(approximately 19%). Bloomington High School has school buses which drop students off at the front of the school along Laurel Avenue. Over 40 students reported taking the school bus.

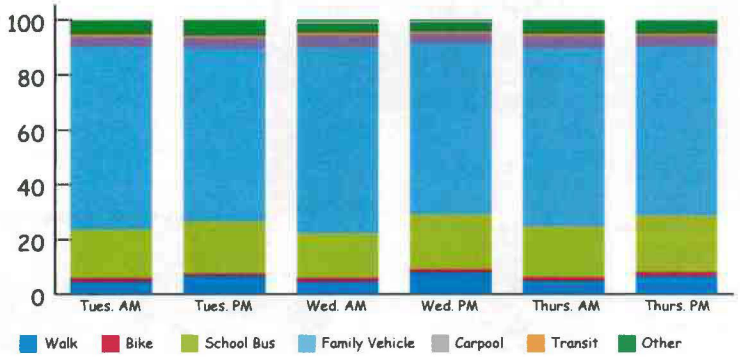

Figure 4.3.4 Bloomington High School Student Arrival and Departure Tallies

Mobility Assessment

A walk audit and on-site meeting for Bloomington 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 create safety concerns or make it uncomfortable for students to walk, bike, and/or roll to and from school. Included in this assessment are discussions of observed insufficiencies, such as 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 Bloomington High School Principal and staff, San Bernardino County staff, Michael Baker International staff, and one Bloomington High School student.

An online survey was administered to Bloomington High School parents/caregivers via SurveyMonkey during the week of January 28th, 2025. In the 3 recorded responses, parents noted that their children live over a mile away from school. As shown in Figure 4.3.5 and 4.3.6, vehicles are the most common mode of transportation used by students for arrival and departure from school.

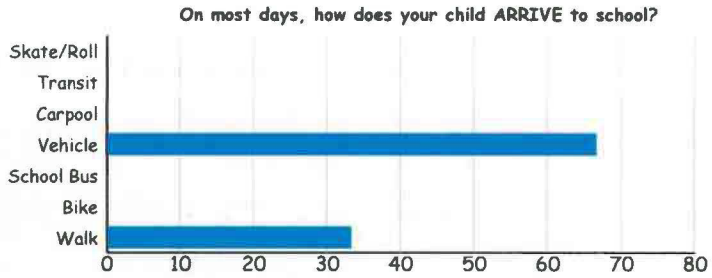

Figure 4.3.5 Bloomington High School Parent Survey Question (arrive to school)

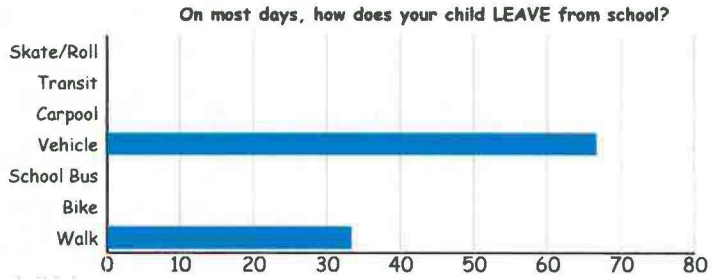

Figure 4.3.6 Bloomington High School Parent Survey Question (leave from school)

CalEnviroScreen 4.0

CalEnviroScreen (CES) is a tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) which identifies communities disproportionately burdened by pollutants. The indicators used to identify a community's pollutant burden include type of exposure (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 an increased level of pollutants for the area. Figure 4.3.7 illustrates the CES scores for the census tract where Bloomington High School is located, scoring in the 70th to 80th percentile range which indicates the area is disproportionately burdened by pollutants. For this region, the highest exposures to pollutants are from drinking water, ozone, and particulate matter 2.5, in that order.

