



City of Grand Terrace



ACTIVE TRANSPORTATION PLAN

APPENDICES

Appendices

Appendix A	ATP CHECKLIST	A-1
Appendix B	STAKEHOLDER OUTREACH PLAN	B-1
Appendix C	BICYCLE PRIORITIZATION TABLE	C-1
Appendix D	PRIORITY PROJECT DESIGNS	D-1

A

ATP Checklist

ATP ACTIVE TRANSPORTATION PLAN GUIDELINES

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan. **See Chapter 5**
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan. **See Chapter 4**
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations. **See Chapter 4**

- d) A map and description of existing and proposed bicycle transportation facilities. **See Chapters 4 and 5**
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities. **See Chapters 4 and 5**
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. **See Chapter 5**
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels. **See Chapters 4 and 5**
- h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings. **See Chapters 4 and 5**
- i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations. **See Chapter 5**
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting. **See Chapter 5**
- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians. **See Chapter 5**
- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities. **See Chapter 3**
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan. **See Chapter 3**
- n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation. **See Chapters 5 and 6**
- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan. **See Chapter 8**
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

Stakeholder Outreach Plan

INTRODUCTION

The City of Grand Terrace is undertaking a project to develop an Active Transportation Plan (ATP) that incorporates bicycle, pedestrian, and transit systems. This ATP will establish a vision for the City and will guide the community toward a future where active transportation is a viable option for all ages who live, work, and play within its borders. The Plan will also increase access to public transit that connects to the overall San Bernardino region. It will create a transportation network that meets the needs for those who are transit dependent, those looking for an alternative, and recreational use. The Plan will provide city staff with the tools to seek funding from grants and public/private partnerships.

Stakeholder Outreach Plan. This Stakeholder Outreach Plan (SOP) describes community outreach and public engagement strategies for the ATP.

The Plan includes stakeholder education and involvement of a broad spectrum of stakeholders such as elected officials; schools; members of recreational, environmental, community-based, faith-based and business organizations, property owners; residents; and other interested persons. The process will be a collaboration that will bring together a wide range of people working toward a common goal. KPA will collaborate with staff to develop project information that will help stakeholders make informed decisions, and will take the lead in implementing the outreach.

GOALS

- Involve the public in the process as early as possible so their views can be considered in decision-making;
- Educate and engage stakeholders from all walks of life;
- With technical team members, design and facilitate three public workshops that lead to group understanding and iterative design;
- Define clearly the nature, scope, expected and actual output of public participation activities;
- Develop knowledgeable and credible Project Champions who can support the project so it can proceed on schedule and within budget;
- Deliver consistent, transparent, positive messages.

KEY MESSAGES

- Walking and bicycling around Grand Terrace can be safe and fun! You can make it happen!
- Getting around without using a car should be stress free and should become a popular, healthy, and sustainable option;
- It is important to connect destinations such as schools, workplaces, shopping and dining and other places of interest so that they are accessible by walking or bicycling;
- Improving connectivity to public transit will facilitate greater access

to opportunities throughout the broader San Bernardino region;

- ATP improvements will enhance conditions for people who walk, bike or take a bus;
- ATP improvements can elevate the attractiveness of the community, promote the cultural and artistic qualities of neighborhoods, spur economic growth for commercial districts, and improve the physical health of Grand Terrace residents.

STRATEGIES

- Utilize a range of engagement tools that encourage people to participate in three community workshops, including:
 - Calling elected officials and their representatives to inform them of the project and community meetings and/or City events where gathering input will take place;
 - Calling 12-16 community organizations, civic groups, and key individuals to inform them of the project and community meetings/events and encourage their support in building attendance with their memberships and networks;
 - Attending selected meetings of community organizations to announce dates and location of the Project's community meetings;
 - Contacting schools' principals to encourage parent and student involvement, especially in walking tours, bike tours and community workshops;
- Distributing workshop flyers and surveys at public counters, such as public libraries, recreational and senior centers in the project area;
- Using existing channels of information to disseminate workshop flyers, such as the public access channel, and city publications;
- Developing and making accessible an online survey for those who cannot attend public workshops.

OUTREACH PROGRAM MANAGEMENT

KPA will maintain on-going communication with City staff and team members through telephone calls, conference calls, and emails. We will attend team meetings, as determined, and provide updates, as required, on the progress of the outreach program, challenges, and issues encountered and propose solutions for team discussion.

Required: City review and approval process clarification. It is understood no outreach will be conducted without approval of this Stakeholder Outreach Plan.

KICKOFF MEETING OF THE PROJECT TEAM

KPA met with the City to clarify outreach team roles for the effective engagement of the public. In conjunction with the kickoff meeting, KPA discussed potential stakeholders and channels of information to promote the workshops.

Schedule: March 2017

OUTREACH TO ELECTED OFFICIALS

KPA will conduct phone calls to the federal, state, and county officials who represent Grand Terrace to inform their staff of the project and workshop. City staff will announce the community meetings at Grand Terrace's City Council and Commission meetings and will send information via email. This will prevent surprises when constituents call their elected officials to find out what is happening in their area.

Additionally, KPA will seek elected officials' assistance on obtaining agreement to use their organizations' information channels, i.e. websites, social media sites, mailers/newsletters, databases to promote meeting attendance, and to feature meeting invitations, project updates, and other positive messages. We will contact the offices of the following elected officials and provide meeting notices for electronic distribution to their constituents.

San Bernardino County Supervisor Office:

- San Bernardino County Board of Supervisors – 3rd District James Ramos County Supervisor

City of Grand Terrace Elected Council Members:

- Mayor - Darcy McNaboe
- Mayor Pro Tem – Sylvia Robles
- Councilmember Bill Hussey
- Councilmember Doug Wilson
- Councilmember Brian Reinarz

If appropriate, KPA will also contact the City Manager's Office—G. Harold Duffey--and ask that the workshop notices and project information be included in the City's website, social media venues, bulletin boards.

Schedule: 3-4 weeks prior to each community workshop.

COMMUNITY STAKEHOLDERS

KPA will continue to develop the list of stakeholders for City staff to review and approve as part of the outreach effort. It will include stakeholders who have been engaged in other City projects, and other potentially interested groups.

The following community stakeholders were discussed during the Kickoff Meeting.

Youth Sports Groups – Obtain contacts from the City staff

- Grand Terrace Foundation
- Chamber of Commerce
- Grand Terrace Lions Club
- Grand Terrace Leos
- Inland Empire Biking Alliance
- Colton Joint Unified School District (to also coordinate walking and bike tours)
 - Grand Terrace Elementary School

- Terrace View Elementary School
- Grand Terrace High School
- Terrace Hills Middle School
- Grand Terrace Club - Toastmasters
- Friends of Blue Mountain
- Grand Terrace Woman's Club
- The REC Center, Executive Director and Board Members

REGIONAL STAKEHOLDERS

- Women's Transportation Seminar, Inland Empire
- Inland Empire Biking Alliance
- Bicycle Commuter Coalition of the Inland Empire
- Inland Empire Transit Coalition
- SBCTA
- SBCOG
- Omni Trans

Prior to each community workshop, KPA will call organizations (using an approved phone script) to encourage their support in promoting and attending the workshops, in distributing the notices to their members, and placing the notice on their websites and social media networks. KPA will send a follow up email with a flyer attached.

Schedule: A minimum of three weeks prior to each community workshop

MEDIA OUTREACH

Social Media. In coordination with KTU+A, KPA will develop social media messages, such as Twitter, Facebook, and Instagram and submit to the City for dissemination. KPA will also work with the City, and contact community blogs and neighborhood Facebook sites, to ask for their assistance in posting workshop flyers. KPA will provide a draft of social media messages to the City for review, and its use.

PRESS RELEASES

KPA will write and submit for staff review and comment a press release prior to each of the three community workshops. Upon approval, KPA will submit the release on behalf of the City to blogs including Grand Terrace 92313 and Grand Terrace City News.

Schedule: 3 weeks prior to each workshop.

PUBLIC INFORMATION COUNTERS

KPA will distribute hard copy meeting notices prior to each community workshop at each of the following locations below. It is assumed that the City will provide copies of the flyers.

Libraries and Community Centers/Parks:

- Grand Terrace Branch Library
- Grand Terrace Senior Center
- The REC Center

Schedule: 3 weeks prior to each community workshop.

PROJECT DATABASE DEVELOPMENT AND MAINTENANCE

The project database will be maintained throughout the life of the project and will consist of key stakeholders, constituencies, organizations and individuals. Names will be added from meeting sign-in lists or individuals who have expressed an interest in being informed of the Project. Names and email addresses will be included to facilitate low-cost, environmentally sensitive electronic communications.

E-blast Community Workshops. KPA will send (by e-blasts) meeting notices and other communications to all email addresses on the project database. It is our intent to send out meeting notices by email with at least three-weeks advanced notice followed by two additional e-blast reminders.

Schedule: Three weeks in advance of each workshop.

SCHEDULE OF PROMOTIONS

KPA, with team collaboration, is suggesting the following schedule of tasks. It is assumed that City Staff will require five (5) business days to review and comment on deliverables.

TASKS	TIME OF SUBMITTAL TO THE CITY	CITY STAFF REVIEW PERIOD
Develop bilingual (English and Spanish) flyers and posters branding the positive image and message of the project.	Five (5) weeks prior to the event	Five (5) working days
Contact up to 16 community organizations and key stakeholders (as mentioned above) encouraging their support in promoting and attending the meetings. We will request that the meeting information be advertised in their social media accounts, websites, and newsletters.	City to approve the list in this SOP Five (5) weeks prior to the start of outreach. Phone/email scripts to be submitted four (4) weeks prior to the start of outreach	Phone/email scripts to be approved by the City within five (5) working days.
Send email blasts at least three (3) times before each community workshop.	Email script to be submitted three (3) weeks prior to the e-blasts	Five (5) working days
Develop a press release three (3) weeks prior to each meeting for distribution to news outlets.	To be submitted three (3) weeks prior to the release	Five (5) working days
Drop off flyers and posters at public counters. Flyers to be dropped off three (3) weeks prior to each community workshop.	Flyers to be prepared four (4) weeks prior to workshop	Five (5) working days
Promote workshops through social media.	Content to be used for the Social Media will be submitted two (2) weeks prior to each event.	Five (5) working days
Announcements at City of Grand Terrace Council meetings.	Content to be used at the announcements to be submitted two (2) weeks prior to the meetings.	Five (5) working days.

In coordination with City staff and the technical team, KPA will organize two (2) City Council/Planning Commission workshops right after the first and second workshops so officials will get an understanding of the public needs and input provided. KTUA will be responsible for developing meeting materials and presentation materials, including Power Point presentations, graphic exhibits, and large scale aerial color maps. KPA staff will attend to provide an overview of the outreach conducted, the number of participants, and the input received.

Schedule: Dates and times are to be determined in the future.

FACT SHEETS AND ONLINE SURVEY

A project fact sheet and online survey will provide an important baseline for driving, walking, transit use, and bicycling behavior and preferences throughout the City. This is a good way to introduce the project and gather relevant information that allows those who cannot attend the public workshops or are hesitant to speak in public to voice their opinions, ideals, and concerns. KTUA will develop the fact sheet and survey along with a link to interactive asset and opportunities maps for participants to add additional information. KPA will coordinate with providing the online survey along with the interactive map link to all contacts listed in the Project Database.

Schedule: Distribution of the fact sheet and online survey will begin up to three (3) weeks prior to the first workshop to begin announcing the AT Plan and the upcoming workshop/City event.

WALKING AND BIKE TOURS

To ensure optimal participation from parents, students, and school administrators and staff, KPA will organize and with KTUA staff, conduct four (4) walking tours at each the two elementary schools, one middle school and one high school in Grand Terrace. In addition, two (2) bike tours will be conducted at schools that wish to participate. The tours will play a key component to obtaining data information to further assist in developing and tracking existing/future Safe Routes to School (SRTS) projects and Active Transportation Plan throughout the City. KPA will contact the principals to ask for their approval and support

in coordination of the walking and bike tours. KPA will coordinate the meeting dates and times with the school and KTUA staff. KPA will provide two staff members to lead the Walking Tours.

KPA in coordination with KTUA will prepare the following material:

- Flyers to advertise the audits and tours and distribute to each school
- Prepare walking tour work sheets and maps. These materials will be provided for participants so they can take notes and for the project team to transcribe existing conditions and participant feedback.
- Sign in sheets
- Liability release form for participants

FINAL SUMMARY REPORT OF COMMUNITY WORKSHOPS

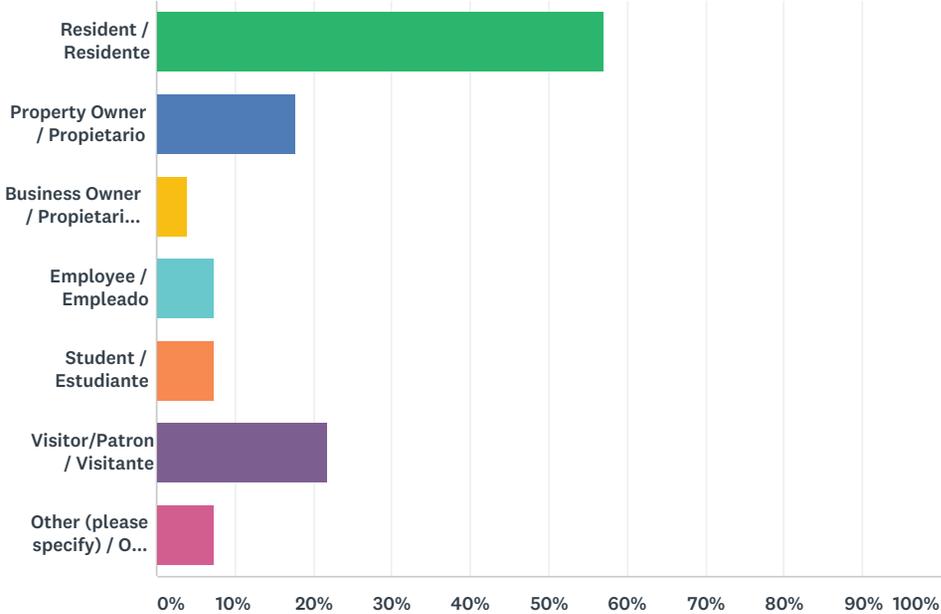
KPA will produce a Final Outreach Summary Report documenting all outreach activities undertaken, comments received, issues addressed and consensus expressed. Timing to be determined.

PUBLIC OUTREACH SUMMARY

The following pages summarize all the public input for the Grand Terrace Active Transportation Plan through various events and online surveys.

Q1 How would you best describe your relationship with Grand Terrace?
 (check all that apply) / ¿Cómo describiría su relación con Grand Terrace?
 (Seleccione todas las opciones que apliquen)

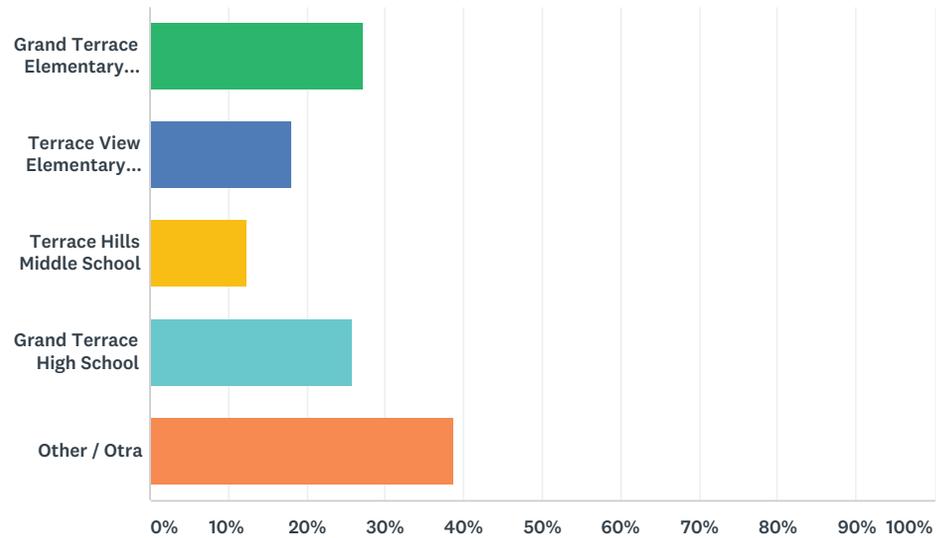
Answered: 203 Skipped: 3



ANSWER CHOICES	RESPONSES	
Resident / Residente	57.14%	116
Property Owner / Propietario	17.73%	36
Business Owner / Propietario de negocio	3.94%	8
Employee / Empleado	7.39%	15
Student / Estudiante	7.39%	15
Visitor/Patron / Visitante	21.67%	44
Other (please specify) / Otro (por favor especifique)	7.39%	15
Total Respondents: 203		

Q2 Is there a student(s) in the household? If so, what school(s) do they attend? / ¿Hay algún estudiante(s) en el hogar? De ser así, ¿a qué escuela asiste(n)?

