

Figure 4.19.9 shows the walkshed for Mission Elementary School. The walkshed shows the area where a student can walk one-half mile from the school. The walkshed has been reviewed for sidewalk connectivity and accessibility.

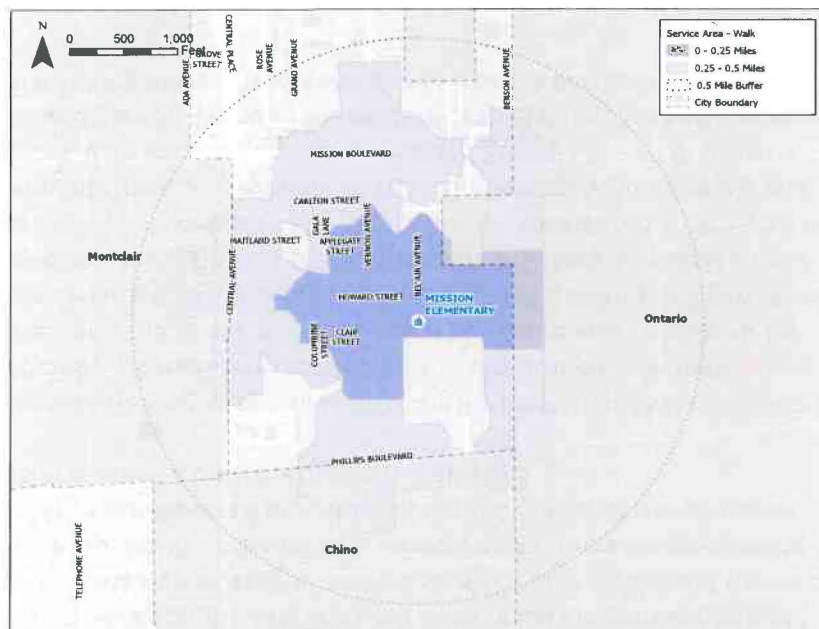


Figure 4.19.9 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there are no bicycle facilities surrounding Mission Elementary School. The San Bernardino County Transportation Authority (SBCTA) plans to implement a Class II bike lane along Benson Avenue (Figure 4.19.10).

The bicycle environment was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria, et al (2012) of the Mineta Transportation Institute. LTS classifies the street network into categories according to the level of stress it causes cyclists, taking into account a number of factors. The LTS assessment conducted by MBI concluded that the roads immediately surrounding Mission Elementary School have LTS scores of 4 indicating high stress levels for cyclists (Figure 4.19.11).

Figure 4.19.12 shows the bikeshed for Mission Elementary School. The bikeshed shows the area which a student can bike one mile from the school.



Figure 4.19.10 Existing and Planned Bicycle Condition

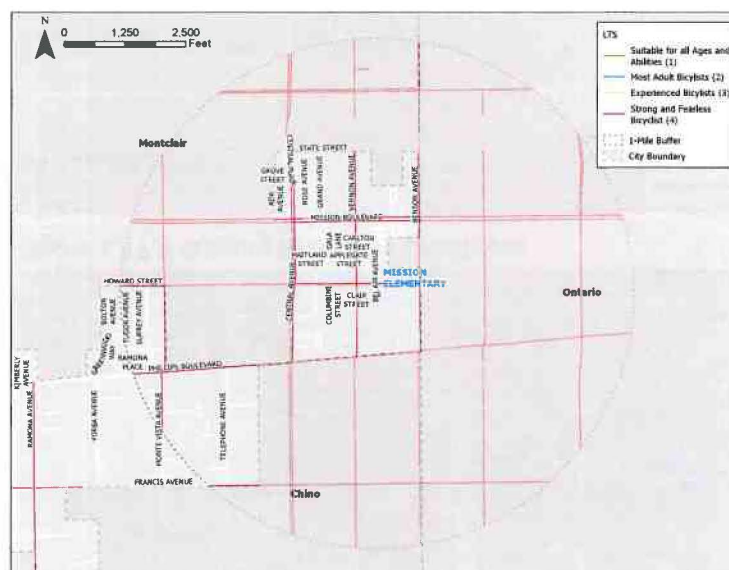


Figure 4.19.11 Bicycle Level of Traffic Stress



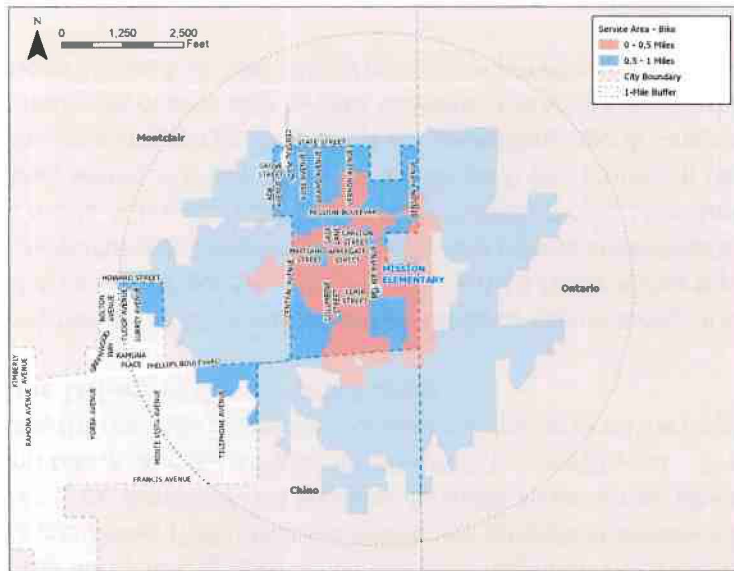


Figure 4.19.12 Existing Bikeshed

Pick-Up and Drop-Off

Mission Elementary School is accessed via Howard Street and Vernon Avenue. Figure 4.19.13 illustrates the existing conditions, and pedestrian behaviors observed during the mobility assessment.

There are currently no crossing guards. The all-way stop controlled intersection of Howard Street and Vernon Avenue includes high-visibility marked crosswalks and signage. Also, the side-street stop-controlled intersection of Howard Street and Benson Avenue includes a high visibility marked crosswalk and signage. The following signs are present along the north and south sides of Howard Street:

- "School Crossing Ahead"
- "Speed Limit (25)"
- "Tow-Away No Parking Commercial Vehicles 5 Tons Gross Weight or Over"
- "Stop Ahead"
- "No Parking Anytime"

Some parents that are dropping off their children were observed parking along Howard Street and cross the street with their children.

Drop-off/pick-up currently occurs primarily at the school parking lot drop-off/pick-up loop on Howard Street. During the site visit, parents were observed arriving nearly 30 minutes prior to the first bell for breakfast. The bus loading/unloading zone is located within the school drop-off/pick-up loop on Howard

Street. Many parents were seen dropping off students at the official unloading area right in front of the school, while other parents were seen dropping off at the curbside loading zone on Vernon Avenue. School staff recognize that vehicles use unofficial spots to drop off students such as the north and south sides of Howard Street, the travel lanes within the school loop on Howard Street, within the staff parking lot loop on Vernon Street, and within the bus loading zone on Howard Street.

