Pick-Up and Drop-Off

Pacific High School is accessed via Pacific Street, a four-lane road, and Perris Park Hill Road, a two-lane road. Figure 15 illustrates the existing conditions, and the behaviors observed during the mobility assessment. There are currently three uncontrolled crossings across Pacific Street at Barton Street, Perris Hill Road, and Tippecanoe Avenue. Two of the crossings had a road light that were not functioning. A crossing guard is located at Perris Hill Road and Pacific Street. Students were seen crossing Pacific Street during drop-off. Many vehicles dropping off students were seen double parking on the north side of Pacific Street creating a buildup of traffic. Additionally, the existing Omnitrans bus was seen to be another form of transportation for students.

During the pick-up time, school staff noted that many students walk along Perris Hill Park Road to the existing YMCA and mentioned that they have seen vehicles speeding on the road and not paying attention to students walking on the sidewalk. There were two collisions that occurred on Pacific Street and Perris Hill Road and Tippecanoe Street.
One of the biggest concerns that was mentioned during the walk audit was that the crosswalks at the intersection of Pacific Street and Perris Hill Park Road are very dangerous due to the fact that many drivers coming from Pacific Street do not realize that it is a three way road and drive through the intersection into the existing culvert.

Figure 4.7.15 Existing Pick-Up and Drop-Off Vehicle Behavior

Safety Analysis

Between 2019 and 2023, there were two bicycle, and two pedestrian involved collisions within a half mile radius of Pacific High School (Figure 4.7.16). All four collisions caused the party to have a complaint of pain. Within a quarter of a mile of the school, a bicycle involved crash and a pedestrian involved collision occurred on Pacific Street at the school frontage.

Figure 4.7.16 Bicycle and Pedestrian Involved Collisions (2019-2023)

Travel Pattern Analysis

A travel pattern analysis was conducted for Pacific 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 4.7.17 and 4.7.18). 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, such as the existing walking or biking environment, land uses, physical barriers, population densities, and the layout of the roadway network.