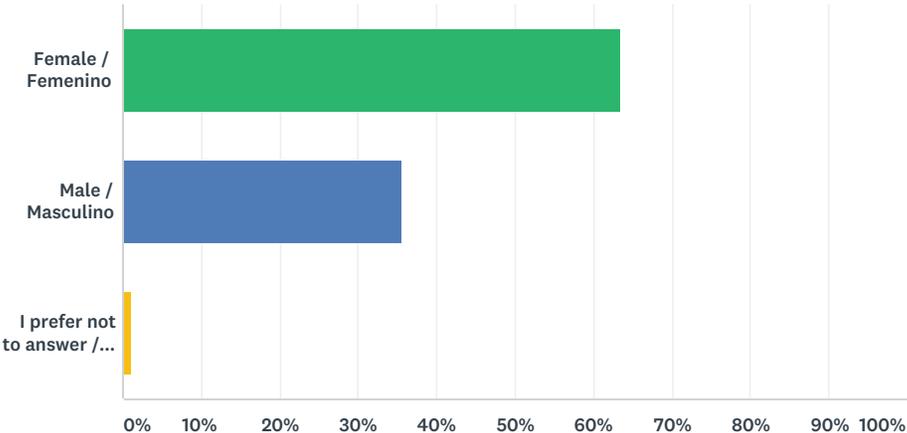
Answered: 155 Skipped: 51



ANSWER CHOICES	RESPONSES
Grand Terrace Elementary School	27.10% 42
Terrace View Elementary School	18.06% 28
Terrace Hills Middle School	12.26% 19
Grand Terrace High School	25.81% 40
Other / Otra	38.71% 60
Total Respondents: 155	

Q3 What is your gender? / ¿Cuál es su sexo?

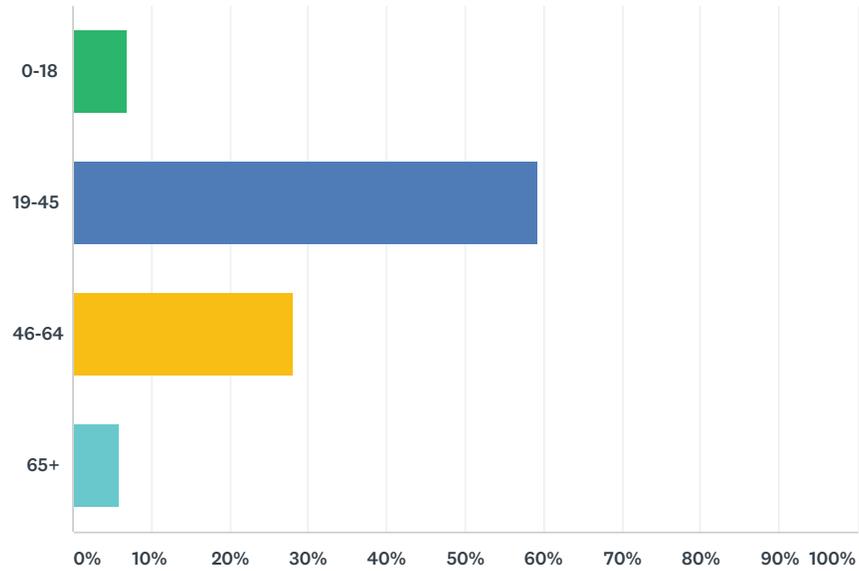
Answered: 202 Skipped: 4



ANSWER CHOICES	RESPONSES	
Female / Femenino	63.37%	128
Male / Masculino	35.64%	72
I prefer not to answer / Prefiero no responder	0.99%	2
TOTAL		202

Q4 What is your age? / ¿Qué edad tiene?

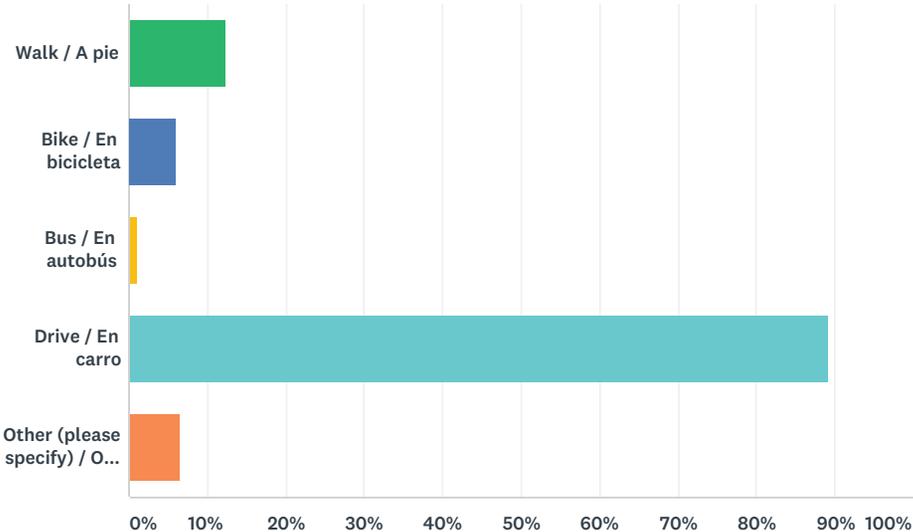
Answered: 203 Skipped: 3



ANSWER CHOICES	RESPONSES
0-18	6.90% 14
19-45	59.11% 120
46-64	28.08% 57
65+	5.91% 12
TOTAL	203

Q5 How do you get to work/school? (check all that apply) / ¿Cómo llega al trabajo o a la escuela? (Seleccione todas las opciones que apliquen)

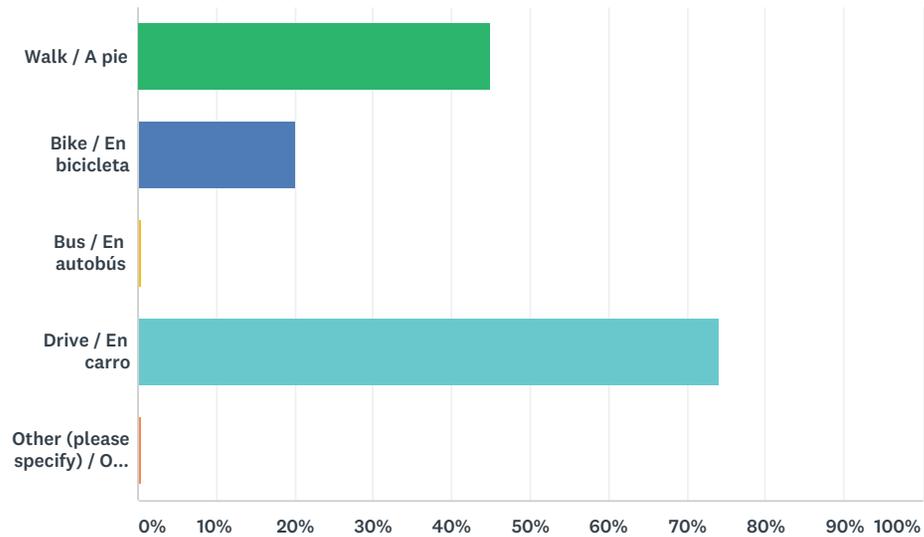
Answered: 201 Skipped: 5



ANSWER CHOICES	RESPONSES	
Walk / A pie	12.44%	25
Bike / En bicicleta	5.97%	12
Bus / En autobús	1.00%	2
Drive / En carro	89.05%	179
Other (please specify) / Otro (por favor especifique)	6.47%	13
Total Respondents: 201		

Q6 How do you get to the park? (check all that apply) / ¿Cómo llega al parque? (Seleccione todas las opciones que apliquen)

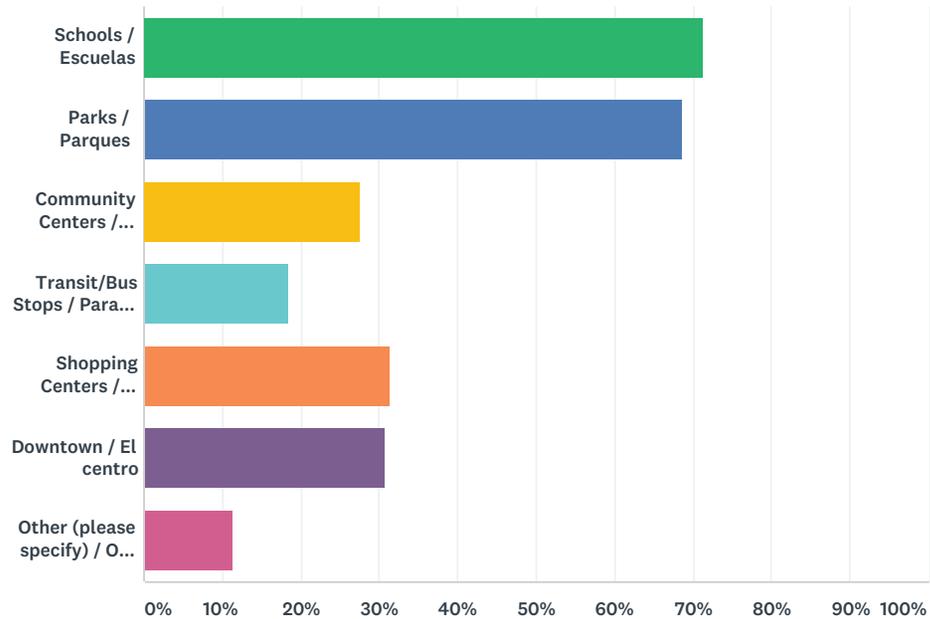
Answered: 200 Skipped: 6



ANSWER CHOICES	RESPONSES	
Walk / A pie	45.00%	90
Bike / En bicicleta	20.00%	40
Bus / En autobús	0.50%	1
Drive / En carro	74.00%	148
Other (please specify) / Otro (por favor especifique)	0.50%	1
Total Respondents: 200		

Q7 Where would you like to see better pedestrian and bicycling routes to? / ¿En dónde le gustaría ver mejores rutas peatonales y ciclistas?

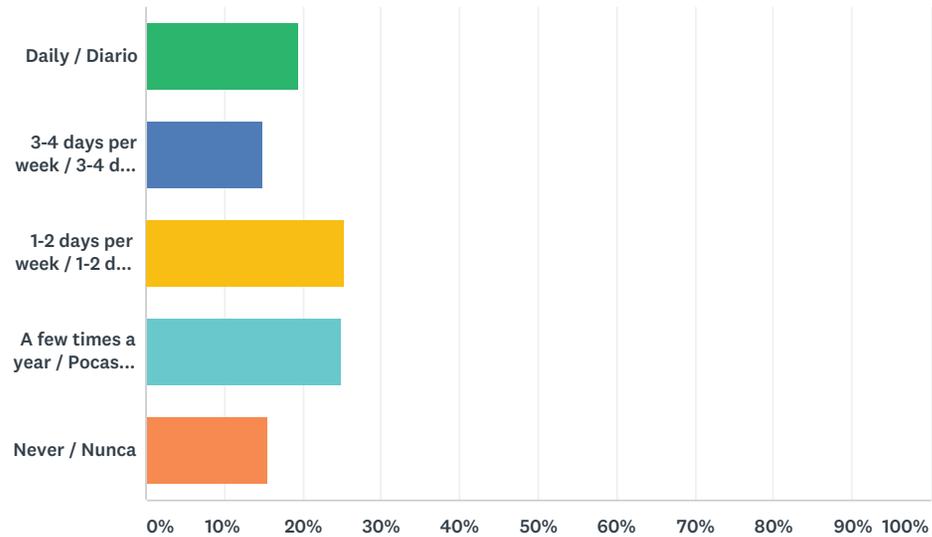
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ANSWER CHOICES	RESPONSES	
Schools / Escuelas	71.28%	139
Parks / Parques	68.72%	134
Community Centers / Centros comunitarios	27.69%	54
Transit/Bus Stops / Paradas de autobús	18.46%	36
Shopping Centers / Centros comerciales	31.28%	61
Downtown / El centro	30.77%	60
Other (please specify) / Otro (por favor especifique)	11.28%	22
Total Respondents: 195		

Q8 How often do you walk in Grand Terrace? / ¿Qué tan seguido camina en Grand Terrace?

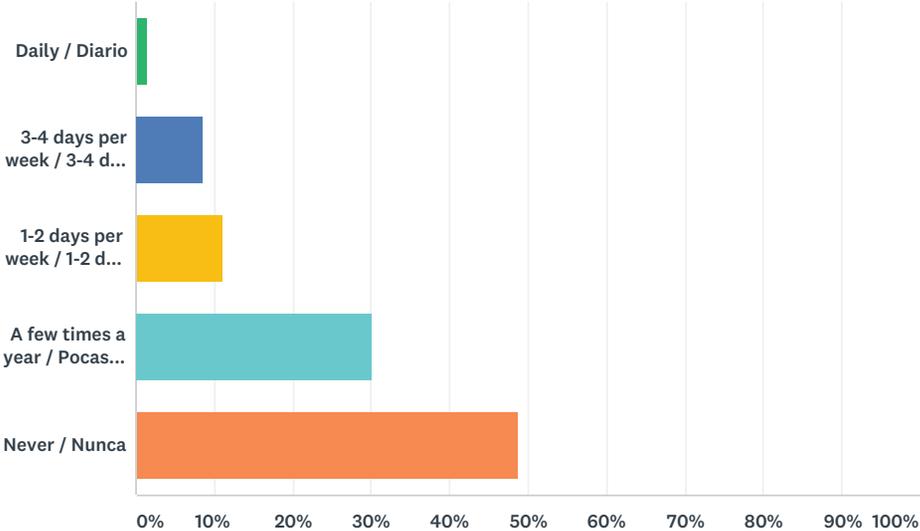
Answered: 201 Skipped: 5



ANSWER CHOICES	RESPONSES	
Daily / Diario	19.40%	39
3-4 days per week / 3-4 días a la semana	14.93%	30
1-2 days per week / 1-2 días a la semana	25.37%	51
A few times a year / Pocas veces al año	24.88%	50
Never / Nunca	15.42%	31
TOTAL		201

Q9 How often do you bike in Grand Terrace? / ¿Qué tan seguido anda en bicicleta en Grand Terrace?

