDEEN DRIVE	E SH 247	1,120
	W YUCCA MESA DR	1,415
ALTA LOMA DRIVE	W SUNNY VISTA RD W JCT	4,147
AVALON AVENUE	S ABERDEEN DRIVE	1,414
BAKER BOULEVARD	E SH 127	7,829
	W SH 127	5,541
BALDY MESA ROAD	N PHELAN ROAD	6,801
	S DUNCAN ROAD	5,205
	S PHELAN ROAD	2,540
BEEKLEY ROAD	N, SH138	5,803
BELLFLOWER STREET	N MOJAVE DRIVE	5,775
BORDER AVENUE	N GOLDEN STREET	1,415
BROADWAY	W SUNFAIR ROAD	154
CAMP ROCK ROAD	N GRANITE ROAD	1,057

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
	N SH 247	1,268
	S SH 247	507
CENTRAL ROAD	S DEL ORO RD	4,221
CRUCERO ROAD	N NATIONAL TRS HWY	2,671
CRYSTAL CREEK ROAD	N AZURITE RD	1,033
	S SH 18	1,600
CUSTER AVENUE	S SH 18	1,156
DAGGETT YERMO ROAD	N SANTA FE STREET	2,919
	S YERMO RD	3,225
DALE EVANS PARKWAY	N, JOHNSON RD	2,396
DEEP CREEK ROAD	S ROCK SPRINGS RD	1,324
	S TUSSING RANCH RD	5,065
DOS PALMAS ROAD	W PACOIMA ROAD	4,084
EL EVADO ROAD	N DOS PALMAS ROAD	9,146
EL MIRAGE ROAD	W RICHARDSON RD	2,492
ESCONDIDO AVENUE	N, RANCHERO ST	5,356
FIRST STREET	E NATIONAL TRAILS HWY	1,549
	N PORTLAND STREET	1,037
FORT IRWIN ROAD	E IRWIN RD	5,827
	N YERMO ROAD	4,569
	S IRWIN RD	4,564
	S OH 15 NORTH	4,227
GHOST TOWN ROAD	N YERMO RD	7,026

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
GOLDEN STREET	W BORDER AVENUE	1,523
HELENDALE ROAD	N VISTA RD	3,024
	S SMITHSON RD	1,076
HIGH ROAD	S SH 18	713
HIGHLAND ROAD	S SH 18	2,036
IRWIN ROAD	N SH 58 N JCT	3,134
	S SH58 S JCT	6,781
JOHNSON ROAD	E STODDARD WELLS RD	1,801
	S SH 18	1,419
	S SMOKETREE RD	3,093
JOSHUA ROAD	N SH 18	1,901
JUNIPER AVENUE	N SENILIS AVE	1,602
KIOWA ROAD	N ROCK SPRINGS RD	4,987
L STREET	N RIMROCK RD	3,152
LA CONTENTA ROAD	N YUCCA TR	2,602
LAKEVIEW DRIVE	S VISTA ROAD	3,157
	W SILVER LAKES PKWY	1,283
LANDERS LANE	S RECHE ROAD	955
LENWOOD ROAD	N MAIN STREET	2,831
	S MAIN STREET	3,070
LUNA ROAD	W EL EVADO RD	5,965
	W PACOIMA ROAD	4,753
MAIN STREET	N HINKLEY ROAD	2,236

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
MESA ROAD	S FOOTHILL ROAD	1,012
MESQUITE STREET	E FUENTE AVE	3,765
MILPAS DRIVE	S SH 18	1,178
MORONGO ROAD	N INDIAN TRAIL	3,247
	S POLE LINE RD	1,885
MOUNTAIN ROAD	S SH 138	1,394
MOUNTAIN SPRINGS ROAD	N SILVER LAKES PKWY	1,644
NATIONAL TRAILS HIGHWAY	E DAGGETT-YERMO ROAD	1,052
	N MOJAVE RIVER	8,450
	S FIRST ST	7,278
	S VISTA RD	5,244
NEEDLES HIGHWAY	N RIVER RD	1,608
	NORTH OF AHA MACAV PKWY	1,054
NEWBERRY ROAD	N PIONEER ROAD	1,102
OAK HILL ROAD	N CALIENTE RD	2,663
	N RANCHERO	1,427
OASIS ROAD	N SH 138	3,017
	S SH 138	1,594
OLD HIGHWAY 58	E, IRWIN RD	1,608
	W, IRWIN RD	2,714
PARK BOULEVARD	S SH 62	4,740
PARKER DAM ROAD	N ARIZONA ST	1,090
PHELAN ROAD	E BALDY MESA RD	15,175

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
	E SH 138	4,908
	E BEEKLEY RD	9,004
	W BUTTEMER RD	15,285
	W SHEEP CREEK RD	13,241
PIONEER DRIVE	E HESS BLVD	737
POLE LINE ROAD	E LEAR AVE	1,273
RABBIT SPRINGS ROAD	E SH 247	1,545
RANCHERO ROAD	E, ESCONDIDO AVENUE	9,508
	W, ESCONDIDO AVE	10,282
RECHE ROAD	E SH 247	1,533
RIDGE CREST ROAD	N,ELMWOOD DR.	5,987
RIMROCK ROAD	W H ST	3,904
RIO VISTA DRIVE	W TENAYA COURT	1,783
ROCK SPRINGS ROAD	W DEEP CREEK ROAD	10,278
ROTARY WAY	N SH 62	661
ROUNDUP WAY	W CENTRAL RD	2,452
SHADOW MOUNTAIN ROAD	W HELENDALE ROAD	834
SHEEP CREEK ROAD	N PHELAN ROAD	7,875
	N SH 18	2,471
	S EL MIRAGE RD	1,832
	S PHELAN ROAD	8,075
	S SH 18	2,941
	S SUNNSLOPE RD	5,198

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
SILVER LAKES PARKWAY	N MOUNTAIN SPRINGS ROAD	2,471
	S MOUNTAIN SPRINGS ROAD	2,161
SOAP MINE ROAD	S SH 58	1,101
STANDING ROCK ROAD	E JOSHUA ROAD	2,148
SUNBURST AVENUE	N SH 62	4,393
SUNFAIR ROAD	N BROADWAY	530
	N SH 62	1,198
SUNSET ROAD	N SH 62	1,019
	S SH 62	1,207
VISALIA AVENUE	S SH 247	887
VISTA ROAD	E HELENDALE ROAD	7,266
	W HELENDALE RD	4,214
	W NATIONAL TRAILS HWY	5,959
WHITE FEATHER ROAD	S SH 62	1,984
YERMO ROAD	E DAGGET-YERMO RD	4,005
	W DAGGET-YERMO RD	2,051
YUCCA MESA ROAD	N SH 62	4,690
	S ABERDEEN DRIVE	1,777
YUCCA TRAIL	E LA CONTENTA ST	5,485
<b>Mountain Region</b>		
AROSA DRIVE	N NORTH RD	1,008
	S DART CANYON RD	1,391
BALDWIN LAKE ROAD	N CARBON LANE	919

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
	S SH 18	960
BARTON LANE	W MAPLE LANE	3,254
BEAR SPRINGS ROAD	N SH 18	1,353
CAJON BOULEVARD	N KENWOOD AVENUE	1,230
CREST FOREST DRIVE	E FERN DRIVE	1,708
	W PLAYGROUND DRIVE	391
DALEY CANYON ROAD	N SH 18	6,174
DEEP CREEK DRIVE	N COUGAR LANE	1,147
DIVISION DRIVE	N SH 18	4,087
	S SH 18	2,485
FERN DRIVE	N CREST FOREST DRIVE	1,020
GRASS VALLEY ROAD	E SH 189	7,330
	N CLUBHOUSE DR	4,257
	N JAGERHORN DR	1,673
GREEN VALLEY LAKE ROAD	N SH 18	849
	S LAKESIDE DR	778
	S RIDGE WAY	346
HOOK CREEK ROAD	E CUMBERLAND DRIVE	3,335
HOSPITAL ROAD	E SH 173	2,923
KNAPPS CUTOFF	E SH 138	4,024
KUFFEL CANYON ROAD	E SH 173	1,852
LAKE DRIVE	E LAKE GREGORY DR	3,624
	E WILDROSE LANE	10,312



**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
LAKE GREGORY DRIVE	N SH 189	5,749
	S LAKE DRIVE	7,861
LIVE OAK DRIVE	N SH 330	2,138
	S SH 18	2,004
LONE PINE CANYON ROAD	N ORCHARD DRIVE	1,828
	N SWARTHOUT CANYON RD	1,400
	S SH 138	1,417
	S SWARTHOUT CANYON RD	1,397
LYTLE CREEK ROAD	E ENTRANCE TO RANGER STATION	2,077
	N SYCAMORE DR	289
MAPLE LANE	N BARTON LANE	3,608
	S SH 38	6,011
MILL CREEK ROAD	E TULIP LN	435
NOB HILL DRIVE	E SH 18	438
NORTH BAY ROAD	N PENINSULA DR	4,263
	N SH 189	6,979
	S PENINSULA DR	4,690
	W SH 173	3,236
NORTH ROAD	N AROSA DRIVE	1,398
	N LAKE GREGORY DR	718
	W SH 189	983
PALO ALTO WAY	N SH 18	2,750
PENINSULA DRIVE	E GRASSVALLEY RD	3,006

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
RIM OF THE WORLD DRIV	S SH 18	444
RUNNING SPRINGS SCHOOL ROAD	S SH 18	1,629
SAN MORITZ DRIVE	E LAKE GREGORY DRIVE	1,591
SHAY ROAD	E BARRANCA BLVD	2,159
	W BALDWIN LAKE RD	1,102
SOUTH FORK ROAD	W LYTLE CREEK ROAD	150
STANFIELD CUTOFF	N SH 18	5,380
STATE LANE	E SH 38	3,728
TULIP LANE	N JAY BIRD LN	241
VALLEY OF THE FALLS DRIVE	E SH 38	1,683
VALLEY VISTA DRIVE	E LYTLE CREEK DR	295
VOLTAIRE DRIVE	S NORTH BAY ROAD	1,215
WATERS DRIVE	E CREST FOREST DR	1,584
	W SH 138	4,203
WHISPERING PINES DRIVE	E PALO ALTO WAY	1,746
<b>Valley Region</b>		
AGUA MANSA ROAD	E, EL RIVINO RD	10,981
	S HOLLY LANE	7,100
ALABAMA STREET	N SAN BERNARDINO AVE	11,873
ALDER AVENUE	N MARYGOLD AVE	9,334
	S SLOVER AVE	1,178
ARDEN AVENUE	N PUMALO ST	8,113
	S PUMALO STREET	10,159

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
ARROW ROUTE	E BEECH AVENUE	11,689
	E ILEX STREET	12,992
	E LIVE OAK AVE	14,585
	E REDWOOD AVE	12,212
BARTON ROAD	E NEW JERSEY ST	34,196
BEAUMONT AVENUE	W NEVADA STREET	2,925
BEECH AVENUE	N RANDALL AVENUE	5,990
BLAKE STREET	E VERMONT ST	1,140
	W STATE STREET	2,285
BLOOMINGTON AVENUE	E LARCH AVE	11,520
	W LARCH AVE	12,999
BRYANT STREET	S SH38	6,634
CAJON BOULEVARD	N STATE ST	9,081
	S DEVORE RD	4,586
	S STATE ST	9,153
	S, SHELTER WAY	1,937
CALIFORNIA STREET	N HIGHLAND AVENUE	6,567
CASMALIA STREET	E LILAC AVE	1,402
	W CACTUS AVENUE	2,926
CEDAR AVENUE	N BLOOMINGTON AVE	27,654
	N EL RIVINO RD	20,533
	S VALLEY BLVD	51,931
CENTRAL AVENUE	N PHILLIPS BLVD	28,918

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
CHINO AVENUE	E EAST END AVE	14,239
	E SH 71	13,460
CITRUS AVENUE	E WABASH AVE	3,806
COLTON AVENUE	W OPAL AVE	4,565
COUNTRY CLUB DRIVE	N RIVERSIDE OHN	1,473
CRAFTON AVENUE	N FIFTH AVE	4,358
	N SH 38	3,774
	S SH 38	5,443
DARBY STREET	E DUFFY STREET	4,368
DATE PLACE	W STERLING AVE	7,001
DEL ROSA AVENUE	S FOOTHILL DR	4,208
	S MARSHALL BLVD	10,171
DEL ROSA DRIVE	N PACIFIC ST	21,655
DEVORE ROAD	N CAJON BLVD	4,908
	N CAJON BLVD	4,707
	S NEDLEE AVE	2,659
DUFFY STREET	S DARBY STREET	1,884
EAST END AVENUE	N CHINO AVE	7,332
	N RIVERSIDE DR	7,556
	S GRAND AVE	5,987
EASTON STREET	E CACTUS AVE	3,150
ELECTRIC AVENUE	N 40TH STREET 0006M	13,018
ETIWANDA AVENUE	S SAN BERNARDINO AVE	19,989

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
EUCLID AVENUE	S TWENTY-FIFTH ST	1,540
	S VISTA DR	2,753
FIFTH AVENUE	E WABASH AVE	4,253
	W CRAFTON AVE	5,347
FLORIDA STREET	E GREENSPOT RD	2,202
FORTIETH STREET	E THIRD AVE	8,992
	W GOLDEN AVE	4,878
FORTY-EIGHTH STREET	W THIRD AVENUE	4,191
FRANCIS AVENUE	E NORTON AVE	3,596
	E RAMONA AVE	4,052
GLEN HELEN PARKWAY	E LYTLE CREEK RD	3,310
GOLDEN AVENUE	N MARSHALL BLVD	3,656
GREENSPOT ROAD	N FLORIDA ST	2,202
HARRISON STREET	N MARSHALL BLVD	3,612
	S MARSHALL BLVD	4,771
HIGHLAND AVENUE	E MERITO PLACE	23,842
JUNE STREET	N OGDEN ST	1,454
JURUPA AVENUE	E CEDAR AVE	4,709
	E LINDEN AVE	2,474
KENWOOD AVENUE	E KIMBARK AVE	1,625
LOCUST AVENUE	N JURUPA AVENUE	5,263
	N SAN BERNARDINO AVE	5,291
	S ELEVENTH ST	3,596

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
	S SLOVER AVE	3,890
LUGONIA AVENUE	W ALABAMA ST	5,440
	W NEVADA ST	5,069
LYNWOOD DRIVE	E ARDEN AVENUE	5,677
	E DEL ROSA AVE	7,801
	E STERLING AVENUE	5,010
	W GOLDEN AVE	8,428
LYTLE CREEK ROAD	N GLEN HELEN PARKWAY	2,442
MACY STREET	S DARBY ST	4,720
MERRILL AVENUE	W CATAWBA AVE	11,754
	W REDWOOD	5,926
MOUNTAIN AVENUE	S TWENTY-FIFTH ST	2,127
	W EUCLID AVE	1,329
MULBERRY AVENUE	S SLOVER AVENUE	6,010
NOLAN STREET	S OGDEN STREET	2,590
OAK GLEN ROAD	S HARRIS RD	1,351
	W POTATO CYN RD	1,792
	S PINE BENCH	661
OGDEN STREET	W BRONSON ST	1,012
	W MACY ST	4,226
OPAL AVENUE	N COLTON AVENUE	1,470
	N SH 38	1,965
	S CITRUS AVE	1,982

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
	S SAN BERNARDINO AVE	2,219
PACIFIC STREET	E DEL ROSA AVENUE	11,180
PALM AVENUE	N CAJON BLVD	3,995
PHILADELPHIA STREET	E PIPELINE AVE	8,790
	E RAMONA AVE	11,270
PHILLIPS BOULEVARD	E EAST END AVE	4,389
	W EAST END AVE	3,578
PIPE LINE AVENUE	N CHINO AVENUE	9,679
POTATO CANYON ROAD	E OAK GLEN ROAD W JCT	1,130
PUMALO STREET	W ARDEN AVENUE	3,352
RAMONA AVENUE	N FRANCIS AVENUE	13,437
RANCHO AVENUE	S SH 10	14,295
	E ALDER AVE	4,570
RANDALL AVENUE	E CEDAR AVENUE	4,958
	E HEMLOCK	6,792
RECHE CANYON ROAD	N RIVERSIDE COUNTY LINE	13,713
	S PLACID LANE	19,833
RIVERSIDE AVENUE	S COUNTRY CLUB DR	11,838
RIVERSIDE DRIVE	E RESERVOIR ST	12,467
SAN ANTONIO AVENUE	N TWENTY-THIRD ST	1,701
	E ALABAMA ST	13,012
SAN BERNARDINO AVENUE	E ALDER AVENUE	9,803
	E ETIWANDA AVENUE	11,245

**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

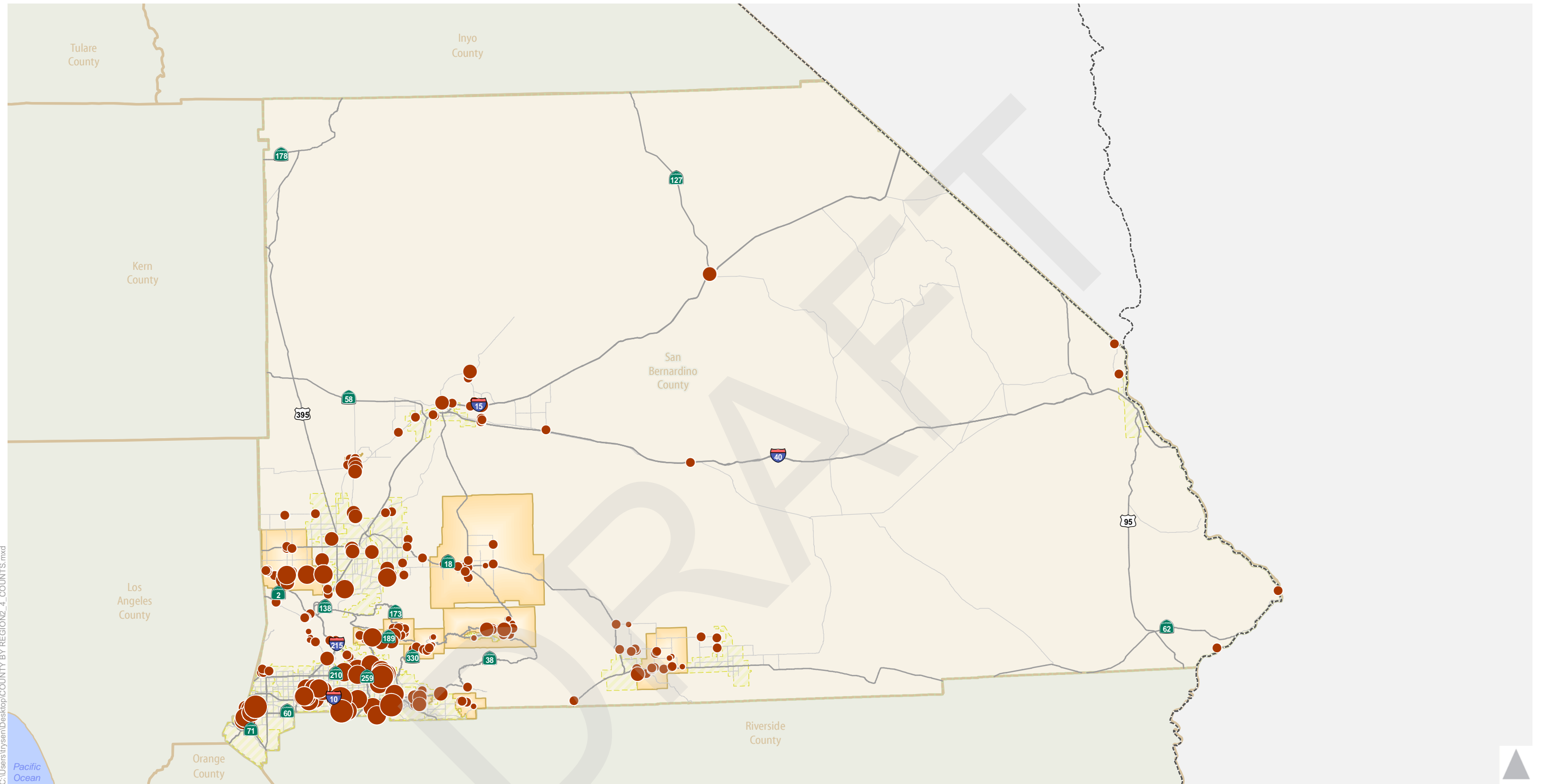
Road Name	Count Location	ADT
SAN TIMOTEO CANYON ROAD	E LOCUST AVE	4,445
	E, COMMERCE DR	12,540
	W BEECH AVE	7,851
	W OPAL AVE	2,131
SAND CANYON ROAD	S BARTON RD	5,783
SANTA ANA AVENUE	E CRAFTON AVENUE	9,131
	W CEDAR AVENUE	6,985
SEVENTH STREET	W LOCUST AVENUE	7,503
	W, ELM STREET	1,814
SIERRA AVENUE	S LYTLE CREEK RD	8,860
SLOVER AVENUE	E ALDER AVE	8,921
	E LOCUST AVE	10,368
	E MULBERRY AVENUE	15,112
STATE STREET	N HIGHLAND AVE	10,679
STERLING AVENUE	S DATE ST	9,156
TAMARIND AVENUE	S SLOVER AVENUE	1,090
THIRD AVENUE	E VERMONT ST	1,495
	W CAJON BLVD	2,134
TIPPECANOE AVENUE	N FIFTH STREET	14,217
TWENTY-FOURTH STREET	E CAMPUS ST	1,098
	E SAN ANTONIO AVE	2,017
TWENTY-THIRD STREET	E MOUNTAIN AVE	3,752
UNIVERSITY PARKWAY	SHORT ST N .27M	15,152



**TABLE 3 – SAN BERNARDINO COUNTY EXISTING ADT COUNTS**

Road Name	Count Location	ADT
VALLEY BOULEVARD	E CEDAR AVE	15,520
	E REDWOOD AVE	17,899
	W CALABASH AVENUE	9,859
	W LOCUST AVE	17,514
WABASH AVENUE	N SH 38	3,681
	S FIFTH AVENUE	1,025
	S SH 38	6,121
Source: County of San Bernardino		

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**Existing Counts**

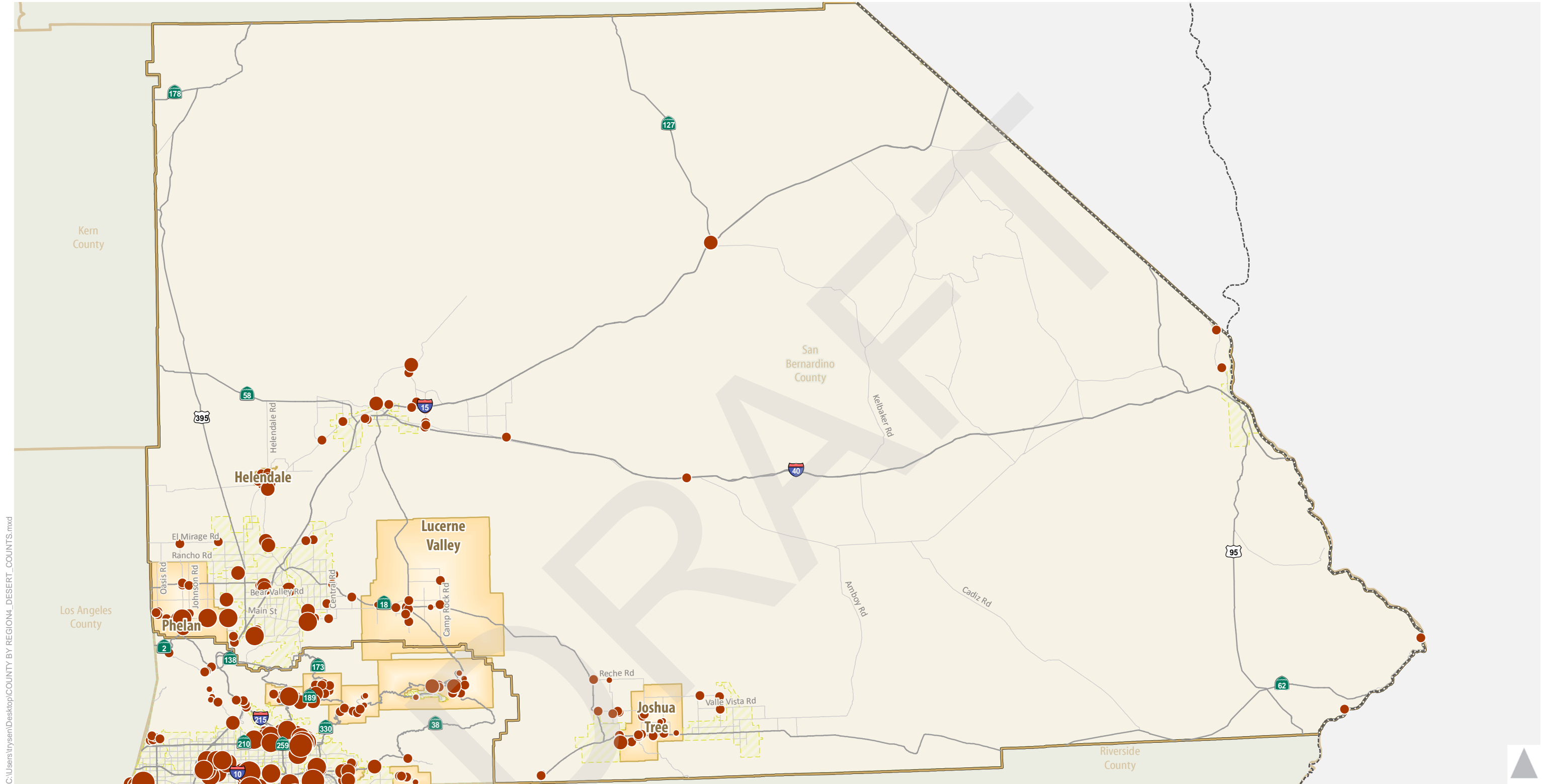
- |   |  |   |  |
|---|--|---|--|
| <span style="color: brown;">●</span> < 1,000        | <span style="color: brown;">●</span> 10,000 - 20,000 | <span style="border: 1px solid brown; display: inline-block; width: 10px; height: 10px;"></span> Community Plan Boundaries                        | <span style="border: 1px solid brown; display: inline-block; width: 10px; height: 10px;"></span> County Boundaries |
| <span style="color: brown;">●</span> 1,000 - 5,000  | <span style="color: brown;">●</span> > 20,000        | <span style="border: 1px dashed brown; display: inline-block; width: 10px; height: 10px;"></span> City Boundaries                                 | <span style="border: 1px dashed brown; display: inline-block; width: 10px; height: 10px;"></span> State Boundaries |
| <span style="color: brown;">●</span> 5,000 - 10,000 |  | <span style="background-color: #fde9d9; border: 1px solid brown; display: inline-block; width: 10px; height: 10px;"></span> San Bernardino County |  |

Source: San Bernardino County



Figure 2.1

Existing Counts



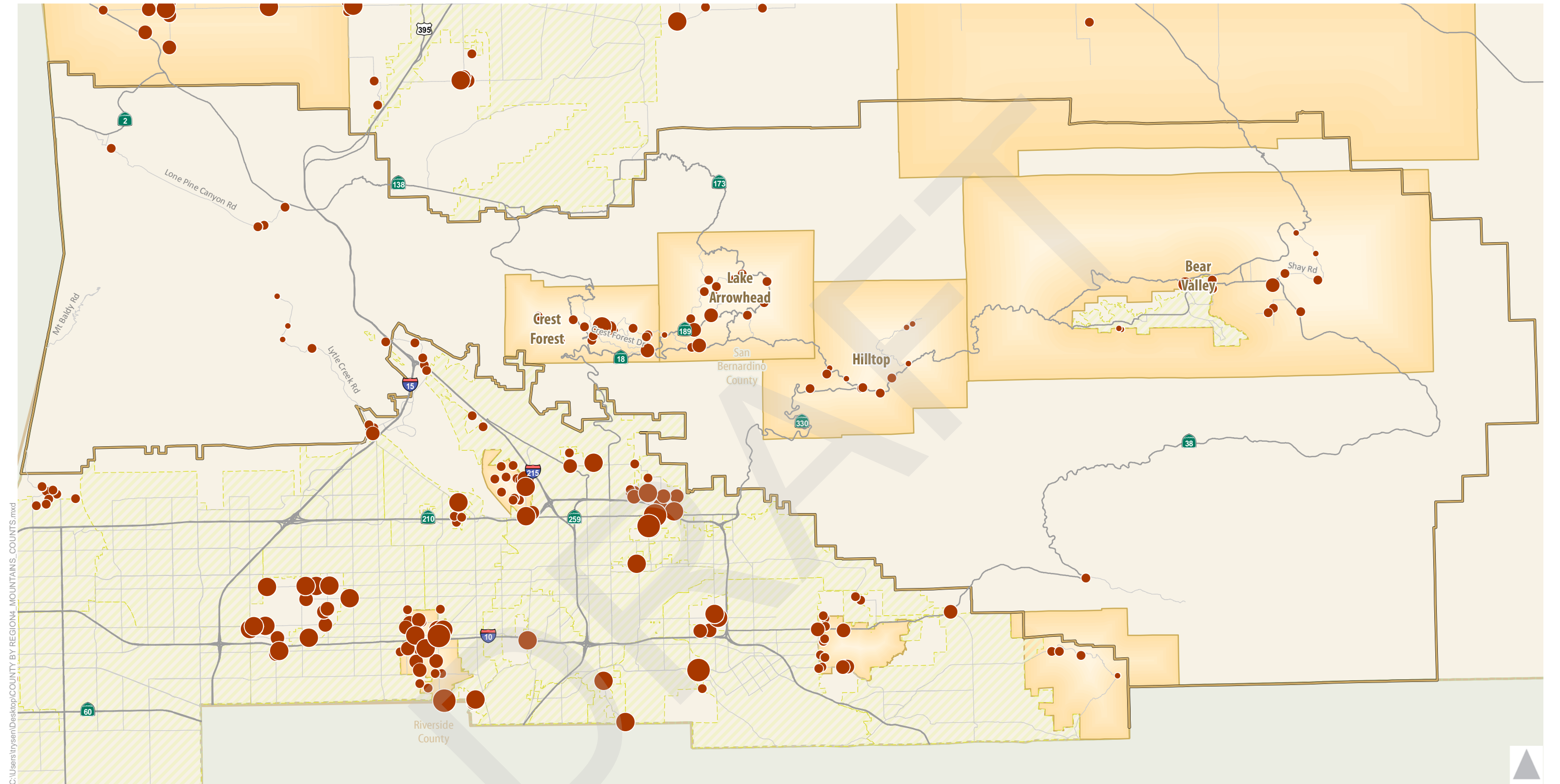
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Source: San Bernardino County



Figure 2.2

Desert Region Existing Counts



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**Existing Counts**

- < 1,000
- 1,000 - 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- > 20,000

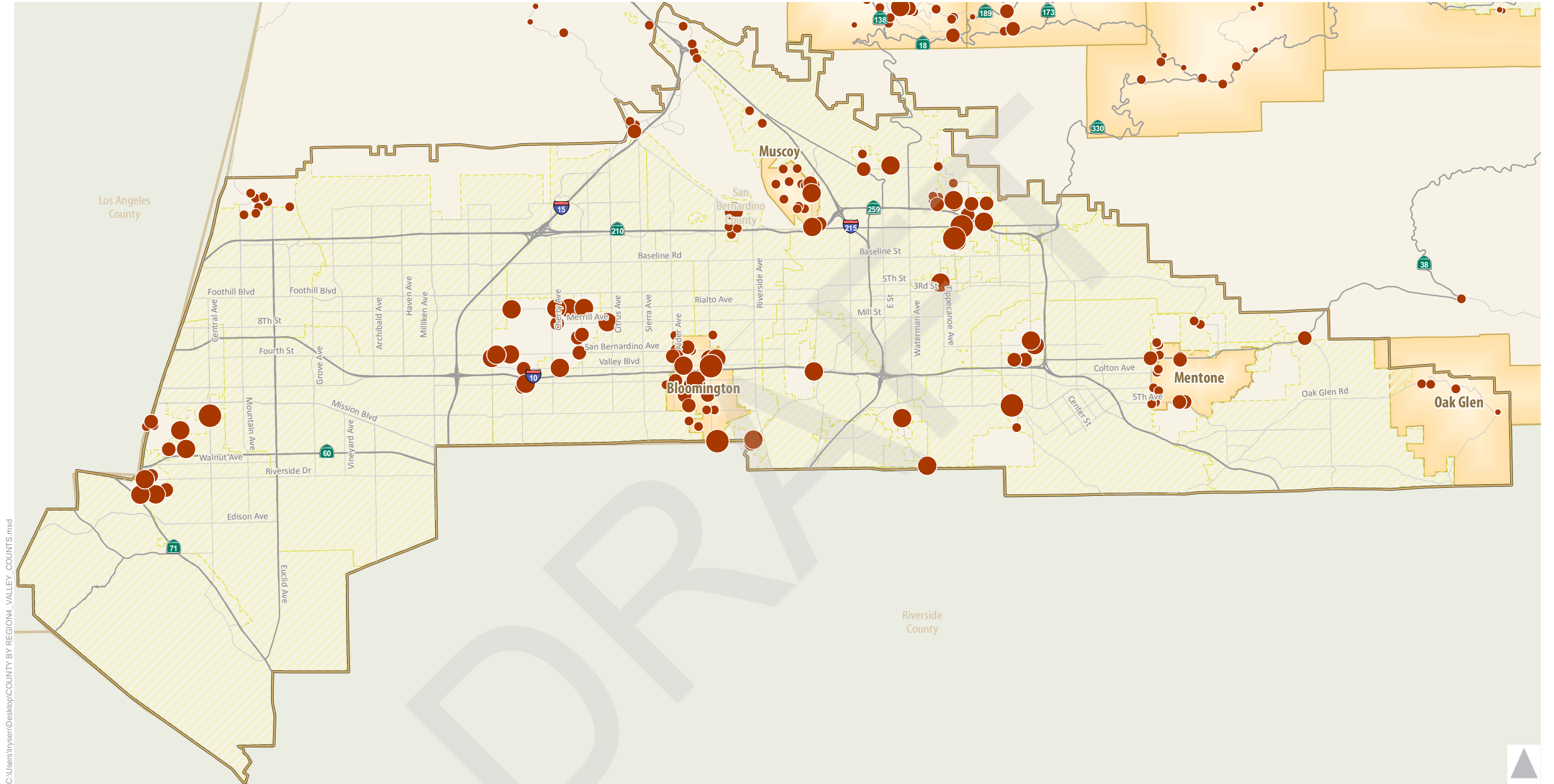
- Mountain Region
- San Bernardino County
- Community Plan Boundaries
- County Boundaries
- City Boundaries

Source: San Bernardino County



Figure 2.3

Mountain Region Existing Counts



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#### Existing Counts

- < 1,000
- 1,000 - 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- > 20,000

- Valley Region
- Community Plan Boundaries
- San Bernardino County
- County Boundaries
- City Boundaries

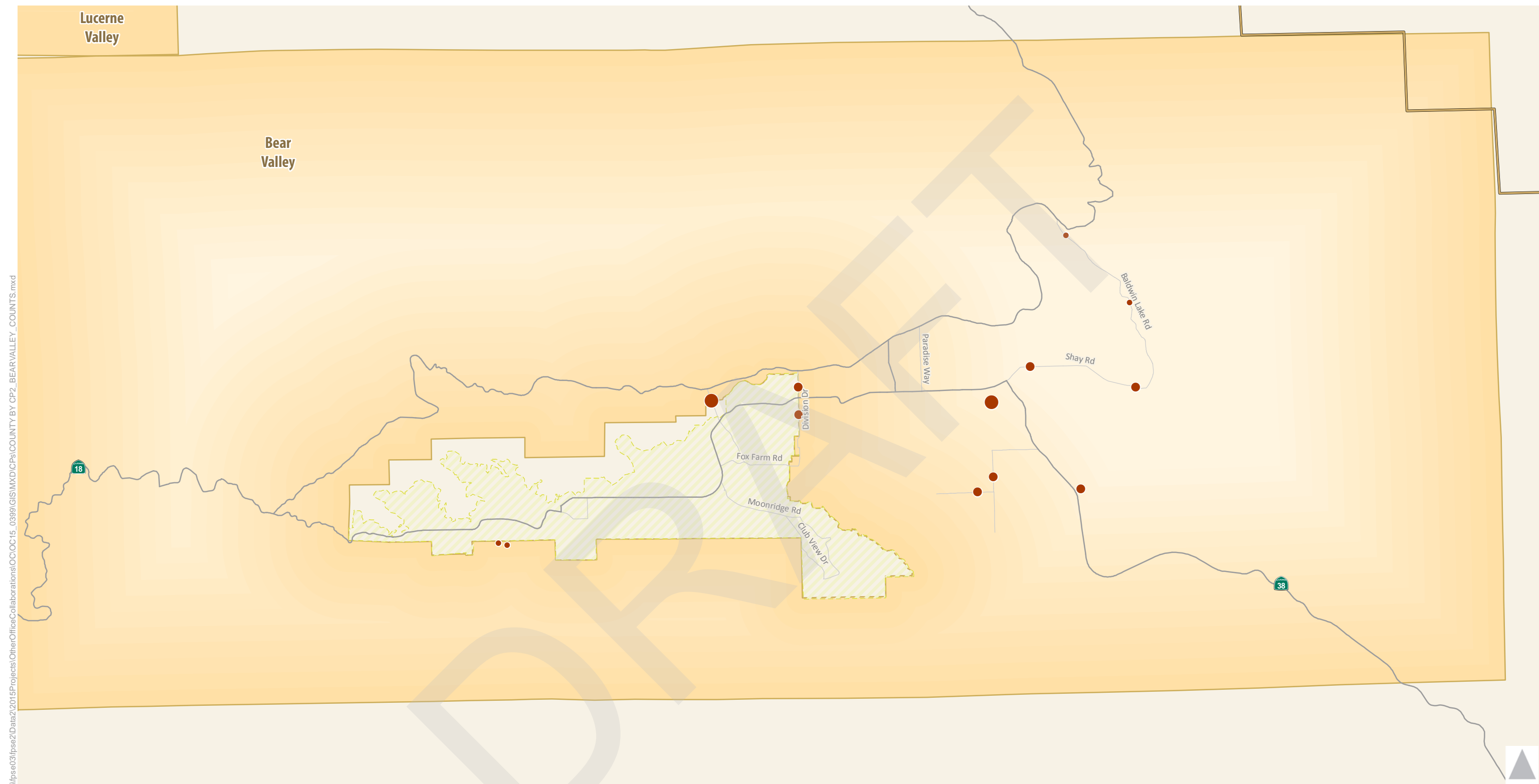
Source: San Bernardino County



Figure 2.4

## Valley Region Existing Counts





\\pse03\pse2\Data2\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_BEARVALLEY\_COUNTS.mxd

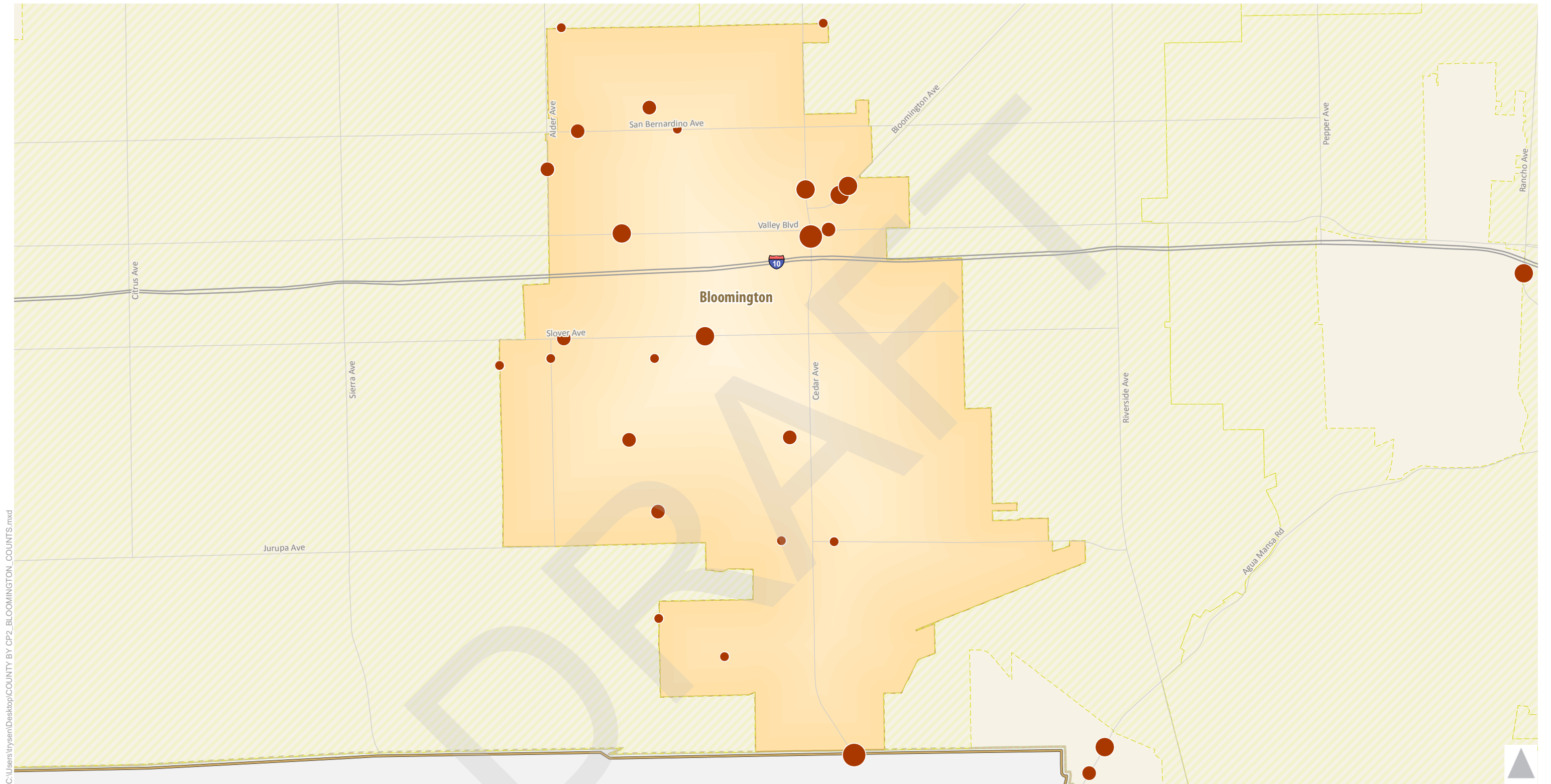
- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
- Mountain Region
  Community Plan Boundary
  City Boundary
  San Bernardino County

Source: San Bernardino County

Figure 2.5

Bear Valley Community Plan Existing Counts





C:\Users\trysen\Desktop\COUNTY BY CP2\_BLOOMINGTON\_COUNTS.mxd

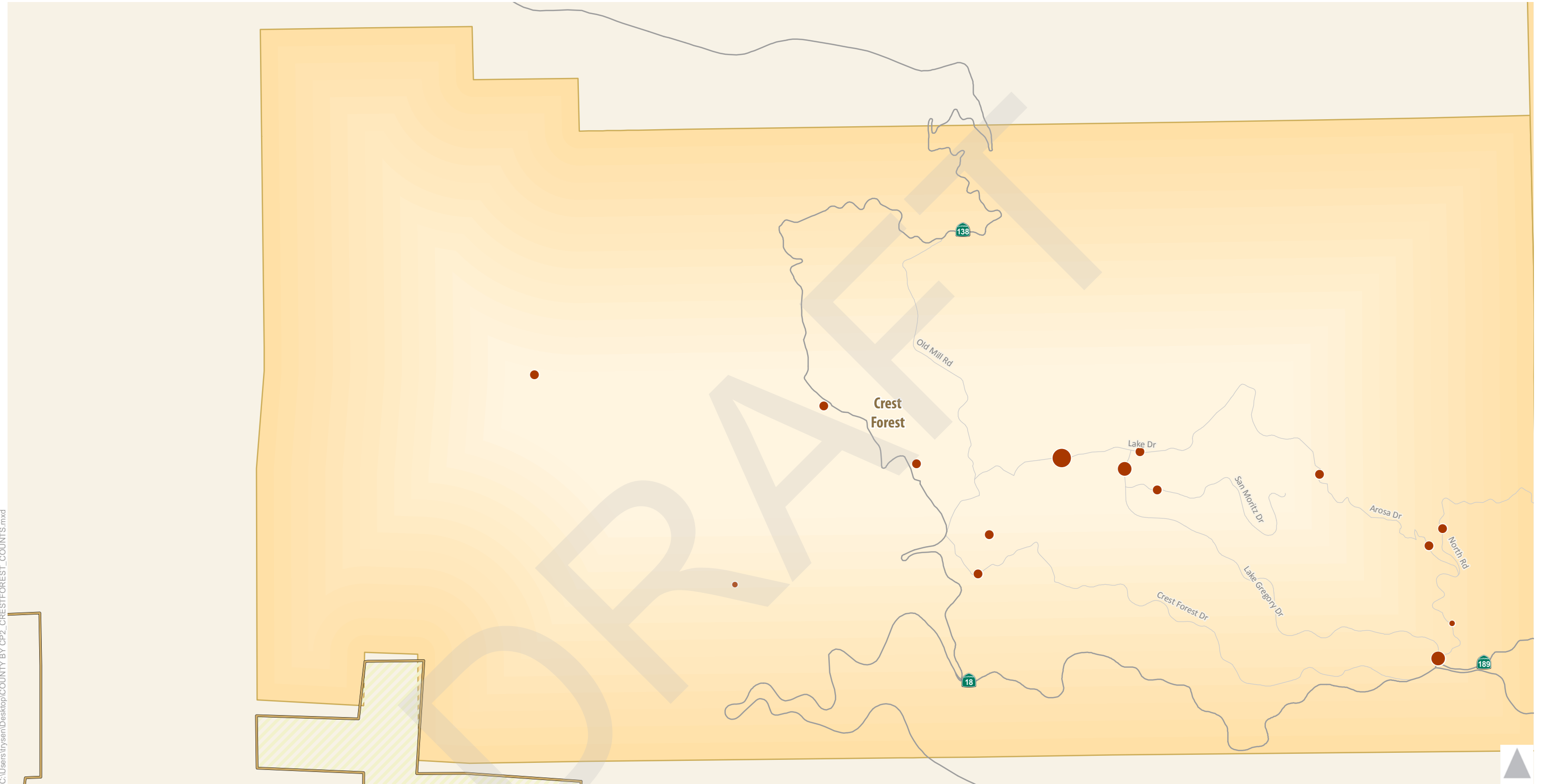
Source: San Bernardino County



Figure 2.6

## Bloomington Community Plan Existing Counts

C:\Users\trysen\Desktop\COUNTY BY CP2\_CRESTFOREST\_COUNTS.mxd



Source: San Bernardino County

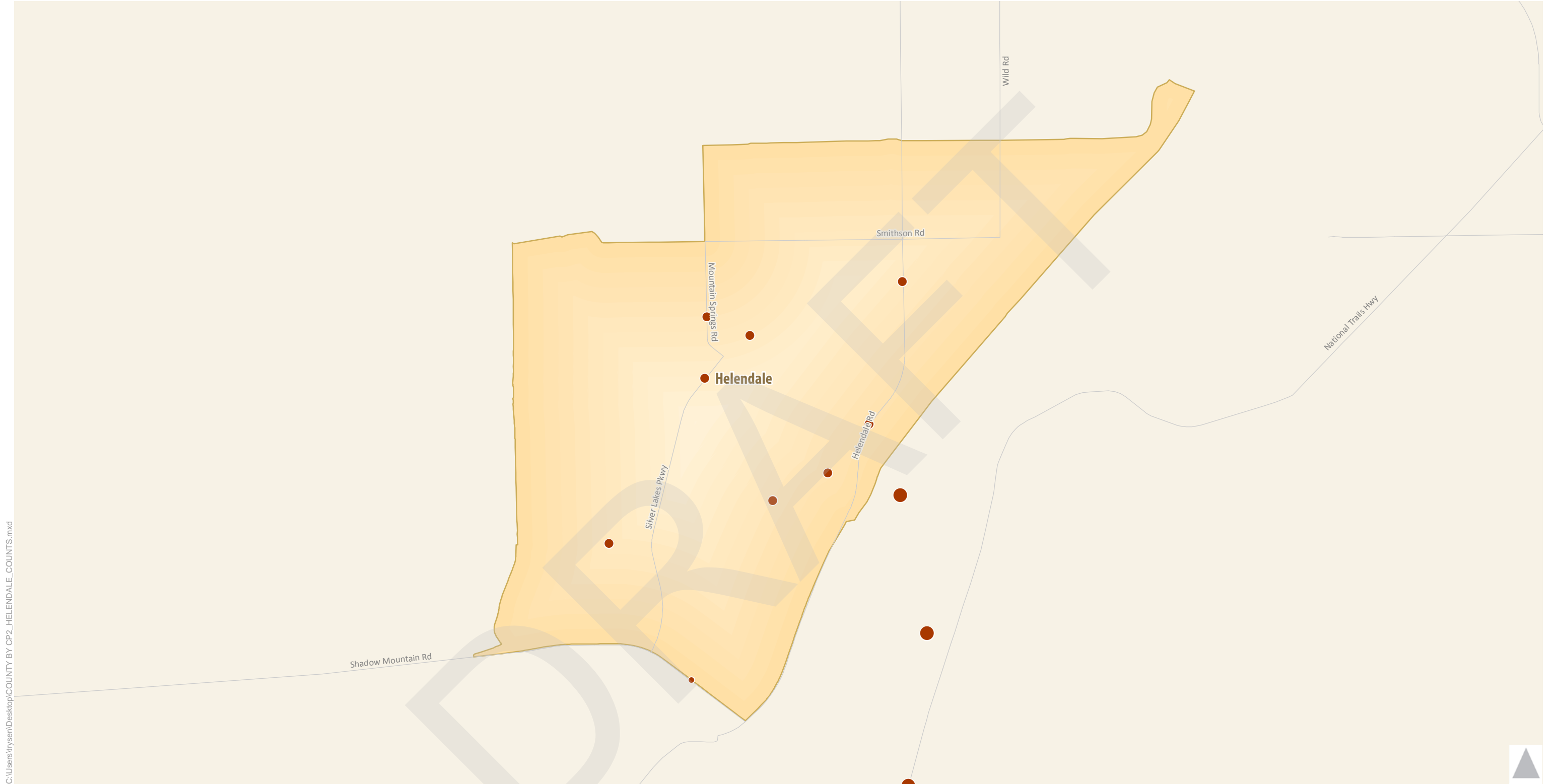
- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
  - 10,000 - 20,000
- Mountain Region  
City Boundary  
Community Plan Boundary  
San Bernardino County



Figure 2.7

## Crest Forest Community Plan Existing Counts





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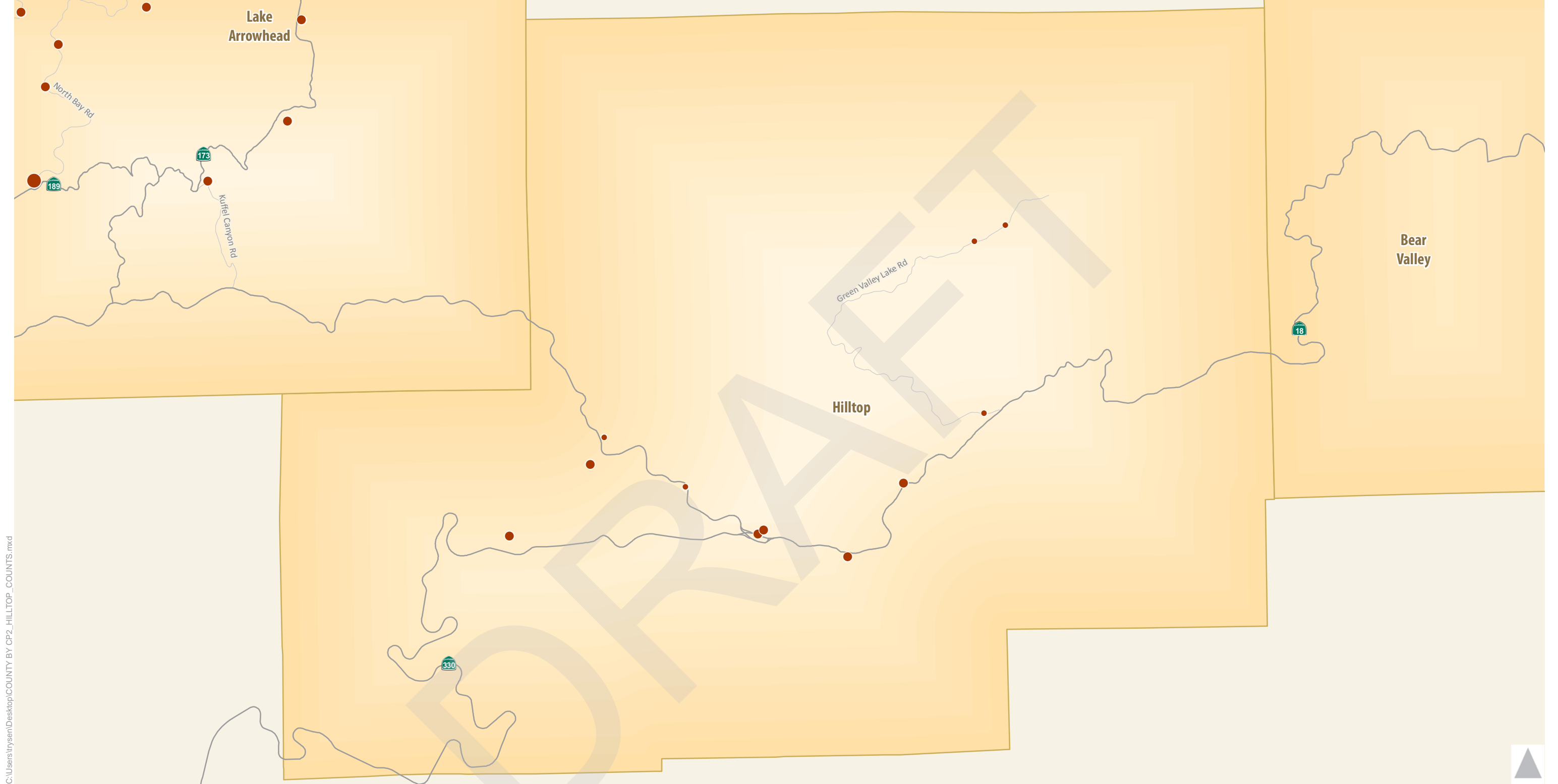
Source: San Bernardino County

- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
- Community Plan Boundary
- San Bernardino County



Figure 2.8

## Helendale Community Plan Existing Counts



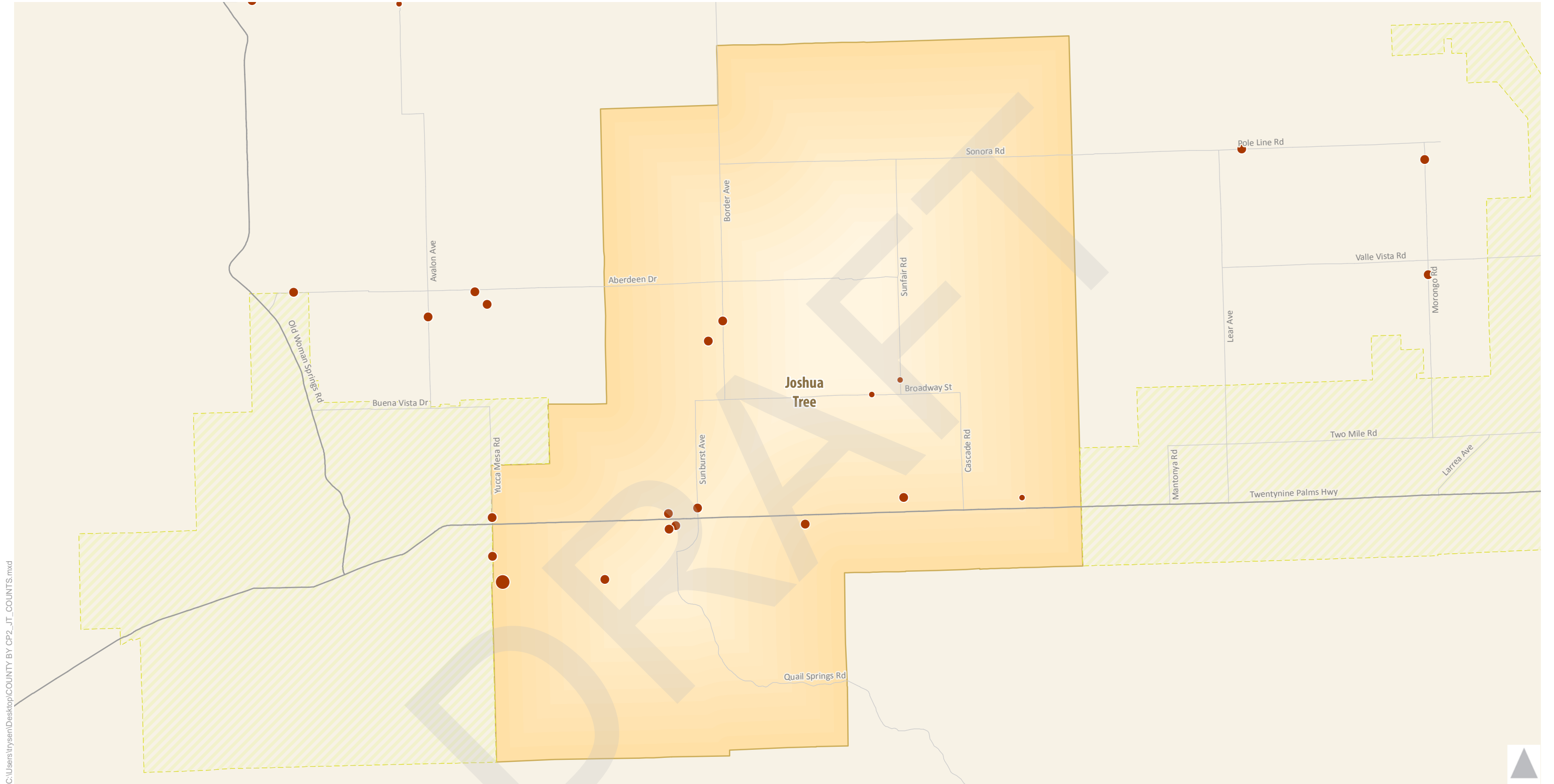
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- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
- Community Plan Boundary
- San Bernardino County

Source: San Bernardino County

Figure 2.9





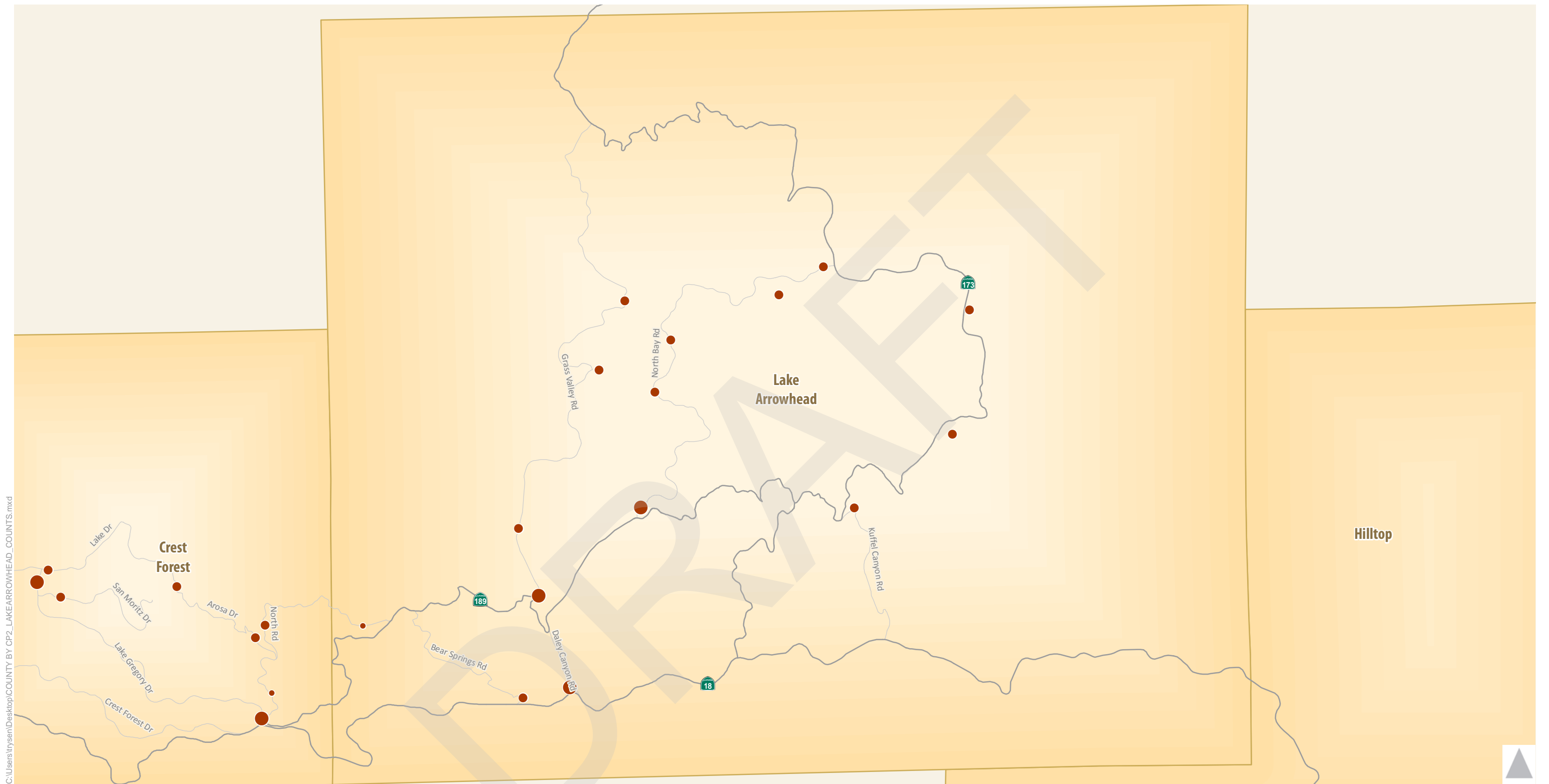
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Source: San Bernardino County

- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
- Community Plan Boundary
  - City Boundary
  - San Bernardino County