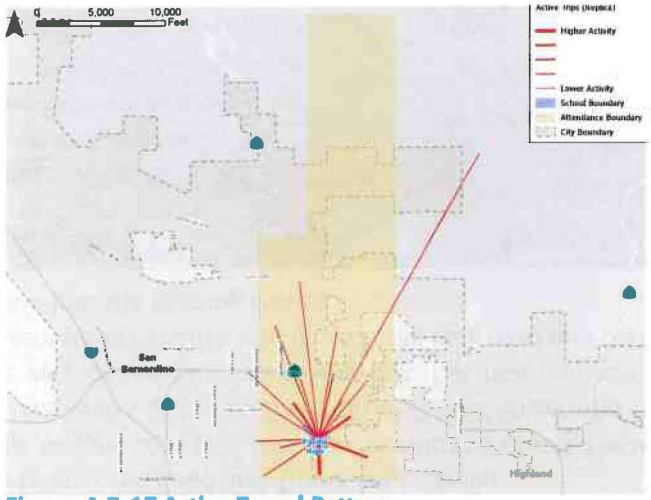


Figure 4.7.17 Active Travel Pattern

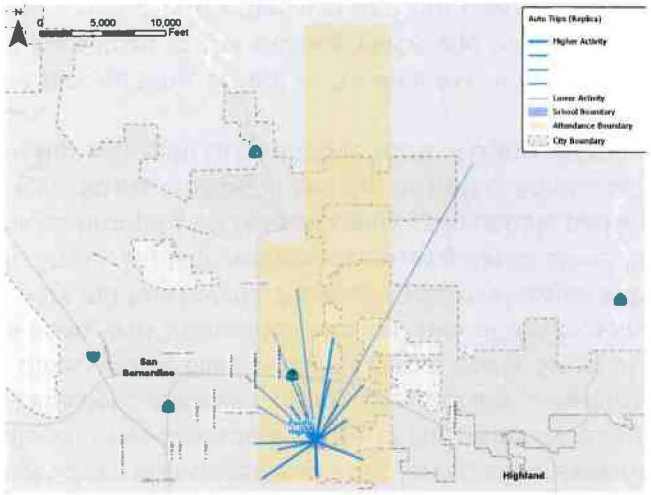
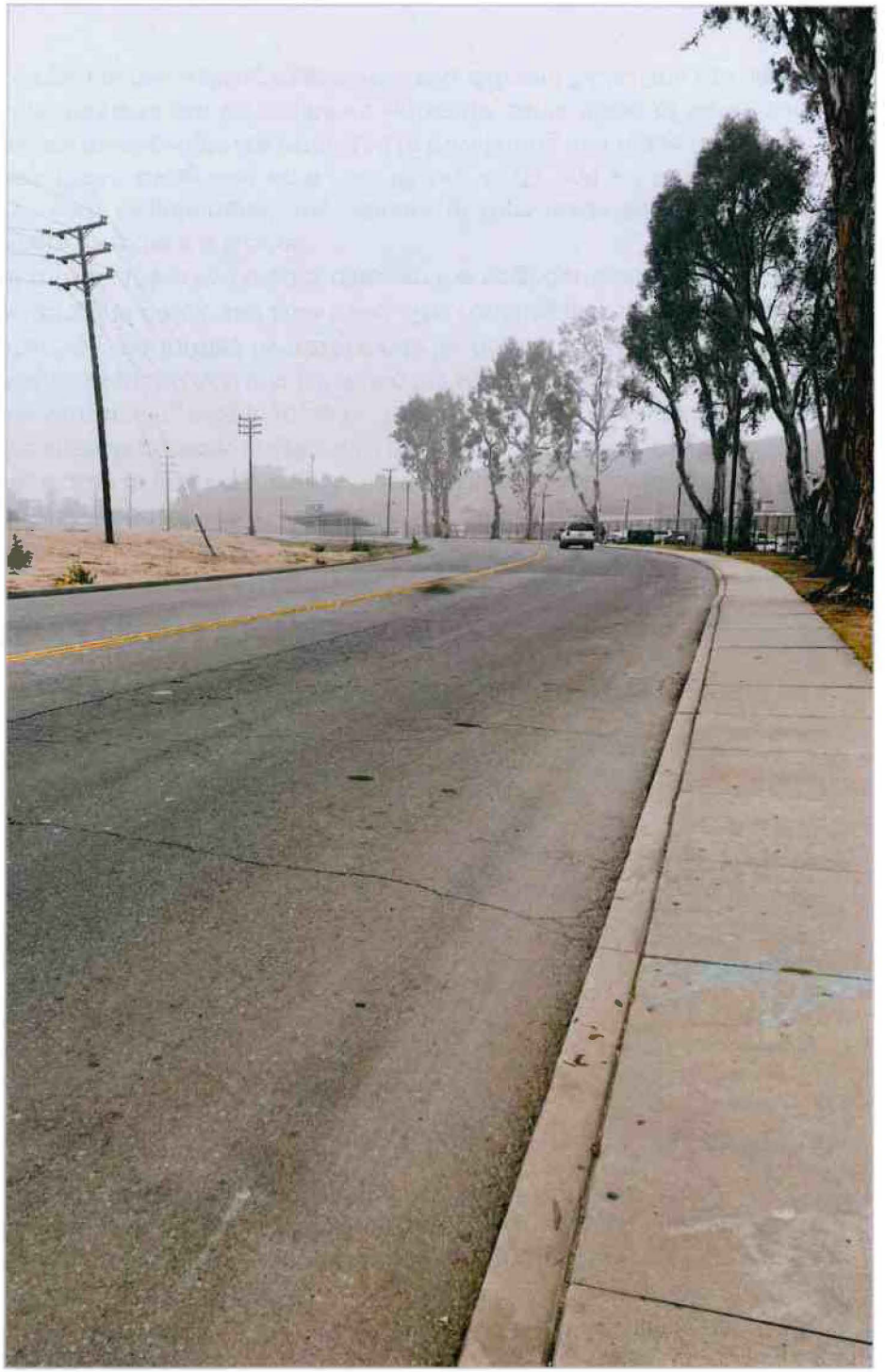