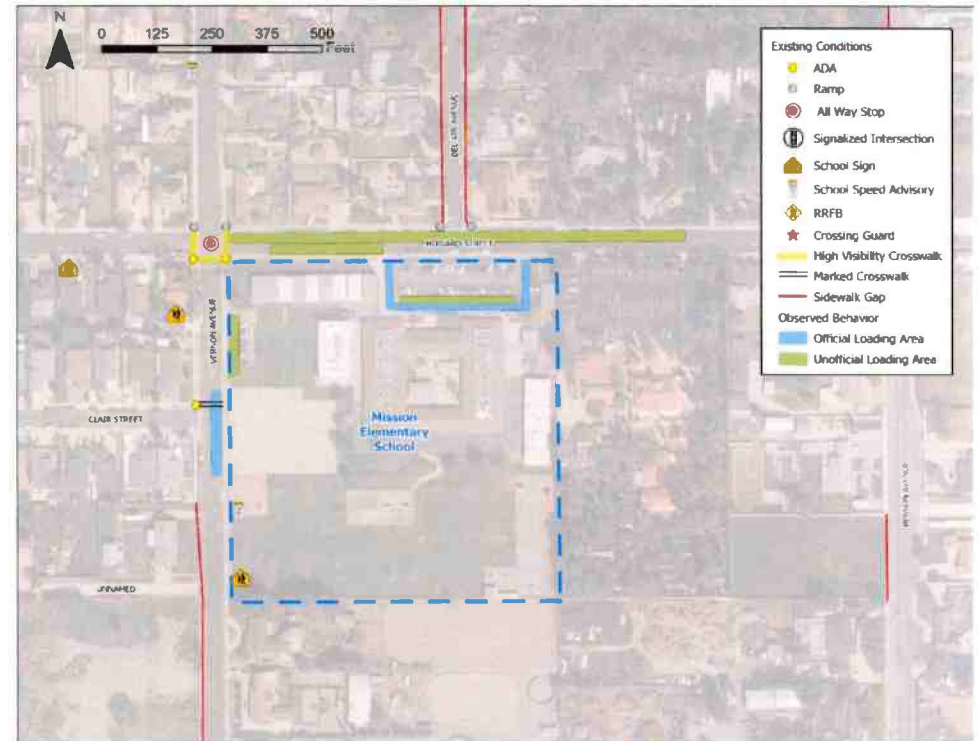


Figure 4.19.13 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there were nine bicycle and pedestrian collisions within a one-half mile radius of Mission Elementary School. Of the nine reported collisions, there were two collisions involving a pedestrian who sustained severe injuries, one of which was fatal. These were located on Central Avenue near Mission Boulevard (2021) and on Central Avenue near Howard Street (2022) (Figure 4.19.14).



Figure 4.19.14 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted for Mission Elementary School to understand how students may be traveling to the campus. Origin-Destination data was downloaded from the Replica Big Data platform, and ArcGIS and Python were the tools used to process the data. Featuring the school site as the destination, the analysis provides insights into the magnitude of trips made to and from the surrounding neighborhoods. The neighborhoods are defined by Traffic Analysis Zones (TAZs) that fall within the school's attendance boundary. The analysis is performed by travel mode for both active travel, which includes walking and biking, and auto travel, which refers to travel by car. The resulting maps display the number of trips by these two modes between the neighborhood TAZs and the TAZ where the school is located.

For each neighborhood, the number of trips made by each travel type was shown using lines on a map (Figure 4.19.15 and Figure 4.19.16 for active trip and auto trip maps, respectively). A thicker line means more people are estimated to travel using that mode of transportation from that neighborhood. Line thickness can be compared within the same type of travel, such as comparing two walking routes. One can also get a general sense of how walking and driving compare by looking at both sets of lines side by side. However, the lines are scaled differently for each mode of travel, so they should not be compared directly. This data helps

reveal how people tend to travel based on several factors, such as the existing walking or biking environment, land uses, physical barriers, population densities, and the layout of the roadway network.

For Mission Elementary School, auto and active modes have similar magnitudes for each TAZs that are closer to the school TAZ. There is generally higher activity for auto travel modes compared to active modes for TAZs that are farther away from the school. This is likely due to poor active transportation connectivity throughout the area, active infrastructure barriers and/or more car-dominant lifestyles.