Figure 2.10

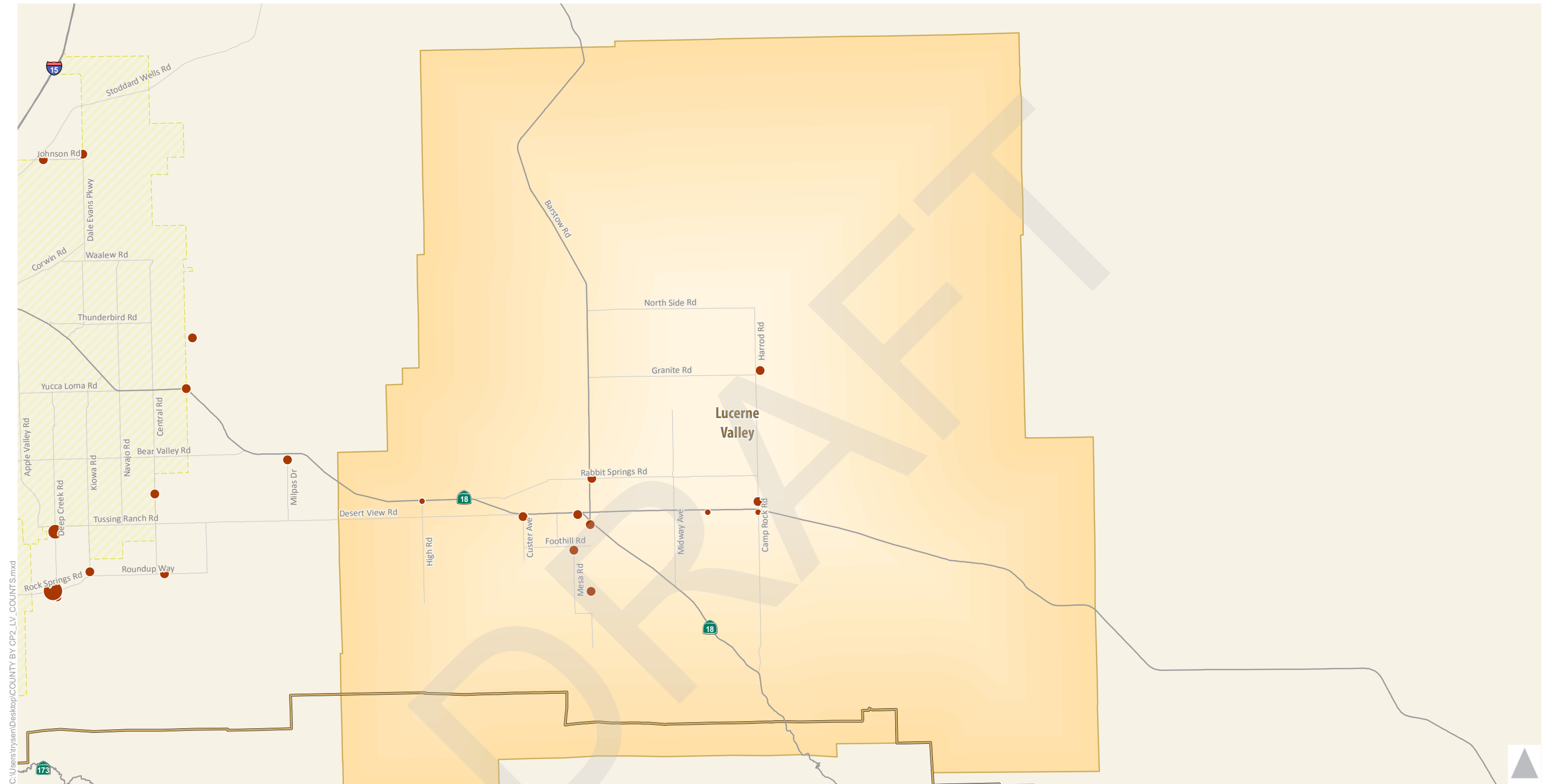


- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
- Community Plan Boundary
- San Bernardino County

Source: San Bernardino County

Figure 2.11



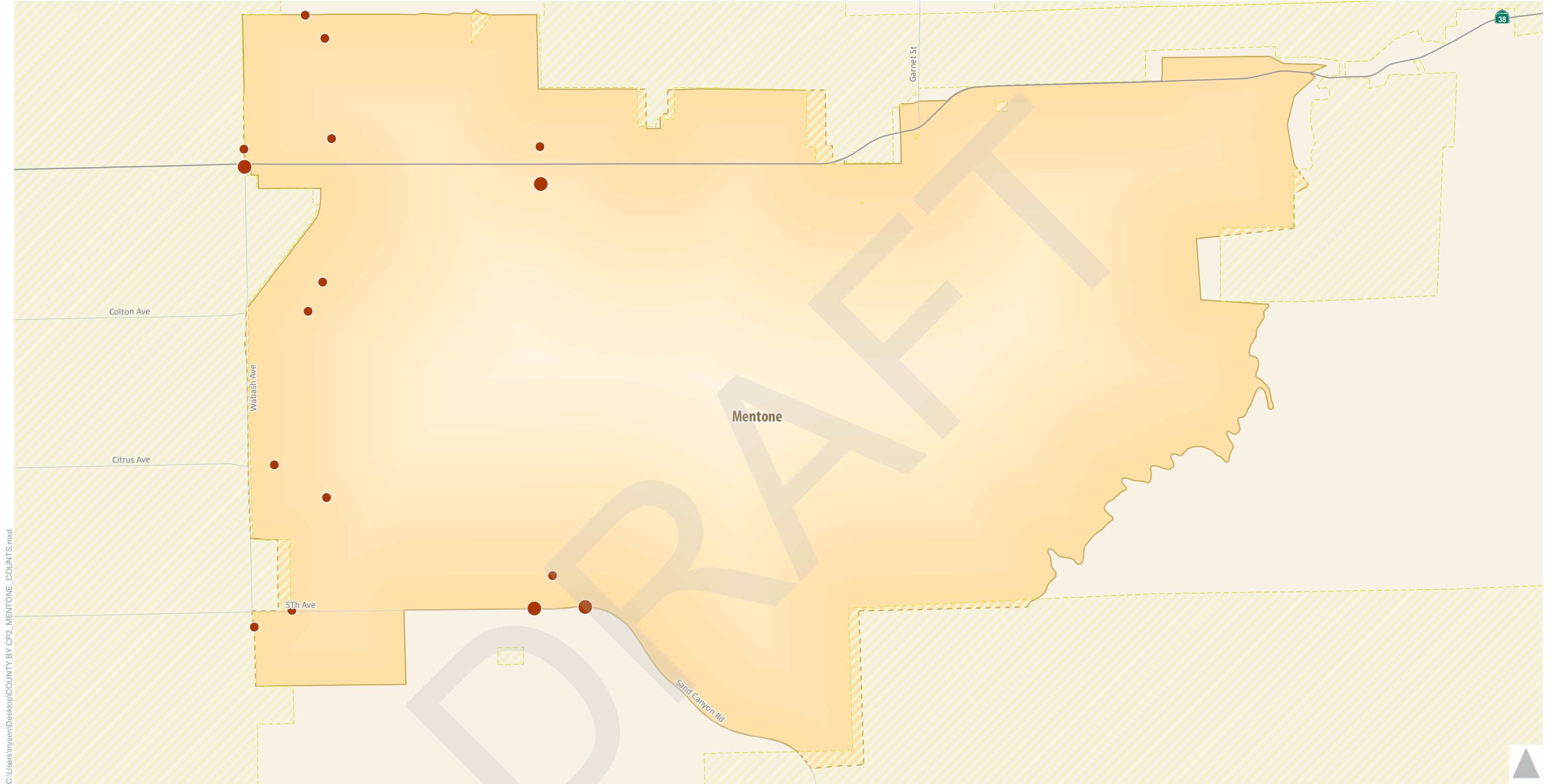


Source: San Bernardino County

- Existing Counts**
- < 1,000
  - 1,000 - 5,000
  - 5,000 - 10,000
  - 10,000 - 20,000
  - Desert Region
  - Community Plan Boundary
  - ▨ City Boundary
  - San Bernardino County



Figure 2.12



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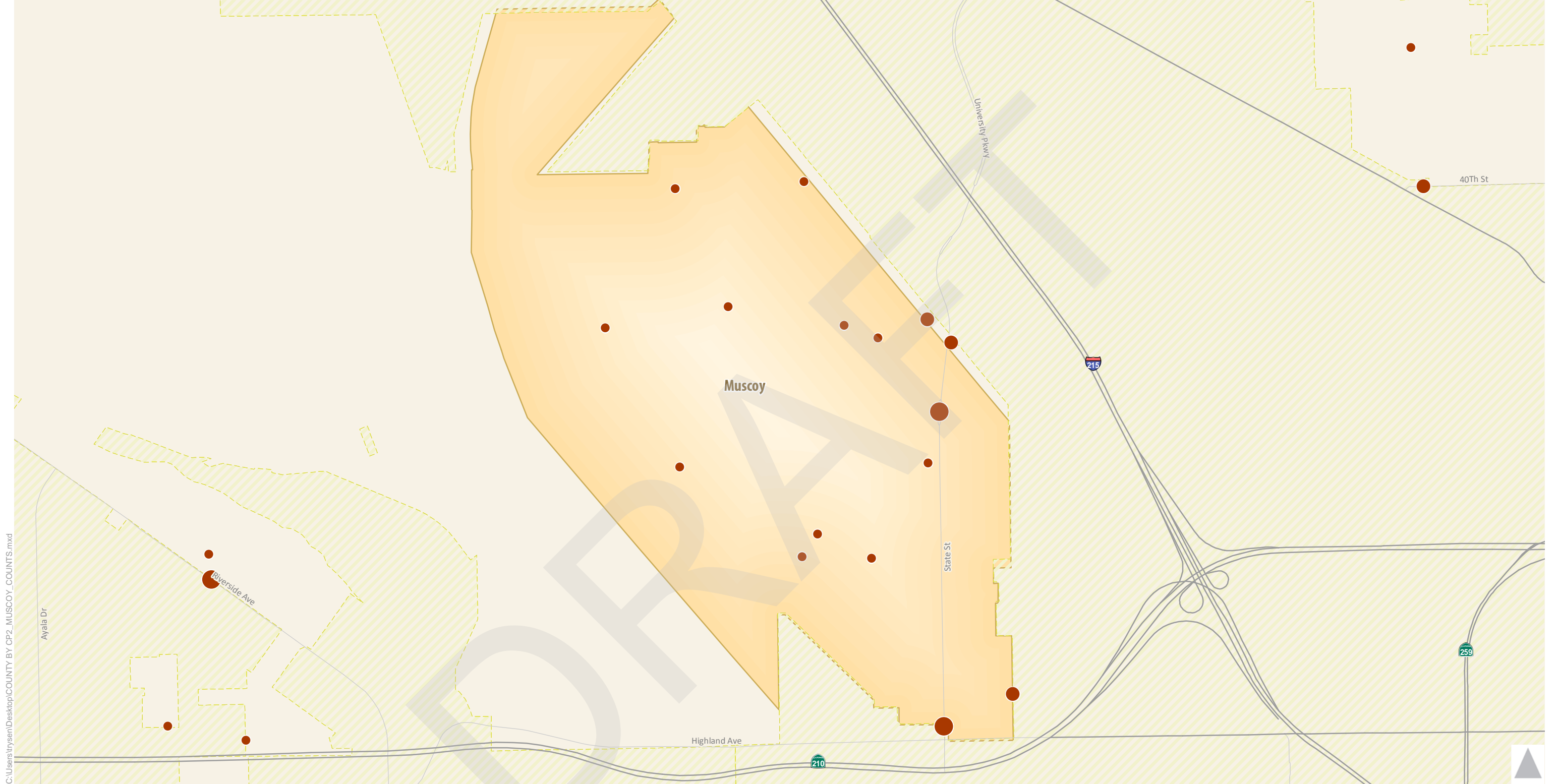
Source: San Bernardino County

- Existing Counts**
- 1,000 - 5,000
  - 5,000 - 10,000
  - Community Plan Boundary
  - City Boundary
  - San Bernardino County



Figure 2.13

Mentone Community Plan Existing Counts



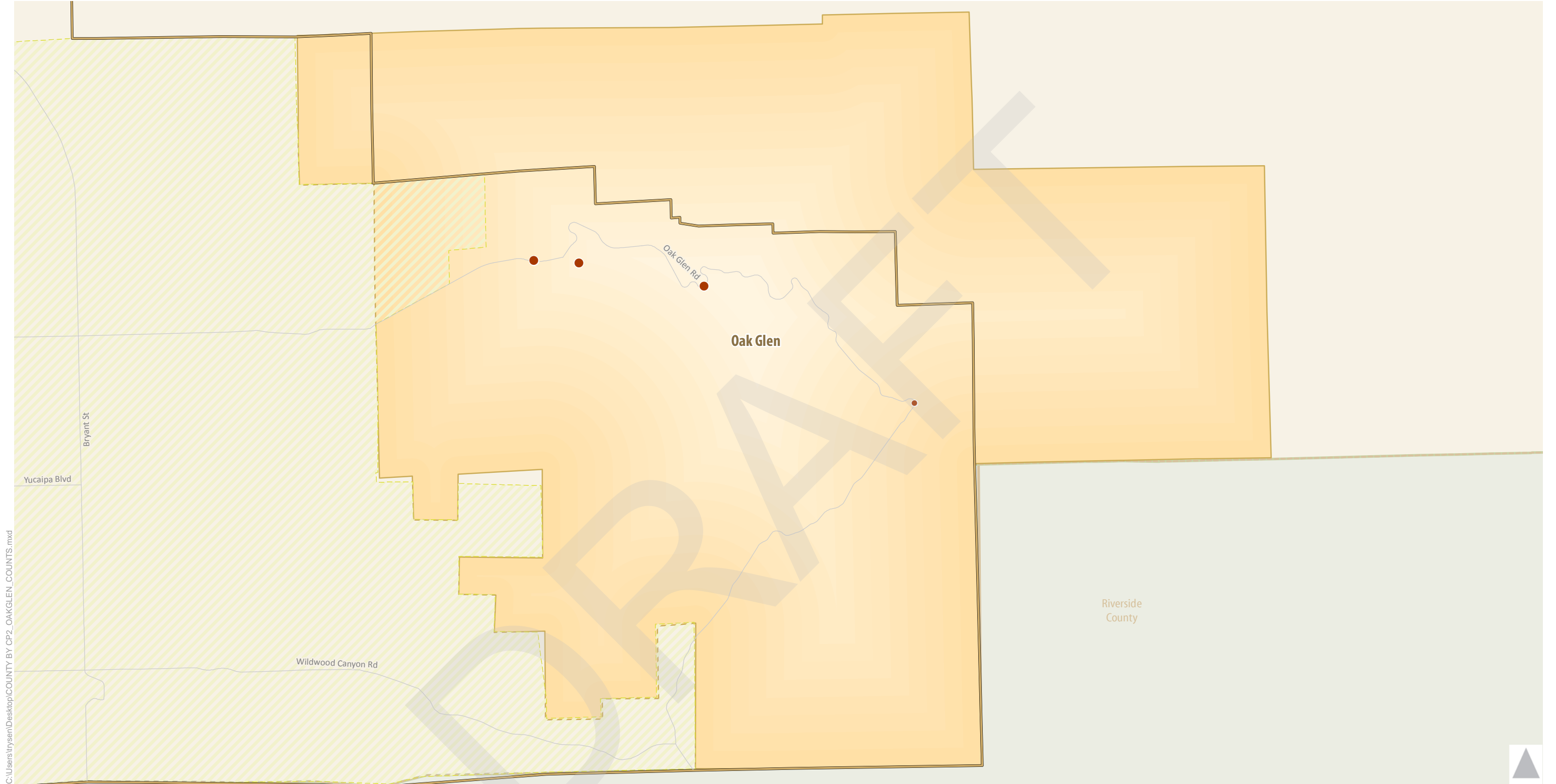
C:\Users\trysen\Desktop\COUNTY BY CP2\_MUSCOY\_COUNTS.mxd

- Existing Counts**
- 1,000 - 5,000
  - 5,000 - 10,000
  - 10,000 - 20,000
- Community Plan Boundary
  - City Boundary
  - San Bernardino County

Source: San Bernardino County

Figure 2.14





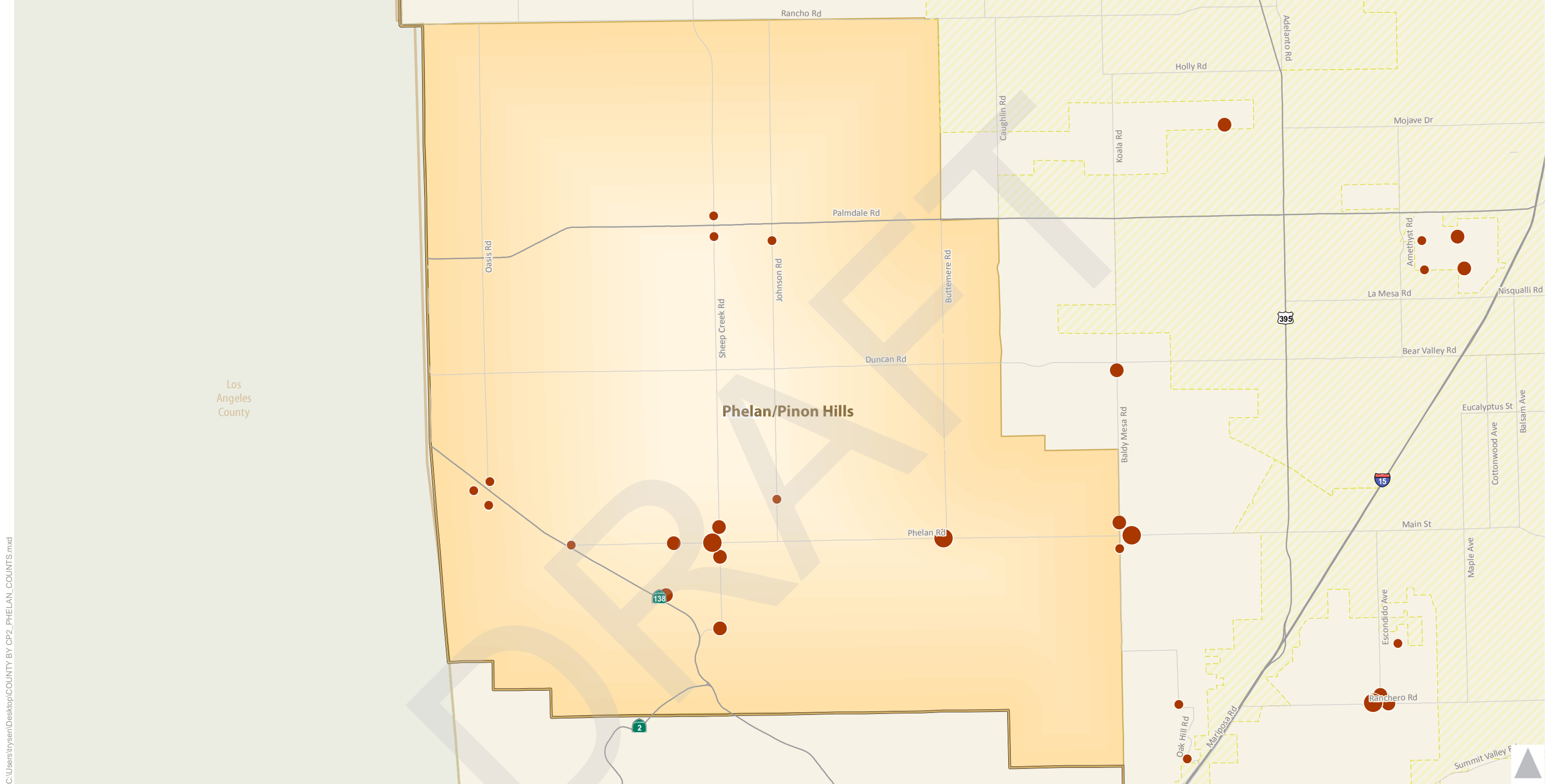
Source: San Bernardino County

- Existing Counts**
- < 1,000
  - 1,000 - 5,000
- Valley Region  
 Community Plan Boundary  
 City Boundary  
 San Bernardino County  
 County Boundaries



Figure 2.15





- Existing Counts**
- 1,000 - 5,000
  - 5,000 - 10,000
  - 10,000 - 20,000
- Desert Region
- Community Plan Boundary
- City Boundary
- San Bernardino County
- County Boundaries

Source: San Bernardino County

Figure 2.16

Phelan/Pinon Hills Community Plan Existing Counts



## PUBLIC TRANSIT

Public transit in the County of San Bernardino's unincorporated communities is provided through several agencies with local bus service, demand-responsive paratransit service, and rail service. Figures 3.1 through 3.16 display fixed-route transit service in the county.

### FIXED-ROUTE TRANSIT SERVICE

**OmniTrans** – The following OmniTrans bus routes provide service to unincorporated communities in San Bernardino County:

- Route 8 (San Bernardino—Mentone—Crafton Hills College): This route travels between San Bernardino Transit Center and Crafton Hills College, with stops in Loma Linda, Redlands, and Mentone. There is service between San Bernardino Transit Center and Redlands mall every 30 minutes during weekdays, and between San Bernardino Transit Center and Crafton Hills College every 60 minutes during weekdays and weekends. Weekday service runs between 5:11 AM to 10:33 PM, with 25 to 60 minute morning and evening headways. Saturday service runs between 6:20 AM and 7:23 PM with 60 minute headways. Sunday service runs between 7:22 AM and 6:56 PM with 60 minute headways. This route also provides connectivity with Route sbX.
- Route 11 (San Bernardino—Muscoy—Cal State): This route travels between Cal State San Bernardino and San Bernardino Transit Center. Weekday service runs between 5:28 AM and 10:18 with 60 minute morning headways and 30 to 60 minute evening headways. Saturday service runs between 6:50 AM and 6:45PM with 60 minute headways. Sunday service runs from 7:17AM to 7:23PM with 60 minute headways. This route provides connectivity to Route sbX.
- Route 19 (Fontana—Colton—Redlands—Yucaipa): This route travels between Fontana and Yucaipa, with stops in Colton, Loma Linda, Grand Terrace, Redlands, Mentone, and Bloomington. Weekday service runs from 4:50 AM to 10:28PM with 30 minute morning and evening headways. Saturday service runs from 5:20 AM to 9:45PM with 60 minute headways. Sunday service runs from 6:40 AM to 7:13 PM with 60 minute headways.
- Route 29 (Bloomington—Valley Blvd.—Kaiser): This route travels between Fontana and Bloomington, including stops in Bloomington. Weekday service runs from 6:45AM to 6:35PM with 60 minute headways. Saturday service runs from 7:45 AM to 6:35 PM with 60 minute headways.

**Barstow Area Transport** – The following Barstow Area Transport bus route provides service to unincorporated communities in San Bernardino County:

- Route 3 (Barstow Library—Tanger Mall—Jasper Park): This route travels between Barstow Library Jasper Park and includes service in Lenwood. Weekday service runs from 7:00AM to 6:50 PM with

60 minute headways. Saturday service runs from 9:00AM to 4:50 PM and Sunday service runs from 8:00 AM to 3:50 PM, both with 60 minute headways.

**Morongo Basin Transit Authority** – The following Morongo Basin Transit Authority bus routes provide service to unincorporated communities in San Bernardino County:

- Route 1 (Yucca Valley—Marine Base): This route provides service between Twentynine Palms and Joshua Tree, with extended service between Twentynine Palms Marine Base and Yucca Valley in evenings and weekends. Weekday service runs from 6:00 AM to 10:05 PM with 60 minute headways in the morning and 60 to 120 minute headways in the evening. Saturday service runs from 7:15 AM to 9:49 PM with 60 to 120 minute headways. Sunday service runs from 9:00 AM to 4:40 PM; two buses run in each direction.
- Route 12/15 (Yucca Valley—Palm Springs—MCAGCC Airport): This route provides service between Twentynine Palms Marine Corps Base and Palm Springs, with stops in Twentynine Palms, Joshua Tree, Yucca Valley, and Morongo Valley. Weekday service runs from 7:00 AM to 6:45 PM, with one morning bus and one evening bus. Friday service runs from 5:00 PM to 8:30 PM with one evening. Saturday and Sunday service runs from 10:00 AM to 7:35 PM with one morning and one evening bus each day.
- Route 21 (Landers Loop): This route provides service between Landers and Yucca Valley, including service in Homestead Valley. Service is only provided on weekdays, from 6:45 AM to 5:55 PM. Morning headways are between 90 minutes and two hours. Afternoon headways are two hours.

**Mountain Area Regional Transit Authority** – The following Mountain Area Regional Transit Authority bus routes provide service to unincorporated communities in San Bernardino County:

- Big Bear Route 1 (Boulder Bay to Erwin Lake): This route includes service to and from Big Bear City. Service is provided seven days a week from 5:30 AM to 7:30 PM (6:30 AM to 6:30 PM on Sundays) with 60 minute headways.
- RIM Route 2 (Valley of Enchantment—Crestline—Lake Arrowhead): This route includes service through Crestline and Lake Arrowhead. This route runs Monday through Friday from 6:15 AM to 7:05 PM with 90 minute headways.
- Big Bear Route 3 (Mountain Meadows to Gold Mountain): This route includes service to and from Big Bear City. Service is provided on weekdays from 10:00 AM to 4:00 PM with 60 minute headways.
- RIM Route 4 (Lake Arrowhead to Running Springs): This route runs weekdays from 6:50 AM to 7:10 PM with 90 minute headways.
- Big Bear Off the Mountain (Big Bear Valley—Running Springs—San Bernardino): This route includes service to and from Running Springs. Service is provided six days a week. Weekday buses

run from 6:30 AM to 7:00 PM; there are three buses in each direction with 4.5 hour headways. Sunday service consist of one bus in each direction, running from 11:00 AM to 2:30 PM.

- RIM Off the Mountain (Lake Arrowhead—Crestline—San Bernardino): This route provides service on weekdays from 5:30 AM to 8:10 PM with two morning and two evening buses in each direction. Morning and evening headways are two hours. Saturday service runs from 8:45 AM to 5:20 PM, with one morning and one evening bus in each direction.

**Victor Valley Transit Authority** – The following Victor Valley Transit Authority bus routes provide service to unincorporated communities in San Bernardino County:

- Route 21 (Tri-Community): This route provides service between Victorville and Phelan/Pinon Hills, including service through Oak Hills. Weekday service runs from 5:15 AM to 8:54 PM with 75 to 90 minute morning headways and 90 minute evening headways. Saturday service runs from 6:36 AM to 7:54 PM with 90 to 120 minute morning and 90 minute evening headways. Sunday service runs from 8:00 AM to 5:51 PM with 120 minute headways.
- Route 22 (Helendale): This route provides service in Northgate Village, Oro Grande, Silver Lakes, and Spring Valley Lake. Weekday service is provided from 5:46 AM to 8:06 PM, Saturday service is provided from 7:00 AM to 7:46 PM, and Sunday service is provided from 9:00 AM to 6:49 PM. Weekday and weekend headways are two hours.
- Route 23 (Lucerne Valley): This route provides service between Lucerne Valley and Apple Valley. Weekday service is provided from 5:22 AM to 8:51 PM, Saturday service is provided from 7:00 AM to 8:51 PM, and Sunday service is provided from 9:00 AM to 6:51 PM. Weekday and weekend headways are two hours.
- Route 52 (Victorville/Mall): This route includes service through Mountain View Acres. Weekday service is provided from 6:00 AM to 8:54 PM with 30 minute morning and 60 minute evening headways. Saturday service is provided from 7:00 AM to 7:54 PM with 60 minute headways and Sunday service is provided from 8:00 AM to 5:54 PM, also with 60 minute headways.
- NTC Commuter: This route provides service to Fort Irwin’s National Training Center with stops in Hesperia, Victorville, Helendale, and Barstow. Morning inbound service and afternoon/evening outbound service is provided to and from Fort Irwin. Weekday service, starting and ending points, and stops vary among the various lines listed below.
  - 101 (Barstow): Runs from 4:15 AM to 7:45 AM and from 3:45 PM to 8:12 PM. Inbound and outbound service each have two buses with approximately two hour headways
  - 102 (Barstow): Runs from 5:25AM to 6:30 AM and from 3:45 PM to 5:57 PM. Inbound and outbound routes are each serviced by one bus.
  - 103 (Victorville): Runs from 4:45 AM to 6:35 AM and from 4:15 PM to 6:27 PM. Inbound and outbound routes are each serviced by one bus.

- 104 (Hesperia): Runs from 4:15 AM to 6:25 AM and from 4:15PM to 5:42 PM. Inbound and outbound routes are each serviced by one bus.
- 105 (Helendale): Runs from 4:45 AM to 6:35 AM and from 4:45 PM to 6:27 PM. Inbound and outbound routes are each serviced by one bus.
- 106 (Barstow): Runs from 5:50 AM to 7:20 AM and from 4:45 PM to 5:52 PM. Inbound and outbound routes are each serviced by one bus.
- 107 (Hesperia): Runs from 5:15 AM to 7:50 AM and from 4:45PM to 7:02 PM. Inbound and outbound routes are each serviced by one bus.

## PARATRANSIT SERVICE

Unlike fixed-route transit service, paratransit service does not follow fixed routes or schedules. Paratransit can consist of vans or mini-buses that provide on-demand curb-to-curb service from any origin to destination within the service's specified service area. Demand-responsive paratransit service in the county's unincorporated areas is provided by Barstow Area Transit, OmniTrans, Mountain Area Regional Transit Authority, Morongo Basin Transit Authority and Victor Valley Transit Authority:

- Barstow Area Transit provides its Dial A Ride Paratransit (BAT DAR), a shared-ride transportation service, within 0.75 miles of fixed-route bus service in the greater Barstow area.
- Mountain Area Regional Transit Authority provides Dial-A-Ride as a shared-ride, curb-to-curb service available to senior citizens and persons with disabilities in the Mountain Area service area. It is available to anyone who lives more than 0.75 miles from a Mountain Area Transit fixed-route stop but within the Dial-A-Ride service area. Reservations can be made on the same day or in advance.
- Morongo Basin Transit Authority provides its Ready Ride service as an origin to destination service available primarily for senior and disabled passengers at discounted rates, but also available to all passengers at a premium rate. Twenty four hour advanced reservation is required and is available in Yucca Valley, Morongo Valley, Joshua Tree, Twentynine Palms, Wonder Valley, and Landers.
- The Omnitrans Access Service provides curb-to-curb service to complement the Omnitrans fixed-route bus system. It is available during any time period that fixed-route service operates, up to 0.75 miles on either side of an existing bus route. Service is available outside of the standard service area for an additional fee. Fares are based on distance and the number of zones covered per trip. Riders can make reservations or arrange a subscription service.
- Victor Valley Transit Authority's Direct Access service requires a reservation one to fourteen days in advance and charges fares based on zones. An ADA eligibility certification is required.



## TRANSIT FACILITIES

Transit facilities in the county's communities consist of bus stops for local bus service; these stops can include amenities such as benches and shelters. Generally, a large portion of bus stops in the county's communities lack any amenities. In many locations with bus service available, bus stops do not provide any amenities beyond a post with agency and route signage and perhaps schedule information. Occasionally, sidewalks are not provided to and from the bus stop. In some locations, such as in Bloomington, Joshua Tree, Mentone, and Mountain View Acres, there are bus stops with a bench and/or shelter.

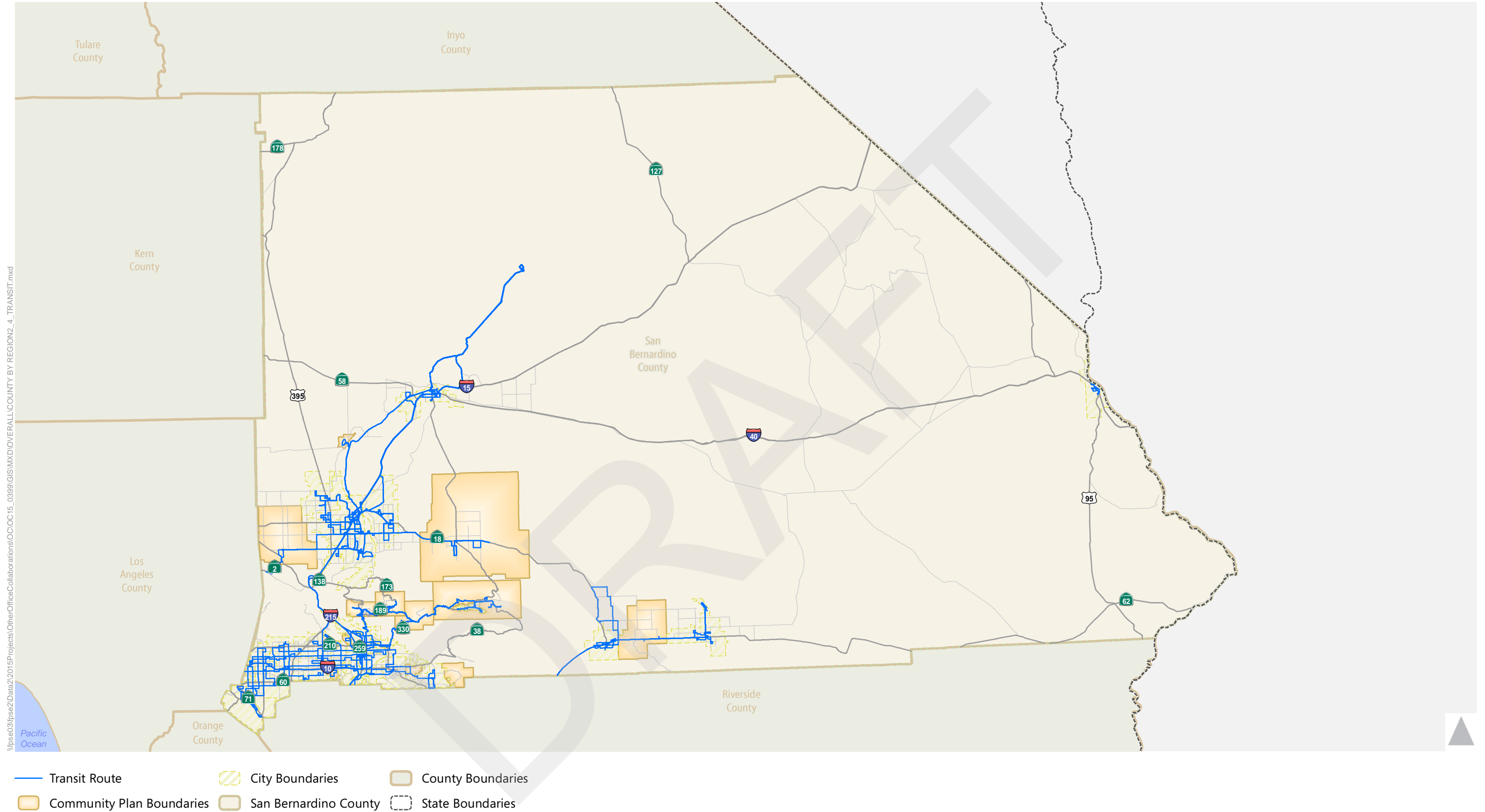


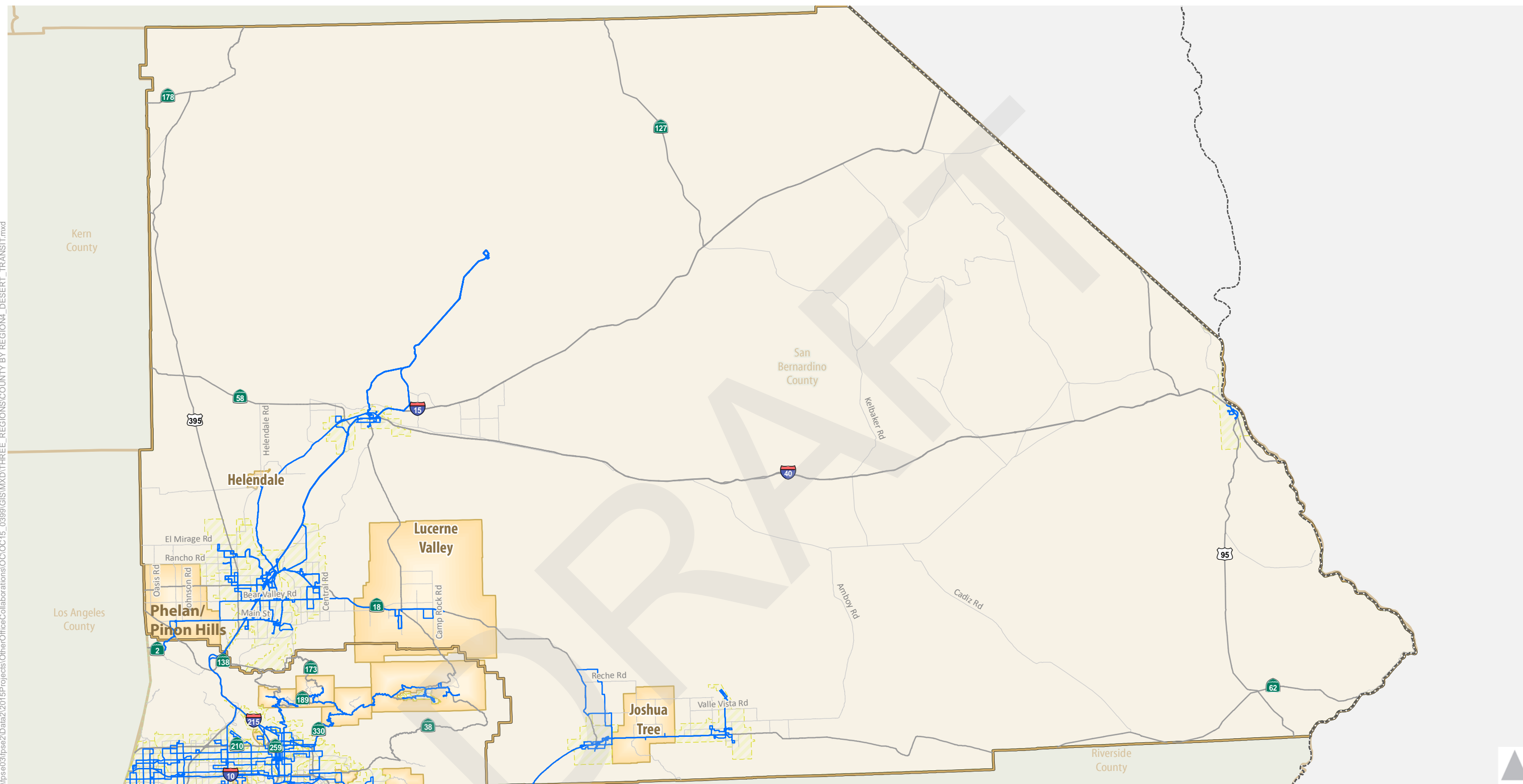
Figure 3.1

## Countywide Transit Routes





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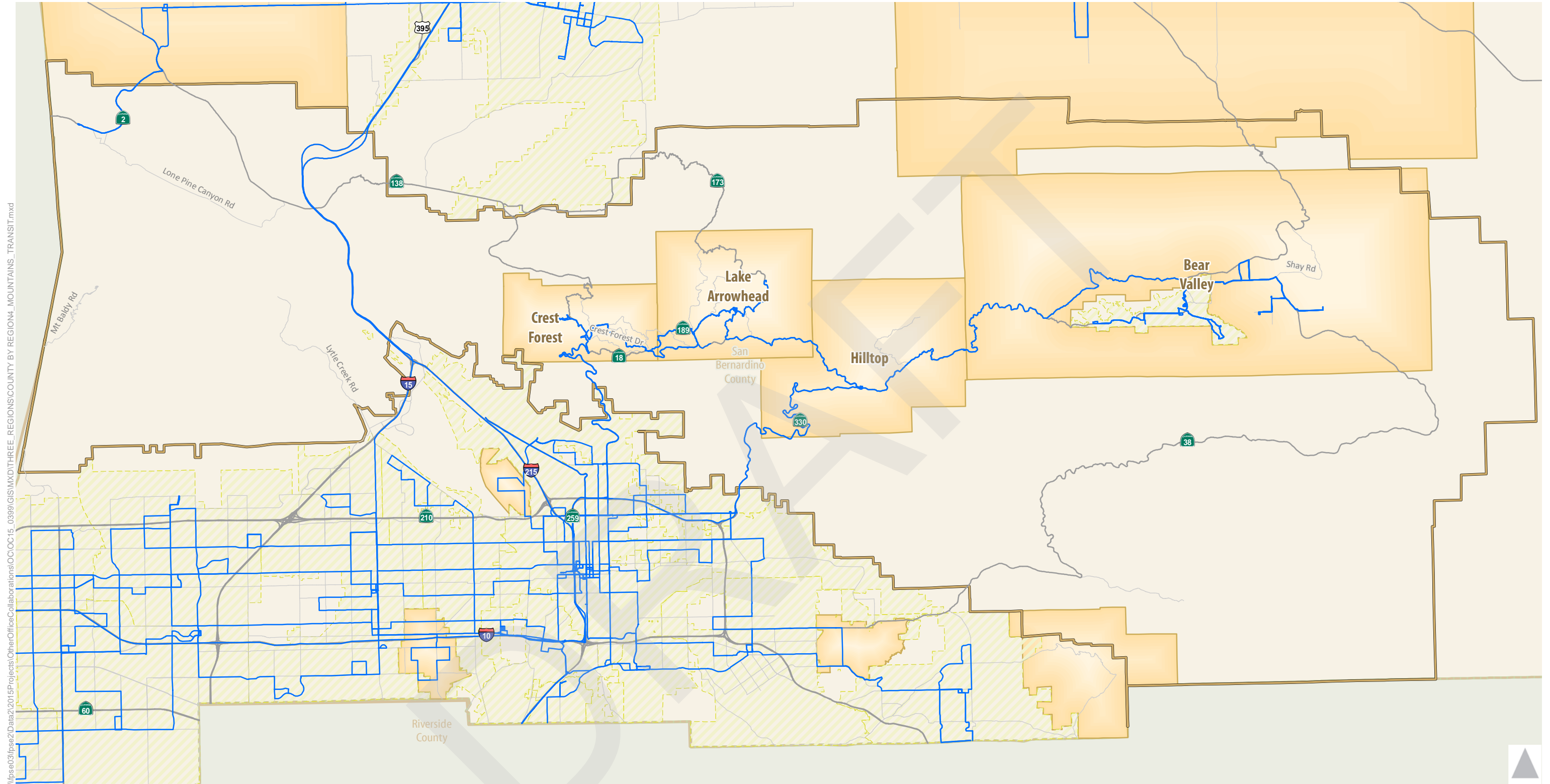
- Transit Route
- Desert Region
- Community Plan Boundaries
- City Boundaries
- San Bernardino County
- County Boundaries
- State Boundaries



Figure 3.2

## Desert Region Transit Routes

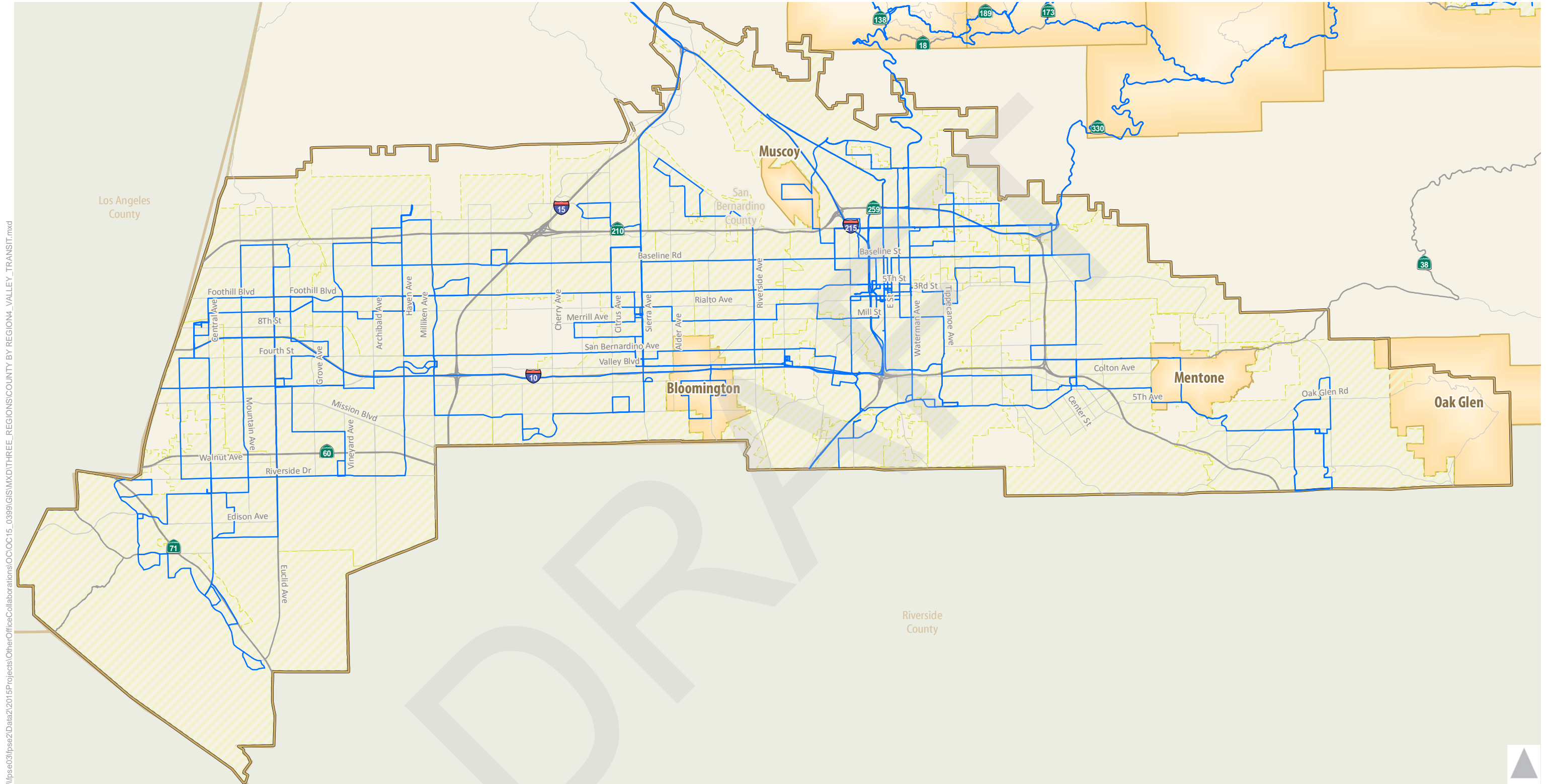




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Figure 3.3



\\pse03\pse2\Data\2015\Projects\Other\Office Collaborations\OC\OC15\_0399\GIS\MXD\THREE\_REGIONS\COUNTY BY REGION4\_VALLEY\_TRANSIT.mxd

- Transit Route
- Valley Region
- Community Plan Boundaries
- City Boundaries
- San Bernardino County
- County Boundaries



Figure 3.4

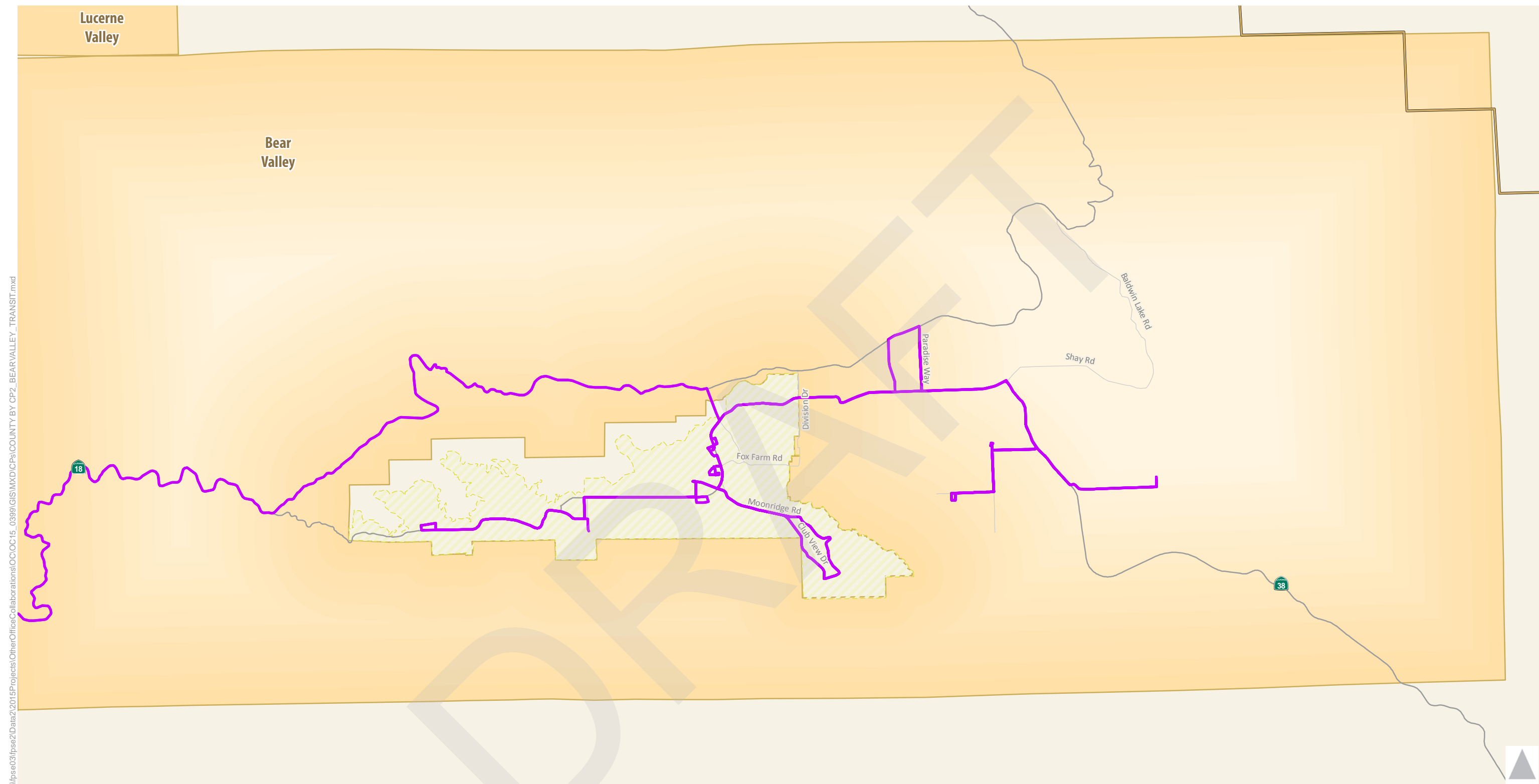
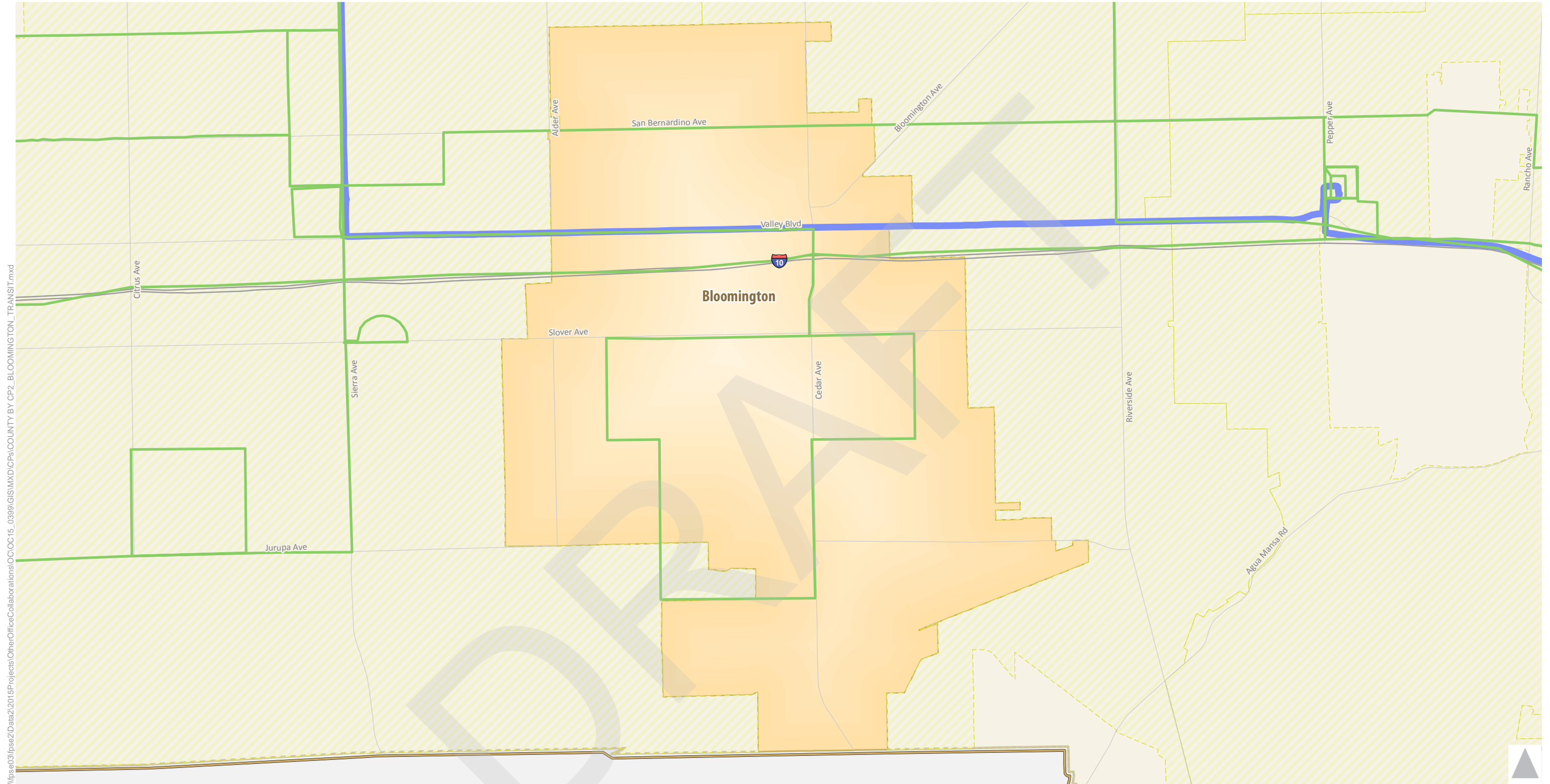


Figure 3.5

Bear Valley Community Plan Transit Routes





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#### Transit Agency

— Omnitrans

— Victor Valley Transit Authority

▭ Valley Region

▭ Community Plan Boundary

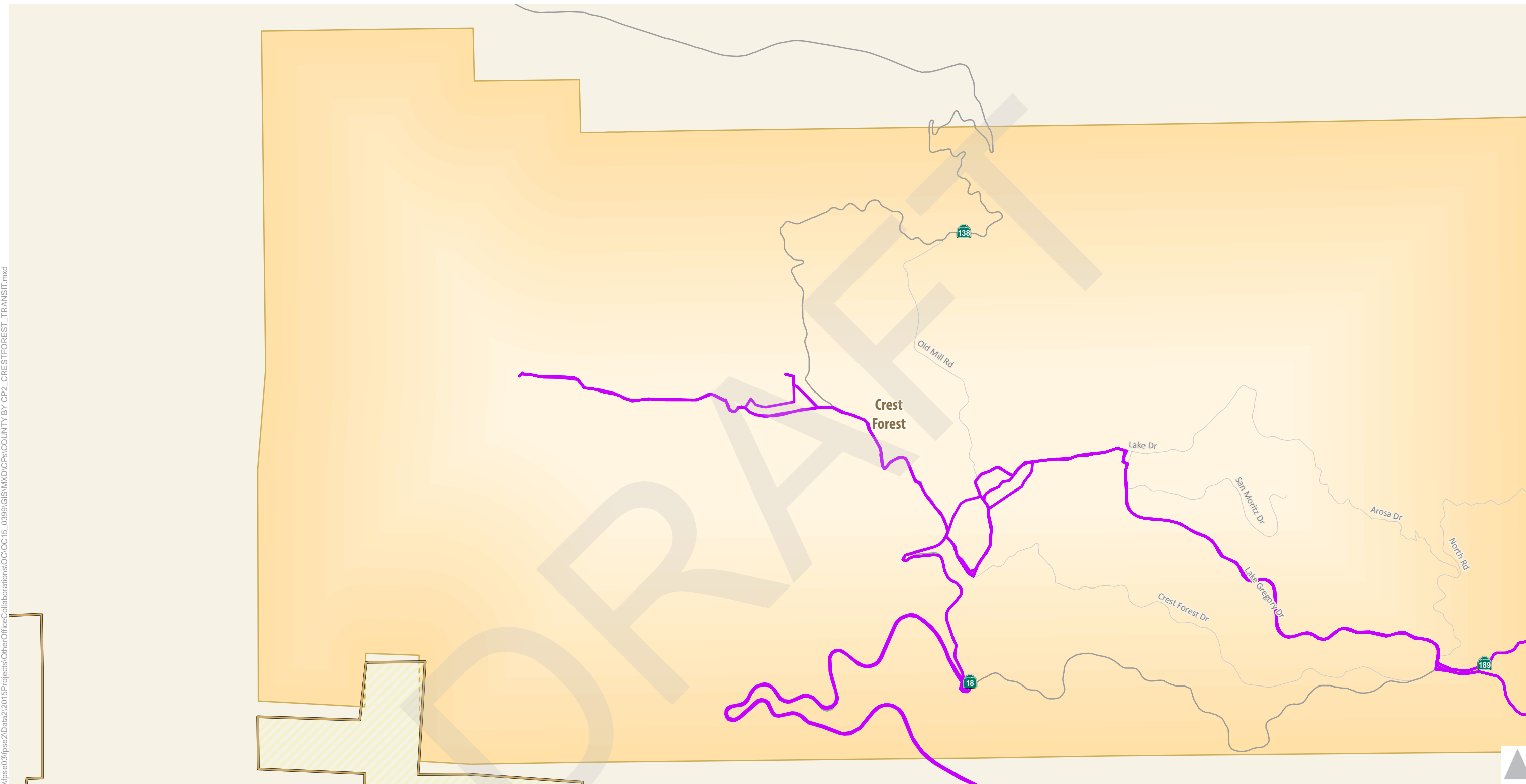
▭ City Boundary

▭ San Bernardino County



Figure 3.6

\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_CRESTFOREST\_TRANSIT.mxd



**Transit Agency**

- |  |   |
|--|---|
|  Mountain Region                          |  City Boundary         |
|  Mountain Area Regional Transit Authority |  Community Plan Boundary |
|  |  San Bernardino County |

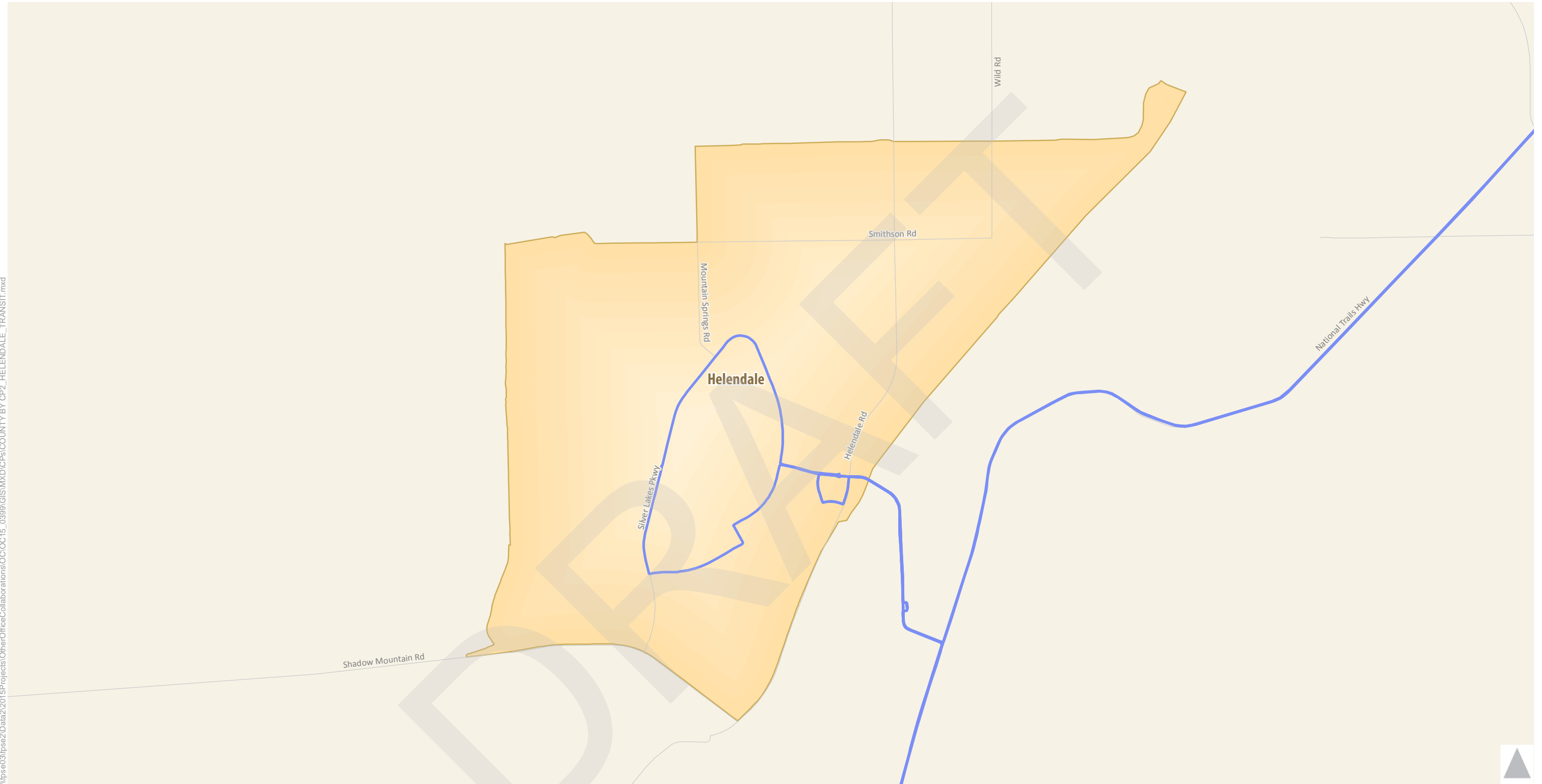


Figure 3.7

Crest Forest Community Plan Transit Routes



\\pse03\pse2\Data\2015\Projects\Other\OfficeCollaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_HELENDALE\_TRANSIT.mxd



