

## Laurel Ave between Slover and School Frontage

### Existing Conditions:

Laurel Ave was identified in the planning process to be a high-conflict corridor several reasons: speeding and distracted drivers, frequent semi-truck traffic, and failure to comply with local traffic laws. These conditions create high-risk conditions for active transportation users and drivers alike.

### Planned Improvements:

Proposed "No Left Turn" sign and "No Trucks" signs to be installed on Laurel Ave will help minimize conflict points for drivers exiting the school parking lot onto Laurel Ave and discourage semi-truck drivers from utilizing the school zone. The proposed speed feedback sign will alert drivers to the school zone and motivate behavior shifts.

Together, these countermeasures will reduce conflict points, minimize risks created by truck drivers, clarify expected behaviors for both drivers and active transportation users, and reduce speeds, helping to lower the likelihood and severity of future pedestrian and bicyclist collisions in the Project area.



# Project Closes Critical Pedestrian Gaps and Improves Safe Crossings



- - - - - Existing Sidewalk Gaps
- ▲ High-Risk Crossing Barriers
- | Proposed Sidewalks
- 115
- 🚦 Proposed Crossing Improvement: Traffic Signal
- ⚠️ Proposed Crossing Improvements (RRFB, High-Visibility Crosswalks, ADA curb ramps)

# Project Closes Critical Pedestrian Gaps and Improves Safe Crossings



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- 116

# Project Improves Access to Schools, Community Destinations, and Regional Parks



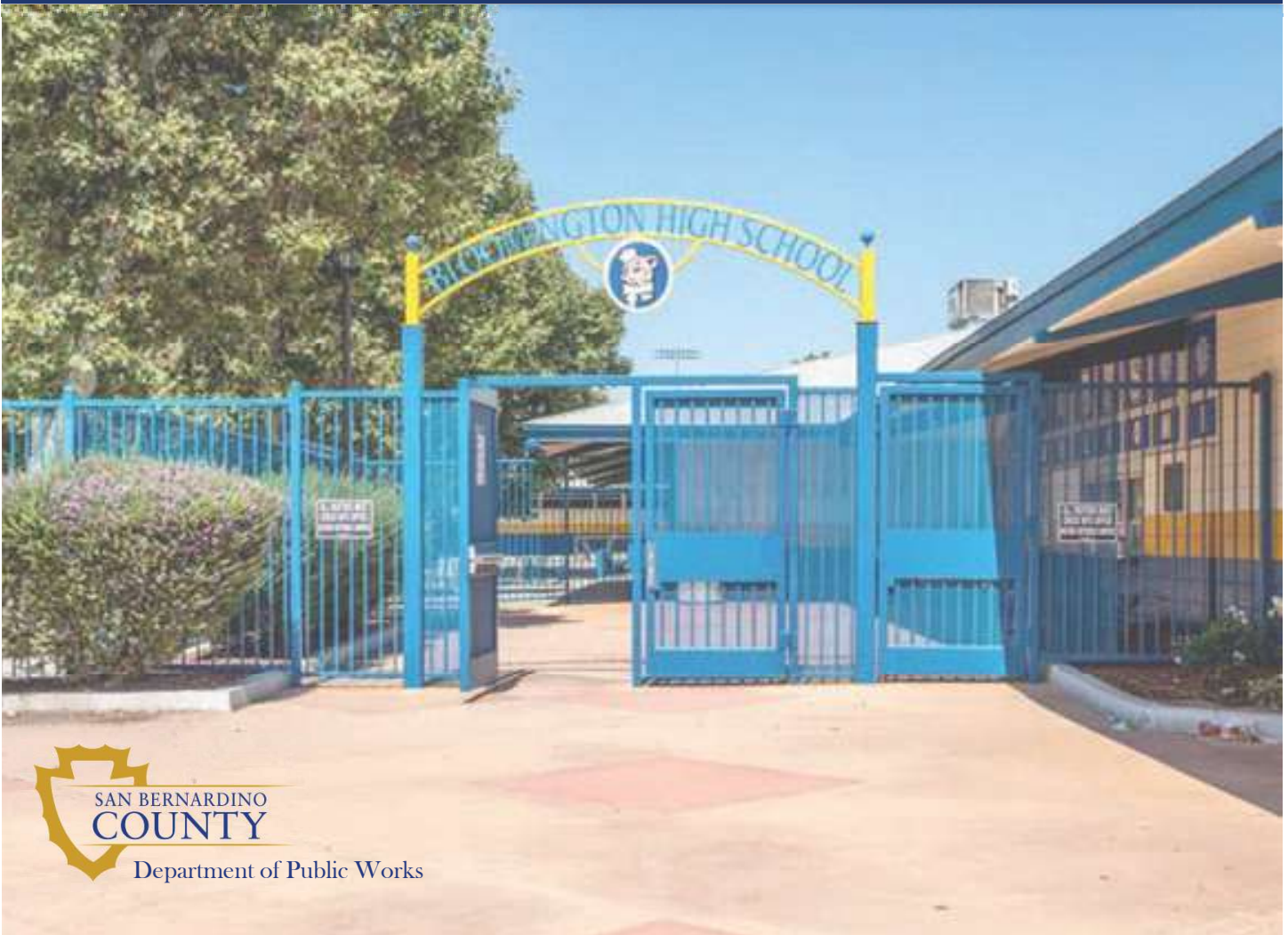
Existing Sidewalk Gaps Proposed Sidewalks

# Bloomington High School Safe Routes to School (SRTS) Project

## Transportation Injury Mapping System (TIMS) Documentation

Active Transportation  
Program  
(ATP) Cycle 8 Application

San Bernardino County Department of Public Works  
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# Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