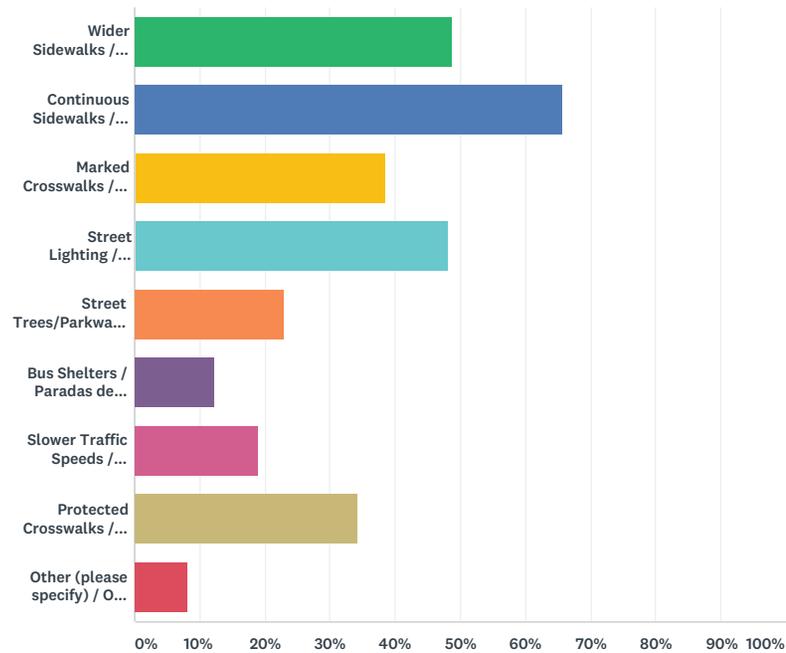
Answered: 199 Skipped: 7



ANSWER CHOICES	RESPONSES	
Daily / Diario	1.51%	3
3-4 days per week / 3-4 días a la semana	8.54%	17
1-2 days per week / 1-2 días a la semana	11.06%	22
A few times a year / Pocas veces al año	30.15%	60
Never / Nunca	48.74%	97
TOTAL		199

Q10 What would make walking better in Grand Terrace? (check all that apply) / ¿Qué haría que caminar fuera mejor en Grand Terrace? (Seleccione todas las opciones que apliquen)

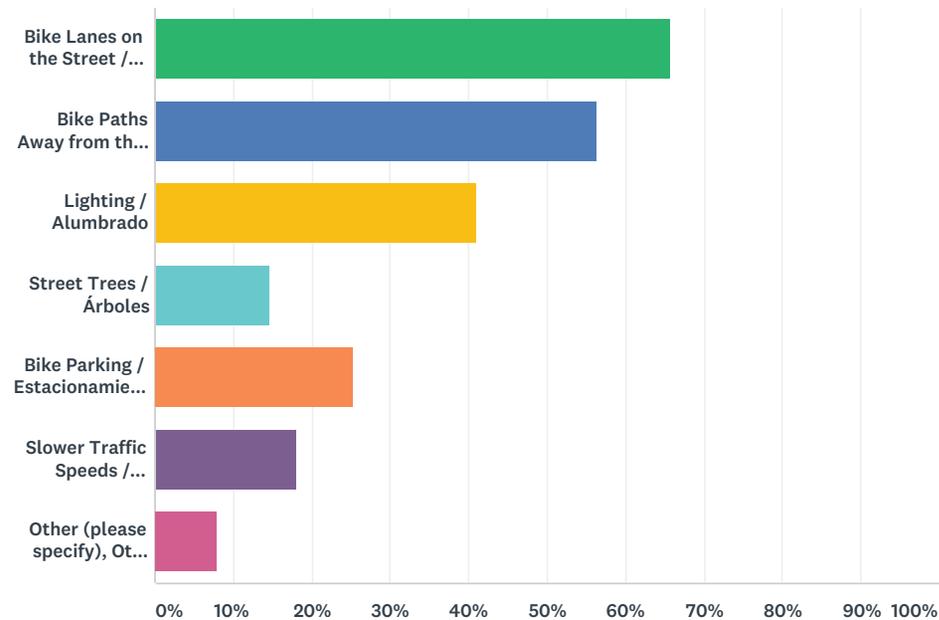
Answered: 195 Skipped: 11



ANSWER CHOICES	RESPONSES
Wider Sidewalks / Banquetas anchas	48.72% 95
Continuous Sidewalks / Banquetas continuas	65.64% 128
Marked Crosswalks / Cruces señalizados	38.46% 75
Street Lighting / Alumbrado	48.21% 94
Street Trees/Parkways / Árboles	23.08% 45
Bus Shelters / Paradas de autobús	12.31% 24
Slower Traffic Speeds / Velocidades de tráfico más lentas	18.97% 37
Protected Crosswalks / Cruces protegidos (altos o señales)	34.36% 67
Other (please specify) / Otro (por favor especifique)	8.21% 16
Total Respondents: 195	

Q11 What would make bicycling in Grand Terrace better? (check all that apply) / ¿Qué haría que andar en bicicleta fuera mejor en Grand Terrace? (Seleccione todas las opciones que apliquen)

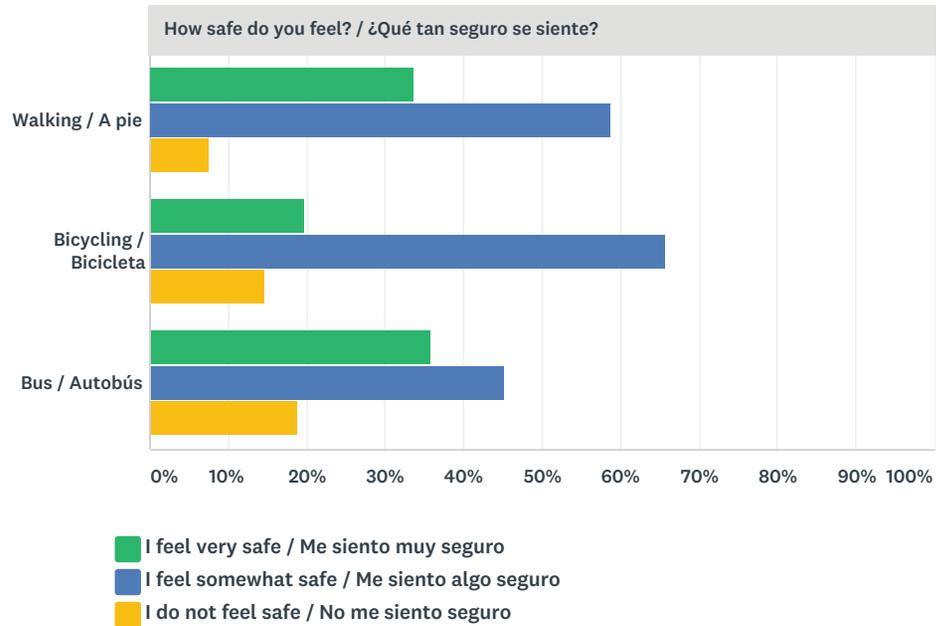
Answered: 190 Skipped: 16



ANSWER CHOICES	RESPONSES	
Bike Lanes on the Street / Carriles para bicicleta en las calles	65.79%	125
Bike Paths Away from the Street / Rutas para bicicleta fuera de la calle	56.32%	107
Lighting / Alumbrado	41.05%	78
Street Trees / Árboles	14.74%	28
Bike Parking / Estacionamiento para bicicletas	25.26%	48
Slower Traffic Speeds / Velocidades de tráfico más lentas	17.89%	34
Other (please specify), Otro (por favor especifique)	7.89%	15
Total Respondents: 190		

Q12 How safe do you feel when using the following types of transportation? / ¿Qué tan seguro se siente usando los siguientes modos de transporte?

Answered: 190 Skipped: 16



How safe do you feel? / ¿Qué tan seguro se siente?				
	I FEEL VERY SAFE / ME SIENTO MUY SEGURO	I FEEL SOMEWHAT SAFE / ME SIENTO ALGO SEGURO	I DO NOT FEEL SAFE / NO ME SIENTO SEGURO	TOTAL
Walking / A pie	33.70% 62	58.70% 108	7.61% 14	184
Bicycling / Bicicleta	19.75% 31	65.61% 103	14.65% 23	157
Bus / Autobús	35.85% 38	45.28% 48	18.87% 20	106

Q13 If you do not feel safe or comfortable, please explain why. / Si no se siente cómodo o seguro, por favor explica por qué.

The following comments have not been edited for grammar or punctuation. They have been included as received through the survey.

- Not enough lighting noticeable bike areas
- Homeless population
- Path has lots of graffiti homeless; Do not Bike on streets unsafe.
- Motorist don't give right of way to pedestrians in crosswalks.
- Need Lighting, More Security in our town.
- Some areas have no sidewalks or they end.
- Bad Neighborhoods/Homeless/Creepy
- Distracted Drivers, No Bike Lane or Pedestrian Infrastructure
- Dogs - Speed Limit
- Lack of sidewalk or poor quality sidewalks in neighborhoods. Need better lighting in neighborhoods.
- If there are sidewalks, they are not continuous; bike lanes too narrow
- Some of the sidewalks in the city are not continuous. They come to an end and you have to J-walk to the other side of the street. A lot of sidewalks are right up against the street with no parkway as a buffer.
- Poorly marked crosswalks. People speed like crazy in GT.
- there's no sidewalk
- There is a lack of sidewalks and buses
- high traffic speeds near schools/residential/community recreational areas. limited sidewalks.
- it's too dark on roads off main streets, no security @ night.
- cars are not respectful of walkers & bikers
- some areas aren't well lit for evening walking
- sidewalks end unpredictably. sharing children with me.
- because traffic is so fast
- people drive too fast
- lights and sidewalk would help
- Few sidewalks. Speed bumps down Pico St!
- Need sidewalks on Pico St & other streets in the city. Need speed bumps on Pico to slow traffic down.
- some streets don't have sidewalks
- I feel somewhat safe when there's a sidewalk, but not as safe when I have to walk in the street. Especially on Van Buren, Michigan, and De Berry. I've seen drivers speeding, and then look down while they are driving as they veer closer while I'm walking.
- the reckless drivers
- no real reason
- Bike lanes are only on busy streets.
- Police presence is sometimes missing.
- road construction and not enough sidewalks
- I walk early in the morning. There is not always accessible side walks. Traffic can be kind of scary.
- more shade for walking
- no sidewalks on mich.
- need more night light
- no bike trail
- sidewalks are cutoff or none there
- I'm just cautious
- more lighting
- I grew up here and know the city well.

- Lots of traffic i got to watch out for cars speeding. Afraid to go for a walk.
- car don't pay too much attention to pedestrians when walking or bike riding
- the sidewalks are not continuous
- people
- I do not usually walk or ride around Grand Terrace
- do not ride bus
- construction; lighting; paths
- n/a
- sometimes the lighting becomes dim, so better lighting could be useful
- need more bike lanes and continuous sidewalks
- drivers are not trustful
- motorist driving to fast & not watching
- car speeds and distracted drivers
- drivers do not obey marked speed limits
- no not really, I do feel safe.
- The main reason i don't feel safe is the lack of lighting
- No sidewalk lights!!!
- Cars don't always pay attention.
- No sidewalks, street lights where I live. Grand Terrace Rd. Need speed bumps for school & community center.
- no lights @ night
- not enough bike lanes
- drivers texting
- not continuous sidewalks
- riff raff and burned up brain cells
- Walking & running in the morning not enough surveillance. Too many transients.
- Cars drive fast on M.T.V
- Street lights (lack of)
- No continuous sidewalks; poor lighting throughout
- Light bulbs seem dim in some residential areas
- I live and walk along Michigan, and the lack of continuous sidewalks, especially at night, feels very dangerous when cars drive by.
- Something needs to be done to prevent drivers from speeding and blowing through stop signs.
- Not enough sidewalks and poor/lack of light
- Need class 1 bikeways separating cars from cyclists.
- I would feel safer if there were continuous sidewalks. There are several ares where the sidewalks just end & you are forced to walk in the street.
- People don't follow traffic rules. Pedestrians do not stop and look both ways before crossing the street on the corner.
- Sidewalks are not continuous and there is not many streets that have lighting
- There are not designated walking/biking spaces, so I am concerned my family and I will be hit by a car. A lot of the energy when out is paying to attention to traffic that may surprise us and drivers who may not be paying attention.
- There are few continuous sidewalks and inadequate lighting.
- The sidewalks stop and them I'm forced to walk on the street. Especially with my dog, I am afraid we might get hit. It scares me to know children are walking to and from school in these same unsafe conditions. Especially on Michigan.
- I live in the community behind Terrace View Elementary and we do not have sidewalks. I would think this would especially be beneficial since the school kids do exit from in back of the school and walk in the street due to the lack of sidewalks.
- Not enough bright Lights when walking on grand terrace road or vista grande way. Led lights are a good alternative

Q14 Want to stay informed? If so, please provide your email address below. If you prefer, you may provide your phone number instead. ¿Se quiere mantener informado? De ser así, por favor anote su dirección de correo electrónico a continuación. Si lo prefiere, puede proporcionar su número de teléfono en su lugar.

Answered: 150 Skipped: 56

ANSWER CHOICES	RESPONSES	
Name / Nombre	98.00%	147
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address / Email	78.00%	117
Phone Number / Teléfono	65.33%	98

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Bicycle Prioritization Table

Project prioritization is a data-driven methodology supported as much as possible by objective information. It is therefore subject to the availability of suitable data, so initial prioritization model results are generally ported into carefully designed spreadsheets to be evaluated with other available data types to yield the best results for a specific location and project type. No matter what criteria are employed, the initial prioritization model run's results are carefully evaluated to determine which criteria should continue to be employed in subsequent iterations. In some cases, criteria that do not contribute to the analysis because they do not provide any further differentiation between alternatives, can be omitted.

As part of standard prioritization methodology, selected criteria are differentially weighted relative to each other, primarily to take advantage of the knowledge to help address specific local issues, conditions and values. For example, collisions were given higher consideration and weighting than city attractions such as retail and employment centers, if reduction in collisions is a high priority.

The following section describes the 17 criteria determined to be most useful in prioritizing recommended projects in Grand Terrace. Future facility ranking and implementation should be fine-tuned and adjusted accordingly based on any changing circumstances. Prioritized projects can be re-ranked to fit future funding cycles.

1. **Attractors/Activity Centers:** This criterion addresses points of interest and destinations that people would be likely to visit, or also called attractions. The number of parks, public facilities, bus stops and retail facilities within 500 feet (or average block length) of the identified project alignment are totaled and those with a higher point value receive a higher overall score (Data Source: SBCTA).
2. **Schools:** This criterion addresses schools along the project corridor. Schools within quarter-mile of the identified project alignment are counted, then totaled and those with a higher point value receive a higher overall score (Data Source: SBCTA).
3. **Reported Collisions:** This criterion addressed safety through five years of collision data, normalized by collisions per mile of recommended facility. Dataset was derived from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).
4. **Freeway Crossings:** This criterion addresses freeway crossings along the project corridor. Crossings within 500 feet of the identified project alignment are totaled and the segments with a higher number of crossings receive a higher weight as major crossings are a hindrance to a safe and viable pedestrian route and therefore need facilities to help keep pedestrians safe (Data Source: KTUA).
5. **Gap Closure:** This criterion addressed potential sidewalk and bicycle network connectivity improvements by evaluating each recommended facility's overall contribution to system completeness (Data Source: KTUA).
 - Closes gap in an existing bicycle or sidewalk facility, or connects to regional facilities = 3
 - Upgrades facility to wider sidewalks, with parkway strips, or enhanced bike facility = 2
6. **Level of Bicycle Comfort:** This criterion addresses the bicycle level of stress analysis. Lower levels of bicycle comforts (3 and 4) receive higher scores to improve corridors where bicycling comfort is poor (Data Source: KTUA).
 - New sidewalk or crosswalk connecting existing and proposed bicycle and sidewalk facilities = 1
 - BLOC 1, suitable for almost all cyclists, including children trained to safely cross intersections = 1
 - BLOC 2, suitable to most adult cyclists but demanding more attention than might be expected from children = 2
 - BLOC 3, suitable to many people currently riding bikes in American cities = 3
 - BLOC 4, suitable to very few people, the "strong and fearless" cyclists who will ride in nearly any setting = 4
7. **Level of Pedestrian Comfort:** This criterion addresses the pedestrian level of comfort analysis. Lower levels of pedestrian comforts (3 and 4) receive higher scores to improve corridors where walking comfort is poor (Data Source: KTUA).
 - PLOC 1, suitable for almost all pedestrians, including children trained to safely cross intersections = 1
 - PLOC 2, suitable to most adult pedestrians but demanding more attention than might be expected from children = 2
 - PLOC 3, suitable for most older children with little or no parental supervision = 3
 - PLOC 4, mostly suitable for adults and children with parental supervision = 4
8. **Bicycle and Pedestrian Priority Model Results:** The Bicycle and Pedestrian Priority Model acquires the routes total model score and is then divided by the length of that project. The average score per square feet is then calculated to normalize the score for all facilities. This allows projects with smaller footprints to have the same scoring parameters as larger projects (Data Source: KTUA).