**Transit Agency**

— Victor Valley Transit Authority

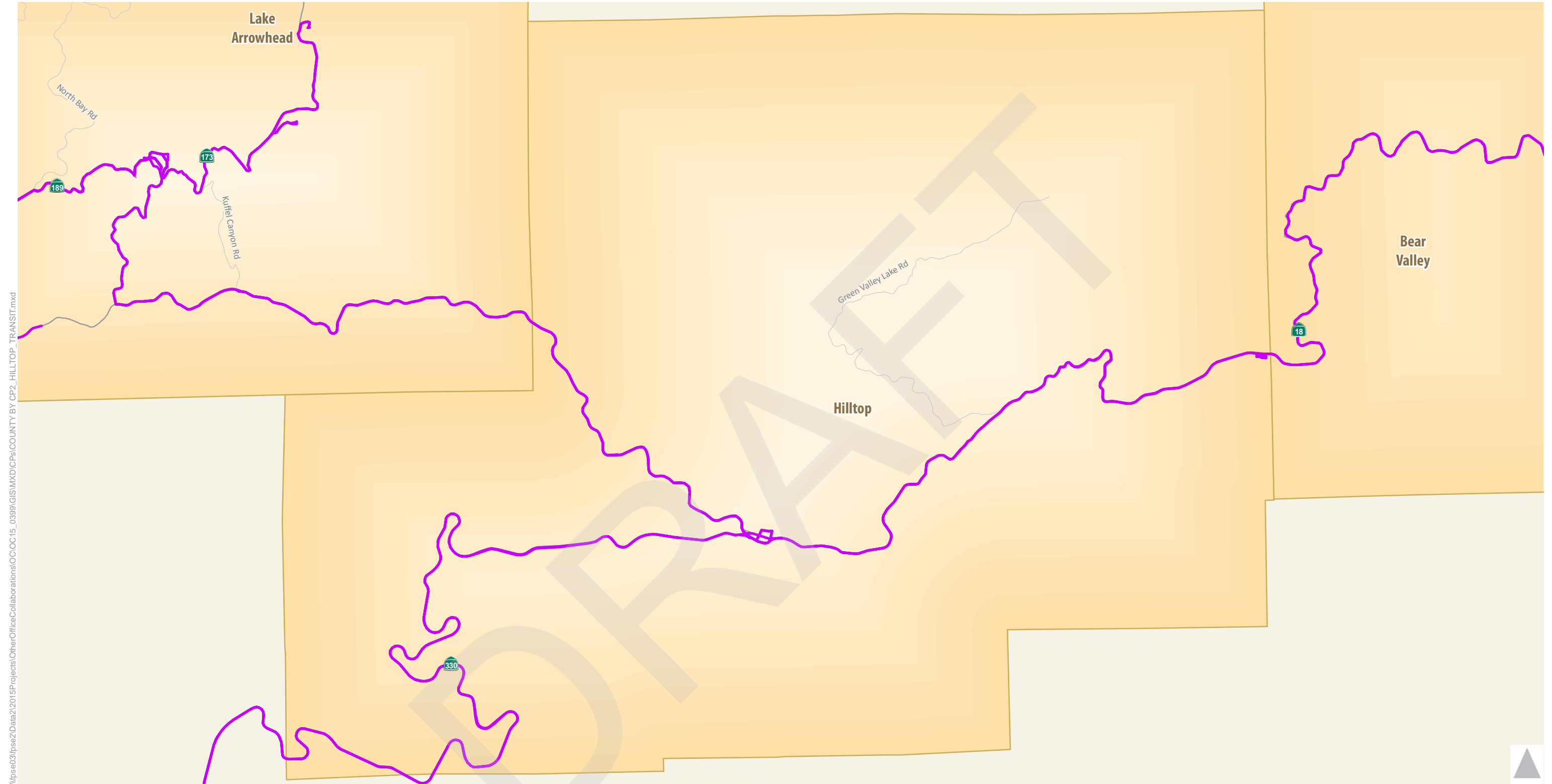
Community Plan Boundary

San Bernardino County



Figure 3.8

Helendale Community Plan Transit Routes



\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_HILLTOP\_TRANSIT.mxd

**Transit Agency**

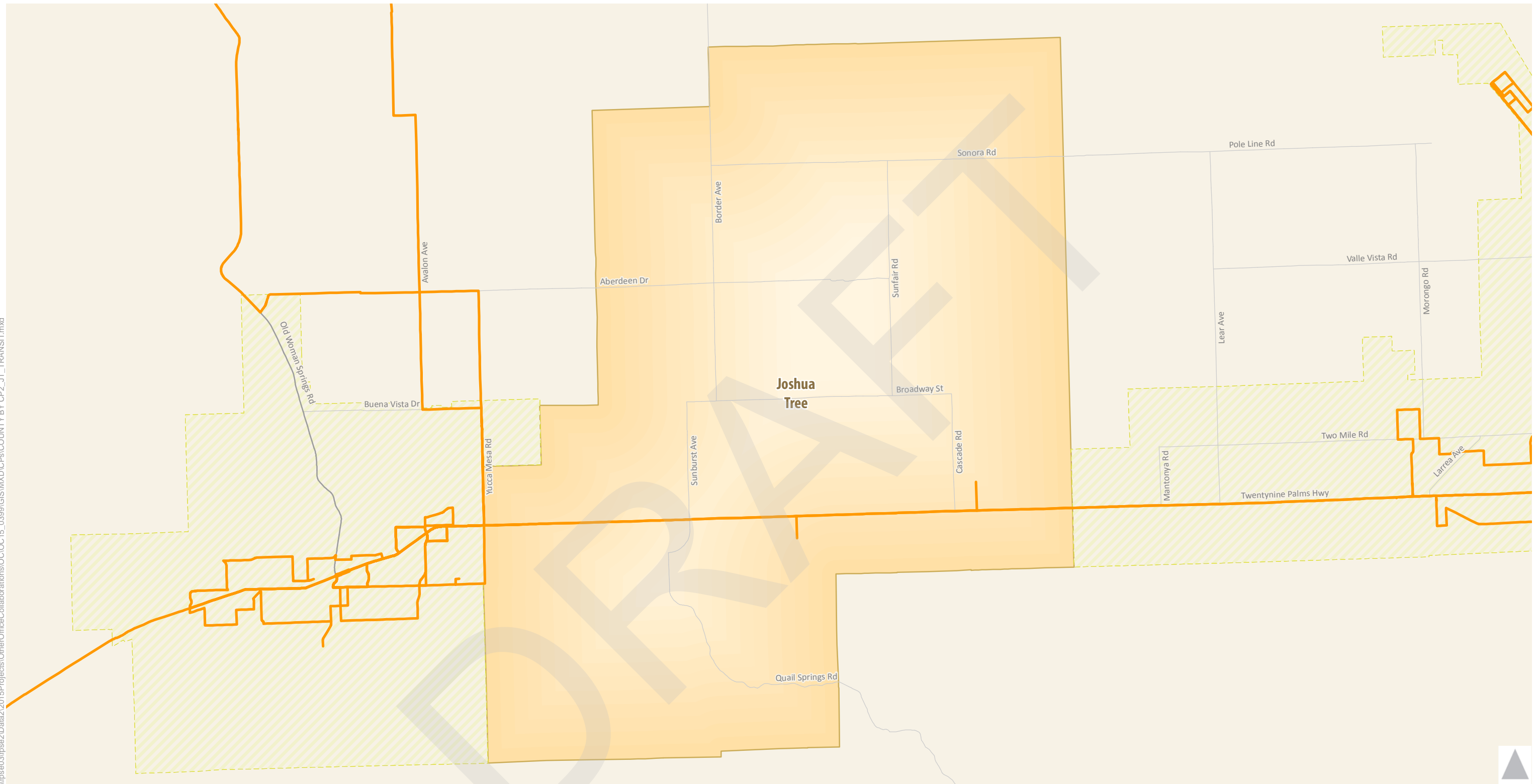
Community Plan Boundary
  San Bernardino County

Mountain Area Regional Transit Authority



Figure 3.9

\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_JT\_TRANSIT.mxd



**Transit Agency**

— Morongo Basin Transit Authority

— Community Plan Boundary

— City Boundary

— San Bernardino County



Figure 3.10



\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPS\COUNTY BY CP2\_LAKEARROWHEAD\_TRANSIT.mxd



**Transit Agency**

Mountain Area Regional Transit Authority

Community Plan Boundary

San Bernardino County



Figure 3.11

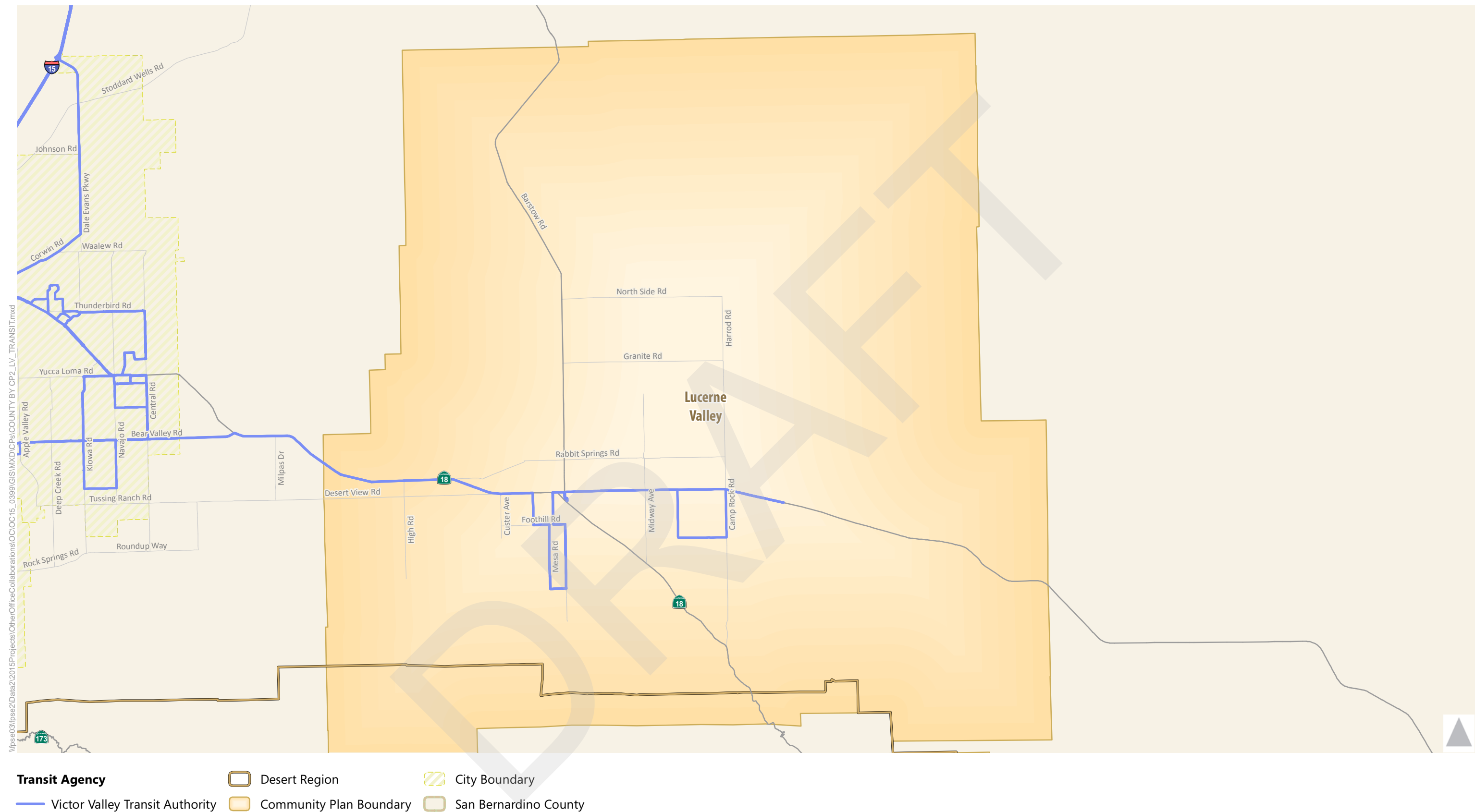
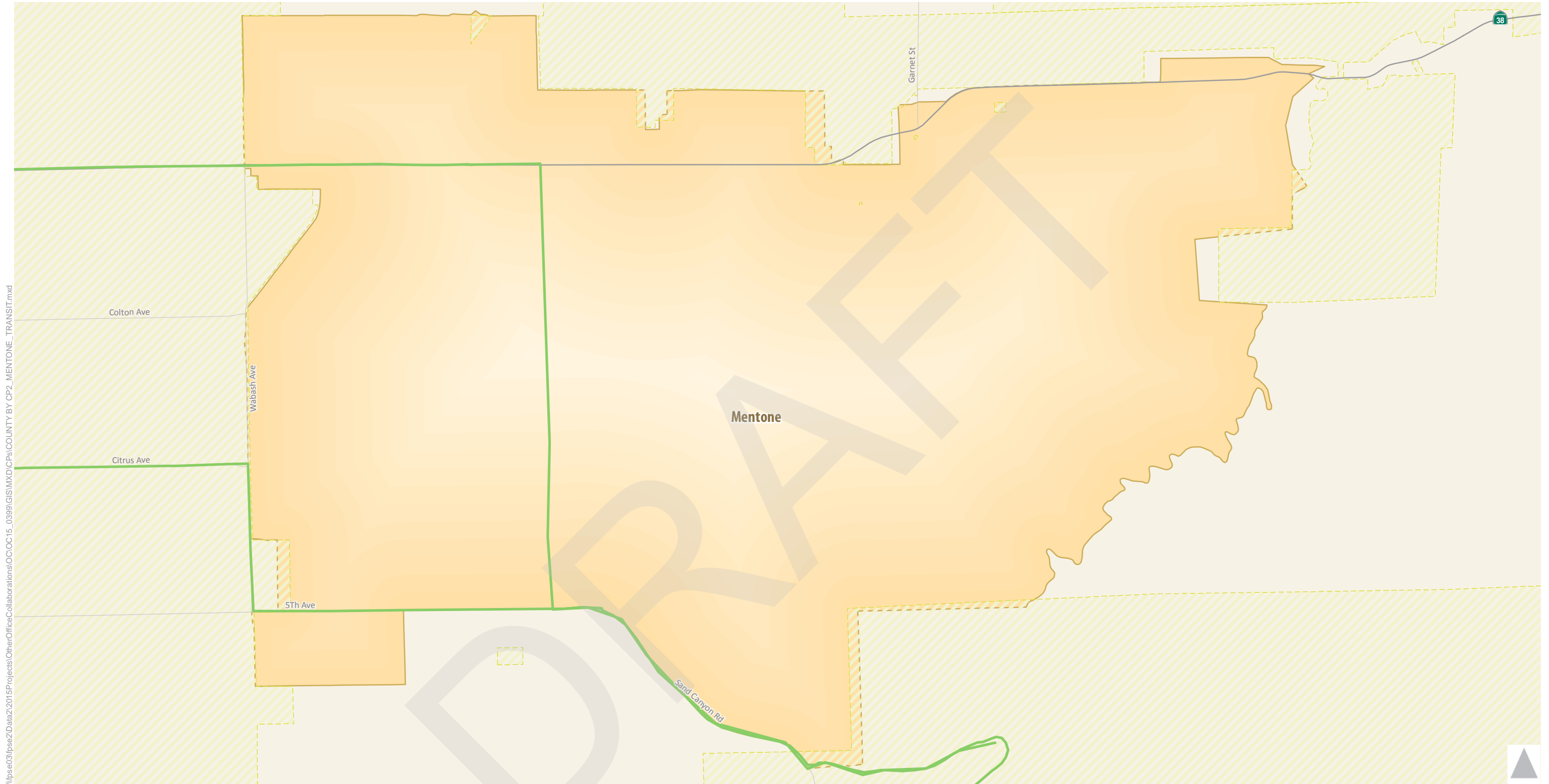


Figure 3.12

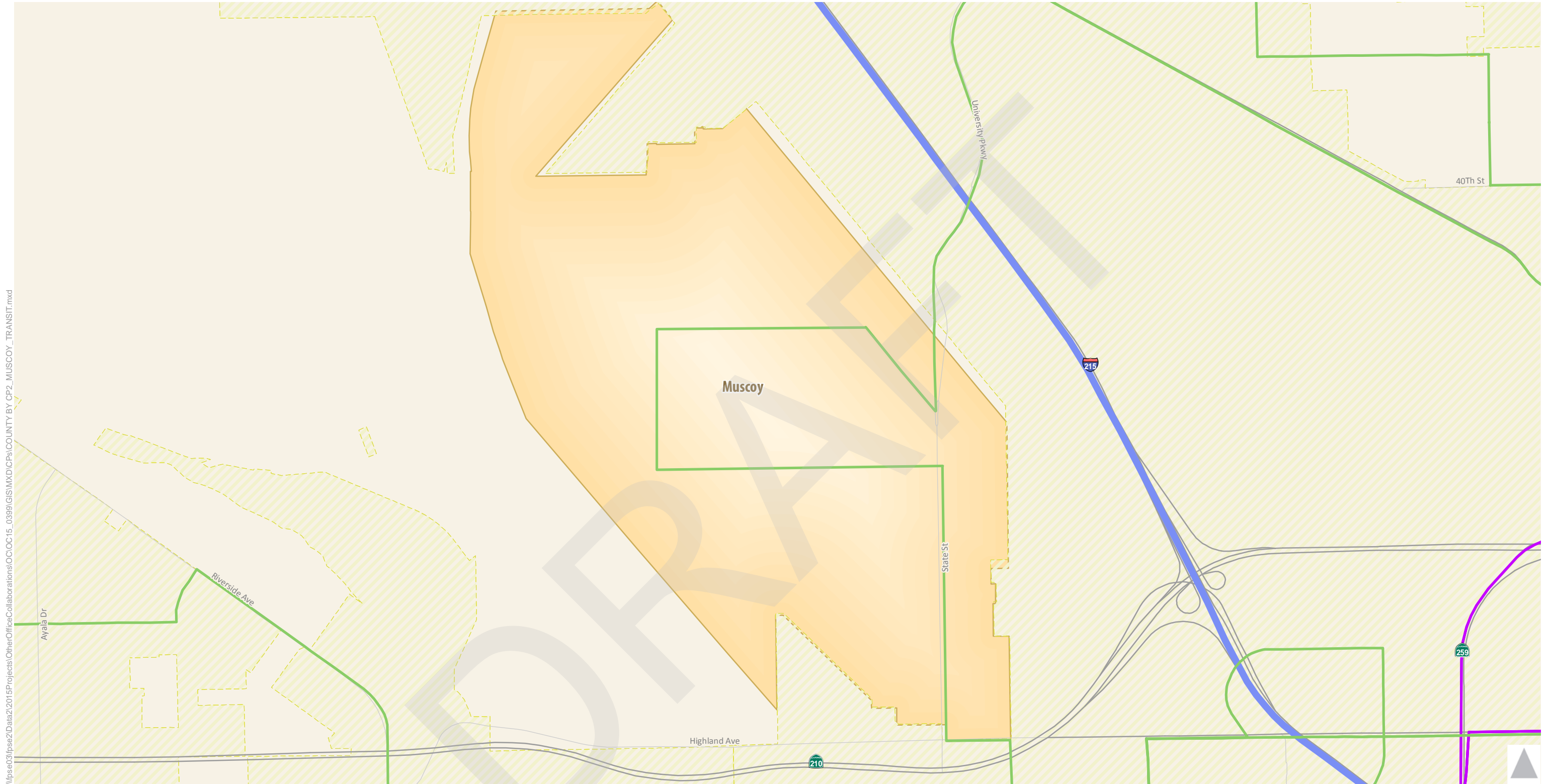


\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_MENTONE\_TRANSIT.mxd

- Transit Agency**
- Omnitrans
  - Community Plan Boundary
  - City Boundary
  - San Bernardino County



Figure 3.13



\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_MUSCOY\_TRANSIT.mxd

#### Transit Agency

- Mountain Area Regional Transit Authority
- Omnitrans
- Victor Valley Transit Authority

- Community Plan Boundary
- City Boundary
- San Bernardino County



Figure 3.14

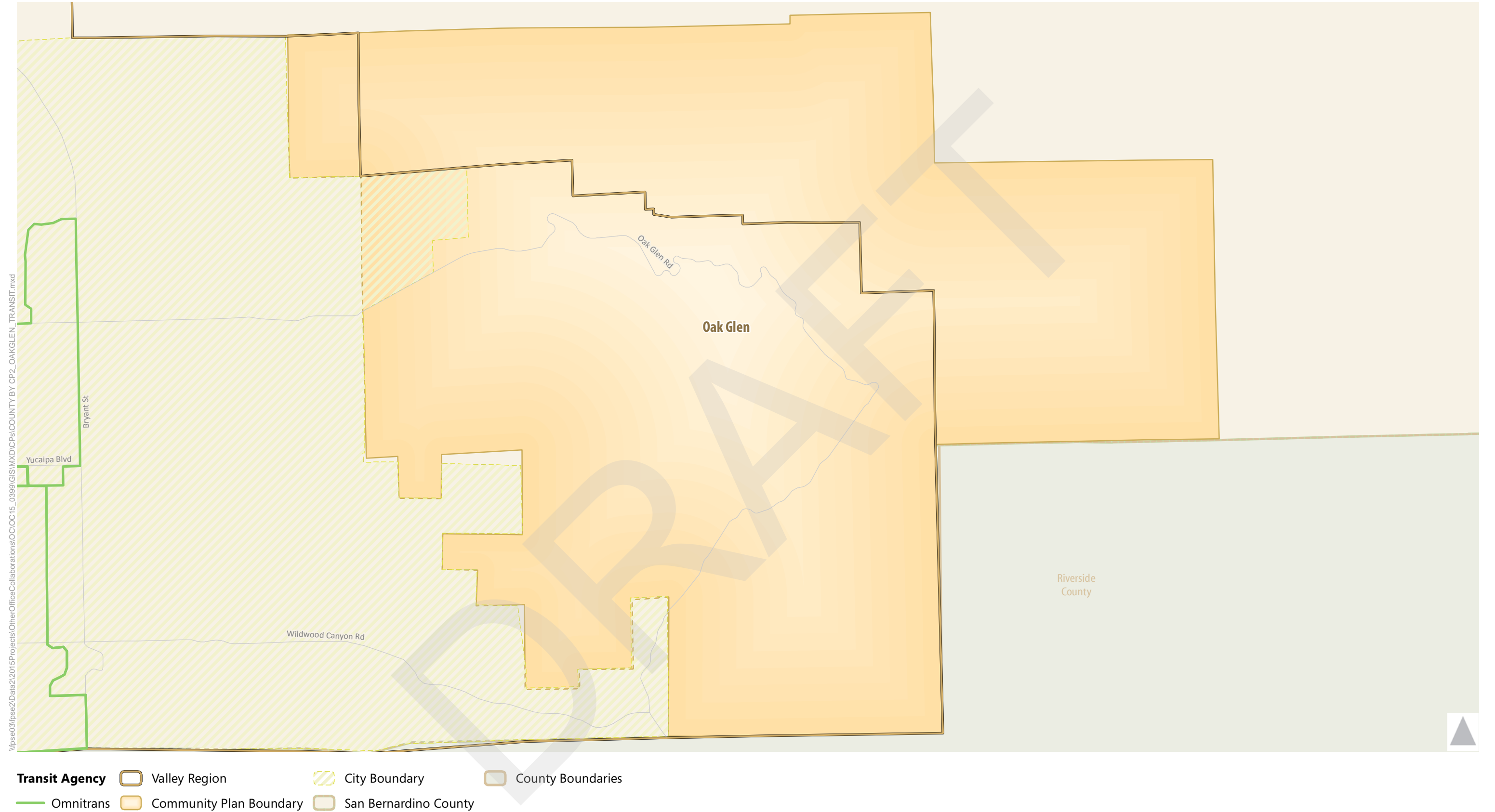
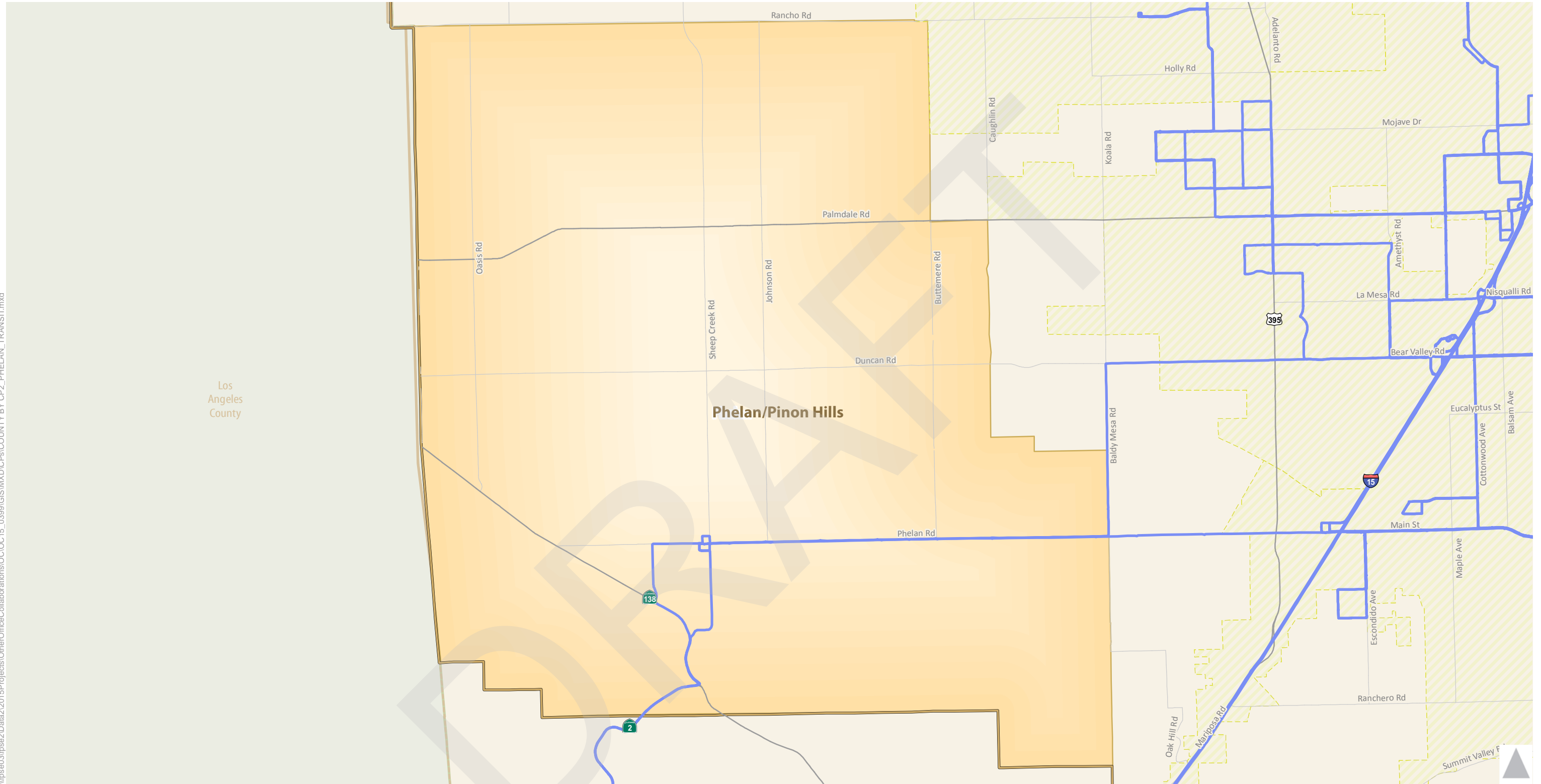


Figure 3.15

Oak Glen Community Plan Transit Routes



\\pse03\pse2\Data\2015\Projects\Other\OfficeCollaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_PHELAN\_TRANSIT.mxd



**Transit Agency**







- |   |   |   |
|---|---|---|
|  Desert Region                   |  City Boundary           |  County Boundaries   |
|  Victor Valley Transit Authority |  Community Plan Boundary |  San Bernardino County |



Figure 3.16

Phelan/Pinon Hills Community Plan Transit Routes

## AIRPORTS

The San Bernardino County Department of Airports provides for the management, maintenance, and operation of six County-owned airports. These airports are listed below.

- Apple Valley Airport (APV): Services at this general aviation airport include fuel, maintenance, rentals, and flight training. Two runways are provided.
- Baker Airport (002): Baker Airport is an emergency airfield with one runway.
- Barstow-Daggett Airport (DAG): This is a general aviation airport that can also support military training conducted at the nearby Fort Irwin Training Center. Two runways are provided.
- Chino Airport (CNO): Chino Airport is a general aviation facility and a base for business jets and air taxi services with three aviation groups providing business aviation operations. This airport also provides fuel, repair, and avionics services. Three runways are available.
- Needles Airport (EED): This is a general aviation airport with services including fuel and minor airframe and power plant service. There are two runways.
- Twentynine Palms Airport (TNP): This is a general aviation airport with some military aircraft operations. Two runways are provided.

In addition to operating these six County-owned airports, the Department assists private and municipal airport operators in the county with planning, interpretation, and implementation of Federal Aviation Administration (FAA) general aviation requirements.

## GOODS MOVEMENT

Goods movement plays an important role in both the circulation network and the economy of a county such as San Bernardino. Often, it can be difficult to balance accommodating trucks and other vehicles without impeding other modes or the well-being of residents of the county's communities. Due to its important location among numerous freeways and highways, San Bernardino should incorporate goods movement along its roadways into effective transportation planning.

The Surface Transportation Assistance Act (STAA) of 1982 defines a network of highways as truck routes. Large trucks are allowed to operate on these routes. Goods movement into and through the county is currently accommodated by several STAA-designated routes including Interstate 40, Interstate 15, Interstate 10, US Route 395, and State Route 127. The STAA also encourages local governments to accommodate trucks on roadways beyond those designated by the Act.





Additionally, goods movement in San Bernardino County includes freight railways such as the Burlington Northern and Santa Fe Railway, the Union Pacific Railroad, the Trona Railway, and the Arizona and California Railroad. The county's goods movement network is shown on Figures 4.1 through 4.15.

DRAFT

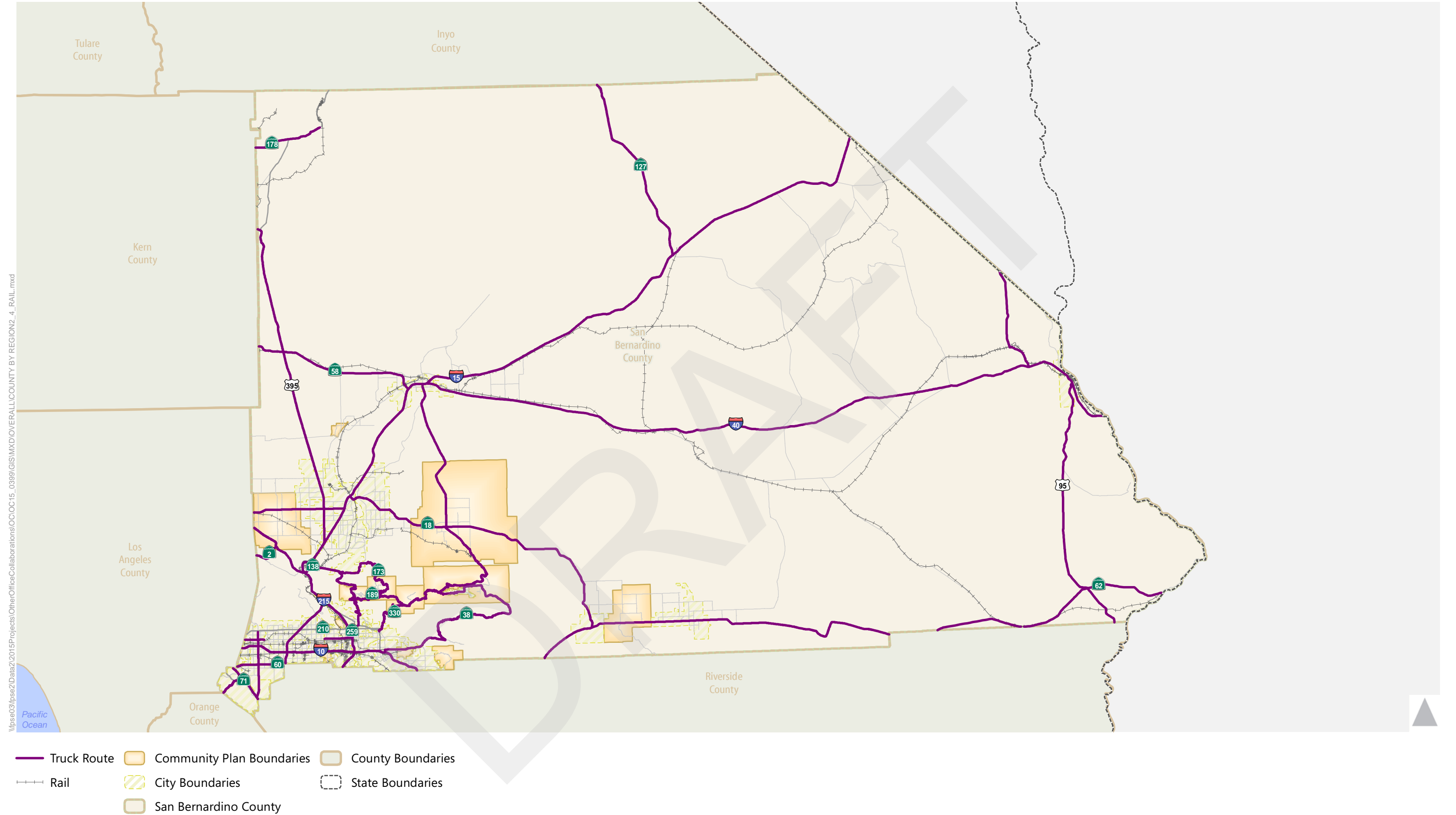


Figure 4.1

\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OCIOC\15\_0399\GIS\MXD\THREE\_REGIONS\COUNTY BY REGION4\_DESERT\_RAIL.mxd

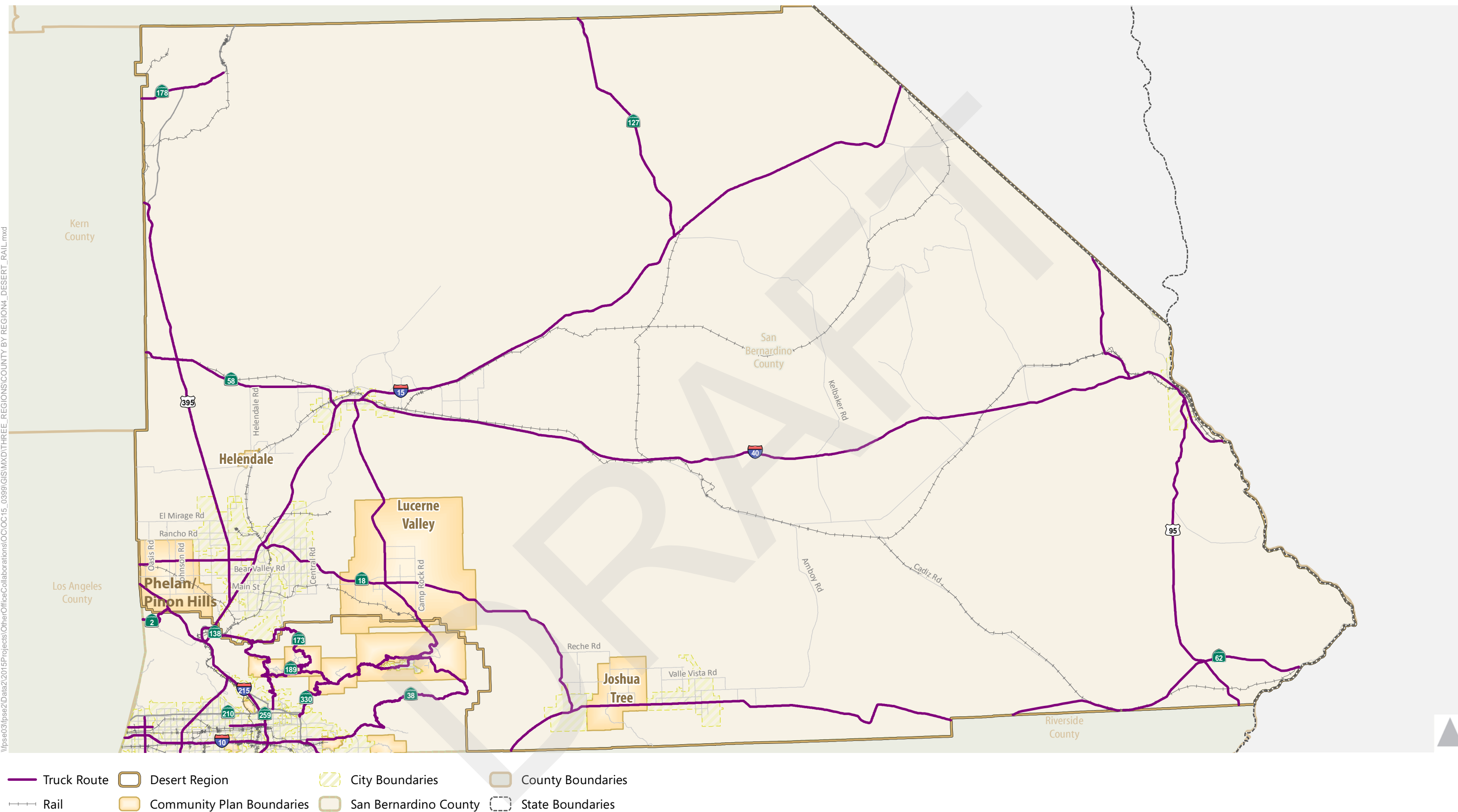


Figure 4.2

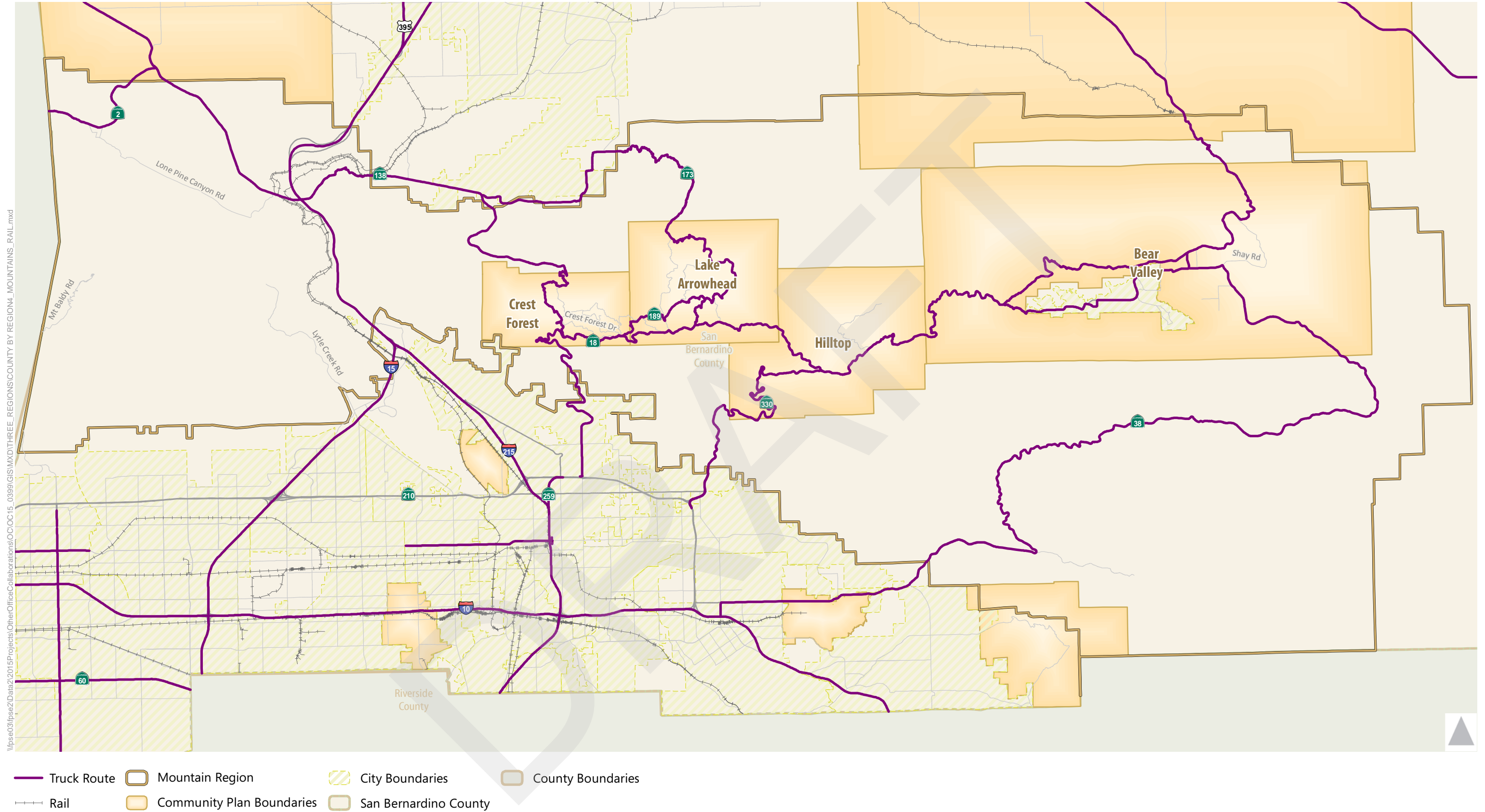


Figure 4.3



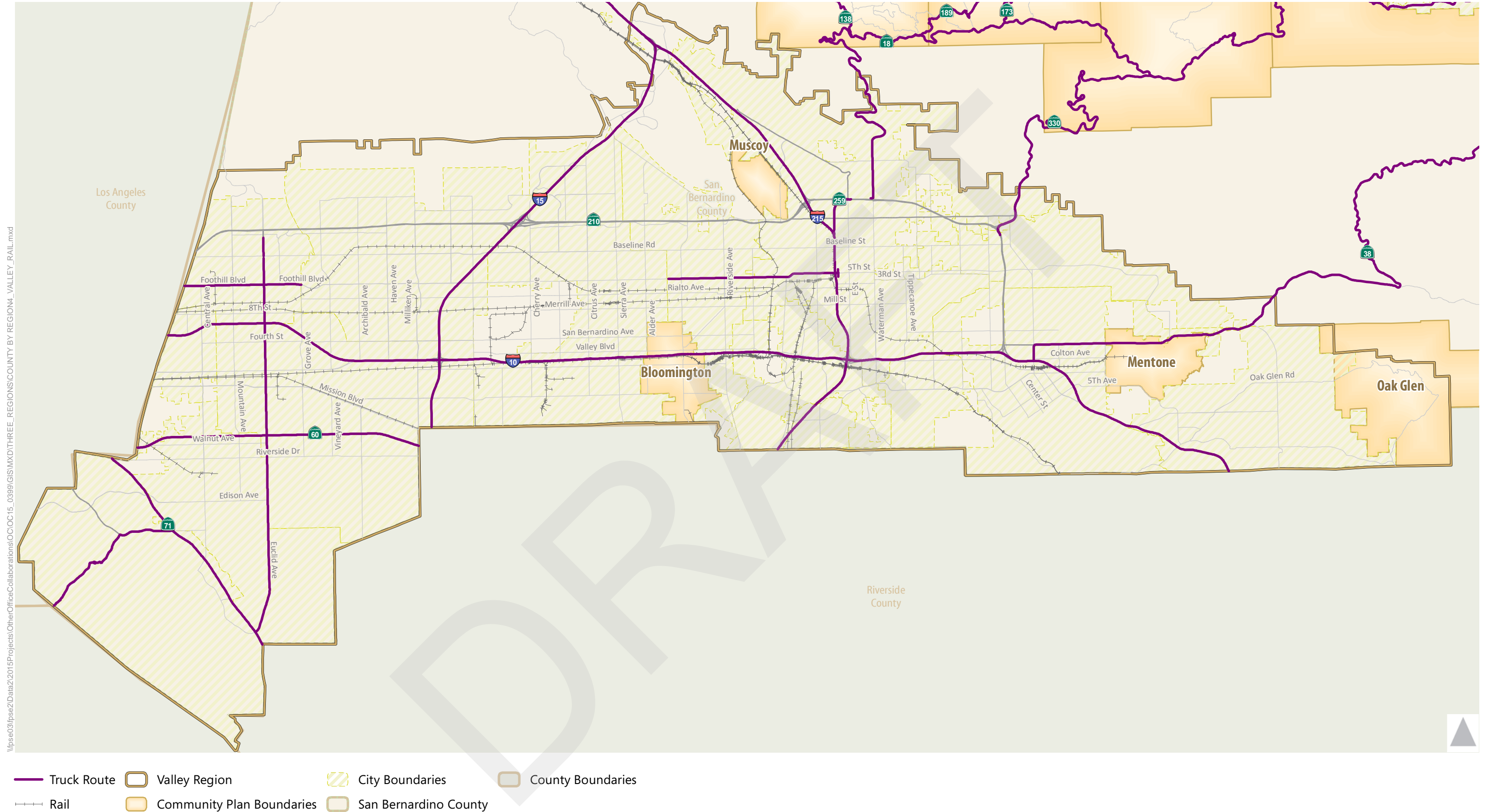
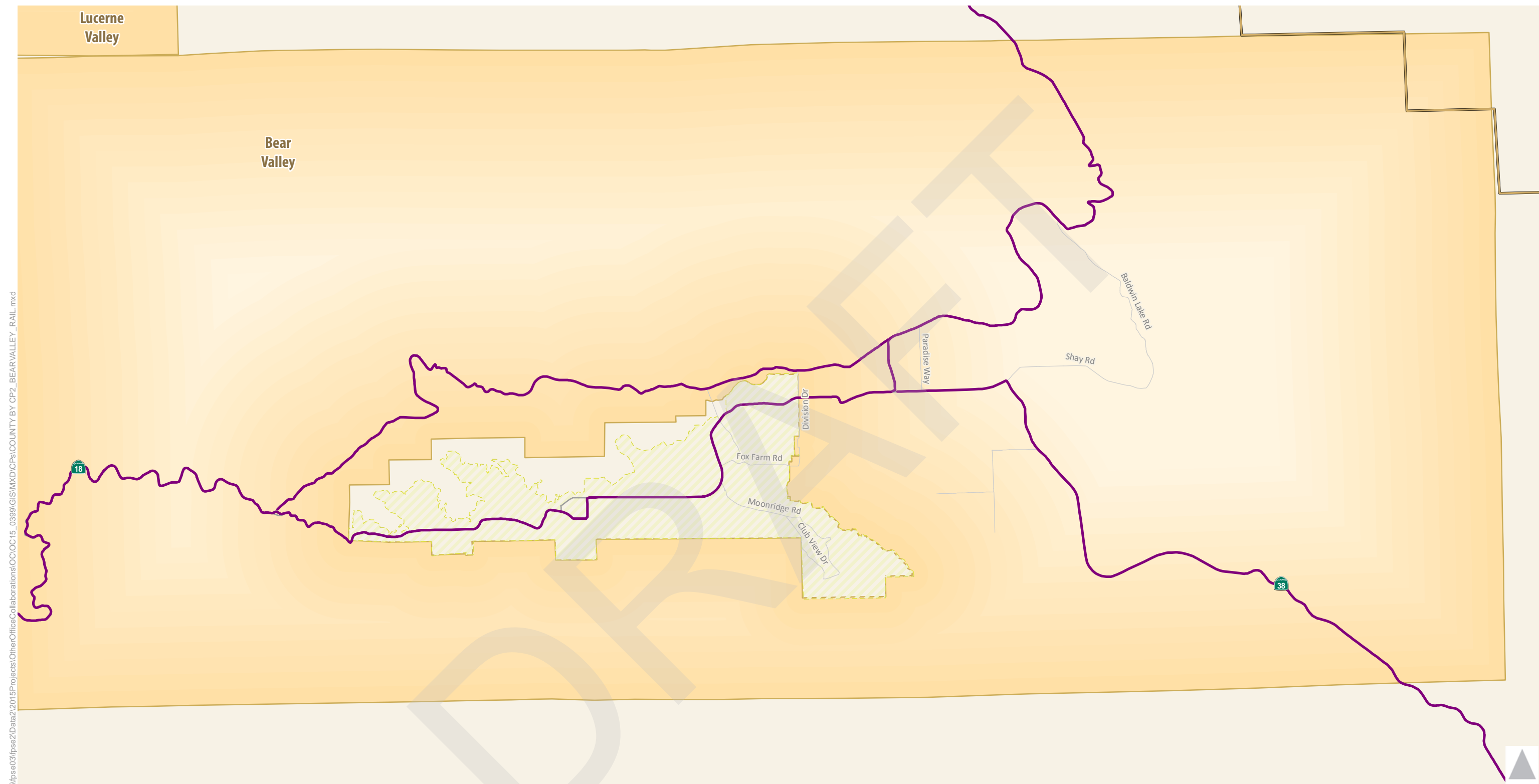


Figure 4.4







\\pse03\pse2\Data2\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_BEARVALLEY\_RAIL.mxd

- Truck Route
- Mountain Region
- City Boundary
- San Bernardino County
- Community Plan Boundary



Figure 4.5

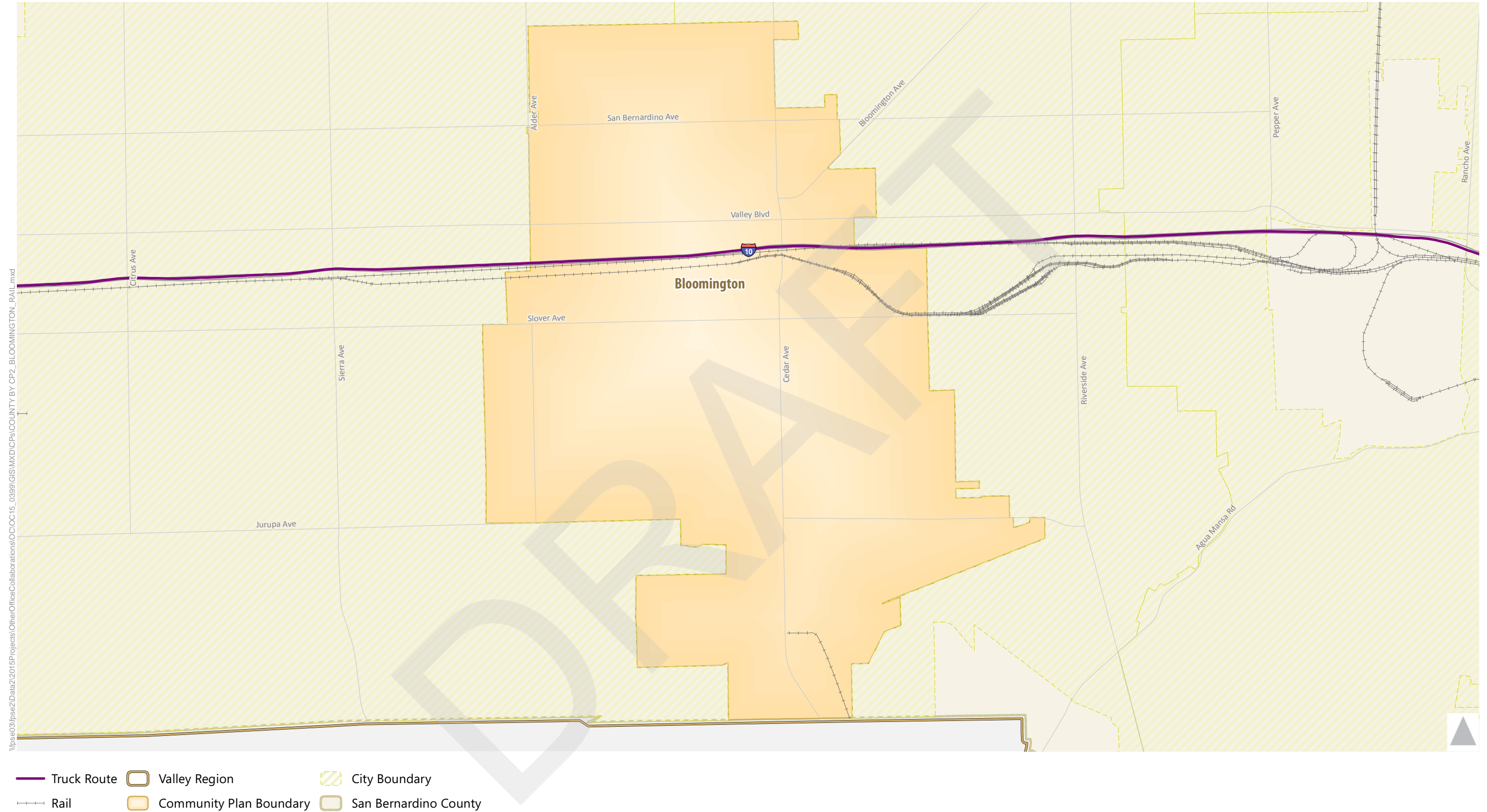


Figure 4.6





\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_CRESTFOREST\_RAIL.mxd

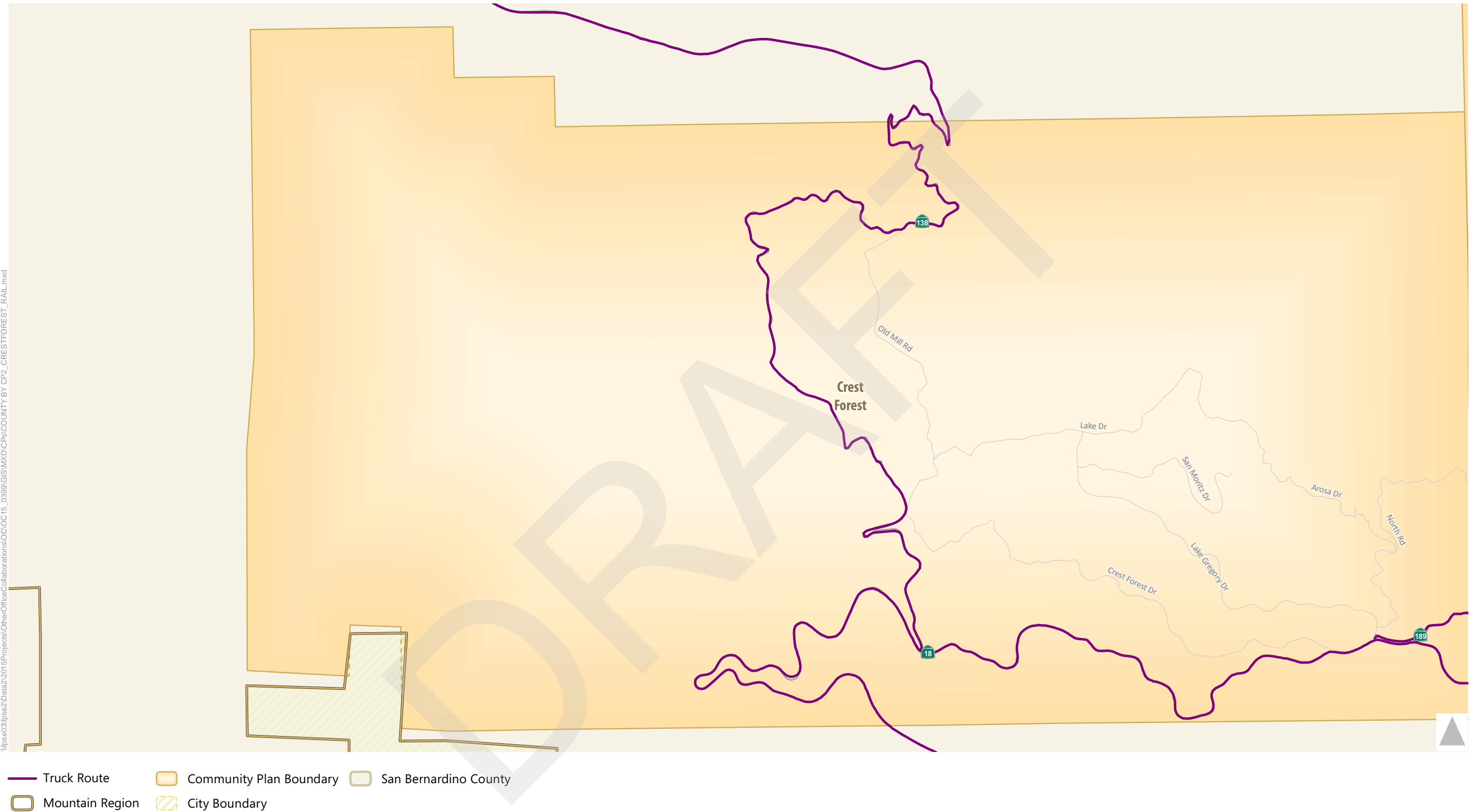
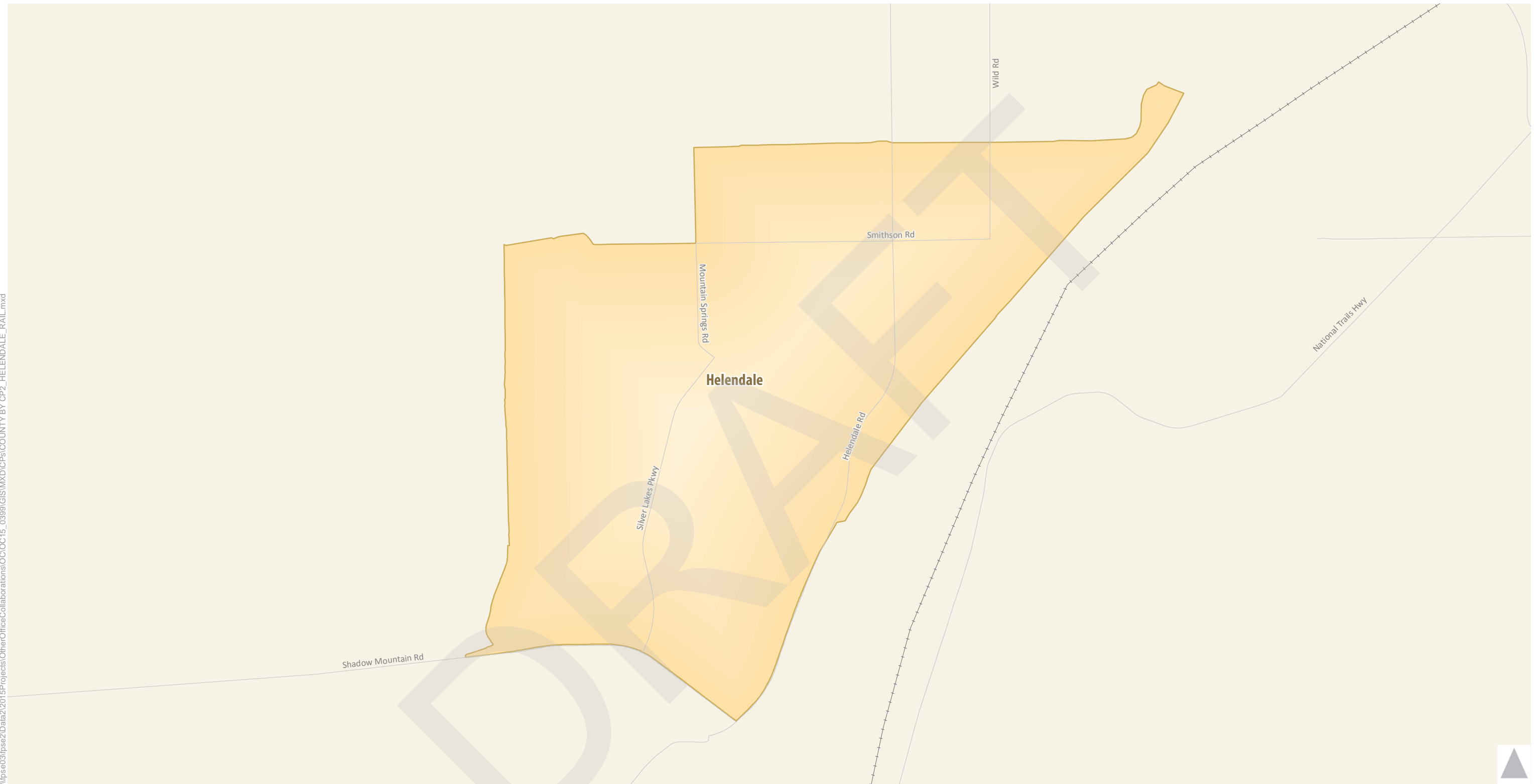


Figure 4.7

\\pse03\pse2\Data2\2015\Projects\Other\OfficeCollaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_HELENDALÉ\_RAIL.mxd



- Rail
- Community Plan Boundary
- San Bernardino County



Figure 4.8

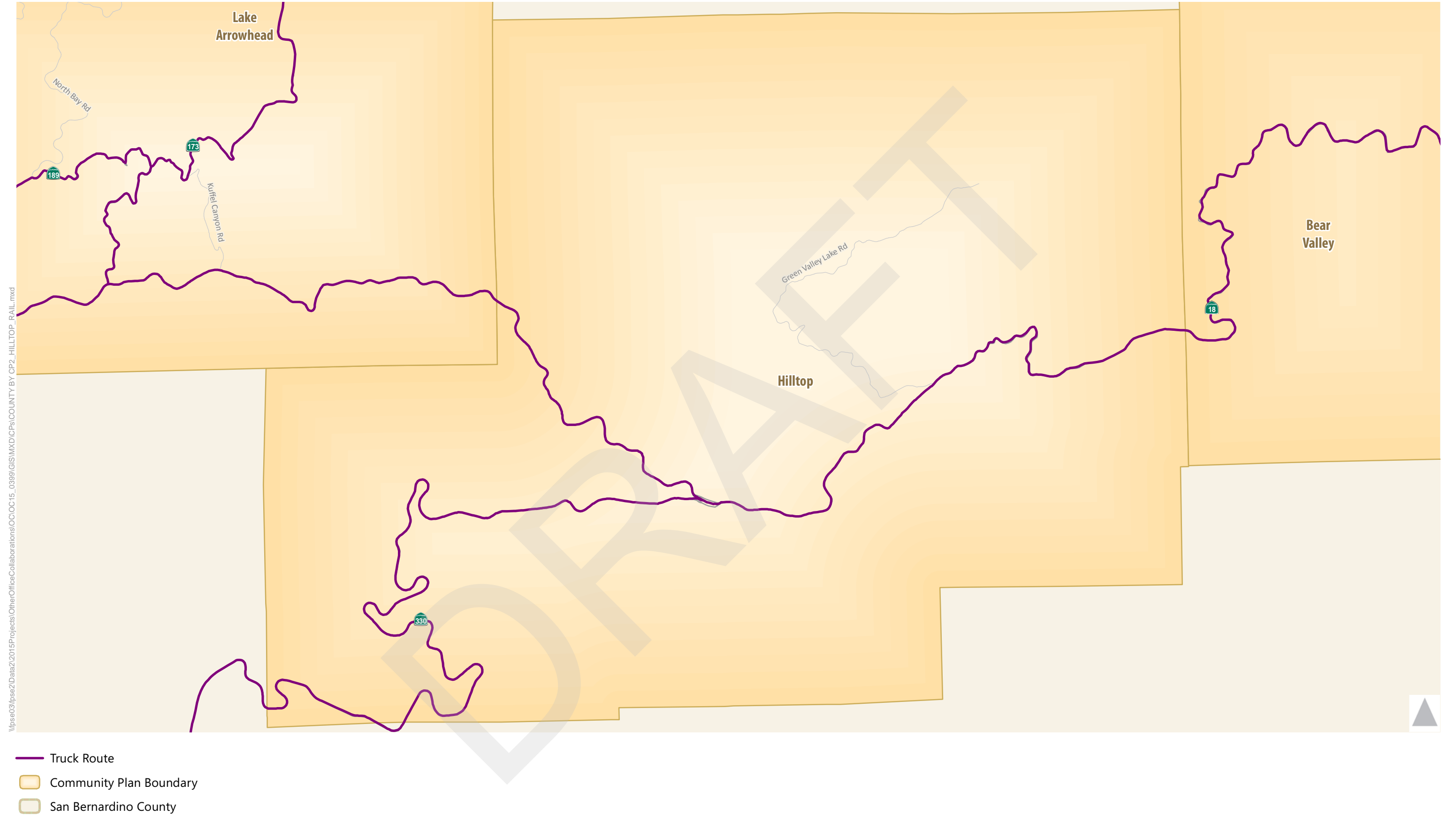


Figure 4.9



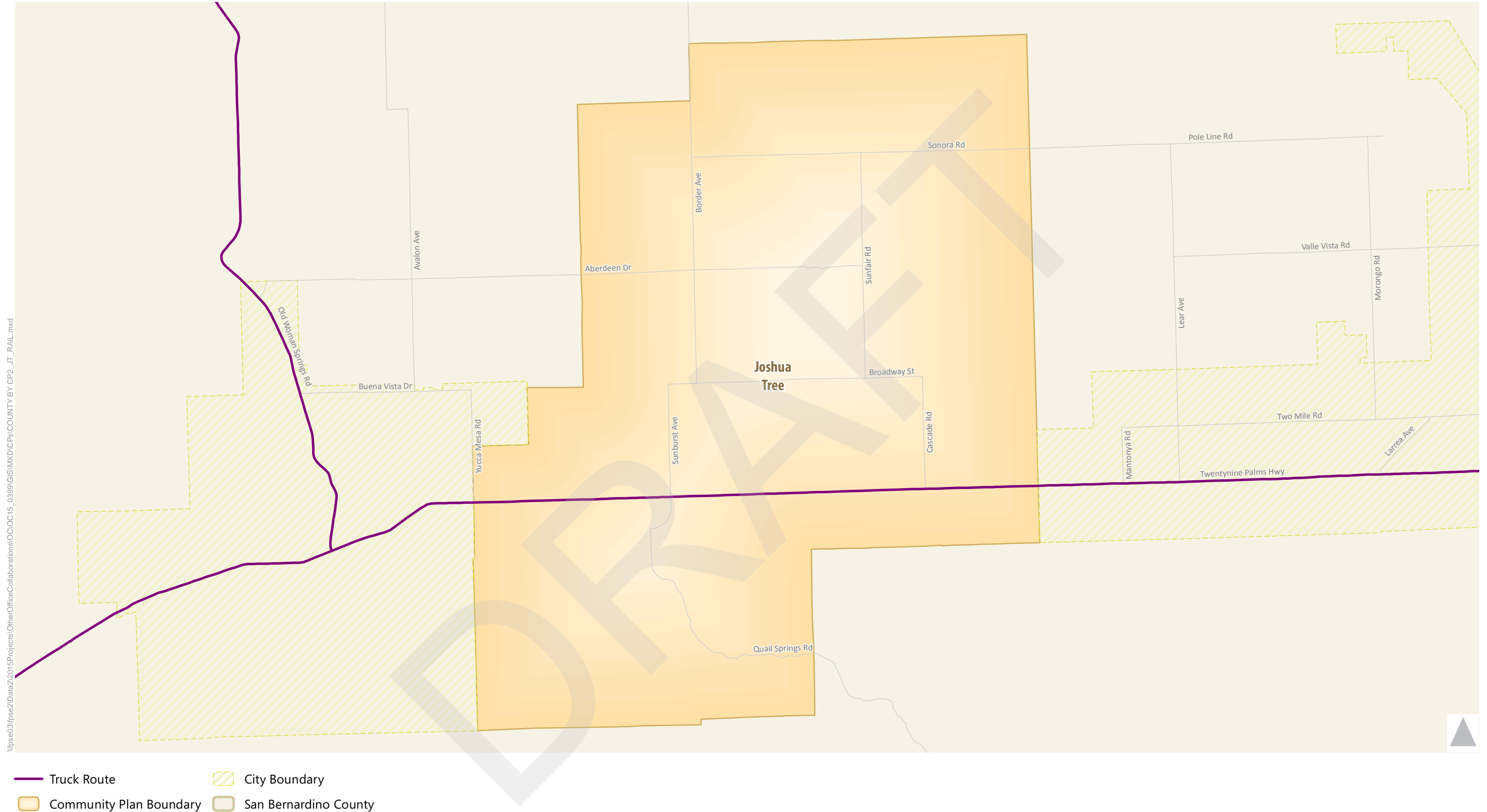
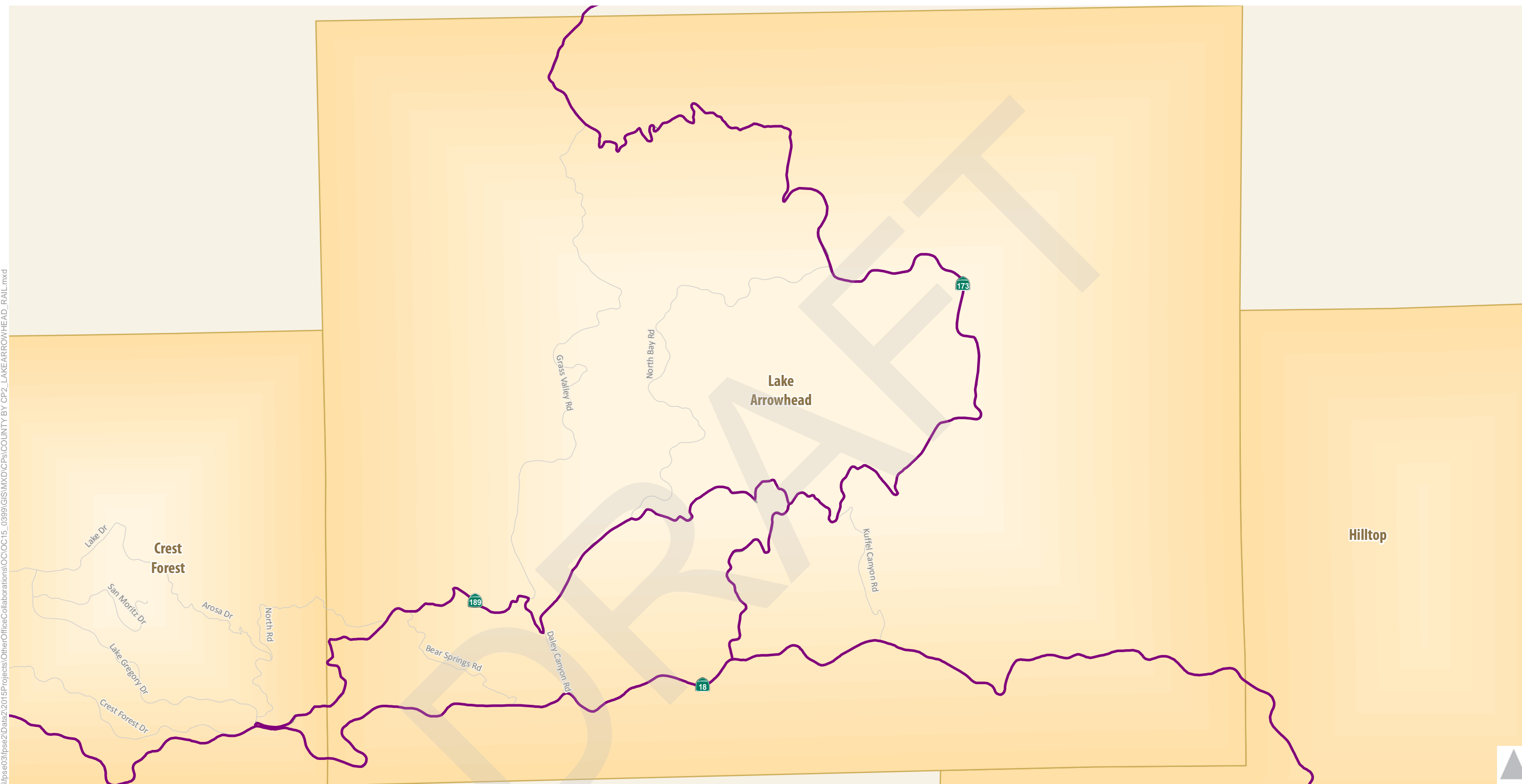