Figure 4.19.15 Active Travel Pattern

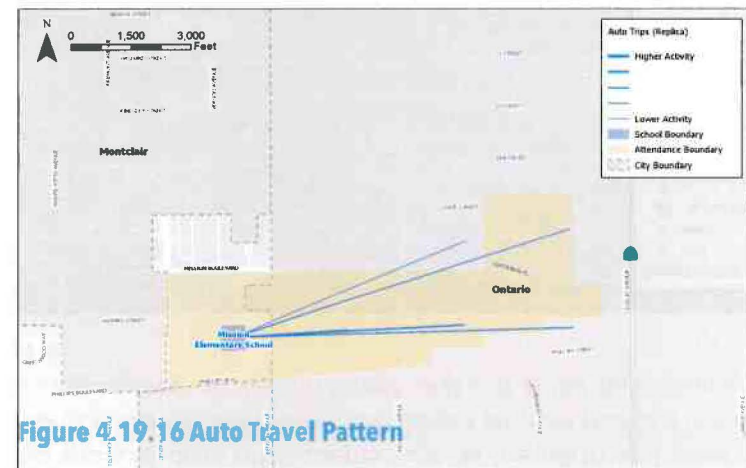


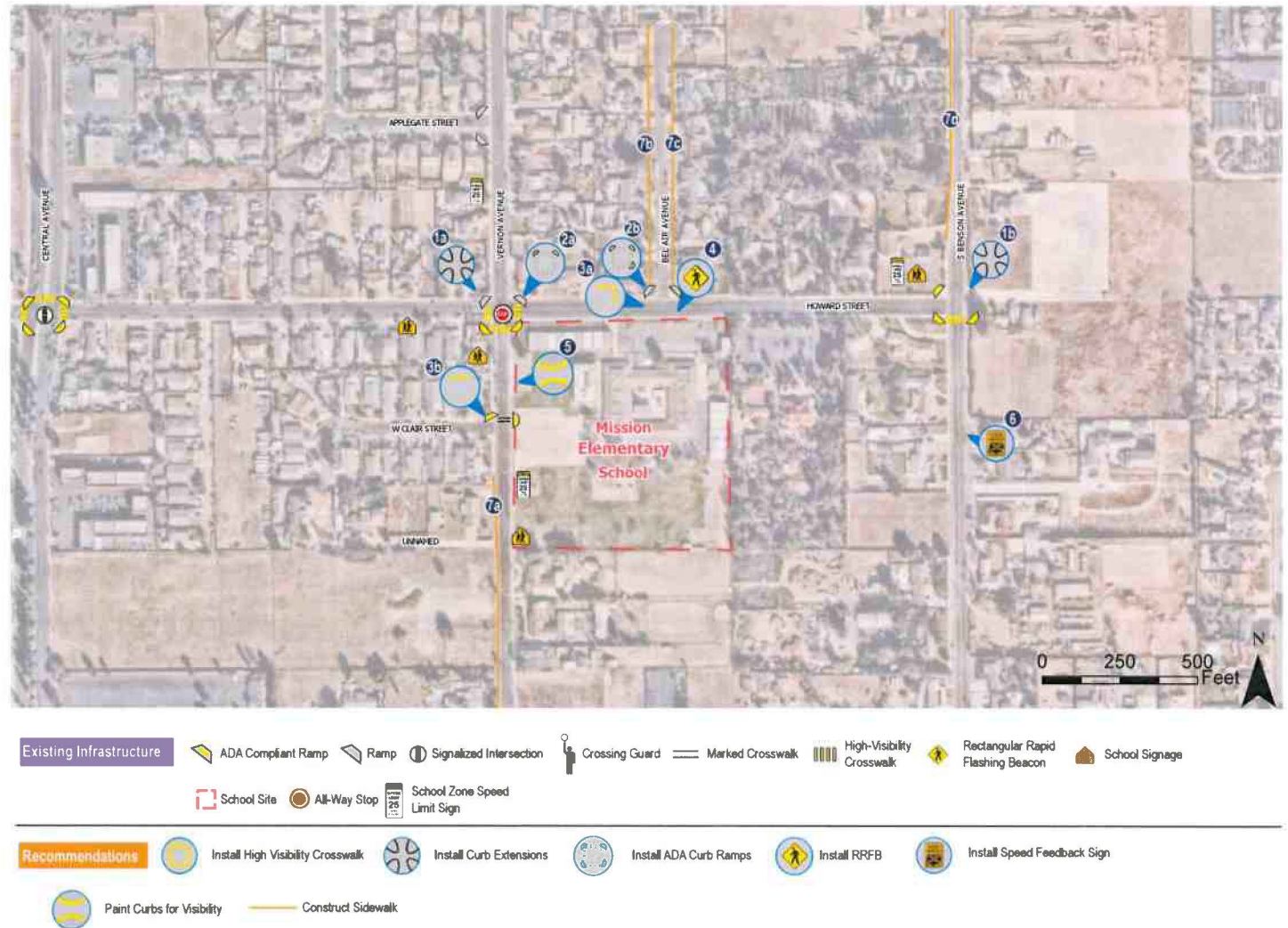
Figure 4.19.16 Auto Travel Pattern

SCHOOL RECOMMENDATIONS

Several improvement opportunities were identified in the mobility assessment conducted for Mission Elementary School. Through the student tallies, it was found that the primary mode of travel for most students commuting to and from Mission Elementary School was the use of the family vehicle. The principal explained this was partially due to the pedestrian environment, as there are no crossing guards and few controlled crossings. Most students in the attendance boundary live east of Benson Avenue, a fast moving north-south roadway. Another consideration is that the school requires students enrolled in the after school programs to be picked up by parents (by any mode), meaning that they cannot walk home unsupervised. Those that are known to currently walk home live along Vernon Avenue and its adjacent streets.

There are three pedestrian and bicycle crossings near the school. Two of the three are high-visibility crosswalks with signage at the intersections of Vernon Avenue at Howard Street, and Benson Avenue at Howard Street. The other crossing is located at the intersection of Vernon Avenue and Claire Street with a standard crosswalk and signage. **None of the intersections have** a crossing guard, and these intersections were observed to be wide and uncomfortable to cross. Pedestrians were also observed crossing at the midblock along Howard Street where no formal crossings exist. There is also a lack of bicycle infrastructure near the school.

A speed feedback sign is recommended along Benson Avenue to discourage speeding. To improve visibility and accessibility, high visibility crosswalks, ADA-compliant curb ramps, curb extensions and sidewalks are recommended at the school frontage and surrounding intersections. An RRFB crossing is recommended at Bel Air Avenue and Howard Street to relieve some of the unsafe mid-block crossing. These recommendations are highlighted in Figure 4.19.17. A summary list of recommendations is provided Table 4.19.1.



MISSION ELEMENTARY SCHOOL

TABLE 4.19.1 MISSION ELEMENTARY SCHOOL RECOMMENDATIONS

ID	Improvement	Description	Location
1a	Curb extensions	Add curb extensions	Howard Street and Vernon Avenue
1b	Curb extensions	Add curb extensions	Howard Street and Benson Avenue
2a	ADA curb ramps	Install ADA compliant curb ramps on the northeast and northwest corners of the intersection	Howard Street and Vernon Avenue
2b	ADA curb ramps	Install ADA compliant curb ramps on the northeast, northwest and southeast corners of the intersection	Howard Street and Bel Air Avenue
3a	High visibility crosswalks	Install high-visibility crosswalk on north and east leg of the intersection	Howard Street and Bel Air Avenue
3b	High visibility crosswalks	Install high-visibility crosswalk on north leg of the intersection	Clair Street and Vernon Avenue
4	Rectangular Rapid Flashing Beacon (RRFB)	Add RRFB and crossing	Across Howard Street, east of Bel Air Avenue
5	Yellow curb	Paint the curb yellow near the driveways to distinguish them from the sidewalk to reduce the potential for a tripping hazard	Vernon Avenue (E) between north school driveway and south school driveway
6	Speed Feedback Sign	Add a speed feedback sign in the northbound direction on Benson Avenue	Benson Avenue, south of Howard Street
7a	Sidewalk	Construct sidewalk	Vernon Avenue (W) between Clair Street and Phillips Boulevard
7b	Sidewalk	Construct sidewalk	Bel Air Avenue (W) north of Howard Street
7c	Sidewalk	Construct sidewalk	Bel Air Avenue (E) north of Howard Street
7d	Sidewalk	Construct sidewalk	Benson Avenue (W) between Mission Boulevard and Howard Street

4.20 WRIGHTWOOD ELEMENTARY SCHOOL

1175 Angeles Crest Highway, Wrightwood, CA 92397
Snowline Joint Unified School District

Wrightwood Elementary School is located in unincorporated San Bernardino County, California, within the unincorporated community of Wrightwood. Wrightwood Elementary School is located at the southeast corner of the intersection of Spruce Street and Angeles Crest Highway (SR-2). The school is located directly south of Angeles Crest Highway and approximately four miles southwest of State Route 138 (SR-138). The land uses surrounding Wrightwood Elementary School are primarily residential. Figure 4.20.1 shows the school area and the overall context of the school site.



Figure 4.20.1 Context Map

SCHOOL PROFILE

Wrightwood Elementary School is located in unincorporated San Bernardino County within the unincorporated community of Wrightwood and is a part of the Snowline Joint Unified School District. It serves approximately 344 students in grades Kindergarten through fifth with a student/teacher ratio of 18:1. The demographic composition of the students is shown in Figure 4.20.2, which shows that Wrightwood Elementary School has a majority White population, according to the census estimates. Approximately 45% of Wrightwood Elementary School students received free or reduced-price lunch during the 2023-2024 school year, which is lower than the state and county averages (Figure 4.20.3).

