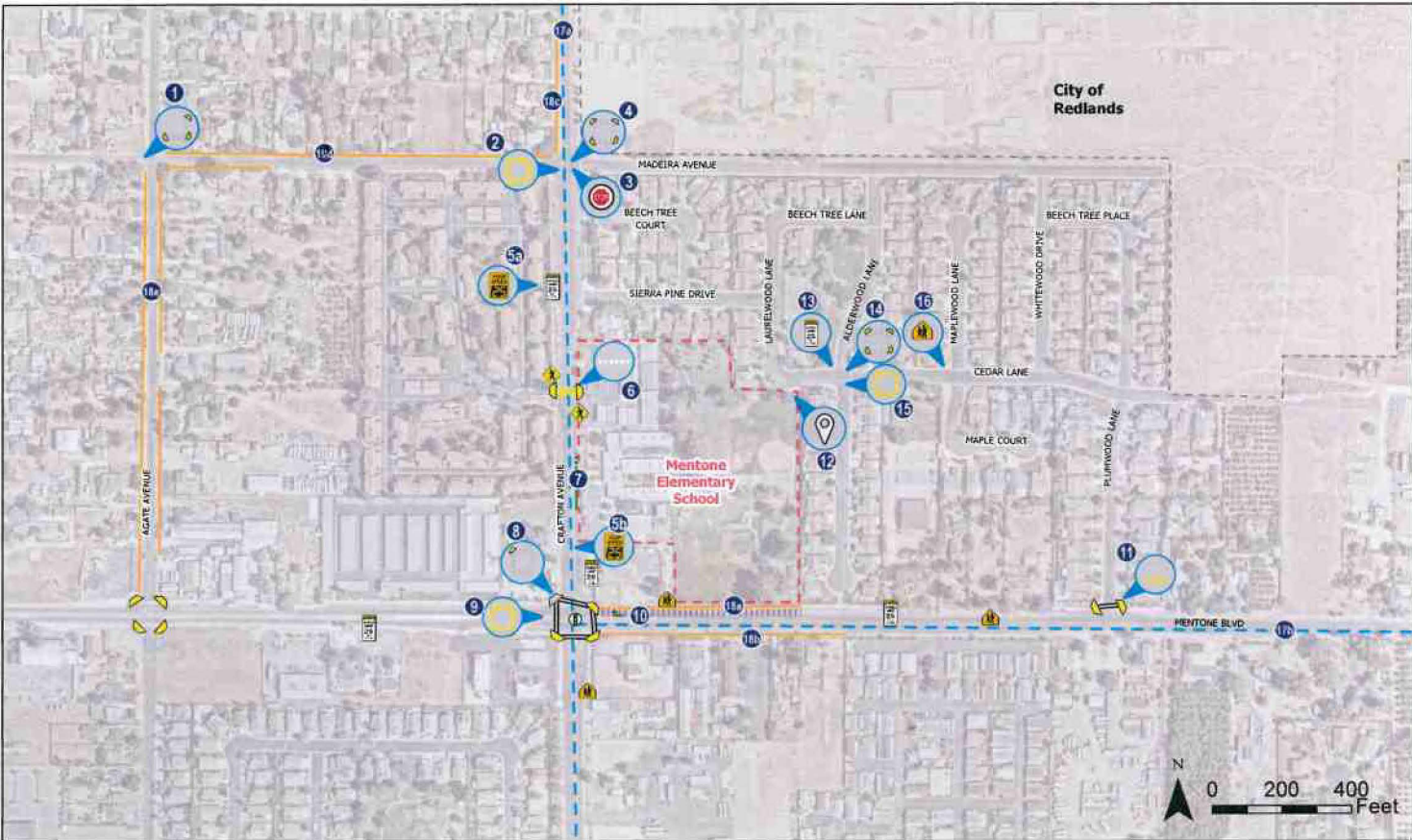


SCHOOL RECOMMENDATIONS

Several challenges were identified during the mobility assessment conducted for Mentone Elementary School. Parents and school staff expressed concerns about student safety during the pick-up and drop-off periods on Crafton Avenue. School staff observed vehicles speeding along Crafton Avenue and noted students and **parents walking into oncoming traffic** during the pick-up and drop-off times. During the pick-up time, queues were observed forming on both sides of Crafton Avenue, creating congestion. There is an existing RRFB at the entrance of the existing apartment complex toward the school, which is utilized heavily.