Figure 4.10



\\pse03\pse2\Data\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\CPs\COUNTY BY CP2\_LAKEARROWHEAD\_RAIL.mxd



- Truck Route
- Community Plan Boundary
- San Bernardino County



Figure 4.11

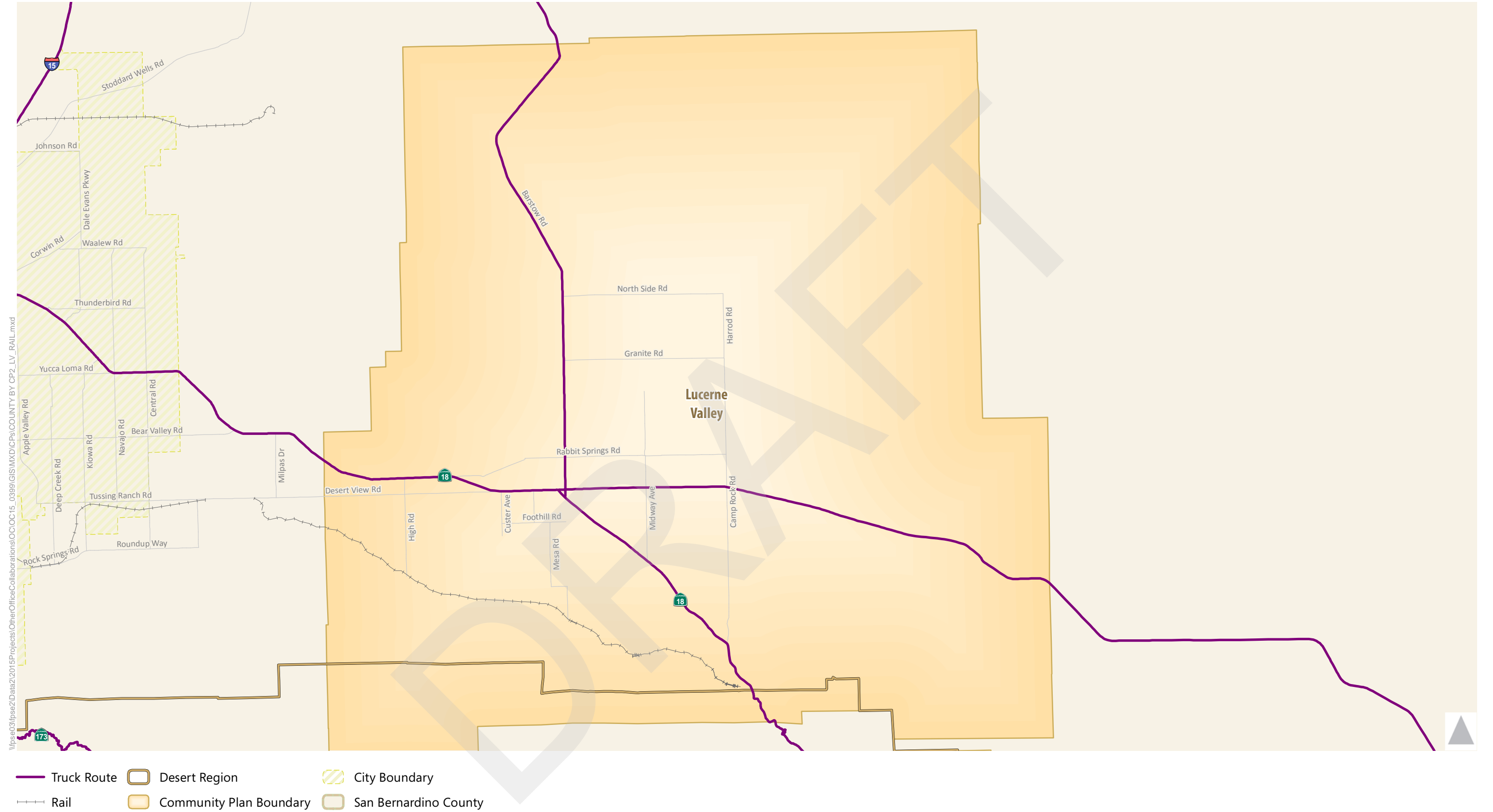
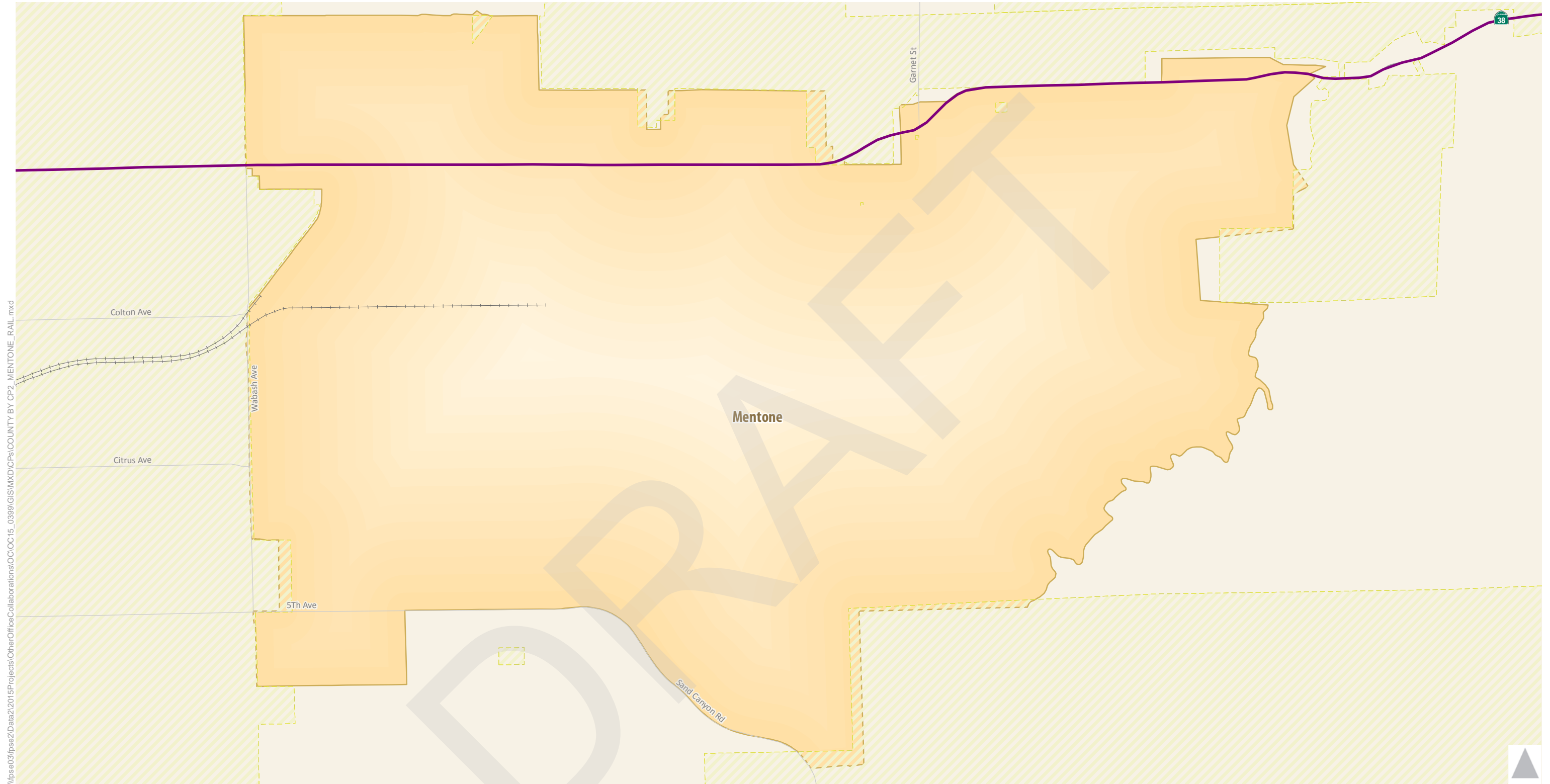


Figure 4.12





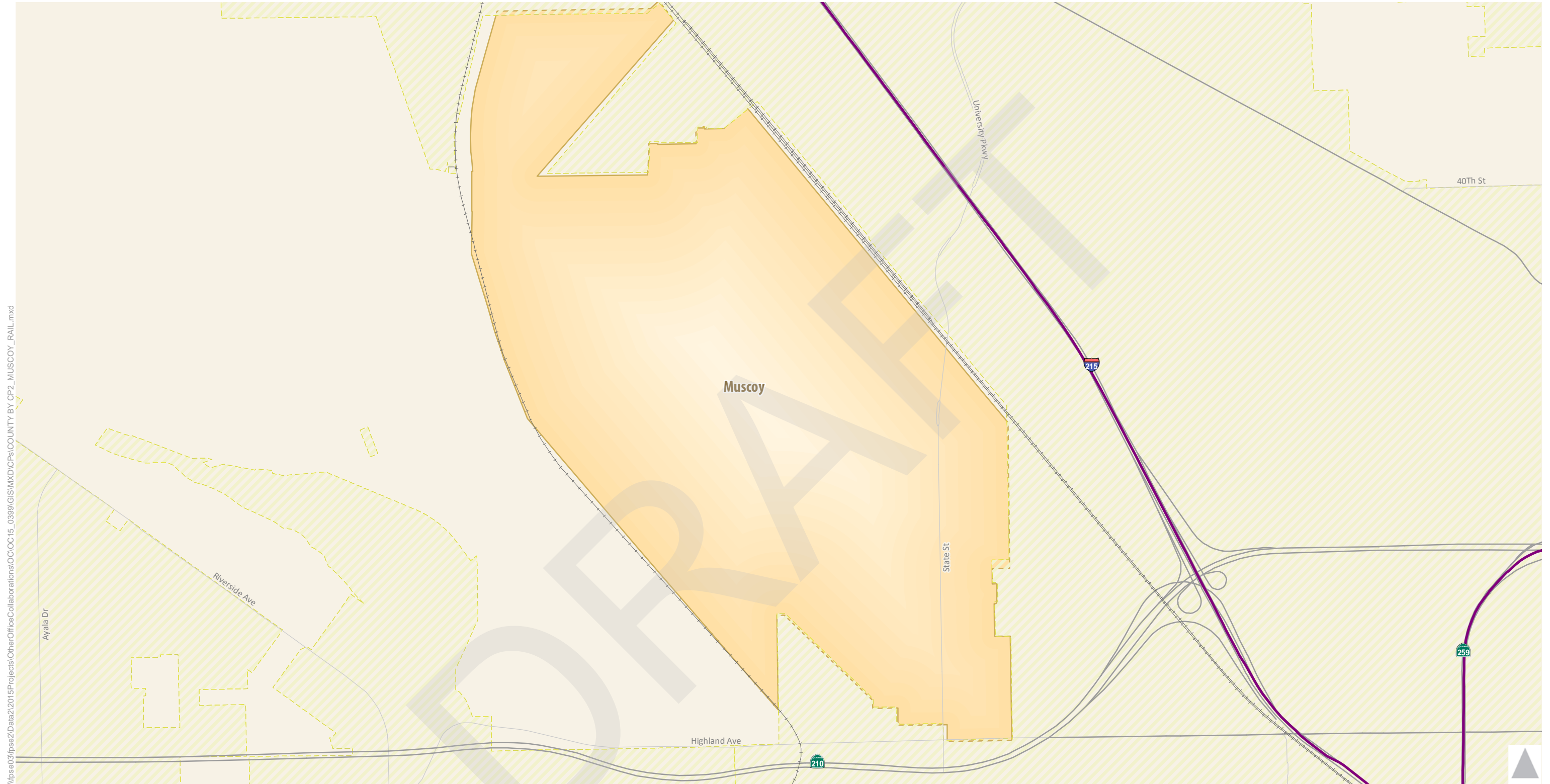
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- Truck Route
- Rail
- Community Plan Boundary
- City Boundary
- San Bernardino County



Figure 4.13





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- Truck Route
- Community Plan Boundary
- Rail
- City Boundary
- San Bernardino County



Figure 4.14

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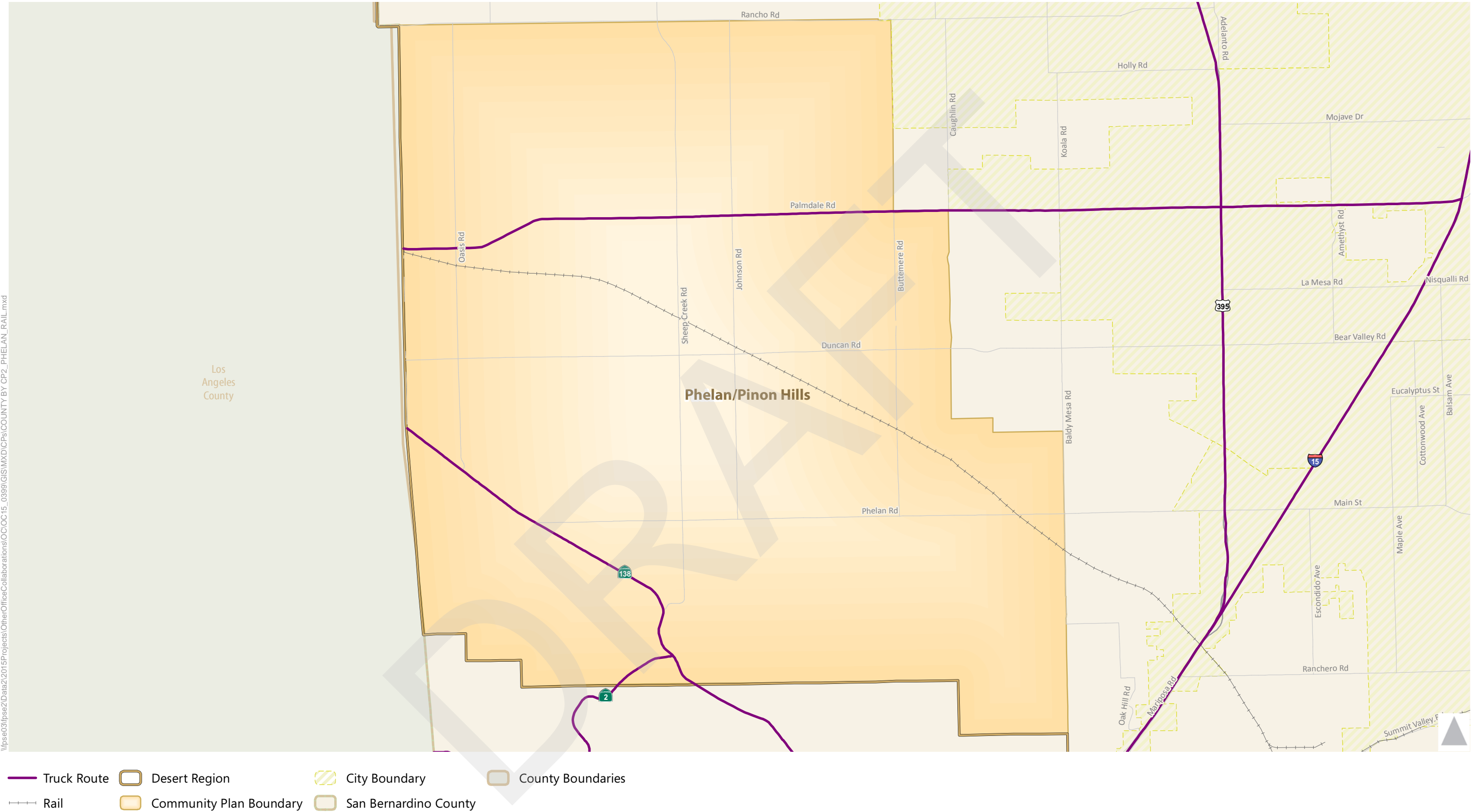


Figure 4.15

## NON-MOTORIZED TRANSPORTATION FACILITIES

Non-motorized modes of transportation are environmentally friendly alternatives to motor vehicles that enhance both personal and social well-being. The current General Plan's Circulation and Infrastructure Element recognizes the importance of accommodating pedestrians and bicyclist in addition to automobile users. The General Plan sets out a goal to create a multimodal transportation system which promotes alternative modes of transportation and meets the needs of all users.

Safe, convenient, attractive, and well-designed pedestrian, bicycle, and equestrian facilities are essential if these modes are to be properly accommodated and encouraged. Inadequate facilities discourage users and waste money and resources on unnecessary facilities. The County has been well aware of this need and has several policies to continue this effort. This includes SANBAG's San Bernardino County Non-Motorized Transportation Plan (Revised May 2015), which aims to incorporate bicyclists and pedestrians into the planning process and increase travel by bicycling and walking.

### PEDESTRIAN ENVIRONMENT

The rural layout comprising a notable portion of the county's unincorporated communities has resulted in somewhat automobile dominant communities. The current General Plan's Circulation and Infrastructure Element concedes that much attention has been paid to automotive infrastructure at the cost of pedestrian facilities.

Six factors that might affect walkability and the pedestrian experience in the county at large have been analyzed, including:

- Sidewalk Continuity – Communities are more walkable if sidewalks do not end abruptly and are present on the entire segment and both sides of a roadway. This is especially important for the mobility-impaired or those pushing small children in strollers.
- Sidewalk Conditions - This refers to the physical condition of sidewalk surfaces. Sidewalks that are broken or cracked can deter walkability and pose a safety hazard, particularly for the mobility impaired, such as those in wheel chairs and persons using walkers or strollers.
- Shading - Persons are more inclined to walk in areas where there is shade present, particularly in Southern California and San Bernardino County with its relatively warm weather and limited rainfall as compared to other locations. Additionally, shade trees create an aesthetic value that is pleasing to the pedestrian.
- Grade - Persons are more inclined to walk in areas that are relatively flat or have limited grade changes.

- **Amenities Offered** - All items being equal, persons are more inclined to walk in areas that are interesting environments with shopping, retail, restaurants, and other similar uses. Pedestrian-friendly amenities include street furniture, attractive paving, way-finding signage, enhanced landscaping, and improved lighting.
- **Buffers** - A more walkable environment is one in which there is some degree of separation between the pedestrian and the motorist. This typically includes wider sidewalks, street parking and sidewalk bulb-outs at intersections where feasible. Crosswalks with appropriate signage serve as an important buffer as well.

A general evaluation of the pedestrian environment in the county's communities is provided in Table 4 below.

**TABLE 4 – EXISTING PEDESTRIAN FACILITIES**

Criteria	Evaluation
Sidewalk Continuity	Generally, sidewalks in the county's communities are discontinuous or lacking altogether. In communities that do provide sidewalks, these facilities are still generally lacking in side streets in neighborhood areas. Communities such as Bloomington, Crestline, Joshua Tree, Lake Arrowhead, Lenwood, and Phelan/Pinon Hills tend to provide sidewalks on one side or both sides on major roadways and in more urban areas.
Sidewalk Conditions	Where sidewalks are present, they are generally in good condition, free of cracks, fissures, or uplift. Some locations such as Lenwood and Searles Valley do suffer from light to heavy sidewalk cracks.
Shading	Generally, shading is not provided along sidewalks in the county's communities. However, some shading is available in locations such as Crestline and Lake Arrowhead.
Grade	Where pedestrian facilities are present, there is generally flat grade. Some areas such as Crestline and Lake Arrowhead do have mild grade at sidewalk locations.
Amenities Offered	Amenities for pedestrians are normally not offered. Some areas offer shopping and other retail uses along sidewalks.
Buffers	Where sidewalks are available, buffers are usually not provided. In communities such as Lake Arrowhead, Lenwood, Mentone, and Silver Lakes, a small dirt or grass buffer is provided for some sidewalks.

Source: Fehr & Peers, 2015

## BICYCLE FACILITIES

The County has made a concerted effort to expand the ease of alternative transportation options for residents, recognizing both health and environmental benefits. This includes the expansion of bicycle facilities that increase connectivity between residential, recreational, commercial, and other community amenities throughout the county. According to the SANBAG Non-Motorized Transportation Plan, the combined total of centerline miles of bicycle infrastructure in the county increased from 53 miles to 468 miles between 2001 and 2011.

Currently, the following bikeways are available in or adjacent to the county's unincorporated communities:

- Approximately 4.5 miles of Class I bike paths are provided adjacent to Searles Valley along Trona Road.
- Approximately 0.6 miles of Class II bike lanes are provided along Muscalet Street, running from Hesperia into Oak Hills.
- Approximately 3.8 miles of Class I bike paths are provided along Yucca Loma Road starting from Spring Valley Lake into Apple Valley.
- Approximately 4.4 miles of Class III shared roadways are provided in Big Bear City, along roads such as Mountain View Boulevard, Country Club Boulevard, and Big Bear Boulevard.
- The 1.5 mile Alpine Pedal Path (a Class I bike path) is provided east of Big Bear Lake/City.
- Approximately 0.6 miles of Class I bike paths are provided along Sunburst Street in Joshua Tree.
- Approximately three miles of Class III shared roadways are provided adjacent to Joshua Tree along Yucca Mesa Road and La Contenta Road.

Figures 5.1 through 5.12 illustrate existing bicycle facilities in the county.

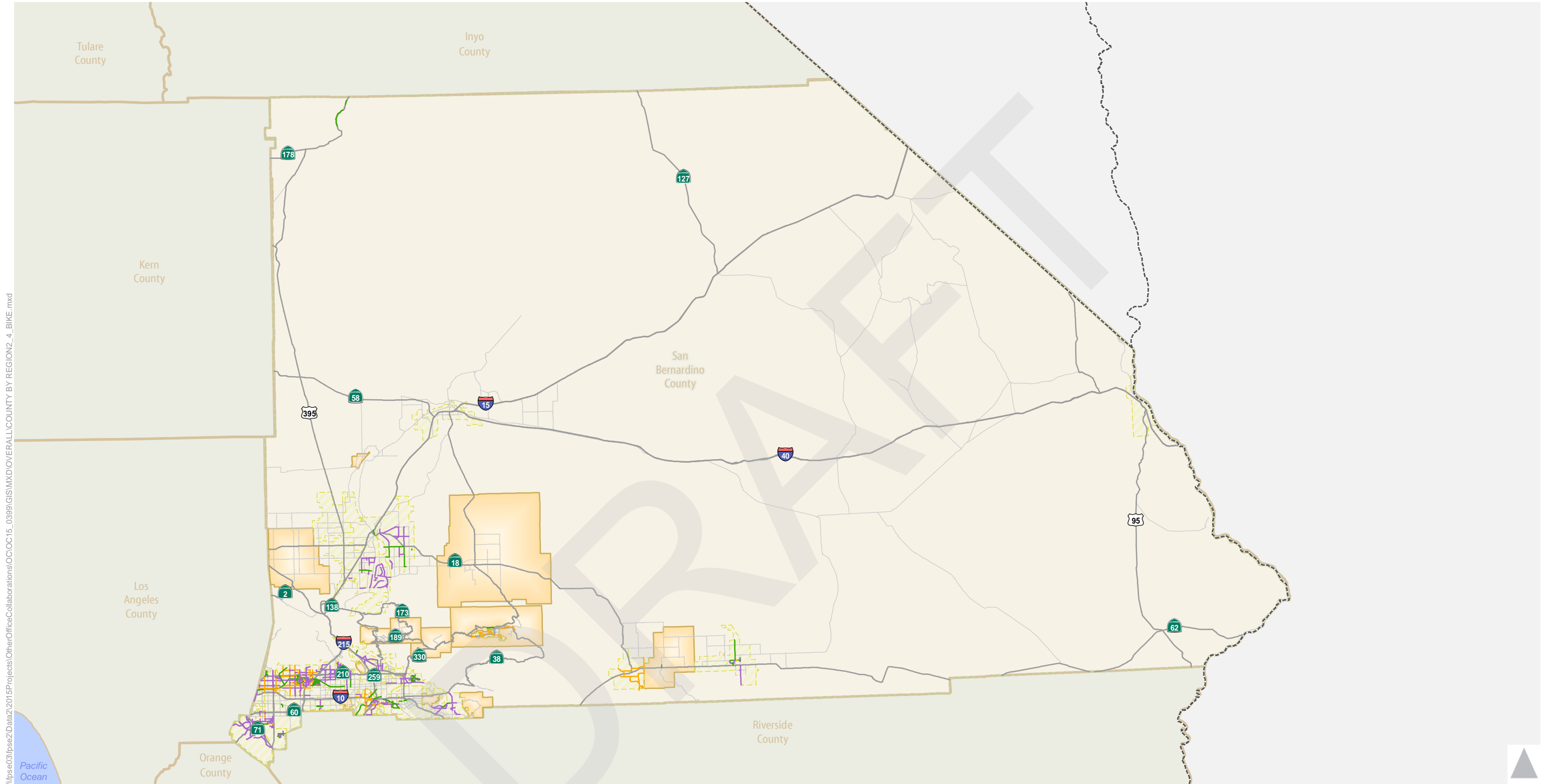
Additionally, there are several regional trails designated by the County which provide public access to open space lands for pedestrian, bicycle, and equestrian users. The following ten facilities are designated regional trails:

- East Calico Hiking Trail
- Cucamonga Creek Trail
- Ecology Interpretive Trail
- Joshua Tree Connector Trail
- Lake Gregory Fitness Trail

- Handicap Nature Trail
- Morongo Canyon Preserve
- Prado Trails
- Mill Creek Levee Trail (also known as the Santa Ana River Trail)
- Meadows Trail/Zania Peak Trail

The Pacific Crest National Scenic Trail, maintained by the United States Forest Service, runs from the Canadian border to the Mexican border and includes approximately 114 miles in San Bernardino County.

Figures 5.1 through 5.12 do not display the Pacific Crest National Scenic Trail and County-designated regional trails. At this time, SANBAG's Non-Motorized Transportation Plan (NMTP) geographic datasets do not contain these facilities. The exhibits in this report can be updated to include these facilities if the NMTP dataset is updated to include them or if the County's 2007 trails geographic dataset is made available.



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**Existing Bicycle Facilities**

— Class I Bike Path

— Class III Bike Route

— Class II Bike Lane

Community Plan Boundaries

City Boundaries

San Bernardino County

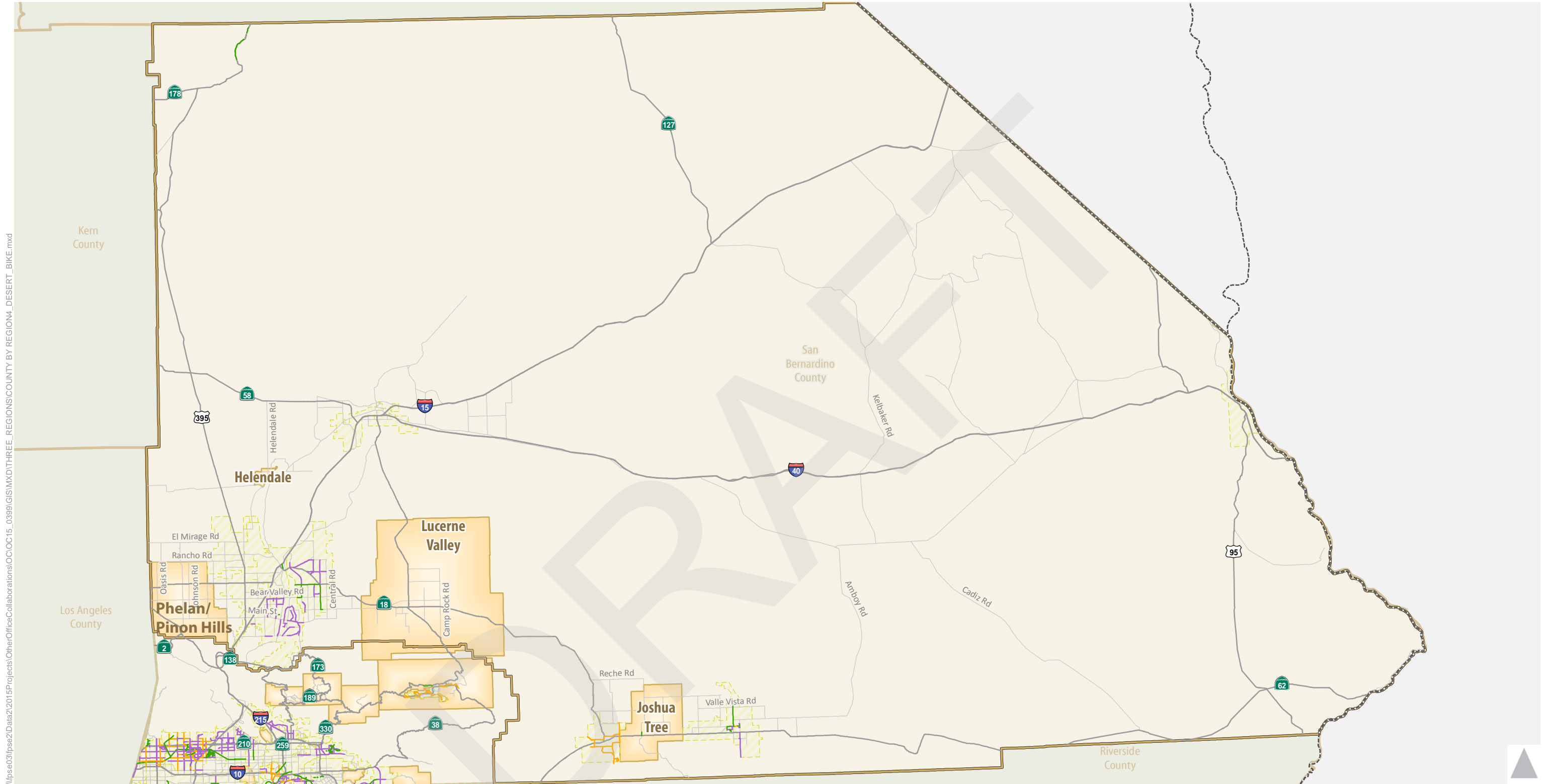
County Boundaries

State Boundaries



Figure 5.1





**Existing Bicycle Facilities**

— Class I Bike Path

— Class III Bike Route

— Class II Bike Lane

Desert Region

City Boundaries

Community Plan Boundaries

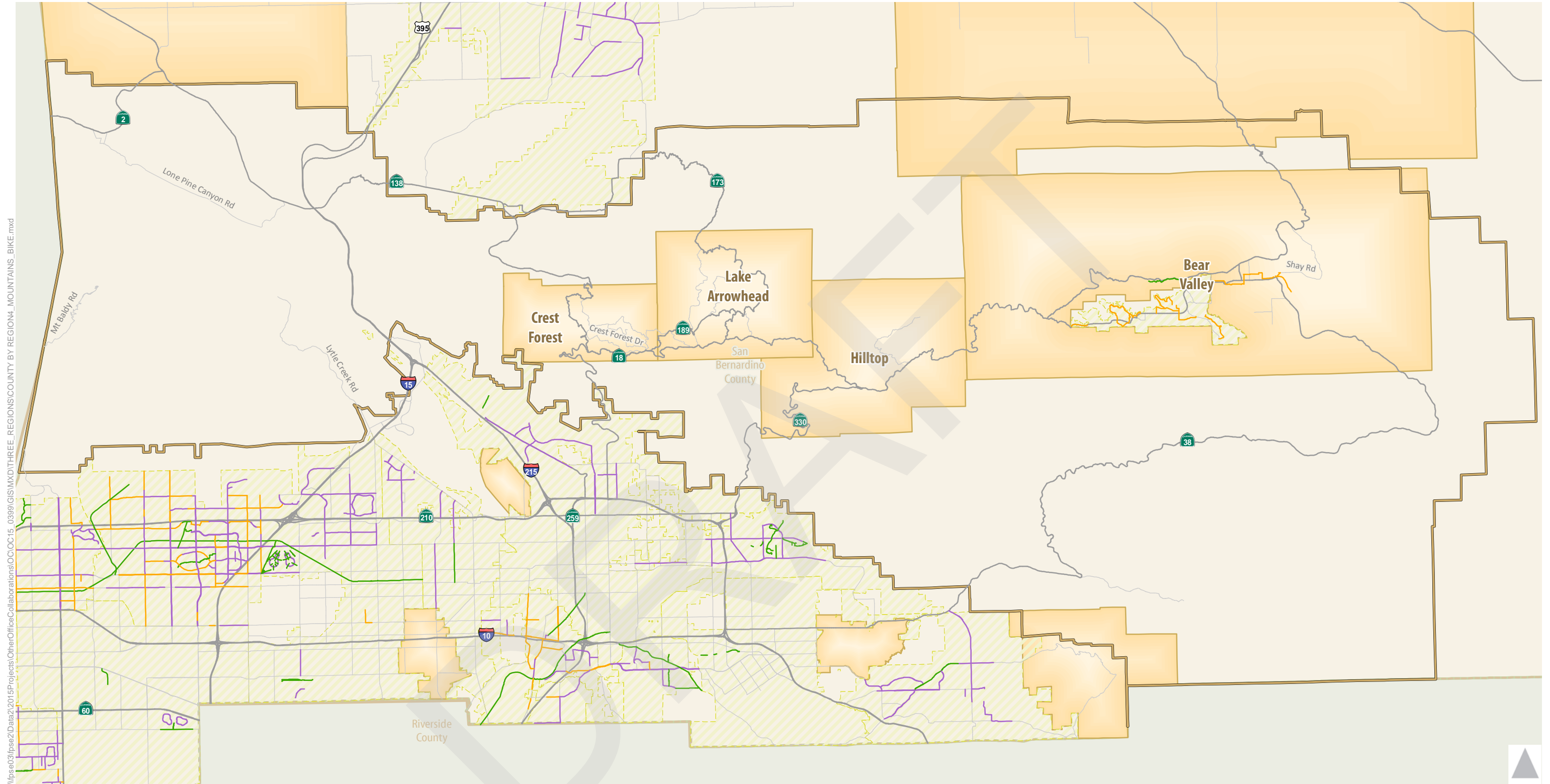
San Bernardino County

County Boundaries

State Boundaries



Figure 5.2



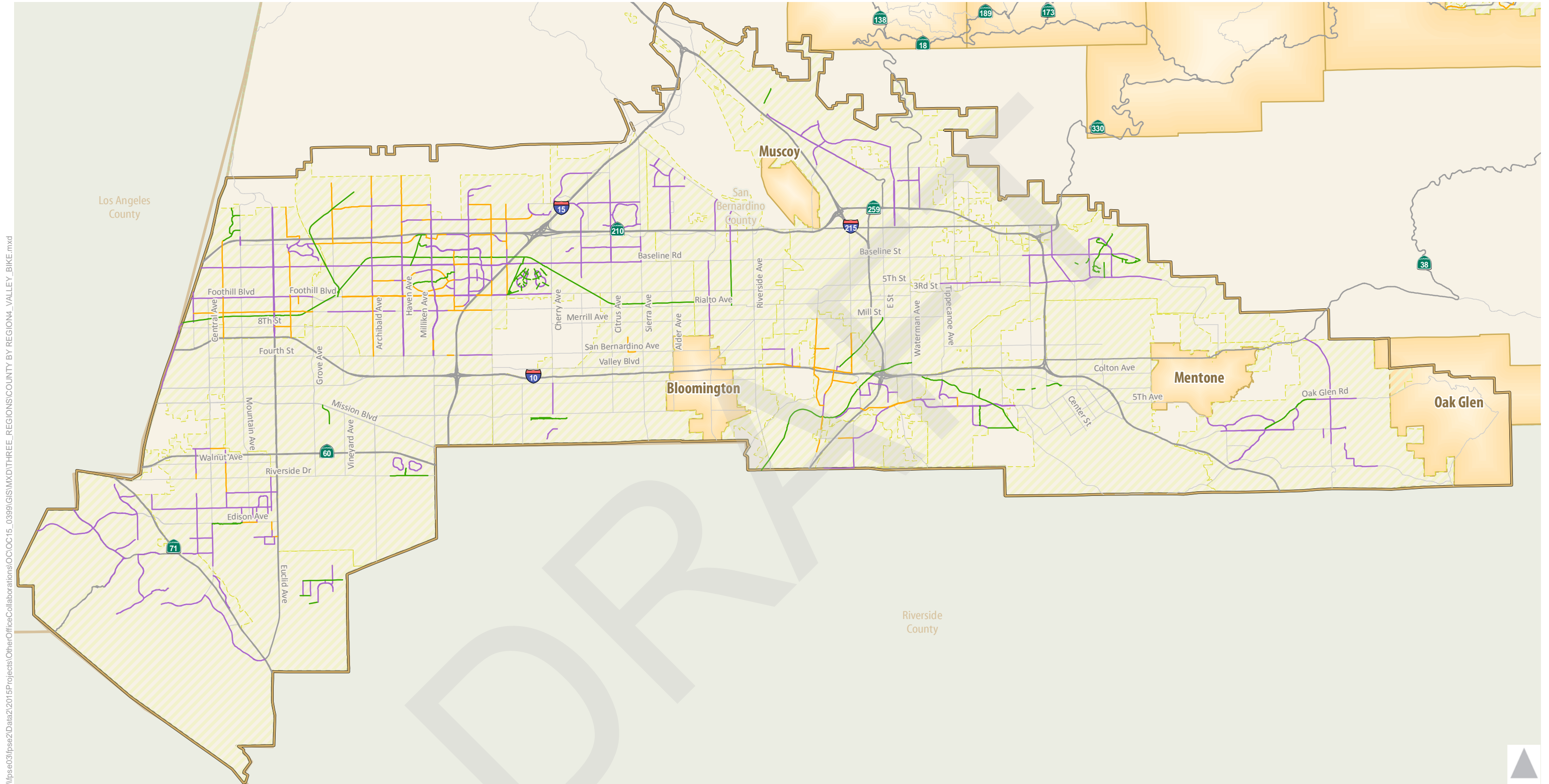
\\pse03\pse2\Data2\2015\Projects\Other\Collaborations\OC\OC15\_0399\GIS\MXD\THREE\_REGIONS\COUNTY BY REGION4\_MOUNTAINS\_BIKE.mxd

#### Existing Bicycle Facilities

- Class I Bike Path
- Class III Bike Route
- Class II Bike Lane
- Mountain Region
- City Boundaries
- Community Plan Boundaries
- County Boundaries
- San Bernardino County



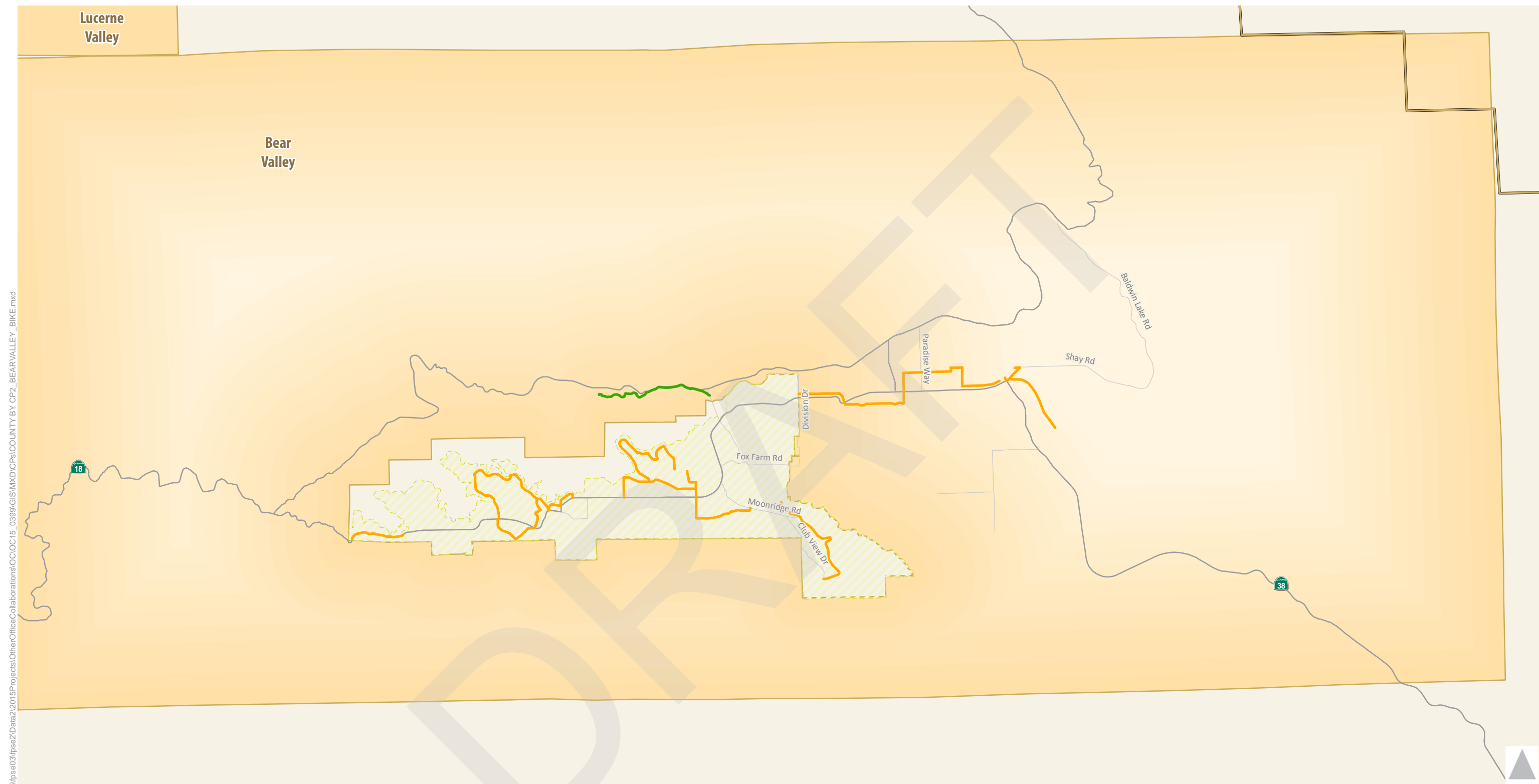
Figure 5.3



- Existing Bicycle Facilities**
- Class I Bike Path
  - Class II Bike Lane
  - Class III Bike Route
- Valley Region  
 City Boundaries  
 Community Plan Boundaries  
 San Bernardino County  
 County Boundaries



Figure 5.4



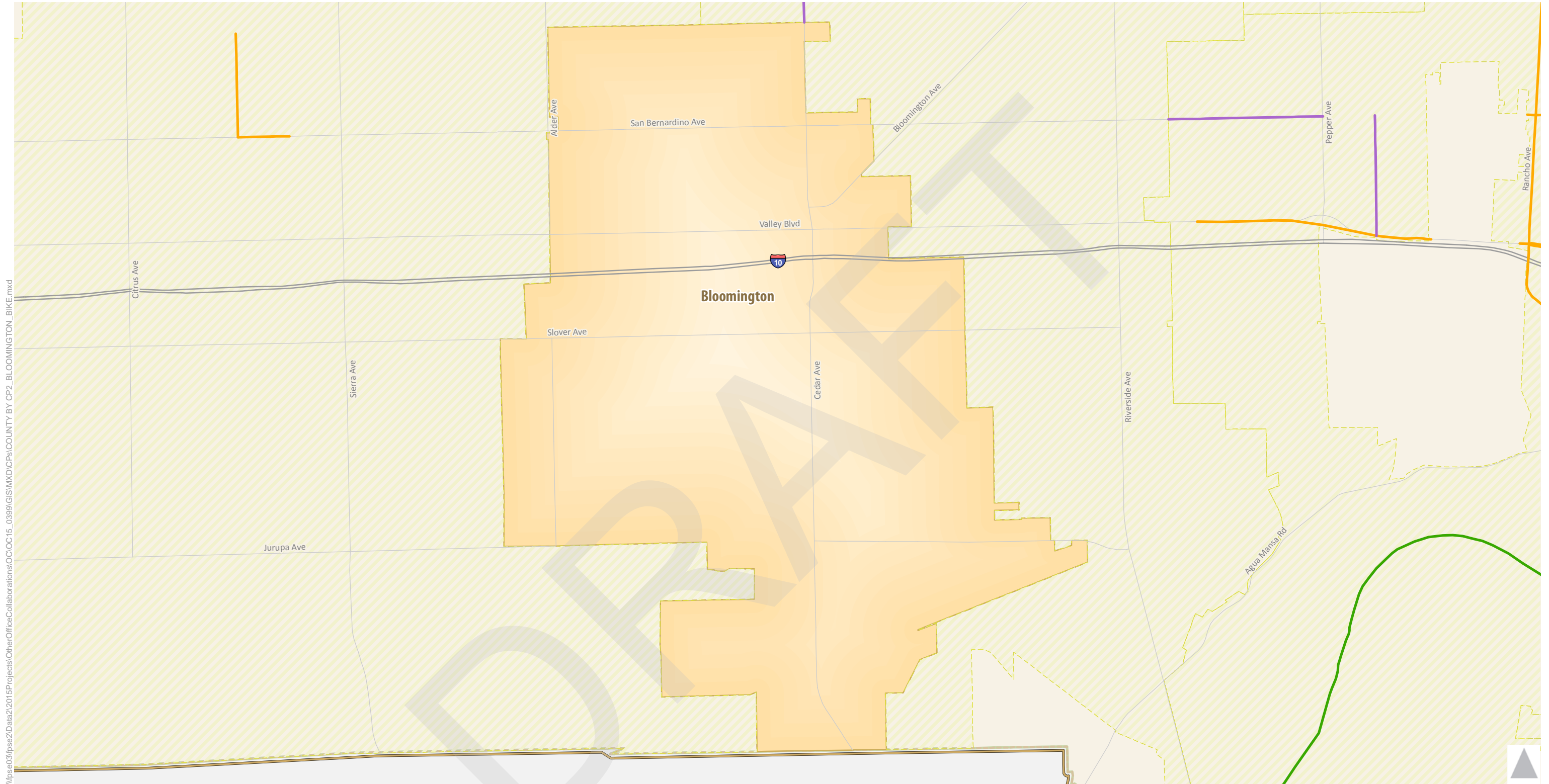
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- Existing Bicycle Facilities**
- Class I Bike Path
  - Class III Bike Route
  - Mountain Region
  - Community Plan Boundary
  - City Boundary
  - San Bernardino County



Figure 5.5





**Existing Bicycle Facilities**

Class I Bike Path

Class III Bike Route

Class II Bike Lane

Valley Region

City Boundary

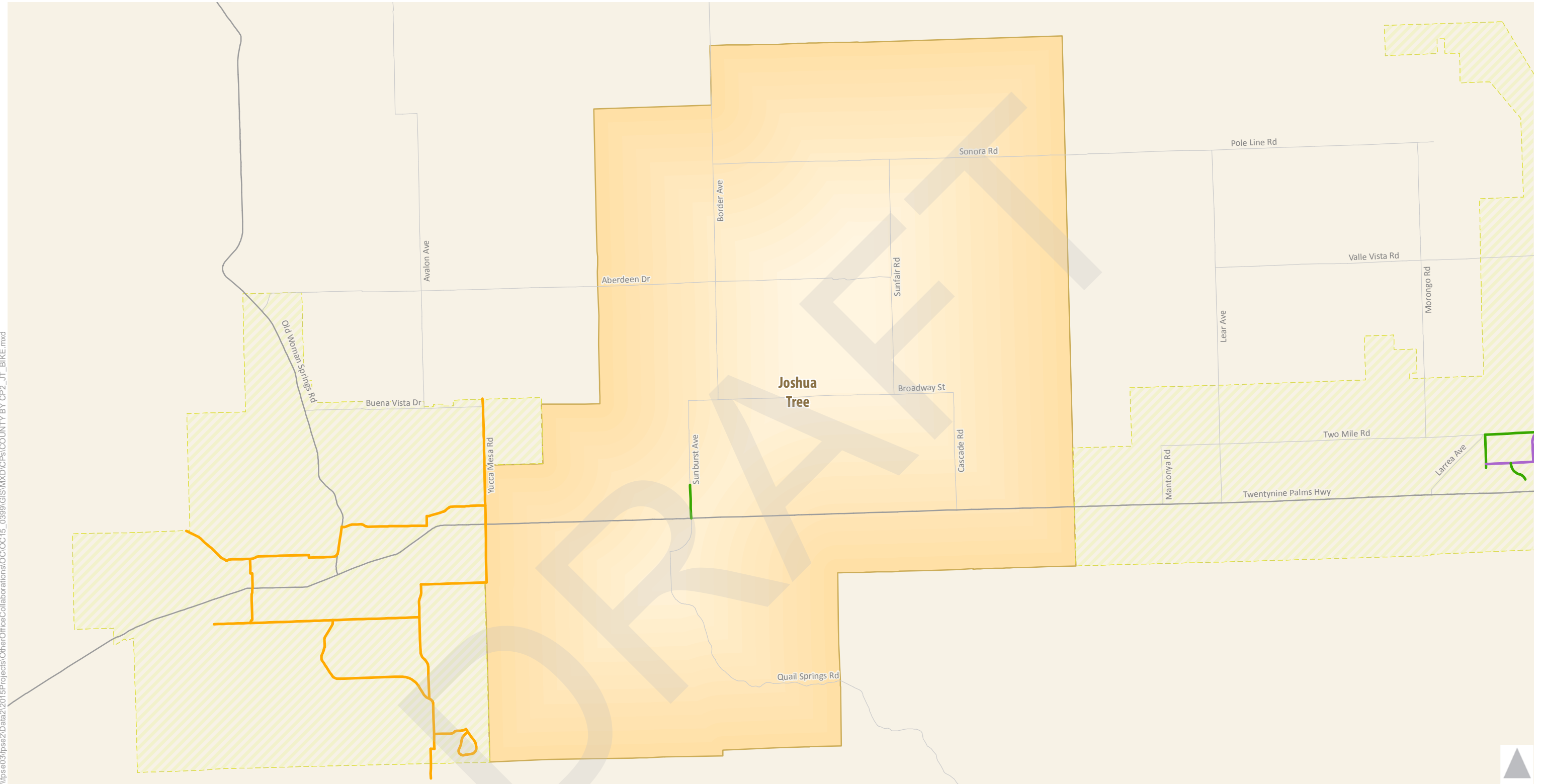
Community Plan Boundary

San Bernardino County



Figure 5.6

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**Existing Bicycle Facilities**

Class I Bike Path

Class III Bike Route

Class II Bike Lane

Community Plan Boundary

City Boundary

San Bernardino County



Figure 5.7

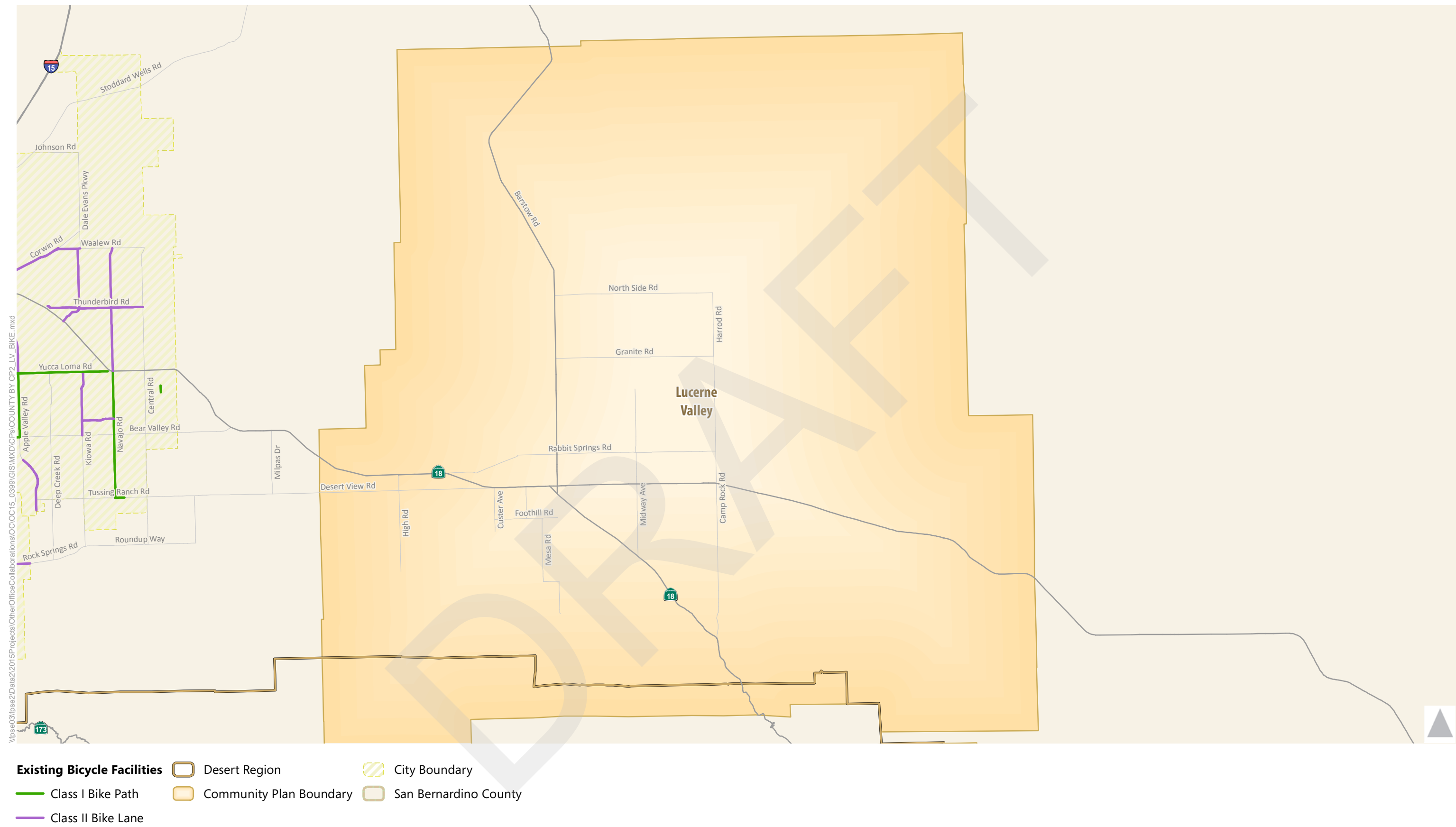
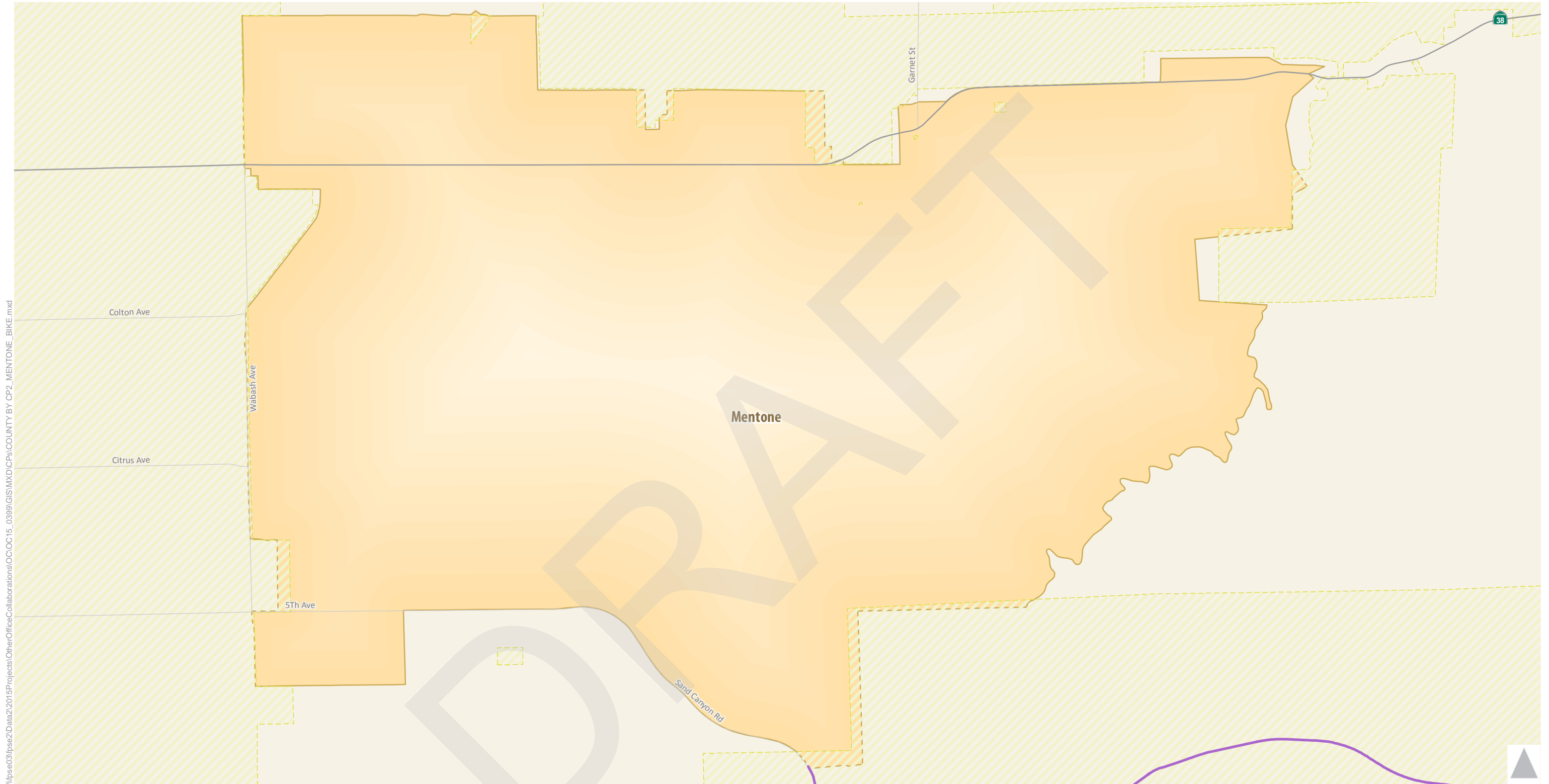