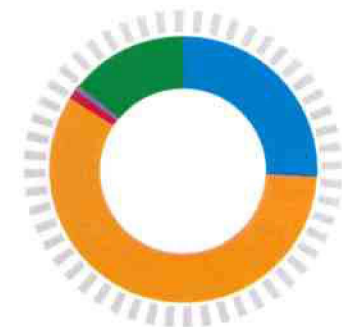


Figure 4.20.2 Demographic Composition

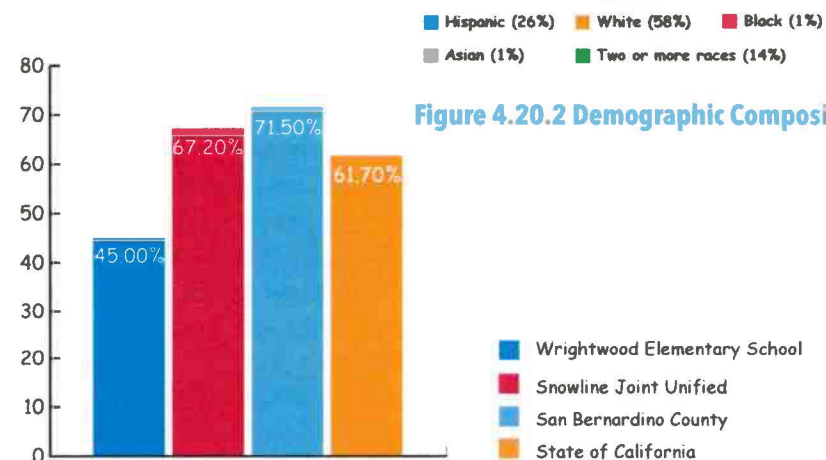


Figure 4.20.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

Wrightwood Elementary School was incorporated into the Safe Routes to School project at a later stage. As a result of this delayed inclusion, the school did not participate in the initial round of data collection activities, which included both parent surveys and student travel tallies. These tools are typically used to assess current travel behaviors and identify barriers to walking and biking to school. Since Wrightwood Elementary School was added after these efforts had already been completed for other participating schools, no baseline data was gathered for its students at that time.

Mobility Assessment

A walk audit and on-site meeting for Wrightwood Elementary School in unincorporated San Bernardino County was conducted on March 26, 2025. The purpose of the event was to identify any issues related to student drop-off or pick-up operations that may make it unsafe or uncomfortable for students to walk, bike and roll to and from school. Included in this assessment are discussions of observed deficiencies, such as substandard sidewalks, missing curb ramps and crosswalks, inadequate bicycle infrastructure and high traffic volumes and speeds around the school.

Those who attended the mobility assessment included the Wrightwood Elementary School Principal and CR Associates staff.



CalEnviroScreen 4.0

CalEnviroScreen (CES) is a tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that identifies communities that are disproportionately burdened by pollutants. Factors used to identify communities include exposures (traffic, pesticides, and drinking water), environmental effects (cleanup sites, solid waste), sensitive populations (asthma, low birth weight) and socioeconomic factors (education, poverty, unemployment). Scores range from 0-100 with a higher score indicating a higher effect of pollutants for the area. Figure 4.20.4 illustrates the CES scores for Wrightwood Elementary School and its surrounding area scoring in the 10th to 20th percentile, which indicates the area is not burdened by pollutants.



Figure 4.20.4 CalEnviroScreen 4.0 Score - Wrightwood Elementary School

Healthy Place Index

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, is a tool used to explore the community conditions that impact life expectancy. The HPI tool helps prioritize public and private investments, resources, and programs in neighborhoods where they are needed the most. The HPI tool combines 23 community characteristics such as access to healthcare, housing, education and more. The tool produces a score ranging from 0-100, with the higher score representing a healthier community. The tool's indicators reflect widely recognized thematic areas of the social determinants of health and are consistent with those described by the Centers for Disease Control (CDC). Figure 4.20.5 illustrates the area surrounding Wrightwood Elementary School, which shows an HPI score of 55.2, indicating more healthy conditions surrounding the school.



Figure 4.20.5 Healthy Place Index Score - Wrightwood Elementary School

Walking

Figure 4.20.6 provides an overview of the existing pedestrian network and challenges observed and analyzed. The sidewalk network surrounding Wrightwood Elementary School is largely incomplete. During the site visit, it was observed that there were no sidewalks along any of the adjacent streets. This is primarily due to the fact that this is a mountain town with its own unique rural character. The roads are generally paved, but pedestrians generally walk along a generally unpaved shoulder. Given the lack of sidewalks, vehicles found speeding along the roadway create additional risk for pedestrians as there is no grade separation. Utility poles were also observed along the shoulder on the east side of Spruce Street between Angeles Crest Highway (SR-2) and Apple Avenue, which are obstructions for pedestrians.

Challenges to walking were evaluated using the Pedestrian Evaluation Score (PES) developed by CR Associates. Based on the physical environment, surrounding land uses, and the street environment, a PES score was developed for nearby roadways. Figure 4.20.7 shows the results of the PES scoring. A sidewalk network with medium and high PES scores indicates relatively low stress for walking, whereas a low or very low PES score can be considered a stressful walking

