

transported using a family vehicle (34.1%). Slover Mountain High School has 6 school buses that drop students off at the front of the school along Orange Street. According to the survey, 10 students reported taking the school bus at least once during the week.

Mobility Assessment

A walk audit and on-site meeting for Slover Mountain High School in unincorporated San Bernardino County was conducted on January 28, 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 mobility assessment included Slover Mountain High School Principal, one staff member, San Bernardino County staff, as well as Michael Baker International staff.

An online survey was administered to Slover Mountain High School parents/caregivers via SurveyMonkey during the week of January 28th, 2025. Only one parent response was recorded, noting their child lives more than 2 miles from school and uses the school bus for arrival and departure 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. The indicators used to identify a community's pollutant burden include exposures (i.e., traffic, pesticides, and drinking water), environmental effects (i.e., clean-up sites, solid waste), sensitive populations (i.e., 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 4.2.5 illustrates the CES scores for the census tract where Slover Mountain High School is located, scoring in the 90th to 100th percentile range which indicates the area is disproportionately burdened by pollutants higher than other census tracts. For this tract, the highest exposures to pollutants are Ozone, Drinking Water, and Particulate Matter 2.5, in that order.



Figure 4.2.5 CalEnviroScreen 4.0 Score - Slover Mountain 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 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 4.2.6 illustrates the HPI scores for the census tract Slover Mountain High School is located within. The HPI score of 29.5 indicates less healthy community conditions. For this tract, the lowest health conditions were transportation and access to a park.



Figure 4.2.6 Healthy Place Index Score -Slover Mountain High School

Walking

Figure 4.2.7 provides an overview of the existing pedestrian network and challenges observed during the mobility assessment. The sidewalk network surrounding Slover High School is complete with one primary gap on the south side of Orange Street as it turns into Larch Avenue. During site visits, it was observed that there were new sidewalks on the north side of Orange Street due to the warehouse developments. Sidewalk gaps were also observed on the west side of Larch Avenue.

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

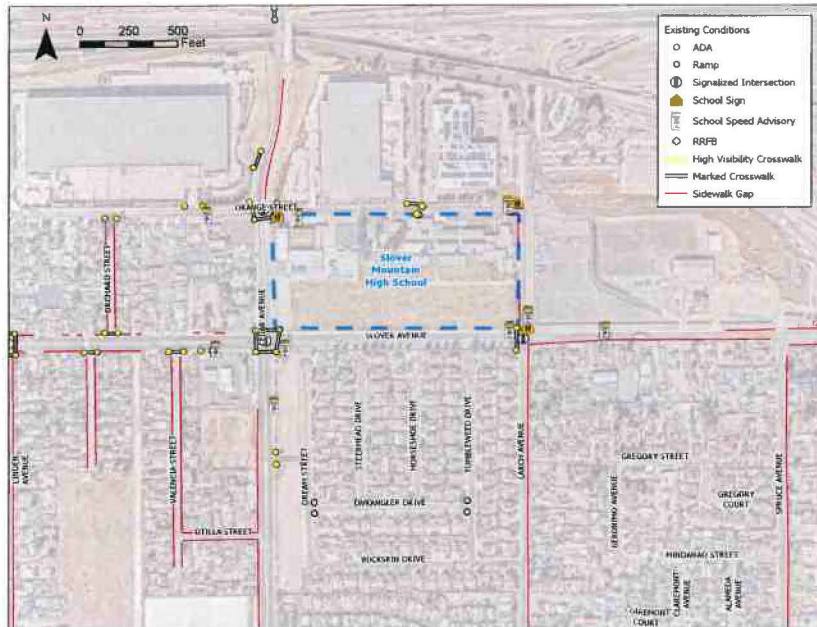


Figure 4.2.7 Existing Pedestrian Conditions

Figure 4.2.9 shows the walkshed for Slover High School. The walkshed shows the area in which a student can walk a half mile from the school. The walkshed has been reviewed for sidewalk connectivity and accessibility.