9. Consistent with Previous Planning Efforts: This criterion highlights corridors that are part of existing local and regional active transportation planning efforts (Data Source: SBCTA, City of Grand Terrace).
 - Corridor identified in the SANBAG Non-Motorized Transportation Plan or in Local Grants = 3
 - Corridor identified in the City's General Plan and existing CIP Projects = 2
10. Public Transportation to Work: This criterion looks at the number of people who use public transit to get to work. By improving access to transit, projects may solve the first and last mile issues that may hinder increased transit use (Data Source: US Census Bureau, American Community Survey).
11. Under 14 Years of Age: This criterion looks at the number of children under the age of 14. To encourage children to walk to school good facilities need to be put in use by knowing where large population of children live is important in this prioritization (Data Source: US Census Bureau, American Community Survey).
12. Walk to Work: This criterion looks at the number of people who walk to work. Neighborhoods with higher populations of people that walk to work, or walk to transit, should get higher priority for improvement, especially if they lack the necessary facilities. It can also be said, that neighborhoods that have very little walking activity can be prioritized to increase pedestrian activity (Data Source: US Census Bureau, American Community Survey).
13. Bike to Work: This criterion looks at the number of people who bike to work. Neighborhoods with higher populations of people that bike to work, or bike to transit, should get higher priority for improvement, especially if they lack the necessary facilities. It can also be said, that neighborhoods that have very little biking activity can be prioritized to increase cycling activity (Data Source: US Census Bureau, American Community Survey).
14. Household with No Vehicles: This criterion looks at the number of households with no vehicles. To people who have no car and rely on public transportation, bicycles or walking to get to work and other destinations it is important and to provide safe means of using these alternate transportations types (Data Source: US Census Bureau, American Community Survey).
15. Population Density: This criterion looks at the population density around project corridors. Bicycle and pedestrian facilities are more efficient and work best in highly populated areas where there are people to use the facilities (Data Source: US Census Bureau, American Community Survey).
16. Employment Density: This criterion looks at the employment density around project corridors. Pedestrian facilities are more efficient when they help transport people to work either directly or through other means of transportation such as transit (Data Source: US Census Bureau, American Community Survey).
17. City Priority: This criterion assigns weight based on city staff's scoring of the project.
 - Ranked as High Priority by City Staff = 3
 - Ranked as Moderate Priority by City Staff = 2
 - Ranked as Low Priority by City Staff = 1

GRAND TERRACE ACTIVE TRANSPORTATION PLAN - APPENDICES

Rank	Description	Miles	Rank	Total Score (Max 100)	Attractors (500-feet)			Number of Schools (1/4-mile)			Reported Collisions per Mile			Number of Freeway/ State Route Crossings (500-feet)			Gap Closure			BLOC/PLOC			
					# of Attractors	Normalized Score	Weighted Score	# of Schools	Normalized Score	Weighted Score	Collisions/mile	Normalized Score	Weighted Score	# of Crossings	Normalized Score	Weighted Score	Closes Gap?	Normalized Score	Weighted Score	BLOC/PLOC	Normalized Score	Weighted Score	
				Weight	1.00		1	6%		1	6%		2	11%		1	6%		1	6%		1.5	9%
1	Mount Vernon Avenue	1.9	1	89	21	66	4	4	67	4	3	100	11	0	0	0	3	100	11	3	75	9	
2	Barton Road - West	1.2	2	86	32	100	6	4	67	4	2	67	8	1	100	6	2	67	8	3	75	9	
3	Gage Canal - North to South Corridor	1.7	3	75	8	25	1	6	100	6	0	0	0	0	0	0	3	100	11	1	25	3	
4	Michigan Street	1.0	4	74	19	59	3	5	83	5	0	0	0	0	0	0	3	100	11	4	100	11	
5	Taylor Street/Commerce Way (Construction-dependant)	1.2	5	67	9	28	2	5	83	5	0	0	0	0	0	0	3	100	11	2	50	6	
6	Terrace Avenue/Vivienda Ave/Grand Terrace Road/Newport Avenue	1.3	5	67	0	0	0	1	17	1	1	33	4	1	100	6	3	100	11	1	25	3	
7	Greenway Connector	2.1	7	63	1	3	0	0	0	0	0	0	0	0	0	0	3	100	11	1	25	3	
8	Barton Road - East	1.2	8	60	28	88	5	0	0	0	1	33	4	0	0	0	2	67	8	3	75	9	
9	De Berry Street	1.3	9	55	5	16	1	2	33	2	2	67	8	0	0	0	1	33	4	3	75	9	
10	Van Buren Street/Observation Street	1.5	10	54	3	9	1	2	33	2	1	33	4	0	0	0	1	33	4	1	25	3	
11	Grand Terrace Road East	0.8	11	51	5	16	1	3	50	3	0	0	0	0	0	0	3	100	11	1	25	3	
12	Grand Terrace Road West	0.3	12	43	2	6	0	0	0	0	0	0	0	0	0	0	1	33	4	1	25	3	
13	Palm Avenue	0.5	13	41	12	38	2	0	0	0	0	0	0	0	0	0	1	33	4	4	100	11	
14	Main Street - East	1.0	14	38	2	6	0	1	17	1	0	0	0	0	0	0	2	67	8	1	25	3	
15	Pico Street	1.2	15	36	3	9	1	1	17	1	0	0	0	0	0	0	1	33	4	1	25	3	
16	Main Street - West	0.8	16	35	2	6	0	2	33	2	0	0	0	0	0	0	1	33	4	3	75	9	
17	CA Aqueduct Bike Path - North to South Corridor	0.2	17	32	2	6	0	0	0	0	0	0	0	0	0	0	1	33	4	1	25	3	
18	Blue Mountain Trail Connection	0.5	18	29	0	0	0	0	0	0	0	0	0	0	0	0	1	33	4	1	25	3	

APPENDIX C: BICYCLE PRIORITIZATION TABLE

Priority Model Results			Regional Planning Efforts			Public Transportation to Work (500-foot)			Under 14 Years Old (500-foot)			Walk to Work (500-foot)			Bike to Work (500-foot)			Households Without Vehicles (500-foot)			2015 Population Density (Residents per Acre, 500')			2015 Employment Density (Employed per 16+ Residents, 500')			City Priority			Length (Ft)
Model Results	Normalized Score	Weighted Score	Planning Efforts	Normalized Score	Weighted Score	# Public Trans to Work/Area	Normalized Score	Weighted Score	Age/Area	Normalized Score	Weighted Score	# Walk to Work/Area	Normalized Score	Weighted Score	# Bike to Work/Area	Normalized Score	Weighted Score	# of Vehicles/Area	Normalized Score	Weighted Score	Population/Area	Normalized Score	Weighted Score	Employment/16+	Normalized Score	Weighted Score	City Score	Normalized Score	Weighted Score	
	1.5	9%		0.5	3%		0.5	3%		0.5	3%		0.5	3%		0.5	3%		0.5	3%		1.5	9%		1	6%		3	17%	
62	88	8	3	100	3	0.02	25	1	1.59	64	2	0.01	46	1	0.00	5	0	0.03	37	1	482	100	9	0.15	81	14	2	67	11	9,822
70	100	9	3	100	3	0.04	47	1	1.83	73	2	0.01	34	1	0.02	38	1	0.05	66	2	303	63	5	0.11	58	10	2	67	11	6,203
52	75	6	3	100	3	0.02	22	1	1.76	70	2	0.01	45	1	0.01	14	0	0.04	62	2	276	57	5	0.19	100	17	3	100	17	9,210
61	86	7	3	100	3	0.00	4	0	1.28	51	1	0.00	15	0	0.01	14	0	0.06	92	3	188	39	3	0.11	56	10	3	100	17	5,437
41	58	5	3	100	3	0.01	8	0	1.25	50	1	0.00	8	0	0.01	21	1	0.07	97	3	96	20	2	0.12	64	11	3	100	17	6,198
51	73	6	3	100	3	0.07	85	2	1.68	67	2	0.00	13	0	0.04	80	2	0.06	82	2	54	11	1	0.14	75	13	2	67	11	6,869
31	44	4	3	100	3	0.06	74	2	1.37	55	2	0.00	5	0	0.03	74	2	0.05	77	2	47	10	1	0.17	92	16	3	100	17	11,045
60	86	7	0	0	0	0.03	34	1	1.69	68	2	0.01	53	2	0.00	0	0	0.01	12	0	305	63	5	0.13	67	11	1	33	6	6,575
62	88	8	0	0	0	0.01	12	0	1.04	42	1	0.00	0	0	0.00	11	0	0.05	66	2	123	25	2	0.13	69	12	1	33	6	7,121
55	79	7	0	0	0	0.01	16	0	0.93	37	1	0.00	0	0	0.00	6	0	0.03	47	1	106	22	2	0.14	72	12	3	100	17	7,994
58	83	7	3	100	3	0.03	43	1	2.49	100	3	0.02	100	3	0.00	0	0	0.00	2	0	73	15	1	0.10	52	9	1	33	6	4,258
62	89	8	0	0	0	0.08	100	3	1.74	70	2	0.00	0	0	0.04	100	3	0.07	100	3	38	8	1	0.05	27	5	2	67	11	1,654
67	95	8	0	0	0	0.02	28	1	1.08	43	1	0.00	18	1	0.00	0	0	0.01	16	0	118	24	2	0.05	27	5	1	33	6	2,527
16	23	2	0	0	0	0.01	12	0	0.79	32	1	0.01	64	2	0.00	4	0	0.04	62	2	149	31	3	0.06	32	5	2	67	11	5,119
49	70	6	0	0	0	0.01	11	0	1.04	42	1	0.00	0	0	0.00	9	0	0.05	66	2	66	14	1	0.12	63	11	1	33	6	6,462
17	25	2	0	0	0	0.00	6	0	0.91	36	1	0.01	64	2	0.00	8	0	0.06	81	2	88	18	2	0.06	29	5	1	33	6	4,199
59	84	7	0	0	0	0.02	29	1	1.11	45	1	0.00	20	1	0.00	0	0	0.01	15	0	68	14	1	0.03	16	3	2	67	11	1,130
34	48	4	0	0	0	0.02	24	1	0.74	30	1	0.00	14	0	0.00	0	0	0.02	24	1	22	4	0	0.05	25	4	2	67	11	2,773

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D

Priority Project Designs

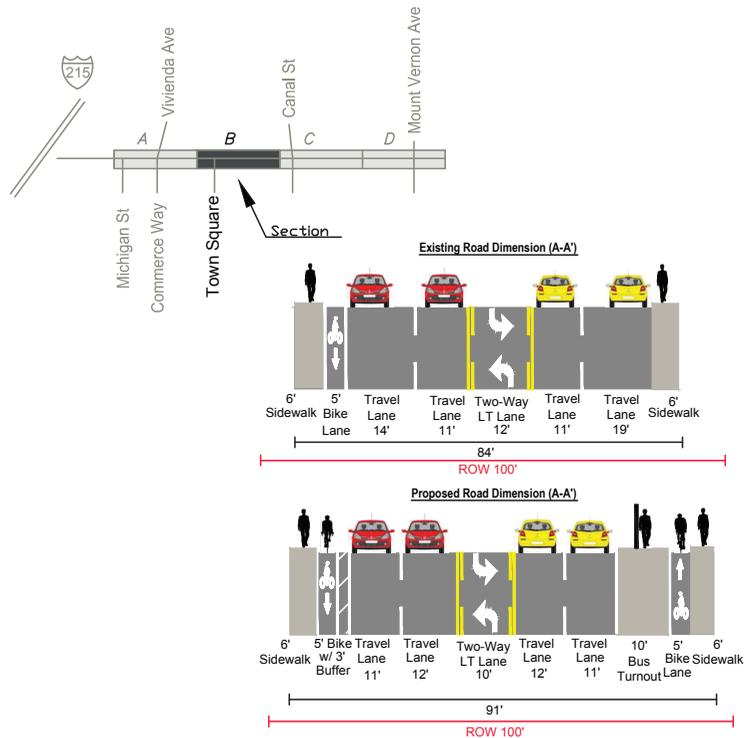
Three projects were developed to enhance existing community connections and create new ones where currently needed. Each of these projects incorporates information gathered through previous planning efforts, field observations, and community input. Specific approaches shown in these priority projects are for demonstration purposes and may need to be updated during the actual design process. However, the final design should maintain the goals of the original concept plans.

Priority Projects

- 1 Mt. Vernon Avenue Bicycle and Pedestrian Improvements
- 2 West Barton Road Complete Street
- 3 Gage Canal Multi-Use Trail