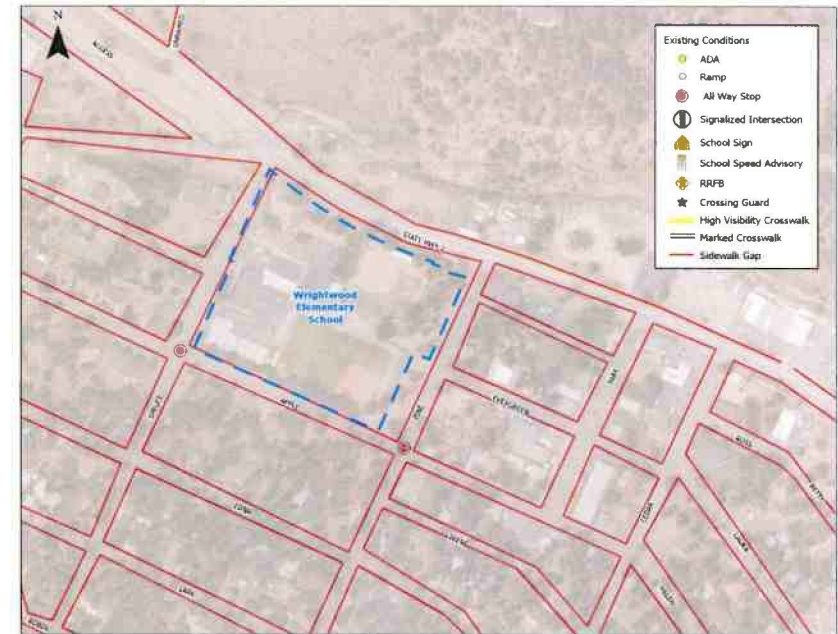


Figure 4.20.6 Existing Pedestrian Conditions

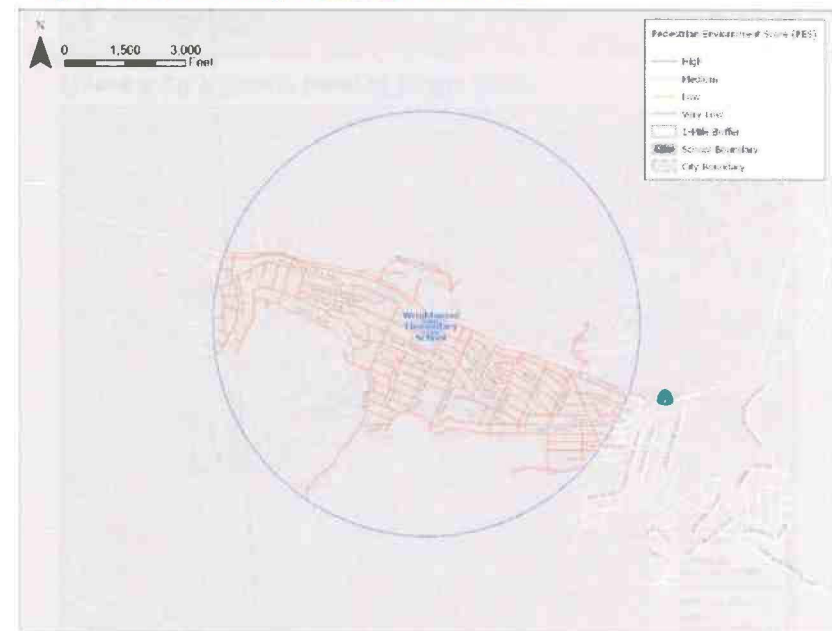


Figure 4.20.7 Pedestrian Evaluation Score

Figure 4.20.8 shows the walkshed for Wrightwood Elementary School. The walkshed shows the area where a student can walk one-half mile from the school. The walkshed has been reviewed for sidewalk connectivity and accessibility.

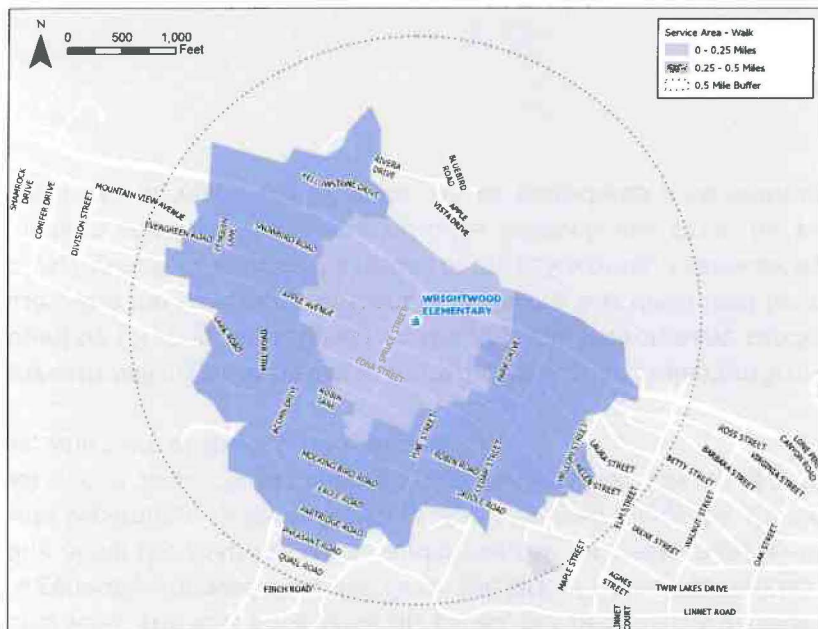


Figure 4.20.8 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there are no bicycle facilities surrounding Wrightwood Elementary School and there are no plans for future bicycle facilities.

The bicycle environment was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria et al. (2012) of the Mineta Transportation Institute. LTS classifies the street network into categories according to the level of stress it causes cyclists, taking into account a number of factors. The LTS assessment conducted by MBI concluded that the roads immediately surrounding Wrightwood Elementary School have LTS scores of 4, indicating high stress levels for cyclists (Figure 4.20.9).

Figure 4.20.10 shows the bikeshed for Wrightwood Elementary School. The bikeshed shows the area which a student can bike two miles from the school.

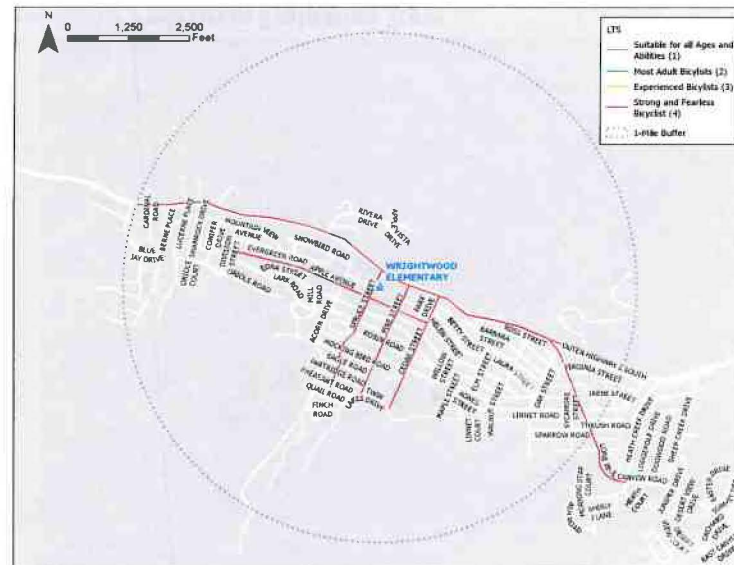


Figure 4.20.9 Bicycle Level of Traffic Stress

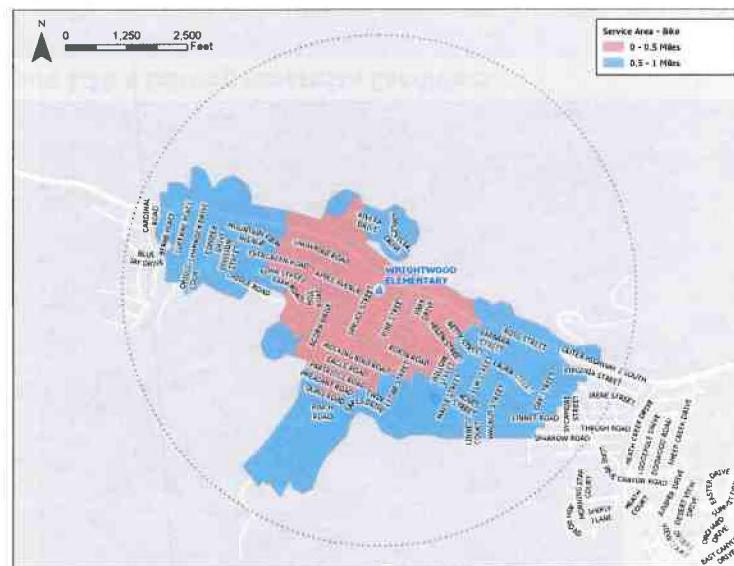


Figure 4.20.10 Existing Bikeshed

Pick-Up and Drop-Off

Wrightwood Elementary School is accessed via Angeles Crest Highway, Pine Street, and Spruce Street. Figure 4.20.11 illustrates the existing conditions and the behaviors observed during the mobility assessment.

