

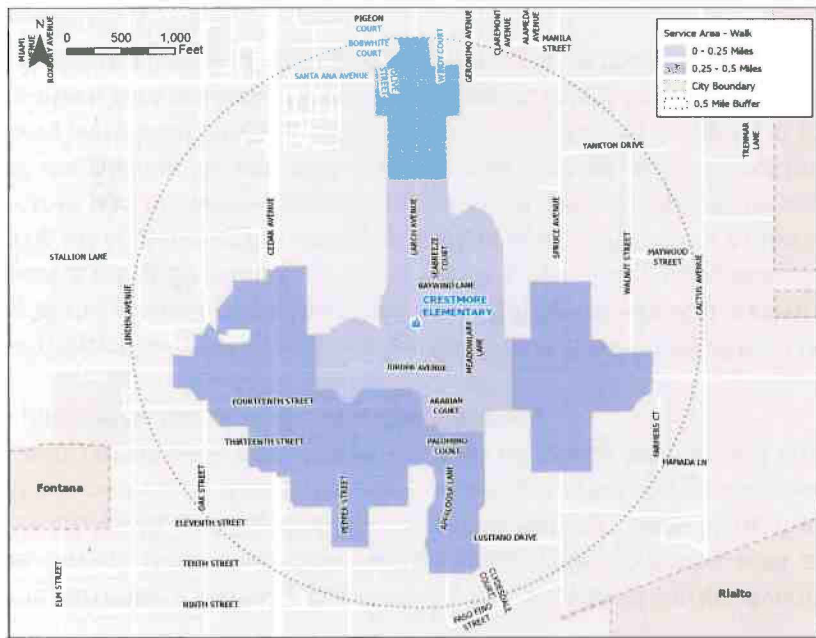


Figure 4.5.9 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there are no bicycle facilities surrounding Crestmore Elementary School. There are San Bernadino County Transportation Authority (SBCTA) plans to implement a Class II Bike Lane along Jurupa Avenue and Cedar Avenue (Figure 4.5.10).

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 considers a number of factors to classify the street network into categories according to the level of stress it causes cyclists. The LTS assessment conducted by MBI concluded that the roads surrounding Crestmore Elementary School have high LTS scores indicating higher stress levels for cyclists (Figure 4.5.11).

Figure 4.5.12 shows the bikeshed for Crestmore Elementary School. The bikeshed shows the area which a student can bike two miles from the school.