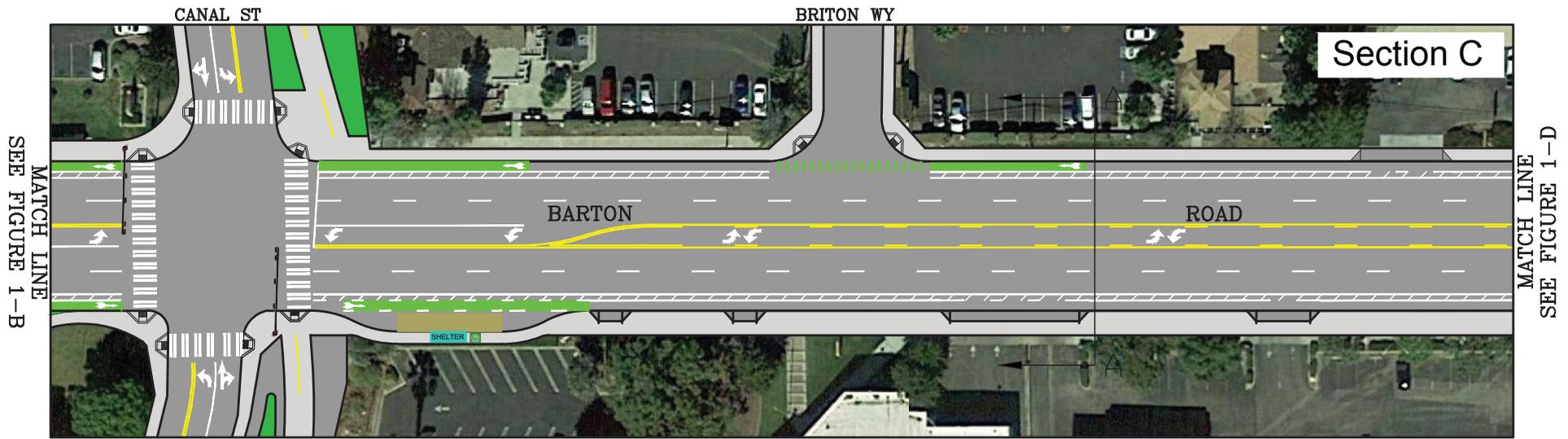


FIGURE D-1: Priority Projects

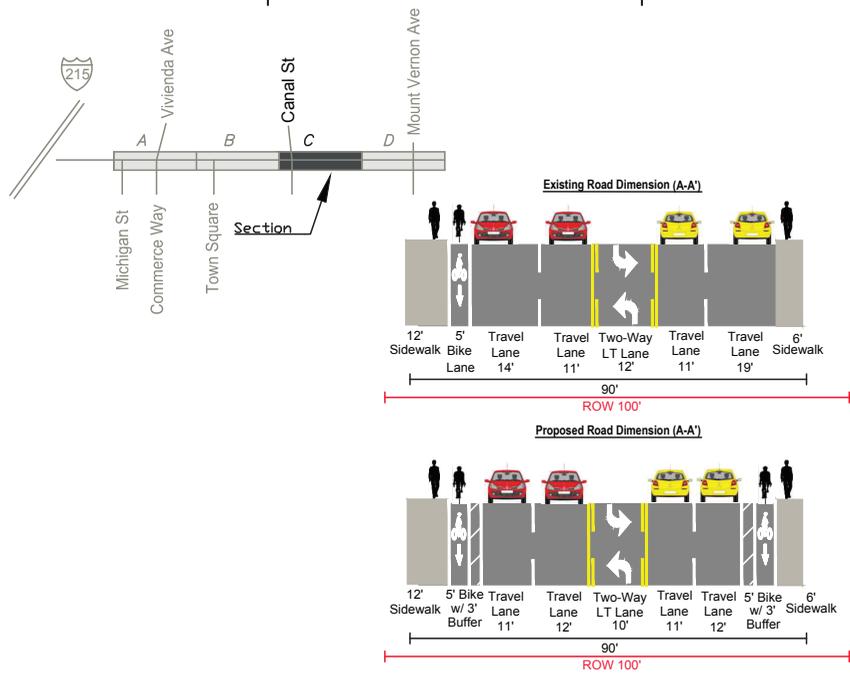


Section B Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Major Highway (4-lanes, divided, 100-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 72-feet Four (4) Travel Lanes approximately 11-feet each or wider One (1) 12-foot Center Two-Way-Left-Turn Lane Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (Two 11-foot lanes and Two 12-foot lanes) One (1) 10-foot Center Two-Way-Left-Turn Lane Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p><u>Planned Improvements:</u> According to the City, the following improvements have been identified along this segment and have been implemented within this conceptual layout:</p> <ul style="list-style-type: none"> Proposed right-turn pocket and driveway approximately 400-feet from the intersection of Canal Street at Barton Road
Transit	<ul style="list-style-type: none"> Omnitrans Transit Route 325 One curbside bus stop along north side of roadway 	<ul style="list-style-type: none"> One bus bay refuge along north side of roadway 	<p><u>Pros/Preferred:</u></p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways and landscaped medians 2. Buffered bike lanes provide enhanced bicyclist safety and comfort 3. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection 4. Bus bay refuge to prevent vehicular stacking along the travel lane
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Non-contiguous sidewalk network – Both sides of Barton Road 	<ul style="list-style-type: none"> Curb ramps with truncated domes Marked enhanced continental crosswalk Contiguous sidewalk network – Primarily on south side of Barton Road Non-contiguous sidewalk network – Primarily on north side of Barton Road 	
Bicyclist	<ul style="list-style-type: none"> Class III "Bike-Route" signs along north side of roadway Class II 5-foot Bike-Lane along south side of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	Town Square at Barton Road (Signalized): Intersection (AM/PM): B/B	Town Square at Barton Road (Signalized): Intersection (AM/PM): B/B	<p><u>Cons/Against:</u></p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. Potential bicycle-bus conflict 3. Bus needs to weave back onto traffic
Additional Potential Improvements			
<ul style="list-style-type: none"> At the intersection of Town Square at Barton Road, provide pedestrian signal enhancements inclusive of pedestrian countdown and audible push-buttons. At the existing/proposed Bus stop locations, provide decorative bench/shelters and bike racks 			

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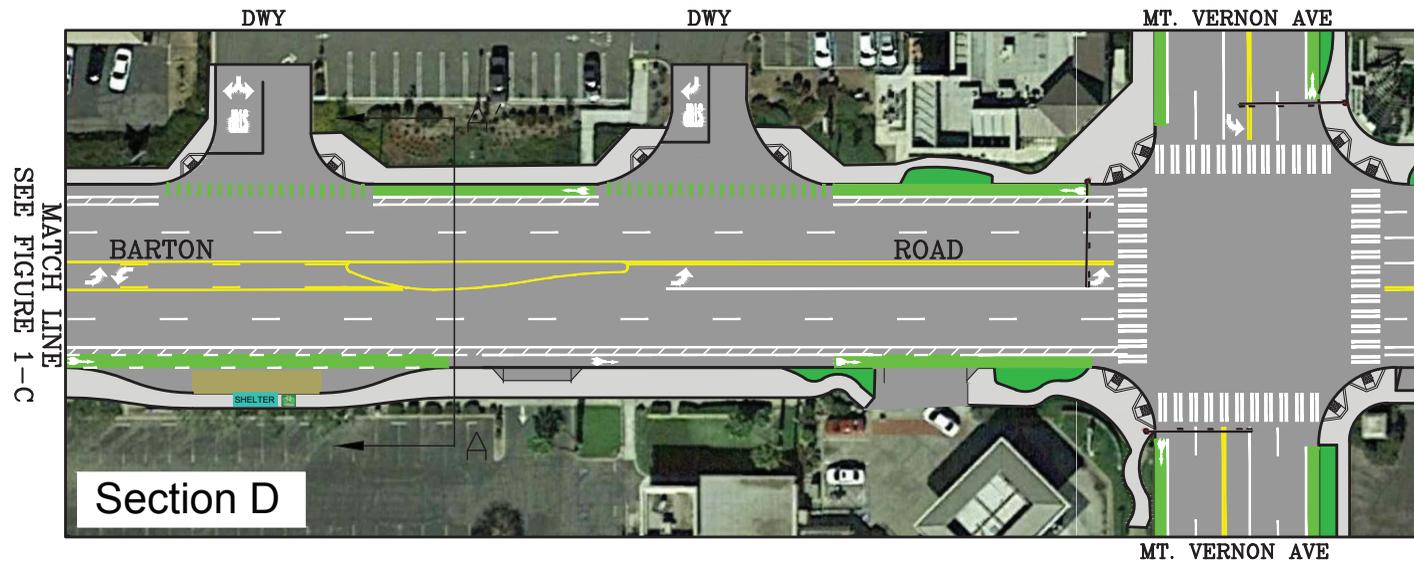
PROPOSED CANAL ST/BARTON RD IMPROVEMENTS BY THE CITY



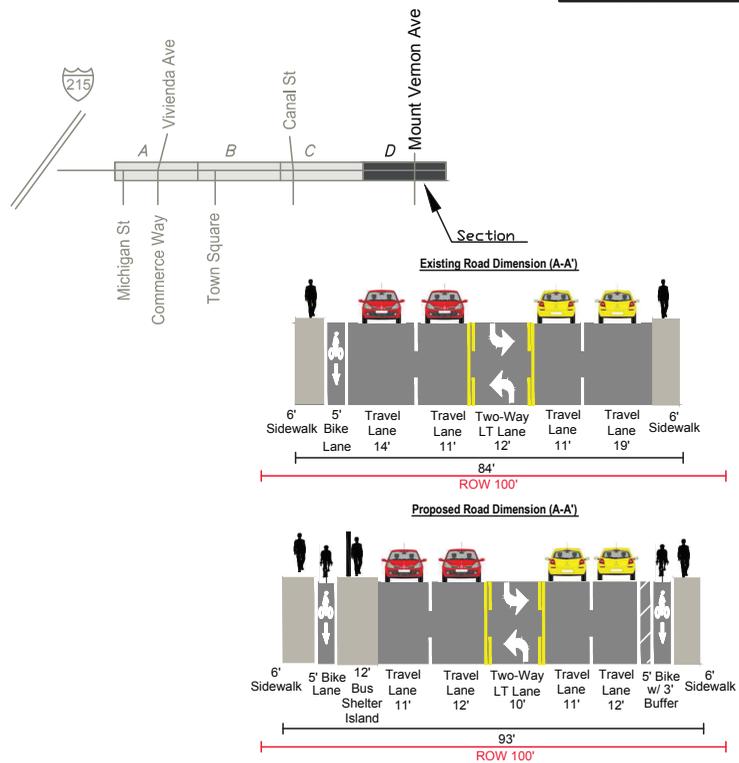
Section C Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Major Highway (4-lanes, divided, 100-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 72-feet Four (4) Travel Lanes approximately 11-feet each or wider One (1) 12-foot Center Two-Way-Left-Turn Lane Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (Two 11-foot lanes and Two 12-foot lanes) One (1) 10-foot Center Two-Way-Left-Turn Lane Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p><u>Planned Improvements:</u> According to the City, the following improvements have been identified along this segment and have been implemented within this conceptual layout:</p> <ul style="list-style-type: none"> Restripe/Widen Canal Street south of Barton Road to provide a left-turn lane and a shared through/right-turn lane
Transit	<ul style="list-style-type: none"> Omnitrans Transit Route 325 One curbside bus sign along south side of roadway 	<ul style="list-style-type: none"> One bus bay refuge along south side of roadway 	<p><u>Proposed Gage Canal Conceptual Plan:</u></p> <ul style="list-style-type: none"> In conjunction with KTUA, the proposed Gage Canal Multi-Use Path directly east of Canal Street has been implemented with this conceptual layout.
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes 4-legged marked enhanced continental crosswalk Contiguous sidewalk network 	
Bicyclist	<ul style="list-style-type: none"> Class III "Bike-Route" signs along north side of roadway Class II 5-foot Bike-Lane along south side of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	<p><u>Pros/Preferred:</u></p> <ol style="list-style-type: none"> Beautification of the corridor with parkways and landscaped medians Buffered bike lanes provide enhanced bicyclist safety and comfort Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection Bus bay refuge to prevent vehicular stacking along the travel lane
Level of Service	<p>Canal Street at Barton Road (Signalized): Intersection (AM/PM): B/B</p>	<p>Canal Street at Barton Road (Signalized): Intersection (AM/PM): B/A</p>	<p><u>Cons/Against:</u></p> <ol style="list-style-type: none"> No direct access to some driveways Potential bicycle-bus conflict Bus needs to weave back onto traffic
Additional Potential Improvements			
<ul style="list-style-type: none"> At the intersection of Canal Street at Barton Road, provide pedestrian signal enhancements inclusive of pedestrian countdown and audible push-buttons. At the existing/proposed Bus stop locations, provide decorative bench/shelters and bike racks 			

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FIGURE 1-C

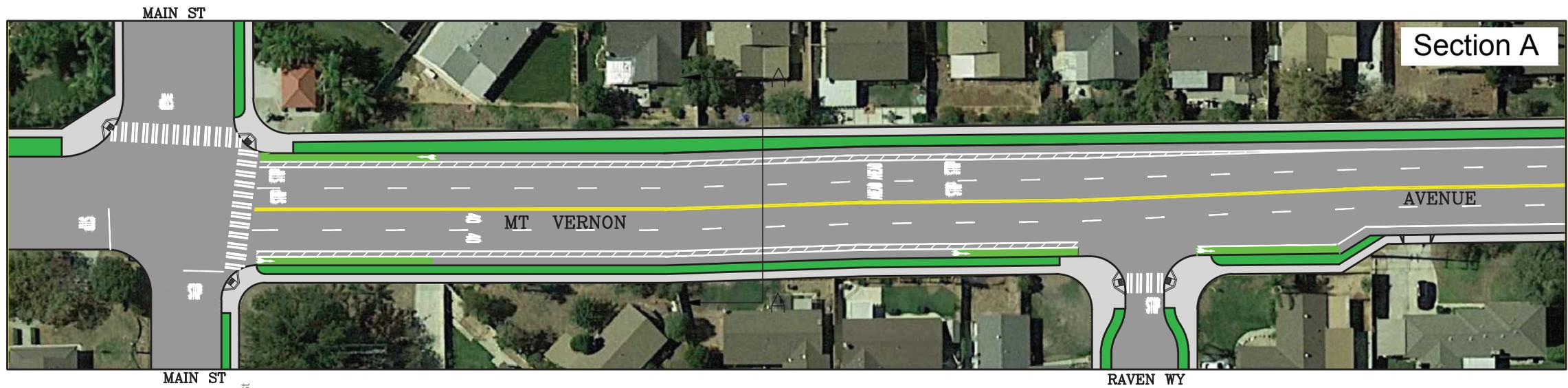


SEE FIGURE 1-C

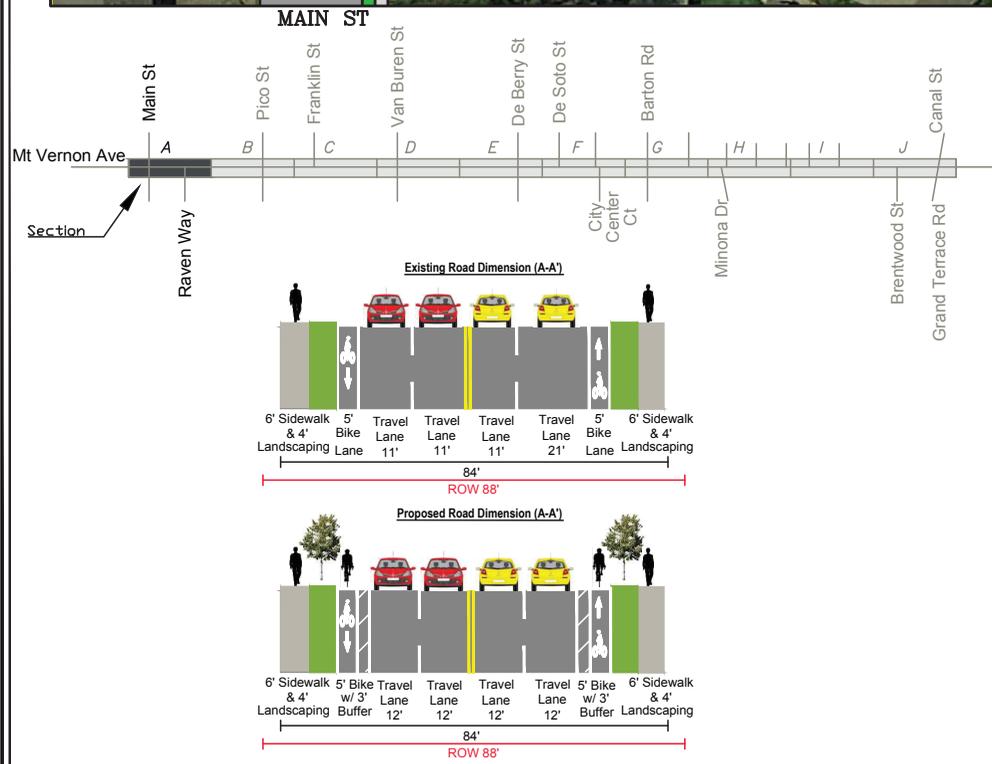


Section D Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Major Highway (4-lanes, divided, 100-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 72-feet Four (4) Travel Lanes approximately 11-feet each or wider One (1) 12-foot Center Two-Way-Left-Turn Lane Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (Two 11-foot lanes and Two 12-foot lanes) One (1) 10-foot Center Two-Way-Left-Turn Lane Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p>Pros/Preferred:</p> <ol style="list-style-type: none"> Beautification of the corridor with parkways and landscaped medians Buffered bike lanes provide enhanced bicyclist safety and comfort Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection Bus bay refuge to prevent vehicular stacking along the travel lane <p>Cons/Against:</p> <ol style="list-style-type: none"> No direct access to some driveways Potential bicycle-bus conflict Bus needs to weave back onto traffic
Transit	<ul style="list-style-type: none"> Omnitrans Transit Route 325 One curbside bus sign along south side of roadway 	<ul style="list-style-type: none"> One bus bay refuge along south side of roadway 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Contiguous sidewalk network – Both sides of Barton Road Non-contiguous sidewalk network – Approximately 125 feet from Mt Vernon Ave 	<ul style="list-style-type: none"> Curb ramps with truncated domes 4-legged marked enhanced continental crosswalk Contiguous sidewalk network – Both sides of Barton Road Non-contiguous sidewalk network – Approximately 125 feet from Mt Vernon Ave 	
Bicyclist	<ul style="list-style-type: none"> Class III “Bike-Route” signs along north side of roadway Class II 5-foot Bike-Lane along south side of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	Mount Vernon Avenue at Barton Road (Signalized): Intersection (AM/PM): C/C	Mount Vernon Avenue at Barton Road (Signalized): Intersection (AM/PM): C/C	
Additional Potential Improvements			
<ul style="list-style-type: none"> At the intersection of Mount Vernon Avenue at Barton Road, provide pedestrian signal enhancements inclusive of pedestrian countdown and audible push-buttons. Implement bicycle detection at the intersection of Mount Vernon Avenue at Barton Road At the existing/proposed Bus stop locations, provide decorative bench/shelters and bike racks 			