There are no crossing guards. There are standard low-visibility marked crosswalks at the intersections of Spruce Street at Evergreen Road and Spruce Street at Apple Avenue. The following signs are present along the roadways on the school frontage:

- "School Crossing Ahead"
- "School Zone Speed Limit"
 - o Angeles Crest Highway (20)
 - o Pine Street (25)
- "Speed Limit (25)"
- "Stop Ahead"
- "No Stopping Anytime."

Some parents that are dropping off their children were observed parking along Pine Street, and then cross the street with their children.

Pick-up currently occurs primarily at the school parking lot on Angeles Crest Highway. During the site visit, parents were observed arriving nearly 30 minutes prior to the dismissal bell. Many parents were seen picking-up students at the unloading area on Angeles Crest Highway, while other parents were seen dropping-off in the pick-up/drop-off loop on Spruce Street. While there are no physical school buses serving Wrightwood Elementary School, students are supported by a Walking School Bus program. School staff recognize that vehicles use unofficial spots to drop off students such as south of the school on Spruce Street and many parents park on Pine Street across from the school and walk across to and from school.



Figure 4.20.11 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there were two bicycle and pedestrian collisions within a one-half mile radius of Wrightwood Elementary School (Figure 4.20.12). Of the two reported collisions, there were no collisions in which a pedestrian or bicyclist sustained severe injuries.



Figure 4.20.12 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted for Wrightwood Elementary School to understand how students may be traveling to the campus. Origin-Destination data was downloaded from the Replica Big Data platform, and ArcGIS and Python were the tools used to process the data. Featuring the school site as the destination, the analysis provides insights into the magnitude of trips made to and from the surrounding neighborhoods. The neighborhoods are defined by Traffic Analysis Zones (TAZs) that fall within the school's attendance boundary. The analysis is performed by travel mode for both active travel, which includes walking and biking, and auto travel, which refers to travel by car. The resulting maps display the number of trips by these two modes between the neighborhood TAZs and the TAZ where the school is located.

For each neighborhood, the number of trips made by each travel type was shown using lines on a map (Figure 4.20.13 and Figure 4.20.14 for active trip and auto trip maps, respectively). A thicker line means more people are estimated to travel using that mode of transportation from that neighborhood. Line thickness can be compared within the same type of travel, such as comparing two walking routes. One can also get a general sense of how walking and driving compare by looking at both sets of lines side by side. However, the lines are scaled differently for each mode of travel, so they should not be compared directly. This data helps reveal how people tend to travel based on several factors, such as the existing walking or biking environment, land uses, physical barriers, population densities, and the layout of the roadway network.

For Wrightwood Elementary School, auto and active modes have similar magnitudes for each respective mode. The TAZs that are geographically closest to the school TAZ have high magnitudes in both modes, with the exception of the TAZ closest to the SR-138, which shows low active trip magnitudes. Higher magnitude trips from either mode are heavily concentrated in the southeastern TAZs. The difference in activity east and west of the school may be due to poor active transportation connectivity west of the school, active infrastructure barriers, more car-dominant lifestyles or a longer distance between the school and the respective TAZ compared to other TAZs.