Figure 5.8

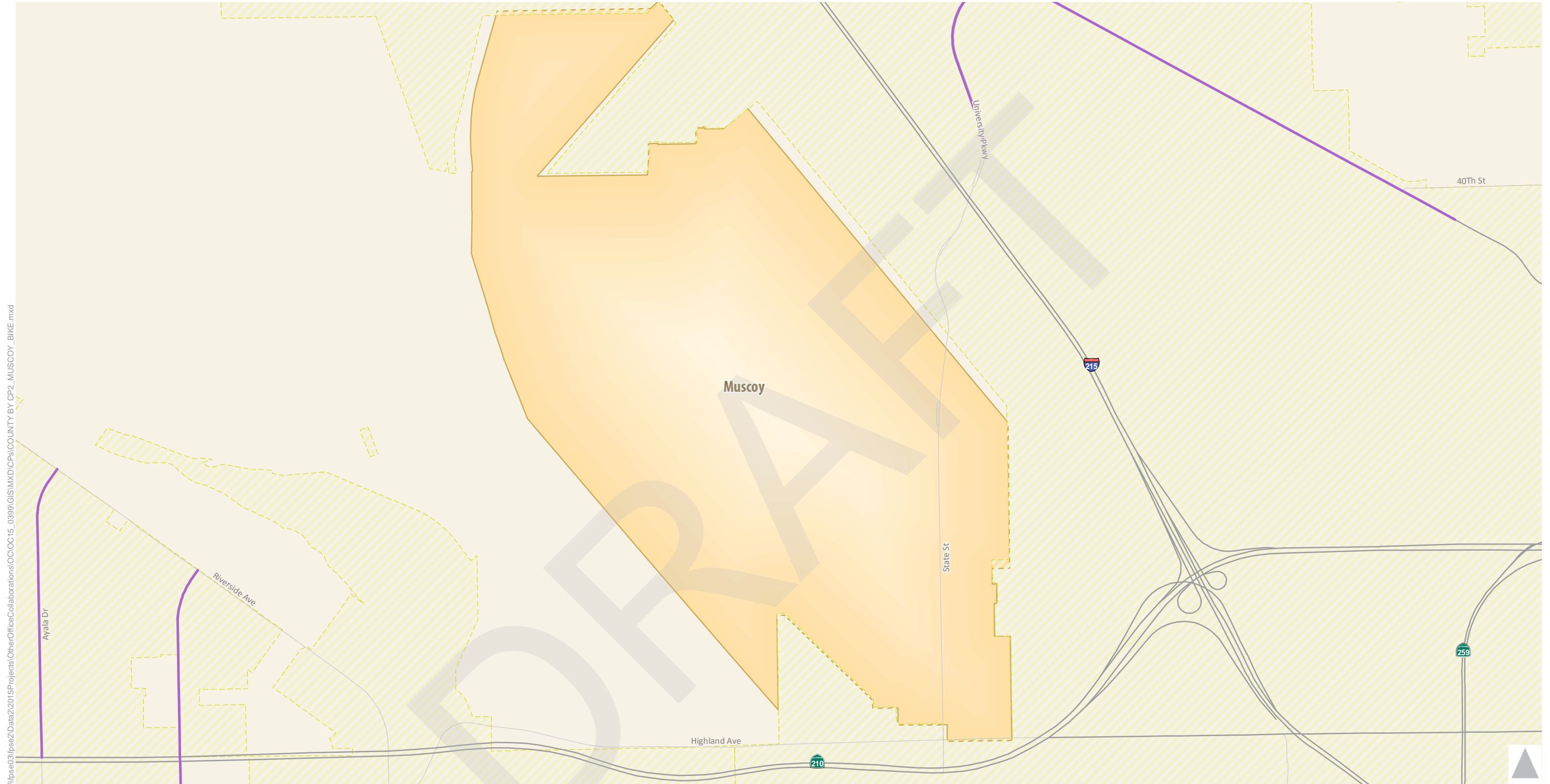




- Existing Bicycle Facilities**
- Class II Bike Lane
  - Community Plan Boundary
  - City Boundary
  - San Bernardino County



Figure 5.9



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**Existing Bicycle Facilities**

— Class II Bike Lane

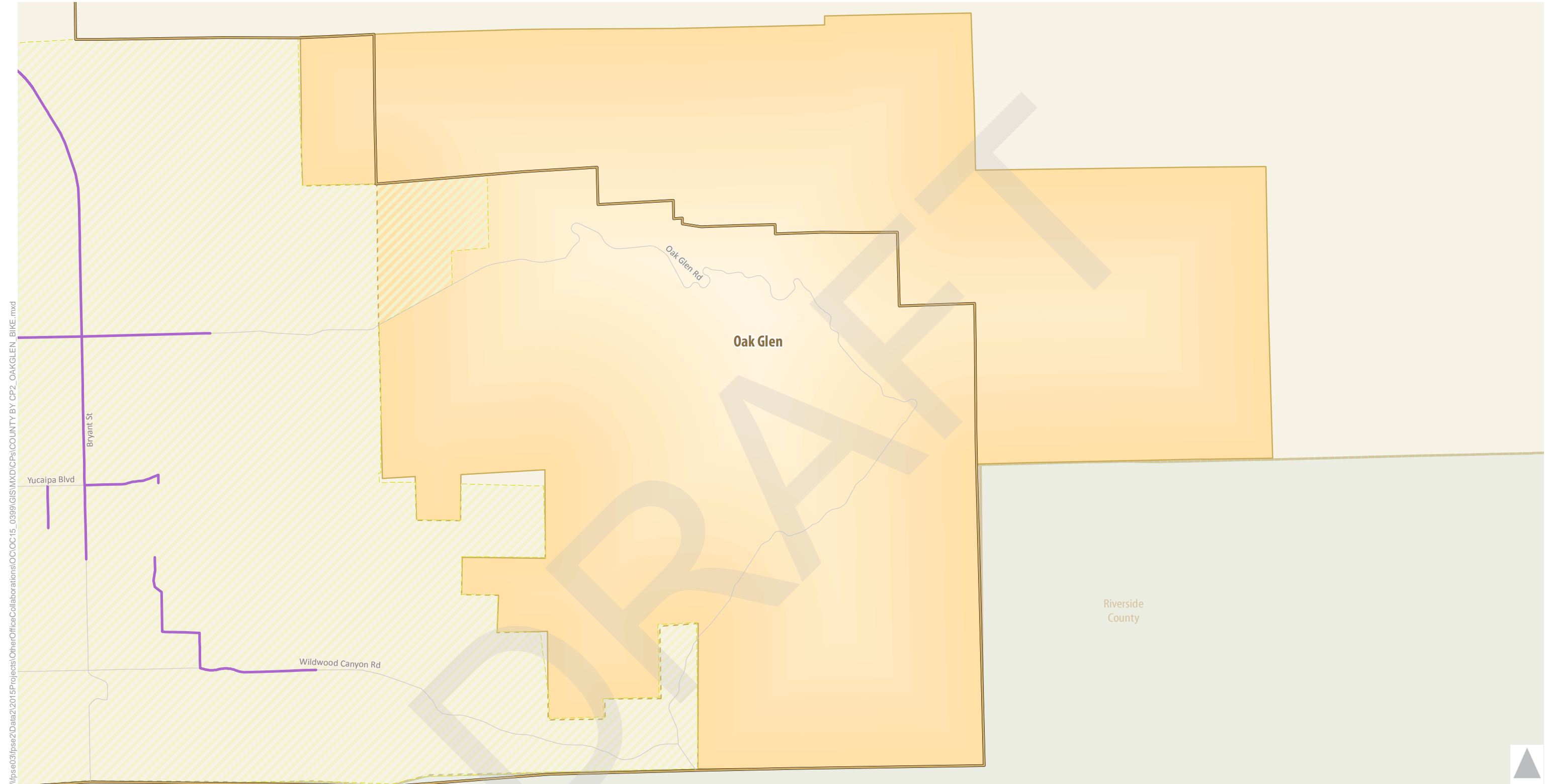
--- City Boundary

San Bernardino County

Community Plan Boundary



Figure 5.10



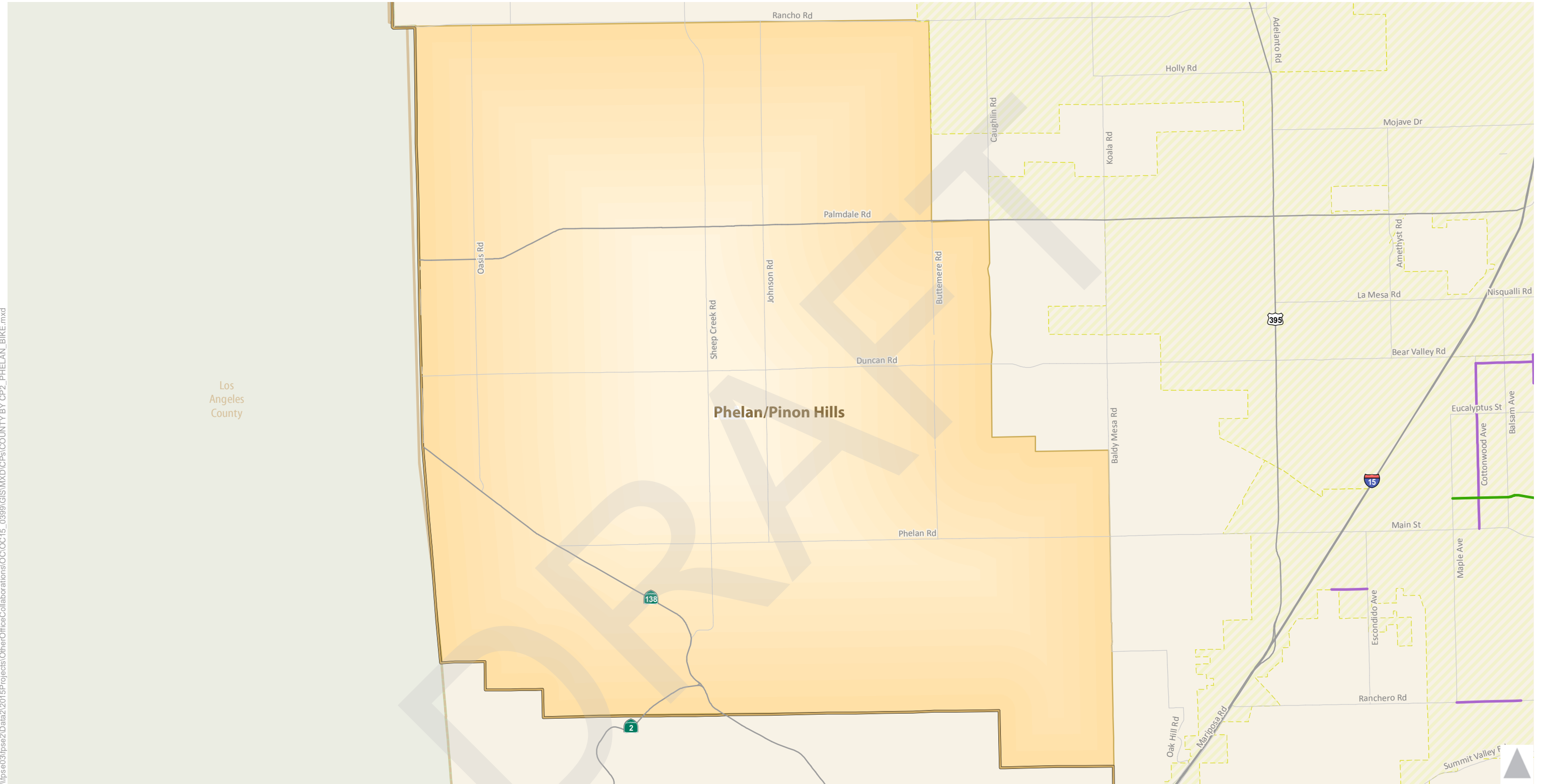
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- Existing Bicycle Facilities**
- Community Plan Boundary
  San Bernardino County
  - City Boundary
  County Boundaries
  - Class II Bike Lane
  Valley Region



Figure 5.11

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- Existing Bicycle Facilities**
- Desert Region
  - City Boundary
  - County Boundaries
  - Class I Bike Path
  - Community Plan Boundary
  - San Bernardino County
  - Class II Bike Lane



Figure 5.12

## TRANSPORTATION SYSTEM PERFORMANCE

Using available data from a variety of sources including the U.S. Census Bureau, current traffic counts, and the Statewide Integrated Traffic Records System (SWITRS), this section presents an overview of how the transportation system within the county and its unincorporated communities currently performs.

### MODE CHOICE

Mode choice refers to the mode of travel which is used for any particular trip. The US Census Department through the American Community Survey regularly reports mode choice for travel to work. The results for San Bernardino County are provided in Table 5 below.

**TABLE 5 – COMMUTER MODAL SPLIT**

Commute Mode Choice	Unincorporated Communities	San Bernardino County	California	United States
Single Occupant Auto	75.4%	75.7%	73.2%	76.3%
Carpool	14.0%	15.2%	11.3%	9.8%
Public Transit	1.0%	1.8%	5.2%	5.0%
Bicycling/Walking	2.8%	1.9%	2.7%	2.8%
Other Means	0.4%	0.4%	1.1%	0.6%
Work at Home	1.1%	1.0%	1.3%	1.2%

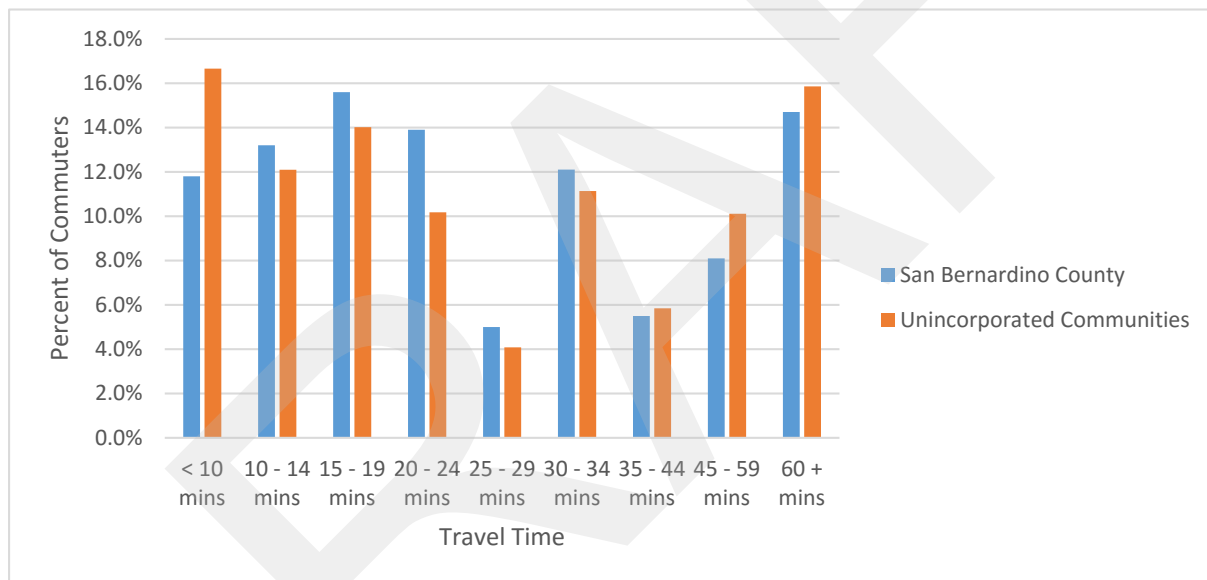
Source: American Community Survey (2009 – 2013)

As shown in the table, residents of the county's unincorporated communities use single-occupant vehicles to travel to work substantially more than other modes (75.4 percent). Carpooling is much lower (14.0 percent). Other modes also have low usage, such as public transit (1.0 percent) and bicycling and walking (2.8 percent). Mode choice patterns in unincorporated communities generally follow those of the county as a whole. However, residents in unincorporated communities tend to use transit less (1.0 percent versus 1.8 percent) and bicycling and walking more (2.8 percent versus 1.9 percent). Additionally, public transit use is substantially lower than in the state and nation as a whole (5.2 percent and 5.0 percent, respectively). However, carpooling is higher than at the state and national level (11.3 percent and 9.8 percent, respectively).

## TRAVEL TIME TO WORK

Chart 1 below presents comparative travel time information for unincorporated communities and San Bernardino County for travel to work for a one way-trip. More than 16 percent of unincorporated residents travel less than 10 minutes, compared to approximately 12 percent countywide. Approximately 16 percent of unincorporated residents travel 60 minutes or longer, compared to under 15 percent countywide. The mean travel time for unincorporated communities is approximately 31 minutes; this is comparable to the countywide mean of approximately 30 minutes.

**Chart 1: Travel Time to Work**



## WORK TRIPS INSIDE SAN BERNARDINO COUNTY

Another aspect of travel behavior relates to the propensity for residents to either remain within their community or travel outside of their community for their work trips. One data source for this information is the U.S. Census Bureau's Longitudinal Employer Household Dynamics (LEHD). According to the LEHD database, as presented in Table 6, the percentage of persons living in the county's unincorporated communities who work outside the county has increased steadily between 2004 and 2013 from 46.9 percent to 53.3 percent. This pattern generally follows that for county residents as a whole.

**TABLE 6 – PERCENTAGE OF RESIDENTS TRAVELING OUTSIDE COUNTY FOR WORK**

Year	San Bernardino County	Unincorporated Communities
2004	50.2%	46.9%
2005	51.0%	48.2%
2006	50.8%	47.8%
2007	52.7%	50.3%
2008	53.0%	53.2%
2009	53.2%	52.8%
2010	53.4%	52.1%
2011	54.1%	52.8%
2012	53.6%	52.4%
2013	54.0%	53.3%

Source: LEHD (2004 – 2013)

## LAND USE PLACE TYPES AND ACTIVE TRANSPORTATION

The Southern California Association of Governments (SCAG) is currently in the process of integrating Active Transportation benefits and costs into its Scenario Planning Model (SPM). As part of this effort, SCAG's team developed a correlation between land use types and walking/bicycling trips as denoted by a travel survey. The Scenario Planning Model consists of thirty five place types, which SCAG aggregated into six place type groupings; three of these place type groups and their active transportation mode shares are described in Table 7. Figures 6.1 through 6.12 illustrate place type groupings in the county.

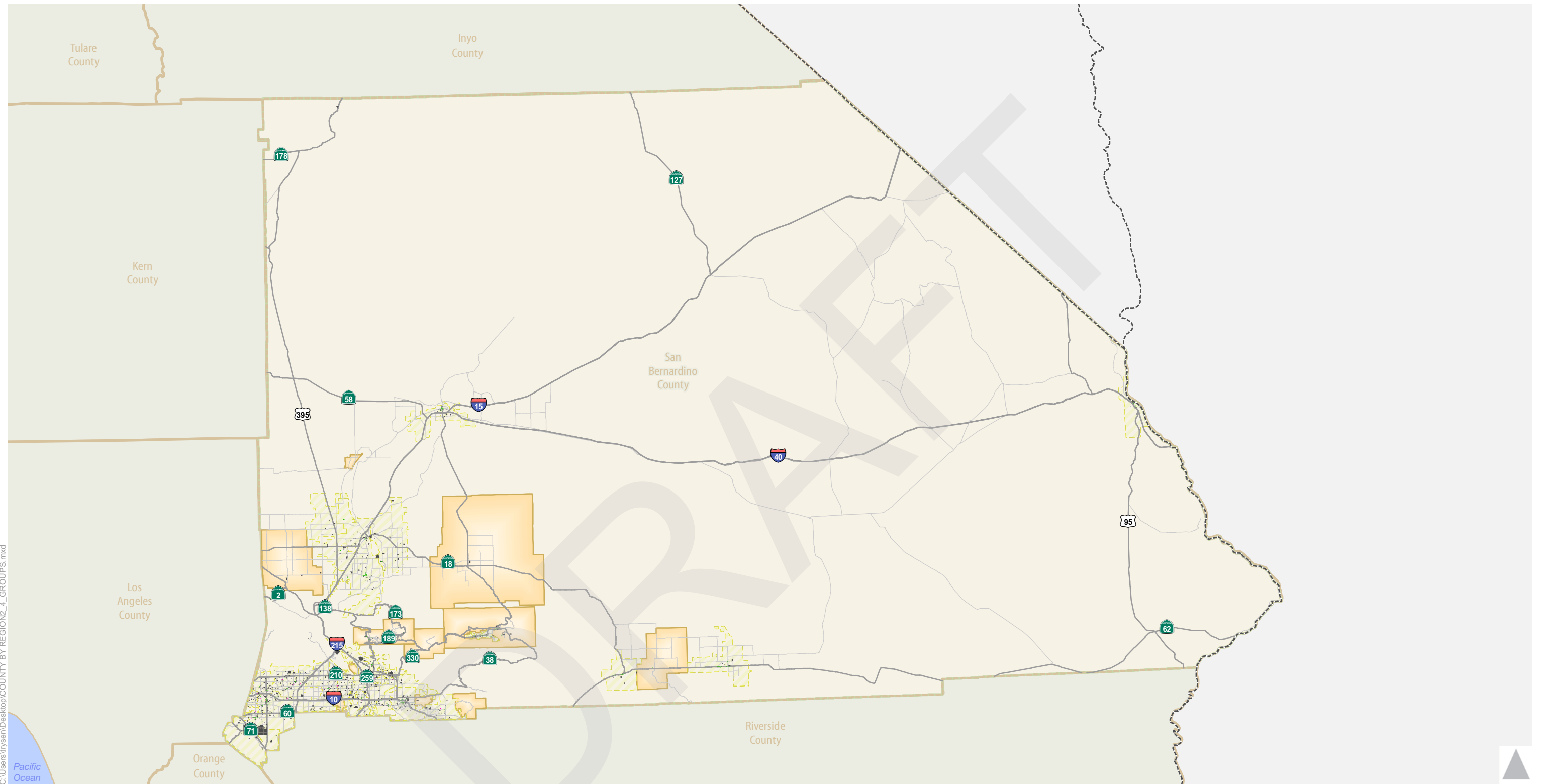


**TABLE 7 – SCAG PLACE TYPES**

<b>Grouping</b>	<b>Place Types</b>	<b>Observed AT Mode Share</b>		
		<b>Range</b>	<b>Average</b>	<b>Median</b>
1	City Mixed Use, City Residential, Town Mixed Use, Urban Commercial, Urban Mixed Use, High Intensity Activity Center	25-44%	30%	27%
2	Village Commercial, Town Residential, Village Mixed Use, City Commercial, Town Commercial, Urban Residential, Industrial/Office/Residential Mixed High	18-27%	23%	24%
3	Neighborhood Residential, Village Residential, Campus Residential, Institutional, Suburban Multi-Family	14-23%	20%	20%

Source: SCAG

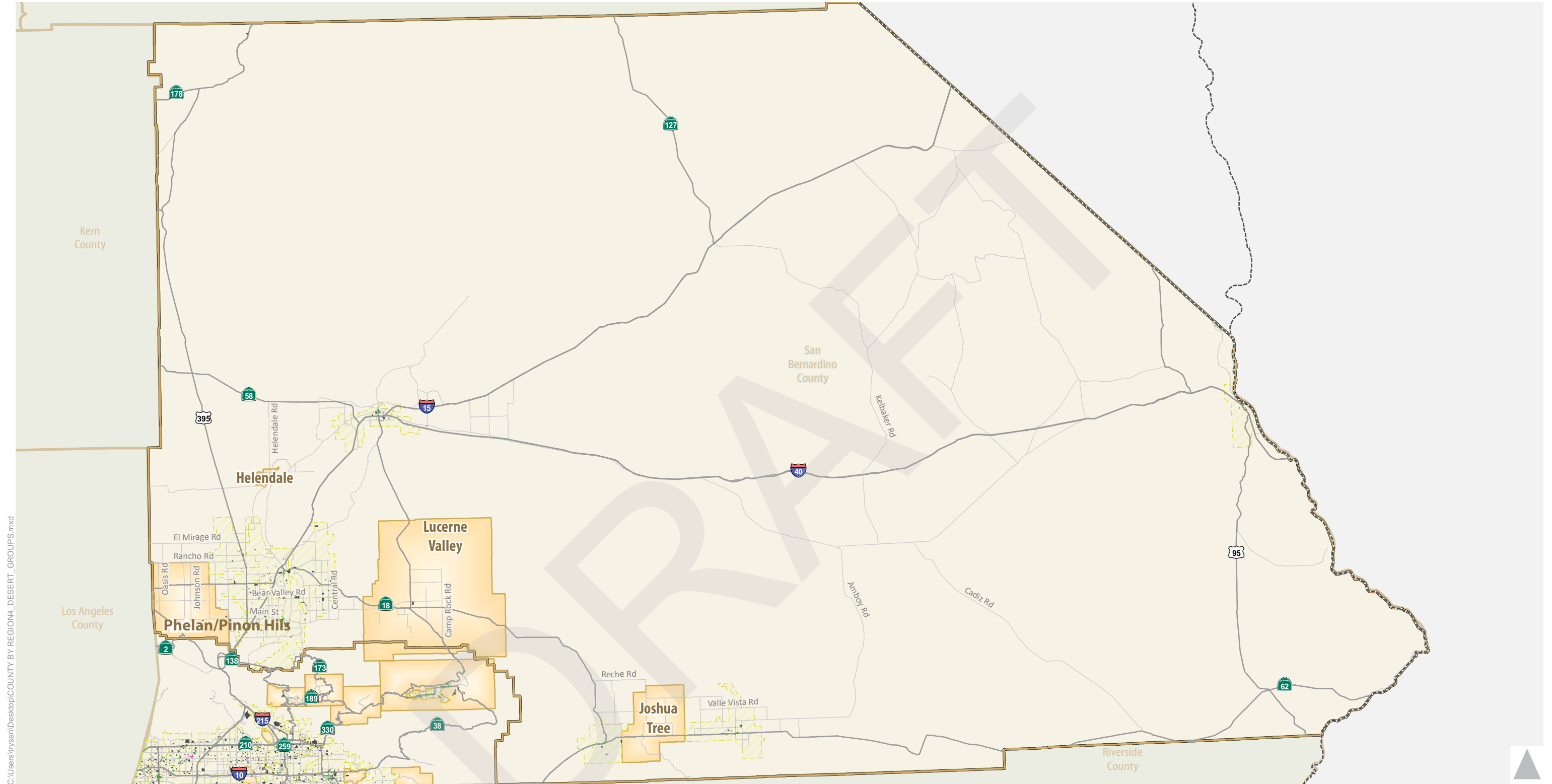
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- |                           |                   |   |
|---------------------------|-------------------|---|
| Community Plan Boundaries | County Boundaries | <b>Placetype Grouping</b>                         |
| City Boundaries           | State Boundaries  |   |
| San Bernardino County     |                   |   |
|                           |                   |   |
|                           |                   | Group 1 (Urban/Mixed Use/High Intensity Activity) |
|                           |                   | Group 2 (Commercial/Residential/Mixed Use)        |
|                           |                   | Group 3 (Residential/Institutional)               |



Figure 6.1



- |                           |                       |   |
|---------------------------|-----------------------|---|
| Desert Region             | San Bernardino County | <b>Placetype Grouping</b>                         |
| Community Plan Boundaries | County Boundaries     |   |
| City Boundaries           | State Boundaries      |   |
|                           |                       | Group 1 (Urban/Mixed Use/High Intensity Activity) |
|                           |                       | Group 2 (Commercial/Residential/Mixed Use)        |
|                           |                       | Group 3 (Residential/Institutional)               |



Figure 6.2

Desert Region Placetype Grouping

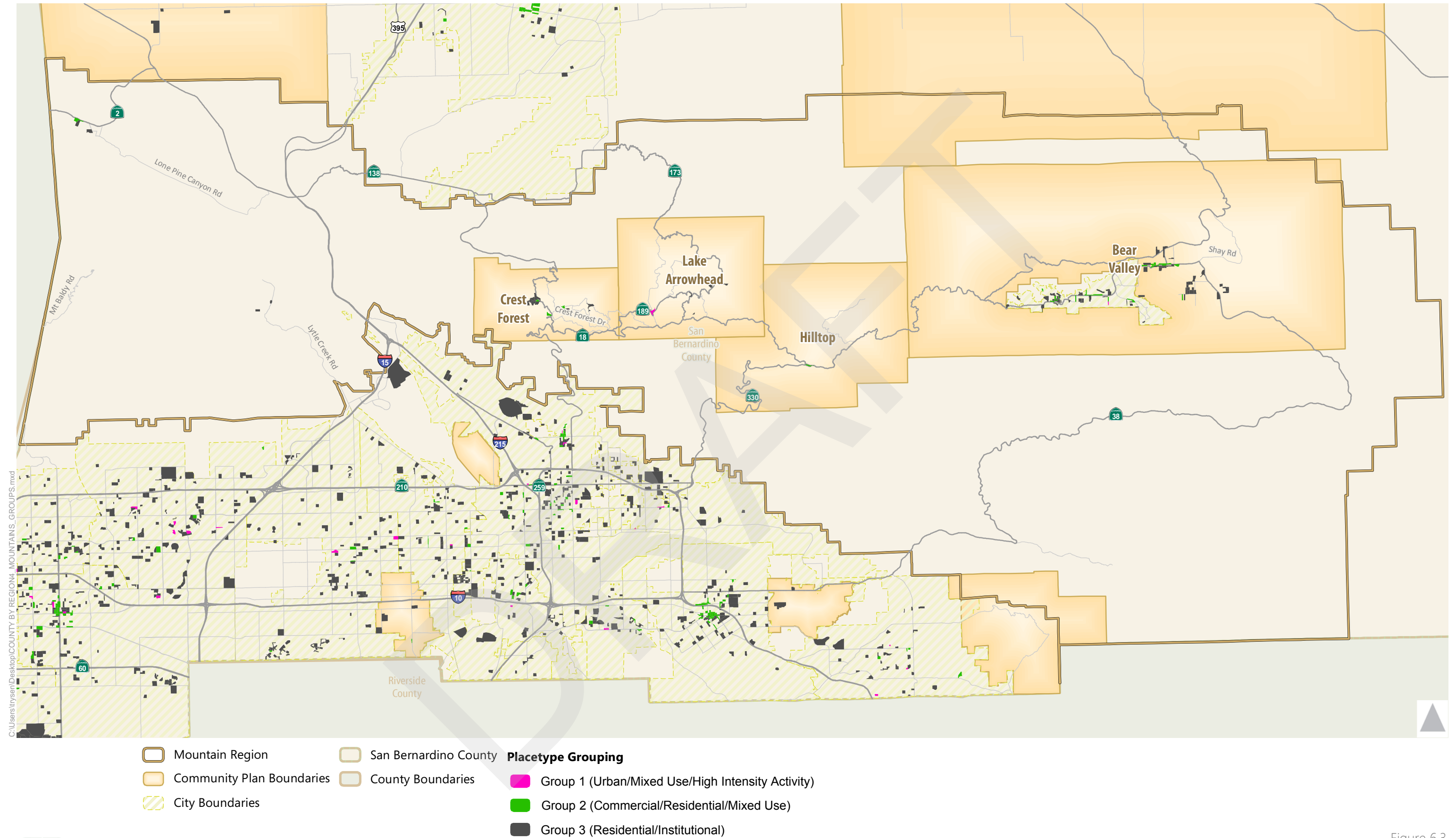
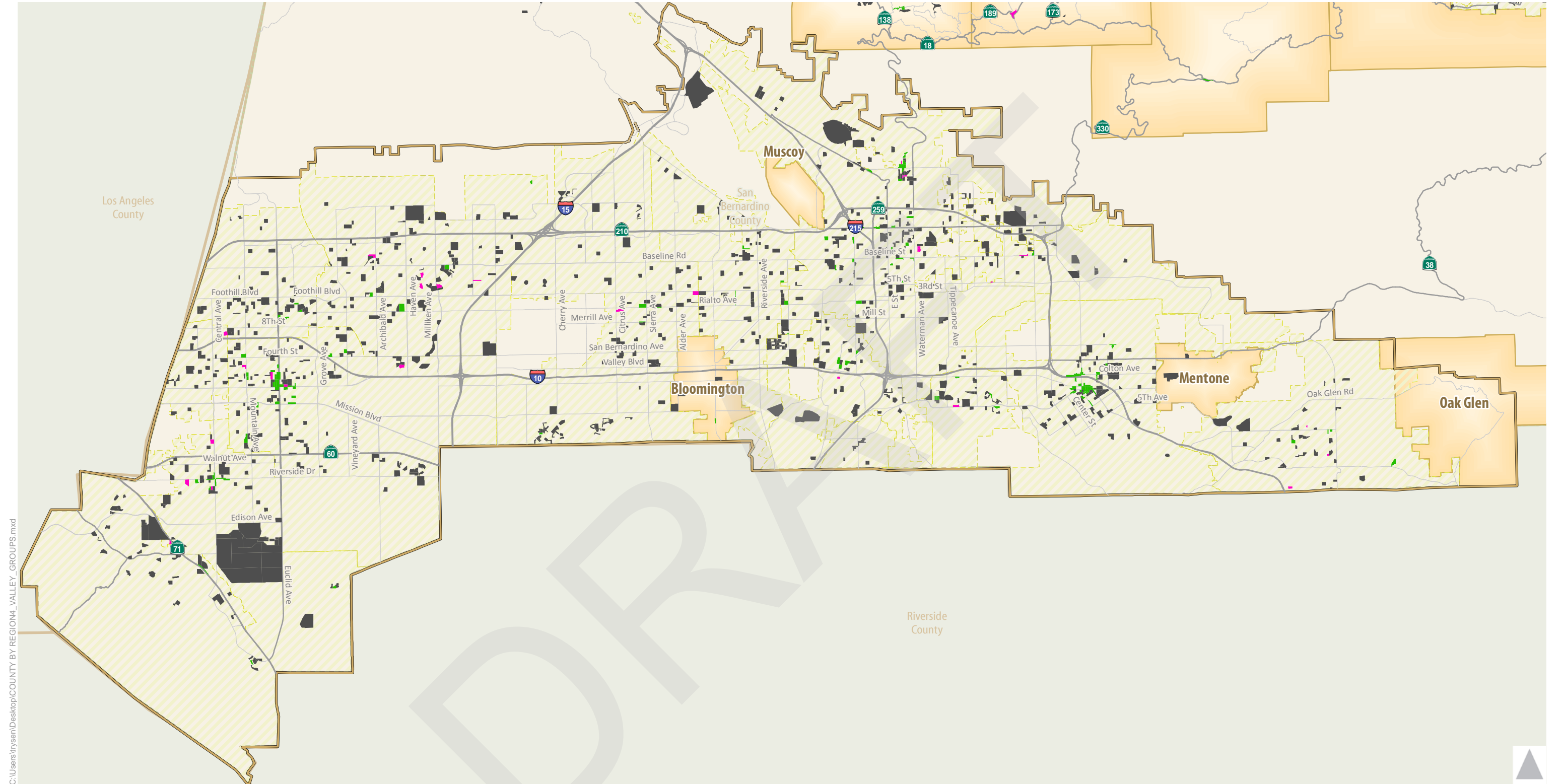


Figure 6.3





- |                           |                       |                           |
|---------------------------|-----------------------|---------------------------|
| Valley Region             | San Bernardino County | <b>Placetype Grouping</b> |
| Community Plan Boundaries | County Boundaries     |                           |
| City Boundaries           |                       |                           |
- Group 1 (Urban/Mixed Use/High Intensity Activity)
  - Group 2 (Commercial/Residential/Mixed Use)
  - Group 3 (Residential/Institutional)



Figure 6.4



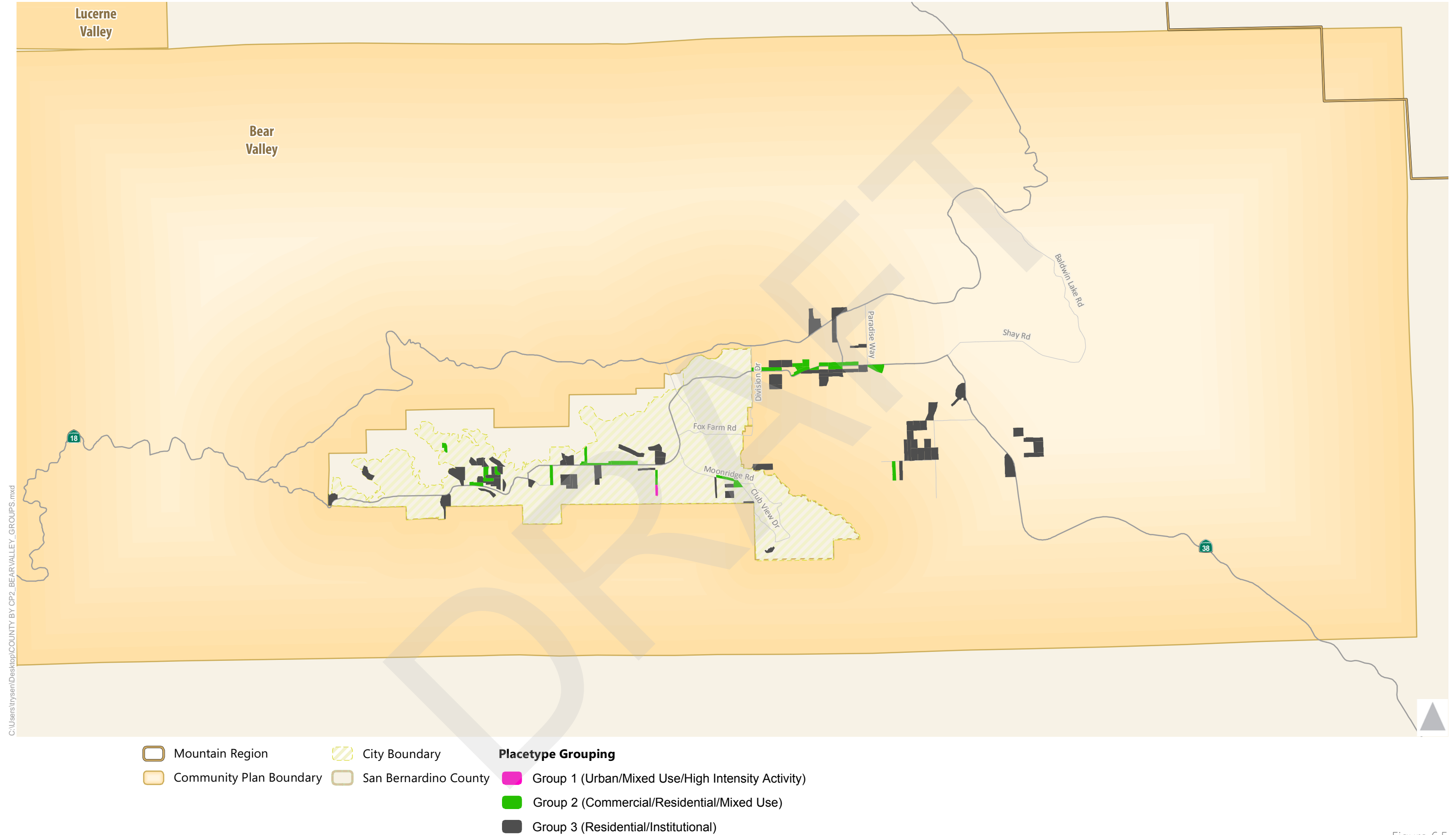


Figure 6.5



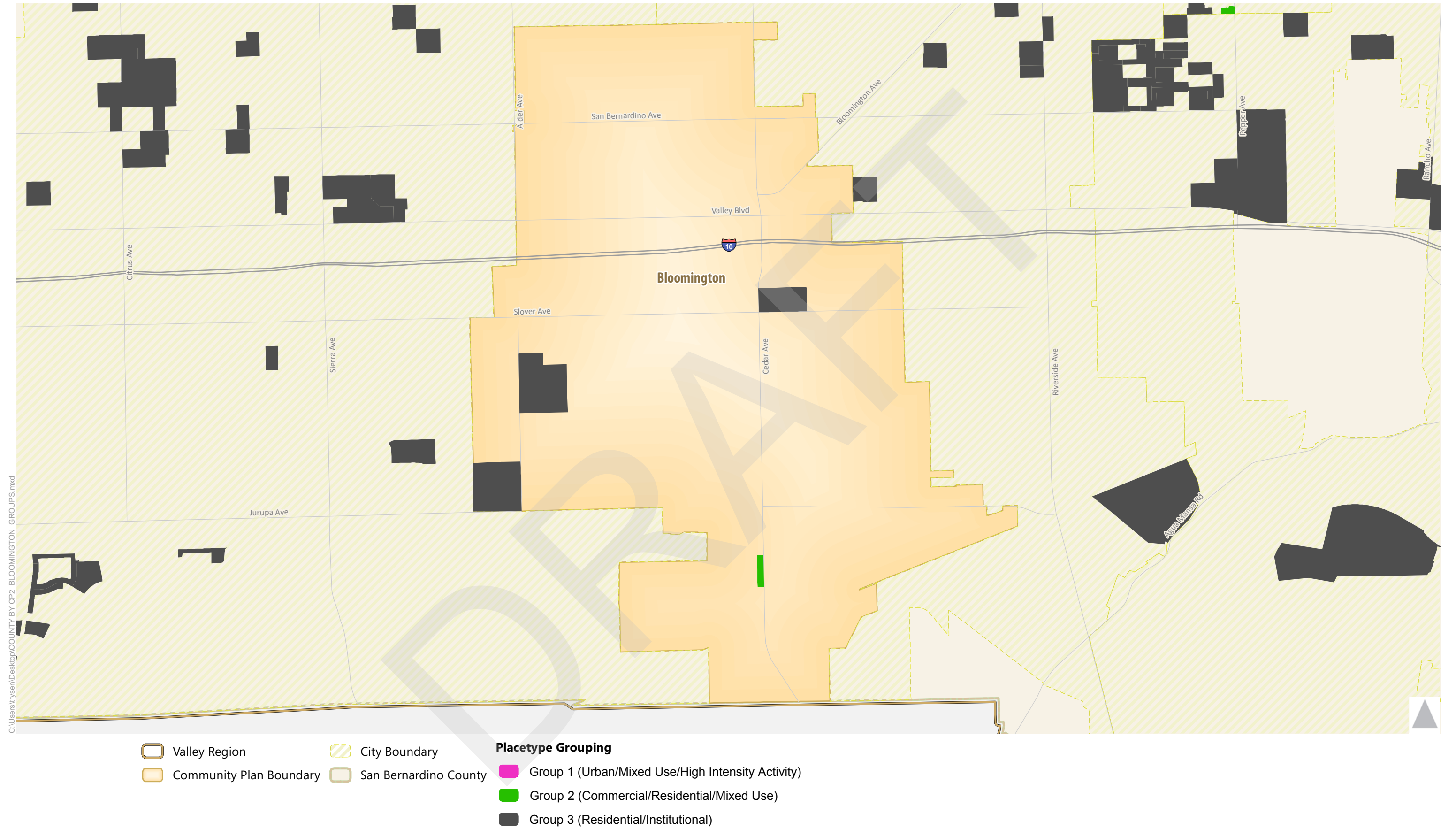


Figure 6.6





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-  Mountain Region
-  City Boundary
-  Community Plan Boundary
-  San Bernardino County
- Placetype Grouping**
-  Group 1 (Urban/Mixed Use/High Intensity Activity)
-  Group 2 (Commercial/Residential/Mixed Use)
-  Group 3 (Residential/Institutional)



Figure 6.7

Crest Forest Community Plan Placetype Grouping

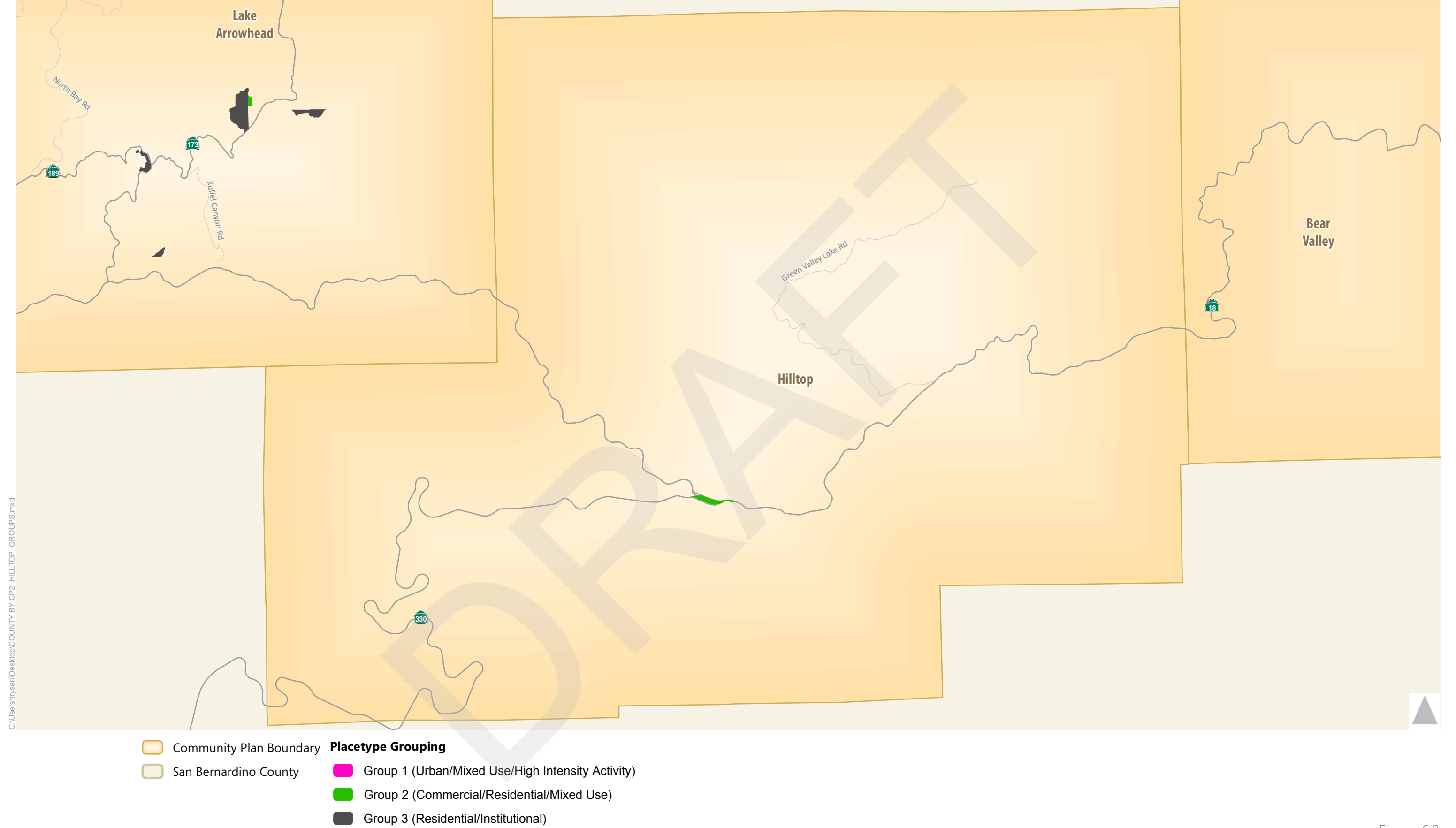


Figure 6.8



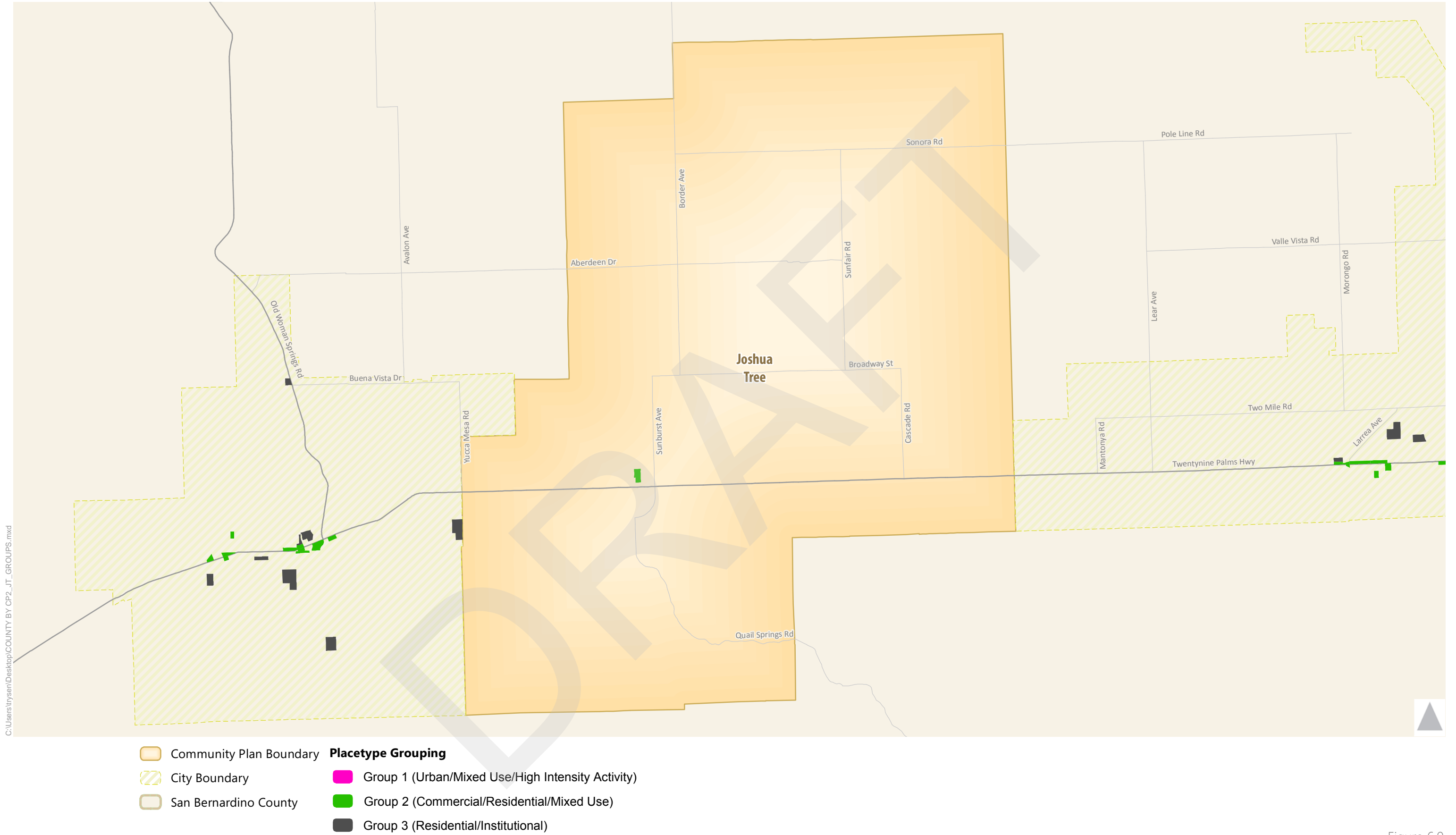
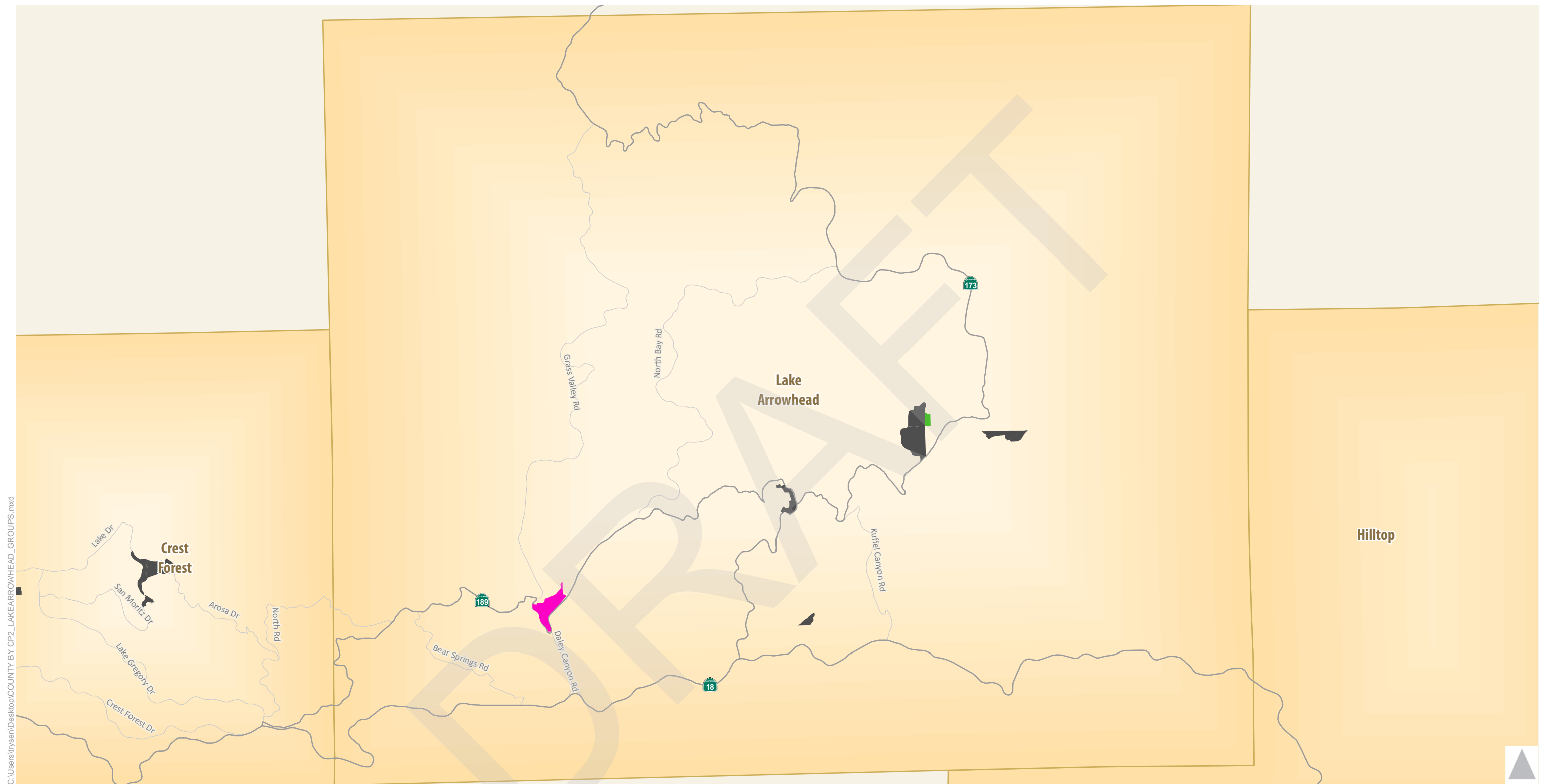


Figure 6.9





- Community Plan Boundary
- San Bernardino County
- Placetype Grouping**
- Group 1 (Urban/Mixed Use/High Intensity Activity)
  - Group 2 (Commercial/Residential/Mixed Use)
  - Group 3 (Residential/Institutional)



Figure 6.10

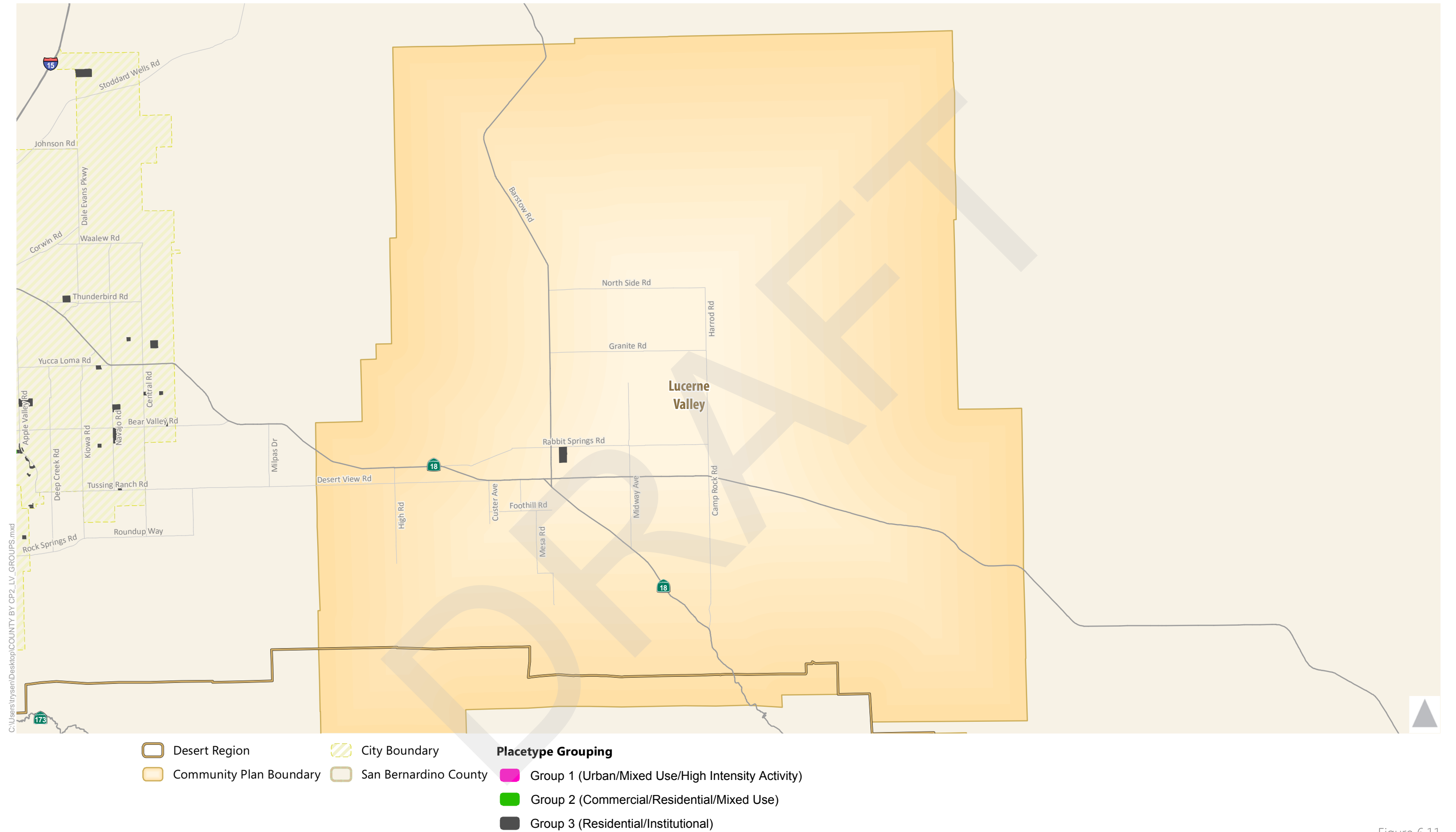
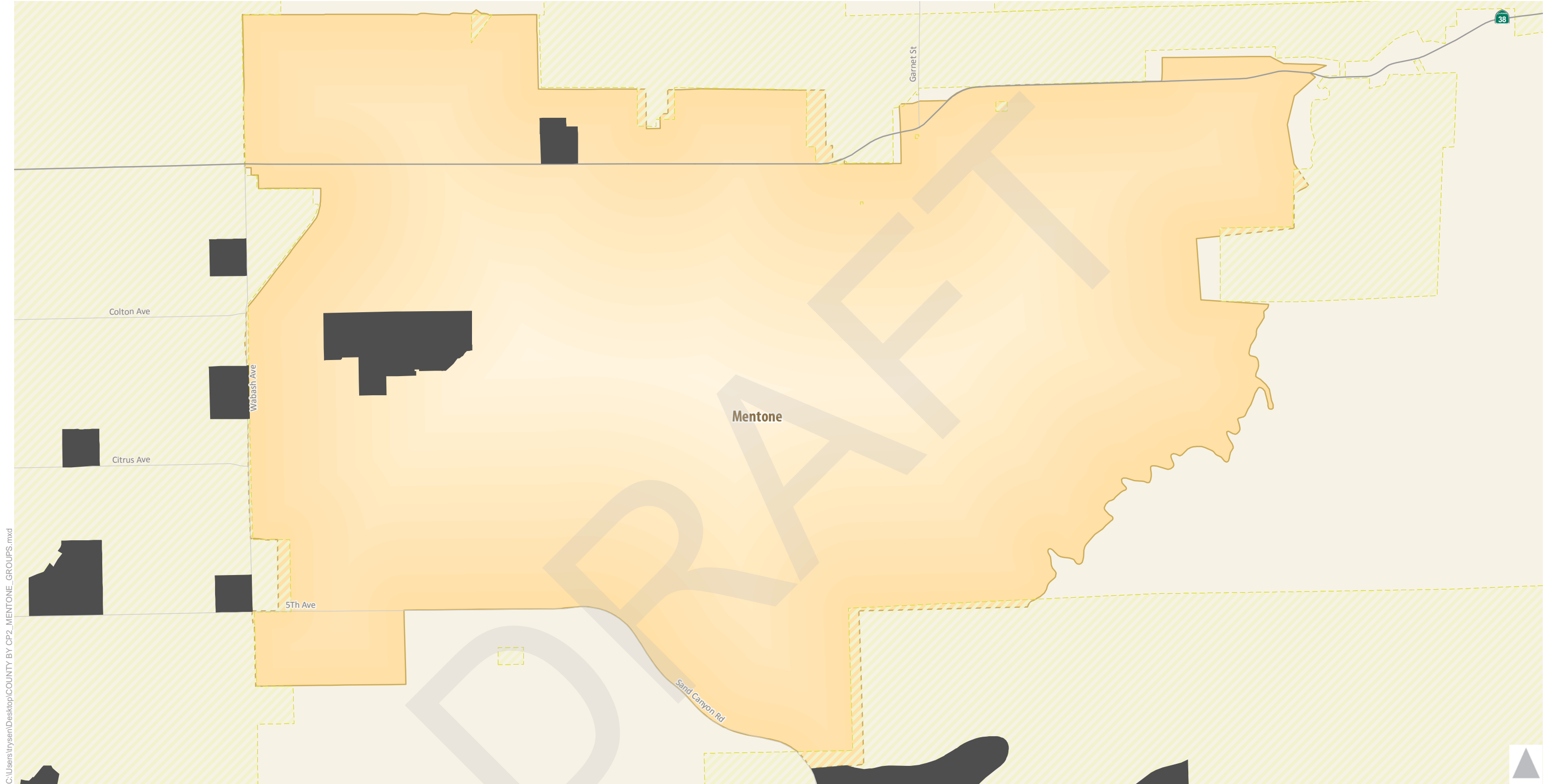


Figure 6.11











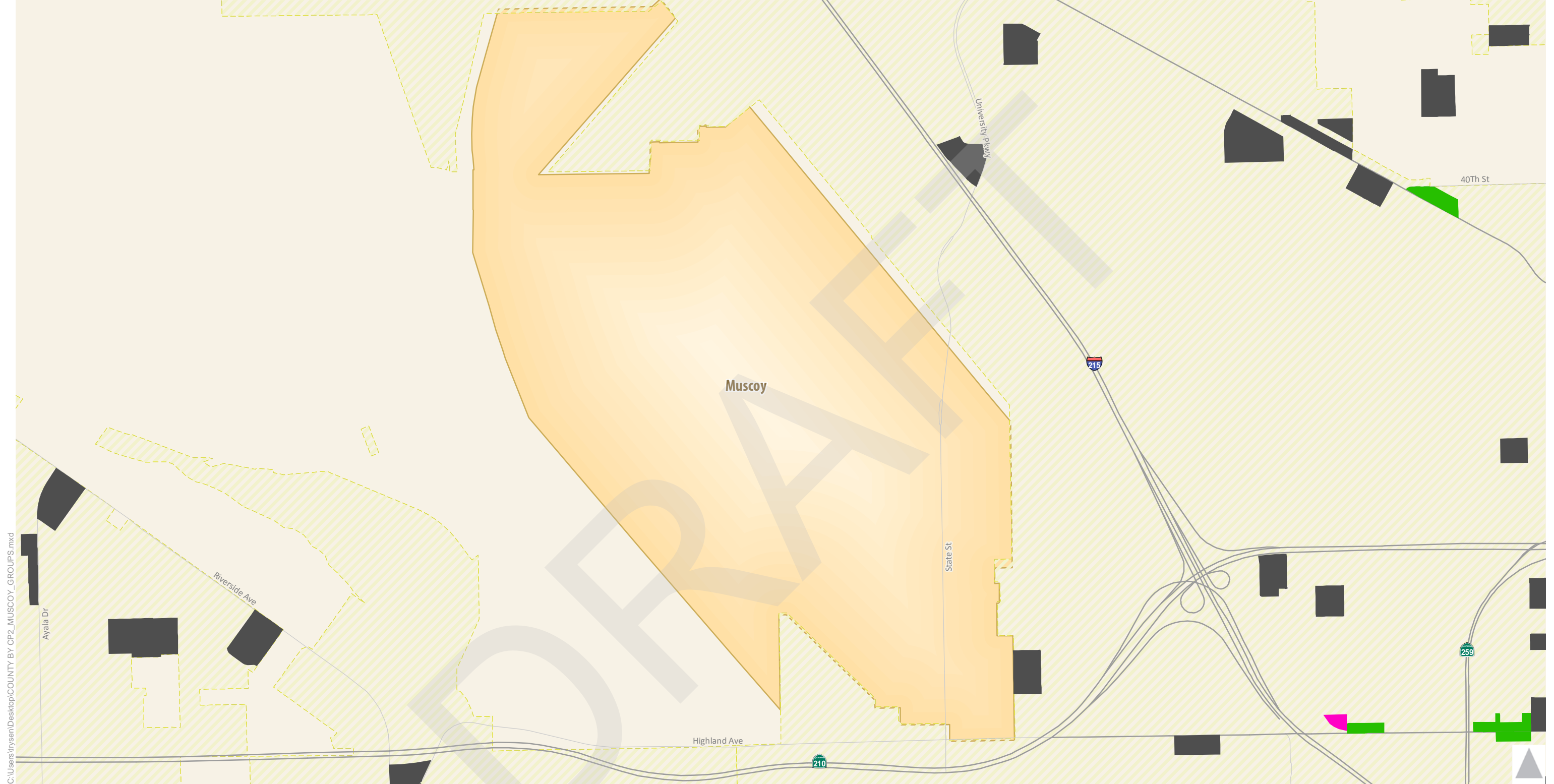
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|---|---|
|  Community Plan Boundary | <b>Placetype Grouping</b>   |
|  City Boundary           |  Group 1 (Urban/Mixed Use/High Intensity Activity) |
|  San Bernardino County   |  Group 2 (Commercial/Residential/Mixed Use)        |
|   |  Group 3 (Residential/Institutional)               |