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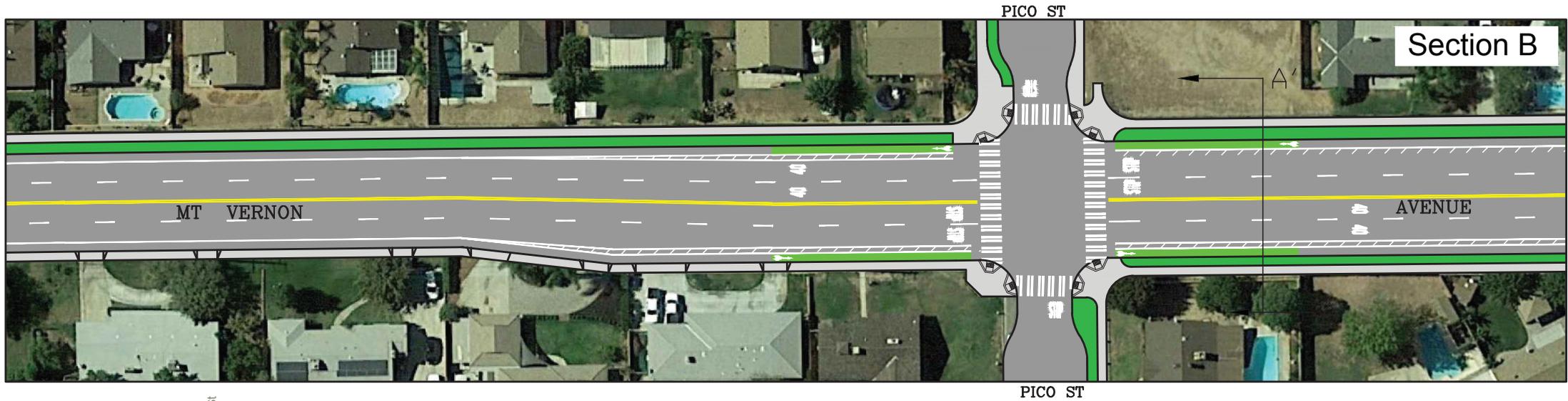
MATCH LINE
SEE FIGURE 2-B



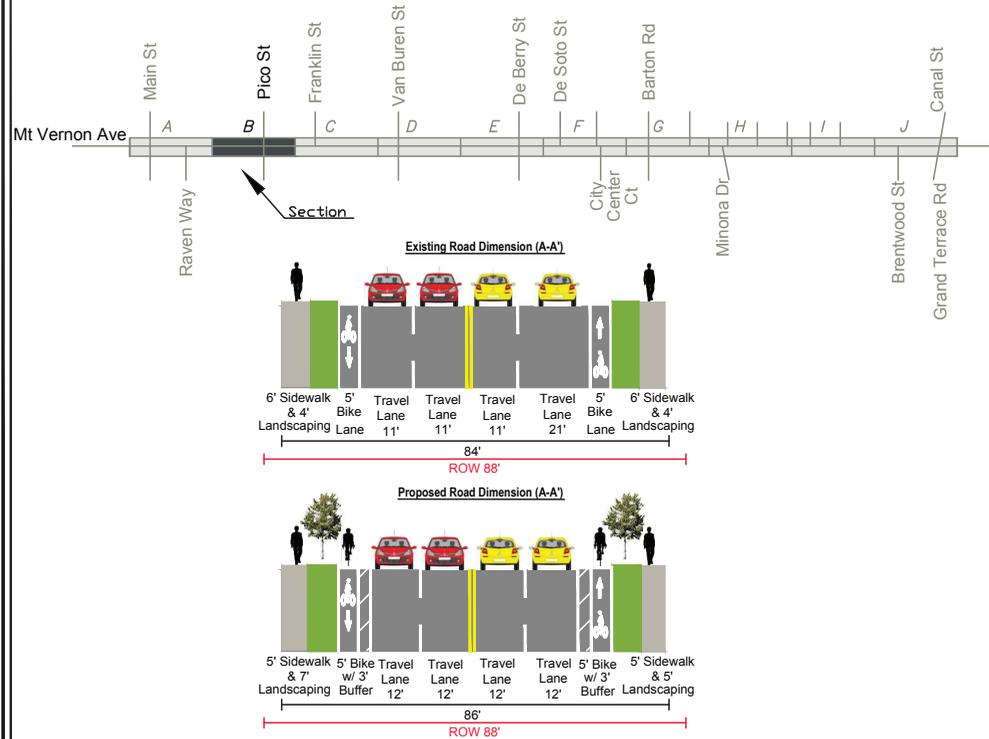
Section A Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p>Due to the roadway narrowing from 64-feet to 54-feet along this section, the proposed Class II Buffered-Bike lanes will transition out to standard Class II Bike lanes without buffer (existing), north of Raven Way. In addition, the travel lanes will narrow to 11-feet each.</p>
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	<p>Pros/Preferred:</p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways 2. Buffered bike lanes provide enhanced bicyclist safety and comfort 3. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. 4. Improved walkability due to non-contiguous sidewalks 5. Curb extensions at residential side-streets are intended to serve as a visual cue to drivers that they are entering a neighborhood street or area. Provides enhanced safety to pedestrians. <p>Cons/Against:</p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. Potential conflict between vehicles and bicyclist due to roadway narrowing 3. No divided, landscaped median
Pedestrian	<ul style="list-style-type: none"> Curb ramps with truncated domes at 2 corners Standard Crosswalk striping Non-contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes at 3 corners Marked enhanced continental crosswalk Non-contiguous sidewalk network Curb extensions allocated along the residential side-streets 	
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	<p>Mount Vernon Avenue at Main Street (Unsignalized): Intersection (AM/PM): B/C</p>	<p>Mount Vernon Avenue at Main Street (Unsignalized): Intersection (AM/PM): B/C</p>	
Additional Potential Improvements			
<p>❖ Improvements to pedestrian street lighting along this corridor.</p>			

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MATCH LINE
SEE FIGURE 2-A



MATCH LINE
SEE FIGURE 2-C



Section B Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (11-feet to 12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p>Due to the roadway narrowing from 64-feet to 54-feet along this section, the proposed Class II Buffered-Bike lanes will transition out to standard Class II Bike lanes without buffer (existing), south of Pico Street. In addition, the travel lanes will narrow to 11-feet each.</p>
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	<p>Pros/Preferred:</p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways 2. Buffered bike lanes provide enhanced bicyclist safety and comfort 3. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. 4. Improved walkability due to non-contiguous sidewalks 5. Curb extensions at residential side-streets are intended to serve as a visual cue to drivers that they are entering a neighborhood street or area. Provides enhanced safety to pedestrians.
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Non-contiguous sidewalk network – West side of Mt Vernon Ave, north and south of Pico St; east side of Mt Vernon Ave, north of Pico St Incomplete sidewalk network – East side of Mt Vernon Ave, south of Pico St 	<ul style="list-style-type: none"> Curb ramps with truncated domes 4-legged marked enhanced continental crosswalk Non-contiguous sidewalk network – West side of Mt Vernon Ave, north and south of Pico St; east side of Mt Vernon Ave, north of Pico St Complete contiguous sidewalk network – East side of Mt Vernon Ave, south of Pico St Curb extensions allocated along the residential side-streets (Pico Street) 	
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	<p>Mount Vernon Avenue at Pico Street (Unsignalized): Intersection (AM/PM): B/B</p>	<p>Mount Vernon Avenue at Pico Street (Unsignalized): Intersection (AM/PM): B/B</p>	<p>Cons/ Against:</p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. Potential conflict between vehicles and bicyclist due to roadway narrowing 3. No divided, hardscaped median
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. 			

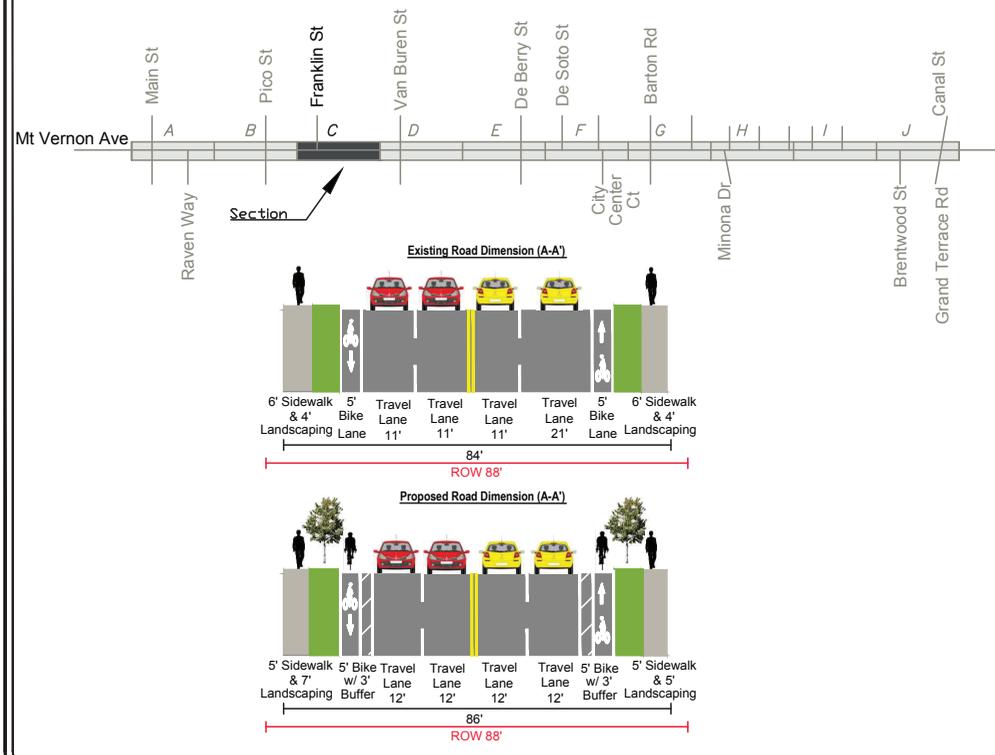
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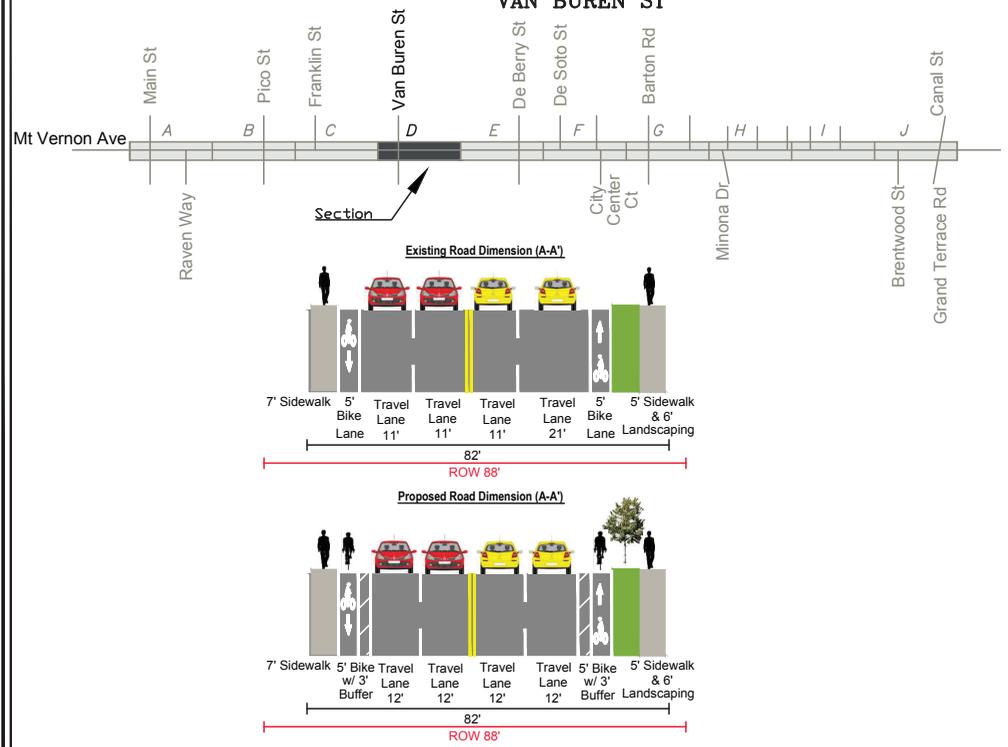


MATCH LINE
SEE FIGURE 2-B

MATCH LINE
SEE FIGURE 2-D



Section C Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p><u>Pros/Preferred:</u></p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways 2. Buffered bike lanes provide enhanced bicyclist safety and comfort 3. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. 4. Improved walkability due to non-contiguous sidewalks 5. Curb extensions at residential side-streets are intended to serve as a visual cue to drivers that they are entering a neighborhood street or area. Provides enhanced safety to pedestrians. <p><u>Cons/Against:</u></p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. No divided, hardscaped median
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Non-contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes Marked enhanced continental crosswalk Non-contiguous sidewalk network Curb extensions allocated along the residential side-streets (Franklin Street) 	
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	N/A	N/A	
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. 			



Section D Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p>Pros/Preferred:</p> <ol style="list-style-type: none"> Beautification of the corridor with parkways Buffered bike lanes provide enhanced bicyclist safety and comfort Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. Improved walkability due to non-contiguous sidewalks Curb extensions at residential side-streets are intended to serve as a visual cue to drivers that they are entering a neighborhood street or area. Provides enhanced safety to pedestrians.
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Contiguous sidewalk network – West side of Mt Vernon Ave, north of Van Buren St Non-contiguous sidewalk network – East side of Mt Vernon Ave, north and south of Van Buren St; west side of Mt Vernon Ave, south of Van Buren St 	<ul style="list-style-type: none"> Curb ramps with truncated domes 4-legged marked enhanced continental crosswalk Contiguous sidewalk network – West side of Mt Vernon Ave, north of Van Buren St Non-contiguous sidewalk network – East side of Mt Vernon Ave, north and south of Van Buren St; west side of Mt Vernon Ave, south of Van Buren St Curb extensions allocated along the residential side-streets (Van Buren Street) 	
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	<p>Cons/Against:</p> <ol style="list-style-type: none"> No direct access to some driveways No divided, hardscaped median
Level of Service	<p>Mount Vernon Avenue at Van Buren Street (Unsignalized); Intersection (AM/PM): C/C</p>	<p>Mount Vernon Avenue at Van Buren Street (Unsignalized); Intersection (AM/PM): C/C</p>	
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. 			