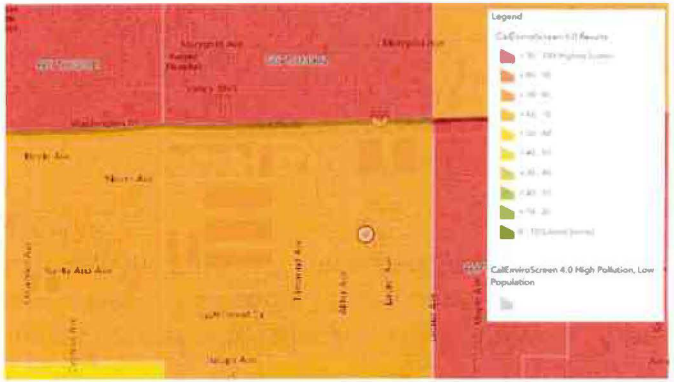

Figure 4.3.7 CalEnviroScreen 4.0 Score - Bloomington High School

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 4.3.8 illustrates the HPI scores for the census tract Bloomington High School is located within. The HPI score of 34.6 indicates less healthy conditions surrounding the school. These unhealthy conditions are most critical in the categories of clean environment, neighborhood amenities access, and education level.

Figure 4.3.8 Healthy Place Index Score - Bloomington High School

Walking

Figure 4.3.9 provides an overview of the existing pedestrian network and challenges observed during the mobility assessment. Bloomington High School has an existing sidewalk with ADA-compliant curb ramps that surround the school's boundary. Beyond the immediate school boundary, the sidewalk network is incomplete or broken. There is no sidewalk on the east side of Laurel Avenue or the south side of Santa Ana Avenue. During the principal interview and during the walk audit, it was noted that the intersection at Santa Ana Avenue and Alder Avenue has draining issues that make it very difficult to walk to the school when the intersection floods. During the pick-up observations, students were seen walking on the dirt path east of Laurel Avenue and crossing in the middle of the street to get to their vehicles.

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 4.3.10 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

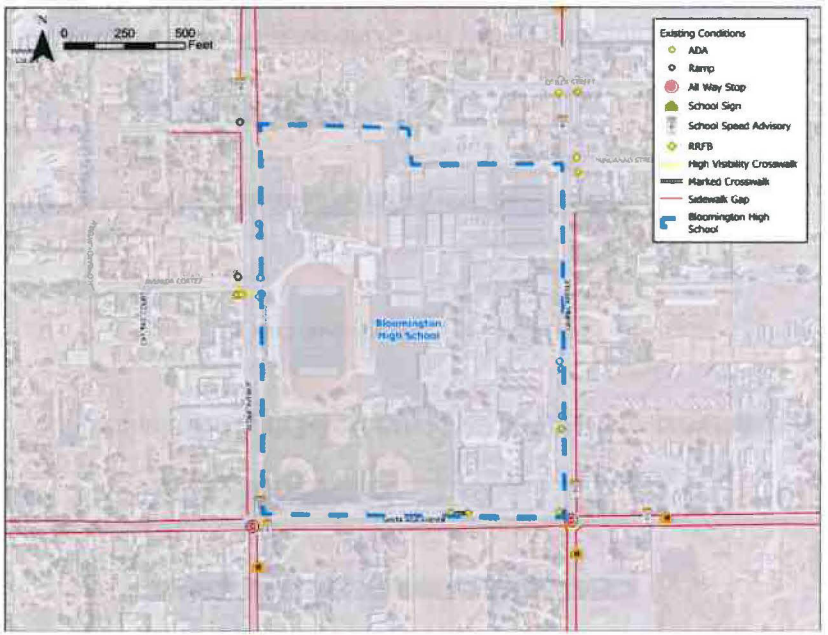

Figure 4.3.9 Existing Pedestrian Conditions

Figure 4.3.10 Pedestrian Evaluation Score

Figure 4.3.11 shows the walkshed for Bloomington High School. The walkshed shows the area 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 by school staff was student safety crossing Laurel Avenue during the pick-up time. Many students were observed crossing the street into traffic while trying to get to their vehicle. There are several of semi-trucks and distracted drivers speeding on Laurel Avenue, so safety is a major concern for school staff.