Figure 6.12











- |   |   |
|---|---|
|  Community Plan Boundary | <b>Placetype Grouping</b>   |
|  City Boundary           |  Group 1 (Urban/Mixed Use/High Intensity Activity) |
|  San Bernardino County   |  Group 2 (Commercial/Residential/Mixed Use)        |
|   |  Group 3 (Residential/Institutional)               |

Figure 6.13





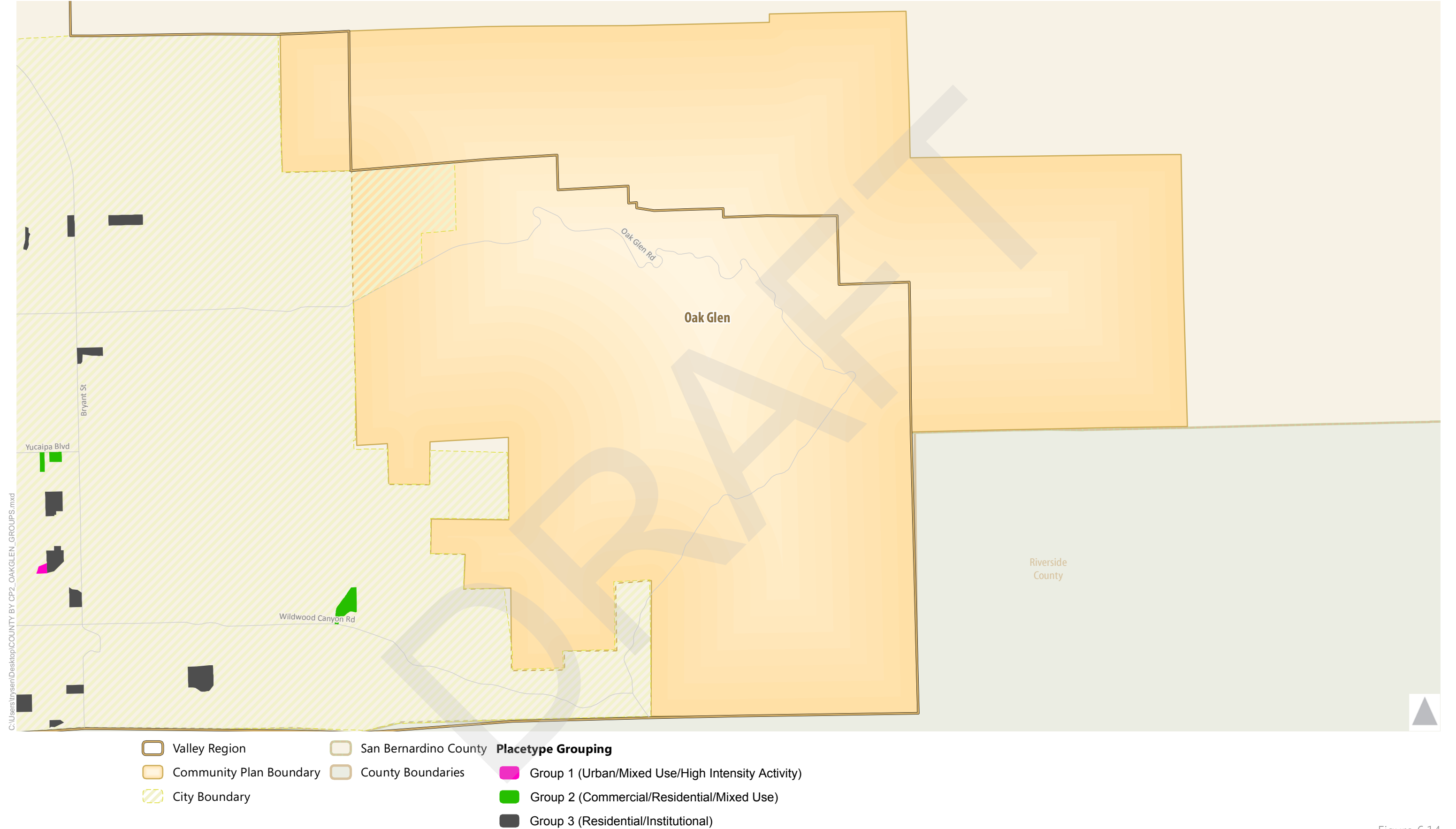
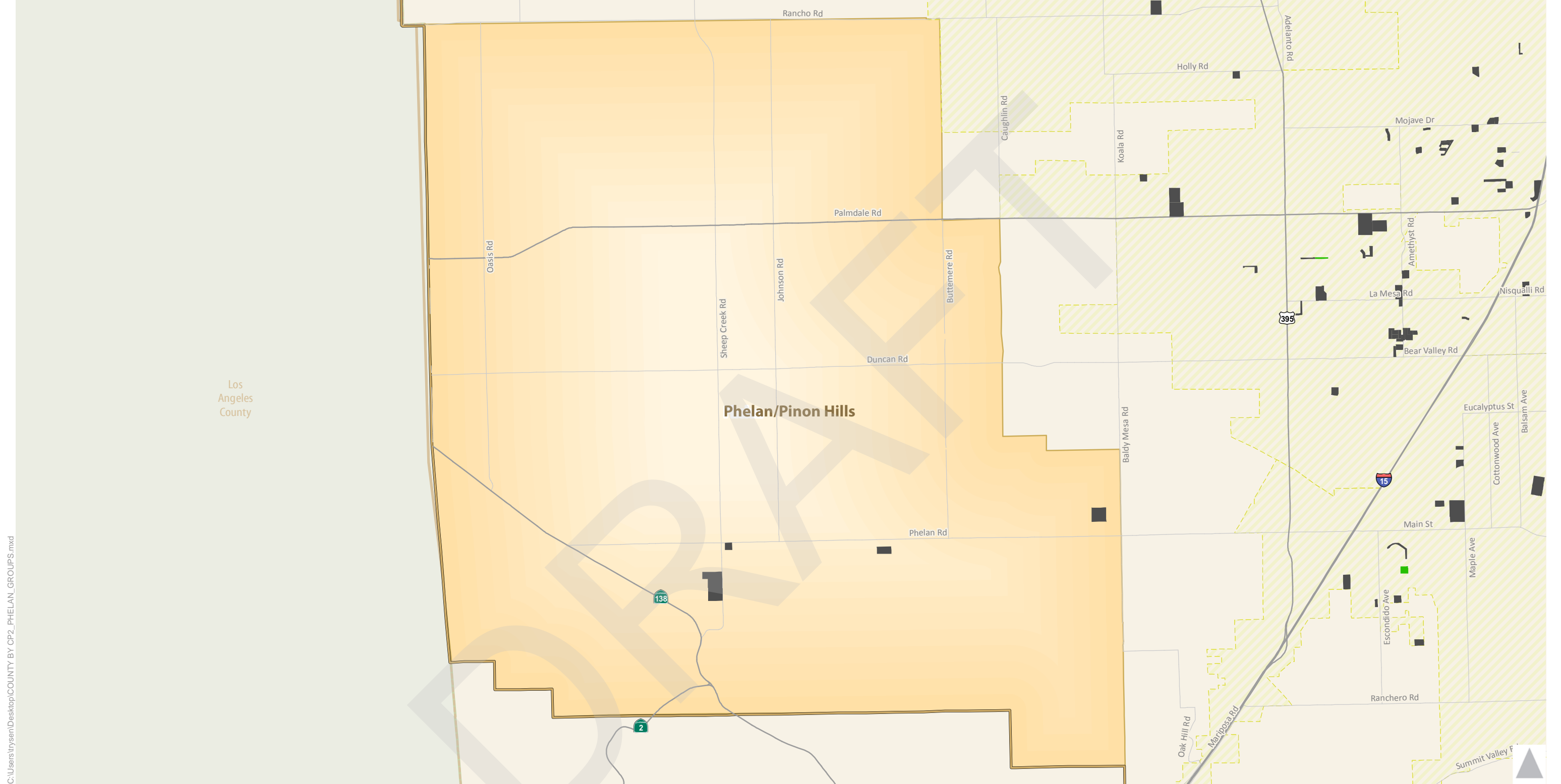


Figure 6.14





- |                         |                       |                           |
|-------------------------|-----------------------|---------------------------|
| Desert Region           | San Bernardino County | <b>Placetype Grouping</b> |
| Community Plan Boundary | County Boundaries     |                           |
| City Boundary           |                       |                           |
- Group 1 (Urban/Mixed Use/High Intensity Activity)
  - Group 2 (Commercial/Residential/Mixed Use)
  - Group 3 (Residential/Institutional)

Figure 6.15

Phelan/Pinon Hills Community Plan Placetype Grouping



## TRAFFIC CONGESTION

Regional congestion can be assessed using a variety of approaches. One common approach is Level of Service (LOS), which assigns a letter grade based on quantitative or qualitative performance metrics based on volume and capacity. LOS D is considered to be acceptable at County roadway segments in the Valley and Mountain Regions. LOS C is considered to be acceptable at County roadway segments in the Desert Region. ADT volume thresholds are shown in Table 8. LOS for County roadway segments is shown in Table 9. Roadway segments performing at an unacceptable level of service are shown on Figures 7.1 and 7.2; please note that this assessment did not find any roadway segments performing unacceptably in the Mountain Region.

**TABLE 8 – ROADWAY DAILY VOLUME THRESHOLDS**

Number of Lanes	Valley <sup>1</sup>	Mountain <sup>2</sup>	Desert <sup>3</sup>
2	14,600	13,600	7,000
4	31,100	29,300	16,400
6	46,800	44,100	25,700

Source: County of San Bernardino General Plan, 2007

1. LOS D Threshold

2. LOS D Threshold

3. LOS C Threshold

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
<b>Desert Region</b>					
A STREET	N SH 40 WB ON RAMP	2	2,501	7,000	C or better
ABERDEEN DRIVE	E SH 247	2	1,120	7,000	C or better
	W YUCCA MESA DR	2	1,415	7,000	C or better
ALTA LOMA DRIVE	W SUNNY VISTA RD W JCT	2	4,147	7,000	C or better
AVALON AVENUE	S ABERDEEN DRIVE	2	1,414	7,000	C or better
BAKER BOULEVARD	E SH 127	2	7,829	7,000	<b>D or worse</b>
	W SH 127	2	5,541	7,000	C or better
BALDY MESA ROAD	N PHELAN ROAD	2	6,801	7,000	C or better
	S DUNCAN ROAD	2	5,205	7,000	C or better
	S PHELAN ROAD	2	2,540	7,000	C or better
BEEKLEY ROAD	N, SH138	2	5,803	7,000	C or better
BELLFLOWER STREET	N MOJAVE DRIVE	2	5,775	7,000	C or better
BORDER AVENUE	N GOLDEN STREET	2	1,415	7,000	C or better
BROADWAY	W SUNFAIR ROAD	2	154	7,000	C or better
CAMP ROCK ROAD	N GRANITE ROAD	2	1,057	7,000	C or better
	N SH 247	2	1,268	7,000	C or better
	S SH 247	2	507	7,000	C or better
CENTRAL ROAD	S DEL ORO RD	2	4,221	7,000	C or better
CRUCERO ROAD	N NATIONAL TRS HWY	2	2,671	7,000	C or better
CRYSTAL CREEK ROAD	N AZURITE RD	2	1,033	7,000	C or better
	S SH 18	2	1,600	7,000	C or better
CUSTER AVENUE	S SH 18	2	1,156	7,000	C or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
DAGGETT YERMO ROAD	N SANTA FE STREET	2	2,919	7,000	C or better
	S YERMO RD	2	3,225	7,000	C or better
DALE EVANS PARKWAY	N, JOHNSON RD	2	2,396	7,000	C or better
DEEP CREEK ROAD	S ROCK SPRINGS RD	2	1,324	7,000	C or better
	S TUSSING RANCH RD	2	5,065	7,000	C or better
DOS PALMAS ROAD	W PACOIMA ROAD	2	4,084	7,000	C or better
EL EVADO ROAD	N DOS PALMAS ROAD	2	9,146	7,000	<b>D or worse</b>
EL MIRAGE ROAD	W RICHARDSON RD	2	2,492	7,000	C or better
ESCONDIDO AVENUE	N, RANCHERO ST	2	5,356	7,000	C or better
FIRST STREET	E NATIONAL TRAILS HWY	2	1,549	7,000	C or better
	N PORTLAND STREET	2	1,037	7,000	C or better
FORT IRWIN ROAD	E IRWIN RD	3	5,827	11,700	C or better
	N YERMO ROAD	2	4,569	7,000	C or better
	S IRWIN RD	3	4,564	11,700	C or better
	S OH 15 NORTH	2	4,227	7,000	C or better
GHOST TOWN ROAD	N YERMO RD	2	7,026	7,000	<b>D or worse</b>
GOLDEN STREET	W BORDER AVENUE	2	1,523	7,000	C or better
HELENDALE ROAD	N VISTA RD	2	3,024	7,000	C or better
	S SMITHSON RD	2	1,076	7,000	C or better
HIGH ROAD	S SH 18	2	713	7,000	C or better
HIGHLAND ROAD	S SH 18	2	2,036	7,000	C or better
IRWIN ROAD	N SH 58 N JCT	2	3,134	7,000	C or better
	S SH58 S JCT	2	6,781	7,000	C or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
JOHNSON ROAD	E STODDARD WELLS RD	2	1,801	7,000	C or better
	S SH 18	2	1,419	7,000	C or better
	S SMOKETREE RD	2	3,093	7,000	C or better
JOSHUA ROAD	N SH 18	2	1,901	7,000	C or better
JUNIPER AVENUE	N SENILIS AVE	2	1,602	7,000	C or better
KIOWA ROAD	N ROCK SPRINGS RD	2	4,987	7,000	C or better
L STREET	N RIMROCK RD	2	3,152	7,000	C or better
LA CONTENTA ROAD	N YUCCA TR	2	2,602	7,000	C or better
LAKEVIEW DRIVE	S VISTA ROAD	2	3,157	7,000	C or better
	W SILVER LAKES PKWY	2	1,283	7,000	C or better
LANDERS LANE	S RECHE ROAD	2	955	7,000	C or better
LENWOOD ROAD	N MAIN STREET	2	2,831	7,000	C or better
	S MAIN STREET	2	3,070	7,000	C or better
LUNA ROAD	W EL EVADO RD	2	5,965	7,000	C or better
	W PACOIMA ROAD	2	4,753	7,000	C or better
MAIN STREET	N HINKLEY ROAD	2	2,236	7,000	C or better
MESA ROAD	S FOOTHILL ROAD	2	1,012	7,000	C or better
MESQUITE STREET	E FUENTE AVE	2	3,765	7,000	C or better
MILPAS DRIVE	S SH 18	2	1,178	7,000	C or better
MORONGO ROAD	N INDIAN TRAIL	2	3,247	7,000	C or better
	S POLE LINE RD	2	1,885	7,000	C or better
MOUNTAIN ROAD	S SH 138	2	1,394	7,000	C or better
MOUNTAIN SPRINGS ROAD	N SILVER LAKES PKWY	2	1,644	7,000	C or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
NATIONAL TRAILS HIGHWAY	E DAGGETT-YERMO ROAD	2	1,052	7,000	C or better
	N MOJAVE RIVER	2	8,450	7,000	<b>D or worse</b>
	S FIRST ST	2	7,278	7,000	<b>D or worse</b>
	S VISTA RD	2	5,244	7,000	C or better
NEEDLES HIGHWAY	N RIVER RD	2	1,608	7,000	C or better
	NORTH OF AHA MACAV PKWY	2	1,054	7,000	C or better
NEWBERRY ROAD	N PIONEER ROAD	2	1,102	7,000	C or better
OAK HILL ROAD	N CALIENTE RD	2	2,663	7,000	C or better
	N RANCHERO	2	1,427	7,000	C or better
OASIS ROAD	N SH 138	2	3,017	7,000	C or better
	S SH 138	2	1,594	7,000	C or better
OLD HIGHWAY 58	E, IRWIN RD	2	1,608	7,000	C or better
	W, IRWIN RD	2	2,714	7,000	C or better
PARK BOULEVARD	S SH 62	2	4,740	7,000	C or better
PARKER DAM ROAD	N ARIZONA ST	2	1,090	7,000	C or better
PHELAN ROAD	E BALDY MESA RD	2	15,175	7,000	<b>D or worse</b>
	E SH 138	2	4,908	7,000	C or better
	E, BEEKLEY RD	2	9,004	7,000	<b>D or worse</b>
	W BUTTEMER RD	2	15,285	7,000	<b>D or worse</b>
	W SHEEP CREEK RD	2	13,241	7,000	<b>D or worse</b>
PIONEER DRIVE	E HESS BLVD	2	737	7,000	C or better
POLE LINE ROAD	E LEAR AVE	2	1,273	7,000	C or better
RABBIT SPRINGS ROAD	E SH 247	2	1,545	7,000	C or better



**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
RANCHERO ROAD	E, ESCONDIDO AVENUE	4	9,508	16,400	C or better
	W, ESCONDIDO AVE	4	10,282	16,400	C or better
RECHE ROAD	E SH 247	2	1,533	7,000	C or better
RIDGE CREST ROAD	N,ELMWOOD DR.	4	5,987	16,400	C or better
RIMROCK ROAD	W H ST	2	3,904	7,000	C or better
RIO VISTA DRIVE	W TENAYA COURT	2	1,783	7,000	C or better
ROCK SPRINGS ROAD	W DEEP CREEK ROAD	2	10,278	7,000	<b>D or worse</b>
ROTARY WAY	N SH 62	2	661	7,000	C or better
ROUNDUP WAY	W CENTRAL RD	2	2,452	7,000	C or better
SHADOW MOUNTAIN ROAD	W HELENDALE ROAD	2	834	7,000	C or better
SHEEP CREEK ROAD	N PHELAN ROAD	2	7,875	7,000	<b>D or worse</b>
	N SH 18	2	2,471	7,000	C or better
	S EL MIRAGE RD	2	1,832	7,000	C or better
	S PHELAN ROAD	2	8,075	7,000	<b>D or worse</b>
	S SH 18	2	2,941	7,000	C or better
	S SUNNSLOPE RD	2	5,198	7,000	C or better
SILVER LAKES PARKWAY	N MOUNTAIN SPRINGS ROAD	2	2,471	7,000	C or better
	S MOUNTAIN SPRINGS ROAD	2	2,161	7,000	C or better
SOAP MINE ROAD	S SH 58	2	1,101	7,000	C or better
STANDING ROCK ROAD	E JOSHUA ROAD	2	2,148	7,000	C or better
SUNBURST AVENUE	N SH 62	2	4,393	7,000	C or better
SUNFAIR ROAD	N BROADWAY	2	530	7,000	C or better
	N SH 62	2	1,198	7,000	C or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
SUNSET ROAD	N SH 62	2	1,019	7,000	C or better
	S SH 62	2	1,207	7,000	C or better
VISALIA AVENUE	S SH 247	2	887	7,000	C or better
VISTA ROAD	E HELENDALE ROAD	2	7,266	7,000	<b>D or worse</b>
	W HELENDALE RD	2	4,214	7,000	C or better
	W NATIONAL TRAILS HWY	2	5,959	7,000	C or better
WHITE FEATHER ROAD	S SH 62	2	1,984	7,000	C or better
YERMO ROAD	E DAGGET-YERMO RD	2	4,005	7,000	C or better
	W DAGGET-YERMO RD	2	2,051	7,000	C or better
YUCCA MESA ROAD	N SH 62	2	4,690	7,000	C or better
	S ABERDEEN DRIVE	2	1,777	7,000	C or better
YUCCA TRAIL	E LA CONTENTA ST	2	5,485	7,000	C or better
<b>Mountain Region</b>					
AROSA DRIVE	N NORTH RD	2	1,008	13,600	D or better
	S DART CANYON RD	2	1,391	13,600	D or better
BALDWIN LAKE ROAD	N CARBON LANE	2	919	13,600	D or better
	S SH 18	2	960	13,600	D or better
BARTON LANE	W MAPLE LANE	2	3,254	13,600	D or better
BEAR SPRINGS ROAD	N SH 18	2	1,353	13,600	D or better
CAJON BOULEVARD	N KENWOOD AVENUE	2	1,230	13,600	D or better
CREST FOREST DRIVE	E FERN DRIVE	2	1,708	13,600	D or better
	W PLAYGROUND DRIVE	2	391	13,600	D or better
DALEY CANYON ROAD	N SH 18	2	6,174	13,600	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
DEEP CREEK DRIVE	N COUGAR LANE	2	1,147	13,600	D or better
DIVISION DRIVE	N SH 18	2	4,087	13,600	D or better
	S SH 18	2	2,485	13,600	D or better
FERN DRIVE	N CREST FOREST DRIVE	2	1,020	13,600	D or better
GRASS VALLEY ROAD	E SH 189	2	7,330	13,600	D or better
	N CLUBHOUSE DR	2	4,257	13,600	D or better
	N JAGERHORN DR	2	1,673	13,600	D or better
GREEN VALLEY LAKE ROAD	N SH 18	2	849	13,600	D or better
	S LAKESIDE DR	2	778	13,600	D or better
	S RIDGE WAY	2	346	13,600	D or better
HOOK CREEK ROAD	E CUMBERLAND DRIVE	2	3,335	13,600	D or better
HOSPITAL ROAD	E SH 173	2	2,923	13,600	D or better
KNAPPS CUTOFF	E SH 138	2	4,024	13,600	D or better
KUFFEL CANYON ROAD	E SH 173	2	1,852	13,600	D or better
LAKE DRIVE	E LAKE GREGORY DR	2	3,624	13,600	D or better
LAKE DRIVE	E WILDROSE LANE	2	10,312	13,600	D or better
LAKE GREGORY DRIVE	N SH 189	2	5,749	13,600	D or better
	S LAKE DRIVE	2	7,861	13,600	D or better
LIVE OAK DRIVE	N SH 330	2	2,138	13,600	D or better
	S SH 18	2	2,004	13,600	D or better
LONE PINE CANYON ROAD	N ORCHARD DRIVE	2	1,828	13,600	D or better
	N SWARTHOUT CANYON RD	2	1,400	13,600	D or better
	S SH 138	2	1,417	13,600	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
	S SWARTHOUT CANYON RD	2	1,397	13,600	D or better
LYTLE CREEK ROAD	E ENTRANCE TO RANGER STATION	2	2,077	13,600	D or better
	N SYCAMORE DR	2	289	13,600	D or better
MAPLE LANE	N BARTON LANE	2	3,608	13,600	D or better
	S SH 38	2	6,011	13,600	D or better
MILL CREEK ROAD	E TULIP LN	2	435	13,600	D or better
NOB HILL DRIVE	E SH 18	2	438	13,600	D or better
NORTH BAY ROAD	N PENINSULA DR	2	4,263	13,600	D or better
	N SH 189	2	6,979	13,600	D or better
	S PENINSULA DR	2	4,690	13,600	D or better
	W SH 173	2	3,236	13,600	D or better
NORTH ROAD	N AROSA DRIVE	2	1,398	13,600	D or better
	N LAKE GREGORY DR	2	718	13,600	D or better
	W SH 189	2	983	13,600	D or better
PALO ALTO WAY	N SH 18	2	2,750	13,600	D or better
PENINSULA DRIVE	E GRASSVALLEY RD	2	3,006	13,600	D or better
RIM OF THE WORLD DRIV	S SH 18	2	444	13,600	D or better
RUNNING SPRINGS SCHOOL ROAD	S SH 18	2	1,629	13,600	D or better
SAN MORITZ DRIVE	E LAKE GREGORY DRIVE	2	1,591	13,600	D or better
SHAY ROAD	E BARRANCA BLVD	2	2,159	13,600	D or better
	W BALDWIN LAKE RD	2	1,102	13,600	D or better
SOUTH FORK ROAD	W LYTLE CREEK ROAD	2	150	13,600	D or better
STANFIELD CUTOFF	N SH 18	2	5,380	13,600	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
STATE LANE	E SH 38	2	3,728	13,600	D or better
TULIP LANE	N JAY BIRD LN	2	241	13,600	D or better
VALLEY OF THE FALLS DRIVE	E SH 38	2	1,683	13,600	D or better
VALLEY VISTA DRIVE	E LYTLE CREEK DR	2	295	13,600	D or better
VOLTAIRE DRIVE	S NORTH BAY ROAD	2	1,215	13,600	D or better
WATERS DRIVE	E CREST FOREST DR	2	1,584	13,600	D or better
	W SH 138	2	4,203	13,600	D or better
WHISPERING PINES DRIVE	E PALO ALTO WAY	2	1,746	13,600	D or better
<b>Valley Region</b>					
AGUA MANSA ROAD	E, EL RIVINO RD	4	10,981	31,100	D or better
	S HOLLY LANE	2	7,100	14,600	D or better
ALABAMA STREET	N SAN BERNARDINO AVE	4	11,873	31,100	D or better
ALDER AVENUE	N MARYGOLD AVE	3	9,334	22,850	D or better
	S SLOVER AVE	2	1,178	14,600	D or better
ARDEN AVENUE	N PUMALO ST	2	8,113	14,600	D or better
	S PUMALO STREET	2	10,159	14,600	D or better
ARROW ROUTE	E BEECH AVENUE	2	11,689	14,600	D or better
	E ILEX STREET	2	12,992	14,600	D or better
	E LIVE OAK AVE	2	14,585	14,600	D or better
	E REDWOOD AVE	2	12,212	14,600	D or better
BARTON ROAD	E NEW JERSEY ST	4	34,196	31,100	<b>E or worse</b>
BEAUMONT AVENUE	W NEVADA STREET	2	2,925	14,600	D or better
BEECH AVENUE	N RANDALL AVENUE	2	5,990	14,600	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
BLAKE STREET	E VERMONT ST	2	1,140	14,600	D or better
	W STATE STREET	2	2,285	14,600	D or better
BLOOMINGTON AVENUE	E LARCH AVE	4	11,520	31,100	D or better
	W LARCH AVE	4	12,999	31,100	D or better
BRYANT STREET	S SH38	2	6,634	14,600	D or better
CAJON BOULEVARD	N STATE ST	2	9,081	14,600	D or better
	S DEVORE RD	4	4,586	31,100	D or better
	S STATE ST	2	9,153	14,600	D or better
	S, SHELTER WAY	2	1,937	14,600	D or better
CALIFORNIA STREET	N HIGHLAND AVENUE	2	6,567	14,600	D or better
CASMALIA STREET	E LILAC AVE	2	1,402	14,600	D or better
	W CACTUS AVENUE	2	2,926	14,600	D or better
CEDAR AVENUE	N BLOOMINGTON AVE	4	27,654	31,100	D or better
	N EL RIVINO RD	4	20,533	31,100	D or better
	S VALLEY BLVD	4	51,931	31,100	<b>E or worse</b>
CENTRAL AVENUE	N PHILLIPS BLVD	4	28,918	31,100	D or better
CHINO AVENUE	E EAST END AVE	4	14,239	31,100	D or better
	E SH 71	6	13,460	46,800	D or better
CITRUS AVENUE	E WABASH AVE	2	3,806	14,600	D or better
COLTON AVENUE	W OPAL AVE	4	4,565	31,100	D or better
COUNTRY CLUB DRIVE	N RIVERSIDE OHN	4	1,473	31,100	D or better
CRAFTON AVENUE	N FIFTH AVE	2	4,358	14,600	D or better
CRAFTON AVENUE	N SH 38	2	3,774	14,600	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
	S SH 38	2	5,443	14,600	D or better
DARBY STREET	E DUFFY STREET	2	4,368	14,600	D or better
DATE PLACE	W STERLING AVE	2	7,001	14,600	D or better
DEL ROSA AVENUE	S FOOTHILL DR	4	4,208	31,100	D or better
	S MARSHALL BLVD	4	10,171	31,100	D or better
DEL ROSA DRIVE	N PACIFIC ST	2	21,655	14,600	<b>E or worse</b>
DEVORE ROAD	N CAJON BLVD	4	4,908	31,100	D or better
	N CAJON BLVD	4	4,707	31,100	D or better
	S NEDLEE AVE	2	2,659	14,600	D or better
DUFFY STREET	S DARBY STREET	2	1,884	14,600	D or better
EAST END AVENUE	N CHINO AVE	2	7,332	14,600	D or better
	N RIVERSIDE DR	2	7,556	14,600	D or better
	S GRAND AVE	2	5,987	14,600	D or better
EASTON STREET	E CACTUS AVE	2	3,150	14,600	D or better
ELECTRIC AVENUE	N 40TH STREET 0006M	2	13,018	14,600	D or better
ETIWANDA AVENUE	S SAN BERNARDINO AVE	4	19,989	31,100	D or better
EUCLID AVENUE	S TWENTY-FIFTH ST	2	1,540	14,600	D or better
	S VISTA DR	2	2,753	14,600	D or better
FIFTH AVENUE	E WABASH AVE	2	4,253	14,600	D or better
	W CRAFTON AVE	2	5,347	14,600	D or better
FLORIDA STREET	E GREENSPOT RD	2	2,202	14,600	D or better
FORTIETH STREET	E THIRD AVE	4	8,992	31,100	D or better
	W GOLDEN AVE	2	4,878	14,600	D or better



**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
FORTY-EIGHTH STREET	W THIRD AVENUE	2	4,191	14,600	D or better
FRANCIS AVENUE	E NORTON AVE	2	3,596	14,600	D or better
	E RAMONA AVE	2	4,052	14,600	D or better
GLEN HELEN PARKWAY	E LYTLE CREEK RD	4	3,310	31,100	D or better
GOLDEN AVENUE	N MARSHALL BLVD	2	3,656	14,600	D or better
GREENSPOT ROAD	N FLORIDA ST	2	2,202	14,600	D or better
HARRISON STREET	N MARSHALL BLVD	2	3,612	14,600	D or better
	S MARSHALL BLVD	2	4,771	14,600	D or better
HIGHLAND AVENUE	E MERITO PLACE	4	23,842	31,100	D or better
JUNE STREET	N OGDEN ST	2	1,454	14,600	D or better
JURUPA AVENUE	E CEDAR AVE	2	4,709	14,600	D or better
	E LINDEN AVE	2	2,474	14,600	D or better
KENWOOD AVENUE	E KIMBARK AVE	2	1,625	14,600	D or better
LOCUST AVENUE	N JURUPA AVENUE	2	5,263	14,600	D or better
	N SAN BERNARDINO AVE	2	5,291	14,600	D or better
	S ELEVENTH ST	2	3,596	14,600	D or better
	S SLOVER AVE	2	3,890	14,600	D or better
LUGONIA AVENUE	W ALABAMA ST	2	5,440	14,600	D or better
	W NEVADA ST	2	5,069	14,600	D or better
LYNWOOD DRIVE	E ARDEN AVENUE	2	5,677	14,600	D or better
	E DEL ROSA AVE	4	7,801	31,100	D or better
	E STERLING AVENUE	2	5,010	14,600	D or better
	W GOLDEN AVE	4	8,428	31,100	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
LYTLE CREEK ROAD	N GLEN HELEN PARKWAY	2	2,442	14,600	D or better
MACY STREET	S DARBY ST	2	4,720	14,600	D or better
MERRILL AVENUE	W CATAWBA AVE	2	11,754	14,600	D or better
	W REDWOOD	2	5,926	14,600	D or better
MOUNTAIN AVENUE	S TWENTY-FIFTH ST	2	2,127	14,600	D or better
	W EUCLID AVE	2	1,329	14,600	D or better
MULBERRY AVENUE	S SLOVER AVENUE	4	6,010	31,100	D or better
NOLAN STREET	S OGDEN STREET	2	2,590	14,600	D or better
OAK GLEN ROAD	S HARRIS RD	2	1,351	14,600	D or better
	W POTATO CYN RD	2	1,792	14,600	D or better
OAK GLEN ROAD SOUTH	S PINE BENCH	2	661	14,600	D or better
OGDEN STREET	W BRONSON ST	2	1,012	14,600	D or better
	W MACY ST	2	4,226	14,600	D or better
OPAL AVENUE	N COLTON AVENUE	2	1,470	14,600	D or better
	N SH 38	2	1,965	14,600	D or better
	S CITRUS AVE	2	1,982	14,600	D or better
	S SAN BERNARDINO AVE	2	2,219	14,600	D or better
PACIFIC STREET	E DEL ROSA AVENUE	4	11,180	31,100	D or better
PALM AVENUE	N CAJON BLVD	2	3,995	14,600	D or better
PHILADELPHIA STREET	E PIPELINE AVE	2	8,790	14,600	D or better
	E RAMONA AVE	2	11,270	14,600	D or better
PHILLIPS BOULEVARD	E EAST END AVE	2	4,389	14,600	D or better
	W EAST END AVE	2	3,578	14,600	D or better

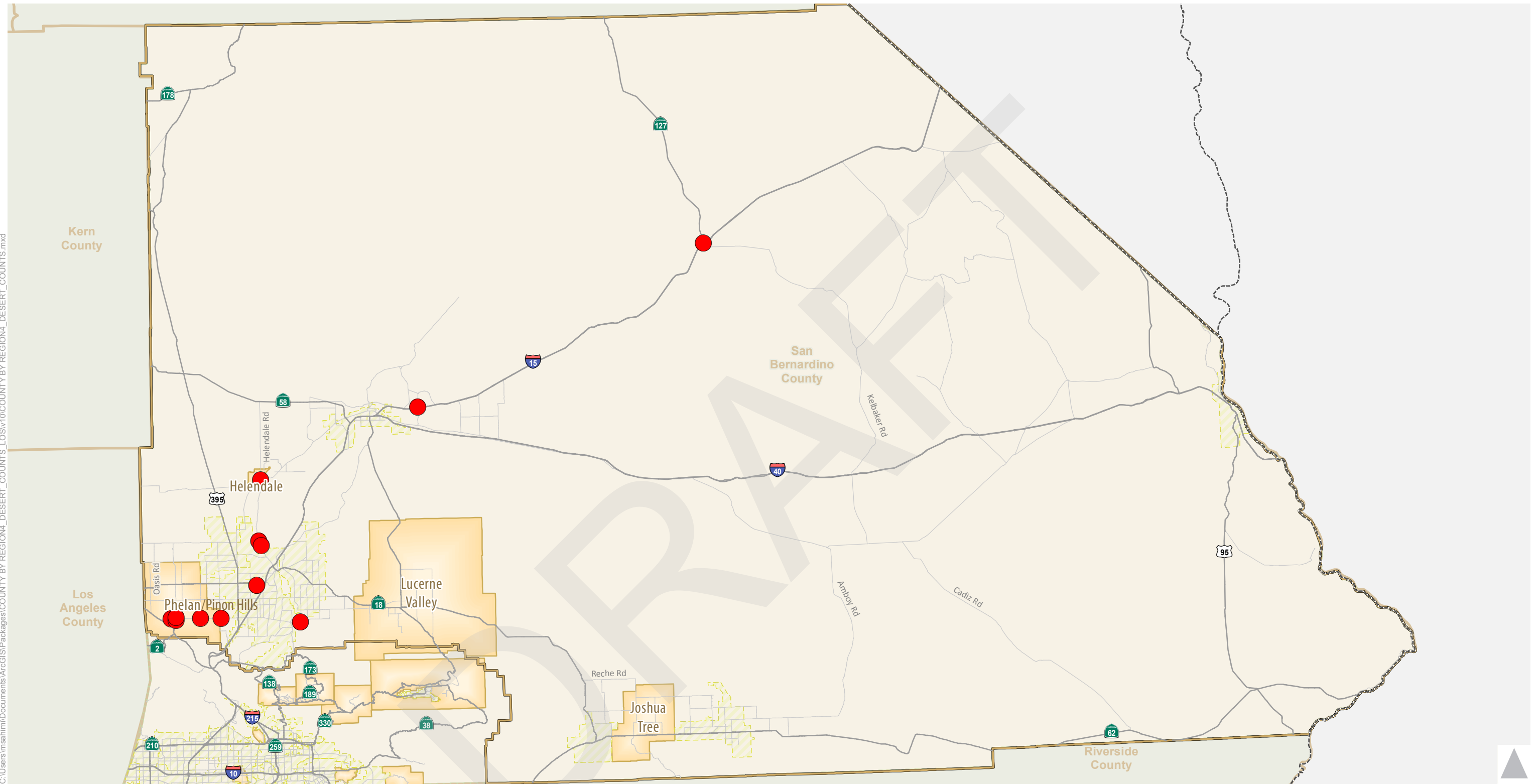
**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
PIPE LINE AVENUE	N CHINO AVENUE	2	9,679	14,600	D or better
POTATO CANYON ROAD	E OAK GLEN ROAD W JCT	2	1,130	14,600	D or better
PUMALO STREET	W ARDEN AVENUE	2	3,352	14,600	D or better
RAMONA AVENUE	N FRANCIS AVENUE	2	13,437	14,600	D or better
	S SH 10	4	14,295	31,100	D or better
RANDALL AVENUE	E ALDER AVE	2	4,570	14,600	D or better
	E CEDAR AVENUE	2	4,958	14,600	D or better
	E HEMLOCK	2	6,792	14,600	D or better
RECHE CANYON ROAD	N RIVERSIDE COUNTY LINE	2	13,713	14,600	D or better
	S PLACID LANE	2	19,833	14,600	<b>E or worse</b>
RIVERSIDE AVENUE	S COUNTRY CLUB DR	4	11,838	31,100	D or better
RIVERSIDE DRIVE	E RESERVOIR ST	4	12,467	31,100	D or better
SAN ANTONIO AVENUE	N TWENTY-THIRD ST	4	1,701	31,100	D or better
SAN BERNARDINO AVENUE	E ALABAMA ST	2	13,012	14,600	D or better
	E ALDER AVENUE	2	9,803	14,600	D or better
	E ETIWANDA AVENUE	4	11,245	31,100	D or better
	E LOCUST AVE	2	4,445	14,600	D or better
	E, COMMERECE DR	4	12,540	31,100	D or better
	W BEECH AVE	4	7,851	31,100	D or better
	W OPAL AVE	2	2,131	14,600	D or better
SAN TIMOTEO CANYON ROAD	S BARTON RD	2	5,783	14,600	D or better
SAND CANYON ROAD	E CRAFTON AVENUE	4	9,131	31,100	D or better
SANTA ANA AVENUE	W CEDAR AVENUE	2	6,985	14,600	D or better

**TABLE 9 – EXISTING ROADWAY LEVEL OF SERVICE**

Road Name	Segment	Lanes	ADT	Threshold	LOS
	W LOCUST AVENUE	2	7,503	14,600	D or better
SEVENTH STREET	W, ELM STREET	2	1,814	14,600	D or better
SIERRA AVENUE	S LYTLE CREEK RD	2	8,860	14,600	D or better
SLOVER AVENUE	E ALDER AVE	2	8,921	14,600	D or better
	E LOCUST AVE	2	10,368	14,600	D or better
	E MULBERRY AVENUE	4	15,112	31,100	D or better
STATE STREET	N HIGHLAND AVE	2	10,679	14,600	D or better
STERLING AVENUE	S DATE ST	4	9,156	31,100	D or better
TAMARIND AVENUE	S SLOVER AVENUE	2	1,090	14,600	D or better
THIRD AVENUE	E VERMONT ST	2	1,495	14,600	D or better
	W CAJON BLVD	2	2,134	14,600	D or better
TIPPECANOE AVENUE	N FIFTH STREET	4	14,217	31,100	D or better
TWENTY-FOURTH STREET	E CAMPUS ST	2	1,098	14,600	D or better
	E SAN ANTONIO AVE	4	2,017	31,100	D or better
TWENTY-THIRD STREET	E MOUNTAIN AVE	2	3,752	14,600	D or better
UNIVERSITY PARKWAY	SHORT ST N .27M	2	15,152	14,600	<b>E or worse</b>
VALLEY BOULEVARD	E CEDAR AVE	4	15,520	31,100	D or better
	E REDWOOD AVE	4	17,899	31,100	D or better
	W CALABASH AVENUE	5	9,859	38,950	D or better
	W LOCUST AVE	4	17,514	31,100	D or better
WABASH AVENUE	N SH 38	2	3,681	14,600	D or better
	S FIFTH AVENUE	2	1,025	14,600	D or better
	S SH 38	2	6,121	14,600	D or better

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Source: San Bernardino County








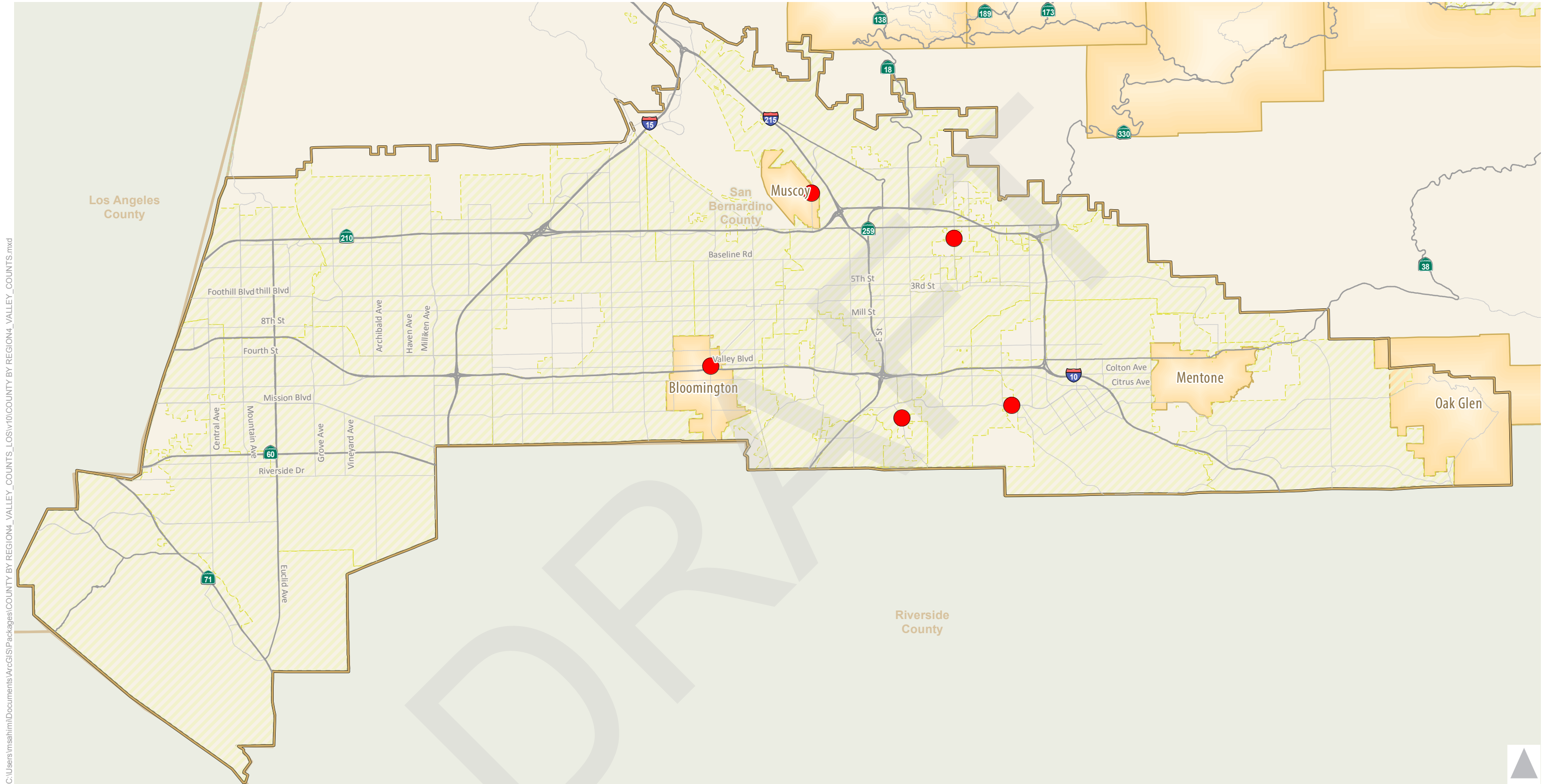
- |   |   |   |
|---|---|---|
|  Unacceptable Level of Service |  Desert Region             |  San Bernardino County |
|   |  Community Plan Boundaries |  County Boundaries     |
|   |  City Boundaries           |  State Boundaries      |



Figure 7.1

## Desert Region Unacceptable Roadway Level of Service



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- Unacceptable Level of Service
- Valley Region
- San Bernardino County
- Community Plan Boundaries
- County Boundaries
- City Boundaries

Source: San Bernardino County



Figure 7.2

## Valley Region Unacceptable Roadway Level of Service

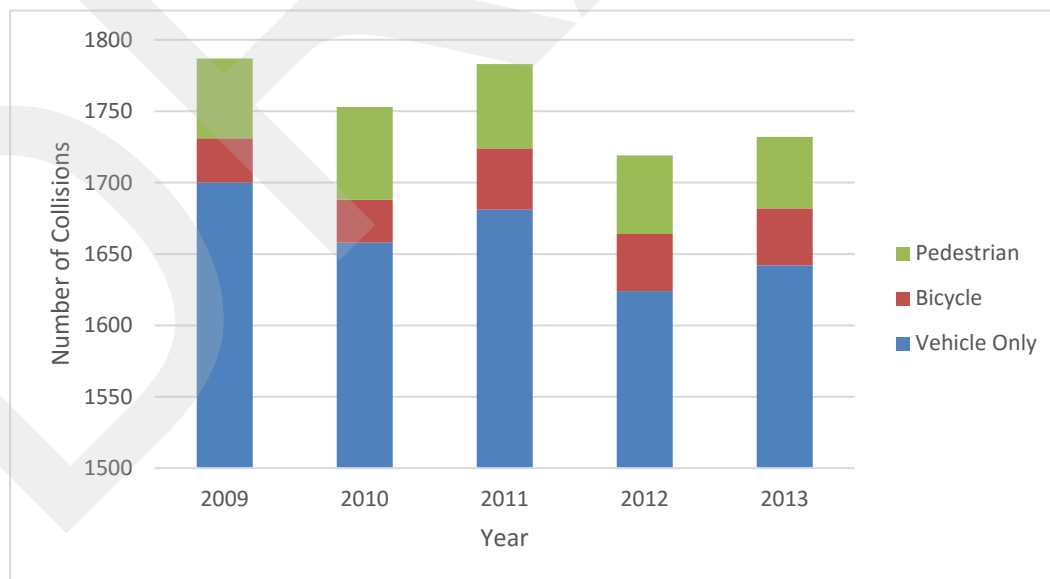
## COLLISION ANALYSIS

A traffic collision is considered to be any event where a vehicle strikes any object while moving. That object could be another car, a pedestrian, or something fixed in place like a light post. When collisions cause damage or injury, the details are recorded by the local law enforcement agency and loaded into the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS). The latest SWITRS report was used to analyze collision data in the county's unincorporated communities.

From 2009 through 2013, there were a total of 8,774 vehicle collisions in unincorporated San Bernardino County. Of those, 426 collisions resulted in at least one fatality and 914 collisions resulted in severe injuries. The most common cited factor for collisions was improper turning (33 percent), followed by unsafe speed (27 percent), driving under the influence of alcohol (12 percent), and automobile right of way violations (9 percent).

During the five year period from 2009 through 2013, the number of yearly vehicle collisions remained constant with a slight decrease, ranging from 1,624 per year to 1,700 per year. The number of collisions involving a bicycle ranged from 30 per year to 43 per year, accounting for 1.7 percent to 2.4 percent of all collisions per year. The number of collisions involving a pedestrian ranged from 50 to 65 per year, accounting for 2.9 to 3.7 percent of all collisions per year.

**Chart 2: Collisions by Type**





## REGULATORY SETTING

The regulatory framework is used to inform decision makers about the regulatory agencies/policies that affect transportation in the county. This enables them to make informed decisions about planning improvements to transportation systems in the county. This document includes a discussion of funding as well as regulation. Major policy documents impacting the transportation system in San Bernardino County include laws at the state level and planning documents at a regional and local level.

### STATE REGULATIONS

#### AB 1358 – COMPLETE STREETS ACT

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate – including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance, which were released in December 2010.

#### AB 32 – GLOBAL WARMING SOLUTIONS ACT

With the passage of the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resource Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline.

In 2007, ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, ARB defined its 1990 baseline level of emissions, and by 2011 it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, came into effect January 1, 2012. The cap and trade program controls pollution by a governing agency selling permits on the amount of pollutants a firm can emit. A firm’s pollutants cannot

exceed the limit. Firms requiring the need to increase their emissions must purchase permits from other firms requiring fewer permits.

## SB 375 – SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

On December 11, 2008, the ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, SB 375 will address regional GHG emission targets. ARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State. These targets, which MPOs may propose themselves, will be updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs will be required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

## SB 743 – GENERAL CEQA REFORM

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of the State. According to the legislative intent contained in SB 743, these changes to current practice were necessary to *"More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."*

To implement this intent, SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt-out of the LOS standards that would otherwise apply in areas where Congestion Management Plans (CMPs) are still used. Further, SB 743 requires the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines and establish, *"... criteria for determining the significance of transportation impacts of projects within transit priority areas."* The new criteria, *"... shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."* Once the Secretary of the Natural Resources Agency certifies the new guidelines, then *"...automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment..., except in locations specifically identified in the guidelines, if any."* OPR is in the process of investigating alternative metrics, but a preliminary metrics evaluation suggested that auto delay and LOS may work against goals such as greenhouse gas reduction and accommodation of all modes. OPR released a preliminary discussion draft of changes to CEQA guidelines in August 2014. After a public engagement and outreach process, OPR released a summary of the feedback on the draft guidelines in May 2015. In January 2016, OPR released a second set of guidelines based on feedback with the public, public agencies, and various organizations and individuals. This second set of guidelines continues to recommend VMT as the most appropriate measure of project transportation impacts.

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes *the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses*. Some alternative metrics were identified in the law including VMT or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for CEQA impacts.

## AB 417 – CEQA AND BICYCLE TRANSPORTATION PLANS

Prior to AB 417, California cities and counties that prepared a bicycle transportation plan were required to conduct a CEQA review of the plan before approval. The requirement imposed high and sometimes prohibitive costs and delays, resulting in fewer improvements to bicycle safety in California.

AB Bill 417 creates a statutory exemption from CEQA for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. Specifically, the bill exempts the following types of bicycle transportation plans or projects prepared pursuant to Streets and Highways Code Section 891.2 for an urbanized area if those projects have been described at a reasonably high level of detail: re-striping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. It does not exempt all potential impacts of a bike plan, such as a new path through a natural area, for example. Prior to determining that a bicycle plan is exempt, the lead agency shall do both of the following: (1) hold properly noticed public hearings in areas affected by the bicycle transportation plan to hear and respond to public comments, and (2) include measures in the bicycle transportation plan to mitigate potential bicycle and pedestrian safety and traffic impacts.

## CALTRANS GUIDE FOR THE PREPARATION OF TRAFFIC IMPACT STUDIES

The Caltrans Traffic Impact Study Guide provides a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities. The guide provides information on when a traffic impact study is needed, the scope of a traffic impact study (i.e. the boundaries of the traffic study and the analysis scenarios), the required data for a traffic impact study, analysis methodologies for various types of state facilities, and guidelines for mitigating impacts.

## OPR GENERAL PLAN GUIDELINES UPDATE

The Governor's Office of Planning and Research (OPR) provides its General Plan Guidelines as guidance to local governments as they develop their general plans. The OPR is currently in the process of developing its update of the guidelines. This update will include guidance on fiscally-constrained circulation elements. Namely, a general plan's circulation element must take into consideration costs such as capital, maintenance, and labor. The update will also include guidance on how the general plan can address issues such as greenhouse gas emissions reductions and climate adaptation, renewable energy, infill development, public health, and regional planning.

## REGIONAL REGULATIONS AND PLANS

### CONGESTION MANAGEMENT PROGRAM FOR SAN BERNARDINO COUNTY

The Congestion Management Program for San Bernardino County, published and periodically updated by SANBAG, defines a network of state highways and arterials in the county and provides guidelines regarding level of service standards, impact criteria, and a process for mitigation of impacts on CMP facilities in the county. The Congestion Management Program is currently in the process of being updated.

### SAN BERNARDINO COUNTYWIDE TRANSPORTATION PLAN

SANBAG recently developed the county's Countywide Transportation Plan (CTP), which was released in September 2015. The Plan has a horizon year of 2040 and serves as the county's input into SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The purpose of the CTP is to lay out a strategy for long term investment in and management of the County's transportation system. Key issues addressed by the CTP include transportation funding, congestion relief, economic competitiveness, system preservation and operations, transit system interconnectivity, air quality, sustainability, and greenhouse gas emission reductions. The CTP analyses a Year 2040 baseline scenario with traditional revenue sources and an aggressive scenario that assumes added revenue sources defined in the SCAG RTP/SCS. The CTP has developed a set of strategies to address issues such as air quality, goods movement, sustainability, and active transportation.

### SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN

SANBAG developed the San Bernardino County Non-Motorized Transportation Plan in March 2011, with the most recent update in May 2015. The goal of the Plan is to develop "a cohesive, integrated plan and identify sources of funds to implement that plan." Other goals include increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The Plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. The Plan points out that local jurisdictions are ultimately responsible for implementing projects included in the NMTP. SANBAG will serve an advisory role, including identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of non-motorized facilities into general and specific plans, and working to identify grant opportunities, among support.

## SANBAG SHORT RANGE TRANSIT PLAN (SRTP)

SANBAG is in the process of developing a new Short Range Transit Plan to help guide transit service improvements in the region over the next five years. The SRTP will identify transit service plans and help prioritize major capital improvement projects for the region's transit needs. Goals of the SRTP include connectivity between the various transit agencies in the county, facilitating inter-regional transit travel between regions of the county and between San Bernardino and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. A draft SRTP was released in December 2014.

## SANBAG LONG RANGE TRANSIT PLAN (LRTP)

SANBAG is in the process of developing a Long Range Transit Plan (LRTP). The purpose of the LRTP is to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The Draft LRTP establishes a transit vision for the next twenty five years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The Draft LRTP develops four alternatives: Baseline (with existing transit services), Plan (existing transit and currently planned improvements), Vision (existing transit, planned improvements, and rapid bus and rail), and Sustainable Land Use (redistributing growth to transit corridors and creating Transit Oriented Developments at station areas). The Final LRTP will choose one of these four alternatives.

## SAN BERNARDINO COUNTYWIDE POINTS OF INTEREST PEDESTRIAN PLAN

SANBAG is developing a Countywide Points of Interest Pedestrian Plan (PIPP) to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project's goals include connecting various SANBAG member agencies and synchronizing project planning and implementation given that each agency has varying pedestrian accommodations, capital improvement program, and maintenance regime.

## LOCAL REGULATIONS AND PLANS

### COUNTY OF SAN BERNARDINO COMMUNITY PLANS

The purpose of a Community Plan is to guide the future use, character and independent identity of a community. Community plans currently identify land use goals and policies unique to each community. They outline how the County of San Bernardino will manage and address growth issues while recognizing the special attributes unique to each unincorporated community. The County has 14 Community Plans currently in use, which were adopted in 2007, except for Oak Hills, which was adopted in 2013.

**TABLE 10 – COMMUNITY PLANS**

Plan Type	Community Planning Area	
Detailed	Bear Valley Communities	Lucerne Valley
	Crest Forest Communities	Mentone
	Helendale	Muscoy
	Hilltop Communities	Oak Glen
	Joshua Tree	Phelan/Pinon Hills
	Lake Arrowhead Communities	
Framework	Baker	Oak Hills
	Homestead Valley Communities	Wrightwood
	Morongo Valley	
Foundation	Angelus Oaks	Newberry Springs
	Daggett	Oro Grande
	El Mirage	Pioneertown
	Lytle Creek	San Antonio Heights
	Mount Baldy	Yermo
Fundamental	Fundamental Plans include any communities not listed above.	



The Community Plans Continuum (CPC) is an all new system of community planning that will guide local expectations for County services and set a clear direction for the future of each unincorporated community. It will consist of updates to existing plans and the addition of new plans, all of which will be web-based, living documents that will be refined regularly to reflect progress and change.

The CPC will provide planning and implementation guidance for all unincorporated communities as they pursue their own unique lifestyle choices and goals. The CPC will include a hierarchy of plan-types (see below) that will ensure that planning details, tools, and resources match the conditions and needs of each community.

**Detailed Plans.** Applies to communities that contain, or have the potential for, a variety of housing opportunities and supporting uses, such as commercial and industrial businesses, schools, a library, parks and recreation facilities, and religious and civic organizations.

**Framework Plans.** Applies to communities that are primarily characterized by single-family residential properties and a limited number of supporting uses, such as a school, post office, and commercial businesses.

**Foundation Plans.** Applies to communities that are primarily characterized by single-family residential properties. Residents of these communities typically drive to nearby towns or cities for employment, shopping, entertainment, education, and recreation opportunities.

**Fundamental Plans.** Applies to communities that are primarily characterized by open space or farmland with a scattering of residential homes and/or highway commercial uses, or an area where growth is constrained by adjacent land ownership, such as federal lands and state park lands.

## OMNITRANS OMNICONNECTS SHORT RANGE TRANSIT PLAN

The OmniTrans SRTP, also known as OmniConnects, is the agency's short range business plan for the 2015 through 2020 fiscal years. The SRTP establishes a path for service enhancements while taking into account the agency's budget and resources by reducing service duplications to improve service frequency and reliability and improving travel directness to reduce travel times. The STRP's goals include reliable and frequent service, increased ridership, minimized costs, increased connections, maximized cost recovery, and financial and environmental sustainability.

## BEST PRACTICES AND EMERGING TRENDS

### COMPLETE STREETS

The term Complete Streets describes a comprehensive approach to the practice of mobility planning, as opposed to planning exclusively for automobiles and trucks. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences, such as drivers, bicyclists, pedestrians, and transit users. Complete streets apply equally to downtown main streets and high-capacity commercial corridors. Complete streets policies encourage street connectivity with the aim of creating a comprehensive, integrated, and connected network for all modes, and they consider the range of users, including children, the disabled, and seniors. Complete streets can be safer for everyone, support livable communities, and have positive public health and economic impacts.

### ACTIVE TRANSPORTATION

Active transportation (AT) is any means of getting around powered by human energy, primarily walking and bicycling, but also skateboarding, riding a scooter, and other modes. AT is often referred to as “non-motorized transportation.” Just as motorized transportation networks connect destinations via an interconnected system of roadways, AT networks allow people to do the same via walking or bicycling. Sidewalks and bicycle facilities are the primary components of AT networks. AT benefits health and the environment, can reduce VMT, and is proven to provide substantial economic benefits to communities. Federal funding for non-motorized transportation is provided in the Transportation Alternatives program under the current transportation bill, MAP-21, through the Congestion Mitigation and Air Quality Improvement Program, as well as the Highway Safety Improvement Program, the Strategic Highway Safety Plan, and the Surface Transportation Program. SB-99, the California Active Transportation Program bill, established various transportation programs and associated funds and accounts, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program.

### MULTI-MODAL LOS

Conventional methods for calculating LOS for a road or intersection only address the experience of one set of users: vehicle drivers. This simple fact has broad implications, because LOS is often used as the primary (or sometimes the only) metric of transportation system performance. Over the past several years, the transportation planning field has seen a profusion of new methods for calculating LOS designed to account for the experiences of a much wider range of road users.

## LAYERED NETWORKS

In cases where it is difficult for a single roadway to meet the needs of all users, layered networks, which provide priority to particular modes on different roadways, can improve the efficiency and/or safety of a roadway or network. There are many situations where the needs of one mode can negatively affect another mode:

- Increased automobile speeds reduce pedestrian safety
- Expanded automobile capacity can result in wider and less pedestrian-friendly roadways
- Creation of bicycle facilities may create conflicts with buses
- Light Rail Transit or streetcar tracks can be confusing for turning vehicles and bicyclists
- Pedestrian priority treatments can increase delays for vehicles
- Roadway designs that accommodate trucks can result in large intersections that increase pedestrian crossing times and reduce automobile LOS

Improving connectivity is important for each mode using the roadway system. A layered network concept allows certain roadways to be continuous for a particular mode, while discouraging use by other modes. For example, a collector street can provide continuity for pedestrians, bicyclists or transit vehicles, while discouraging use by 'cut-through' traffic.

## KEY ISSUES

Based on this assessment of existing transportation conditions in San Bernardino County, important findings and issues are summarized below. These issues can offer guidance and a glimpse of how transportation facilities in San Bernardino County can be improved moving forward.

**The predominant mode of travel is the automobile.** Similar to other locations in California, the vast majority of work trips in the county and its unincorporated communities occur through automobiles, especially single-occupant automobiles. There are low levels of walking, biking, and transit work trips within both the county and its communities. Reasons for this high level of vehicular travel include the county's land use form, climate, and lack of alternative mode facilities. The County may want to consider either incentives for non-automotive use or potential disincentives to driving in selected areas.

**Bicycle and pedestrian facilities are lacking in several areas.** This is reflected in low walking and biking mode share for unincorporated communities (although the share is higher than the countywide average). Most unincorporated communities do not provide either on- or off-road facilities for bicyclists. Additionally, several communities provide low levels of pedestrian accommodation, including sidewalk availability. In the cases where sidewalks are available, they suffer from issues such as discontinuity or lacking shading, amenities, or buffers. The County may want to focus on increasing these types of facilities in its communities.

**There is little to no transit service in many communities.** This is reflected in the low public transit mode share in the county's communities, much lower than the countywide, state, and national averages. In some communities, public transit service is not provided at all. In others, transit service may be provided but only in very limited days or times and with large headways. Issues also exist with the infrastructure provided. For example, there can be a lack of bus stops or markers where service is provided, or a lack of facility amenities where stops do exist. This can also include insufficient sidewalks to and from the bus stops. The County can work with local communities and transit agencies to extend service and improve facilities for transit users.

**There is a significant level of residents leaving to work outside of the county.** This includes both countywide residents and unincorporated residents. Approximately half of county residents travel outside of the county for work, and this percentage has steadily increased from 2004 through 2013. This can result in increased congestion on roads and higher vehicle miles traveled and greenhouse gas emissions. The County may want to consider strategies that increase employment opportunities in the county.

**New CEQA reform is phasing out automobile delay-based level of service metrics.** A key element of SB 743 is the potential elimination or phasing out of automobile delay-based level of service metrics. Alternative metrics suggested include vehicle miles traveled (VMT) and automobile trip generation rates.

The County may want to consider new alternative level of service metrics as the General Plan Update is analyzed.

**Development in neighboring agencies can impact transportation facilities in San Bernardino County.**

Development in surrounding counties and cities can create impacts on the roadway network and other transportation facilities in the county. The County can work with these neighboring agencies to mitigate impacts that potentially affect facilities in the county. The County should also be aware of neighboring development in future forecasts to incorporate outside project volumes and potential impacts on its roadway system.

**There should be consistency between land use zoning and travel forecasting tools.** Consistency should be maintained between land use zoning in the County and land uses in the SBTAM model used for future traffic forecasts in the county. Accuracy and consistency between zoning and the model ensures future volume forecasts and potential impacts are accurate and utilize the best available data.