## Type of Crashes:

Bicycle  Pedestrian

## Crash Severity:

1 - Fatal  2 - Serious Injury  3 - Other Visible Injury  4 - Complaint of Pain

## Years:

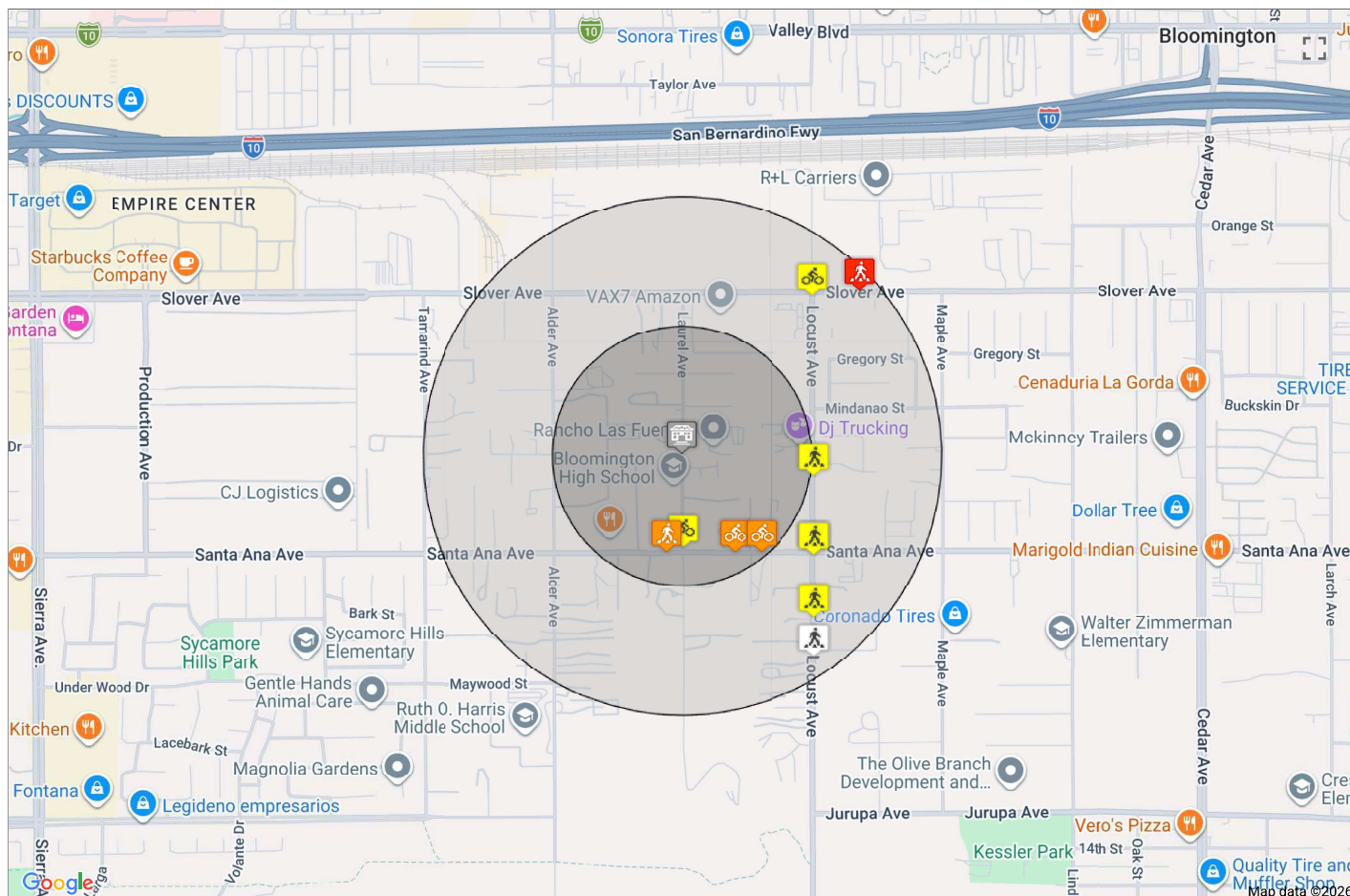
2014 - 2024

(A - 2024 - 2025 data is provisional and subject to change.)

Show Result

## Bloomington High

10750 Laurel Avenue | Bloomington | San Bernardino County | CDS: 36676863631322



### Summary Statistics

Radius	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	3	1	0	1	3	<b>4</b>
¼ - ½ mi.	1	0	4	2	5	2	<b>7</b>
<i>Total</i>	1	3	5	2	6	5	<b>11</b>

### Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
6832096	2015-01-29	18:05	LOCUST AV	SANTA ANA AV	1056.00	S	No	Yes
90032645	2015-10-03	05:20	SANTA ANA AVE. (17900 BLOCK)	LAUREL AVE.	185.00	W	No	Yes
90339781	2016-11-23	17:30	LOCUST AVE. (SOUTHBOUND)	SLOVER AVE	50.00	S	Yes	No
90755951	2018-06-11	14:15	LOCUST AVE	SANTA ANA AVE.	650.00	S	No	Yes
90794330	2018-06-24	20:35	SLOVER AVENUE	LOCUST AVENUE	478.00	E	No	Yes
91337276	2020-10-23	09:20	LAUREL AVE	SANTA ANA AVE.	60.00	N	Yes	No
91598726	2021-10-11	07:20	SANTA ANA AVE.	LOCUST AVE.	0.00	-	Yes	No
91682787	2022-01-13	23:10	LOCUST AVENUE	BYRNE STREET	131.00	S	No	Yes
91784952	2022-05-21	13:30	LOCUST AVE	SANTA ANA AVE	15.00	S	No	Yes
91851987	2022-08-16	05:02	SANTA ANA AVENUE	LOCUST AVE	792.00	W	Yes	No
92244610	2023-09-23	21:59	SANTA ANA AVE	LOCUST AVE	528.00	W	Yes	No