Figure 4.7.18 Auto Travel Pattern



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SCHOOL RECOMMENDATIONS

During the walk audit, several walking and biking challenges were identified. While there are four crossing opportunities along Pacific Road, three of those crossings are uncontrolled and require pedestrians to cross four lanes of traffic. Although a crossing guard is present at one of the uncontrolled crosswalks, parents and staff have expressed concerns about student safety when crossing Pacific Road. Additionally, there are no existing bicycle facilities along Pacific Street and Perris Hill Park Road or the surrounding roadways. Another major concern parents and staff had was the three-way intersection at Pacific Street and Perris Hill Park Road. Many walk audit participants noted that many drivers do not realize that it is a three-way intersection and go through the intersection into the existing culvert.

A series of enhancements to the project area are recommended to improve the experience for students. On Pacific Street, installing a HAWK beacon (high intensity activated crosswalk beacon) is recommended at Pacific Street and Perris Hill Road. Speed feedback signs are also recommended along both Pacific Street and Perris Hill Park Road to function as an additional traffic calming measure. Restriping Pacific Street to allow for one travel lane in each direction and a two way left-turn center lane is recommended. Currently, vehicles who want to turn left must stop in the middle of traffic and wait to turn. Restriping Pacific Street from 4 lanes to 3 lanes will also leave room for a potential bike lane as planned by SCBTA.

PACIFIC HIGH SCHOOL

TABLE 4.7.1 PACIFIC HIGH SCHOOL RECOMMENDATIONS

ID	Improvement	Description	Location
1a	Speed Feedback Sign	Install speed feedback sign on west side of Perris Hill Park Road for SB direction vehicles	Perris Hill Park Road
1b		Install speed feedback sign on east side of Perris Hill Park Road for NB direction vehicles	Perris Hill Park Road
1c		Install speed feedback sign on the south side of Pacific Street for EB direction vehicles	Pacific Street
1d		Install speed feedback sign on north side of Pacific Street to WB direction vehicles	Pacific Street
2	Improve Signal Timing	Improve signal timing for existing signalized intersection	Perris Hill Park Road and Pacific Street
3	Reflective Object Markers	Install more reflective object markers at the 3-way intersection	Perris Hill Park Road and Pacific Street
4	ADA Compliant Curb Ramps	Install ADA compliant curb ramp on the southeast corner of the intersection	Pacific Street and Barton Street
5	ADA Compliant Curb Ramps	Install ADA compliant curb ramp on the southwest corner of the intersection	Pacific Street and Perris Hill Road
6	HAWK Signal	Install a HAWK Signal	Pacific Street and Perris Hill Road
7	Curb Extension	Install curb extensions on the southeast and northeast corners of the intersection	Pacific Street and Perris Hill Road
8	Curb Extension	Install curb extensions on the southwest and northwest corners of the intersection	Pacific Street and Tippecanoe Avenue
9	Two Way Left Turn Lane	Restripe the roadway to accommodate one lane in each direction and a center two-way left turn lane (*)	Pacific Street from Perris Hill Park Road and Garden Drive
10	ADA Compliant Curb Ramps	Install ADA compliant curb ramp on the southeast corner of the intersection	Pacific Street and Tippecanoe Avenue
11	All Way Stop Sign	Install an all-way stop (*)	Pacific Street and Garden Avenue
12	School Zone Speed Limit Sign	Install a school zone speed limit sign	Pacific Street between Garden Drive and Conejo Drive
13	Class III Bike Route	Construct a Class III Bike Route	Tippecanoe Avenue from Pacific Street to Baseline Street
14a	Planned Class II Bike Lane (SBCTA)	Construct Class II Bike lane on both sides of the street	Pacific Street from Perris Hill Park Road and Boulder Avenue
14b	Buffered Class II Bike Lane	Construct Buffered Class II Bike Lanes on both sides of the street	Perris Hill Park Road from Pacific Street to YMCA Center
15a	Sidewalk	Construct a sidewalk on the west side of the street	Perris Hill Park Road from Pacific Street to YMCA Center
15b		Construct a sidewalk on the west side of the street	Barton Street from Pacific Street to Baseline Street
15c		Construct a sidewalk on the east side of the street	Perris Hill Road from Pacific Street to Baseline Street
15d		Construct a sidewalk on the west side of the street	Tippecanoe Avenue from Pacific Street to Baseline Street
15e		Construct a sidewalk on the west side of the street	Garden Drive from Pacific Street to Baseline Street
15f		Construct a sidewalk on the west side of the street	Conejo Drive from Pacific Street to Baseline Street
16	Intersection Lane Control Sign		Pacific Street and east of Perris Hill Park Road