Figure 4.5.10 Existing and Planned Bicycle Conditions

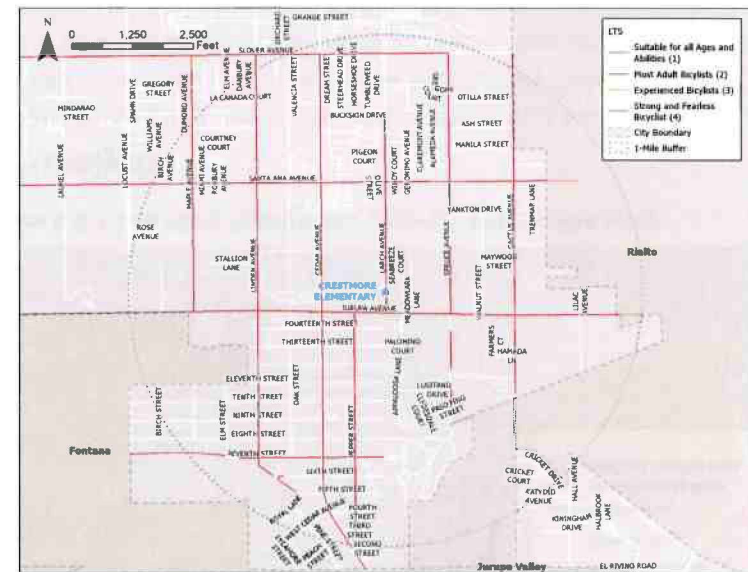


Figure 4.5.11 Bicycle Level of Traffic Stress

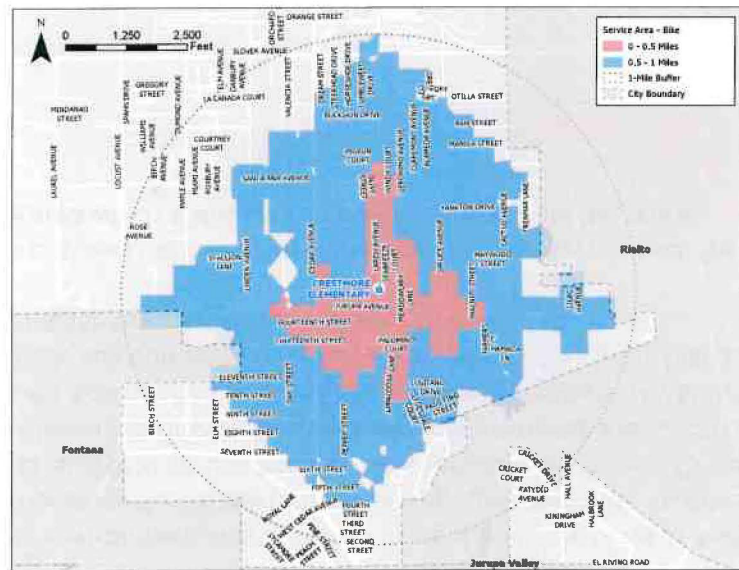


Figure 4.5.12 Existing Bikeshed

Pick-Up and Drop-Off

Crestmore Elementary School is accessed via Larch Avenue, a two-lane road with parking along both sides, and Jurupa Avenue, a two-lane road with parking on the west side. Figure 4.5.13 illustrates the existing pick-up and drop-off conditions, and the behaviors observed during the mobility assessment.

There is currently a crossing guard at the intersection of Jurupa Avenue and Pepper Street. This intersection has an uncontrolled crossing with a high-visibility crosswalk and signage. There are “no parking” signs along the south side of Jurupa Avenue where there are currently houses. Parents dropping off their children still park along the south side of Jurupa Avenue and cross the street into the middle of traffic with their children.

Official drop-off currently occurs at the Crestmore Elementary School parking lot just at the school's official front entrance. During the site visit, parents were observed arriving 30 minutes prior to the first bell. Many parents were seen dropping off students at the official unloading area right in front of the school, while other parents were seen forming a second drop-off line on the southern side of the parking lot and had students walk through the parking lot. Staff members were seen blocking off the main drop-off line by stepping in front of cars to make sure students cross the parking lot safely. School staff recognize that vehicles use unofficial spots to drop off students at the south end of parking lot along Jurupa Avenue.

