

Community Focus Statement A: Provide unified downtown areas and business districts that are active and thriving.

Action Statement A.4: Construct sidewalks and additional or improved parking, to enhance safety and efficiency in business areas.

A4

Benchmark: A roadway improvement study and parking study is completed

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

Estimated Cost: Roadway improvement study: \$100,000–\$200,000; parking study: \$50,000 per study; parking lot: \$250,000–\$1,000,000 per lot



Existing intersection. Photo source: Michael Baker International

The Crest Forest communities’ business area functions as the community’s primary commercial district and staging area for tourists visiting the adjacent Lake Gregory, a popular recreational destination in the region. The area resembles a small, rural downtown district, but it lacks the necessary sidewalk system to provide pedestrians with safe access along the area’s streets. The main commercial streets currently lack a clear distinction between the zones for driving, parking, and walking. Roadways spill over to the front of businesses, leaving pedestrians without a protected area to walk along the streets. This lack of organization creates a “free-for-all” environment where cars dominate. The area also lacks an adequate supply of parking to serve business patrons and tourists.

Although clearly designated areas for travel lanes, parking areas, driveways, and sidewalks could create a more organized, efficient, and safe environment for all street users, the area has narrow streets and minimal building setbacks from streets. Therefore, adding sidewalks or increasing parking in front is not a viable alternative. Innovative alternatives such as pedestrian walkways off the main street should be considered.

Transformation of the business area to a more walkable environment is a top priority. There are currently only a few locations where sidewalks are provided in front of the businesses. A continuous network of paths off the street will create a safe and comfortable environment for pedestrians. Paths also create opportunities for other pedestrian amenities, including benches, street lighting, and bike racks, to locate in an organized fashion.

Currently, Lake Boulevard has a minimal number of designated pedestrian crossings, resulting in unsafe conditions for pedestrians as they cross the roadway. Painted crosswalks, pedestrian signs, enhanced paving, and/or signalization at key intersections throughout the business area will enhance pedestrian safety.

In addition to pedestrian paths, there may be opportunities to provide additional off-street parking. Local businesses should look into opportunities to purchase a surface parking lot for centralized parking downtown. Finally, the

area's parking supply can be increased through shared parking, by dedicating one or more new off-street municipal parking lots for use by business patrons and tourists, and by restriping existing parking lots. Stakeholder outreach is a critical component in the process when identifying changes to parking in a business area.

To facilitate the completion of the area's pedestrian network, the community should work with property owners to identify possible sites for municipal parking lot(s). To help pay for the improvements and land acquisition costs, the community can identify potential funding sources and help secure grants. Possible funding sources include:

- US Department of Transportation, Surface Transportation Improvement Grants
- Federal Highway Administration, Bicycle and Pedestrian Program and State Highway Safety Office Grants
- US Department of Agriculture, Rural Development Grants
- US Department of Housing and Urban Development, Reinvestment and Recovery Grants

The estimated unit costs for improvements are:

- Sidewalks are \$8.00–\$10.00 per square foot (paths may be less costly)
- Public parking is roughly \$100,000 for a 30-space parking lot (includes drainage, curbs, and signage)

Action	Action Leader	Timeline	11. Resources
1. Hold a meeting to create a Village Infrastructure Committee	Champion	Month 1	<p>San Bernardino Special Districts Department – Road Districts http://specialdistricts.org/index.aspx?page=174</p> <p>Community Service District Guidelines http://www.sbcounty.gov/lafco/item/201004/item_9c.pdf</p> <p>US Department of Agriculture Rural Development, Programs & Services, https://www.rd.usda.gov/programs-services</p> <p>US Department of Housing and Urban Development, HUD Recovery Act Programs, https://portal.hud.gov/hudportal/HUD?src=/recovery/programs</p> <p>US Department of Transportation Federal Highway Administration, Bicycle and Pedestrian Program, http://www.fhwa.dot.gov/environment/bicycle_pedestrian/</p> <p>US Department of Transportation Federal Highway Administration, Surface Transportation Block Grant Program (STBG), http://www.fhwa.dot.gov/specialfunding/stp/</p>
2. Approach the Local Agency Formation Commission (LAFCO) to develop a Community Services District for the Crest Forest community; approach the County Special Districts Department for guidance in approaching LAFCO.	Village Infrastructure Committee	Months 6-12	
3. After having support from either LAFCO or the County Special Districts Department, look into funding opportunities through local, state, and federal funds.	Village Infrastructure Committee	Months 6-12	
4. Once funding is in place, develop a request for proposal for a roadway improvement study and parking study with review by County Public Works Department.	Community Services District	Months 12-18	
5. Award a contract to a consultant to develop the studies.	Community Services District	Months 12-18	
6. Submit finalized studies developed by the consultant to the County Public Works Department for review.	Community Services District, County Special Districts Department	Year 2	
7. Ensure that studies serve as the basis of design for construction projects to be developed for installing pathways and improving parking.	Community Services District, County Public Works Department	Year 2	