

Martin Luther King Jr. Middle School Safe Routes to School Action Plan

Final 2019



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1. INTRODUCTION

The school community at Martin Luther King Jr. Middle School (King Middle School) has been working to improve health and safety for students. Lead by the school's Parents in Action group, school administration, and community partners such as Mental Health Systems, the community is looking in particular to improve safety for students walking to and from school and to improve the walkability of the neighborhood surrounding the school.

At the county level, the San Bernardino County Public Health Department and San Bernardino County Transportation Authority (SBCTA) have been coordinating a Safe Routes to School program to encourage safe walking and biking to schools. Safe Routes to School aims to create safe, convenient, and fun opportunities for students to walk, bike, and roll to and from school. Safe Routes to School initiatives include a wide variety of programs and projects, from creating safer street crossings and maintaining sidewalks to education programs that teach children how to walk and bike safely to school.

While Safe Routes to School activities are happening elsewhere in San Bernardino County and at other schools within the San Bernardino City School District, King Middle School is not included in a formal Safe Routes to School program. There are great opportunities to start activities at the school and connect local activities to the larger programming in order to create a sustainable and effective Safe Routes to School effort.

A. THE SAFE ROUTES TO SCHOOL LAUNCH PROGRAM

King Middle School's Parents in Action group, school administration, and community partners began participating in the Safe Routes to School Launch Program, a joint project of the Safe Routes Partnership and UC Berkeley Safe Transportation Research and Education Center (SafeTREC) designed to help start strong and sustainable Safe Routes to School programs in California communities. As part of the Safe Routes to School Launch Program, the project team gathered and analyzed data and local policies and interviewed key stakeholders. A workshop brought together parents, school administrators, City of San Bernardino staff, and community partners to learn about Safe Routes to School and discuss strategies for developing a robust, comprehensive program at King Middle School.

B. ABOUT THIS ACTION PLAN

This Safe Routes to School Action Plan is intended to guide King Middle School in initiating a strong Safe Routes to School program that addresses local needs. The Action Plan was developed based on planning and input that took place at the Safe Routes to School Launch Workshop, the Safe Routes Partnership's assessment of current conditions, community needs, and capacity in the City and community organizations, and a series of conversations with key stakeholders. Recommendations in the Action Plan are based upon the components needed to build a successful Safe Routes to School initiative and sustainable program. The most successful Safe Routes to School initiatives incorporate the Safe Routes to School Six E's framework: education, encouragement, engineering, enforcement, evaluation, and equity.

The Action Plan begins with a summary of current conditions related to walking and biking to school, including existing policies, plans, programs, and infrastructure. The second section of the Action Plan outlines recommended strategies and actions to be undertaken at King Middle School during the first year of implementation (2019-2020) as well as additional longer-term actions to be considered over the next five years. Finally, a brief discussion of funding resources for implementation is provided. Additional information is provided in a number of appendices:

- Appendix A: Existing Policies and Plans
- Appendix B: Pedestrian and Bicycle Collision Data
- Appendix C: Workshop Summary

The Six E's of Safe Routes to School

Research shows that comprehensive Safe Routes to School initiatives are effective at increasing physical activity and reducing injuries for children.¹ A comprehensive approach requires embedding Safe Routes to School into many aspects of a community. The Six E's of Safe Routes to School are a convenient way to summarize the key components of a comprehensive, integrated approach. The Six E's of Safe Routes to School include:

- **Education** – Teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation.
- **Encouragement** – Using events and activities to promote safe walking, safe bicycling, public transportation, and being physically active.
- **Engineering** – Creating physical improvements to the streetscape and built environment that make walking and bicycling more comfortable and convenient, and that also decrease the risk of injury from motor vehicles or people, increasing street safety.
- **Enforcement** –Addressing traffic dangers and crime concerns in the neighborhood around the school and along school routes through work with local law enforcement, crossing guards, and community members.
- **Evaluation** – Assessing which approaches are more or less successful, ensuring that a program or initiative is decreasing injuries and health disparities and increasing equity, and identifying unintended consequences or opportunities to improve the effectiveness of an approach for a given community.
- **Equity** – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, students of all genders, students with disabilities, and others.

¹ McDonald, N. Impact of Safe Routes to School Programs on Walking and Biking. San Diego, CA: Active Living Research; 2015. Available at www.activelivingresearch.org

2. KING MIDDLE SCHOOL AND SAN BERNARDINO TODAY

This section provides an overview of the current conditions in San Bernardino, with a focus on King Middle School. It describes the current policies and plans, Safe Routes to School and related programs, existing infrastructure for walking and bicycling, and collision history in the city.