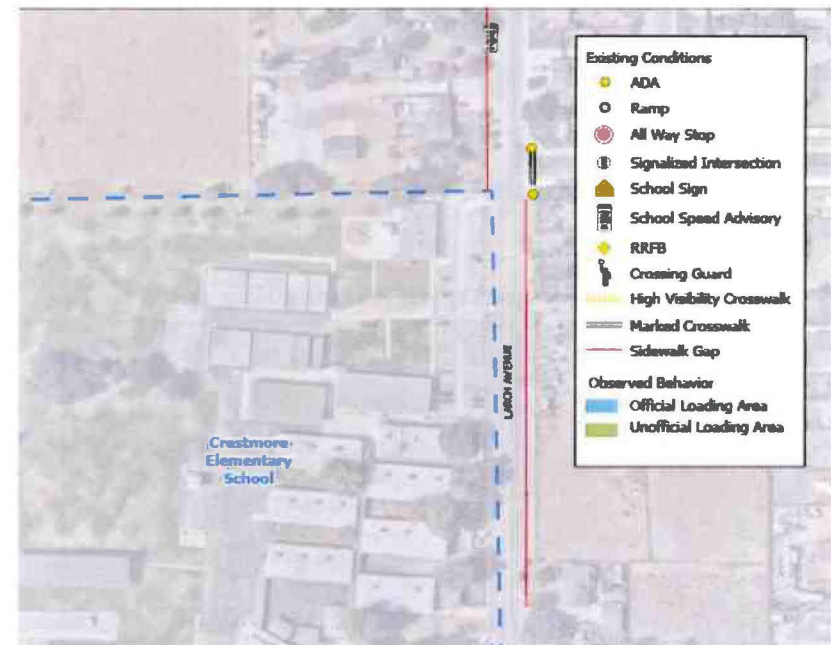


Figure 4.5.13 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there were four bicycle and four pedestrian collisions within a half mile radius of Crestmore Elementary School. Within a quarter mile radius of the school, there was one fatality involving a pedestrian at the intersection of Jurupa Avenue and Cedar Avenue in 2023. The fatality involved a male who was struck and killed by a motorist while attempting to cross Jurupa Avenue (Figure 4.5.14).

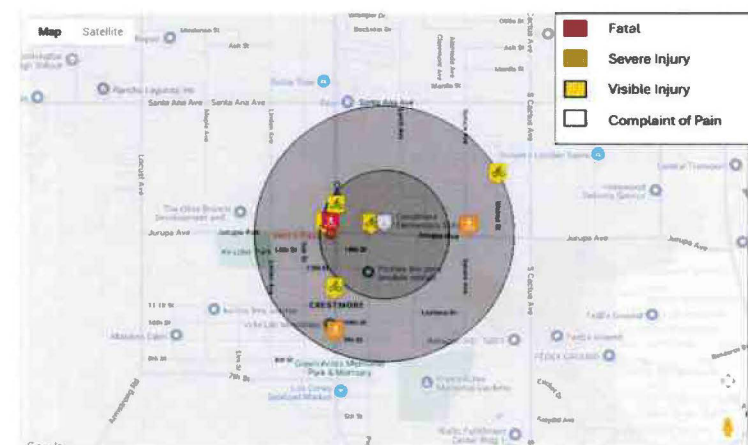


Figure 4.5.14 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted for Crestmore 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 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. 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 4.5.15 and 4.5.16). A thicker line means more people are estimated to travel using that mode from that TAZ. Line thickness can be compared within the same mode of travel, such as comparing two walking routes from two different TAZs. One can also get a general sense of how walking and driving compare by looking at both sets of lines from the same TAZ side by side. For example, a thicker line for auto, compared to active for a particular TAZ indicates more of an interest to drive compared to walking or biking. It should be noted the lines are scaled differently with regards to trips for each mode of travel (auto and active), 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.

