

San Bernardino Investment Playbook

Project Details: Complete Streets

California's Complete Streets Act of 2008 (AB 1358) requires city officials "to plan for a balanced, multimodal transportation network that meets the needs of all users," including "motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation..." Investment in street improvements, street signage and striping, street trees, and transit signal prioritization for the sbX Green Line will ensure that the downtown street grid better accommodates those traveling on foot, by bicycle, and via public transit. These measures will enhance beautification and implement design standards informed by community needs and local culture.

RATIONALE

Like many California cities, San Bernardino was designed for a car-centric culture that prioritized the needs of those traveling by car. The streetscape of the downtown area reflects this approach, with wide streets, large blocks, limited tree canopy, and a traffic signal system that does not effectively accommodate bus rapid transit (BRT). Specific investments will be necessary if the City hopes to transform the downtown into a dense, walkable urban environment.

OBJECTIVES

- Create a safe, accessible, walkable downtown street grid that supports a variety of multimodal transportation options
- Mitigate heat within the downtown by expanding the urban tree canopy
- Enhance the visual appeal of downtown streets

ADDITIONAL DETAILS

Street Improvements

Improvements will affect 38,030 feet of downtown streets. Needed street improvements include sidewalk installation, new striping and pavement marking, signage, high-visibility crosswalks, curb extensions, street surfacing, and curb and gutter installation.

Transit Signal Prioritization (TSP)

Replacing existing TSP system on sbX Green Line with a more effective infrared system will achieve travel time savings for transit passengers and more efficient traffic flow along E Street and Hospitality Lane.

- Preliminary study / design work (consultant with help from City and Omnitrans)
- Infrared transmitter installation on fourteen buses
- Infrared detector and cell communication card installation at 50 intersections along the sbX Green Line Corridor
- Testing and parameter adjustment to ensure optimal functioning

COST

\$18.2M Downtown street improvements, signage, striping, etc.

\$7.5M sbX transit signal prioritization

- \$5.7M Construction / installation
- \$1.1M System design, 10 percent contingency / escalation
- \$700K Equipment

\$3.2M Downtown street tree planting

\$28.9M TOTAL

POTENTIAL FUNDING

Federal

Federal Transit Administration

USDOT Safe Streets and Roads for All Grant Program

USDOT Strengthening Mobility & Revolutionizing Technology (SMART) Grants

USDOT Transportation Alternatives Program (TAP)

State

Active Transportation Program

Affordable Housing and Sustainable Communities

CAL FIRE Urban and Community Forestry Program

Caltrans Clean California Local Grant Program

Clean Mobility Options Pilot Program

Climate Heat Impact Response Program

CNRA Environmental Enhancement and Mitigation Grant Program

CSCDA Total Road Improvement Program (TRIP)

CTC Local Partnership Program

CTC Local Streets and Roads Funding Program

High Road Construction Careers Program

High Road Training Partnership

IBank Infrastructure State Revolving Fund (ISRF) Program

ICARP Climate Adaptation Planning Grant Program

ICARP Community Resilience and Heat Grant Program

Infill Infrastructure Grant

Regional Climate Collaboratives (RCC) Program

ReLeaf Treecoverage Grant Program

Transformative Climate Communities (TCC) Program

Water Recycling Funding Program

LEAD ORGANIZATIONS

City of San Bernardino Public Works and Community and Economic Development Departments

SIMILAR PROJECTS ELSEWHERE

[Better Market Street \(SF\)](#)

[Eastside Access Improvement Project \(LA\)](#)

[Franklin Boulevard \(Sacramento\)](#)