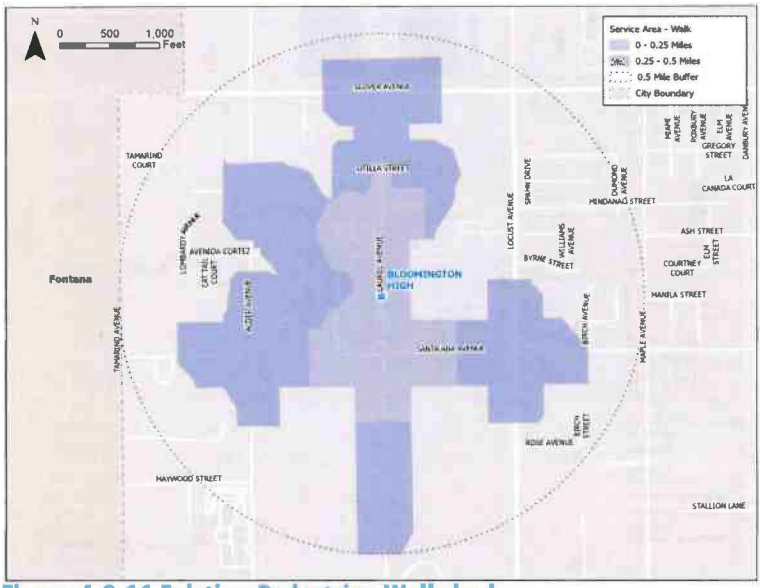

Figure 4.3.11 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there are no bicycle facilities surrounding Bloomington High School. There are plans to implement a Class II Bike Lane along Jurupa Avenue and Cedar Avenue through San Bernardino County Transportation Authority (SBCTA). (Figure 4.3.12).

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 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 immediately surrounding Bloomington High School have high LTS scores indicating higher stress levels for cyclists (see Figure 4.3.13).

Figure 4.3.14 shows the bikeshed for Bloomington High School. The bikeshed depicts the area which a student can bike one mile from the school.