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

4.8 PAAKUMA K-8 SCHOOL

17825 Sycamore Creek Loop Pkwy, San Bernardino, CA 92407
San Bernardino City Unified School District

Paakumá K-8 School is located in north-west San Bernardino County along Sycamore Creek Loop Parkway at Clearwater Parkway in the Rosena Ranch community. Paakumá K-8 School is located approximately one and a half miles south of the Interstate 15 (I-15) freeway and approximately two and a half miles south of the Interstate 215 (I215). The existing land use surrounding Paakumá K-8 School is primarily residential. Figure 4.8.1 shows the school area and the overall context of the school site.

Figure 4.8.1 Context Map

SCHOOL PROFILE

Paakumá K-8 School is located within Unincorporated San Bernardino and is a part of the San Bernardino City Unified School District. During the 2023-24 school year, enrollment was approximately 984 students in grades K-8 with a student/teacher ratio of 23:1. The demographic composition of the students shown in Figure 4.8.2, is similar to the community as a whole, with a dominant Hispanic population according to the census estimates. According to the California Department of Education in 2023-24, 6% of the student population was an English learner and 8% were English proficient. Additionally, 50% of Paakuma K-8 School students received free or reduced-price lunch during the 2023-2024 school year which is lower than the state and the county. (Figure 4.8.3).

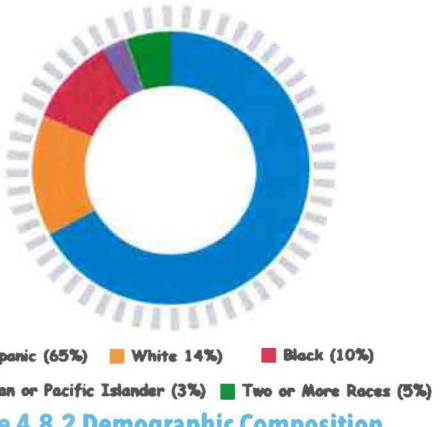

Figure 4.8.2 Demographic Composition

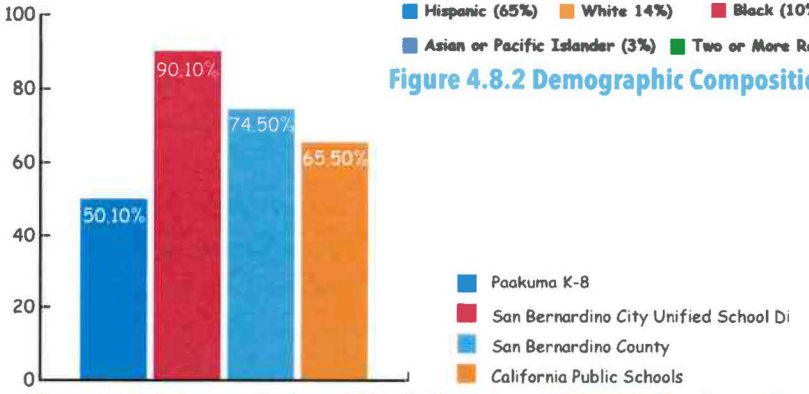

Figure 4.8.3 Free or Reduced Meals (Compare between district and county)