To combat some of these challenges, a series of improvements are recommended around the school. Extending the existing centerline delineators is recommended at the school frontage to deter illegal U-turns during the pick-up and drop-off times. Also, installing sidewalks along **Menton Boulevard, east of the intersection** is recommended to keep children out of the street when walking along to roadway.

One improvement that has been planned by the school and school district is to open a second school entrance at the back of the school at Cedar Lane and Alderwood Lane. Many staff members and parents noted many students living in this neighborhood and could greatly benefit walking through their neighborhood to get to the back of the school.



Existing Infrastructure

ADA Compliant Ramp Ramp Signalized Intersection All-Way Stop Marked Crosswalk High-Visibility Crosswalk School Signage School Zone Speed Limit Sign

School Site Centerline Delineators

Recommendations

Install High Visibility Crosswalk Install All-Way Stop Sign Install ADA Curb Ramps Extend Centerline Delineators Construct Sidewalk

Install School Sign Replace & Install Speed Feedback Sign Install School Zone Speed Limit Sign Install Yield Markings Widen Roadway & Install Westbound Right Turn Lane Planned Class II Bike Lane (SBCTA)

MENTONE ELEMENTARY SCHOOL

TABLE 4.11.1 MENTONE ELEMENTARY SCHOOL RECOMMENDATIONS

ID	Improvement	Description	Location
1	ADA Compliant Curb Ramps	Install ADA curb ramps on the northeast, southeast, and southwest corners of the intersection	Agate Avenue and Madeira Avenue
2	High-Visibility Crosswalk	Install a high-visibility crosswalks on all legs (*)	Crafton Avenue and Madeira Avenue
3	All Way Stop Sign	Install an all-way stop (*)	Crafton Avenue and Madeira Avenue
4	ADA Compliant Curb Ramps	Install ADA curb ramps on all corners of the intersection	Crafton Avenue and Madeira Avenue
5a	Speed Feedback Sign	Install speed feedback sign on west side Crafton Avenue for vehicles going southbound	Crafton Avenue and Sierra Pine Drive
5b		Install speed feedback sign on east side Crafton Avenue for vehicles going northbound	Crafton Avenue north of Mentone Boulevard
6	Yield Markings	Install pavement yield markings to highlight pedestrian crossing at this location	Crafton Avenue and apartment entrance
7	Centerline Delineators	Extend existing centerline delineators	Crafton Avenue and school frontage
8	ADA Compliant Curb Ramps	Install ADA curb ramp on northwest corner of the intersection	Crafton Avenue and Mentone Boulevard
9	High-Visibility Crosswalk	Install a high-visibility crosswalk on all legs (*)	Crafton Avenue and Mentone Boulevard
10	Right Turn Lane	Widen existing ROW and install a right turn only lane (*)	Mentone Boulevard and Crafton Avenue
11	High-Visibility Crosswalk	Install high-visibility crosswalk on north leg	Mentone Boulevard and Plumwood Lane
12	New School Entrance (District Planned)	Coordinate with Redlands Unified School District with the development of a second school entrance	Cedar Lane and Laurelwood Lane
13	School Zone Speed Limit Sign	Install school zone speed limit sign along Cedar Lane	Cedar Lane and Laurelwood Lane
14	ADA Compliant Curb Ramps	Install ADA curb ramps on all corners of the intersection	Cedar Lane and Alderwood Lane
15	High-Visibility Crosswalk	Install a high-visibility crosswalk on all legs (*)	Cedar Lane and Alderwood Lane
16	School crossing sign	Install school crossing sign on Cedar Lane	Cedar Lane and Maplewood Lane
17a	Class II Bike lanes (SBCTA Planned)	Coordinate with SBCTA to construct Class II Bike Lanes per SBCTA planned bikeways	Crafton Avenue from Anzio Avenue to 5th Avenue
17b			Mentone Boulevard from Crafton Avenue to Bryant Street
18a	Construct Sidewalk	Construct sidewalk on north side of Mentone Boulevard	Mentone Boulevard west of Crafton Avenue
18b		Construct sidewalk on south side of Mentone Boulevard	Mentone Boulevard west of Crafton Avenue
18c		Construct sidewalk on west side of Crafton Avenue	Crafton Avenue between Madeira Avenue and Capri Avenue
18d		Construct sidewalk on both sides of Maderia Avenue	Maderia Avenue between Agate Avenue and Crafton Avenue
18e		Construct sidewalk on both sides of A gate Avenue	Agate Avenue between Maderia Avenue and Mentone Boulevard