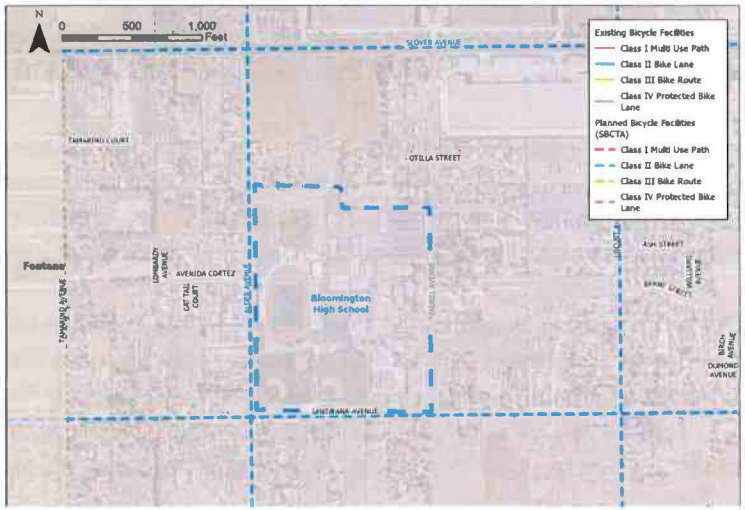

Figure 4.3.12 Existing and Planned Bicycle Conditions

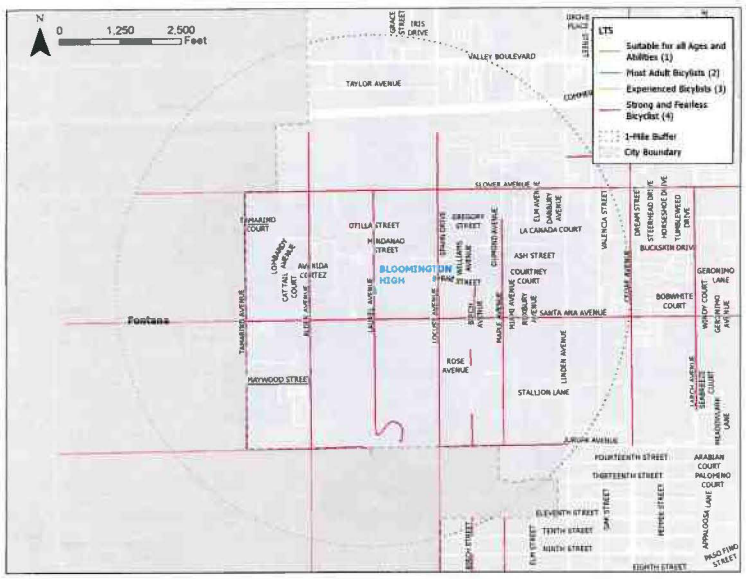

Figure 4.3.13 Bicycle Level of Traffic Stress

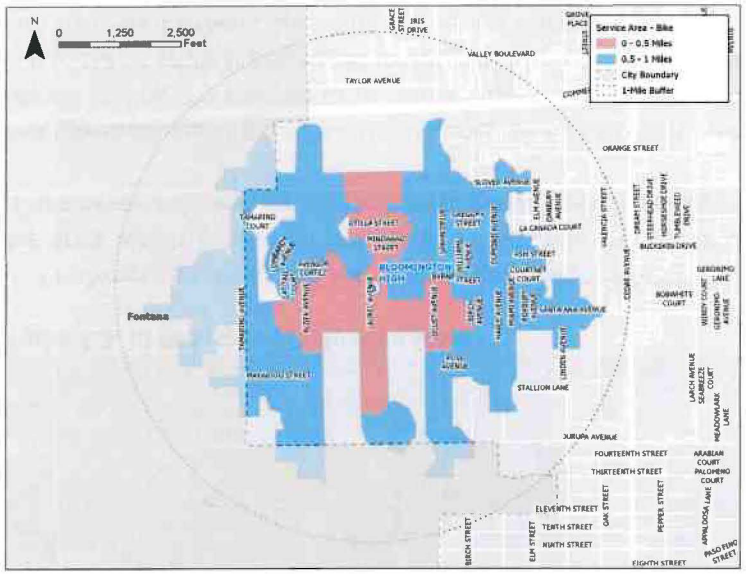

Figure 4.3.14 Existing Bikeshed

Pick-Up and Drop-Off

Bloomington High School is accessed via Alder Avenue and Laurel Avenue. Laurel Avenue, a two-lane road with no parking on either side, accesses the front of the school, and is where many students are picked up by their parents. Alder Avenue, a two-lane road with parking along one side of the road, accesses the back of the school where the student parking lot is located and where the school bus drops students off. Figure 4.3.15 illustrates the existing pick-up and drop-off conditions, and the behaviors observed during the mobility assessment.

At the front of the school along Laurel Avenue, vehicles were observed lining up to pick up students approximately fifteen minutes before the bell rang. After the bell, many students were seen walking into traffic, crossing Laurel Avenue to get to the cars parked on the dirt path on the east side of the street. Many vehicles were seen double parking along the red curb at the front of the school.

At the back of the school along Alder Avenue, there is an existing double-parking buffer along the west side of the street. Vehicles were observed lining up to pick up students approximately fifteen minutes before the bell rang. After the bell, many students were seen walking southbound on Alder Avenue.