One of the biggest concerns expressed during the walk audit was student safety crossing Orange Street where the roads bends and transitions into Larch Avenue. Many students park along Larch Avenue and cars were observed to be speeding around the blind turn to avoid the construction on Cedar Avenue. During the pick-up and drop-off time, students were seen crossing the street in front of moving cars to reach their vehicles parked on Larch Avenue.

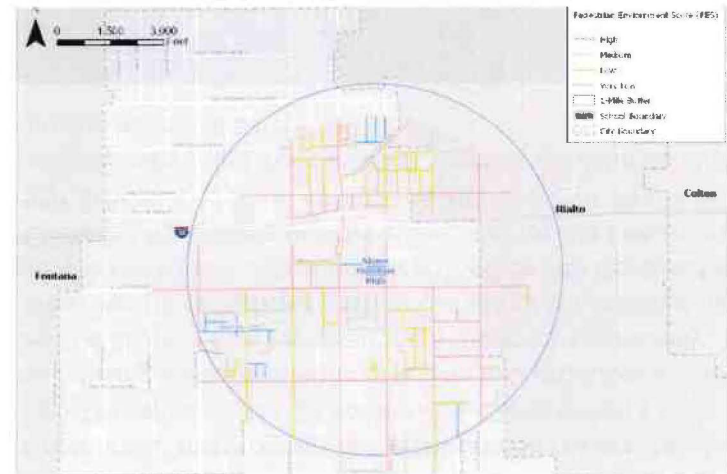


Figure 4.2.8 Pedestrian Evaluation Score

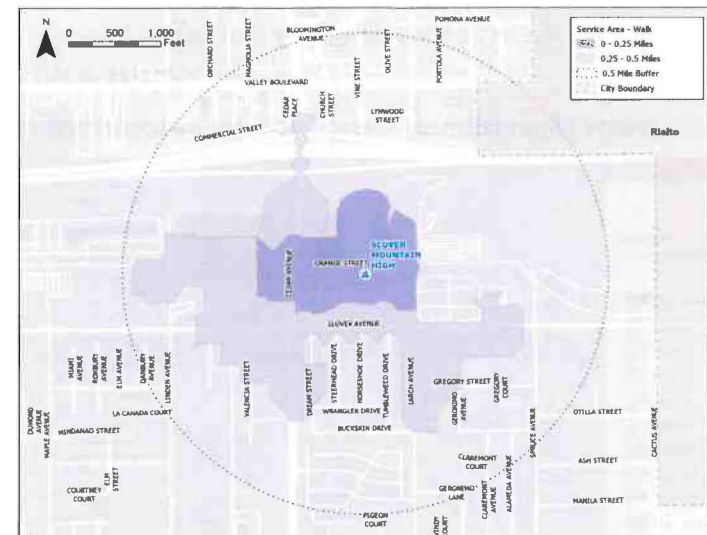


Figure 4.2.9 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there are no bicycle facilities surrounding Slover Mountain High School. There are plans to implement a Class II Bike Lane along Cedar Avenue and Slover Avenue through San Bernardino County Transportation Authority (SBCTA) (Figure 4.2.10).

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 takes into account a number of factors in classifying the street network into categories according to the level of stress it causes cyclists. The LTS assessment conducted by MBI concluded that the roads immediately surrounding Slover Mountain High School have high LTS scores indicating higher stress levels for cyclists (Figure 4.2.11).

Figure 4.2.12 shows the bikeshed for Slover Mountain High School. The bikeshed shows the area which a student can bike two miles from the school.