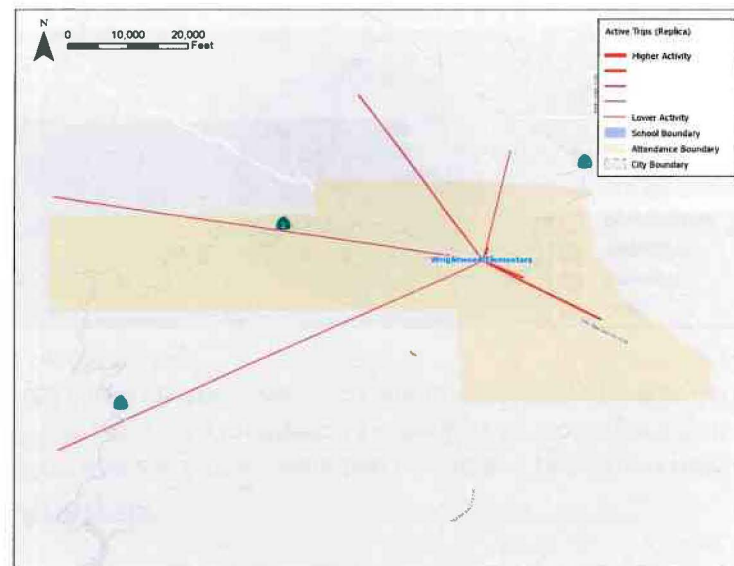


Figure 4.20.13 Active Travel Pattern

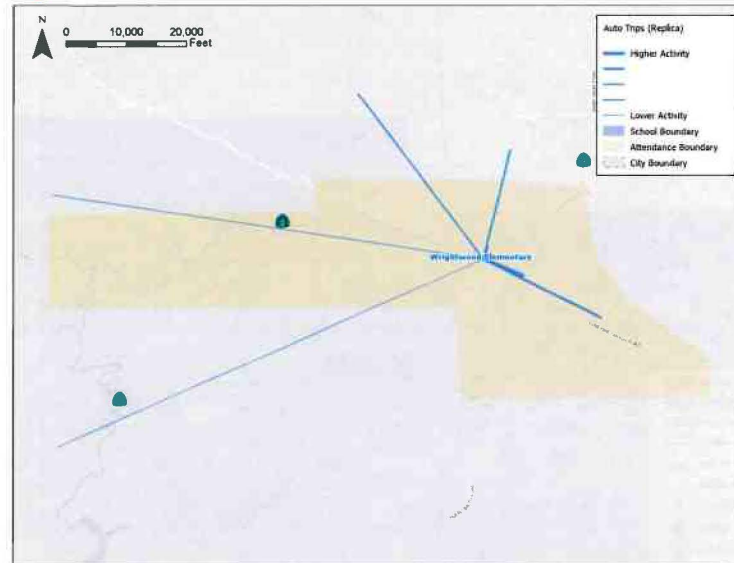
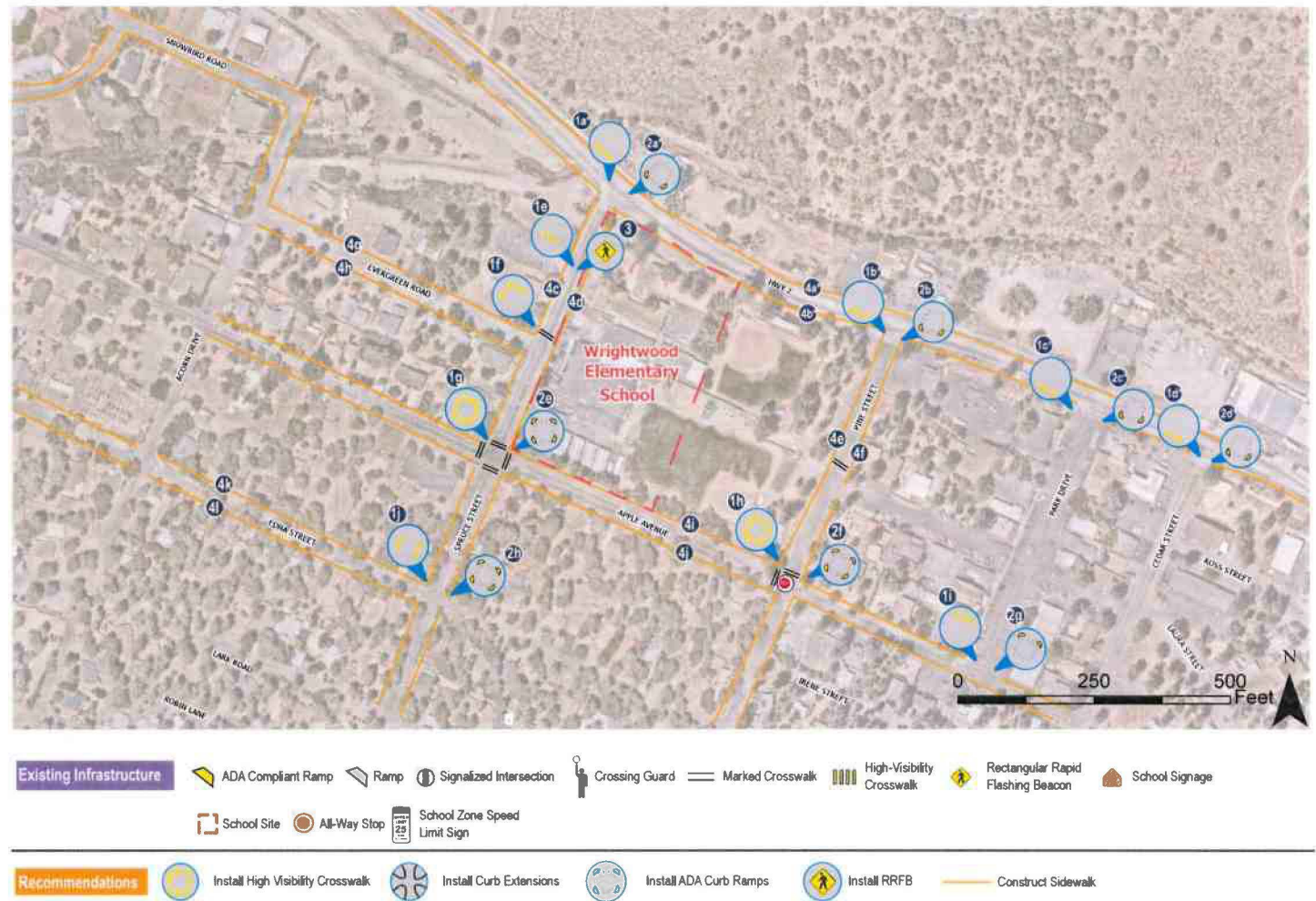


Figure 4.20.14 Auto Travel Pattern

SCHOOL RECOMMENDATIONS



Note: Items with asterisks (*) along Highway 2 would require further coordination with Caltrans

WRIGHTWOOD ELEMENTARY SCHOOL

TABLE 4.20.1 WRIGHTWOOD ELEMENTARY SCHOOL RECOMMENDATIONS

ID	Improvement	Description	Location
1a^	High-Visibility Crosswalk	Install high-visibility crosswalk on south leg of the intersection	Angeles Crest Highway (SR-2) and Spruce Street
1b^	High-Visibility Crosswalk	Install high-visibility crosswalk on south leg of the intersection	Angeles Crest Highway and Pine Street
1c^	High-Visibility Crosswalk	Install high-visibility crosswalk on south leg of the intersection	Angeles Crest Highway and Park Drive
1d^	High-Visibility Crosswalk	Install high-visibility crosswalk on south leg of the intersection	Angeles Crest Highway and Cedar Street
1e	High-Visibility Crosswalk	Install high-visibility crosswalk to support the proposed mid-block crossing	Spruce Street between Angeles Crest Highway and Apple Avenue
1f	High-Visibility Crosswalk	Install high-visibility crosswalk on north and east legs of the intersection	Spruce Street between Angeles Crest Highway and Apple Avenue
1g	High-Visibility Crosswalk	Install high-visibility crosswalk on all four legs of the intersection	Spruce Street and Apple Avenue
1h	High-Visibility Crosswalk	Install high-visibility crosswalk on all four legs of the intersection	Pine Street and Apple Avenue
1i	High-Visibility Crosswalk	Install high-visibility crosswalk on north leg of the intersection	Park Drive and Apple Avenue
1j	High-Visibility Crosswalk	Install high-visibility crosswalk on east and west legs of the intersection	Spruce Drive and Edna Street
2a^	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the southeast and southwest corners of the intersection	Angeles Crest Highway and Spruce Street
2b^	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the southeast and southwest corners of the intersection	Angeles Crest Highway and Pine Street
2c^	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the southeast and southwest corners of the intersection	Angeles Crest Highway and Park Drive
2d^	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the southeast and southwest corners of the intersection	Angeles Crest Highway and Cedar Street
2e	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on all four corners of the intersection	Spruce Street and Apple Avenue
2f	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on all four corners of the intersection	Pine Street and Apple Avenue
2g	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the northeast and northwest corners of the intersection	Park Drive and Apple Avenue
2h	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on all four corners of the intersection	Spruce Drive and Edna Street
3	Rectangular Rapid Flashing Beacon (RRFB)	Install RRFB crossing Spruce Street	Spruce Street between Angeles Crest Highway and Apple Avenue
4a^	Sidewalk	Construct sidewalk (*)	Angeles Crest Highway (N) between Pine Street and Victorville Street
4b^	Sidewalk	Construct sidewalk (*)	Angeles Crest Highway (S) between Pine Street and Victorville Street
4c	Sidewalk	Construct sidewalk (*)	Spruce Street (W) between Angeles Crest Highway and Pheasant Road
4d	Sidewalk	Construct sidewalk (*)	Spruce Street (E) between Angeles Crest Highway and Pheasant Road
4e	Sidewalk	Construct sidewalk (*)	Pine Street (W) between Angeles Crest Highway to Helen Street; Helen Street (S) from Pine Street to Oak Street; Oak Street (W) from Lone Pine Canyon Road to Twin Lakes Road