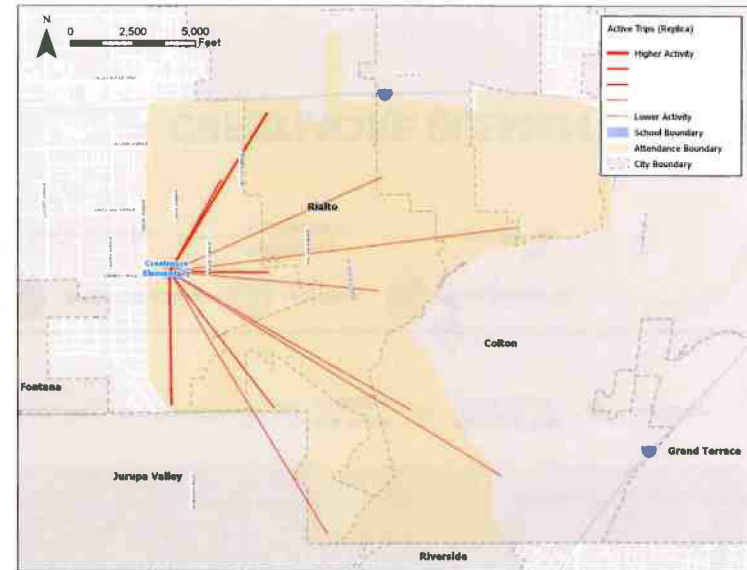


Figure 4.5.15 Active Travel Pattern

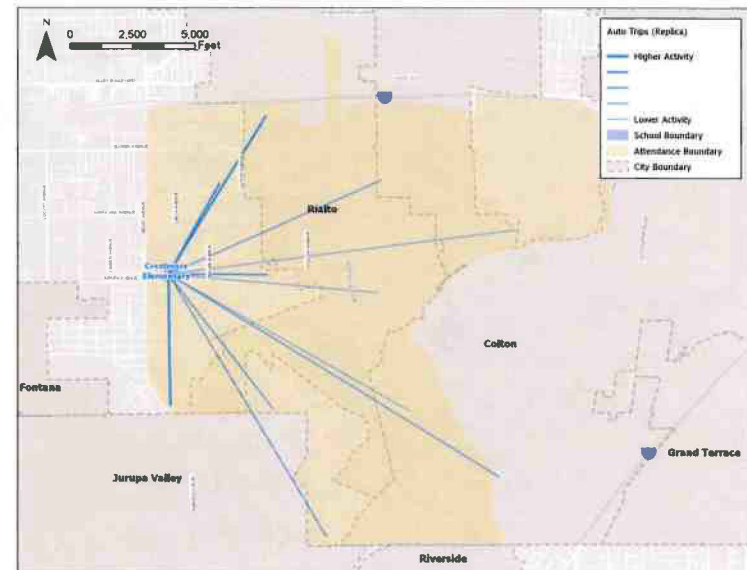


Figure 4.5.16 Auto Travel Pattern

SCHOOL RECOMMENDATIONS

Several improvement opportunities were identified in the mobility assessment conducted for Crestmore Elementary School. Through the student tallies, it was found that the primary mode of travel for most students commuting to and from Crestmore Elementary School was the use of the family vehicle. During the mobility assessment, parents explained this was due to the pedestrian environment, as they felt it was unsafe with a lack of crossings and sidewalks. There are two uncontrolled crossings across Jurupa Avenue at the school frontage. One crossing has a crossing guard, but vehicles were seen not observing the cross guards. There is no bicycle infrastructure and limited school signage directly surrounding the school entrance, along with several missing sidewalks along the adjacent roads. Further, speeding was cited as a main concern for parents in the areas surrounding the school, specifically along Jurupa Avenue.

Several interventions to improve the SRTS experience are recommended. By improving the existing high visibility crosswalks along Jurupa Avenue and adding Rectangular Rapid Flashing Beacons (RRFBs), more opportunities will be available for students to cross the street safely. Speed feedback signs are recommended along Jurupa Avenue and Larch Avenue to discourage speeding along these streets. As part of SBCTA's Active Transportation Plan, Class II bike lanes have been planned along Jurupa Avenue and Cedar Avenue. To improve pedestrian accessibility, ADA-compliant curb ramps and sidewalks are recommended at the school frontage and surrounding intersections. These recommendations are highlighted in the graphic provided. A summary of the recommendations is provided in Table 4.5.1.