# Bloomington High School Safe Routes to School (SRTS) Project

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## PUBLIC OUTREACH

Active Transportation Program  
(ATP) Cycle 8 Application

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SAN BERNARDINO  
COUNTY

Department of Public Works



# CHAPTER 3 OUTREACH & ENGAGEMENT



# OUTREACH AND ENGAGEMENT

The San Bernardino County SRTS team worked closely with the school districts, schools, teachers, parents, and the overall community to address their concerns and priorities. School staff and families are experts on how students get to and from school, and their input is invaluable to creating recommendations that will best serve future students. This Plan identified a comprehensive outreach and engagement approach that provided opportunities for school staff, parents, and caregivers to learn about the SRTS Safety Action Plan and its goals, share their concerns about traffic safety around their school and neighborhood, and inform the decision-making process and ultimate project recommendations. This chapter provides a summary of the outreach conducted during the planning process and how feedback was used to inform the final SRTS Safety Action Plan.

## 3.1 SCHOOL OBSERVATIONS AND WALK AUDITS

The project team observed school drop-off or pick-up at each of the 21 project schools. The purpose of these observations was to understand school circulation patterns, identify barriers to walking and biking, and document unsafe behaviors.

Each school observation was coupled with a walk audit with school stakeholders, including parents/caregivers, principals, school staff, and others. The purpose of the walk audits was to introduce participants to the SRTS Safety Action Plan, and to provide opportunities for them to give their input on their needs and concerns, preferences, and observations that are barriers to safe walking, biking, and rolling to and from school. To ensure participation, each school publicized the walk audit through their communication channels (eblast, web page, social media, flyers).

The project team gave participants pens, clipboards, and maps of their school that included existing conditions. Each map included questions to prompt observations and an area for participants to record input. All materials were provided in both English and Spanish and outreach was conducted in both English and Spanish, as needed. Participants were invited to communicate verbally or via the paper map with the deficiencies and safety concerns about traveling to and from school. The project team was on hand to document the participant feedback and dialogue with them about potential solutions to improve active

transportation conditions along the school route. The feedback from the walk audit heavily informed the infrastructure recommendations. Chapter 4 includes the individual school plan which summarizes specific observations and feedback from each walk audit.

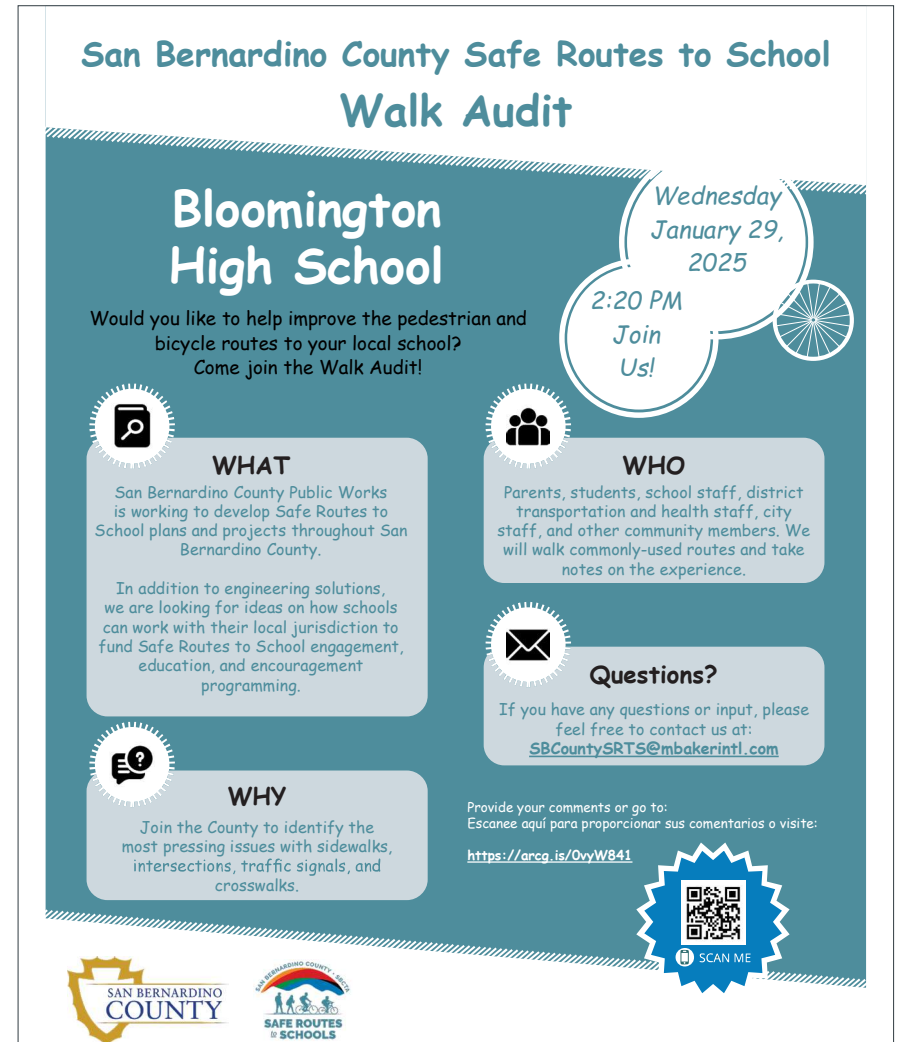


Figure 3.1 Walk Audit Flyer Example

# 3.2 STUDENT TALLIES AND PARENT SURVEYS

## STUDENT TALLIES

As part of the outreach for each school, the project team circulated a packet of material which included the walk audit flyers, student travel tally sheets, as well as instructions on how to administer the travel tally sheet. This tally sheet uses the standard “Student Travel Tally” form developed by the National Center for SRTS to collect data from students on how they travel to and from school and was administered via a QR code to an on-line interface. Each school was asked to conduct the tally during the week of their schedule audit.