ID	Improvement	Description	Location
4f	Sidewalk	Construct sidewalk (*)	Pine Street (E) between Angeles Crest Highway to Helen Street; Helen Street (N) from Pine Street to Oak Street; Oak Street (E) from Pine Canyon Road to Twin Lakes Road
4g	Sidewalk	Construct sidewalk (*)	Evergreen Road (N) between Acorn Drive and Mountain View Avenue; Mountain View Avenue (N) between Evergreen Road and Lucerne Place
4h	Sidewalk	Construct sidewalk (*)	Evergreen Road (S) between Acorn Drive and Mountain View Avenue; Mountain View Avenue (S) between Evergreen Road and Lucerne Place
4i	Sidewalk	Construct sidewalk	Apple Avenue (N) between Acorn Drive and Cedar Street
4j	Sidewalk	Construct sidewalk	Apple Avenue (S) between Acorn Drive and Cedar Street
4k	Sidewalk	Construct sidewalk (*)	Edna Street (N) between Spruce Street and Lark Road; Lark Road (E) between Edna Street and Conifer Drive
4l	Sidewalk	Construct sidewalk (*)	Edna Street (S) between Spruce Street and Lark Road; Lark Road (W) between Edna Street and Conifer Drive

(*) Note: Extents are based on Wrightwood Elementary walking school bus routes

(^) Note: This would require further coordination with Caltrans

4.21 CHAPARRAL HIGH SCHOOL

9258 Malpaso Road, Phelan CA 92329
Snowline Joint Unified School District

Chaparral High School is located in unincorporated San Bernardino County, California, in the unincorporated community of Phelan, west of State Route 138 (SR-138). Chaparral High School is located on southwest corner of the intersection of Malpaso Road and Nielson Road. The school is located approximately 1.0 mile northeast of SR-138. The land uses surrounding Chaparral High School are primarily low-density residential and undeveloped land, with Snowline Joint Unified School and Serrano High School to the east and southeast, respectively. Figure 4.21.1 shows the school area and the overall context of the school site.



Figure 4.21.1 Context Map

SCHOOL PROFILE

Chaparral High School is located in unincorporated San Bernardino County within the community of Phelan and is part of the Snowline Joint Unified School District. It serves approximately 193 students in grades 9th through 12th with a student/teacher ratio of 15:1. The demographic composition of the students is shown in Figure 4.21.2, which shows the community has a majority Hispanic population, according to the census estimates. Approximately 78% of Chaparral Elementary School students received free or reduced-price lunch during the 2023-2024 school year which is higher than the state and the county averages. (Figure 4.21.3)

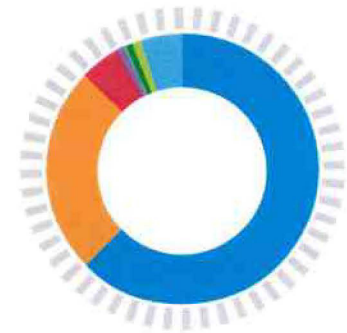


Figure 4.21.2 Demographic Composition

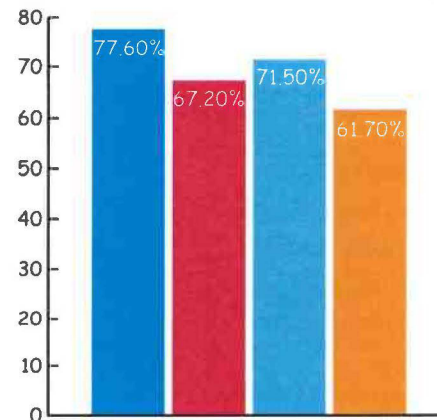


Figure 4.21.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

The Safe Routes to School Student Arrival and Departure Tally Sheet was administered by Chaparral High School staff between January 28 and January 30, 2025, to better understand what mode(s) students use to travel to and from the campus. As displayed in Figure 4.21.4, about half of the students arrived and departed in school bus (47%), followed by family vehicle (44%) and carpooling (3%), respectively. Chaparral High School has five buses that drop students off within the bus loop on Malpasó Road. Approximately 91 students reported taking the school bus.

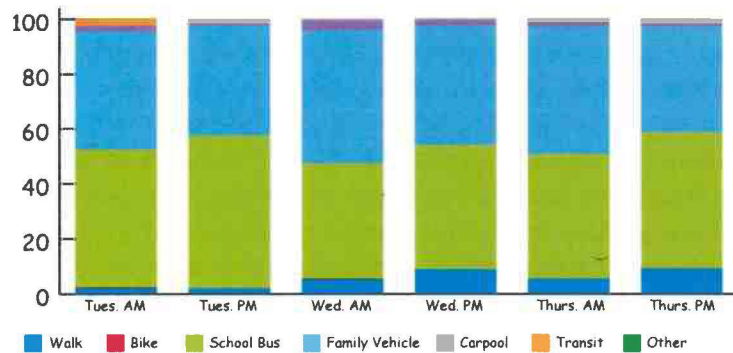


Figure 4.21.4 Chaparral High School Student Arrival and Departure Tallies

Mobility Assessment

A walk audit and on-site meetings for Chaparral High School in unincorporated San Bernardino County was conducted on January 29, 2025. The purpose of the event was to identify issues related to student drop-off or pick-up operations that may make it unsafe or uncomfortable for students to walk, bike, and roll to and from school. Included in this assessment are discussions of observed deficiencies, such as substandard sidewalks, missing curb ramps and crosswalks, inadequate bicycle infrastructure and high traffic volumes and speeds around the school.

Those who attended the mobility assessment included the Chaparral High School Principal, San Bernardino County staff, and CR Associates staff and the Superintendent of Snowline Joint Unified School District. Although an online survey was administered as part of the school mobility assessment for Chaparral High School, no parents/caregivers participated.

CalEnviroScreen 4.0

CalEnviroScreen (CES) is a tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that identifies communities that are disproportionately burdened by pollutants. Factors used to identify communities include exposures (traffic, pesticides, and drinking water), environmental effects (cleanup sites, solid waste), sensitive populations (asthma, low birth weight), and socioeconomic factors (education, poverty, unemployment). Scores range from 0-100 with a higher score indicating a higher effect of pollutants for the area. Figure 4.21.5 illustrates the CES scores for Chaparral High School and its surrounding area scoring in the 20th to 30th percentile, indicating the area is not burdened by pollutants.



Figure 4.21.5 CalEnviroScreen 4.0 Score - Chaparral High School

Healthy Place Index

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, is a tool used to explore the community conditions that impact life expectancy. The HPI tool helps prioritize public and private investments, resources, and programs in neighborhoods where they are needed the most. The HPI tool combines 23 community characteristics such as access to healthcare, housing, education, and more. The tool produces a score ranging from 0-100, with the higher score representing a healthier community. The tool's indicators reflect widely recognized thematic areas of the social determinants of health and are consistent with those described by the Centers for Disease Control (CDC). Figure 4.21.6 illustrates the area surrounding Chaparral High School, which shows an HPI score of 25.8, indicating slightly more healthy conditions surrounding the school.