CRESTMORE ELEMENTARY SCHOOL

TABLE 4.6.1 RUTH O. HARRIS MIDDLE SCHOOL RECOMMENDATIONS

ID	Improvement	Description	Location
1	High-Visibility Crosswalk	Install high-visibility crosswalk on all four legs of the intersection	Jurupa Avenue & Cedar Avenue
2	ADA Compliant Curb Ramps	Install ADA compliant curb ramp on the southeast corner of the intersection	Jurupa Avenue & Cedar Avenue
3a	Speed Feedback Sign	Install speed feedback signs	Jurupa Avenue
3b			Larch Avenue
3c			Jurupa Avenue
4a	Sidewalk	Construct a sidewalk on the north side of street	Jurupa Avenue between Cedar Avenue and Appaloosa Lane
4b		Construct sidewalk on the south side of street	Jurupa Avenue between Cedar Avenue and Larch Avenue
4c		Construct sidewalk on east side of street	Larch Avenue between Jurupa Avenue and Baywind Lane
4d		Construct a sidewalk on the west side of the street	Larch Avenue between Jurupa Avenue and School Driveway entrance and Baywind Lane and Santa Ana Avenue
5	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the southeast and southwest corners of the intersection	Jurupa Avenue & Pepper Street
6	Curb Extension	Install curb extension on the southeast corner of the intersection	Jurupa Avenue & Pepper Street
7a	No Left-Turn Sign	Install no left-turn signs at the two school exits	School Driveway Exits
7b			
8	Rectangular Rapid Flashing Beacon (RRFB)	Install RRFB for the north-south crossing at the intersection	Jurupa Avenue and Pepper Street
9	No U-Turn Sign	Install a no U-Turn sign along Jurupa Avenue	Jurupa Avenue
10	Rectangular Rapid Flashing Beacon (RRFB)	Improve existing RRFB by moving the crosswalk to the eastern side of the intersection and update the signs to flash for sufficient crossing time	Jurupa Avenue and Larch Avenue
11	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on all three corners of the intersection	Jurupa Avenue and Larch Avenue
12	High-Visibility Crosswalk	Move existing high-visibility crosswalk to east side of intersection and install high-visibility crosswalk on north leg of intersection	Jurupa Avenue and Larch Avenue
13	ADA Compliant Curb Ramps	Install ADA curb ramp on the southwest corner of the intersection	Larch Avenue and Baywind Land
14	High-Visibility Crosswalk	Install high-visibility crosswalks on the southern leg and eastern leg of the intersection	Larch Avenue and Baywind Land
15a	Class II Bike lanes (SBCTA Planned)	Coordinate with SBCTA to construct Class II Bike Lanes per SBCTA planned bikeways	Jurupa Avenue from Locust Avenue to W. Willow Avenue
15b		Coordinate with SBCTA to construct Class II Bike Lanes per SBCTA planned bikeways	Cedar Avenue from Randall Avenue to El Rivino Road

4.6 KIMBARK ELEMENTARY SCHOOL

18021 Kenwood Ave, San Bernardino, CA 92407
San Bernardino City Unified School District

Kimbark Elementary School is located in north-west San Bernardino County. The school is located within San Bernardino City's sphere of influence. Kimbark Elementary School is located approximately a mile north-west of the Interstate 15 (I-15) and Interstate 215 (I-215) interchange. The existing land use surrounding Kimbark Elementary School is primarily residential. Figure 4.6.1 shows the school area and the overall context of the school site.