Figure 4.2.10 Existing and Planned Bicycle Conditions

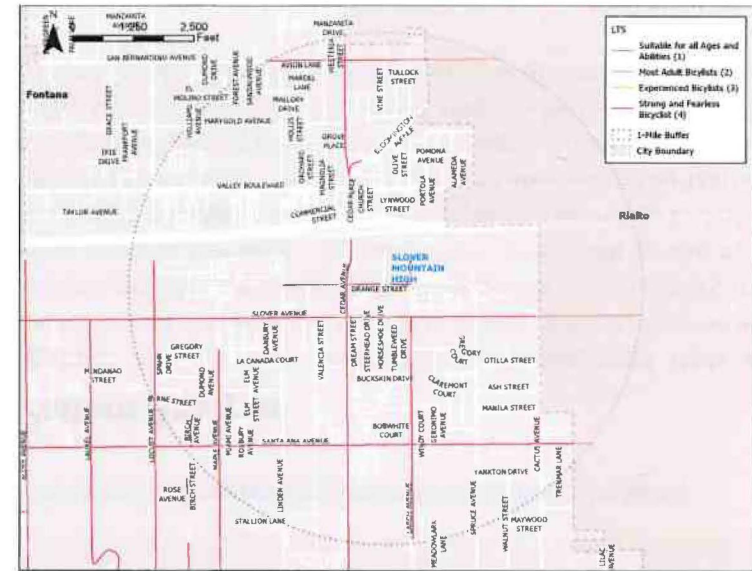


Figure 4.2.11 Bicycle Level of Traffic Stress

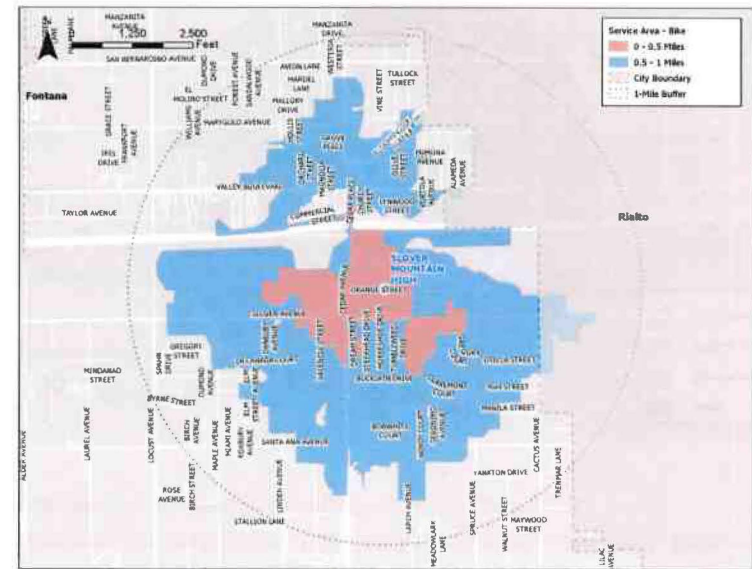


Figure 4.2.12 Existing Bikeshed

Pick-Up and Drop-Off

Slover Mountain High School is accessed via Orange Street, a two-lane road with parking along both sides, and Larch Avenue, a two-lane road with parking on one side. Figure 4.2.13 illustrates the existing pick-up and drop-off conditions, and the behaviors observed during the mobility assessment.

There are no “no parking” signs along Orange Street or Larch Avenue, however there are red painted curb at various lengths along both sides of the streets. Parents were seen picking up students as early as 3:00 PM. There are several locations along Orange Street and Larch Avenue where parents can pick up students. There is a single drop off loop where buses pick up and drop off students. There are six buses that are the only vehicles allowed to enter the school entrance loop. During the school site observations, parents were seen picking up students on both the north and south sides of Orange Street as well as the west side of Larch Avenue while parked on the red curb.