Student Tallies

The Safe Routes to School Student Arrival and Departure Tally Sheet was administered by Paakumá K-8 School staff from February 3rd to February 7th, 2025, to better understand what mode(s) students use to travel to and from the campus. Although an online tally was administered as part of the school mobility assessment for Paakumá K-8 School, unfortunately, no teachers participated in the student tally.

Mobility Assessment

A walk audit and on-site meeting for Paakumá K-8 School in San Bernardino was conducted on February 5, 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 Paakumá K-8 School Principal and Michael Baker International staff.

An online survey was administered to Paakumá K-8 School parents via SurveyMonkey during the week of February 3rd, 2025. Of the seven recorded responses, four parents noted that their children live a half mile or less away from school. As shown in Figure 4.8.4 and 4.8.5, vehicles are the most common mode of transportation used for arrival and departure from school.

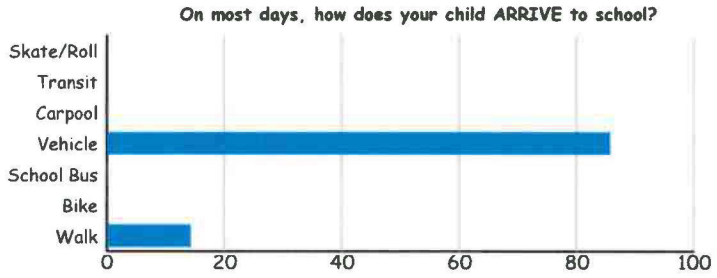

Figure 4.8.4 Paakuma K-8 School Parent Survey Question (arrive to school)

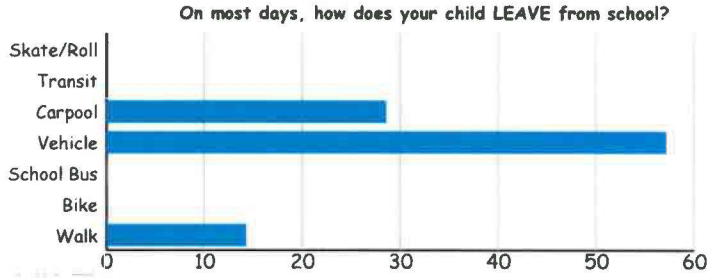

Figure 4.8.5 Paakuma K-8 School Parent Survey Question (leave from school)

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 4.8.6 illustrates the CES scores for the census tract where Paakumá K-8 is located, scoring in the 70th to 80th percentile range which indicates the area is disproportionately burdened by pollutants. Fore this region, those highest exposures to pollutants are ozone, cleanup sites, and drinking water, in that order.

Figure 4.8.6 CalEnviroScreen 4.0 Score - Paakuma K-8 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 4.8.7 illustrates the HPI scores for the census tract Paakumá K-8 School is located within. The HPI score of 37.6 indicates less healthy conditions surrounding the school, but overall healthier than the County's HPI score. These less healthy conditions are most critical in the categories of clean environment, neighborhood amenities access, and economic level.

Figure 4.8.7 Healthy Place Index Score - Paakuma K-8 School

Walking

Figure 4.8.8 provides an overview of the existing pedestrian network and challenges observed and analyzed. The Rosena Ranch community has complete sidewalks on both sides of the street that lead to the school and into the surrounding neighborhood. The intersection of Sycamore Creek Drive and Clearwater Parkway is all-way stop control with high-visibility crosswalks. A crossing guard is located at this intersections which is also the main entrance to the school. The intersection of Sycamore Creek Parkway and Flowering Plum Way is also all-way stop controlled. Standard marked crosswalks connect Paakumá Park to the neighborhood, where students were seen walking towards after school.