## **APPENDIX A: SANBAG CTP PROJECT LIST**



**APPENDIX A - Baseline Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
200201	Adelanto	El Mirage Rd from SR 395 to 1 Mile east to Adelanto Rd and on Adelanto Rd from El Mirage Rd to 1 mile south - Auburn Ave pave existing 2 lane road	2015	FTIP	\$560
200049	Apple Valley	Mojave River Bridge crossing from terminus of Yucca Loma Rd to terminus of Green Tree Blvd includes widening Yates Rd 2 to 4 lanes from .24 mile north of Chinquapin to Fortuna - includes a bridge over the BNSF RR to Hesperia Rd	2016	FTIP	\$46,477
20110602	Apple Valley	SR18 at Apple Valley Rd Intersection Realignment	2016	FTIP	\$4,650
4A07071	Apple Valley	Widen Navajo Rd from SR-18 to Thunderbird Rd from 2 to 4 lanes	2020	RTP	\$4,800
SBD55011	Apple Valley	Widen Yucca Loma Rd from Apple Valley Rd to Navajo Rd from 2 to 4 lanes	2016	FTIP	\$6,500
20150003	Apple Valley	Widen Yucca Loma Rd from western terminis of Yucca Loma Rd to Apple Valley Rd from 2 to 4 lanes	2017	FTIP	\$13,965
20150015	Barstow	In Barstow: I-15/Morton St Interchange; construct new Interchange. Includes a 6 lane bridge over I-15, 2 through lanes each direction, construction of new 4 lane roadway from IC to Outlet Center Dr (PA&ED only)	2021	FTIP	\$43,000
200622	Barstow	Lenwood Grade Separation - North of West Main St - construct 4-lane grade separation	2015	FTIP	\$31,590
20060606	Barstow Transit	Operating Expenses	2015	FTIP	\$24,900
20040701	Barstow Transit	Paratransit - Vehicles 22 Passenger Replacement	2015	FTIP	\$533
4A07195	Big Bear Lake	Intersection Signalization and Synchronization on Big Bear Blvd from West City Limits to East City Limits	2020	RTP	\$1,600
4A01025	Big Bear Lake	Widen Big Bear Blvd from West Big Bear City Limits to East Big Bear City Limits from 2 to 4 lanes	2020	RTP	\$18,634
0P240	CalTrans	Construct a new Vista Point at Route 138 with 10 parking spaces	2015	FTIP	\$575
35558	CalTrans	Gateway Enhancements on I-15 from Mojave Dr. in Victorville to Stoddard Wells Rd in Barstow	2017	FTIP	\$2,446
SBDLS07	CalTrans	Grouped projects for bridge rehabilitation and reconstruction (No new capacity) - SHOPP Program	2020	FTIP	\$120,631
SBDLS09	CalTrans	Grouped projects for emergency response projects at various locations	2015	FTIP	\$10,956
SBDLS02	CalTrans	Grouped projects for Pavement resurfacing and/or rehabilitation	2019	FTIP	\$234,459
SBDLS14	CalTrans	Grouped projects for pavement resurfacing and/or rehabilitation on the State Highway System	2016	FTIP	\$10,511
SBDLS05	CalTrans	Grouped projects for safety improvements	2015	FTIP	\$9,402
SBDLS01	CalTrans	Grouped projects for safety improvements - SHOPP Collision Reduction Program	2019	FTIP	\$296,051
SBDLS04	CalTrans	Grouped projects for safety improvements - SHOPP Mobility Program	2016	FTIP	\$3,616
SBDLS011	CalTrans	Grouped projects for safety improvements - SHOPP Mandates Program	2020	FTIP	\$20,314
SBDLS03	CalTrans	Grouped projects for shoulder improvements - SHOPP Roadside Preservation Program	2015	FTIP	\$16,961
35556	CalTrans	I-15 - 0.5 miles north of Mojave Drive to 1.5 North of existing Stoddard Wells Road Overcrossing. Reconstruct D/E/Stoddard Wells Rd ICs. Construct new collector distributor road over D/E/and BNSF RR to parrallel I-15 NB, reconstruct/realign east/west frontage roads	2017	FTIP	\$119,325
20061201	CalTrans	I-15/I-215 interchange improvements	2017	FTIP	\$324,460
SBD31850	Caltrans	I-215 Barton Rd interchange reconstruction	2018	FTIP	\$78,600
4H01008	Caltrans	I-215 from SR-210 to I-15, Add 1 HOV lane each direction	2035	RTP	\$179,335
0G841	CalTrans	Install Interpretive displays at the C.V. Kane Safety Roadside Rest Area (SCRRA) near the City of Barstow	2015	FTIP	\$260
34770	CalTrans	Kern Co Line to 7.5 miles east of US-395 junction - construct 4-lane expressway on new alignment, new interchange at US-395 and SR-58	2019	FTIP	\$194,838



**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
34040	CalTrans	Realign & widen US-395 to a 6-lane freeway from I-15 to SR-18 (PH1) & 4-lane freeway from SR-18 to Purple Sage (PH 2) & widen to 4-lane expressway from Purple Sage to 0.5 mi S/O Farmington Rd (PH 3). (PA&ED only)	2020	FTIP	\$2,629
4351	CalTrans	SR-58 Expressway-Realign and widen from 2 to 4 lane expressway. New interchanges at Lenwood Rd and Hinkley Rd. 2.4 miles west of Hidden River Rd to 0.7 miles east of Lenwood Road (Phase 2)	2016	FTIP	\$194,925
4M07008	Caltrans	SR-60: Widen aux lanes in each direction, widen connector from SB-15 to WB-60 and EB-60 to NB/SB-15, widen ramps from one to two lanes	2021	RTP	\$71,000
34042	CalTrans	US 395 - new alignment construct 4-lane expressway from 1.8 miles south of Desert Flower Rd to 0.5 miles south of Farmington Rd (northerly alignment)	2020	FTIP	\$459,978
34013	CalTrans	Widen 2 BNSF bridge structures on SR-138 1/2-mile west of I-15 from 2 to 4 lanes	2018	FTIP	\$13,550
34011	CalTrans	Widen SR-138 from Phelan Rd to I-15 from 2 to 4 lanes with median	2016	FTIP	\$87,181
200452	CalTrans	Widen US-395 from Chamberline Way to 1.8 miles S/O Desert Flower Rd as interim widening from 2 to 4 lanes	2019	FTIP	\$28,838
200453	CalTrans	Widen US-395 from I-15 to SR-18 as interim widening from 2 to 4 lanes	2022	FTIP	\$7,223
200451	CalTrans	Widen US-395 from SR-18 to Chamberlaine Way from 2 to 4 lanes	2019	FTIP	\$55,191
4A01026	Chino	Widen Central Ave from Francis Ave to Riverside Dr from 6 to 8 lanes	2020	RTP	\$2,642
4A01266	Chino	Widen Central Ave from Phillips Blvd to State St from 4 to 6 lanes	2020	RTP	\$2,093
4120104	Chino	Widen Central Ave from Riverside Dr to SR-71 from 4 to 6 lanes	2020	RTP	\$7,796
4A01028	Chino	Widen Chino Ave from Central Ave to Mountain Ave from 2 to 4 lanes	2020	RTP	\$6,100
4A01030	Chino	Widen Chino Ave from Fern Ave to Euclid Ave from 2 to 4 lanes	2020	RTP	\$4,043
4A07205	Chino	Widen Chino Ave from Mountain Ave to Fern Ave from 2 to 4 lanes	2020	RTP	\$1,500
4A01062	Chino	Widen Chino Hills Pkwy from Ramona Ave to Chino Creek Bridge from 4 to 6 lanes	2020	RTP	\$203
4A01033	Chino	Widen Edison Ave from Pipeline Ave to Ramona Ave from 4 to 6 lanes	2020	RTP	\$2,907
SBD031118	Chino	Widen Edison Ave Ramona Ave to Central Ave from 4 to 6 lanes	2022	FTIP	\$2,000
4A04035	Chino	Widen Euclid Ave from Kimball Ave to Pine Ave from 4 to 8 lanes	2020	RTP	\$2,430
4A01272	Chino	Widen Francis Ave from 0.11 miles w/o East End to 0.13 miles e/o Telephone Ave from 2 to 4 lanes	2020	RTP	\$5,255
4120100	Chino	Widen Francis Ave from Snyder Ave to Benson Ave from 2 to 4 lanes	2020	RTP	\$507
4A01040	Chino	Widen Merrill Ave from Euclid Ave to East Chino City Limit from 2 to 3 lanes (eastbound only)	2020	RTP	\$1,159
4A07329	Chino	Widen Mountain Ave from Bickmore Ave to El Prado Rd from 2 to 4 lanes	2020	RTP	\$347
4A04045	Chino	Widen Pine Ave from Euclid Ave to Hellman Ave from 2 to 6 lanes	2020	RTP	\$5,368
4A07303	Chino	Widen Pipeline Ave from Walnut Ave to 0.25 miles n/o Walnut Ave from 2 to 4 lanes	2020	RTP	\$506
SBD031152	Chino	Widen Riverside Dr at San Antonio Flood Control Channel bridge from 4 to 6 lanes	2022	FTIP	\$20,000
200202	Chino	widenChino Ave from Monte Vista Ave to Sixth St from 2 to 4 lanes and install signal at intersection of Chino Ave and Monte Vista Ave	2022	FTIP	\$584
201114	Chino	Widening of Central Ave bridge crossing SR-60 to accommodate widening of ramps	2021	FTIP	\$16,445
200207	Chino	widenPine Ave Extension bridge from SR 71 to Euclid Ave in the City of Chino from 2 to 4 lanes	2021	FTIP	\$25,000
200401	Chino Hills	Extend Fairfield Ranch Rd from Franch Rd to Pine Ave intersection - construct new 2 lane road with bike lanes	2017	FTIP	\$4,581
20083402	Chino Hills	Widen Peyton Dr from Eucalyptus to SR-142 from 2 to 4 lanes with marked bike lanes in each direction	2014	FTIP	\$11,942
4A07116	Chino Hills	Widen Pine Ave from SR-71 to Chino Creek (north side only) in conjunction with Chino Project ID 200207	2020	RTP	\$3,250

**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
201157	Colton	Construct new 4-lane roadway Washington St from 0.90 miles west of Mt. Vernon Ave to La Cadena Dr (PA&ED Only)	2018	FTIP	\$28,000
20110601	Colton	Replace La Cadena Dr 4 lane bridge over Santa Ana River, 1.5 miles south of I-10 with 6 lane bridge	2019	FTIP	\$27,535
200064	Colton	Washington St from Reche Canyon to Hunts Ln - Eliminate bottleneck by adding NB turn pocket at Reche Canyon Rd (Exclusive Left and Right) through restriping and widening	2016	FTIP	\$570
201158	Colton	Widen Agua Mansa from Rialto Channel to Rancho Ave from 2 to 4 lanes	2018	FTIP	\$6,652
4A04071	Colton	Widen Mt. Vernon Ave from La Cadena Dr to Eastbound I-10 Ramps from 4 to 6 lanes	2020	RTP	\$2,305
200856	Colton	Widen Mt. Vernon Bridge over UPRR from "M" St to I-10 on-ramp from 2 to 4 lanes	2019	FTIP	\$9,038
200843	Colton	Widen Reche Canyon Rd from 1.20 miles of S. Barton Rd to 0.42 miles south of Barton Rd from 2 to 4 lanes	2017	FTIP	\$5,650
20150302	Fontana	I-10 @ Beech Ave; Construct new 4-lane interchange (2 lanes each direction ) (PA&ED Only)	2023	FTIP	\$426
201139	Fontana	Construct 4-lane Casa Grande Ave from Lytle Creek Rd to Mango Ave	2021	FTIP	\$10,500
201143	Fontana	Construct 4-lane Duncan Canyon Rd from Citrus Ave to Sierra Ave	2020	FTIP	\$5,251
SBD031227	Fontana	Construct 6-lane Jurupa Ave Etiwanda Ave to Sierra Ave	2016	FTIP	\$24,462
201142	Fontana	Construct new 2-lane Cypress Ave from Duncan Canyon Rd to Frontage Rd (I-15)	2021	FTIP	\$3,200
4A01104	Fontana	Construct new 4-lane I-15 Frontage Rd from Duncan Canyon Rd to Riverside Ave	2020	RTP	\$4,900
20131506	Fontana	San Sevaine Trail Connectivity; from just N of I-15/Cherry Ave IC along the San Sevaine Flood Control Basin S to County Line (PA&ED ONLY)	2020	FTIP	\$170
SBD031218	Fontana	Widen Alder Ave Baseline to Foothill Blvd from 2 to 4 lanes	2020	FTIP	\$2,624
SBD031233	Fontana	Widen Arrow Blvd Alder to Maple Ave from 2 to 4 lanes	2019	FTIP	\$5,830
4120125	Fontana	Widen Arrow Blvd from Almeria Ave to Citrus Ave from 2 to 4 lanes	2020	RTP	\$1,265
4A07024	Fontana	Widen Arrow Blvd from Hickory Ave to Tokay Ave from 2 to 4 lanes	2020	RTP	\$5,969
SBD031235	Fontana	Widen Arrow Hwy Almeria to Citrus Ave from 2 to 4 lanes	2023	FTIP	\$1,265
4A07066	Fontana	Widen Arrow Hwy from Alder Ave to Maple Ave from 2 to 4 lanes	2018	RTP	\$5,000
SBD031217	Fontana	Widen Beech Ave Foothill to Miller Ave from 2 to 4 lanes	2020	FTIP	\$4,630
4A07185	Fontana	Widen Beech Ave from Arrow Rte to Foothill Blvd from 2 to 4 lanes	2020	RTP	\$1,721
4A07157	Fontana	Widen Beech Ave from Valley Blvd to Randall Ave from 2 to 4 lanes	2020	RTP	\$2,531
4A07048	Fontana	Widen Ceres Ave from Mango Ave to Catawba Ave from 2 to 4 lanes	2020	RTP	\$6,143
200409	Fontana	Widen Cherry Ave at SCRRR RR crossing bridge from 4 to 6 lanes on Cherry Ave over RR crossing (from Merrill St to Whittram Ave)	2015	FTIP	\$8,829
201107	Fontana	Widen Cherry Ave from south Highland Ave to I-15 from 2 to 6 lanes	2020	FTIP	\$2,625
4A07040	Fontana	Widen Cherry Ave from Valley Blvd to Foothill Blvd from 4 to 6 lanes	2020	RTP	\$7,796
20150005	Fontana	Widen Citrus Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2020	FTIP	\$1,865
201140	Fontana	Widen Citrus Ave from Summit Ave to I-15 from 2 to 4 lanes	2021	FTIP	\$2,625
201141	Fontana	Widen Cypress Ave from Slover Ave to Jurupa Ave from 2 to 4 lanes	2018	FTIP	\$2,498
4120129	Fontana	Widen Duncan Canyon Rd from Citrus Ave to Sierra Ave from 0 to 4 lanes	2025	RTP	\$5,251
4120130	Fontana	Widen Duncan Canyon Rd from I-15 to Citrus Ave from 0 to 4 lanes	2025	RTP	\$1,312
201166	Fontana	Widen Duncan Canyon Rd from I-15 to Citrus Ave from 2 to 4 lanes	2019	FTIP	\$1,312
SBD031228	Fontana	Widen Etiwanda Ave Riverside County Line to I-10 from 4 to 6 lanes	2020	FTIP	\$2,635
SBD031246	Fontana	Widen Foothill Blvd Citrus Ave to Maple Ave from 4 to 6 lanes	2021	FTIP	\$7,218
4A04102	Fontana	Widen Foothill Blvd from Hemlock Ave to Almeria Ave from 4 to 6 lanes	2020	RTP	\$7,560

**APPENDIX A - Baseline Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
201144	Fontana	Widen Jurupa Ave from Tamarind Ave to Alder Ave from 2 to 4 lanes	2020	FTIP	\$958
SBD031254	Fontana	Widen Merrill Ave Alder Ave to Maple Ave from 2 to 4 lanes	2019	FTIP	\$2,065
4A04114	Fontana	Widen Merrill Ave from Catawba Ave to Fontana Ave from 2 to 4 lanes	2020	RTP	\$1,400
4A07055	Fontana	Widen Merrill Ave from Cherry Ave to Catawba Ave from 2 to 4 lanes	2020	RTP	\$5,771
4A07222	Fontana	Widen Randall Ave from Alder Ave to Cedar Ave from 2 to 4 lanes	2020	RTP	\$1,266
200835	Fontana	Widen San Bernardino Ave from Cherry Ave to Fontana City Limits (Lime Ave) from 2 to 4 lanes	2016	FTIP	\$4,065
4A07109	Fontana	Widen San Bernardino Ave from Etiwanda Ave to Cherry Ave from 4 to 6 lanes	2020	RTP	\$3,375
SBD031266	Fontana	Widen Sierra Ave Foothill Blvd to Baseline Ave from 4 to 6 lanes	2021	FTIP	\$8,129
4A04123	Fontana	Widen Sierra Ave from Slover Ave to Valley Blvd from 6 to 8 lanes	2020	RTP	\$1,120
201146	Fontana	Widen Sierra Lakes Pkwy from Beech Ave to Citrus Ave from 2 to 4 lanes	2019	FTIP	\$4,290
201147	Fontana	Widen Slover Ave from Etiwanda Ave to 800 feet east of Etiwanda Ave from 2 to 4 lanes	2020	FTIP	\$2,095
201148	Fontana	Widen South Highland Ave from Cherry Ave to Citrus Ave from 2 to 4 lanes	2020	FTIP	\$5,250
201162	Fontana	Widen Valley Blvd from Beech Ave to Citrus Ave from 4 to 6 lanes	2021	FTIP	\$2,418
201149	Fontana	Widen Valley Blvd from Cherry Ave to Beech Ave from 4 to 6 lanes	2021	FTIP	\$2,418
201163	Fontana	Widen Valley Blvd from Citrus Ave to Sierra Ave from 4 to 6 lanes	2021	FTIP	\$2,418
201164	Fontana	Widen Valley Blvd from Sierra Ave to Alder Ave from 4 to 6 lanes	2021	FTIP	\$724
4A07027	Grand Terrace	Construct 4-lane Commerce Way extension from 900' n/o Pico St to Main St	2020	RTP	\$14,388
201106	Grand Terrace	Construct 4-lane Commerce Way extension from Michigan Ave to Barton Rd at Vivienda Ave	2018	FTIP	\$1,553
4A01139	Grand Terrace	Widen Barton Rd from Honey Hill Dr to NE Grand Terrace City Limits from 2 to 4 lanes	2018	RTP	\$2,534
4A01141	Grand Terrace	Widen Barton Rd from I-215 to Southern Pacific RR from 2 to 4 lanes	2020	RTP	\$1,798
4A07356	Grand Terrace	Widen Main St (WB Only) from SFRR to SPRR from 1 to 2 lanes	2020	RTP	\$226
201105	Grand Terrace	Widen Michigan Ave from Commerce Way to Main St from 2 to 4 lanes	2019	FTIP	\$1,423
4A01146	Grand Terrace	Widen Mt. Vernon Ave from Canal St to North Grand Terrace City Limits from 2 to 4 lanes	2018	RTP	\$579
4160007	Hesperia	Construct 6-lane interchange for I-15 @ Muscatel St	2023	RTP	\$21,100
4160006	Hesperia	Construct new interchange at I-15 @ Eucalyptus	2024	RTP	\$61,100
20084104	Hesperia	Joshua St Park & Ride Expansion - on Joshua St west of US-395, City of Hesperia, add 200 spaces	2016	FTIP	\$743
4A01147	Hesperia	Widen 7th Ave from Rancho Rd to Bear Valley Rd from 2 to 4 lanes	2023	RTP	\$11,370
20150008	Hesperia	Widen and reconstruct Main St from I-15 to Maple (Phase 1)/Maple to 11th (Phase 2)/ I-15 to SR-395 (Phase 3) from 4 to 6 lanes, including widening of bridge over California Aqueduct	2019	FTIP	\$17,950
4160038	Hesperia	Widen I Ave from Rancho Rd to Main St from 2 to 4 lanes	2020	RTP	\$7,610
4160051	Hesperia	Widen Rancho Rd from Danbury Ave to Arrowhead Lake Rd from 2 to 4 lanes	2022	RTP	\$11,000
4160053	Hesperia	Widen Rancho Rd from Mariposa Rd to BNSF RR from 2 to 4 lanes	2020	RTP	\$15,000
SBD55030	Hesperia	Widen Rancho Rd from Topaz Ave to 7th St from 2 to 4 lanes	2018	FTIP	\$3,000
4160052	Hesperia	Widen Rancho Rd from Topaz Ave to 7th St from 2 to 5 lanes	2017	RTP	\$20,000
SBD55026	Hesperia	Widen/Reconstruct Eucalyptus St from I-15 to Peach Ave from 2 to 4 lanes and construct railroad crossing	2015	FTIP	\$8,546
20130306	Highland	Construct City Creek Levee Trails - non-motorized trails along the easterly and westerly city creek flood control levees between Highland Ave and Base Line	2018	FTIP	\$42
20061015	Highland	Construct new 4-lane Greenspot Rd Bridge at Santa Ana River - existing bridge will be preserved and rehabilitated for pedestrian, bicycle, and equestrian uses	2015	FTIP	\$14,464

**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
20131503	Highland	Palm Ave Historic District Improvements; Palm Ave (Base Line to Highland Ave) & Pacific St (Church Ave to 350 ft West of Palm) Shoulder improvements, new roundabout at Palm/Pacific Int, bike lanes (PA&ED Only)(Intersection improvements - no new lanes)	2018	FTIP	\$79
200019	Highland	Reconstruct Base Line Bridge No. 54C0035 over City Creek (no new capacity)	2018	FTIP	\$22,810
20130401	Highland	Replace 2-lane Orange St Bridge No. 54C0592 over Plunge Creek Overflow, 1.5 miles N of Pioneer Ave with 4-lane bridge	2018	FTIP	\$4,630
201185	Highland	Shoulder and storm drain improvements on 3rd St from Victoria Ave to Palm Ave (remains 4 lanes)	2018	FTIP	\$3,400
20131502	Highland	Shoulder improvements on 5th St from Victoria Ave to Palm Ave (no additional lanes)(PA&ED Only)	2017	FTIP	\$4,000
20150401	Highland	Shoulder improvements on Del Rosa Dr from 3rd St to 5th St (non-capacity)	2020	FTIP	\$680
20150306	Highland	Shoulder improvements on Pacific St from Palm Ave to Church Ave (non-capacity enhancing)	2017	FTIP	\$1,100
2011105	Highland	Shoulder improvements Palm Ave from 3rd St to 5th St (No Widening)	2017	FTIP	\$818
2011104	Highland	Shoulder improvements Victoria Ave from 3rd St to 6th St (No Widening)	2017	FTIP	\$3,075
2011154	Highland	SR 210 @ 5th St/Greenspot Rd; On and Off Ramps widening; add lanes - Project adds 1 lane N/B to existing 2 lanes and adding 2 lanes to existing to lanes to N/B off ramp and adding 1 lane to Existing 2 lane S/B off ramp	2017	FTIP	\$6,225
201186	Highland	SR-210/Base Line IC: Reconstruct/widen Base Line between Church Ave and Boulder Ave from 4 to 6 lanes	2021	FTIP	\$15,512
20131501	Highland	Street and landscaping improvements on Boulder Ave from San Manuel Village Entrance to Greenspot Rd (non-capacity enhancements)	2018	FTIP	\$2,500
200213	Highland	Widen 3rd St from Palm Ave to 5th St from 2 to 3 lanes and extend 3rd St easterly to connect 5th St	2018	FTIP	\$1,571
201153	Highland	Widen 5th St from City Creek to SR-210 from 4-6 lanes; Restripe SR-210 Undercrossing from 4 to 5 lanes between ramps with additional turn lane	2019	FTIP	\$5,070
201183	Highland	Widen 5th St from Tippecanoe Ave to Del Rosa Dr from 2 to 4 lanes	2020	FTIP	\$5,255
4A07062	Highland	Widen 9th St from Eucalyptus Dr to Victoria Ave from 2 to 4 lanes	2020	RTP	\$381
20082402	Highland	Widen Base Line between Church Ave and Seine Ave from 4 to 6 lanes (excluding freeway bridge over SR-210)	2020	FTIP	\$1,200
201191	Highland	Widen Base Line from Seine Ave to Stoney Creek Dr from 4 to 6 lanes	2021	FTIP	\$583
SBD55033	Highland	Widen Boulder Ave from Greenspot to South City Limits from 2 to 4 lanes	2019	FTIP	\$2,350
201180	Highland	Widen Del Rosa Drive from 5th Street to 6th Street from 2 to 4 lanes	2021	FTIP	\$673
4160033	Highland	Widen Greenspot Rd from Boulder Ave to Valencia Ct from 4 to 6 lanes	2022	RTP	\$1,798
4A01173	Highland	Widen Greenspot Rd from Gold Buckle Rd to Santa Ana River from 2 to 4 lanes (Excluding Bridge)	2022	RTP	\$9,603
201156	Highland	Widen Greenspot Rd from Santa Paula St to south City Limit from 2 to 4 lanes	2020	FTIP	\$22,530
201184	Highland	Widen Sterling Ave from 3rd Street to 5th Street from 2 to 4 lanes	2018	FTIP	\$400
201182	Highland	Widen Tippecanoe Ave from 3rd Street to 5th St from 2 to 4 lanes	2020	FTIP	\$798
SBD31876	Loma Linda	Widen California St Barton Rd to Redlands Blvd from 2 to 4 lanes	2018	FTIP	\$1,090
SBD031294	Loma Linda	Widen Redlands Blvd at California St intersection and install traffic signals and drainage and curb and gutters	2016	FTIP	\$6,000
SBD41055	MARTA	Bus System - Operating Assistance	2017	FTIP	\$21,548
200423	MARTA	Paratransit Vehicles - Replacement	2016	FTIP	\$3,923
20150013	MARTA	Rehab/Repair/Retrofit Transit Facilities	2015	FTIP	\$729
20010120	MARTA	Transit Service/Rehab Equipment - Purchase of various maintenance equipment	2016	FTIP	\$63
SBD31037	MBTA	Bus System - Operating Assistance	2017	FTIP	\$21,933
20110104	MBTA	Dispatch & Maintenance Office Equipment	2017	FTIP	\$85

**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
20110105	MBTA	Replace Cummins Engines at midlife to ensure they are kept in top performing order. The engine overhauls for 28-33 passenger vehicles only.	2017	FTIP	\$180
20130601	MBTA	Replacement Buses Type 3 Class C. 18 pax CNG Vehicles	2017	FTIP	\$1,189
20010135	Montclair	Monte Vista @ UP RR Crossing - Grade Separation	2016	FTIP	\$20,262
20150001	Montclair	Widen Central Ave Bridge No. 54C0112 over UP RR Amtrak Metrolink from 4 to 6 lanes bridge with sidewalks	2020	FTIP	\$17,167
SBD31612	Needles	Bus System - Operating Assistance	2016	FTIP	\$3,679
R589TA	Needles	El Garces Station Multimodal Improvement Design	2016	FTIP	\$8,290
20112007	Needles	I-40 Needles Connector: Roadway/Sidewalk improvements : J St from I-40 Off-ramps to W Broadway; W Broadway from J St to Needles Hwy; Needles Hwy from W Broadway to N K St; N K St; N K St To S/Abutment of CO River Bridge Intersecton Improvements at J St/W Broadway, W Broadway/Needles Hwy, Needles Hwy/N K St	2017	FTIP	\$5,521
SBD44003	Needles	Paratransit Vehicle Replacement	2017	FTIP	\$387
SBD90105	OmniTrans	Bus System - Buses Bus Replacements Alt Fuel, 15 coaches per year	2015	FTIP	\$63,012
SBD31084	OmniTrans	Bus System - Service Vehicles, purchase replacement service vehicles	2016	FTIP	\$2,862
20060601	OmniTrans	Capitalization of Leases - for Contractors, Radio, Sites, APC, Tire Leases	2016	FTIP	\$5,359
981122	OmniTrans	Capitalization of Preventive Maintenance	2016	FTIP	\$90,153
20080206	OmniTrans	Chino Transit Center Phase II - additional Bus Bays for future Inter-County routes	2016	FTIP	\$2,527
20061701	OmniTrans	Jobs Access and Reverse Commute Administration Operations and Capital Section 5316 various projects	2015	FTIP	\$5,227
20061901	OmniTrans	New Freedom Program Administration, operations and capital	2015	FTIP	\$1,395
20111201	OmniTrans	Operations of the access service	2018	FTIP	\$10,000
20060603	OmniTrans	Passenger Facilites San Bernardino Valley - Purchase equipment for stop and zone improvements	2015	FTIP	\$972
20150109	OmniTrans	Pedestrian & Bicycle Access Improvements within 1/2 mile of Rapid Transit Stations (Terminis at Pomona Downtown Metrolink Station & Kaiser Medical Center Fontana, following Holt Ave/Blvd, Archibald Ave, Milliken Ave, Foothill Blvd, & Sierra Ave)	2018	FTIP	\$25,125
20040211	OmniTrans	Replacement Paratransit vehicles replacing Paratransit Vehicles on Omnitrans Access Fleet	2015	FTIP	\$11,884
981111	OmniTrans	Transit - Enhancement: 1% Transit Enhancements to increase accessibility to Bus Stops (ongoing)	2016	FTIP	\$1,748
20020806	OmniTrans	Transit - Facilities - Improvement/Upkeep of existing facilities	2015	FTIP	\$8,013
981114	OmniTrans	Transit - Security capitalization of security costs	2016	FTIP	\$1,493
SBD31055	OmniTrans	Transit Administration Equipment purchase computer hardware & software	2016	FTIP	\$32,893
4A07227	Ontario	Construct 4-lane bridge on Francis St over West Cucamonga Creek	2017	RTP	\$108
4A07260	Ontario	Construct bridge on 6th St over Cucamonga Creek-Sidewalk only	2020	RTP	\$740
4160002	Ontario	I-10 @ Vineyard Ave interchange widening from 4 to 6 lanes, widen on/off ramps	2030	RTP	\$84,000
200805	Ontario	North Vineyard Ave UPRR Grade Separation between Holt Blvd and Airport Dr (no new capacity)	2017	FTIP	\$55,195
4160009	Ontario	Reconstruct SR-60 @ Grove Ave interchange	2040	RTP	\$51,000
200602	Ontario	Reconstruct SR-60 and Vineyard Ave interchange - lengthen bridge to accommodate Vineyard Ave widening from 4 to 6 lanes and ramp widening	2022	FTIP	\$7,621
2002160	Ontario	Relocate I-10 & 4th St IC to Grove Ave and widen Grove Ave between I-10 to Holt Blvd (4 to 6 lanes): Widen Grove Ave from State St to 350 ft N of Holt Blvd including RR Bridge (4 to 6 lanes) (PA&ED)	2025	FTIP	\$13,034
200405	Ontario	S. Milliken Ave Grade Separation - On Milliken from UPR to North of Mission Blvd RR Grade Separation	2018	FTIP	\$81,986

**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
200804	Ontario	South Archibald Ave grade separation (at Mission Blvd). Construct grade separation at existing at-grade crossing south of Archibald Ave and the UPPR-Los Angeles Line. Widen from 2 to 6 Lanes	2023	RTP	\$57,932
201132	Ontario	SR-60 at Archibald Ave interchange widen on- and off-ramps (2 to 3 lanes each way) (non-capacity enhancing along Archibald Ave)	2021	FTIP	\$7,900
200604	Ontario	SR-60 at Grove Ave Interchange reconstruction and widen Grove Ave from 4 to 6 lanes	2022	FTIP	\$7,621
4A04192	Ontario	Widen Bellegrave Ave from Sumner Ave to Milliken Ave (Hamner Ave) from 2 to 4 lanes	2020	RTP	\$11,869
4A04194	Ontario	Widen Chino Ave from Euclid to Milliken Blvd from 2 to 4 lanes	2020	RTP	\$15,211
4A01203	Ontario	Widen Francis St from Benson Ave to Campus Ave from 2 to 4 lanes	2017	RTP	\$3,225
20150201	Ontario	Widen Grove Ave from I-10 to Airport Dr (4 lanes) concurrent with I-10/ Grove Ave IC Project (2002160)	2025	FTIP	\$2,293
4A01210	Ontario	Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes	2020	RTP	\$9,746
4A01213	Ontario	Widen Jurupa St from Turner Ave to Hofer Ranch Rd from 2 to 6 lanes	2017	RTP	\$734
4A07233	Ontario	Widen Mission Blvd from Benson Ave to Milliken Ave from 4 to 6 lanes	2017	RTP	\$13,600
4120147	Ontario	Widen Mountain Ave from Brooks St to 6th St from 4 to 6 lanes	2018	RTP	\$6,449
4A07138	Ontario	Widen Philadelphia St from Vineyard Ave to Cucamonga Creek from 2 to 4 lanes, including bridge over Cucamonga Creek	2017	RTP	\$1,865
200048	Rancho Cucamonga	I-15 at Baseline Rd interchange improvement; widen Baseline Rd from 4 to 6 lanes, widen East Ave from 2 to 4 lanes, realign and widen SB and NB Diamond ramps from 1 to 2 lanes, add SB loop on ramp	2016	FTIP	\$57,504
201137	Rancho Cucamonga	Intersection improvements at Foothill Blvd/Archibald Ave	2020	RTP	\$640
20020134	Rancho Cucamonga	Widen Arrow Route from Etiwanda to East Rancho Cucamonga City Limit from 2 to 4 lanes	2022	RTP	\$1,100
4120161	Rancho Cucamonga	Widen Arrow Rte from 500' ft e/o I-15 to 1300' e/o I-15 from 2 to 4 lanes	2017	RTP	\$1,107
4160029	Rancho Cucamonga	Widen Cherry Ave from South Rancho Cucamonga City Limits to Wilson Ave from 2 to 4 lanes	2021	RTP	\$830
20150004	Rancho Cucamonga	Widen Foothill Blvd (Old State Rte 66) between Grove Ave and San Bernardino Rd from 4 to 6 lanes	2017	FTIP	\$6,006
200035	Redlands	Construct Wabash Ave 4-lane road from 5th St to I-10 to match on and off ramps	2018	FTIP	\$950
20081704	Redlands	I-10/Alabama St and Redlands Blvd and Alabama St/Colton Ave intersection improvements - widen intersection approaches on all four legs of Redlands Blvd/Alabama St intersection. Realign Alabama St on North side of intersection	2020	FTIP	\$13,317
20020202	Redlands	Redlands Park Once Program - New parking structure between Eureka St and 3rd St S/O Stuart Ave and N/O RR approximately 200 Spaces (Not PNR)	2020	FTIP	\$7,600
200432	Redlands	Signal and intersections improvements at I-10 and Ford St on-ramp	2018	FTIP	\$700
200419	Redlands	Widen Alabama St from 2 to 4 lanes from North city limits to 3,000 ft North Palmetto Ave	2017	FTIP	\$7,200
4A01248	Redlands	Widen Orange St from Lugonia Ave to North Redlands City Limits from 2 to 4 lanes	2025	RTP	\$11,027
201113	Redlands	Widen the east side of Orange St from Lugonia Ave to San Bernardino Ave	2016	FTIP	\$540
200603	Rialto	Remove and replace 5-lane Riverside Ave bridge over Metrolink and BNSF with 7 lane bridge	2016	FTIP	\$37,935
200450	Rialto	Rialto Metrolink Station - Increase parking spaces from 225-775	2015	FTIP	\$3,356
4A07121	Rialto	Widen and reconstruct Baseline Ave from Maple Ave to Linden Ave from 3 to 4 lanes	2020	RTP	\$250
SBD031361	Rialto	Widen Ayala Dr Baseline Rd to SR-210 from 2 lanes to 4 lanes	2015	FTIP	\$3,431
SBD59023	San Bernardino, City	Construct 4-lane Campus Pkwy extension from Kendall Dr to I-215 Fwy	2024	FTIP	\$22,000
SBD59021	San Bernardino, City	Construct State St 4-lane extension from Hanford St to Foothill Blvd	2020	FTIP	\$17,628
SBD59204	San Bernardino, City	I-215 @ University Pkwy interchange reconfiguration	2022	FTIP	\$23,998
20150012	San Bernardino, City	Intersection improvements for Foothill Blvd (State Route 66) at Fourth	2016	FTIP	\$1,137

**APPENDIX A - Baseline Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
SBD31905	San Bernardino, City	Replace 4-lane Mt Vernon Ave Bridge at BNSF with 4-lane bridge from 2nd St to 5th St	2018	FTIP	\$72,235
201181	San Bernardino, City	Shoulder widening on 3rd St from Tippecanoe Ave to Leland/Norton Way and from Leland/Norton Way to Victoria Ave	2018	FTIP	\$3,200
SBD59019	San Bernardino, City	Widen 40th St from Acre Ln to Electric Ave from 2 to 4 lanes	2019	FTIP	\$3,264
201170	San Bernardino, City	Widen 5th St from Sterling Ave to Victoria Ave from 2 to 4 lanes	2018	FTIP	\$5,800
SBD55031	San Bernardino, City	widen Alabama St from 3rd St to South city limits from 2 to 3 S/B lanes	2018	FTIP	\$1,078
201169	San Bernardino, City	Widen H St from Kendall Dr to 40th St from 2 to 4 lanes	2018	FTIP	\$918
4A07086	San Bernardino, City	Widen Kendall Dr from Cambridge Ave to Pine Ave from 2 to 4 lanes	2020	RTP	\$5,027
4A07060	San Bernardino, City	Widen Kendall Dr from Palm Ave to Cajon Blvd from 2 to 4 lanes	2020	RTP	\$5,216
SBD41317	San Bernardino, City	Widen Mt View Ave Bridge at Mission Creek Channel to 4 lanes (2 in each direction)	2015	FTIP	\$1,655
4A07211	San Bernardino, City	Widen Mt View Ave Bridge/Culvert at Mission Creek Channel and extend bridge at Mt View Ave from 1 to 2 lanes; new bridge at-grade RR Crossing (SB only)	2020	RTP	\$1,440
SBD41316	San Bernardino, City	Widen Mt View Ave Railway Grade Crossing from 2 to 4 lanes	2016	FTIP	\$1,589
200609	San Bernardino, City	Widen/extend Mt View Ave from 2 to 4 lanes (SB only) from Coulston Ave to Riverview Dr (South of Santa Ana River)	2016	FTIP	\$7,500
20150009	San Bernardino, County	Construct and extend Shadow Mt Rd from Helendale Rd East to Nth from 2 to 4 lanes including 4 lane bridge over Mojave River & Grade Separation over rail tracks with additional connect to Vista Rd on W side of tracks (PA&ED Only)	2019	FTIP	\$3,970
20150002	San Bernardino, County	Construct paved 2-lane Duncan Rd from Wilson Ranch Rd to Baldy Mesa	2016	FTIP	\$6,600
4A07051	San Bernardino, County	Construct paved 2-lane Wilson Ranch Rd from Duncan Rd to Palmdale Rd	2023	RTP	\$6,000
200408	San Bernardino, County	Extend Cumberland Dr from SH-18 North to Cumberland Dr as 2-lane road	2020	FTIP	\$3,000
20040826	San Bernardino, County	Glen Helen Pkwy at UPRR and BNSF - Grade Separation	2015	FTIP	\$25,885
20130102	San Bernardino, County	I-10/Pepper Ave bridge - widen from 3 to 5 lanes to provide for one additional through lane, one additional southbound turn lane and construct minor ramp improvements, minor arterial street improvements	2017	FTIP	\$7,675
SBD41339	San Bernardino, County	I-10/Pepper interchange - widen bridge from 5 to 6 lanes to provide additional southbound turn lane	2016	FTIP	\$39,815
20150102	San Bernardino, County	Pavement Preservation/Rehabilitation Morongo Basin-Joshua Tree Area Roads: Yucca Trail, Alta Loma Dr, Quail Springs Rd, Aberdeen Dr, Park Blvd	2016	FTIP	\$1,834
SBD031426	San Bernardino, County	Realign, rehabilitate Needles Hwy from N St to Nevada State Line	2021	FTIP	\$13,476
200810	San Bernardino, County	Replace 2-lane Baker Blvd Bridge over Mojave River, 0.2 miles SW of Death Valley Rd with 4-lane bridge	2018	FTIP	\$13,516
200619	San Bernardino, County	Replace 2-lane Glen Helen Pkwy bridge at Cajon Creek with 4-lane bridge	2017	FTIP	\$28,300
20110603	San Bernardino, County	Replace Rock Springs Rd 2-lane low water crossing of Mojave River, 0.9 miles East Arrowhead Lake Rd, with new 4 lane bridge	2020	FTIP	\$16,563
20130402	San Bernardino, County	Restripe existing structural section of Baker Blvd between I-15 ramps and SH 127 from 2 to 4 lane configuration in conjunction with project to replace existing 2 lane bridge 54CO127 with 4 lane bridge	2016	FTIP	\$25
4A07020	San Bernardino, County	Safety upgrades to National Trails Highway in San Bernardino County	2020	RTP	\$12,000
4120193	San Bernardino, County	Various Traffic Signal Projects Throughout San Bernardino County	2023	RTP	\$51,992
4A07322	San Bernardino, County	Widen Alder Ave from Jurupa Ave to 0.12 miles n/o Jurupa Ave from 2 to 4 lanes	2023	RTP	\$403
4A07074	San Bernardino, County	Widen Bear Valley Rd Cutoff from Joshua Rd to SR-18 from 2 to 6 lanes	2023	RTP	\$600,600
4A07104	San Bernardino, County	Widen Beech Ave from Randall Ave to Arrow Route from 2 to 4 lanes	2020	RTP	\$3,476
4A07125	San Bernardino, County	Widen Devore Rd from I-215 to Kenwood Dr from 2 to 4 lanes	2023	RTP	\$3,609



**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
4A07300	San Bernardino, County	Widen Devore Rd from Kenwood Dr to Foothill Dr from 2 to 4 lanes	2023	RTP	\$654
4A07087	San Bernardino, County	Widen El Rivino Rd from Cedar Ave to Agua Mansa Rd from 2 to 4 lanes	2023	RTP	\$4,185
4A07209	San Bernardino, County	Widen Emerald Rd from Palmdale Rd to Seneca Rd from 2 to 4 lanes	2020	RTP	\$1,485
4A07036	San Bernardino, County	Widen Glen Helen Pkwy from Lytle Creek Rd to I-15 from 2 to 4 lanes	2023	RTP	\$2,283
4A07299	San Bernardino, County	Widen Jurupa Ave from Lilac Ave to Willow Ave from 2 to 4 lanes	2023	RTP	\$540
4A07165	San Bernardino, County	Widen Jurupa Ave from Locust Ave to Cedar Ave from 2 to 4 lanes	2023	RTP	\$2,228
4A01278	San Bernardino, County	Widen Phelan Rd from Sheep Creek Rd to Baldy Mesa Rd from 2 to 6 lanes	2020	RTP	\$24,797
200815	San Bernardino, County	Widen Rancho St from Mariposa to Hesperia CL from 2 to 4 lanes	2020	FTIP	\$12,450
4A07079	San Bernardino, County	Widen San Bernardino Ave from Laurel Ave to Rialto City Limits from 2 to 4 lanes	2023	RTP	\$3,067
4A07132	San Bernardino, County	Widen Santa Ana Ave from Cedar Ave to Cactus Ave from 2 to 4 lanes	2023	RTP	\$2,268
4A07159	San Bernardino, County	Widen Santa Ana Ave from Locust Ave to Cedar Ave from 2 to 4 lanes	2023	RTP	\$1,744
4A01284A	San Bernardino, County	Widen Sierra Ave from I-15 to Lytle Creek Rd from 2 to 4 lanes (currently is 2 NB/1 SB, widen to 2 lanes each direction)	2020	RTP	\$679
20150010	San Bernardino, County	Widen Slover Ave from Tamarind Ave to Alder/Linden Ave to Cedar Ave from 2 to 4 lanes	2016	FTIP	\$2,577
4A07043	San Bernardino, County	Widen Spring Valley Pkwy from Huerta Rd to Driftwood Dr from 2 to 4 lanes	2020	RTP	\$7,425
4A07218	San Bernardino, County	Widen Valley Blvd from Commerce Dr to Almond Ave from 4/5 to 6 lanes (3 lanes each direction)	2020	RTP	\$1,316
200837	San Bernardino, County	Widen Vista Rd from 2 to 4 lanes and construct grade separation	2020	FTIP	\$50,000
4A07235	San Bernardino, County	Widen Wabash Ave from 0.30 miles s/o 7th St to 0.13 miles n/o 7th St from 2 to 4 lanes	2020	RTP	\$107
4A07321	San Bernardino, County	Widen Wabash Ave from 6th Ave to 5th Ave from 2 to 4 lanes	2023	RTP	\$350
20150103	San Bernardnio, County	Resurface Needles Hwy from 600 North of Balboa Pl to N St	2017	FTIP	\$585
20150108	SANBAG	Bicycle and Pedestrian Accessibility improvements at Metrolink Stations (Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino) Phase I.	2021	FTIP	\$4,679
20110109	SANBAG	Construct new railroad grade-separated crossing between Laurel St and the BNSF Railroad in the City of Colton (No new capacity)	2015	FTIP	\$59,855
20150307	SANBAG	Countywide Vanpool Project (Demonstration Project)	2016	FTIP	\$4,000
4TL104	SANBAG	Countywide Local Transit Service Operations	2040	RTP	\$2,333,111
4122001	SANBAG	Double tracking of Metrolink San Bernardino Line between CP Lilac and CP Rancho in San Bernardino County	2025	RTP	\$64,000
4TR0101	SANBAG	Extend Metrolink rail service from Rialto/E St in San Bernardino to Redlands	2020	RTP	\$242,000
SBD031505	SANBAG	Grouped projects for LTF Article 3 Projects LTF, Article 3 Bicycle/Pedestrian Projects	2015	FTIP	\$14,727
20159907	SANBAG	I-10 @ Alabama St interchange - Widen overcrossing from 4 to 6 lanes and reconfigure ramps	2024	FTIP	\$41,710
20159906	SANBAG	I-10 @ Monte Vista Ave interchange - Widen Undercrossing from 4 to 6 lanes and ramp improvements	2021	FTIP	\$30,199
4120199	SANBAG	I-10 @ Mountain View Ave interchange improvements	2040	RTP	\$51,000
44811	SANBAG	I-10 @ Tippecanoe interchange add Eastbound off-ramp auxiliary lane from Waterman on-ramp to Tippecanoe off ramp and widen bridge (non-capacity)	2015	FTIP	\$21,503
20131504	SANBAG	I-10 @ University St Interchange: Intersection improvements with on/off ramp widening (No capacity enhancements)	2019	FTIP	\$5,100
20159902	SANBAG	I-10 Corridor Express Lane widening (Phase 1): From San Antonio Ave to I-10/I-15 IC; 4 general purpose and 2 express lanes in each direction	2022	FTIP	\$524,278
20159903	SANBAG	I-10 Corridor Express Lane Widening (Phase 2): Implement 2 express lanes in each direction from I-10/I-15 Interchange to California St and 1 express lane in each direction from California St to Ford St in Redlands	2024	FTIP	\$1,064,443

**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
SBD031279	SANBAG	I-15 @ Ranchero Rd - Construct 6-lane interchange	2015	FTIP	\$64,346
4M01041	SANBAG	I-15 @ Sierra Ave interchange improvements	2030	RTP	\$21,287
4122007	SANBAG	I-15 Express Lane Addition Express Lanes - add 2 Express Lanes in each direction (Segment 4)	2030	RTP	\$570,000
4160005	SANBAG	I-15 Express Lane Addition from SR-210 to I-15/I-215 Interchange - add 2 Express Lanes in each direction (Segment 3)	2026	RTP	\$150,000
4160008	SANBAG	I-15 Express Lane Addition from US-395 to High Desert Corridor - add 1 Express Lane in each direction (Segment 5)	2034	RTP	\$140,000
20159901	SANBAG	I-15 Express Lanes - add 2 Express Lanes in each direction from Cantu Galleano Rd to SR-210 and 1 Express Lane each direction from SR-210 to Duncan Canyon Rd	2022	FTIP	\$350,000
4M01043	SANBAG	I-215 @ Mt Vernon Ave/Washington Ave interchange improvements	2035	RTP	\$109,048
200614	SANBAG	I-215 Bi-County HOV Lane Gap Closure - Add 1 HOV lane in each direction from Spruce St on SR-91 to Orange Show Rd	2015	FTIP	\$182,802
4M0803	SANBAG	I-215 Bi-County Improvement Project - Add 1 mainline lane in each direction	2035	RTP	\$250,000
4120222	SANBAG	Light rail extended from County Line to Montclair (Phase 2B)	2035	RTP	\$156,318
20061009	SANBAG	Metrolink - Sealed Corridor - San Gabriel Subdivision - comprehensive Corridor Safety Enhancement Program along SANBAG owned ROW	2016	FTIP	\$4,573
990602	SANBAG	Metrolink Capital Maintenance - Rehabilitation/Renovation of Metrolink equipment including purchase of 20 Tier-4 Locomotives	2015	FTIP	\$37,847
SBD41109	SANBAG	Metrolink Operating Assistance Southern California Regional Rail Authority	2016	FTIP	\$61,951
20150016	SANBAG	Metrolink Rolling Stock - SANBAG's share of purchase of Metrolink Cars & locomotives up to 47 Cars/Cabs and 8 locomotives	2015	FTIP	\$3,000
2011151	SANBAG	Mojave Desert Air Basin Rideshare Program	2015	FTIP	\$3,746
4122003	SANBAG	On I-10 construct easbound truck climbing lane from Live Oak Canyon Rd to Singleton Rd including transition between county line and Calimesa Blvd	2023	RTP	\$50,000
200850	SANBAG	Palm Ave Grade Separation (No additional capacity)	2015	FTIP	\$26,398
20061012	SANBAG	Passenger Rail from San Bernardino Metrolink Station to new transit station at Rialto Ave and E St in Downtown San Bernardino	2015	FTIP	\$83,713
4RL04	SANBAG	Rideshare	2020	RTP	\$1,600
2011150	SANBAG	South Coast Air Basin Rideshare Program	2015	FTIP	\$6,571
4M07007	SANBAG	SR-210 @ Baseline Ave interchange improvements	2020	RTP	\$15,600
20110110	SANBAG	SR-210 @ Pepper interchange improvements - Construct new diamond interchange and widen Pepper Ave from 2 to 4 lanes from Highland Ave to existing 4 lane section S/O interchange	2016	FTIP	\$23,770
4M01049	SANBAG	SR-210 @ Waterman Ave interchange improvements	2040	RTP	\$51,000
20084106	SANBAG	SR-210 Landscaping Segments 8-11 from Sierra Ave to SR-210/I-215	2015	FTIP	\$8,499
20111625	SANBAG	SR-210 Lane Addition - Add 1 Mixed Flow lane in each direction from Highland Ave to San Bernardino Ave	2021	FTIP	\$132,163
4160012	SANBAG	SR-60 @ Euclid Ave interchange improvements	2040	RTP	\$6,000
4PL07019	SANBAG	SR-60 @ Mountain Ave interchange reconstruction	2027	RTP	\$15,000
4120202	SANBAG	SR-60 @ Ramona Ave interchange reconstruction	2027	RTP	\$30,000
4A07004	SANBAG	Widen US-395 from I-15 to SR-18 (Palmdale Rd) from 2 to 6 lanes or 4 to 6 lanes	2035	RTP	\$40,000
4CR04	SCRRA	Service Expansion; SB Line 50 daily trains, Riverside line 46 daily trains, IEOC line 28 daily trains	2030	RTP	\$20,000

**APPENDIX A - Baseline Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
SBD41427	Twentynine Palms	Construct new 2-lane Amboy Rd from Lear Ave to Adobe Rd (PA&ED Only)	2021	FTIP	\$40
201103	Upland	Foothill Blvd Bottleneck and Safety Improvements from Central Ave to Grove Ave	2021	FTIP	\$5,300
4160003	Upland	I-10 @ Euclid Ave interchange reconstruction	2030	RTP	\$9,003
SBD88086	Upland	Storm Drain Extension on Euclid Ave from D St to Foothill Blvd	2024	FTIP	\$4,250
20040825	Upland	Upland Metrolink Station - Additional Parking from 200 to 500 spaces	2013	FTIP	\$3,665
201101	Upland	Widen Arrow Route from Monte Vista Ave to Central Ave from 2 to 4 lanes	2018	FTIP	\$2,200
4A01296	Upland	Widen Central Ave from Foothill Blvd to Benson Ave from 0 to 4 lanes	2020	RTP	\$14,361
20131103	Various Agencies	Grouped Projects for Bicycle and Pedestrian Facilities funded by Recreational Trails Program	2016	FTIP	\$1,267
SBDLS08	Various Agencies	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	2018	FTIP	\$133,297
20131301	Various Agencies	Grouped Projects for Operating Assistance to Transit Agencies	2015	FTIP	\$356
20150106	Various Agencies	Grouped Projects for Safety Improvements (Regional): Safe Routes to School Program (SRTS)	2017	FTIP	\$8,416
20150104	Various Agencies	Grouped Projects for Safety Improvements (State): Safe Routes to School Programs (SR2S)	2017	FTIP	\$2,122
1830	Various Agencies	I-10 @ Cedar Ave interchange reconstruction between Slover Ave and Valley Blvd - widen from 4 to 6 lanes	2019	FTIP	\$62,930
44812	Various Agencies	I-10 @ Tippecanoe reconfigure interchange (Westbound - Phase II)	2015	FTIP	\$58,906
SBD41446	Various Agencies	I-15 @ Eucalyptus - construct 6 lane standard interchange	2024	FTIP	\$61,100
201111	Victorville	Bridge rehab on National Trails Hwy and Mojave River	2018	FTIP	\$1,375
SBD97147	Victorville	Construct 4-lane Green Tree Blvd Bridge at AT&SF & connect to Ridgecrest Rd	2020	FTIP	\$40,098
20131101	Victorville	Mojave Riverwalk: Construct a 9.5 mile (Class I, II, III) Bike and Ped Path connecting the Victor Valley Transportation Center (6th St), Mojave Narrows Regional Park (Yates Rd) and Victor Valley College (Bear Valley Rd)	2018	FTIP	\$3,050
200416	Victorville	SCLA Rail Service from Air Expressway approx 5 miles N/O to Colusa Rd between Phantom East & Mojave River - New freight Rail Line from BNSF to SCLA in connection with new intermodal/multimodal facility at SCLA	2019	FTIP	\$250,000
SBD031422	Victorville	Widen 3rd Ave Nisqualli Rd to Green Tree Blvd from 2 lanes to 4 lanes	2023	RTP	\$750
200866	Victorville	Widen 6-lane Bear Valley Rd Bridge No 54C0547 over BNSF/UPRR to 7-lane bridge and seismic retrofit	2018	FTIP	\$5,849
4A07170	Victorville	Widen Aster Rd from Mojave Dr to Cactus Rd from 2 to 4 lanes	2020	RTP	\$2,025
4A07348	Victorville	Widen Monte Vista Rd (Aster Rd) from Bear Valley Rd to Sycamore Rd from 0 to 4 lanes	2020	RTP	\$2,000
201179	Victorville	Widen National Trails Hwy between I-15 & Air Expressway from 2 to 4 lanes	2017	FTIP	\$4,000
4A07025	Victorville	Widen National Trails Hwy Bridge over Mojave River (replace existing bridge) widen 2 from to 4 lanes	2035	RTP	\$10,000
20130302	VVTA	Bus Rehabilitation	2015	FTIP	\$885
SBD41084	VVTA	Bus System - Buses Replacement - Alt Fuel	2015	FTIP	\$10,526
SBD31581	VVTA	Bus System - Operating Assistance	2016	FTIP	\$82,154
200086	VVTA	Bus System - Passenger Facilities	2019	FTIP	\$1,175
SBD41117	VVTA	Bus System - Purchase Service Vehicles	2016	FTIP	\$780
20111805	VVTA	Buses - Rehabilitation/Improvements - Spare Parts/Associated Capital Maintenance Items	2016	FTIP	\$475
20110302	VVTA	Capital - Bus Facility - Capital Lease Payments	2016	FTIP	\$29,439
20131102	VVTA	Commuter Bus Replacement	2015	FTIP	\$4,000
20111808	VVTA	Inland Empire Vanpool Program - Victor Valley Phase Livability Grant	2015	FTIP	\$1,864
20061704	VVTA	Jobs Access Reverse Commute (JARC) Various Projects to increase access to jobs for low income individuals, including voucher programs and vanpools	2015	FTIP	\$1,282

APPENDIX A - Baseline Scenario	
Lead Agency	Description
4 VVTA	Paratransit - Vehicle Replacement Alt Fuel
1 VVTA	Paratransit Vehicle Expansion
5 VVTA	Preventative Maintenance Operating Assistance
5 VVTA	Purchase 3 Expansion 40' Buses Alt Fuel
4 VVTA	Transit - Security
5 VVTA	Transit Bus Stop Access Improvements - Path of Travel for existing Bus Stop
1 VVTA	Transit Operating Equipment - ITS Software/Hardware
3 Yucaipa	Rehab Wildwood Canyon Rd From Oakview to Oakgrove, and from 100 ft East & West of Oakgrove (non-capacity enhancing)
7 Yucaipa	Widen Avenue E from Bryant St to 5th St from 2 to 4 lanes (Phased Project)
4 Yucaipa	Widen Bryant St from North Yucaipa City Limits to SR-38 from 2 to 4 lanes
5 Yucaipa	Widen Yucaipa Blvd from 15th St to I-10 Freeway from 4-6 lanes
1 Yucca Valley	SR-62 Traffic Control Synchronization: 10 Traffic signals from SR-62/Sage Ave through SR-62/Yucca Mesa - La Cant Rd

APPENDIX A - Baseline Scenario	
Lead Agency	Description
4 VVTA	Paratransit - Vehicle Replacement Alt Fuel
1 VVTA	Paratransit Vehicle Expansion
5 VVTA	Preventative Maintenance Operating Assistance
5 VVTA	Purchase 3 Expansion 40' Buses Alt Fuel
4 VVTA	Transit - Security
5 VVTA	Transit Bus Stop Access Improvements - Path of Travel for existing Bus Stop
1 VVTA	Transit Operating Equipment - ITS Software/Hardware
3 Yucaipa	Rehab Wildwood Canyon Rd From Oakview to Oakgrove, and from 100 ft East & West of Oakgrove (non-capacity enhancing)
7 Yucaipa	Widen Avenue E from Bryant St to 5th St from 2 to 4 lanes (Phased Project)
4 Yucaipa	Widen Bryant St from North Yucaipa City Limits to SR-38 from 2 to 4 lanes
5 Yucaipa	Widen Yucaipa Blvd from 15th St to I-10 Freeway from 4-6 lanes
1 Yucca Valley	SR-62 Traffic Control Synchronization: 10 Traffic signals from SR-62/Sage Ave through SR-62/Yucca Mesa - La Cant Rd

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4A04406	Adelanto	Construct 4-lane Adelanto Rd from Chamberlaine Way to Colusa Rd	2040	RTP	\$9,000
4A04409	Adelanto	Construct 4-lane Koala Rd from Palmdale Rd to Holly Rd	2040	RTP	\$4,000
4120001	Adelanto	Widen Adelanto Rd from Holly to Chamberlaine Way from 2 to 4 lanes	2025	RTP	\$12,000
4120008	Adelanto	Widen Air Expy from Jonathan Ave to Lessing Rd from 2 to 4 lanes	2035	RTP	\$16,000
4120009	Adelanto	Widen Amethyst Rd from Holly Rd to Rancho Rd from 2 to 4 lanes	2040	RTP	\$2,298
4120012	Adelanto	Widen Aster Rd from Palmdale to Oleander Rd from 0 to 4 lanes	2040	RTP	\$15,000
4120018	Adelanto	Widen Bartlett Ave from Adelanto to Caughlin Rd from 2 to 4 lanes	2040	RTP	\$12,000
4120023	Adelanto	Widen Beaver Rd from Palmdale to Oleander Rd from 0 to 4 lanes	2040	RTP	\$11,000
4120026	Adelanto	Widen Bellflower St from Palmdale Rd to Calleja Rd from 0 to 4 lanes	2040	RTP	\$11,000
4120028	Adelanto	Widen Cassia Rd from Adelanto Rd to US-395 from 2 to 4 lanes	2040	RTP	\$539
4120030	Adelanto	Widen Caughlin Rd from Air Expressway to Bartlett Rd from 2 to 4 lanes	2040	RTP	\$11,000
4120033	Adelanto	Widen Chamberlaine Way from Jonathan St to Caughlin Rd from 0 to 4 lanes	2040	RTP	\$12,000
4120036	Adelanto	Widen Colbalt Rd from Holly to Rancho Rd from 2 to 4 lanes	2040	RTP	\$1,865
4120039	Adelanto	Widen Colusa Rd from Mesa Linda Ave to Caughlin Rd from 0 to 4 lanes	2040	RTP	\$11,000
4A01270	Adelanto	Widen El Mirage Rd from Adelanto Rd to LA County Line from 2 to 4 lanes	2040	RTP	\$35,000
4120048	Adelanto	Widen Emerald Rd from Holly to Air Expressway from 2 to 4 lanes	2040	RTP	\$4,671
4120051	Adelanto	Widen Holly Rd from US-395 to Aster Rd from 0/2 to 4 lanes	2040	RTP	\$9,000
4120058	Adelanto	Widen Koala Rd from El Mirage Rd to Oleander St from 0 to 4 lanes	2040	RTP	\$17,000
4A04410	Adelanto	Widen Koala Rd from Holly Rd to El Mirage Rd from 2 to 4 lanes	2040	RTP	\$7,181
4120061	Adelanto	Widen Mojave Dr from US-395 to Lessing Rd from 0/2 to 4 lanes	2040	RTP	\$15,000
4120067	Adelanto	Widen Palmdale Rd from Aster Rd to Richardson Rd from 0/2 to 4 lanes	2040	RTP	\$10,131
4120066	Adelanto	Widen Palmdale Rd from Richardson to Lessing Rd from 0/2 to 4 lanes	2040	RTP	\$9,915
4120065	Adelanto	Widen Palmdale Rd from US-395 to Aster Rd from 2 to 4 lanes	2040	RTP	\$10,776
4120069	Adelanto	Widen Raccoon Ave from Palmdale Rd to Oleander St from 0 to 4 lanes	2040	RTP	\$16,000
4120074	Adelanto	Widen Rancho Rd from Amethyst Rd to Richardson Rd from 0 to 4 lanes	2040	RTP	\$18,000
4120083	Adelanto	Widen Seneca Rd from Aster Rd to Richardson Rd from 2 to 4 lanes	2040	RTP	\$4,373
4120082	Adelanto	Widen Seneca Rd from US-395 to Daisy Rd from 2 to 4 lanes	2040	RTP	\$3,202
4120094	Adelanto	Widen US-395 from Chamberlaine Way to Colusa Rd from 2 to 4 lanes	2040	RTP	\$23,001
4120085	Adelanto	Widen Verbena Rd from Cactus Ave to Calleja Rd from 0/2 to 4 lanes	2040	RTP	\$8,000
4120088	Adelanto	Widen Vinton Rd from Palmdale Rd to El Mirage from 0 to 4 lanes	2040	RTP	\$14,000
4120095	Apple Valley	Widen Apple Valley Rd from Ohna Rd to Falchion Rd from 0 to 2 lanes	2025	RTP	\$5,856
4A01008	Apple Valley	Widen Apple Valley Rd from SR-18 to Yucca Loma Rd from 2 to 4 lanes	2025	RTP	\$26,500
4A01011	Apple Valley	Widen Bear Valley Rd from Apple Valley Rd to Navajo Rd from 4 to 6 lanes	2030	RTP	\$6,900
4A07080	Apple Valley	Widen Bear Valley Rd from Navajo Rd to Joshua Rd from 2 to 4 lanes	2030	RTP	\$4,505
4A07015	Apple Valley	Widen Central Rd from Bear Valley Rd to Waalew Rd from 2 to 4 lanes	2025	RTP	\$14,400
4A07091	Apple Valley	Widen Central Rd from Roundup Way to n/ Poppy Rd from 2 to 4 lanes	2025	RTP	\$4,050
4A01013	Apple Valley	Widen Corwin Rd from SR-18 to Dale Evans Pkwy from 2 to 4 lanes	2025	RTP	\$14,400
4A07007	Apple Valley	Widen Dale Evans Pkwy from Thunderbird Rd to I-15 from 2 to 4 lanes	2030	RTP	\$19,200
4A07063	Apple Valley	Widen Deep Creek Rd from Bear Valley Rd to Sitting Bull Rd from 0 to 4 lanes	2030	RTP	\$5,200
4A07069	Apple Valley	Widen Deep Creek Rd from Tussing Rach Rd to Bear Valley Rd from 2 to 4 lanes	2030	RTP	\$4,800
4A07010	Apple Valley	Widen Del Oro Rd from Apple Valley Rd to Central Rd from 0 to 2 lanes	2030	RTP	\$16,800