A. OVERVIEW

Currently, most students at King Middle School get to school by walking or are dropped off by car. While some students get to school on foot, families have expressed concerns about traffic and safety, in particular along Medical Center Drive in front of the school. The City and School District have limited plans and policies that address Safe Routes to School, or walking and biking in general. Safe Routes to School planning and program implementation is occurring elsewhere in San Bernardino County and at other San Bernardino City School District schools, but King Middle School has not been included. There are opportunities to advance Safe Routes to School at the individual school and across the city and school district through partnerships, policies, and program implementation.

B. COMMUNITY HEALTH AND WELLNESS

Safe Routes to School has the potential to address health challenges related to physical inactivity for students as well as the broader community. Just under 50 percent of fifth graders, and approximately 49 and 46 percent of seventh and ninth graders, respectively, in San Bernardino City Unified School District are overweight or obese – much higher than the percentage of overweight and obese students in San Bernardino County and the state.² Less than 20 percent of fifth graders and only 22 and 19 percent of seventh and ninth graders respectively in the school district met all fitness standards in 2017.³ San Bernardino County fares poorly in the County Health Rankings – ranking 47 out of the 58 counties in California for health factors and 38 out of 58 for health outcomes.⁴ These health disparities have led to organizations such as Mental Health Systems to focus on opportunities for safe physical activity, and for the County to take great interest in addressing transportation and Safe Routes to School within public health.

C. EXISTING INFRASTRUCTURE FOR WALKING AND BIKING

The city of San Bernardino is the largest city and the county seat of San Bernardino County. The city encompasses approximately 62 square miles at the heart of the central San Bernardino Valley. Much of the city is suburban and relatively flat with streets laid out in a grid. Portions of the city on the outskirts are more rural and hilly towards the base of the mountains to the north. The neighborhood around King Middle School is flat and suburban.

For a city of its size, San Bernardino has limited facilities for bicycling. In total, the city contains 17.38 miles of bicycle infrastructure within its limits -- 2.55 miles of Class I (off street paths) and 14.78 miles of Class II (on street bike lanes).⁵ See Figure 1 for existing and proposed bicycle facilities in San Bernardino.

² kidsdata.org

³ kidsdata.org

⁴ <https://www.countyhealthrankings.org/app/california/2019/rankings/factors/overall>

⁵ San Bernardino County Transportation Authority, San Bernardino County Non-motorized Transportation Plan, March 2011 (Revised June 2018)

Around King Middle School, there are no bicycle facilities. A Class II bike lane is proposed on Baseline Road.

While there are sidewalks on many, if not most, of the major streets throughout San Bernardino, there are missing sidewalks on local streets in some residential neighborhoods. Around King Middle School, there are sidewalks on the major streets, but walk audit participants noted a number of sidewalks along Medical Center Drive and Baseline Road that were in disrepair or were blocked by landscaping, poles, or other obstructions.

Community Profile: City of San Bernardino

<p>Population*: 215,252</p> <p>Land area: 62.24 square miles</p> <p>Race and ethnicity*:</p> <ul style="list-style-type: none">White 15.3%Black or African American 13.2%Asian 4.2%American Indian and Alaska Native 0.2%Native Hawaiian or Other Pacific Islander 0.2%Two or more races 2.5%Hispanic or Latino 64.3% <p>Languages spoken at home*:</p> <ul style="list-style-type: none">Spanish 46.5%Asian and Pacific Islander Languages 3.4%	<p>Poverty status*:</p> <ul style="list-style-type: none">General population: 30.6% living below poverty levelAges <18 years old: 42.6% living below poverty level <p>School district: San Bernardino City Unified School District</p> <ul style="list-style-type: none">• Total enrollment: 53,027 (2018-2019)⁶• 50 elementary schools• 11 middle schools• 10 high schools <p>School: Martin Luther King Jr. Middle School</p> <ul style="list-style-type: none">• Total enrollment: 649 (2017-2018)⁷• Grades 7-8• Free and reduced price meal eligibility: 96.5%
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*2017 Five-Year American Community Survey

⁶ https://sbcusd.com/UserFiles/Servers/Server_59869/File/School%20Board/About%20Our%20District/District%20Overview.pdf

⁷ https://www.ed-data.org/school/San-Bernardino/San-Bernardino-City-Unified/Martin-Luther-King-Jr_Dot_-Middle