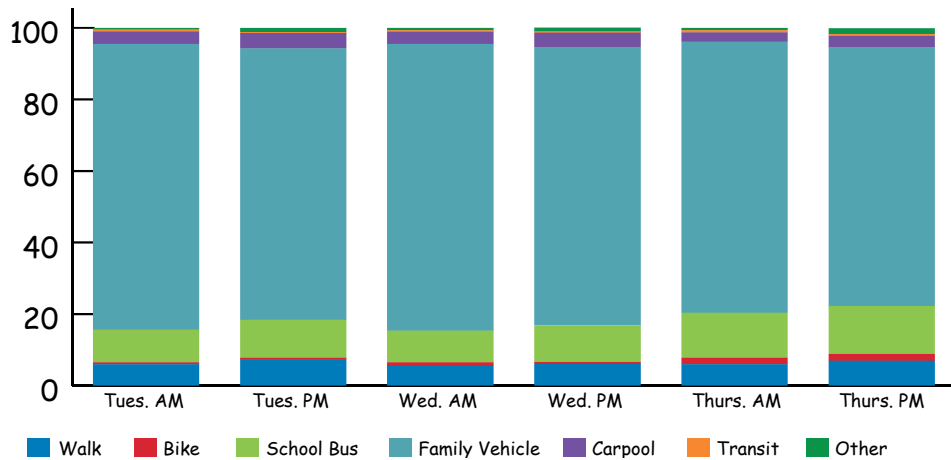
Overall, over 400 student travel tallies were submitted from across all 21 schools and were used to determine how students are traveling to and from school on a daily basis. Figure 3.2 shows the different travel modes students took to and from school in the morning and in the afternoon. Please note that high schools received a separate tally sheet to have students conduct their own tallies instead of the teachers conducting the tally. In general, family vehicles are the most common mode of transportation among students. Students were also recorded walking and taking the school bus.

## PARENT SURVEY

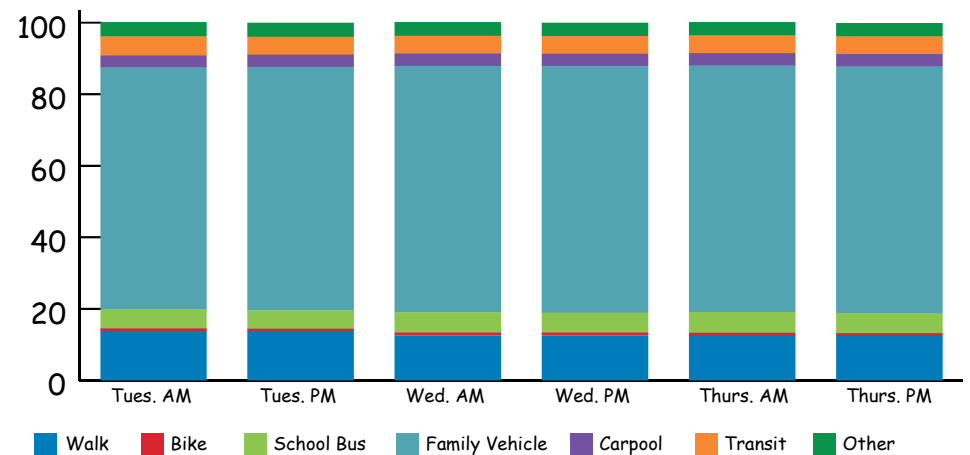
Parents/guardians’ knowledge and attitudes about their student’s travel habits, including walking and biking to and from school were analyzed from the parent surveys collected at the beginning of this project. The survey was an online questionnaire sent to all project schools which was then publicized to all parents/guardians through each individual school’s communication channels (email, web page, social media, flyers). Over 350 surveys were submitted from the 21 participating schools. The survey asked parents how their student currently travels to and from school, the distance their family lives from school, challenges associated with walking and biking, and their overall attitudes toward active modes of transportation.

The results of the parent surveys are highlighted in each individual school plan in Chapter 4.

Figure 3.2 Student Travel Mode to and from School



Elementary & Middle School



High School

As Figure 3.3 shows, most parents shared that they live over two miles from their school and is a big reason why they do not allow their students to bike and walk to/from school. As shown, approximately 28% of parents responded that they live over two miles from their school while 23% responded they live within a quarter mile. This identified an opportunity to focus on biking and walking infrastructure within a quarter mile of the project schools. Parents also shared a number of concerns influencing their decision to allow or not allow their student to walk or bike to/from school. The biggest concern was unsafe intersections and crossings (Figure 3.4).