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4A07161	Apple Valley	Widen Falchion Rd from Dale Evans Pkwy to Navajo Rd from 0 to 6 lanes	2030	RTP	\$2,400
4A07006	Apple Valley	Widen Falchion Rd from I-15 to Dale Evans Pkwy from 0 to 4 lanes	2030	RTP	\$20,000
4A07070	Apple Valley	Widen Kiowa Rd from Ocotillo Rd to Yucca Loma Rd from 2 to 4 lanes	2030	RTP	\$9,600
4A07032	Apple Valley	Widen Rancherias Rd from Rincon Rd to Corwin Rd from 2 to 4 lanes	2030	RTP	\$9,450
4A07058	Apple Valley	Widen Roundup Way from Kiowa Rd to Central Ave from 2 to 4 lanes	2025	RTP	\$5,400
4A07026	Apple Valley	Widen Sitting Bull Rd from Apple Valley Rd to Navajo Rd from 2 to 4 lanes	2030	RTP	\$10,800
4A01018	Apple Valley	Widen Thunderbird Rd from Rancherias Rd to Central Rd from 2 to 4 lanes	2025	RTP	\$7,200
4A07029	Apple Valley	Widen Waalew Rd from Corwin Rd to Central Ave Rd from 2 to 4 lanes	2025	RTP	\$10,000
4120097	Apple Valley	Widen Yucca Loma Rd from West town Limits to SR-18 from 2 to 4 lanes	2030	RTP	\$8,108
4A04902	Caltrans	Construct Passing Lanes on SR-18 from 0.8 miles w/o Orchard Dr to 2.1 miles w/o Orchard Dr	2030	RTP	\$14,092
4PL07026	Caltrans	Reconstruct Slopes on SR-189 and extend retaining wall on SR-18	2030	RTP	\$7,346
4M07035	Caltrans	Widen SR-138 from SR-18 to Phelan Rd from 2 to 4 lanes (Phase II)	2030	RTP	\$75,615
4A01900	Caltrans	Widen SR-18 from LA County Line to US-395 from 2 to 4 lanes	2030	RTP	\$47,770
4M0802	Caltrans	Widen US-395 from SR-18 (Palmdale Rd) to Chamberlaine Way from 4 to 8 lanes	2019	RTP	\$48,552
4A01031	Chino	Widen Chino Ave from SR-71 to East End Ave from 4 to 6 lanes	2035	RTP	\$989
4A07133	Chino	Widen East End Ave from Chino Ave to Walnut Ave from 2 to 4 lanes	2030	RTP	\$2,903
4A07146	Chino	Widen East End Ave from Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	2030	RTP	\$2,700
4A01032	Chino	Widen Edison Ave from Central Ave to Euclid Ave from 4 to 6 lanes	2025	RTP	\$3,989
4A01063	Chino	Widen El Prado Rd from Central Ave to Pine Ave from 2 to 4 lanes	2025	RTP	\$1,473
4120106	Chino	Widen Euclid Ave (SR-83) from Merrill Ave to Kimball Ave from 2 to 4 lanes	2030	RTP	\$1,227
4A04036	Chino	Widen Euclid Ave from Pine Ave to SR-71 from 2/4 to 8 lanes	2035	RTP	\$11,500
4A04038	Chino	Widen Hellman Ave from Kimball Ave to Chino Corona Rd from 2 to 4 lanes	2025	RTP	\$4,300
4A07052	Chino	Widen Kimball Ave from Euclid Ave to Hellman Ave from 2 to 4 lanes	2025	RTP	\$5,900
4A01041	Chino	Widen Mountain Ave from Philadelphia St to Riverside Dr from 4 to 6 lanes	2025	RTP	\$1,797
4120107	Chino	Widen Mountain Ave from Schaefer Ave to Edison Ave from 2 to 4 lanes	2025	RTP	\$207
4A01042	Chino	Widen Philadelphia St from Central Ave to Benson Ave from 4 to 6 lanes	2025	RTP	\$898
4A01043	Chino	Widen Philadelphia St from LA County Line to Central Ave from 2 to 4 lanes	2025	RTP	\$2,935
4A07279	Chino	Widen Pipeline Ave from Riverside Dr to Walnut Ave from 2 to 4 lanes	2025	RTP	\$1,025
4A07151	Chino	Widen Ramona Ave from Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	2025	RTP	\$2,633
4A01047	Chino	Widen Riverside Dr from Fern Ave to Euclid Ave from 2 to 6 lanes(Eastbound only)	2025	RTP	\$777
4A01049	Chino	Widen Riverside Dr from Pipeline Ave to Fern Ave from 4 to 6 lanes	2025	RTP	\$4,777
4120108	Chino	Widen Riverside Dr from West Chino City Limits to Reservoir Ave from 4 to 6 lanes (WB Only)	2025	RTP	\$664
4A01384	Chino	Widen SR-83 from Merrill Ave to Kimball Ave from 4 to 8 lanes	2029	RTP	\$1,530
4160068	Colton	Construct Grade Separation for Valley Blvd @ SFRR	2030	RTP	\$40,000
4120116	Colton	Realign Reche Canyon Rd from Washington St to Colton City Limits to 4 lane road	2025	RTP	\$2,112
4A07226	Colton	Widen Agua Mansa Rd from Rancho Ave to 73 meters e/o Rancho Ave from 2 to 4 lanes	2030	RTP	\$749
4120110	Colton	Widen Agua Mansa Rd from Rancho Ave to Riverside Ave from 2 to 4 lanes	2025	RTP	\$3,322
4120112	Colton	Widen and extend Pepper Ave from I-10 to Slover Ave from 2 to 4 lanes	2030	RTP	\$5,914
4A01066	Colton	Widen Barton Rd from South Colton City Limits to Washington St from 4 to 6 lanes	2025	RTP	\$1,043
4120113	Colton	Widen C St from City Limits w/o Rancho Ave to Pennsylvania Ave from 2 to 4 lanes	2025	RTP	\$1,296
4A07192	Colton	Widen C St from Jackson to Tejon Ave from 2 to 4 lanes	2030	RTP	\$1,758

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4120111	Colton	Widen Colton Ave from Mt. Vernon Ave to City Limit from 2 to 4 lanes	2025	RTP	\$3,409
4A04067	Colton	Widen Fairway Dr from Sperry Dr to Colton City Limits from 4 to 8 lanes	2025	RTP	\$1,405
4120114	Colton	Widen La Cadena Dr from Palm Ave to Iowa Ave from 4 to 6 lanes	2030	RTP	\$2,873
4120115	Colton	Widen La Cadena Dr from Rancho Ave to Litton Ave from 4 to 6 lanes	2030	RTP	\$3,475
4160046	Colton	Widen Mt Vernon across UPRR and Santa Ana River from 2 to 4 lanes	2025	RTP	\$30,000
4A07313	Colton	Widen Reche Canyon Rd from South Crystal Ridge to Riverside County Line from 2 to 4 lanes	2025	RTP	\$2,570
4120117	Colton	Widen Riverside Ave from Riverside County Line to Santa Ana River from 4 to 6 lanes	2030	RTP	\$8,791
4120118	Colton	Widen Riverside Ave from Santa Ana River to Agua Mansa Rd from 4 to 6 lanes	2030	RTP	\$1,811
4120119	Colton	Widen San Bernardino Ave from County Limit to Rancho Ave from 2 to 4 lanes	2025	RTP	\$155
4120120	Colton	Widen San Bernardino Ave from West Colton City Limits to County Limit from 2 to 4 lanes	2025	RTP	\$1,867
4120121	Colton	Widen Slover Ave from Pepper Ave to Riverside Ave from 2 to 4 lanes	2025	RTP	\$3,024
4A01082	Colton	Widen Valley Blvd from Sycamore Ave to Mt Vernon Ave from 4 to 6 lanes	2025	RTP	\$4,015
4120122	Colton	Widen Washington St from Waterman Ave to I-215 from 4 to 6 lanes	2025	RTP	\$5,640
4120123	Colton	Widen Washington St to from Aqueduct to La Cadena Dr from 0 to 2 lanes	2025	RTP	\$4,136
4A07145	Fontana	Widen Banana Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2025	RTP	\$1,583
4A07083	Fontana	Widen Baseline Ave from Mango Ave to Maple Ave Widen from 2 to 6 lanes	2025	RTP	\$4,200
4160028	Fontana	Widen Cherry from s/o I-15 to South Highland Ave from 2 to 6 lanes	2025	RTP	\$4,000
4A01096	Fontana	Widen Citrus Ave from Slover Ave to Jurupa Ave from 2 to 4 lanes	2025	RTP	\$4,200
4A04098	Fontana	Widen Cypress Ave from South Highland Ave to Sierra Lakes Pkwy from 0 to 4 lanes	2025	RTP	\$10,000
4120131	Fontana	Widen Fontana Ave from Valley Blvd to Lime Ave from 2 to 4 lanes	2025	RTP	\$1,136
4120236	Fontana	Widen Fontana Ave from Valley Blvd to Merrill Ave from 2 to 4 lanes	2025	RTP	\$5,251
4A07187	Fontana	Widen Live Oak Ave from Arrow Route to Foothill Blvd from 2 to 4 lanes	2025	RTP	\$1,688
4120133	Fontana	Widen Live Oak Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2025	RTP	\$2,625
4A04110	Fontana	Widen Live Oak Rd from Valley Blvd to Merrill Ave from 2 to 4 lanes	2025	RTP	\$5,285
4A07045	Fontana	Widen Lytle Creek Rd from Summit Ave to Duncan Ave from 0 to 4 lanes	2025	RTP	\$7,500
4120134	Fontana	Widen Poplar Ave from Slover Ave to Valley Blvd from 0 to 4 lanes (I-10 Overcrossing)	2030	RTP	\$16,925
4A07084	Fontana	Widen San Sevaine Rd from Baseline Ave to Summit Ave from 2 to 4 lanes	2025	RTP	\$4,200
4A07158	Fontana	Widen Santa Ana Ave from Mullberry Ave to Redwood Ave from 2 to 4 lanes	2030	RTP	\$2,531
4A04122	Fontana	Widen Sierra Ave from San Bernardino Ave to Foothill Blvd from 4 to 6 lanes	2025	RTP	\$19,600
4A07034	Fontana	Widen Sierra Lakes Pkwy from Cherry Ave to Catawba Ave Widen from 2 to 4 lanes	2025	RTP	\$8,960
4A01285	Fontana	Widen Slover Ave from Alder Ave to Cactus Ave from 2 to 4 lanes	2025	RTP	\$4,420
4A07259	Fontana	Widen Slover Ave from Tamarind Ave to East Fontana City Limits Widen from 4 to 6 lanes	2025	RTP	\$840
4A07166	Fontana	Widen South Highland Ave from Sierra Ave to Palmetto Ave Widen from 2 to 4 lanes	2025	RTP	\$2,100
4A07167	Fontana	Widen Summit Ave from Cherry Ave to San Sevaine Rd from 2 to 4 lanes	2025	RTP	\$2,100
4A07077	Fontana	Widen Walnut Ave from I-15 to San Sevaine Rd from 2 to 4 lanes	2025	RTP	\$4,480
4G04027	Grand Terrace	Construct Grade Separation at Main St in Grand Terrace on the San Bernardino Line	2030	RTP	\$18,100
4120140	Grand Terrace	Widen Michigan St from Commerce Way and Van Buren St from 2 to 4 lanes	2025	RTP	\$742
4A07129	Hesperia	Construct Grade Separation connection to Main St	2035	RTP	\$4,500
4160032	Hesperia	Construct Grade Separation for Eucalyptus St @ SFRR	2035	RTP	\$8,546



**APPENDIX B - Aggressive Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
201104	Hesperia	Lemon St/Mauna Loa St - new RR Grade Separation that includes construction of a new 6 lane overcrossing and realignment and reconstruction of Lemon St and Mauna Loa St from 3rd Ave to just West of E Ave	2021	FTIP	\$47,900
4A01152	Hesperia	Widen Hesperia Rd from Bear Valley Rd to Sultana St from 2 to 4 lanes	2030	RTP	\$9,200
4160037	Hesperia	Widen I Ave from Main St to Bear Valley Rd from 2 to 4 lanes	2025	RTP	\$7,700
200211	Hesperia	Widen I Ave from Main St to Bear Valley Rd from 2 to 4 lanes	2035	RTP	\$7,700
SBD031284	Hesperia	Widen I Ave from Rancho Rd to Main St from 2 to 4 lanes	2035	RTP	\$7,610
4A01155	Hesperia	Widen Lemon St from 3rd Ave to I Ave from 2 to 4 lanes and construct Grade Separation at BNSF RR w/ Regional Storm Drain	2040	RTP	\$20,000
4A01157	Hesperia	Widen Main St from US-395 to I-15 from 4 to 6 lanes	2040	RTP	\$17,950
4A01159	Hesperia	Widen Maple Ave from Eucalyptus Ave to Main St from 2 to 5 lanes	2038	RTP	\$5,280
4A01162	Hesperia	Widen Mauna Loa Rd from 7th Ave to 3rd Ave from 2 to 4 lanes and connect to Lemon St	2035	RTP	\$2,500
SBD55028	Hesperia	Widen Rancho Rd from Danbury to Arrowhead Lake Rd from 2 to 4 lanes	2035	RTP	\$11,000
4A01168	Hesperia	Widen Rock Springs Rd from Glendale Ave to East Hesperia City Limits from 2 to 4 lanes	2027	RTP	\$1,500
4A07231	Highland	Construct new 2-lane road on Lankershim Ave from 660' n/o Base Line Rd to 1200' n/o 9th St	2032	RTP	\$1,238
4A07150	Highland	Construct new street for Cone Camp Rd from Greenspot Rd to South Highland City Limit from 0 to 2 lanes	2035	RTP	\$2,774
4A07019	Highland	Construct new street, branch off from Greenspot Rd to connect to SR-38 from 0 to 2/4 lanes within City Limit including bridge over Mill Creek	2025	RTP	\$52,000
4M0801	Highland	SR-210 @ Victoria Ave - Construct new interchange	2040	RTP	\$93,000
4A07136	Highland	Widen Highland Ave from Church St to Boulder Ave from 2 to 4 lanes	2025	RTP	\$3,131
4A07275	Highland	Widen Pacific St from 2 lots w/o Cole Ave to Palm Ave from 2 to 4 lanes	2030	RTP	\$966
4160024	Loma Linda	Construct Grade Separation for Beaumont Ave @ UPRR	2030	RTP	\$25,000
4A07196	Loma Linda	Construct new 2 lane road on Van Leuven Ave from Evans St to Orange Grove St	2030	RTP	\$1,600
4A07002	Loma Linda	Construct new 4-lane road on Evans St from UPRR to Barton Rd	2030	RTP	\$32,150
4120144	Loma Linda	Widen Evans St from I-10 to Barton Rd from 0 to 4 lanes	2040	RTP	\$77,647
4A01267	Montclair	Widen Central Ave from Montclair City Limit to Chino City Limit from 4 to 6 lanes	2035	RTP	\$1,407
4G07421	Montclair	Widen Central Ave grade separation on the Alhambra and Los Angeles Lines from 4 to 6 lanes	2035	RTP	\$5,930
4A01183	Montclair	Widen Monte Vista Ave from San Bernardino St to Arrow Hwy from 4 to 6 lanes	2025	RTP	\$3,872
4A01184	Montclair	Widen San Bernardino St from LA County Line to Benson Ave from 4 to 6 lanes	2025	RTP	\$4,776
4160062	Omnitrans	Downtown Transit Center enhancements - Additional 7,000 sf building	2021	RTP	\$7,500
4160047	Omnitrans	Implement regionally compatible smart fare media system	2019	RTP	\$3,000
4160059	Omnitrans	Implement rooftop solar at Omnitrans operations and maintenance facilities in Montclair and San Bernardino and at the Downtown San Bernardino Transit Center at E St and Rialto	2019	RTP	\$5,000
4160043	Omnitrans	Vehicle storage and maintenance facility for Access/BRT vehicles	2020	RTP	\$5,000
4120213	OmniTrans	West Valley Connector BRT from Pomona Metrolink Station to Sierra Ave	2025	RTP	\$242,000
4A07208	Ontario	Construct bridge on Francis St over Cucamonga Creek-sidewalk only	2025	RTP	\$903
4160061	Ontario	Construct Grade Separation on San Antonio Ave at UPRR (Alhambra and Los Angeles Line)	2035	RTP	\$24,000
4G0103/ 4G0109	Ontario	Construct 4-lane grade separation on San Antonio Ave at Alhambra/Los Angeles Line	2035	RTP	\$24,000
4160010	Ontario	SR-60 @ Vineyard Ave interchange reconstruction	2040	RTP	\$51,000

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4A07326	Ontario	Widen 1-lane bridge on Archibald Ave over Lower Deer Creek to 6 lanes	2025	RTP	\$179
4A07174	Ontario	Widen 2-lane bridge on Eight St over Cucamonga Creek to 4 lanes	2035	RTP	\$927
4A07278	Ontario	Widen 4-lane bridge on Archibald Ave over Upper Deer Creek Spillway to 6 lanes	2025	RTP	\$848
4A07277	Ontario	Widen 4-lane bridge on Archibald Ave over Upper Deer Creek to 6 lanes	2025	RTP	\$606
4A07327	Ontario	Widen 4-lane bridge on Holt Blvd over Cucamonga Creek to 6 lanes	2025	RTP	\$1,346
4160019	Ontario	Widen 8th St from West Cucamonga Channel to Grove Ave from 2 to 4 lanes	2035	RTP	\$156
4160020	Ontario	Widen Acacia St from Baker Ave to Vineyard Ave from 2 to 4 lanes	2035	RTP	\$70
4120145	Ontario	Widen Airport Dr from Rochester Ave to Etiwanda Ave from 2 to 4 lanes	2025	RTP	\$5,270
4A04189	Ontario	Widen Archibald Ave from Edison Ave to South Ontario City Limits from 2 to 6 lanes	2025	RTP	\$7,189
4160023	Ontario	Widen Archibald Ave from Inland Empire Blvd to 4th St from 4 to 6 lanes	2035	RTP	\$1,921
4A04190	Ontario	Widen Archibald Ave from Riverside Ave to Edison Ave from 2 to 6 lanes	2025	RTP	\$6,686
4160025	Ontario	Widen Bon View Ave from Mission Blvd to Belmont Ave from 2 to 4 lanes	2035	RTP	\$636
4A07325	Ontario	Widen bridge on Holt Blvd over West Cucamonga Creek from 4 to 6 lanes	2025	RTP	\$120
4A07317	Ontario	Widen bridge on Mission Blvd over Cucamonga Creek from 4 to 6 lanes	2025	RTP	\$988
4A07215	Ontario	Widen bridge on Mission Blvd over West Cucamonga Creek from 4 to 6 lanes	2025	RTP	\$337
4A07267	Ontario	Widen bridge on Riverside Dr over Cucamonga Creek from 4 to 6 lanes	2035	RTP	\$526
4A04193	Ontario	Widen Campus Ave from Riverside Dr to Merrill Ave from 2 to 4 lanes	2025	RTP	\$5,016
4160026	Ontario	Widen Campus Ave from Woodlawn St to Mission Blvd from 2 to 4 lanes	2035	RTP	\$1,130
4A04197	Ontario	Widen Edison Ave from Euclid Ave to Walker Ave from 2 to 8 lanes	2025	RTP	\$8,268
4A04196	Ontario	Widen Edison Ave from Mill Creek Ave to Milliken Ave from 2 to 8 lanes	2025	RTP	\$3,177
4A04198	Ontario	Widen Edison Ave from Vineyard Ave to Mill Creek Ave from 2 to 8 lanes	2025	RTP	\$20,727
4A04199	Ontario	Widen Edison Ave from Walker to Vineyard Ave from 2 to 8 lanes	2025	RTP	\$3,042
4A04200	Ontario	Widen Eucalyptus Ave from Euclid Ave to Milliken Ave (Hamner Ave) from 2 to 4 lanes	2035	RTP	\$2,675
4A04201	Ontario	Widen Euclid Ave from Riverside Dr to Merrill Ave from 2 to 4 lanes (NB only)	2035	RTP	\$10,999
SBD59004	Ontario	Widen Francis St from Bon View Ave to Grove from 2 to 4 lanes (storm drain from Bon View to Parco)	2035	RTP	\$9,600
4G0104/ 4G0112	Ontario	Widen grade separation @ UPRR Alhambra/Los Angeles Lines from 2 to 4 lanes	2032	RTP	\$24,000
4A04206	Ontario	Widen Grove Ave from Riverside Dr to Merrill Ave from 2 to 4 lanes	2035	RTP	\$8,192
4160035	Ontario	Widen Guasti Rd from Holt Blvd to Archibald Ave from 2 to 4 lanes	2035	RTP	\$932
4A04208	Ontario	Widen Haven Ave from Riverside Dr to Bellegrave Ave from 2 to 4 lanes	2035	RTP	\$3,512
4A04214	Ontario	Widen Mill Creek Ave from Riverside Dr to Bellgrave Ave 2-4 lanes	2025	RTP	\$3,512
4A04215	Ontario	Widen Milliken Ave (Hamner Ave) from Edison Ave to South Ontario City Limits from 2 to 3 lanes (SB Only)	2025	RTP	\$1,672
4A04216	Ontario	Widen Milliken Ave (Hamner Ave) from Riverside Ave to Edison Ave from 1 to 4 lanes (SB Only)	2025	RTP	\$4,012
4160044	Ontario	Widen Milliken/Hamner Ave from SR-60 to Riverside Dr from 4 to 6 lanes	2035	RTP	\$381
4A04218	Ontario	Widen Ontario/Hellman Ave from Riverside Dr to Bellgrave from 0 to 2/4 lanes	2030	RTP	\$4,346
4A07266	Ontario	Widen Philadelphia St from Campus Ave to 750' e/o Grove Ave from 2 to 4 lanes	2030	RTP	\$817
4160050	Ontario	Widen Phillips St from Benson Ave to Mountain Ave from 2 to 4 lanes	2035	RTP	\$802
4A04219	Ontario	Widen Riverside Dr from Euclid Ave to Milliken Ave from 2 to 4 lanes	2030	RTP	\$4,793
4160060	Ontario	Widen San Antonio Ave from Park St to Phillips St from 2 to 4 lanes	2035	RTP	\$1,746
4A04220	Ontario	Widen Schaefer Ave from Euclid Ave to Haven Ave from 0 to 4 lanes	2030	RTP	\$3,760

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4160063	Ontario	Widen State St from Bon View Ave to Grove Ave from 2 to 4 lanes	2035	RTP	\$870
4160066	Ontario	Widen Turner Ave from Inland Empire Blvd to 4th St from 2 to 4 lanes in southbound direction only	2035	RTP	\$714
4A01222	Ontario	Widen Vineyard Ave from 4th St to I-10 from 4 to 6 lanes	2025	RTP	\$1,206
4A04223	Ontario	Widen Vineyard Ave from Riverside Dr to Merrill Ave from 0 to 6 lanes	2025	RTP	\$5,850
4160070	Ontario	Widen Walker Ave from Riverside Dr to Merrill Ave from 2 to 4 lanes	2035	RTP	\$4,346
201134	Rancho Cucamonga	Construct Grade Separation for Etiwanda Ave @ SCRRRA tracks	2025	RTP	\$54,050
4120172	Rancho Cucamonga	Construct new 4-lane bridge at Wilson and Day Creek Channel	2025	RTP	\$1,766
201138	Rancho Cucamonga	Construct new 4-lane divided Youngs Canyon Rd from San Sevaine to Cherry Ave	2026	RTP	\$1,700
200152	Rancho Cucamonga	I-15 @ Arrow Route - Construct new interchange between Arrow Route and Foothill Blvd	2040	RTP	\$91,370
4120153	Rancho Cucamonga	Widen 6th St at Cucamonga Creek Channel from 2 to 4 lanes	2025	RTP	\$440
4120157	Rancho Cucamonga	Widen Arrow Rte at Etiwanda Ditch from 2 to 4 lanes	2025	RTP	\$884
20020134	Rancho Cucamonga	Widen Arrow Rte from Etiwanda Ave to east city limit from 2 to 4 lanes	2035	RTP	\$1,100
4120163	Rancho Cucamonga	Widen Arrow Rte from Grove St to Baker St from 2 to 4 lanes	2025	RTP	\$1,550
4120155	Rancho Cucamonga	Widen Baseline Rd from Etiwanda Ave to I-15 from 4 to 6 lanes	2025	RTP	\$585
200023	Rancho Cucamonga	Widen Cherry Ave from south city limits to Wilson Ave from 2 to 4 lanes	2035	RTP	\$830
4120165	Rancho Cucamonga	Widen Church Ave from Archibald Ave to Haven Ave from 2 to 4 lanes	2025	RTP	\$1,802
4120156	Rancho Cucamonga	Widen East Ave from Chateau Dr to Victoria Ave from 2 to 4 lanes	2025	RTP	\$628
4120148	Rancho Cucamonga	Widen East St from Wilson Ave to North Rim Way (new) from 2 to 4 lanes	2025	RTP	\$246
4120152	Rancho Cucamonga	Widen Etiwanda Ave from Miller Ave to 850' n/o Miller Ave, NB only from 3 to 4 lanes	2025	RTP	\$363
4120169	Rancho Cucamonga	Widen Etiwanda Ave from 6th St to Arrow Route from 2 to 4 lanes	2025	RTP	\$5,060
4120164	Rancho Cucamonga	Widen Etiwanda Ave from Banyan Rd to Wilson Ave from 2 to 4 lanes	2025	RTP	\$1,676
4120149	Rancho Cucamonga	Widen Etiwanda Ave from existing terminus to North Rim Way (new) from 0 to 2 lanes	2025	RTP	\$333
4120166	Rancho Cucamonga	Widen Foothill Blvd from Archibald Ave to Hermosa Ave from 4 to 6 lanes	2025	RTP	\$2,236
4120168	Rancho Cucamonga	Widen Foothill Blvd from Vineyard Ave to Archibald Ave from 4 to 6 lanes	2025	RTP	\$3,534
4160034	Rancho Cucamonga	Widen Grove from San Bernardino Ave to Foothill Blvd from 1 to 2 lanes (east side only)	2025	RTP	\$714
4120158	Rancho Cucamonga	Widen Hellman Ave at Cucamonga Creek Channel from 2 to 4 lanes	2025	RTP	\$884
4120167	Rancho Cucamonga	Widen Miller Rd from Etiwanda Ave to East St from 2 to 4 lanes	2025	RTP	\$1,956
4M07034	Rancho Cucamonga	Widen northbound on-ramp to 2 lanes to the metering point, transition to 1 lane at the gore & install ramp metering	2025	RTP	\$1,050
4120151	Rancho Cucamonga	Widen Victoria Ave from Etiwanda High School to I-15 from 2 to 4 lanes	2025	RTP	\$344
4120171	Rancho Cucamonga	Widen Wilson Ave from Milliken Ave to Day Creek Blvd from 0 to 4 lanes	2025	RTP	\$7,067
4A01262B	Redlands	Widen 5th Ave from Crafton Ave to Wabash Ave from 2 to 4 lanes	2025	RTP	\$3,387
4A01237	Redlands	Widen Alabama St from 3rd St to San Bernardino Ave from 2 to 4 lanes at Santa Ana River	2025	RTP	\$7,150
4A07017	Redlands	Widen Alabama St from Lugonia Ave to Barton Rd from 4 to 6 lanes	2025	RTP	\$17,408
4A07042	Redlands	Widen Alabama St from North Redlands City Limits to Palmetto Ave from 2 to 4 lanes	2025	RTP	\$7,700
4A07184	Redlands	Widen California St from Redlands Blvd to Palmetto Ave from 5 to 6 lanes (add NB lane for 3 lanes in each direction)	2025	RTP	\$45,000
4A01239	Redlands	Widen Church St from Colton Ave to Redlands Blvd from 2 to 4 lanes	2025	RTP	\$4,150
SBD58044	Redlands	Widen Citrus Ave Auburn Ct to Wabash Ave from 2 to 4 lanes	2035	RTP	\$525
4A04240	Redlands	Widen Citrus Ave from Dearborn St to Wabash Ave from 2 to 4 lanes	2025	RTP	\$1,149
4120173	Redlands	Widen Colton Ave from Wabash Ave to Crafton Ave from 2 to 4 lanes	2025	RTP	\$2,358

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4120237	Redlands	Widen Crafton Hills Pkwy from Wabash Ave to East Redlands City Limits from 0 to 2 lanes	2025	RTP	\$6,875
4A01241	Redlands	Widen Cypress Ave from I-10 to Citrus Av from 2 to 4 lanes	2025	RTP	\$750
4A01243	Redlands	Widen Ford St from 5th Ave to I-10 from 2 to 4 lanes	2025	RTP	\$1,999
4A07295	Redlands	Widen Greenspot Rd from 0.19 m n/o Florida St to Florida St from 2 to 4 lanes	2035	RTP	\$431
4A07261	Redlands	Widen Highland Ave from Cajon St to Ford St from 2 to 4 lanes	2035	RTP	\$4,000
4A01245	Redlands	Widen Live Oak Cyn Rd from San Timoteo Cyn Rd to East Redlands City Limits from 2 to 4 lanes	2025	RTP	\$5,829
4A07255	Redlands	Widen Lugonia Ave from California St to Tennessee St from 2 to 4 lanes	2035	RTP	\$3,300
4A01246	Redlands	Widen Lugonia Ave from Tennessee St to Orange St from 2 to 4 lanes	2025	RTP	\$3,355
4120175	Redlands	Widen Mountain View Ave from Lugonia Ave to San Bernardino Ave from 1 to 2 lanes (NB only)	2025	RTP	\$501
4A07112	Redlands	Widen Nevada St from Lugonia Ave to Palmetto Ave from 2 to 4 lanes	2025	RTP	\$3,375
200420	Redlands	Widen Orange St from north city limits to Riverview Dr from 2 to 4 lanes	2035	RTP	\$540
4A07154	Redlands	Widen Palmetto Ave from California St to Alabama St from 2 to 4 lanes	2025	RTP	\$2,565
4A01249	Redlands	Widen Redlands Blvd from West Redlands City Limits to Colton Ave from 4 to 6 lanes and widen intersection at Colton Ave	2025	RTP	\$12,356
4A01281	Redlands	Widen San Bernardino Ave from Alabama St to California St from 2 to 4 lanes	2025	RTP	\$5,050
4A01250	Redlands	Widen San Bernardino Ave from Church St to Wabash Ave from 2 to 4 lanes	2025	RTP	\$2,665
4120179	Redlands	Widen San Bernardino Ave from SR-210 to Orange St from 2 to 4 lanes	2025	RTP	\$1,915
4A01254	Redlands	Widen San Timoteo Cyn Rd from RR Crossing to Live Oak Cyn Rd from 2 to 4 lanes	2035	RTP	\$6,895
4A07253	Redlands	Widen Wabash Ave from Colton Ave to San Bernardino Ave from 2 to 4 lanes	2025	RTP	\$2,068
4A07381	Redlands	Widen Wabash Ave from Redlands City Limits to I-10 from 2 to 4 lanes	2025	RTP	\$101
4160058	Rialto	Construct Grade Separation for Riverside Ave @ UPRR and widen bridge from 5 to 7 lanes	2030	RTP	\$37,575
4120181	Rialto	Widen Alder Ave from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes	2025	RTP	\$1,800
4120183	Rialto	Widen Casmalia Ave from 0.3 miles e/o Sierra Ave to Ayala Dr from 2 to 4 lanes	2025	RTP	\$4,600
4160027	Rialto	Widen Cedar Ave from Randall Ave to Baseline Rd from 4 to 6 lanes	2025	RTP	\$5,020
4120184	Rialto	Widen Linden Ave from Baseline Ave to Miro Way from 2 to 4 lanes	2025	RTP	\$500
4160039	Rialto	Widen Linden Ave from Miro Way to Renaissance Pkwy from 0 to 4 lanes	2025	RTP	\$2,880
4120185	Rialto	Widen Locust Ave from Baseline Ave to Miro Way from 2 to 4 lanes	2025	RTP	\$500
4160040	Rialto	Widen Locust Ave from Miro Way to Renaissance Pkwy from 0 to 4 lanes	2025	RTP	\$2,640
4160041	Rialto	Widen Merrill Ave from 0.11 m e/o Cactus Ave to Lilac Ave from 3 to 4 lanes (Add 1 WB lane)	2030	RTP	\$140
4A07120	Rialto	Widen Merrill Ave from Linden Ave to 0.12 miles e/o Linden Ave from 3 to 4 lanes	2030	RTP	\$120
4120231	Rialto	Widen Randall Ave from Linden Ave to Riverside Ave from 2 to 4 lanes	2025	RTP	\$3,400
4120180	Rialto	Widen Renaissance Pkwy from Alder Ave to Ayala Dr from 2 to 4 lanes	2025	RTP	\$1,550
4A07199	Rialto	Widen Rialto Ave from Olive Ave to Sycamore Ave from 2 to 4 lanes	2025	RTP	\$340
4160054	Rialto	Widen Rialto Ave from Sycamore Ave to Eucalyptus Ave from 2 to 4 lanes	2025	RTP	\$1,000
4A01259	Rialto	Widen Riverside Ave from 0.25 miles s/o Valley Blvd to Slover Ave from 2 to 3 lanes (SB only)	2025	RTP	\$260
4160056	Rialto	Widen Riverside Ave from 0.35 m s/o Sierra Ave to Alder Ave from 4 to 6 lanes	2030	RTP	\$2,120
4A01258	Rialto	Widen Riverside Ave from Agua Mansa Rd to Slover Ave from 4 to 6 lanes	2030	RTP	\$3,460
4160055	Rialto	Widen Riverside Ave from Foothill Blvd to Easton St from 4 to 6 lanes	2025	RTP	\$3,760
4120187	Rialto	Widen Riverside Ave from Gateway Plaza to San Bernardino Ave from 4 to 6 lanes	2025	RTP	\$660
4A07237	Rialto	Widen Riverside Ave from Locust Ave to 0.1 miles s/o Cedar Ave from 3 to 6 lanes	2030	RTP	\$3,150
4160057	Rialto	Widen Riverside Ave from San Bernardino Ave to Rialto Ave from 4 to 6 lanes	2025	RTP	\$2,900

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4120188	Rialto	Widen Riverside Ave from Sierra Ave to 0.35 miles s/o Sierra Ave from 2 to 6 lanes	2030	RTP	\$1,400
4A07101	Rialto	Widen San Bernardino Ave from Lilac Ave to Sycamore Ave from 2 to 4 lanes	2030	RTP	\$1,520
4A07003	San Bernardino, City	Replace I-10 Bridge to Widen Waterman Ave from Hospitality Ln to Redlands Blvd from 4 to 6 Lanes	2030	RTP	\$30,000
4A07230	San Bernardino, City	Widen 5th St from Pedley Rd to Tippecanoe Ave from 2 to 4 lanes	2025	RTP	\$1,181
4A07292	San Bernardino, City	Widen 5th St from Warm Creek to Pedley Ave from 2 to 4 lanes	2030	RTP	\$1,148
4A07081	San Bernardino, City	Widen Coulston Ave from Tippecanoe Ave to Mountain View Ave from 2 to 4 lanes	2030	RTP	\$4,224
4A07380	San Bernardino, City	Widen Del Rosa Ave from Del Rosa Dr to San Bernardino City Limits from 2 to 4 lanes	2025	RTP	\$90
4A07094	San Bernardino, City	Widen Electric Ave from Mt View Ave to Northpark Blvd from 2 to 4 lanes	2030	RTP	\$3,840
4A07176	San Bernardino, City	Widen G St from Mill St to Rialto Ave from 2 to 4 lanes	2030	RTP	\$2,299
4A07177	San Bernardino, City	Widen Little League Dr from Kendall Dr to Belmont Ave from 2 to 4 lanes	2030	RTP	\$5,000
4A07243	San Bernardino, City	Widen Mill St from Pepper Ave to Meridian Ave from 2 to 4 lanes	2030	RTP	\$960
4120190	San Bernardino, City	Widen Mt View Ave from Coulston Ave to Mission Creek Channel (Zanja) from 2 to 4 lanes (SB only)	2025	RTP	\$345
4A07264	San Bernardino, City	Widen Mt View Ave from Thompson Pl to Electric Ave from 2 to 4 lanes	2030	RTP	\$768
4A07247	San Bernardino, City	Widen Palm Ave from Cajon Blvd to I-215 from 2 to 4 lanes	2025	RTP	\$912
4A07198	San Bernardino, City	Widen Perris Hill Park Rd from 21st St to Pacific St from 2 to 4 lanes	2025	RTP	\$1,839
4A07244	San Bernardino, City	Widen Pine Ave from Kendall Dr to Belmont Ave from 2 to 4 lanes	2035	RTP	\$960
4A07148	San Bernardino, City	Widen Rancho Rd from Colton City Limits to 5th St from 2 to 4 lanes	2025	RTP	\$3,218
4A07135	San Bernardino, City	Widen Rialto Ave from Lena Rd to Tippecanoe Ave from 2 to 4 lanes	2030	RTP	\$2,880
4A07178	San Bernardino, City	Widen Rialto Ave from Sierra Way to Waterman Ave from 2 to 4 lanes	2025	RTP	\$2,299
4120191	San Bernardino, City	Widen State St from Hanford St to n/o Cajon Blvd from 2 to 4 lanes	2035	RTP	\$6,000
4A07152	San Bernardino, City	Widen Tippecanoe Ave from Mill St to Harriman from 4 to 6 lanes	2030	RTP	\$25,000
4A01292	San Bernardino, City	Widen Waterman Ave from 5th St to Baseline Ave from 4 to 6 lanes	2030	RTP	\$6,912
4160069	San Bernardino, County	Construct Grade Separation for Vista Rd @ SFRR	2035	RTP	\$31,000
4AL04	San Bernardino, County	Countywide Arterial Improvements	2035	RTP	\$1,340,714
4G0167	San Bernardino, County	Extend Shadow Mountain Rd and construct 4-lane road including bridge over Mojave River and grade separation over RR from Helendale Rd to National Trails Hwy	2025	RTP	\$50,000
4M01032	San Bernardino, County	I-10 @ Wabash Ave interchange improvements	2040	RTP	\$40,000
4A07130	San Bernardino, County	Intersection Improvements for Daley Canyon Rd @ SR-18	2025	RTP	\$3,000
4160013	San Bernardino, County	Operational improvements on SR-62 from East Yucca Valley Town Limits to West Twentynine Palms City Limits	2035	RTP	\$527
4A07131	San Bernardino, County	Pave dirt road Midway Ave from SR-19 to SR-247 as 2-lane road	2025	RTP	\$3,000
4G07420	San Bernardino, County	Replace Grade Separation and widen underpass at National Trails Hwy and Oro Grande Grade Separation from 2 to 4 lanes	2025	RTP	\$29,000
4120192	San Bernardino, County	Various ITS Projects Throughout San Bernardino County	2035	RTP	\$471,291
4A07349	San Bernardino, County	Widen Alder Ave from Taylor St to Valley Blvd from 2 to 4 lanes	2025	RTP	\$217
4A07251	San Bernardino, County	Widen Alder Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	2025	RTP	\$406
4A07294	San Bernardino, County	Widen Benson Ave from Howard St to State St from 2 to 4 lanes	2025	RTP	\$519
4A07298	San Bernardino, County	Widen Benson Ave from Phillips Blvd to Howard St from 2 to 4 lanes	2025	RTP	\$577
4A07143	San Bernardino, County	Widen Calabash Ave from Whittram Ave to Foothill Blvd from 2 to 4 lanes	2025	RTP	\$1,740
4A07238	San Bernardino, County	Widen Crafton Hills Pkwy from South Redlands City Limits to Crafton Hills from 0 to 2 lanes	2035	RTP	\$6,329
4A07333	San Bernardino, County	Widen East End Ave from Phillips Blvd to Grand Ave from 2 to 4 lanes	2030	RTP	\$309

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4A07099	San Bernardino, County	Widen El Evado Rd from Air Expressway to Hopland Dr from 0 to 4 lanes	2035	RTP	\$7,200
4A07162	San Bernardino, County	Widen Florida St from Greenspot Rd to Garnet St from 2 to 4 lanes	2025	RTP	\$409
4A07352	San Bernardino, County	Widen Garnet St from 0.08 miles s/o Mentone Ave to Mentone Ave from 2 to 4 lanes	2035	RTP	\$429
4A07320	San Bernardino, County	Widen Garnet St from Mentone Ave to SR-38 from 2 to 4 lanes	2035	RTP	\$430
4A07169	San Bernardino, County	Widen Garnet St from Newport Ave to Florida St from 2 to 4 lanes	2035	RTP	\$3,162
4A07314	San Bernardino, County	Widen Garnet St from SR-38 to Newport Ave from 2 to 4 lanes	2035	RTP	\$383
4A07111	San Bernardino, County	Widen Jurupa Ave from Cedar Ave to Lilac Ave from 2 to 4 lanes	2025	RTP	\$561
4A07315	San Bernardino, County	Widen Locust Ave from 7th St to 11th St from 2 to 4 lanes	2035	RTP	\$545
4A07183	San Bernardino, County	Widen Locust Ave from Jurupa Ave to Santa Ana Ave from 2 to 4 lanes	2035	RTP	\$2,056
4A07188	San Bernardino, County	Widen Locust Ave from San Bernardino Ave to Randall Ave from 2 to 4 lanes	2035	RTP	\$1,707
4A07193	San Bernardino, County	Widen Locust Ave from Santa Ana Ave to Slover Ave from 2 to 4 lanes	2035	RTP	\$1,648
4A07189	San Bernardino, County	Widen Locust Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	2035	RTP	\$1,403
4A07182	San Bernardino, County	Widen Mission Blvd from Central to Benson Ave from 4 to 6 lanes	2025	RTP	\$1,498
4A01276	San Bernardino, County	Widen Mission Blvd from LA County Line to Pipe Line Ave from 2 to 6 lanes	2025	RTP	\$1,014
4A07202	San Bernardino, County	Widen Monte Vista Ave from Phillips Blvd to State St from 2 to 4 lanes	2025	RTP	\$836
4A04401	San Bernardino, County	Widen Mulberry Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2025	RTP	\$580
4A04115	San Bernardino, County	Widen Mulberry Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	2025	RTP	\$964
4A07197	San Bernardino, County	Widen Olive St from Jackson St to Rancho Ave from 2 to 4 lanes	2025	RTP	\$1,553
4A07252	San Bernardino, County	Widen Phillips Blvd from East End Ave to Roswell Ave from 2 to 4 lanes	2025	RTP	\$379
4A07390	San Bernardino, County	Widen Phillips Blvd from LA County Line to East End Ave from 2 to 4 lanes	2025	RTP	\$100
4A07124	San Bernardino, County	Widen Phillips Blvd from Roswell Ave to Yorba Ave from 2 to 4 lanes	2025	RTP	\$3,026
4A07107	San Bernardino, County	Widen Phillips Blvd from Yorba Ave to Benson Ave from 2 to 4 lanes	2025	RTP	\$3,829
4120233	San Bernardino, County	Widen Pipeline Ave from 0.04 miles s/o Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	2025	RTP	\$3,204
4A07216	San Bernardino, County	Widen Pipeline Ave from Chino Ave to Riverside Dr from 2 to 4 lanes	2025	RTP	\$1,101
4A07061	San Bernardino, County	Widen Randall Ave from Cherry Ave to Poplar Ave from 2 to 4 lanes	2025	RTP	\$2,790
200816	San Bernardino, County	Widen Rock Springs Rd from Glendale Ave to Deep Creek Rd from 2 to 4 lanes (including bridge)	2020	FTIP	\$21,233
200816	San Bernardino, County	Widen Rock Springs Rd from Glendale Ave to Kiowa Rd (0.76 miles) from 2 to 4 lanes	2025	RTP	\$21,233
4A07033	San Bernardino, County	Widen San Bernardino Ave from Alder Ave to Laurel Ave from 2 to 4 lanes	2025	RTP	\$524
4A07240	San Bernardino, County	Widen San Bernardino Ave from Wabash Ave to Opal Ave from 2 to 4 lanes	2025	RTP	\$778
4120136	San Bernardino, County	Widen Santa Ana Ave from Mullberry Ave to Almond Ave from 2 to 4 lanes	2030	RTP	\$3,660
4A07153	San Bernardino, County	Widen Santa Ana Ave from Tamarind Ave to Locust Ave from 2 to 4 lanes	2030	RTP	\$2,551
4160018	San Bernardino, County	Widen SR-247 from North Yucca Valley Town Limits to Reche Rd from 2 to 4 lanes	2040	RTP	\$16,300
4160015	San Bernardino, County	Widen SR-62 from Riverside County Line to Yucca Valley Town Limits from 4 to 6 lanes	2030	RTP	\$30,689
4A07097	San Bernardino, County	Widen Summit Valley Rd from SR-138 to Ranchero Rd from 2 to 4 lanes	2035	RTP	\$21,000
20040210	San Bernardino, County	Widen Summit Valley Road from SH138 to Ranchero Rd from 2 to 4 lanes	2018	FTIP	\$21,000
4A07013	San Bernardino, County	Widen Sunburn Ave from SR-62 to Crestview Dr from 2 to 4 lanes; adjust vertical Profile safety	2030	RTP	\$15,000
4A07284	San Bernardino, County	Widen Valley Blvd from Cherry Ave to Hemlock Ave from 4 to 6 lanes	2025	RTP	\$633
4A07363	San Bernardino, County	Widen Walnut Ave from 0.10 miles s/o Roswell Ave to Roswell Ave from 2 to 4 lanes	2035	RTP	\$357
4160048	SANBAG	Direct Shuttle bus connection from Rancho Cucamonga Metrolink Station to Ontario Airport	2020	RTP	\$4,000
4122002	SANBAG	Double tracking of Metrolink San Bernarino Line between CP Central and CP Archibald in San Bernardino County	2030	RTP	\$94,500

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4160042	SANBAG	Double tracking of remaining single track segments of Metrolink San Bernardino Line	2040	RTP	\$300,000
4TL204	SANBAG	Elderly & Handicapped Assistance	2025	RTP	\$137,000
4120215	SANBAG	Express Bus Euclid Ave from Foothill Blvd to Pomona Rincon	2030	RTP	\$128,695
4120211	SANBAG	Express Bus Grand/Edison Ave from Chino Hills Pkwy to Milliken Ave	2030	RTP	\$30,088
4120206	SANBAG	Express Bus Haven Ave from Banyan St to Edison Ave	2030	RTP	\$18,387
4120209	SANBAG	Express Bus Riverside Avenue from Sierra Ave to University Ave	2030	RTP	\$28,416
4120205	SANBAG	Express Bus San Bernardino Ave from Sierra Ave to E St	2025	RTP	\$15,729
4120204	SANBAG	Express Bus Sierra Ave from Riverside Ave to Marygold Ave	2025	RTP	\$13,372
4160001	SANBAG	Express Lane Direct Connectors from SB I-15 to WB I-10 and reverse, NB I-15 to WB I-10 and reverse and WB I-10 to SB I-15 and reverse	2035	RTP	\$550,000
4120219	SANBAG	Full BRT Foothill/5th from Monte Vista Ave to Boulder Rd	2025	RTP	\$415,911
4120200	SANBAG	I-10 @ Alder Ave new interchange	2035	RTP	\$99,000
SBD031269	SANBAG	I-10 @ Beech Avenue - construct new interchange with 4-lane overcrossing	2035	RTP	\$113,023
4M01027	SANBAG	I-10 @ California St interchange improvements	2040	RTP	\$45,000
4160004	SANBAG	I-10 @ Grove Ave/4th St new interchange	2040	RTP	\$128,000
4120198	SANBAG	I-10 @ Mt Vernon Ave interchange improvements	2022	RTP	\$37,125
4H01003	SANBAG	I-10 from Ford St to Riverside County Line - Add 1 HOV lane each direction	2030	RTP	\$106,800
4M01045	SANBAG	I-215 @ Campus Pkwy new interchange	2040	RTP	\$57,000
OM630	SANBAG	I-215 @ Mt. Vernon/Washington St Interchange reconstruction	2035	RTP	\$109,048
4M01044	SANBAG	I-215 @ Palm Ave interchange improvements	2040	RTP	\$11,000
4160049	SANBAG	Passenger Rail Service from San Bernardino to Metrolink Line to Ontario Airport	2040	RTP	\$740,000
4120194	SANBAG	Redlands Passenger Rail - Add a second track/additional passing track throughout the corridor of Phase 1 project	2030	RTP	\$183,490
4M01047	SANBAG	SR-210 @ Del Rosa Ave interchange improvements	2040	RTP	\$36,000
4160017	SANBAG	SR-210 from I-215 to I-10 - Add HOV Lane	2040	RTP	\$110,000



**APPENDIX B - Aggressive Scenario**

RTP/FTIP ID	Lead Agency	Description	Year Complete	Project List	Project Cost
4160011	SANBAG	SR-60 @ Central Ave - Ultimate interchange improvements - possible ramp widening and auxiliary lanes	2040	RTP	\$50,000
4A01293	Twentynine Palms	Construct new 4-lane Lear Ave/Sunfair Rd from Poleline Rd to Marine Corps Air Station	2025	RTP	\$18,500
4160014	Twentynine Palms	Operational improvements including signal and intersection modification on SR-62 from West Twentynine Palms City Limits to Morongo Rd	2035	RTP	\$1,799
4A01297	Upland	Widen Central Ave from South Upland City Limits to Arrow Route from 4 to 6 lanes	2025	RTP	\$3,590
4M07004	Victorville	I-15 @ Bear Valley Rd interchange improvements	2040	RTP	\$25,000
4M1006	Victorville	I-15 @ Boulder Rd/Dale Evans Pkwy interchange reconstruction	2040	RTP	\$500
4M07014	Victorville	I-15 @ Mojave St new interchange	2035	RTP	\$50,000
4FR04	Victorville	SCLA - Track and intermodal yard improvements (Phases 1 through 4)	2030	RTP	\$673,305
4120227	Victorville	Widen 3rd Ave from 0.20 miles s/o Nisqualli Rd to 600 feet n/o Bear Valley Rd from 2 to 4 lanes	2025	RTP	\$1,400
4120228	Victorville	Widen 3rd Ave from 600' n/o Bear Valley Rd to Bear Valley Rd from 0 to 4 lanes	2025	RTP	\$400
4A07149	Victorville	Widen Amargosa Rd from Air Expressway to Village Dr from 0 to 4 lanes (includes wash crossing)	2035	RTP	\$6,000
4160022	Victorville	Widen Amethyst Rd from Bear Valley Rd to Sycamore Rd from 2 to 4 lanes	2035	RTP	\$1,000
4160021	Victorville	Widen Amethyst Rd from Mojave Dr to Dos Palmas Rd from 2 to 4 lanes	2035	RTP	\$4,000
4A07223	Victorville	Widen Amethyst Rd from Rancho Rd to Mojave Dr from 0 to 4 lanes	2035	RTP	\$8,000
4120235	Victorville	Widen Amethyst Rd from Sycamore Rd to Eucalyptus Rd from 0 to 4 lanes	2035	RTP	\$2,000
4A07285	Victorville	Widen Baldy Mesa Rd from La Mesa Rd to Olivine Rd from 0 to 4 lanes	2035	RTP	\$632
4A01310	Victorville	Widen Baldy Mesa Rd from Palmdale Rd to La Mesa Rd from 2 to 4 lanes	2035	RTP	\$3,000
4A07156	Victorville	Widen Bear Valley from US-395 to Monte Vista Rd from 2 to 6 lanes	2035	RTP	\$8,000
4A07355	Victorville	Widen Bear Valley Rd from 0.5 miles e/o I-15 to US-395 from 4 to 6 lanes	2035	RTP	\$11,000
4A07096	Victorville	Widen Bellflower Rd from Palmdale Rd to Sycamore St from 0 to 4 lanes	2035	RTP	\$12,000
4A07331	Victorville	Widen Civic Dr from Mojave Dr to Roy Rogers Dr from 0 to 4 lanes	2025	RTP	\$2,000
4A07307	Victorville	Widen El Evado Rd from Hopland Rd to Palmdale Rd (SR-18) from 2 to 4 lanes	2035	RTP	\$5,000
4160031	Victorville	Widen Eucalyptus St from 0.15 miles w/o Cobalt Rd to Mesa View Dr from 2 to 4 lanes	2035	RTP	\$3,800
4A07249	Victorville	Widen Eucalyptus St from Amargosa Rd to Amethyst Rd from 0 to 6 lanes	2025	RTP	\$2,400
4120224	Victorville	Widen Eucalyptus St from Amethyst Rd to 0.15 miles w/o Cobalt Rd from 0 to 4 lanes (includes wash crossing)	2035	RTP	\$3,600
4A07286	Victorville	Widen Eucalyptus St from Mesa View Dr to Bellflower Rd from 0 to 4 lanes (Victorville portion only)	2035	RTP	\$2,000
4A01325	Victorville	Widen Hook Blvd from US 395 to 0.4 miles west of Topaz Rd from 0 to 4 lanes	2035	RTP	\$4,000
4160036	Victorville	Widen Hook from Amethyst Rd to Topaz Rd from 2 to 4 lanes	2025	RTP	\$2,000
4A07387	Victorville	Widen Hopland St from 0.25 miles w/o Cobalt Rd to El Evado Rd from 2 to 4 lanes	2035	RTP	\$3,500
4A07309	Victorville	Widen Hopland St from US-395 to 0.25 miles w/o Cobalt Rd from 0 to 4 lanes	2035	RTP	\$5,200
4A07224	Victorville	Widen La Mesa Rd from Caughlin Rd to White Rd from 0 to 4 lanes	2035	RTP	\$4,000
4A07288	Victorville	Widen La Mesa Rd from Mesa View Dr to Cantina Rd from 0 to 4 lanes (Victorville portion only)	2025	RTP	\$2,600
4A07092	Victorville	Widen La Mesa Rd from White Rd to Mesa View Dr from 0 to 4 lanes	2035	RTP	\$14,000
4A07332	Victorville	Widen Mariposa Rd from 0.3 miles s/o Yates Rd to Palmdale Rd from 2 to 4 lanes	2035	RTP	\$1,800
4A07221	Victorville	Widen Monte Vista Rd from Palmdale Rd to Bear Valley Rd from 2 to 4 lanes	2035	RTP	\$5,000
4A01339	Victorville	Widen National Trail Highway from Mojave River to I-15 from 2 to 4 lanes	2025	RTP	\$4,600
4A07239	Victorville	Widen National Trails Hwy from Mojave River to 1.6 miles n/o Mojave River from 2 to 4 lanes	2035	RTP	\$3,200
4A01343	Victorville	Widen Ottawa St from Mariposa Rd to Third Ave from 0 to 4 lanes	2035	RTP	\$6,000

**APPENDIX B - Aggressive Scenario**

<b>RTP/FTIP ID</b>	<b>Lead Agency</b>	<b>Description</b>	<b>Year Complete</b>	<b>Project List</b>	<b>Project Cost</b>
4A07023	Victorville	Widen Palmdale Rd from US 395 to I-15 from 4 to 6 lanes	2035	RTP	\$8,600
4A07282	Victorville	Widen Rancho Rd from Amethyst Rd to El Evado Rd from 0 to 4 lanes	2035	RTP	\$2,000
4A07376	Victorville	Widen Rancho Rd from El Evado Rd to 0.4 miles w/o National Trails Highway from 2 to 4 lanes	2035	RTP	\$1,400
4A01362	Victorville	Widen Rancho Rd from National Trails Highway to 0.4 miles w/o National Trails Hwy from 0 to 4 lanes	2035	RTP	\$154
4A07113	Victorville	Widen Seneca Rd from Topaz Rd to Amargosa Rd from 2 to 4 lanes	2035	RTP	\$2,000
4A01354	Victorville	Widen Seneca Rd from US-395 to Topaz Rd from 0 to 4 lanes	2035	RTP	\$4,000
4A07075	Victorville	Widen Smoketree Rd from Topaz Rd to Amargosa Rd from 0 to 4 lanes (includes wash crossing)	2035	RTP	\$5,000
4A07359	Victorville	Widen Stoddard Wells from Dante St to I-15 from 2 to 4 lanes	2035	RTP	\$5,200
4160065	Victorville	Widen Topaz Rd from 0.3 mi. n/o Bear Valley Rd to Eucalyptus St from 2 to 4 lanes	2035	RTP	\$2,600
4160064	Victorville	Widen Topaz Rd from Dos Palmas Rd to Luna Rd from 2 to 4 lanes	2025	RTP	\$1,000
4A07283	Victorville	Widen Topaz Rd from Eucalyptus Rd to Smoketree Rd from 0 to 4 lanes	2035	RTP	\$4,000
4A07164	Victorville	Widen Topaz Rd from Hopland St to Dos Palmas Rd from 0 to 4 lanes	2035	RTP	\$12,000
4M04033	Yucaipa	I-10 @ Wildwood Cyn interchange improvements	2035	RTP	\$35,000
4A04415	Yucaipa	Widen 14th St from Yucaipa Blvd to Oak Glen Rd from 2 to 4 lanes	2025	RTP	\$4,405
4A01366	Yucaipa	Widen 5th St from Yucaipa Blvd to County Line Rd from 2 to 4 lanes	2025	RTP	\$5,215
4A07248	Yucaipa	Widen Ave E from 14th St to Bryant St from 2 lanes to 4 lanes	2025	RTP	\$894
4A04417	Yucaipa	Widen Bryant St from North Yucaipa City Limits to County Line Rd from 2 to 4 lanes	2025	RTP	\$7,796
4A01367	Yucaipa	Widen California St from Wildwood Cyn Rd to County Line Rd from 2 to 4 lanes	2025	RTP	\$1,535
4A01368	Yucaipa	Widen Calimesa Blvd from Oak Glen Rd to County Line Rd from 2 to 4 lanes	2025	RTP	\$2,820
4A01370	Yucaipa	Widen County Line Rd from Calimesa Blvd to Bryant St from 2 to 4 lanes	2025	RTP	\$2,499
4A01371	Yucaipa	Widen Live Oak Canyon Rd from West City Limit to I-10 from 2 to 4 lanes	2025	RTP	\$1,527
4A07041	Yucaipa	Widen Oak Glen Rd from Colorado St to Casa Blanca Ave from 2 to 4 lanes	2025	RTP	\$7,748
4A01376A	Yucaipa	Widen Wildwood Cyn Rd from Calimesa Blvd to Colorado St from 2 to 4 lanes	2025	RTP	\$1,359
4A01376B	Yucaipa	Widen Wildwood Cyn Rd from Colorado St to Holmes St from 2 to 4 lanes	2025	RTP	\$4,785
4A07022	Yucaipa	Widen Wildwood Cyn Rd from Outer Hwy I-10 St to Calimesa Blvd from 2 to 4 lanes	2025	RTP	\$11,905
4A04418	Yucaipa	Widen Yucaipa Blvd from I-10 to Bryant St from 4 to 6 lanes	2025	RTP	\$15,642
4160016	Yucca Valley	Operational Improvements including signal and intersection modifications on SR-62 from SR-247 to East Yucca Valley Town Limits	2035	RTP	\$1,053
4A01386	Yucca Valley	Widen SR-247 from North Yucca Valley Town Limits to SR-62 from 2 to 4 lanes	2035	RTP	\$15,317
4A01383	Yucca Valley	Widen SR-62 from Fairway Dr to SR-247 from 4 to 6 lanes	2030	RTP	\$20,904
4160071	Yucca Valley	Widen Yucca Mesa Dr from Buena Vista Dr to SR-62 from 2 to 4 lanes	2040	RTP	\$5,605
<b>Total</b>					<b>\$9,301,318</b>

FTIP	\$90,133
RTP	\$9,295,503
<b>Total</b>	<b>\$9,385,636</b>

## **APPENDIX B: SUMMARY OF PUBLIC OUTREACH**



## SUMMARY OF PUBLIC OUTREACH

This section summarizes the public outreach that included opportunities to comment on or were entirely focused on transportation and mobility topics. Table B1 summarizes the input received related to transportation and mobility during activities conducted between October 2015 and November 2018, followed by a narrative description of the outreach efforts. Note that issues identified through analysis of governmental data and other reports, are not summarized in Table B1. That information and implications are described elsewhere in this report.

**Table B1: Transportation & Mobility Issues Identified in Public Outreach, 2015–2018**

Issues Identified by the Community	Valley	Mountain	North Desert	East Desert
Lack of pedestrian connectivity	X	X	X	X
Safe routes to schools	X	X	X	X
Inadequate bike infrastructure / improved trails	X	X	X	X
Access to public transit		X	X	X
Road standards should relate to community context		X	X	X
Lack of administrative authority (state highways)		X		X
Improve/expand hiking trails	X	X		
Improve roadway levels of service	X	X		
Improve and expand equestrian infrastructure	X		X	
Improve bridge maintenance			X	X
Improve regulation of recreational vehicle use			X	X
Limited evacuation routes		X		
Potential High Desert Corridor			X	
Reduce highway speeds through communities				X
Need truck routes	X			
Need for tourist-oriented transit options		X		
Unpaved roads subject to flooding			X	X

Engaging residents in a county as large and diverse as San Bernardino required a robust effort to reach residents, agencies, and other stakeholders who live, work, or serve one or more of the county's communities. Between 2015 and 2017, the County engaged over 2,100 individuals from over 80 unincorporated communities throughout the county's four regions. The outreach consisted of over 70 meetings in over 30 different locations, along with in-person and online surveys (total of 910 survey responses).

The public meetings were designed to engage residents in a workshop setting to identify problems and potential solutions to address specific issues unique to each community planning area. Attendees were given a presentation and materials on the overall Countywide Plan effort. Specific questions asked of the community (in person and through the surveys), included the following:

- What areas are there for improvement in the community?
- What internal or external factors or resources could be opportunities for your community?
- What are threats to your community?
- What outside factors outside of the control of the community could threaten your community?

The second phase of public meetings took place in 2017 and 2018 through two rounds of 17 regional meetings in 13 different locations throughout the county's four regions. Over 600 individuals attended these meetings, including representatives from over 50 agencies and organizations associated with federal, state, regional, and local services and interests. The first round of regional meeting was designed to engage residents, agencies, service, providers, advocacy groups, and other stakeholders to identify and discuss issues that are unique to specific communities or regions or are countywide. The second round of regional meetings presented draft policy recommendations based on input received and as directed by state law. Throughout 2018, the County conducted individual interviews with service agencies, advocacy groups, and other organizationally-oriented stakeholders.

Finally, with over 100 communities spread across 20,000 square miles, the County anticipated that attendance at public meetings would not be feasible for many community members. To maximize input and access to information, the County posted all of the meeting material online ([countywideplan.com/cp](http://countywideplan.com/cp)) in advance of public meetings (with summary information and electronic versions of surveys posted after the meetings). An individual webpage was dedicated for each community planning area (e.g., [www.countywideplan.com/bloomington](http://www.countywideplan.com/bloomington)) so that community members could focus on information and provide input specific to their area of interest.

The County also maintained individual email addresses for each community (e.g., [bakercp@lus.sbcounty.gov](mailto:bakercp@lus.sbcounty.gov)) and provided an online submission form (no email required) for people to submit comments and questions. Over the span of the three-year outreach effort, the project website was used by over 13,000 unique visitors (excluding County and consultant usage), with the County receiving hundreds of comments and questions through the email addresses and online submission forms (anonymous if desired). A portion of these comments and questions addressed matters related to transportation and mobility.