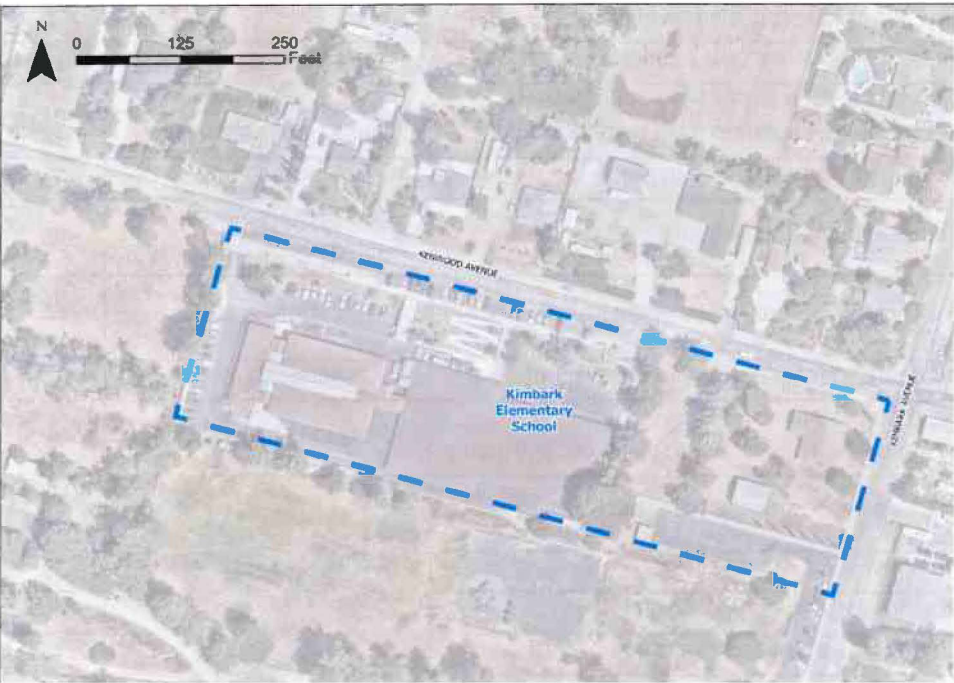


Figure 4.6.1 Context Map

SCHOOL PROFILE

Kimbark Elementary School is located within the city of San Bernardino and is a part of the San Bernardino City Unified School District. During the 2023-24 school year, enrollment was approximately 300 students in grades K-6 with a student/teacher ratio of 21:1. The demographic composition of the students is shown in Figure 4.6.2 shows the school has a dominant Hispanic population according to

the census estimates. According to the California Department of Education in 2023-24. Additionally, 66% Kimbark Elementary School students received free or reduced-price lunch during the 2023-2024 school year which is slightly higher than the state. (Figure 4.6.3)

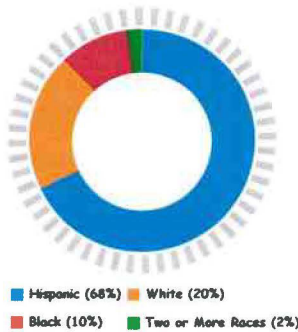


Figure 4.6.2 Demographic Composition

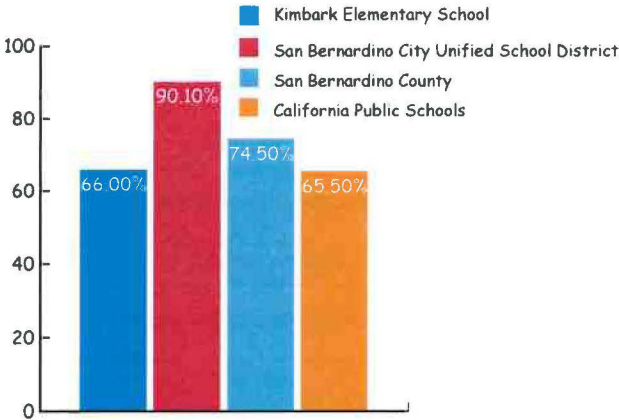


Figure 4.6.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

The Safe Routes to School Student Arrival and Departure Tally Sheet was administered by Kimbark Elementary School staff from February 3rd to February 7th, 2025, to better understand what mode(s) students use to travel to and from the campus. As displayed in Figure 4.6.4, the vast majority of students arrived and departed in a family vehicle (73% average), followed by school bus (24% average), then carpool (2% average), respectively. Kimbark Elementary School has multiple school buses that drop students off at the side entrance of the school