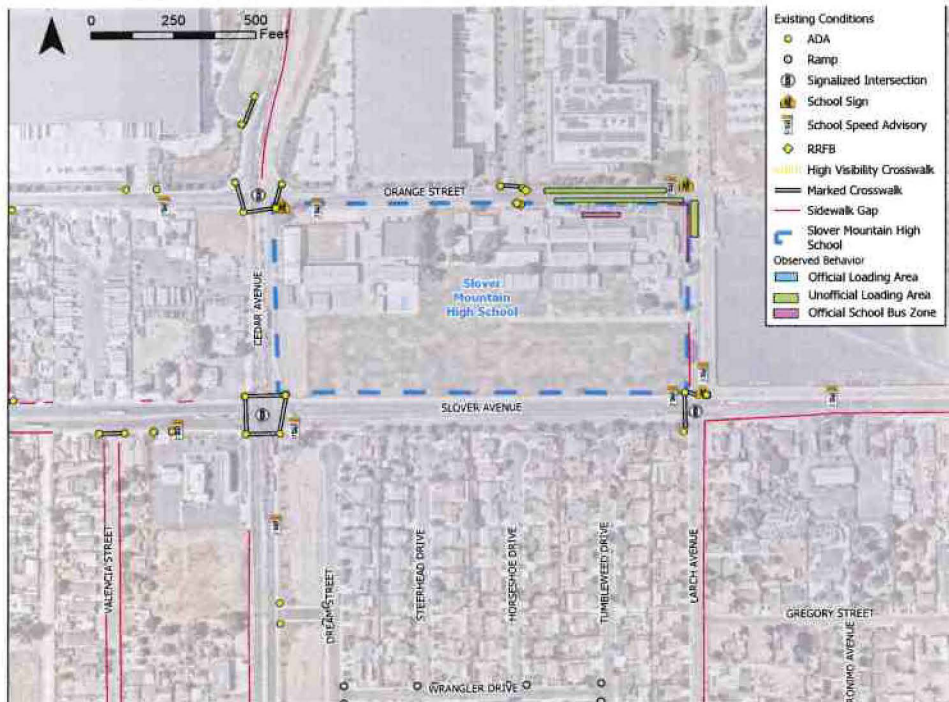


Figure 4.2.13 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there was one bicycle and eighteen pedestrian collisions within a half mile radius of Slover Mountain High School (Figure 4.2.14). There were 5 fatal collisions, 5 severe injuries, 8 visible injuries, and one caused a complaint of pain. Within a quarter mile radius of the school there were no bicycle collisions, and two pedestrian collisions were reported. There were two reports of severe injury and one report of a visible injury.

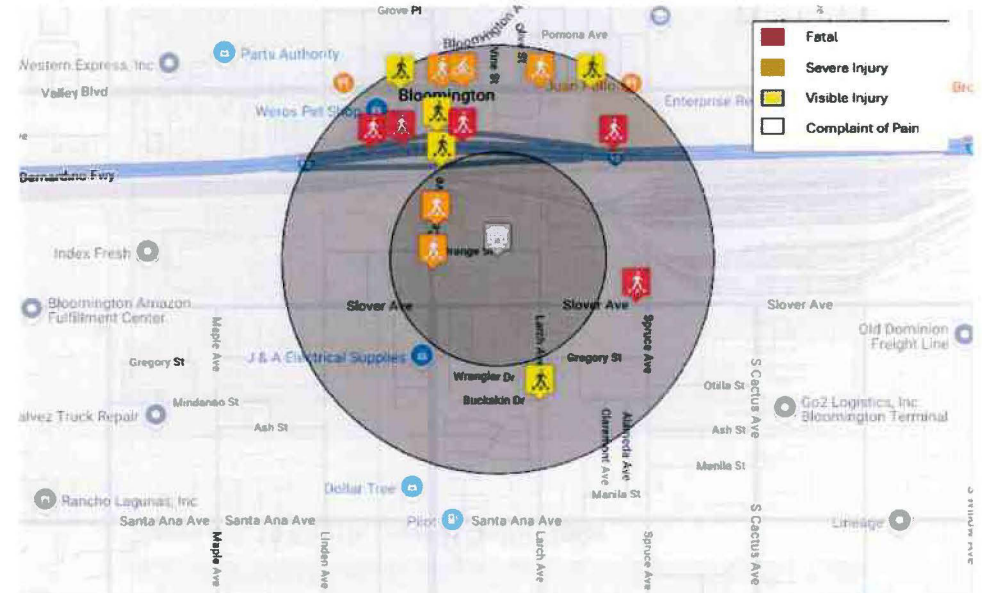


Figure 4.2.14 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted Slover Mountain High 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 4.2.15 and 4.2.16). 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 that 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.