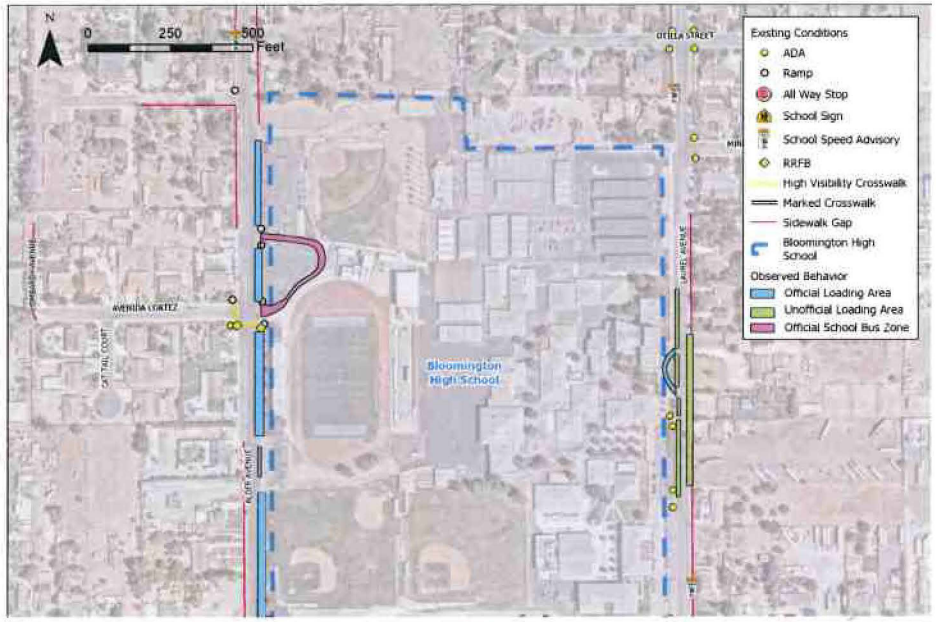

Figure 4.3.15 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there were four bicycle and two pedestrian collisions within a half mile radius of Bloomington High School (Figure 4.3.16). There were 0 fatal collisions, 2 severe injuries, 3 visible injuries, and one incident involving a complaint of pain. Within a quarter mile radius of the school there were three bicycle collisions, and no pedestrian collisions reported. There were two reports of severe injury and one report of a visible injury.

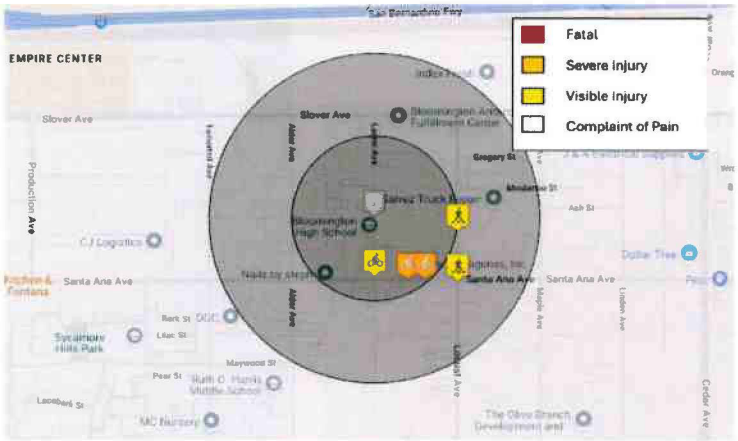

Figure 4.3.16 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted for Bloomington High School to better understand how students travel to the campus. Origin-Destination data was downloaded from the Replica Big Data platform, 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 also automobile 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 4.3.17 and 4.3.18). 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; existing walking or biking environment, land uses, physical barriers, population densities, and the layout of the roadway network.