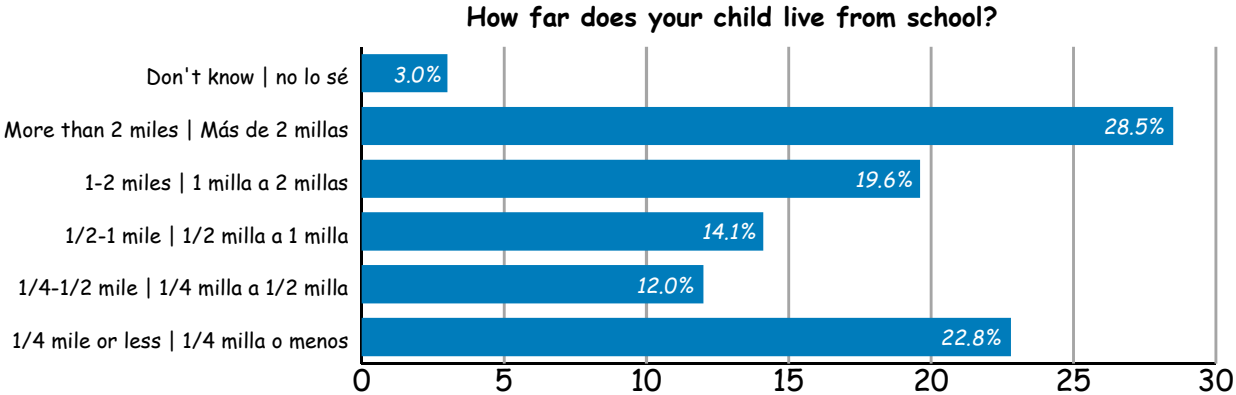


Figure 3.3 Parent Survey Question - Distance

**What of the following issues affected your decision to allow, or not allow, your child to walk or bike from school?**

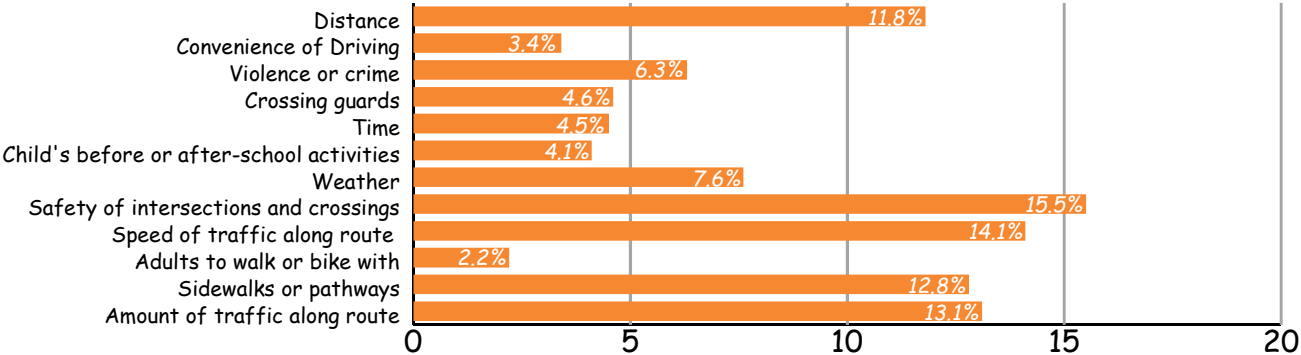


Figure 3.4 Parent Survey Question - Reason

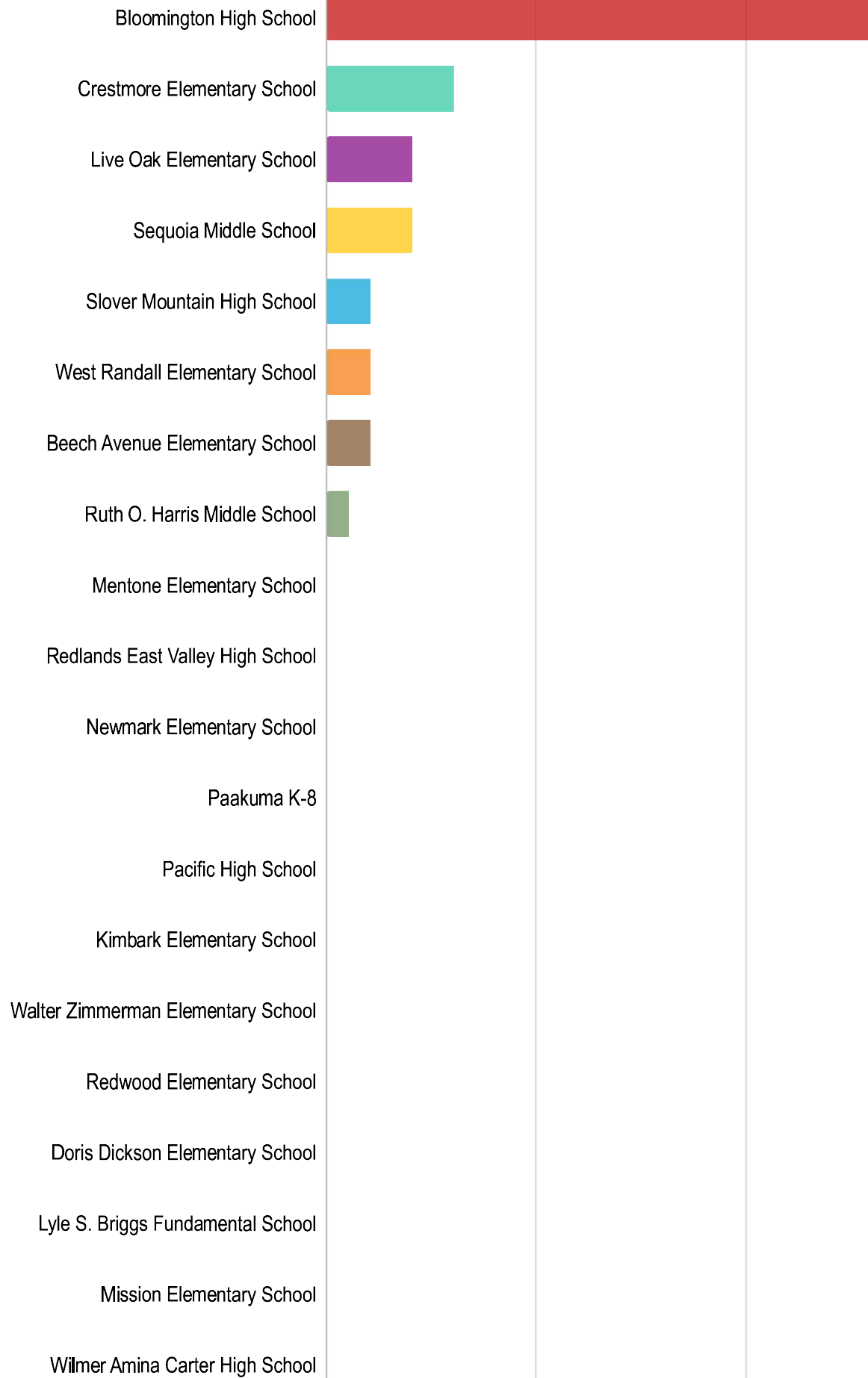


School	Sidewalks   Aceras	Street Crossings   Cruces de calles	Drive Behavior   Comportamiento de conducción	Safety   Seguridad	Notes   Notas
Slover Mountain High School					The school's located by warehouses, Union Pacific yards and lots of trucks coming and going. Trucks use the street as a means as a short cut to the freeway. It is not safe for the students. With the construction of the Cedar on ramp it is worse.
Slover Mountain High School Crestmore Elementary School		La escuela no tiene semáforos y no proporciona autobús para los alumnos que están en las calles de los números, a pesar de que está el área en construcción y el paso de camiones pesados es constante y peligroso, no hay banquetas ,			El transporte de camiones de carga está afectando varias escuelas de Bloomington aparte hay un tramo cerrado, no es seguro caminar Speed bumps would help cars slow down it has become a busy street Raise crosswalk would also help slow down traffic
Bloomington High School Crestmore Elementary School Crestmore Elementary School Live Oak Elementary School Live Oak Elementary School Bloomington High School Bloomington High School Bloomington High School Bloomington High School Bloomington High School					Many people can get hit by a car is the car isn't paying attention because of how easily the sidewalks turn into nothing but street  The roads have been under construction for already a few years and it's not safe to be driving in those conditions.
Bloomington High School Bloomington High School		Roads are under construction			
Bloomington High School Bloomington High School Bloomington High School Bloomington High School Bloomington High School	There are no drains for the water to go to when it rains and water rises over 4-5 inches and students get drenched trying to cross the street with no sidewalks.				There are not enough sidewalk from Ruth O Harris to Bloomington High School or lights. Not safe for the students.
Ruth O. Harris Middle School Bloomington High School					The virtual map is not user friendly, the direction north from Live Oak towards Randall, incomplete sidewalks and there should be a cross walk in front of the schools parking lot.
Live Oak Elementary School			Drivers don't respect many traffic rules.		There are different areas I have pin pointed in front of school where lots of mistakes are made daily. Also, trash on empty lot across school and on near sidewalk.
Live Oak Elementary School Bloomington High School Bloomington High School Bloomington High School Bloomington High School Bloomington High School					People are making turns that aren't okay. Today a Tesla made a whole 90 degree angle to get from the first lane to the third. Like what're you doing bro Then we got morons turning to the second lane from the first, like bro let me get on my own lane first