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SEE FIGURE 2-D

MATCH LINE
SEE FIGURE 2-F

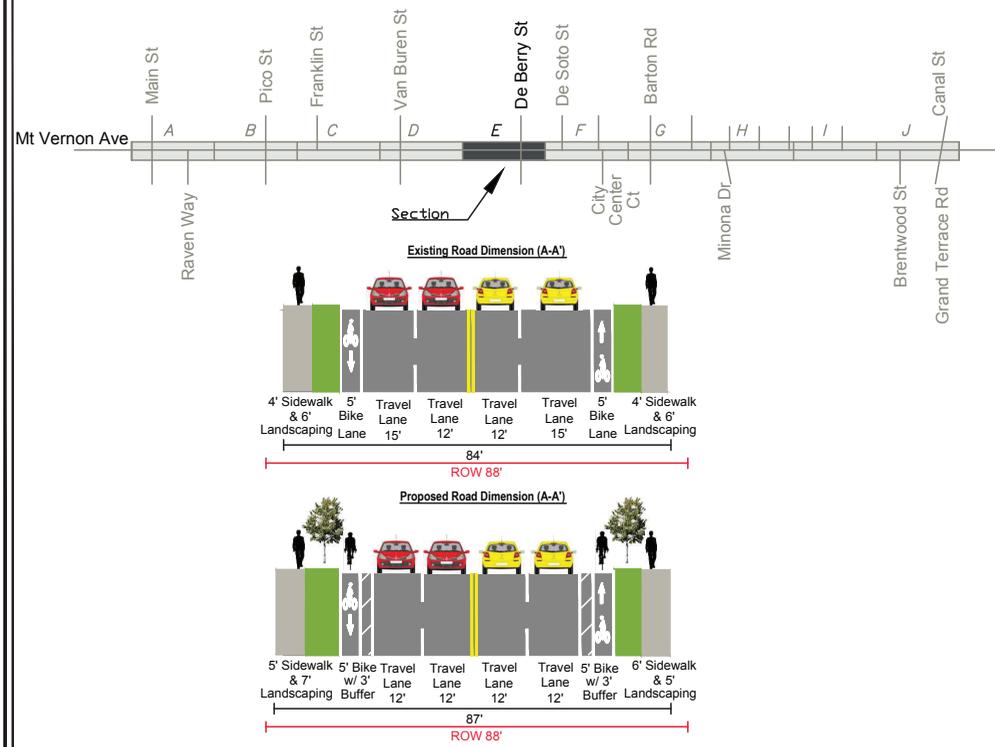


Section E

MT VERNON

AVENUE

DE BERRY ST



Section E Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p>Pros/Preferred:</p> <ol style="list-style-type: none"> Beautification of the corridor with parkways Buffered bike lanes provide enhanced bicyclist safety and comfort Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection, especially in consideration of the existing Terrace Hills Middle School directly southeast of Mount Vernon Avenue and De Berry Street. Improved walkability due to non-contiguous sidewalks <p>Cons/Against:</p> <ol style="list-style-type: none"> No direct access to some driveways No divided, hardscaped median
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps with truncated domes only at northwest corner Standard Crosswalk striping Non-contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes at all corners of the intersection 4-legged marked enhanced continental crosswalk Non-contiguous sidewalk network 	
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	<p><u>Mount Vernon Avenue at De Berry Street (Unsignalized):</u> Intersection (AM/PM): B/A</p>	<p><u>Mount Vernon Avenue at De Berry Street (Unsignalized):</u> Intersection (AM/PM): B/A</p>	
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. In consideration of the existing Terrace Hills Middle School along the south side of this corridor, the following additional potential improvements could be considered to enhance pedestrian comfort and safety: <ul style="list-style-type: none"> At the signalized intersection of Mount Vernon Avenue and De Berry Street, potential signal enhancements could be provided inclusive of pedestrian countdown and audible push-buttons Bicycle detection at Mount Vernon Avenue and De Berry Street Additional school crossing signage across all legs of Mount Vernon Avenue and De Berry Street 			



FIGURE 2-E

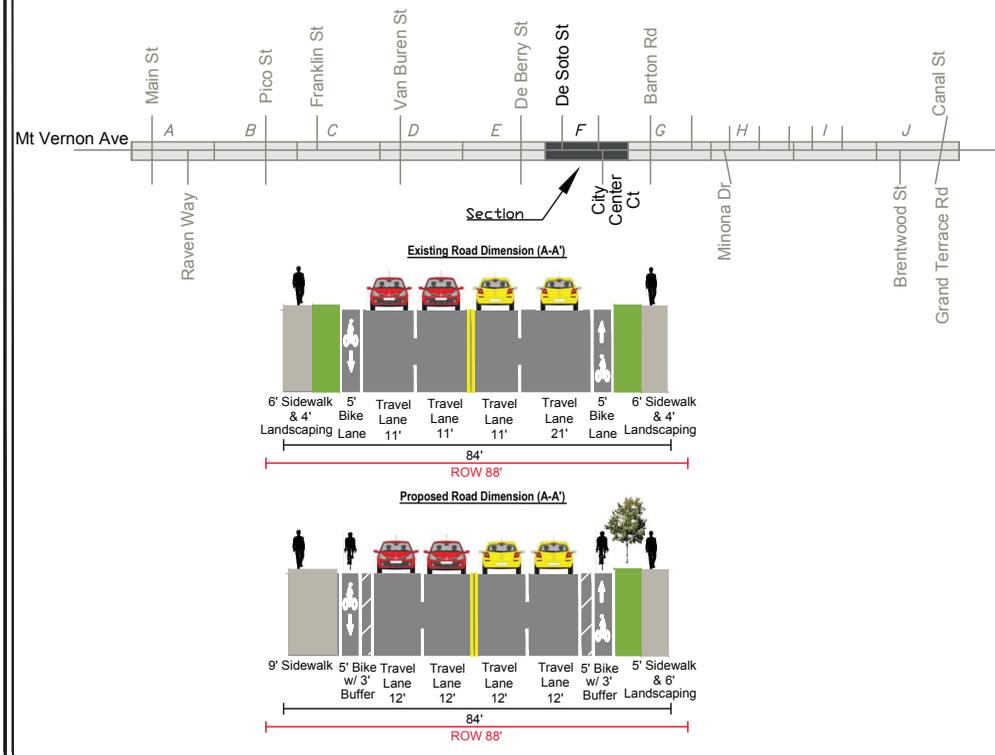
MT. VERNON AVENUE CONCEPTUAL IMPROVEMENT PLAN
GRAND TERRACE ACTIVE TRANSPORTATION PLAN, GRAND TERRACE

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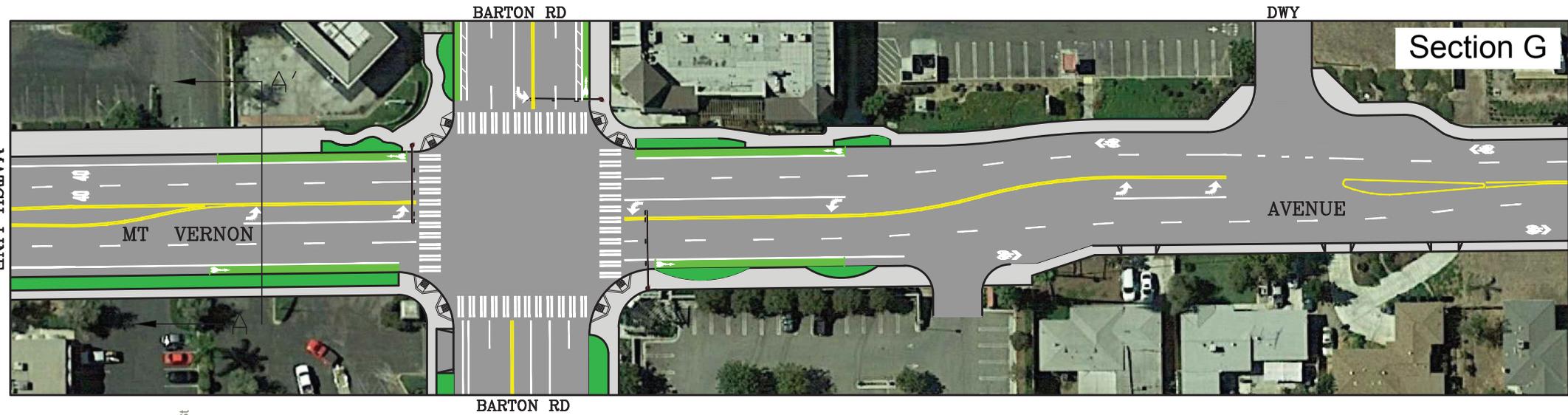
MATCH LINE
SEE FIGURE 2-E

MATCH LINE
SEE FIGURE 2-G

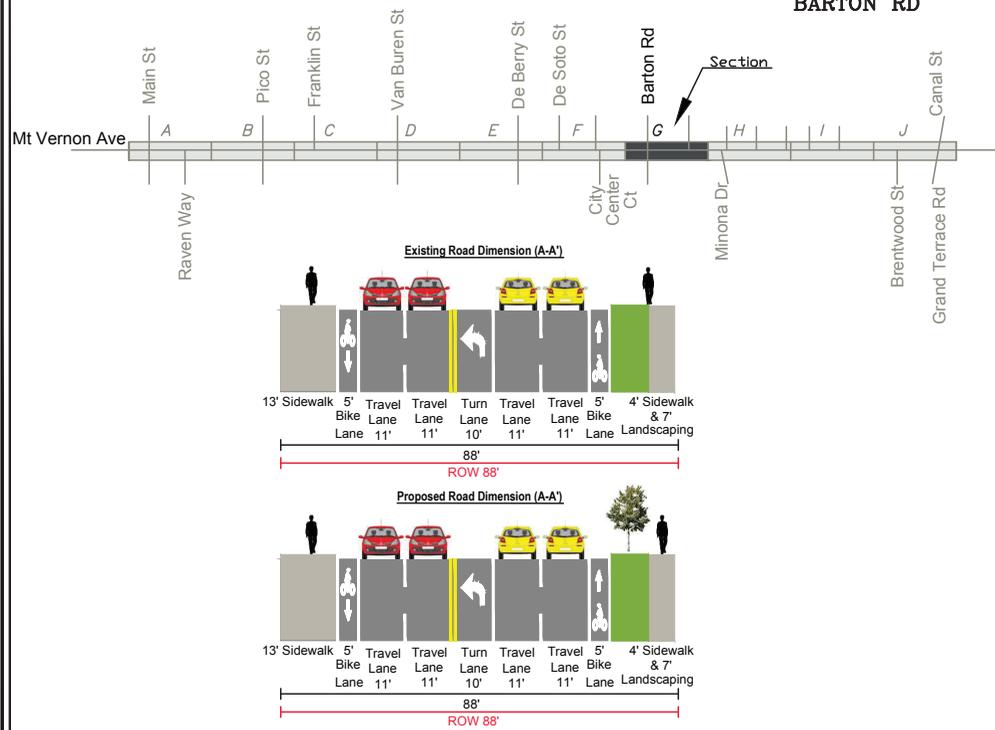


Section F Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<p>Due to the left-turn lane transitions at the approaches for the intersections of Mount Vernon Avenue at De Berry Street and Barton Road, the proposed Class II buffered-bike lane transitioned to a standard Class II bike lane along certain sections of this corridor.</p> <p><u>Pros/Preferred:</u></p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways 2. Buffered bike lanes provide enhanced bicyclist safety and comfort 3. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. 4. Improved walkability due to non-contiguous sidewalks <p><u>Cons/Against:</u></p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. No divided, hardscaped median
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps Standard Crosswalk striping Non-contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes marked enhanced continental crosswalk Non-contiguous sidewalk network 	
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with 3-foot buffer along both sides of roadway with enhanced green pavement striping 	
Level of Service	N/A	N/A	
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. 			

MATCH LINE
SEE FIGURE 2-F

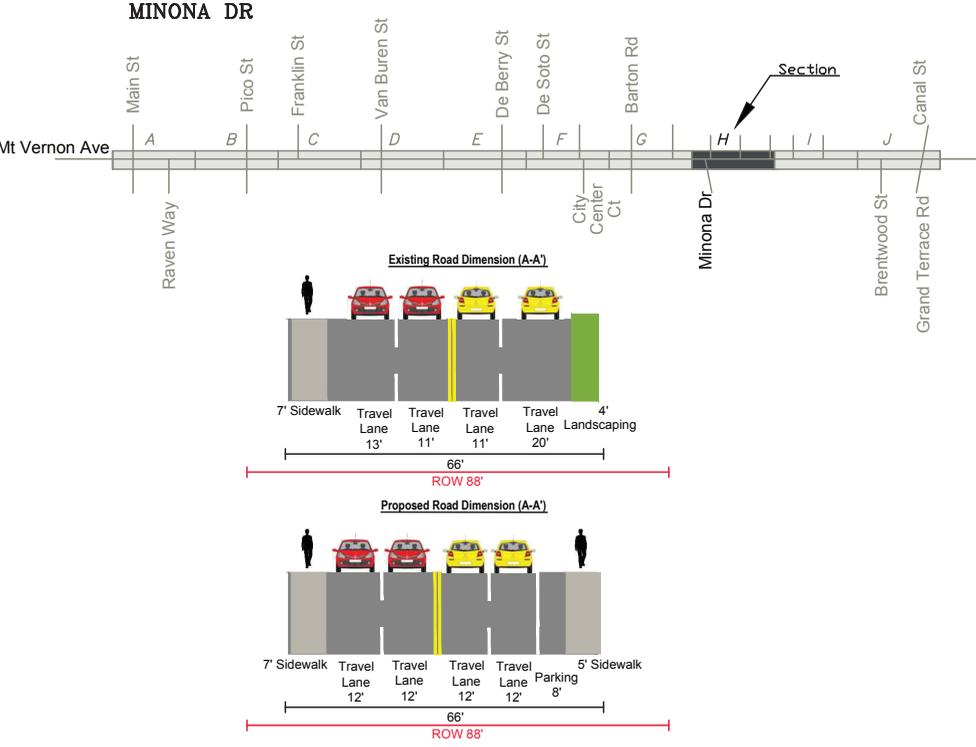
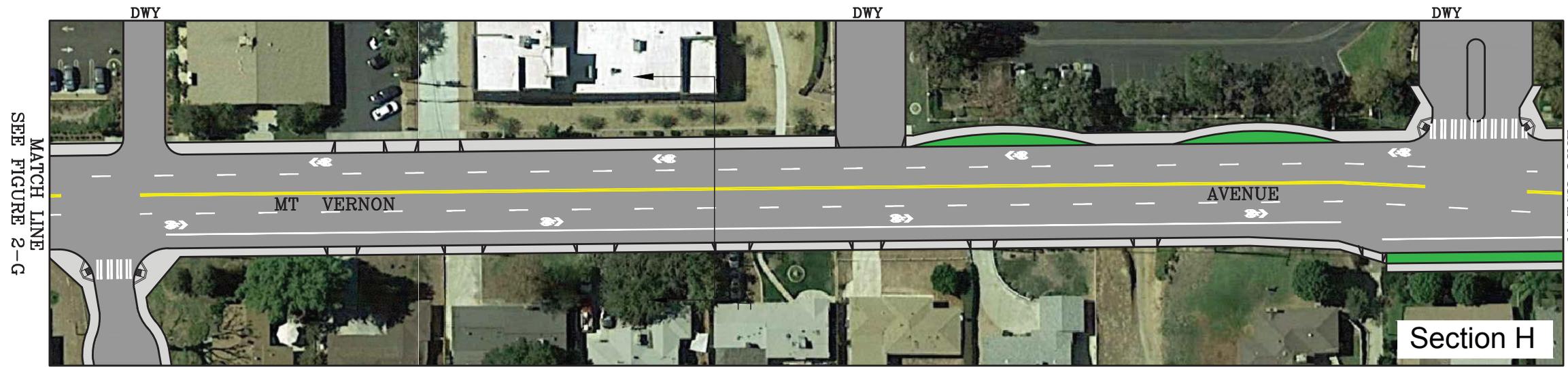


MATCH LINE
SEE FIGURE 2-H



Section G Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 54 to 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) No Parking on both sides of roadway 	Due to the roadway narrowing from approximately 64-feet to 54-feet along this corridor, the existing Class II bike lanes will transition to a Class III bike route approximately 200-feet north of Barton Road.
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps with truncated domes at three of the four corners of the intersection of Mount Vernon Avenue at Barton Road Standard Crosswalk striping Non-contiguous sidewalk network – Both sides of Mt Vernon Ave approximately 150 feet from Barton Road Contiguous sidewalk network – West side of Mt Vernon Ave, approximately 150 feet north of Barton Road Incomplete sidewalk network – East side of Mt Vernon Ave, approximately 150 feet north of Barton Road 	<ul style="list-style-type: none"> Curb ramps with truncated domes at all corners of the intersection of Mount Vernon Avenue at Barton Road 4-legged marked enhanced continental crosswalk Non-contiguous sidewalk network – Both sides of Mt Vernon Ave approximately 150 feet from Barton Road Contiguous sidewalk network – West side of Mt Vernon Ave, approximately 150 feet north of Barton Road Complete contiguous sidewalk network – East side of Mt Vernon Ave, approximately 150 feet north of Barton Road 	<u>Pros/Preferred:</u> <ol style="list-style-type: none"> Beautification of the corridor with parkways Buffered bike lanes provide enhanced bicyclist safety and comfort Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. Improved walkability due to non-contiguous sidewalks
Bicyclist	<ul style="list-style-type: none"> Class II 5-foot Bike-Lane along both sides of roadway south of Barton Road Class III Bike route along both sides of roadway north of Barton Road 	<ul style="list-style-type: none"> Class II 5-foot Bike Lanes with enhanced green pavement striping Class III Bike route beginning approximately 200-feet north of Barton Road 	<u>Cons/Against:</u> <ol style="list-style-type: none"> No direct access to some driveways No divided, hardscaped median
Level of Service	<u>Mount Vernon Avenue at Barton Road (Signalized); Intersection (AM/PM): C/C</u>	<u>Mount Vernon Avenue at Barton Road (Signalized); Intersection (AM/PM): C/C</u>	
Additional Potential Improvements			
❖ Improvements to pedestrian street lighting along this corridor.			