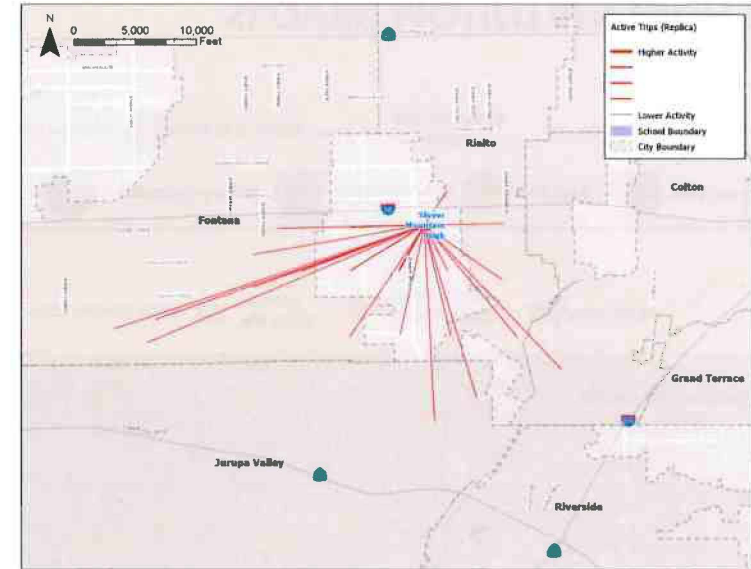


Figure 4.2.15 Active Travel Pattern

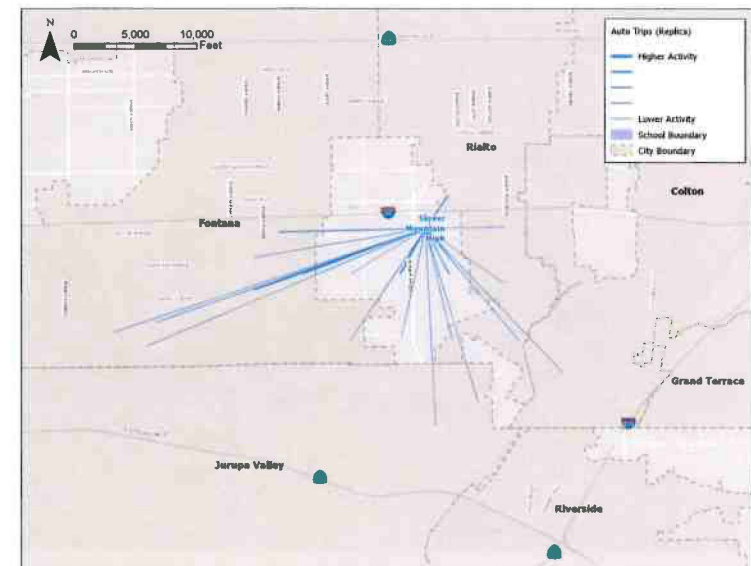


Figure 4.2.16 Auto Travel Pattern

SCHOOL RECOMMENDATIONS

Several walking and biking challenges were identified during the mobility assessment. There are currently missing sidewalk segments, missing curb ramps and crosswalks, and observed speeding along Linden Avenue. There are currently no bicycle facilities along Orange Street and Larch Avenue or the surrounding roadways.

Several projects to improve walking and biking conditions around Slover Mountain High School are recommended. Speed feedback signs are recommended along Orange Street to discourage speeding. As part of SBCTA's Active Transportation Plan, Class II bike lanes have been planned along Cedar Avenue and Slover Avenue. To improve accessibility, ADA-compliant curb ramps, high-visibility crosswalks, and sidewalks are recommended at the school frontage and surrounding intersections. These recommendations are highlighted in the graphic provided. A summary list of recommendations is provided in Table 4.2.1.