Bloomington High School			Cedar Avenue and Valley Boulevard have a traffic light issue where the cars on cedar avenue fill up almost all spaces there and leaves no room for anyone else		
Bloomington High School Bloomington High School					The only marked crosswalk is located on Laurel & Santa Ana. There is no crosswalk for the students who walk North on Laurel. Many students have to cross blindly hoping speeding vehicles will stop. There is also truck yard next to faculty parking. We need a crosswalk on Laurel traveling north. Preferably on the corner of Mindano St. Students are having to cross blindly making this very dangerous with the traffic of vehicles.
Bloomington High School					
Bloomington High School Sequoia Middle School Beech Avenue Elementary School					
West Randall Elementary School					This area has no raised sidewalk separating it from the street, so people drive up blocking the kids from crossing and blocking their sight from on coming cars.

Sequoia Middle School			Hemlock North of the school and Merrill needs sidewalks, cross walks and the roads fixed
Sequoia Middle School		cars speeding all the time. near deadly confrontations. speed bumps needed	needing " longer lasting lights " when button is pressed for "flashing" at crosswalk asap...
Beech Avenue Elementary School Sequoia Middle School			There is no sidewalks so the area where kids are walking I have seen kids trip because of the large rocks and also when parents pick up their kids they park there and the students and parents that pick them up walking end up walking on the road.
Bloomington High School		I am a student at Bloomington high school and there have been multiple interactions were pedestrians almost get hit because the cars don't care how fast they are going	No one here respects the speed limit I am a student at Bloomington high school and even the teachers speed through this street not being aware of students, sometimes cars don't even let the students cross. Poplar Ave between Randall and Merrill does not have continuous sidewalks. Elm Ave does not have continuous sidewalks between Randall and Pine. In front of the school where Eugenia St meets Randall, there is no sidewalk causing parents to park and block
West Randall Elementary School			The students need a crosswalk on Laurel going north towards slover ave. Laurel and Mindanao st would be a great location. Students are having to cross blindly through traffic because there is no designated crosswalk. There are also large commercial trucks
Bloomington High School			I be seen it on the curbs they are bad the school needs cleaning
Crestmore Elementary School			Vehicles speed because there are no street lights. There have also been car accidents in
Crestmore Elementary School		Flooded streets when it rains, safety hazard when walking along the streets, especially with no sidewalks.	where pedestrians have been at risk of being injured, especially our children. There are no side walks to ensure the families are walking safely to school
Crestmore Elementary School	Dirt Sidewalk gets muddy and overflown with water on rainy days.		This area holds safety concerns due to it being mainly dirt. It's uneven, children/adults have trip or gotten hurt. On rainy days one can even make it onto the sidewalk due to heavy stream flow or overflowing the sidewalk.