(*) Note: Recommendation will need additional studies to determine warrants

4.12 WEST RANDALL ELEMENTARY SCHOOL

15620 Randall Ave, Fontana, CA 92335
Fontana Unified School District

West Randall Elementary School is located in unincorporated San Bernadino County, California, within the City of Fontana Sphere of Influence, west of the city boundary. West Randall Elementary School is located north of Randall Avenue, between Elm Avenue and Poplar Avenue. The school is located approximately 1.5 miles north of the Interstate 10 (I-10) freeway and approximately 2.0 miles east of Auto Club Speedway, a Nascar racing track. The land uses surrounding West Randall Elementary School are primarily residential. Figure 4.12.1 shows the school area and the overall context of the school site.



Figure 4.12.1 Context Map

SCHOOL PROFILE

West Randall Elementary School is located in unincorporated San Bernadino County within the Fontana Sphere of Influence and is a part of the Fontana Unified School District. It serves approximately 300 students in grades Kindergarten through 6th, with a student/teacher ratio of 19:1. The demographic composition of the students is shown in Figure 4.12.2, which shows that West Randall Elementary School has a majority Hispanic population, according to the census estimates. Currently, approximately 87.8% of West Randall Elementary School students received free or reduced-price lunch during the 2023-2024 school year, which is significantly higher than the state and county averages (Figure 4.12.3).

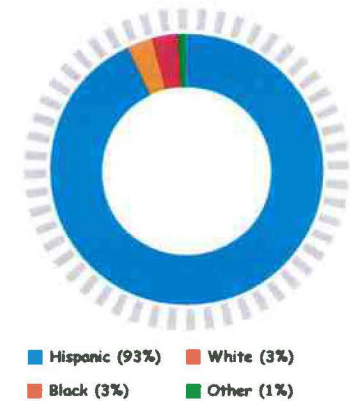


Figure 4.12.2 Demographic Composition

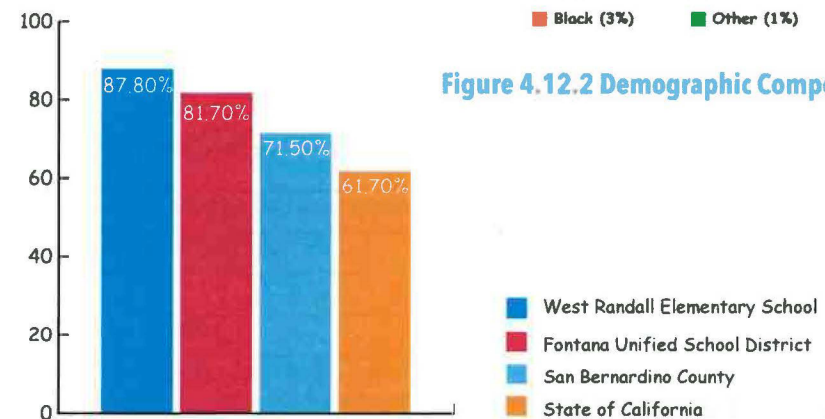


Figure 4.12.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

The Safe Routes to School Student Arrival and Departure Tally Sheet was administered by West Randall Elementary School staff between January 28 and January 29, 2025, to better understand what mode(s) students use to travel to and from the campus. As displayed in Figure 4.12.4, the vast majority of students arrived and departed in a family vehicle (75% average), followed by walking (12% average), school bus (9% average) and carpooling (3% average), respectively. Approximately 60 students reported taking the school bus. West Randall Elementary School uses approximately 3-5 buses to drop-off and pick-up students at the school bus loop on Randall Ave.