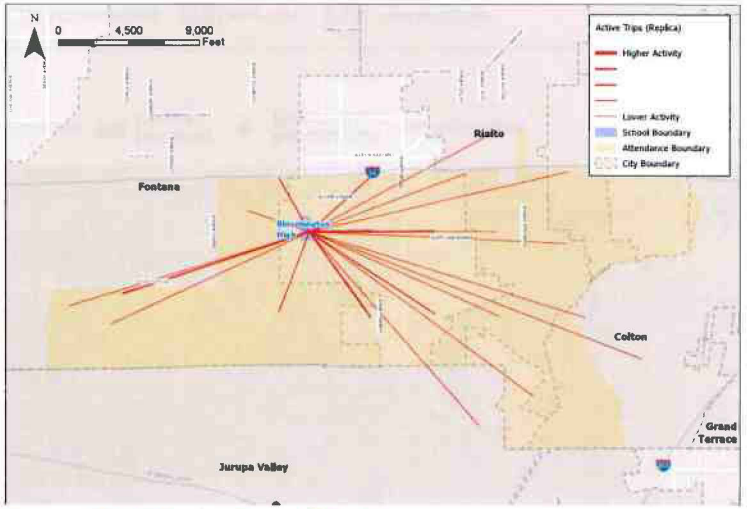

Figure 4.3.17 Active Travel Pattern

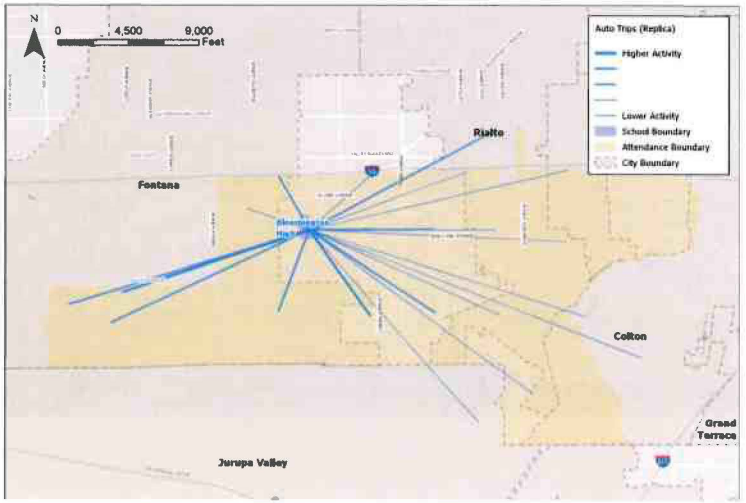

Figure 4.3.18 Auto Travel Pattern

SCHOOL RECOMMENDATIONS

Several challenges were identified during the mobility assessment conducted for Bloomington High School. There are currently missing sidewalks along Laurel Avenue, Santa Ana Avenue, and Alder Avenue. Intersections currently have only one or two ADA-compliant curb ramps, and semi-trucks were seen driving along Laurel Avenue and Alder Avenue during school pickup time. It should be noted that this is not a truck route, but trucks were observed driving on Laurel Avenue. During the walk audit, many school staff noted that many students walk southbound on Alder Avenue to the neighborhoods south of the school. A major concern was that the intersection at Alder Avenue and Santa Ana Avenue flooded frequently, making it difficult to cross the street without getting wet. There is currently no bicycle infrastructure, but students were observed rolling on skateboards after school. Speeding was also cited as a main concern along Sana Ana Avenue, Laurel Avenue, and Alder Avenue.

Several projects to improve walking and rolling are recommended. It is recommended to fill in the existing sidewalk gaps along Laurel Avenue, Santa Ana Avenue, and Adler Avenue, allowing students to avoid walking along dirt paths or in the road. Since so many vehicles double park on the east side of Laurel Avenue, it is recommended to install a high-visibility mid-block crossing at the school frontage, giving students a place to safely cross the street to the school on the west side. To address speeding concerns, speed feedback signs are recommended along the roadways surrounding the school. These recommendations are highlighted in the graphic provided. A summary list of recommendations is provided in Table 4.3.1.

Existing Infrastructure: ADA Compliant Ramp; Ramp; Signalized Intersection; Marked Crosswalk; High-Visibility Crosswalk; Rectangular Rapid Flashing Beacon; School Signage; School Site; All-Way Stop; School Zone Speed Limit Sign

Recommendations: Install High Visibility Crosswalk; Install Curb Extensions; Install ADA Curb Ramps; Install RRFB; Install All-Way Stop; Install Speed Feedback Sign; Install Right Turn Only Sign; Install No Truck Route Sign; Install Mid-Block Crosswalk; Install Traffic Signal; Construct Sidewalk; Planned Class II Bike Lane (SBCTA)