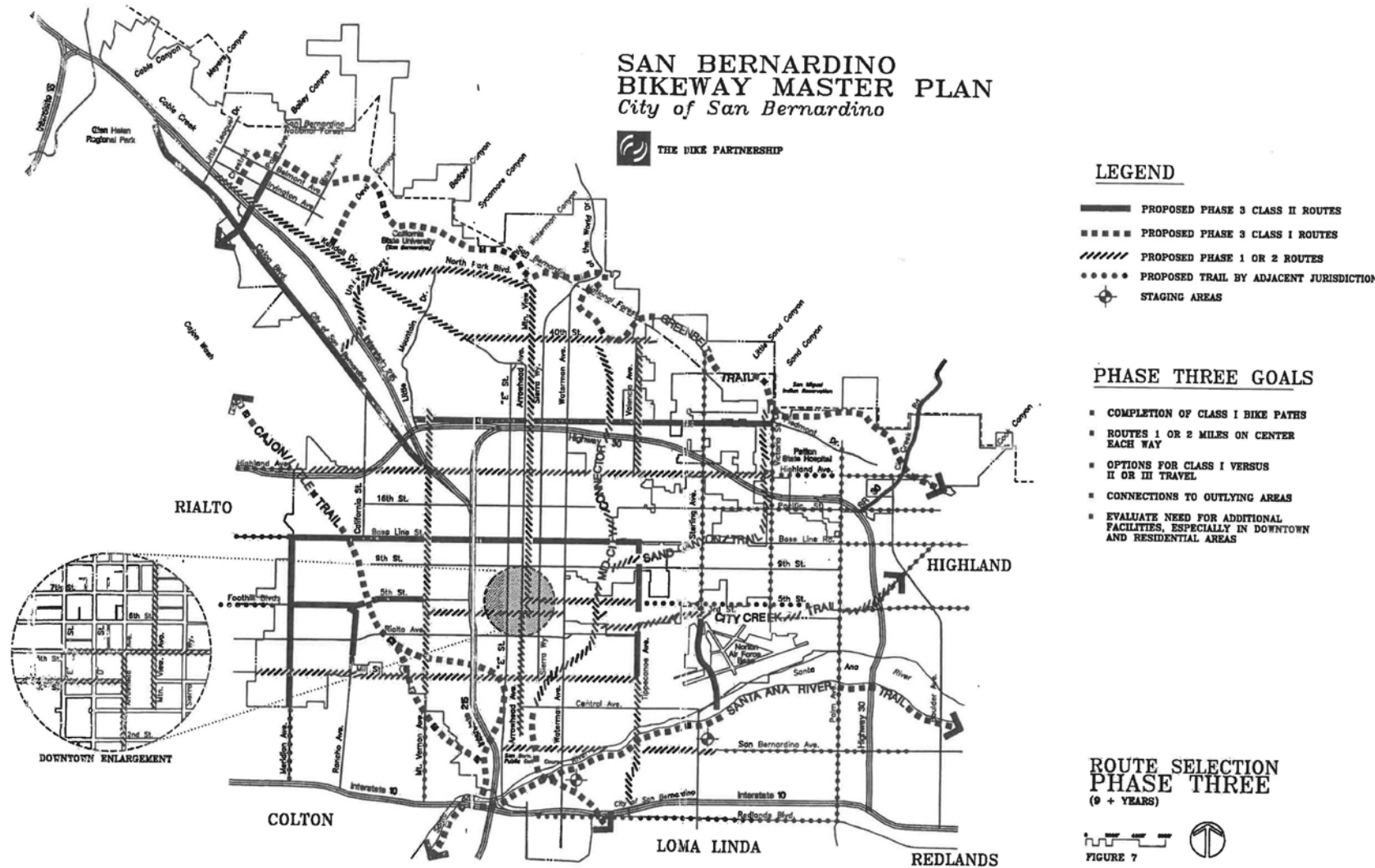


Figure 1. Existing and Proposed Bicycle Facilities

D. PEDESTRIAN AND BICYCLE COLLISION HISTORY

Between 2013 and 2017, there were a total of 569 pedestrians killed or injured in 550 pedestrian collisions and 257 bicyclists killed or injured in 265 bicycle collisions within the San Bernardino City Unified School District boundaries. Within the King Middle School attendance boundaries, there were 58 pedestrians injured or killed in 56 pedestrian collisions and 28 bicyclists injured in 28 bicycle collisions. Specifically, during the five year period, there were no bicycle fatalities and 12 pedestrian fatalities within the King Middle School attendance boundaries. Looking at a 10 year period (2008-2017), there were 3 school age (ages 5 to 18) pedestrian fatalities within the King Middle School attendance boundary. Bicycle and pedestrian collisions were mostly concentrated along major roads including Baseline Road, Mt. Vernon Avenue, 5th Street and adjacent to the 215 freeway. There were at least four collisions resulting in injuries involving pedestrian on Medical Center Drive adjacent to the school campus.

Violations associated with bicycle collisions included wrong-way riding and vehicle speed. Violations associated with pedestrian collisions included pedestrians not yielding to vehicles when crossing outside of a marked or unmarked crosswalk, driver not yielding to pedestrian in crosswalk, and vehicle speed.

More information about the collisions, including school district-wide and school area maps, are provided in Appendix B.