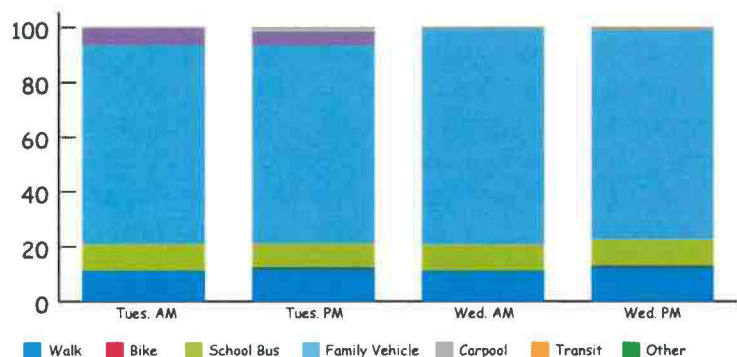


Figure 4.12.4 West Randall Elementary School Student Arrival and Departure Tallies

Mobility Assessment

A walk audit and on-site meeting for West Randall Elementary School in unincorporated San Bernardino County was conducted on February 6, 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/or 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 West Randall Elementary School Principal, San Bernardino County staff, and CR Associates staff.

Although an online survey was administered as part of the school mobility assessment for West Randall Elementary School, unfortunately, 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 a particular area. Figure 4.12.5 illustrates the CES scores for West Randall Elementary School and its surrounding area, scoring in the 80th to 90th percentile, which indicates the area is significantly burdened by pollutants.



Figure 4.12.5 CalEnviroScreen 4.0 Score - West Randall 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 4.12.6 illustrates the area surrounding West Randall Elementary School, which shows an HPI score of 13.9, indicating less healthy conditions surrounding the school.



Figure 4.12.6 Healthy Place Index Score - West Randall Elementary High School

Walking

Figure 4.12.7 provides an overview of the existing pedestrian network and challenges observed and analyzed. The sidewalk network surrounding West Randall Elementary School is incomplete. During the site visit, missing sidewalks were observed on portions of Randall Avenue, Poplar Avenue, Lime Avenue, and Elm Avenue. A large portion of the sidewalk area is paved with asphalt instead of concrete on the north and south sides of Randall Avenue, containing cracks, bumps and irregular slopes throughout. Curb ramps are also missing on the north side of Randall Avenue at the Rectangular Rapid Flashing Beacon (RRFB) crossing at the intersection of Randall Avenue and Lime Avenue. It should be noted that the RRFB is only activatable on the north side of Randall Avenue along the school frontage and is not activatable on the south side of Randall Avenue where the crossing guard is located. During rainy days, water collects in the curb areas, pooling in some areas of sidewalk and on school property, which also disrupts walking. Two mailboxes were observed on the south side of Randall Avenue across from the school that created a path of travel that was less than 4 feet in width, which would cause potential ADA concerns. At the intersection of Elm Avenue and Randall Avenue, the east and south legs are missing.

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 4.12.8 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 environment. The roadways near West Randall Elementary School show primarily a mix of high and low PES scores, with very low scores on Merrill Avenue, Randall

Avenue, and Beech Avenue. This indicates a stressful walking environment near the school along these roadways and may create a barrier to walking.