SLOVER MOUNTAIN HIGH SCHOOL

ID	Improvement	Description	Location
1	High-Visibility Crosswalk	Install a high-visibility crosswalk on the western, southern, and eastern legs of the intersection	Orange Street and Cedar Avenue
2	Speed Feedback Sign	Install a speed feedback sign with the existing school zone speed limit sign	Orange Street and Cedar Avenue
3	No U-Turn Sign	Install a no U-turn sign along Orange Street	Orange Street
4	High-Visibility Crosswalk	Install a high-visibility crosswalk on the northern leg of the intersection	Orange Street and Vine Street
5	Curb Extension	Install curb extensions on the northeast and southeast corners of the intersection	Orange Street
6	Yield to Pedestrian Sign	Install yield to pedestrian sign in middle of existing crosswalk.	Orange Street
7	Do No Enter Sign	Install do not enter sign at the exit only driveway	Orange Street and School Driveway
8	Stop Sign	Install a stop sign for vehicles exiting the alleyway	Orange Street and Alley
9	Delineators	Install flexible centerline delineators around the curve at Orange Street and Larch Avenue	Orange Street and Larch Avenue
10	Speed Feedback Sign	Install speed feedback signs	Larch Avenue
11	High-Visibility Crosswalk	Install high-visibility crosswalk on the western and northern legs of the intersection	Larch Avenue and Slover Avenue
12a	Sidewalk	Construct sidewalk on both sides of the street	Orchard Street from Orange Street to Slover Avenue
12b		Construct a sidewalk on the west side of the street	Larch Avenue from Orange Avenue to Slover Avenue
12c		Construct a sidewalk on the west side of the street	Cedar Avenue from Orange Street to I-10
13	High-Visibility Crosswalk	Install high-visibility crosswalk on all legs of the intersection	Slover Avenue and Cedar Avenue
14	Class II Bike Lanes (SBCTA Planned)	Construct Class II Bike Lanes per SBCTA planned bikeways	Cedar Avenue from Randall Avenue to El Rivino Road
			Slover Avenue from Tamarind Avenue to Cactus Ave

4.3 BLOOMINGTON HIGH SCHOOL

10750 Laurel Ave, Bloomington, CA 92316

Bloomington High School is located in south-west Bloomington, California on the northwest corner of the intersection of Santa Ana Avenue and Laurel Avenue. The school is located approximately 0.60 miles south of Interstate 10 (I-10) and approximately 0.80 miles northwest of Kessler Park. The existing land use surrounding Bloomington High School is primarily residential to the south and east, with industrial to the north and west. Figure 4.3.1 depicts the school area and the overall context of the school site.



Figure 4.3.1 Context Map

SCHOOL PROFILE

Bloomington High School is located within the unincorporated community of Bloomington, California and is a part of the Colton Joint Unified School District. During the 2023-24 school year, enrollment was approximately 1,864 students in grades 9-12 with a student-to-teacher ratio of 20:1. Figure 4.3.2, depicts the demographic composition of the students which is similar to the community of Bloomington in general, having a dominant Hispanic population according to the census estimates. According to the California Department of Education in 2023-2024, 16.3 % of the student population was an English learner and 48.9% were English proficient. Additionally, 87.9% of Bloomington High School students were eligible free or reduced-price lunch during the 2023-2024 school year which is significantly higher than the state and the County. (Figure 4.3.3)

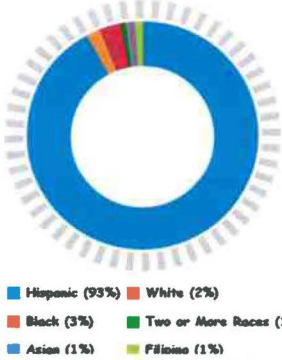


Figure 4.3.2 Demographic Composition

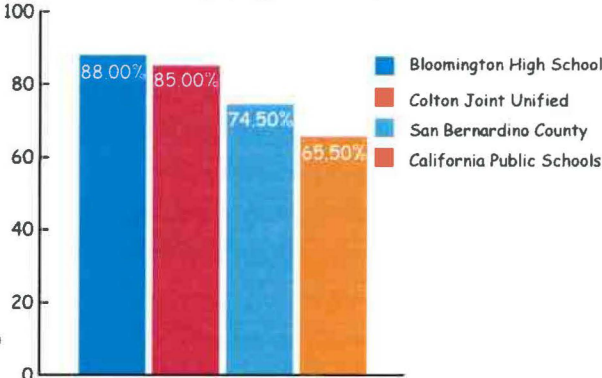


Figure 4.3.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

The Safe Routes to School Student Arrival and Departure Tally Sheet was administered by Bloomington High School staff from January 28th through January 30th, 2025, in order to better understand the mode(s) students use to travel to and from the campus. Over 200 trips were recorded. As displayed in Figure 4.3.4, the vast majority of students (approximately 65%) arrived and departed in a family vehicle, followed by those students riding the school bus