BLOOMINGTON HIGH SCHOOL

TABLE 4.3.1 BLOOMINGTON HIGH SCHOOL RECOMMENDATIONS

ID	Improvement	Description	Location
1	Traffic Signal	Install a traffic signal at Slover Avenue and Alder Avenue to replace existing four-way stop (*)	Slover Avenue and Alder Avenue
2	Speed Feedback Sign	Install a speed feedback sign with the existing school zone speed limit sign	Alder Avenue
3	High-Visibility Crosswalk	Install a high-visibility crosswalk on southern leg (*)	Alder Avenue and Otilla Street
4	ADA Compliant Curb Ramps	Install ADA curb ramps on the southeast and southwest corners of the intersection	Alder Avenue and Otilla Street
5	Speed Feedback Sign	Install a speed feedback sign for northbound vehicles	Alder Avenue
6	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the northeast, southeast, and southwest corners of the intersection	Alder Avenue and Santa Ana Avenue
7	High-Visibility Crosswalk	Install high-visibility crosswalks on southern, western, and northern legs of the intersection	Alder Avenue and Santa Ana Avenue
8	Curb Extensions	Install curb extensions on all four corners of the intersection	Alder Avenue and Santa Ana Avenue
9	ADA Compliant Curb Ramps	Install ADA compliant curb ramps on the northeast, southeast, and southwest corners of the intersection	Laurel Avenue and Santa Ana Avenue
10	ADA Compliant Curb Ramps	Install ADA compliant curb ramps to accommodate the recommended mid-block crossing across Laurel Avenue	Laurel Avenue
11	Rectangular Rapid Flashing Beacon (RRFB)	Install RRFB for the east-west crossing at the intersection	Laurel Avenue and School Frontage
12	High-Visibility Mid-Block Crosswalk	Install high-visibility mid-block crosswalk across Laurel Street	Laurel Avenue and School Frontage
13	No Left-Turn Sign	Install a no left-turn only sign at the school parking lot exit	Laurel Avenue and School Frontage
14	Speed Feedback Sign	Install a speed feedback sign to accommodate the existing school zone speed limit sign	Laurel Avenue
15	Not a Designated Truck Route Sign	Install a "No Truck" sign along Laurel Avenue to ensure that trucks do not use this roadway as a truck route	Laurel Avenue
16a	Sidewalk	Construct sidewalk along west side of Laurel Avenue	Laurel Avenue from Slover Avenue to Otilla Street
16b		Construct sidewalk along the east side of Laurel Avenue	Laurel Avenue from school frontage and Santa Ana Avenue
16c		Construct sidewalk on both sides of street	Santa Ana Avenue from Tamarind Avenue to Locust Avenue
16d		Construct sidewalk on both sides of the street along Alder Avenue	Alder Avenue from Slover Avenue to Santa Ana Avenue
17	Class II Bike lanes (SBCTA Planned)	Coordinate with SBCTA to construct Class II Bike Lanes per SBCTA planned bikeways	Slover Avenue from Tamarind Avenue to Cedar Avenue
			Alder Avenue from Alder Avenue to San Bernardino Avenue
			Santa Ana Avenue from Tamarind Avenue to Cedar Avenue

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

4.4 RUTH O. HARRIS MIDDLE SCHOOL

11150 Alder Ave, Bloomington, CA 92316
Colton Joint Unified School District

Ruth O. Harris Middle School is located in southwestern Bloomington on the southwest corner of the intersection of Maywood Street and Alder Avenue. The school is located approximately 1 mile south of Interstate 10 (I-10) and approximately 1.8 miles from Kessler Park. The existing land use surrounding Ruth O. Harris Middle School is primarily residential to the east and west with some industrial to the north and open space to the south. Figure 4.4.1 shows the school area and the overall context of the school site.

Figure 4.4.1 Context Map

SCHOOL PROFILE

Ruth O. Harris Middle School is located within the unincorporated community of Bloomington and is a part of the Colton Joint Unified School District. During the 2023-2024 school year, school enrollment was approximately 595 students in grades 7-8 with a students per teacher ratio of 20:1. Figure 4.4.2 shows the demographic composition of the students which is similar to the community of Bloomington as a whole, having a dominant Hispanic population according to the census estimates. According to the California Department of Education in 2023-24, 14.3% of the students were English learners and 33.9% were English proficient. Additionally, 84% of Ruth O. Harris Middle School students received free or reduced-price lunch during the 2023-2024 school year which is significantly higher than the state and the county (Figure 4.4.3)