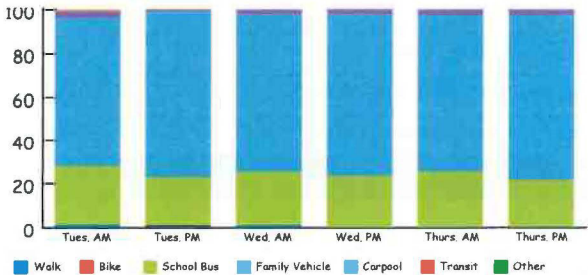


Figure 4.6.4 Kimbark Elementary School Student Arrival and Departure Tallies

Mobility Assessment

A walk audit and on-site meeting for Kimbark Elementary in San Bernardino was conducted on February 4, 2025. The purpose of the event was to identify any issues related to student drop-off and pick-up 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 insufficiencies, 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 walk audit included the Kimbark Elementary School Principal and staff, San Bernardino County staff, and Michael Baker International staff.

An online survey was administered to Kimbark Elementary School parents via SurveyMonkey during the week of February 3rd, 2025. Of the 42 recorded responses, most parents noted that their children live over a mile away from school. As shown in Figure 4.6.5 and 4.6.6, vehicles are the most common mode of transportation used for arrival and departure from school.

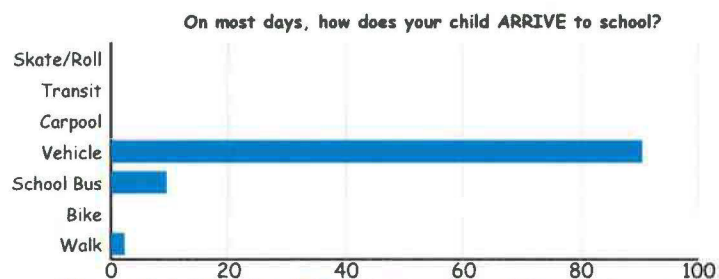


Figure 4.6.5 Kimbark Elementary School Parent Survey Question (arrive to school)

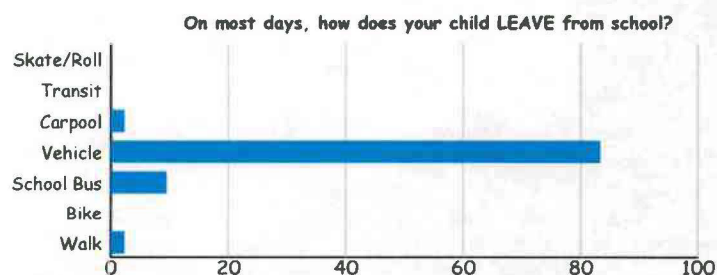


Figure 4.6.6 Kimbark Elementary School Parent Survey Question (leave from school)

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. Indicators 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 4.6.7 illustrates the CES scores for the census tract where Kimbark Elementary School is located, scoring in the 50-60 percentile range which indicates the area is moderately burdened by pollutants. For this region, the highest exposures to pollutants are ozone, traffic, and drinking water, in that order.



Figure 4.6.7 CalEnviroScreen 4.0 Score - Kimbark 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 a 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 4.6.8 illustrates the HPI scores for the census tract Kimbark Elementary School is located within. The HPI score of 54.4 healthier conditions surrounding the school.



Figure 4.6.8 Healthy Place Index Score - Kimbark Elementary School

Walking

Figure 4.6.9 provides an overview of the existing pedestrian network and challenges observed and analyzed. Kimbark Elementary School is located within a rural community, with limited sidewalks around the school.

There is an existing sidewalk directly in front of the school along Kenwood Avenue with a small amount of parking spaces. There is also a dirt path on the north side of Kenwood Avenue where parents were observed to parking and then cross the street toward the front of the school with their children.

During the principal interview and walk audit, it was noted that the intersection at Kimbark Avenue and Kenwood Avenue is dangerous at night during after school events. Parents have been observed parking at the Moms store on the northeast corner of the intersection and cross to get to the school. Since this a rural community, street lights are limited, making it very dark during after school programs.