Figure 4.12.7 Existing Pedestrian Conditions

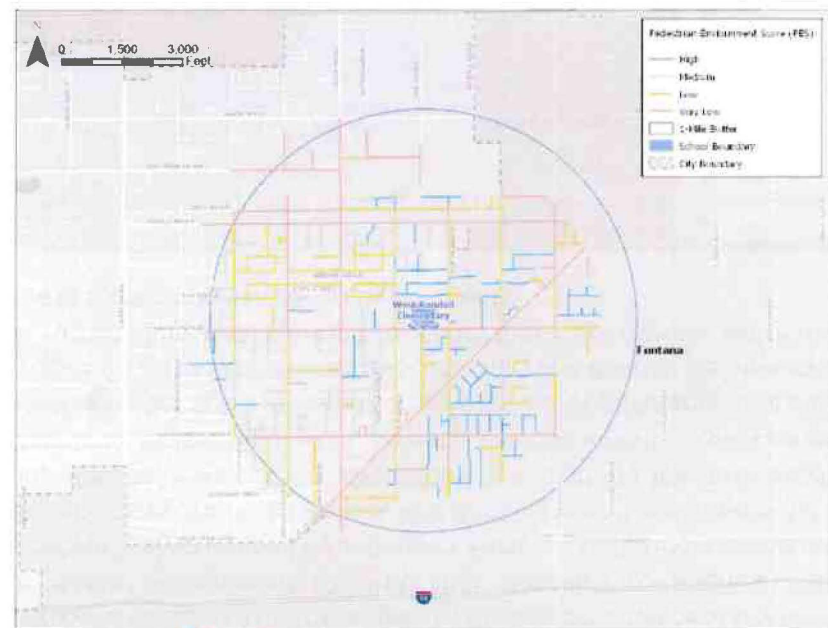


Figure 4.12.8 Pedestrian Evaluation Score

Figure 4.12.9 shows the walkshed for West Randall Elementary School. The walkshed shows the area which a student can walk one-half mile from the school. The walkshed has been reviewed for sidewalk connectivity and accessibility.

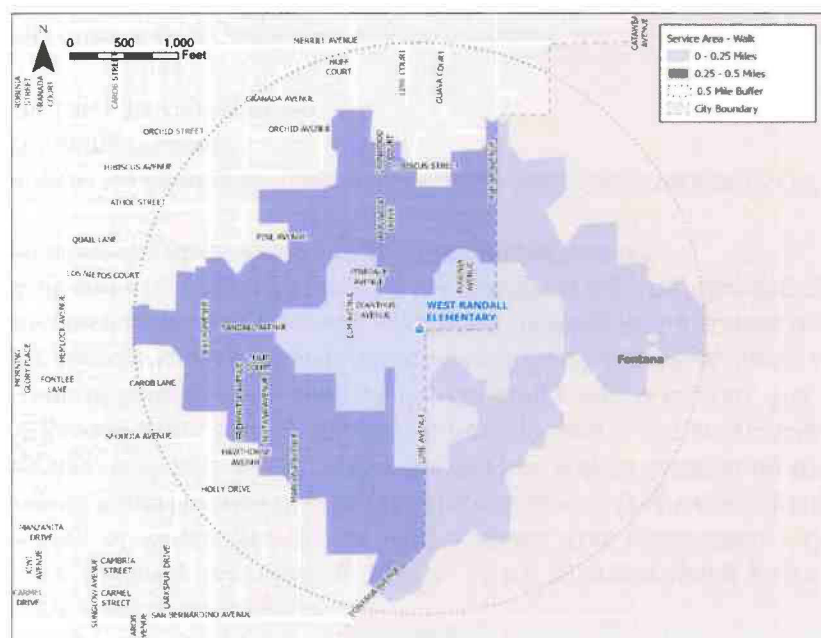


Figure 4.12.9 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there are no bicycle facilities surrounding West Randall Elementary School. The San Bernadino County Transportation Authority (SBCTA) plans to implement a Class II Bike Lane along Randall Avenue east of Lime Avenue (Figure 4.12.10).

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 West Randall Elementary School have LTS scores of 1 to 4, indicating a combination of low and high stress levels for cyclists (Figure 4.12.11).

Figure 4.12.12 shows the bikeshed for West Randall Elementary School. The bikeshed shows the area where a student can bike one mile from the school.