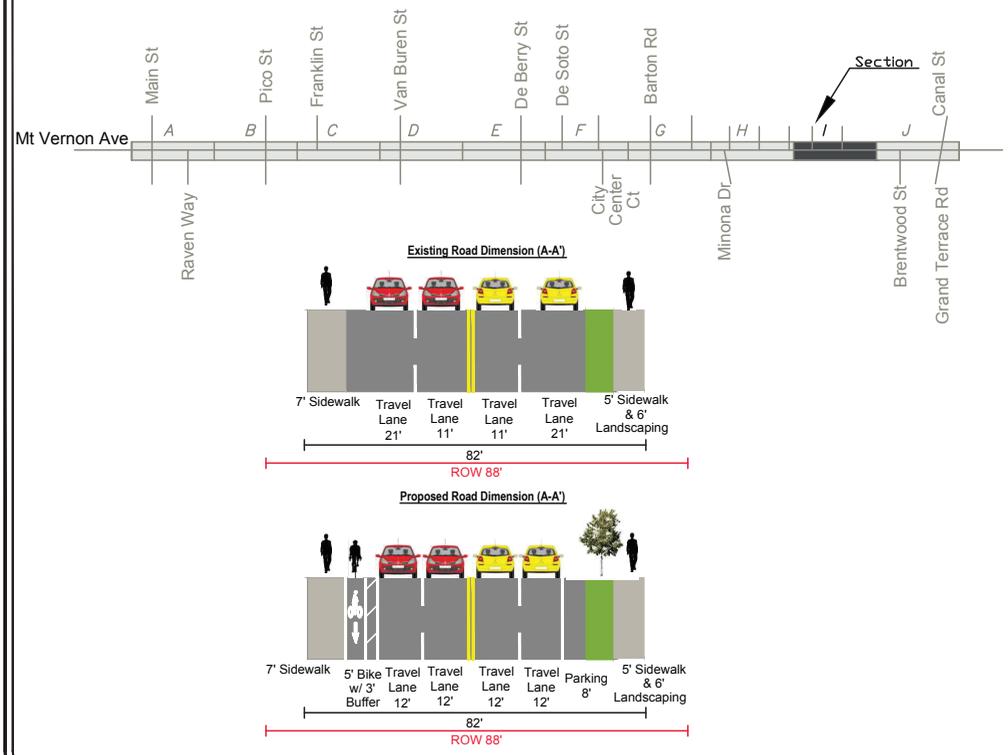
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Section H Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 54 to 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) Parking permitted only on east side of the roadway (no striping) 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (11-feet to 12-feet each) Speed Limit = 40 miles per hour (mph) Maintain parking only on east side of the roadway adjacent to residential homes, enhance with striping 	Pros/Preferred: <ol style="list-style-type: none"> Beautification of the corridor with parkways Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. Maintain/enhance parking along east side of Mount Vernon Avenue with striping
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> No Curb ramps at Minona Drive No crosswalk striping Contiguous sidewalk network throughout the majority of the west side of Mt Vernon Ave Incomplete sidewalk network on the east side of Mt Vernon Ave 	<ul style="list-style-type: none"> Curb ramps with truncated domes Marked enhanced continental crosswalk Complete contiguous sidewalk network on both sides of Mt Vernon Ave 	Cons/Against: <ol style="list-style-type: none"> No direct access to some driveways No divided, landscaped median "Sharrow" Class III bike facility increases potential conflict between vehicles and bicyclists
Bicyclist	<ul style="list-style-type: none"> Class III Bike route along both sides of roadway 	<ul style="list-style-type: none"> Class III Bike route along both sides of roadway 	
Level of Service	N/A	N/A	
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. 			

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Section I Evaluation			
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 54 to 64-feet Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) Parking permitted only on east side of the roadway (no striping) 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) Maintain parking only on east side of the roadway adjacent to residential homes, enhance with striping 	<p><u>Pros/Preferred:</u></p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways 2. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. 3. Buffered bike lanes provide enhanced bicyclist safety and comfort 4. Maintain/enhance parking along east side of Mount Vernon Avenue with striping 5. Improved walkability due to non-contiguous sidewalks <p><u>Cons/Against:</u></p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. No divided, landscaped median 3. "Sharrow" Class III bike facility increases potential conflict between vehicles and bicyclists
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps No crosswalk striping Non-contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes Marked enhanced continental crosswalk Non-contiguous sidewalk network 	
Bicyclist	<ul style="list-style-type: none"> Class III Bike route along both sides of roadway 	<ul style="list-style-type: none"> Class III Bike route along east side of the roadway Class II 5-foot bike lane with 3-foot buffer along west side of the roadway 	
Level of Service	N/A	N/A	
Additional Potential Improvements			
❖ Improvements to pedestrian street lighting along this corridor.			

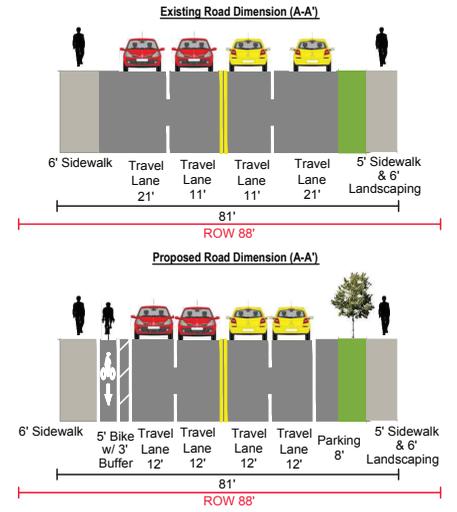
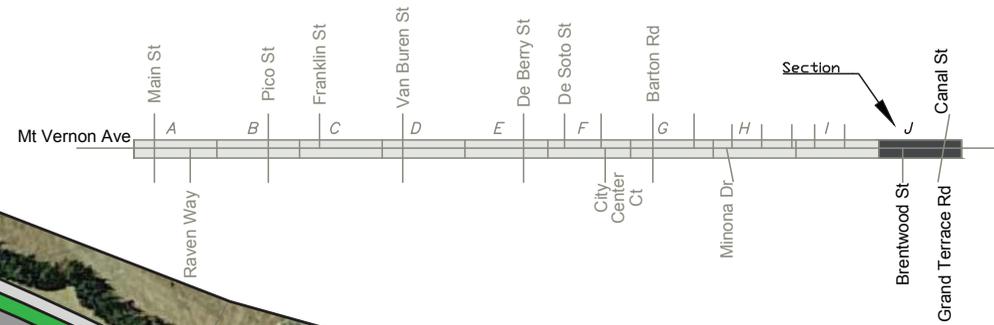
MATCH LINE
SEE FIGURE 2-I



Section J

BRENTWOOD ST
Section J Evaluation

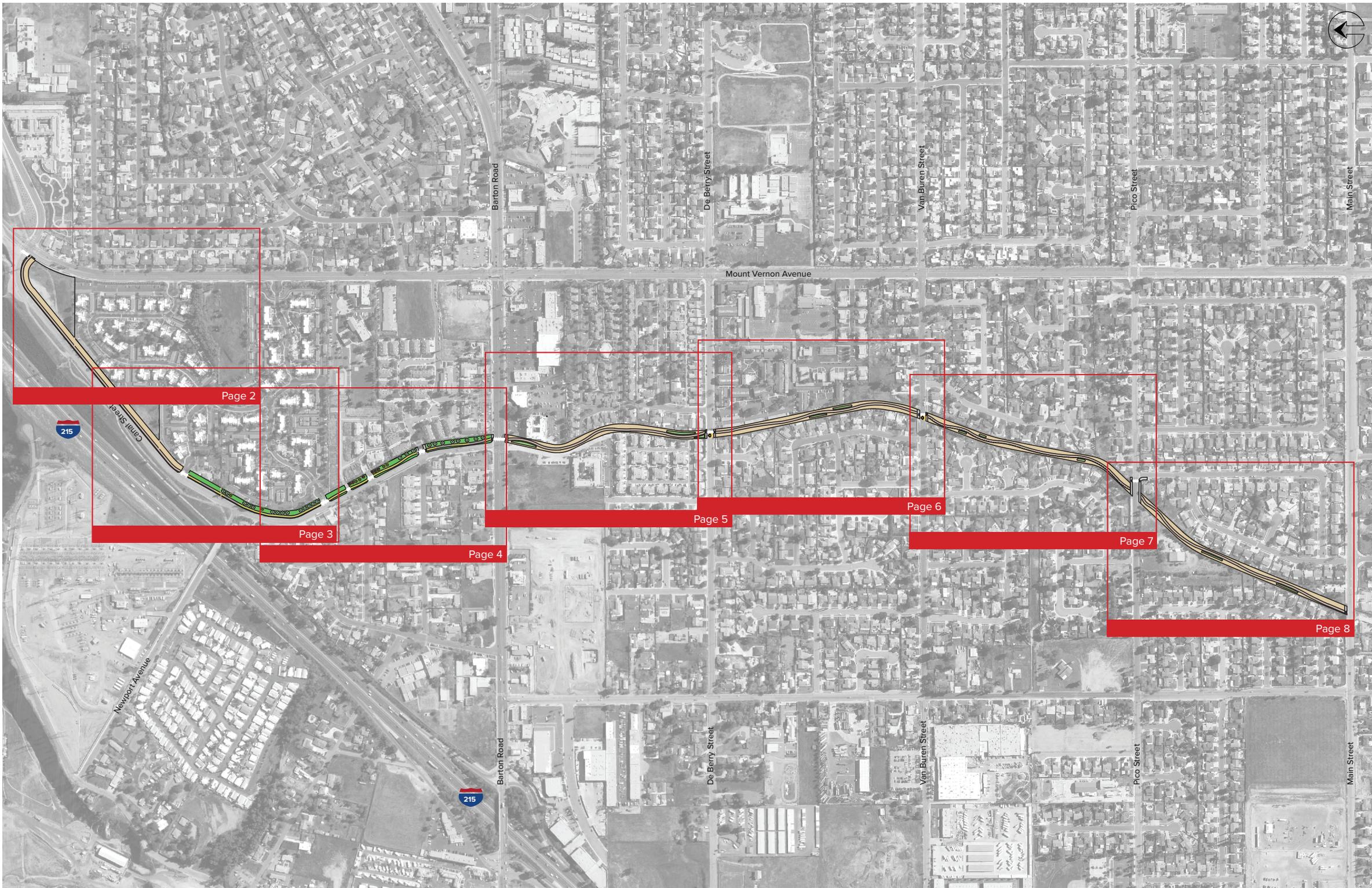
	Existing	Proposed	Overall Assessment
Vehicles	<ul style="list-style-type: none"> Classified as a Secondary Highway (4-lanes, undivided, 88-foot Right-of-Way) in the City of Grand Terrace General Plan Circulation Element Existing Roadway Width approximately 54 to 64-foot Four (4) Travel Lanes approximately 11-feet each or wider Speed Limit = 40 miles per hour (mph) Parking permitted only on east side of the roadway (no striping) south of Brentwood Street 	<ul style="list-style-type: none"> Maintain four (4) Travel Lanes (12-feet each) Speed Limit = 40 miles per hour (mph) Maintain parking only on east side of the roadway south of Brentwood Street adjacent to residential homes, enhance with striping 	<p>Due to the roadway narrowing to accommodate the turn lanes at the intersection of Mount Vernon Avenue at Canal Street/Grand Terrace Road, on-street parking east of the roadway will be eliminated (consistent with existing conditions). In addition, the west side of the roadway will transition from a Class III bike route facility to a Class II buffered-bike lane facility.</p> <p>Pros/Preferred:</p> <ol style="list-style-type: none"> 1. Beautification of the corridor with parkways 2. Enhanced continental crosswalk markers to promote enhanced pedestrian comfort and protection. 3. Buffered bike lanes provide enhanced bicyclist safety and comfort 4. Maintain/enhance parking along east side of Mount Vernon Avenue with striping 5. Curb extensions at residential side-streets are intended to serve as a visual cue to drivers that they are entering a neighborhood street or area. Provides enhanced safety to pedestrians. 6. Improved walkability due to non-contiguous sidewalks. <p>Cons/Against:</p> <ol style="list-style-type: none"> 1. No direct access to some driveways 2. No divided, hardscaped median 3. "Sharrow" Class III bike facility increases potential conflict between vehicles and bicyclists
Transit	<ul style="list-style-type: none"> No Transit along this corridor 	<ul style="list-style-type: none"> No Transit along this corridor 	
Pedestrian	<ul style="list-style-type: none"> Curb ramps No crosswalk striping Non-contiguous sidewalk network 	<ul style="list-style-type: none"> Curb ramps with truncated domes Marked enhanced continental crosswalk Non-contiguous sidewalk network Curb extensions allocated along the residential side-streets (Brentwood Street) 	
Bicyclist	<ul style="list-style-type: none"> Class III Bike route along both sides of roadway 	<ul style="list-style-type: none"> Class III Bike route along east side of the roadway and west side of the roadway north of Brentwood Street Class II 5-foot bike lane with 3-foot buffer along west side of the roadway, south of Brentwood Street 	
Level of Service	<p>Mount Vernon Avenue at Canal Street/Grand Terrace Road (Unsignalized): Intersection (AM/PM): F/C</p>	<p>Mount Vernon Avenue at Canal Street/Grand Terrace Road (Unsignalized): Intersection (AM/PM): F/C</p>	
Additional Potential Improvements			
<ul style="list-style-type: none"> Improvements to pedestrian street lighting along this corridor. 			



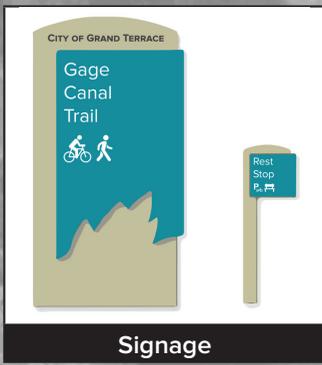
n:\3800\2173806 - grand terrace active transportation plan, grand terrace\dwg\cut sheets\mt_vernion_ave\3806_ss010_mt_vernion.dwg LDP 14:48:54 06-21-2018 memph

FIGURE 2-J

MT. VERNON AVENUE CONCEPTUAL IMPROVEMENT PLAN
 GRAND TERRACE ACTIVE TRANSPORTATION PLAN, GRAND TERRACE



Entry Monument
Sign and Rest Stop

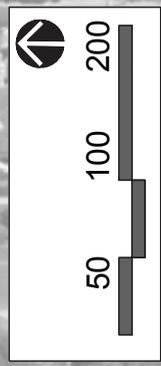


Multi-use DG Path

Existing Conditions to Remain



Existing Conditions







High Visibility Crossing

Existing Landscaping

Canal Street

High Visibility Crossing

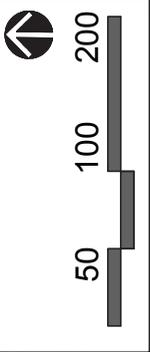


Existing Conditions



Multi-use Asphalt Path

Multi-use Asphalt Path



Barton Road