One of the biggest concerns expressed by school staff was student safety crossing Sycamore Creek Parkway and Flowering Plum Way. It was noted that students like to hang out at the park after school, but when it gets dark crossing Sycamore Creek Parkway is unsafe with the low visibility and limited lighting.

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 4.8.9 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 Paakumá K-8 School show primarily high PES scores, with very low scores on Sycamore Creek and Clearwater Parkway. This indicates a stressful walking environment near the school along these roadways and may create an access barrier to walking.

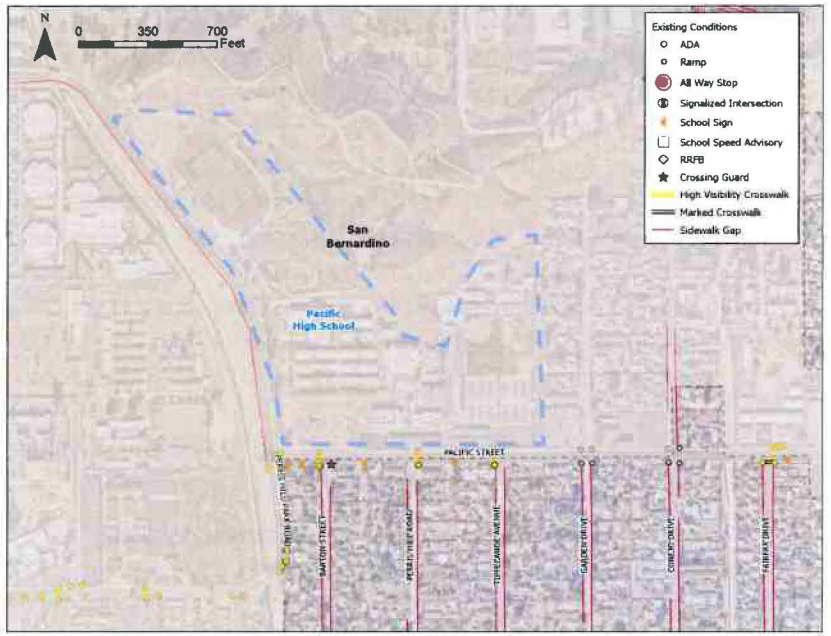

Figure 4.8.8 Existing Pedestrian Conditions

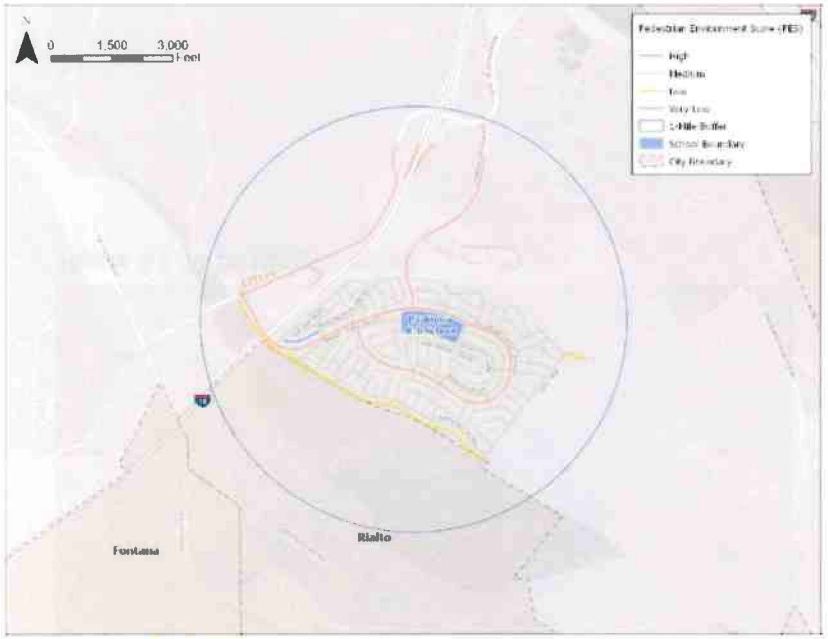

Figure 4.8.9 Pedestrian Evaluation Score

Figure 4.8.10 shows the walkshed for Paakumá K-8 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.