Figure 4.12.10 Existing and Planned Bicycle Condition

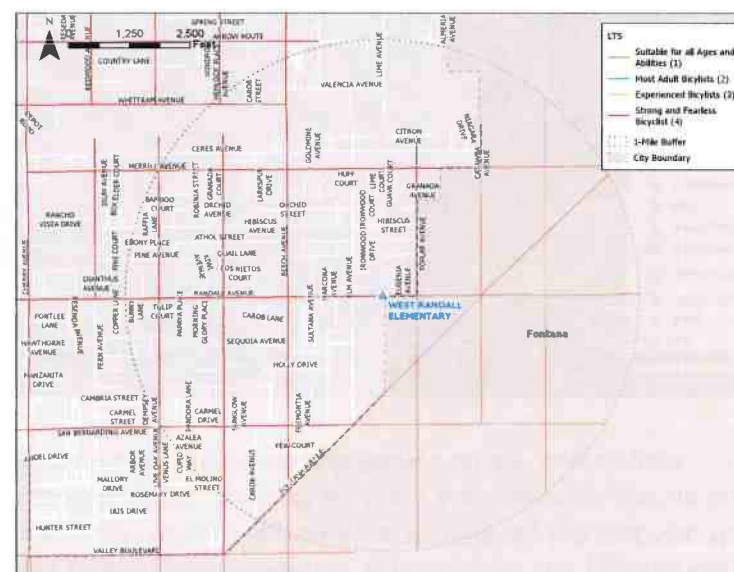


Figure 4.12.11 Bicycle Level of Traffic Stress



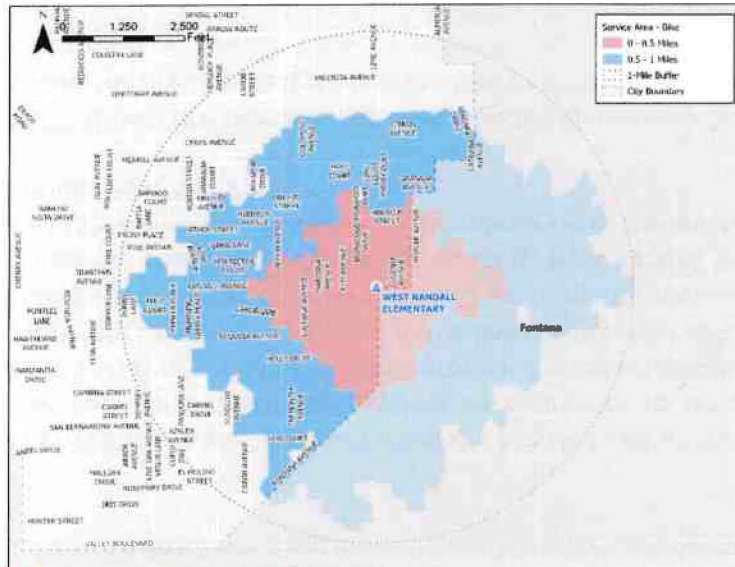


Figure 4.12.12 Existing Bikeshed

Pick-Up and Drop-Off

West Randall Elementary School is accessed via Randall Avenue and Eugenia Avenue. Figure 13 illustrates the existing conditions, and the behaviors observed during the mobility assessment.

There are currently two crossing guards. There is one crossing guard at the intersection of Randall Avenue at Lime Avenue. This intersection includes a Rectangular Rapid Flashing Beacon (RRFB) crossing with a high-visibility crosswalk and signage. It should be noted that the RRFB is only activatable on the north side of Randall Avenue along the school frontage and is not activatable on the south side of Randall Avenue where the crossing guard is located. The second crossing guard is located at the intersection of Randall Avenue at Poplar Avenue. This intersection is an all-way stop controlled crossing with a standard marked crosswalk and a missing curb ramp on the northwest leg. The following signs are present along the north and south sides of Randall Avenue:

- "Tow-Away No Parking Commercial Vehicles 5 Tons Gross Weight or Over"
- "No Stopping Anytime"
- "Traffic Laws Strictly Enforced"

Students often walk through the bus loop to cross and access the entrance or exit of the school.

Drop-off currently occurs primarily at the Eugenia Avenue parking lot just east of the school campus. During the site visit, parents were observed arriving nearly 30 minutes prior to the first bell. Many parents were seen dropping off students at the official unloading area at the Eugenia Avenue parking lot, while parents with TK-K grade students were seen using the west parking lot on Randall Avenue. Staff members were seen blocking off the bus loop on Randall Avenue after the buses drop off and pick up. The TK-K parking lot on Randall Avenue is closed at 7:35 am and requires vehicles to exit the TK-K premises beforehand. School staff recognize that vehicles use primarily unofficial spots to drop off students such as both sides of Randall Avenue, Lime Avenue, and Eugenia Avenue. Some parents park in the red curb segments on Randall Avenue and near the bus loop driveways to pick up and drop off students. Some parents pick up and drop off students in the travel lane on Randall Avenue and/or double park.