# SBC Safe Routes to Schools

School \*



Chaparral High School



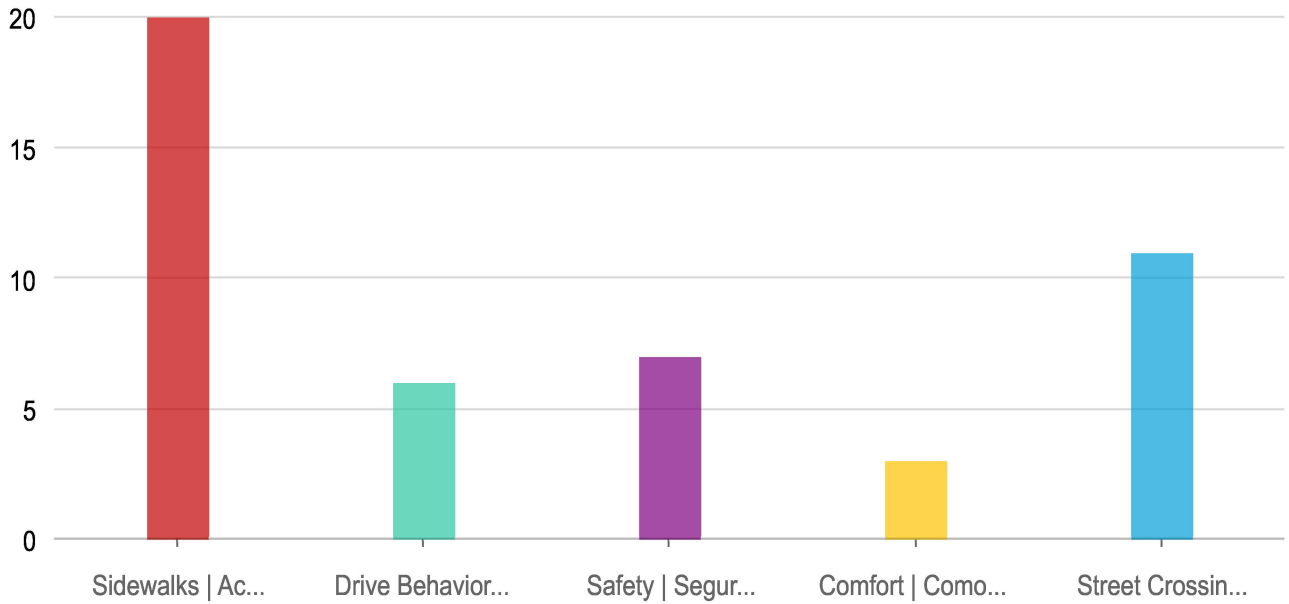
Answers	Count	Percentage
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Bloomington High School	26	55.32%
Crestmore Elementary School	6	12.77%
Live Oak Elementary School	4	8.51%
Sequoia Middle School	4	8.51%
Slover Mountain High School	2	4.26%
West Randall Elementary School	2	4.26%
Beech Avenue Elementary School	2	4.26%
Ruth O. Harris Middle School	1	2.13%
Mentone Elementary School	0	0%
Redlands East Valley High School	0	0%
Newmark Elementary School	0	0%
Paakuma K-8 School	0	0%
Pacific High School	0	0%
Kimbark Elementary School	0	0%
Walter Zimmerman Elementary School	0	0%
Redwood Elementary School	0	0%
Doris Dickson Elementary School	0	0%
Lyle S. Briggs Fundamental School	0	0%
Mission Elementary School	0	0%