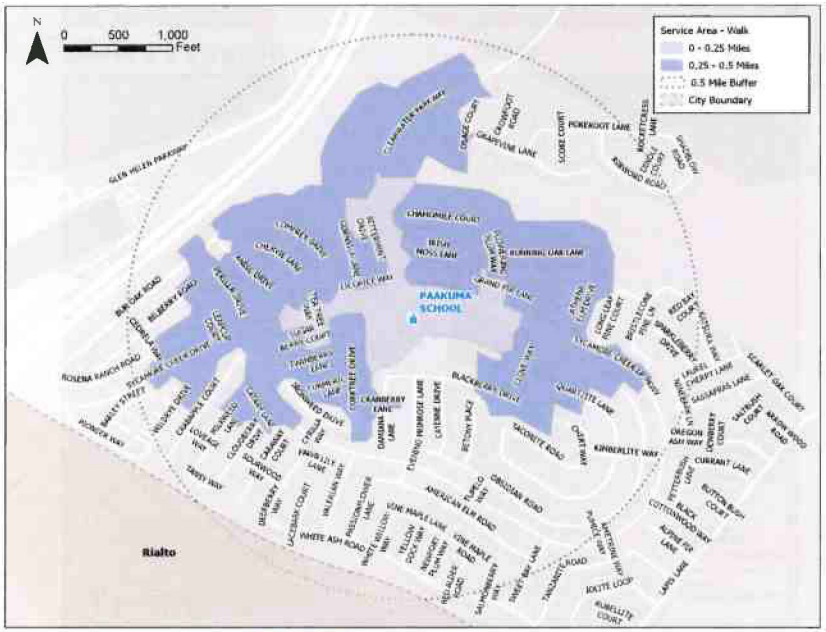

Figure 4.8.10 Existing Pedestrian Walkshed

Riding and Rolling

Currently, there is a Class II Bike Lane along Sycamore Creek Drive and Sycamore Creek Loop Parkway (Figure 4.8.11).

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 immediately surrounding Paakumá K-8 School have LTS scores of 2 and 3, indicating moderate stress levels for cyclists (Figure 4.8.12).

Figure 4.8.13 shows the bikeshed for Paakumá K-8 School. The bikeshed shows the area which a student can bike one mile from the school.

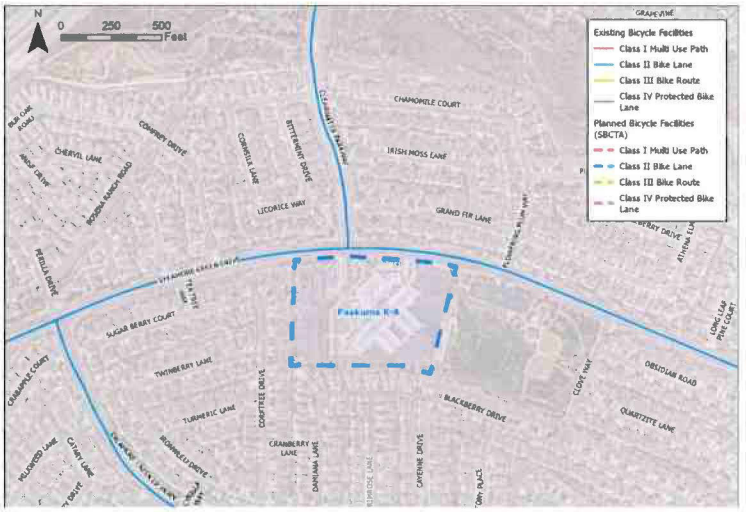

Figure 4.8.11 Existing and Planned Bicycle Conditions