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 4.6.10 shows the results of the PES scoring. A sidewalk network with medium and high PES scores indicates low stress for walking, whereas a low or very low PES score can be considered a stressful walking environment. The roadways near Kimbark Elementary School show primarily low PES scores. This indicates a stressful walking environment near the school along these roadways and may create an access barrier to walking.

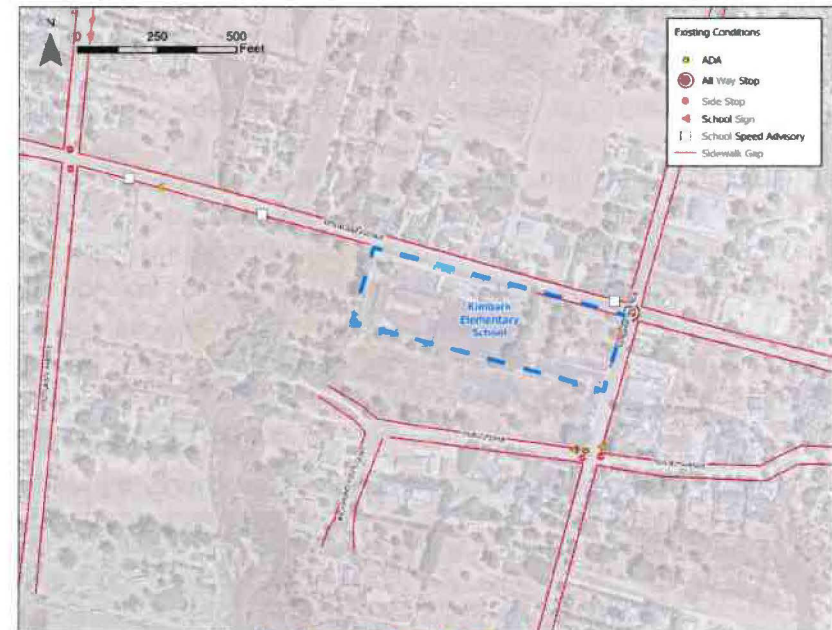


Figure 4.6.9 Existing Pedestrian Conditions

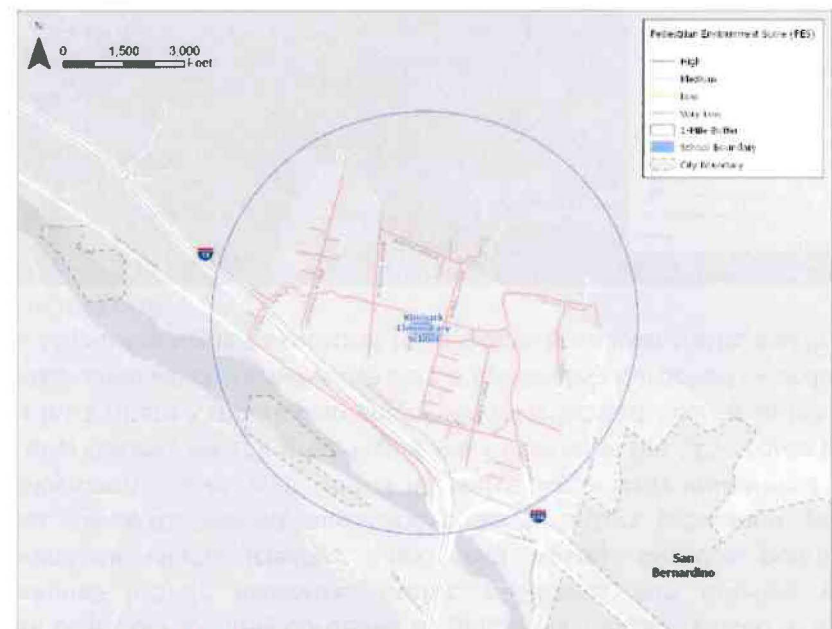


Figure 4.6.10 Pedestrian Evaluation Score