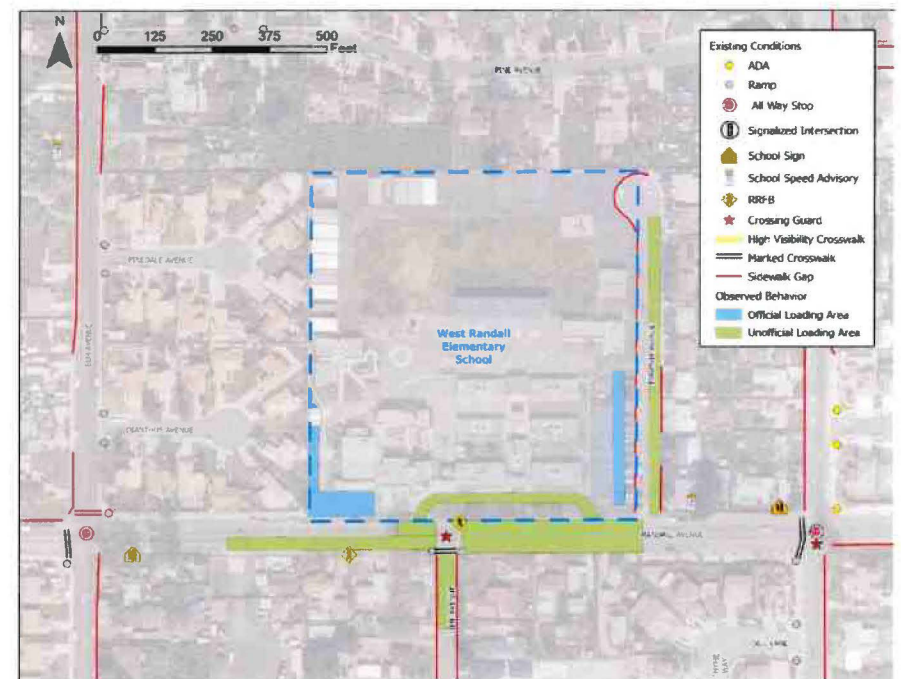


Figure 4.12.13 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there were nine bicycle and pedestrian collisions within a one-half mile radius of West Randall Elementary School (Figure 4.12.14). Of the nine collisions, there were no collisions where a pedestrian or bicyclist sustained severe injuries.



Figure 4.12.14 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted for West Randall 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 (see Figure 15 and Figure 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 West Randall Elementary School, auto and active modes have relatively similar magnitudes for each respective mode from each TAZ.

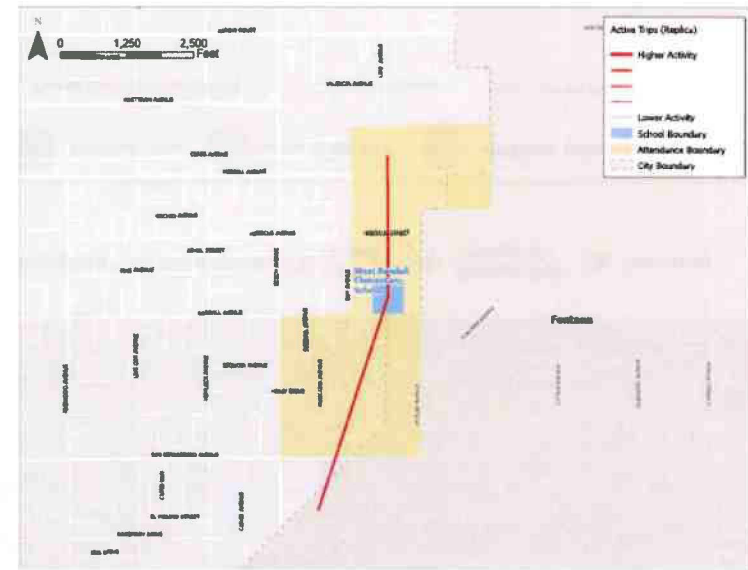


Figure 4.12.15 Active Travel Pattern



Figure 4.12.16 Auto Travel Pattern