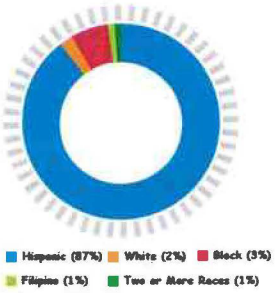

Figure 4.4.2 Demographic Composition

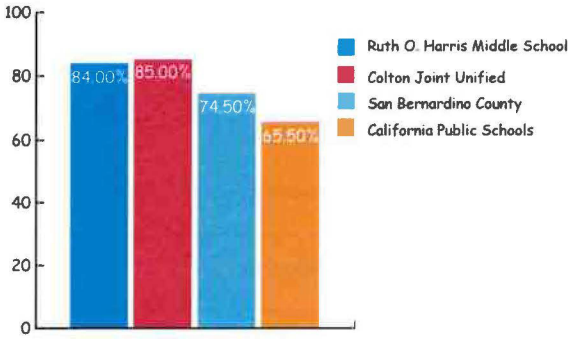

Figure 4.4.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

The Safe Routes to School Student Arrival and Departure Tally Sheet was administered by Ruth O. Harris Middle School staff from January 28th to January 30th, 2025, to better understand what mode(s) students use to travel to and from the campus. Teachers at Ruth O Harris Middle School recorded 1,680 student trips. As displayed in Figure 4 , most students arrived and departed in a family vehicle (64% average), followed by school bus (18% average), walking

(9% average), and carpooling (6% average), respectively. Ruth O. Harris Middle School has 4 school buses that drop students off at the front of the school along Alder Ave. Approximately 18% of students reported taking the school bus.

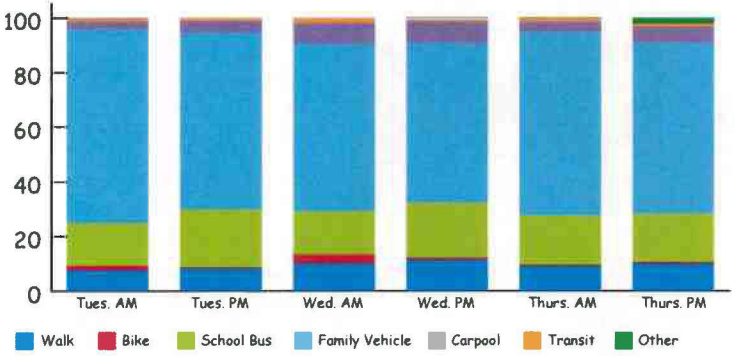

Figure 4.4.4 Ruth O. Harris Middle School Student Arrival and Departure Tallies

Mobility Assessment

A walk audit and on-site meeting for Ruth O. Harris Middle 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 San Bernardino County staff, and Michael Baker International staff.

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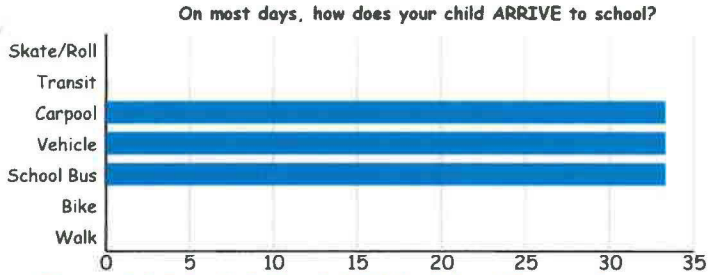

Figure 4.4.5 Ruth O. Harris Middle School Parent Survey Question (arrive to school)

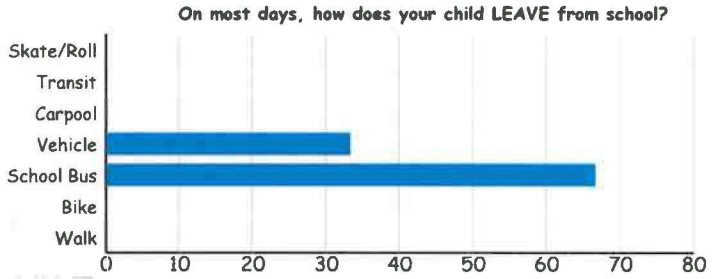

Figure 4.4.6 Ruth O. Harris Middle School Parent Survey Question (leave from school)

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