Wilmer Amina Carter High School	0	0%
Chaparral High School	0	0%

Answered: 47 Skipped: 0

**Issue Category \***

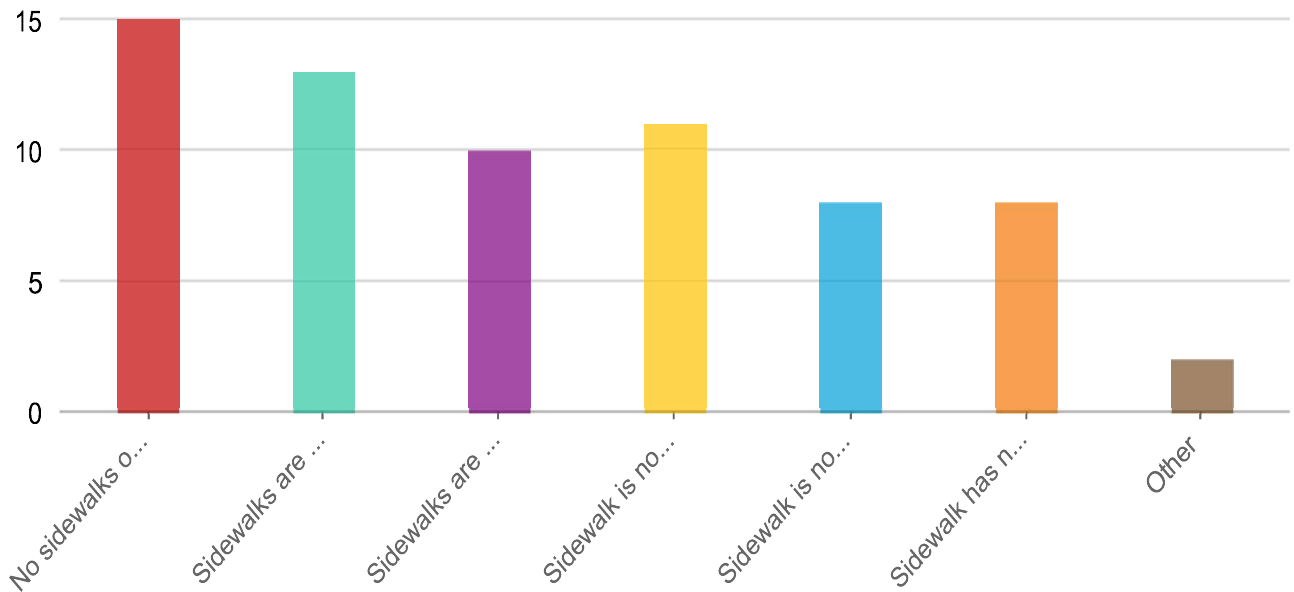


Answers	Count	Percentage
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Sidewalks   Aceras	20	42.55%
Drive Behavior   Comportamiento de conducción	6	12.77%
Safety   Seguridad	7	14.89%
Comfort   Comodidad	3	6.38%
Street Crossings   Cruces de calles	11	23.4%

Answered: 47 Skipped: 0

**Sidewalks | Aceras**

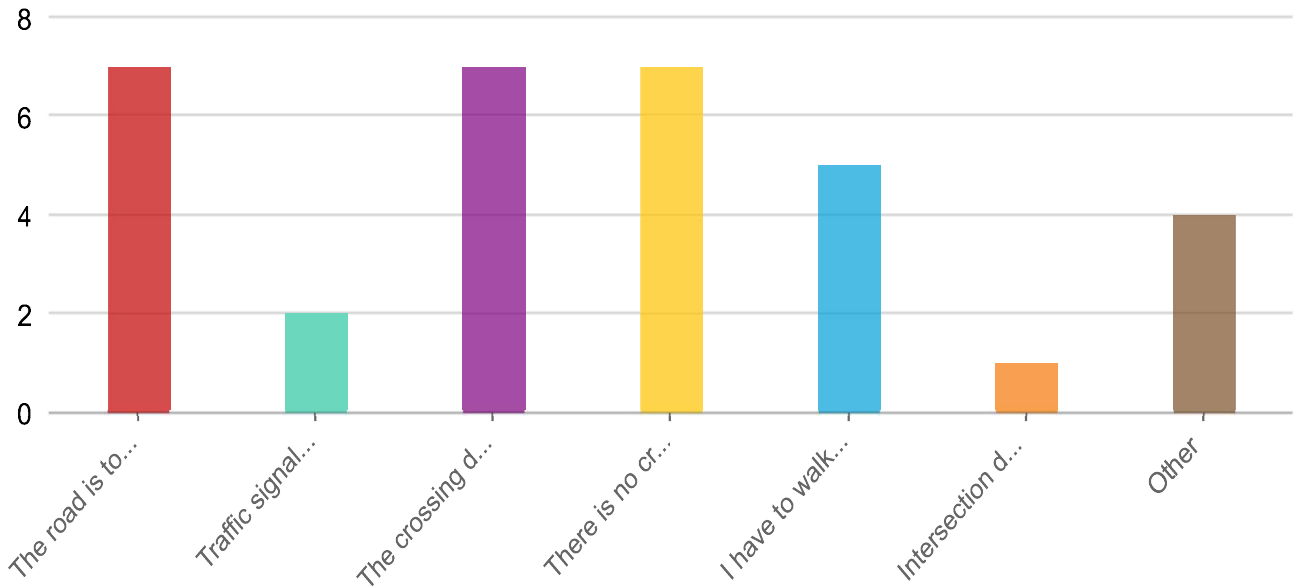


**Answers** **Count** **Percentage**

No sidewalks or paths   Sin aceras ni caminos	15	31.91%
Sidewalks are broken, cracked, or have trip hazards   Las aceras están rotas, agrietadas o presentan peligros de tropiezo	13	27.66%
Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc.   Las aceras están bloqueadas por vegetación exuberante, postes, señales, plantas, vehículos, etc.	10	21.28%
Sidewalk is not continuous   La acera no es continua	11	23.4%
Sidewalk is not wide enough (two people can not easily walk together side by side)   La acera no es lo suficientemente ancha (dos personas no pueden caminar juntas fácilmente)	8	17.02%
Sidewalk has nothing separating it from the street (grass, trees, parked cars)   La acera no tiene nada que la separe de la calle (césped, árboles, coches aparcados)	8	17.02%
Other	2	4.26%

Answered: 19 Skipped: 28

**Street Crossings | Cruces de calles**



**Answers** **Count** **Percentage**

The road is too wide to cross easily   El camino es demasiado ancho para cruzarlo fácilmente	7	14.89%
Traffic signals do not give enough time to cross the street   Las señales de tráfico no dan tiempo suficiente para cruzar la calle	2	4.26%
The crossing does not have a pedestrian-activated button   El cruce no tiene botón activado por peatones	7	14.89%
There is no crosswalk or it is poorly marked   No hay paso de peatones o está mal señalizado	7	14.89%
I have to walk too far to find a safe, marked crosswalk   Tengo que caminar demasiado para encontrar un cruce peatonal seguro y marcado	5	10.64%
Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc.   La intersección no tiene rampa para carritos, sillas de ruedas, cochecitos, andadores, etc.	1	2.13%
Other	4	8.51%

Answered: 11 Skipped: 36

**Drive Behavior | Comportamiento de conducción**