King Middle School - Pedestrian or Bicycle Collisions (2008-2017)

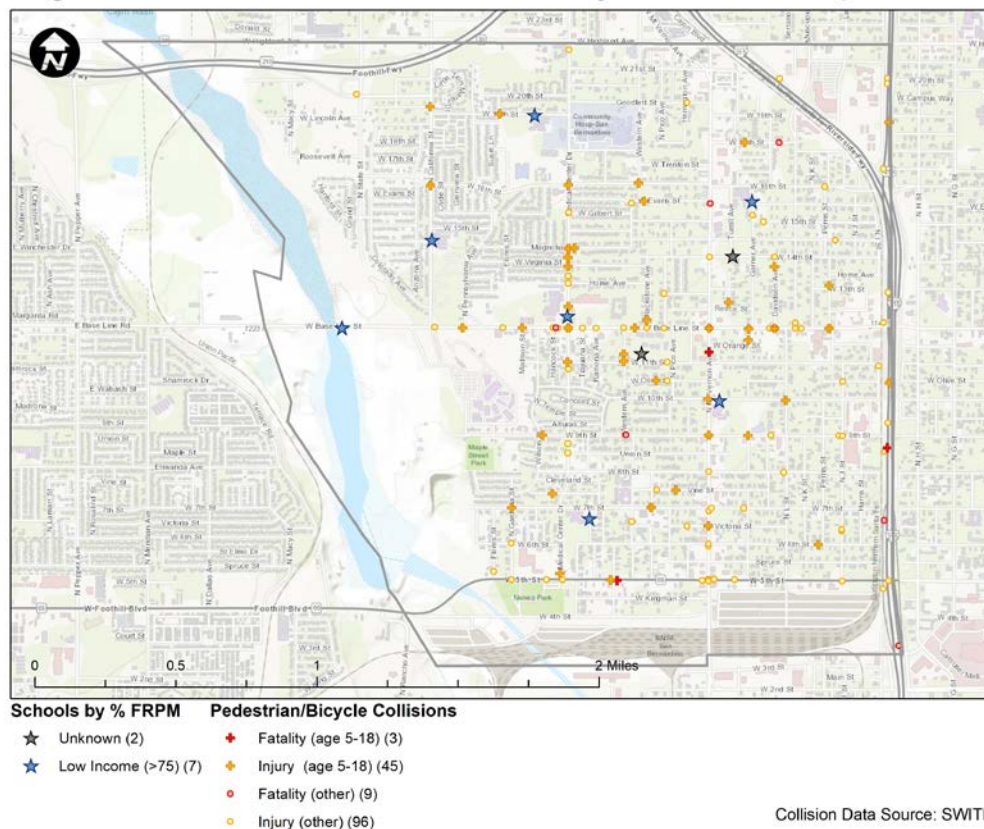


Figure 2. Pedestrian and Bicycle Collisions Near King Middle School

E. LOCAL POLICIES AND PLANS RELATED TO SAFE ROUTES TO SCHOOL

The City of San Bernardino and the San Bernardino City Unified School District (SBCUSD) have limited policies and plans supporting active transportation and Safe Routes to School. There are great opportunities to support Safe Routes to School through new and amended policies and plans at both the city and school district levels.

SBCUSD has policies including the Student Wellness Policy that support health, wellness, and academic achievement for students. These policies guide practices at the district and school level. The policies are fairly neutral. They avoid the strong negativity of some policies seen around the nation, but could be strengthened to add in positive language that is more supportive of Safe Routes to School and addresses specific issues and policy points.

The City’s Bicycle Master Plan and General Plan do not include explicit considerations for Safe Routes to School and generally include limited policy support for active transportation projects and programs that would support more safe walking and bicycling to school or other destinations.

Much of the planning related to Safe Routes to School has been done on the county level. The San Bernardino County Transportation Authority (SBCTA) has developed regional plans that address active transportation and Safe Routes to School in efforts to support individual cities that might not otherwise address these topics and provide consistency and guidance across San Bernardino County. SBCTA’s Non-Motorized Transportation Plan and the Regional Safe Routes to School Plan both provide general support for active transportation and Safe Routes to School within the City of San Bernardino. Improvements or programs to support King Middle School have not been explicitly identified in either of these plans.

More information about the existing policies and plans can be found in Appendix A.

F. SAFE ROUTES TO SCHOOL PROGRAMS AND OTHER SAFE ROUTES TO SCHOOL-RELATED EFFORTS

There are currently no Safe Routes to School programs occurring at King Middle School or through the City of San Bernardino. The San Bernardino County Public Health Department and SBCTA are implementing the Regional Safe Routes to School plan in phases by providing education, encouragement, and support for other activities at prioritized schools (called the Move to School program). In addition, SBCUSD organizes walk to school encouragement events, called Operation Safe Routes 2 School, at targeted elementary schools to promote attendance and address chronic

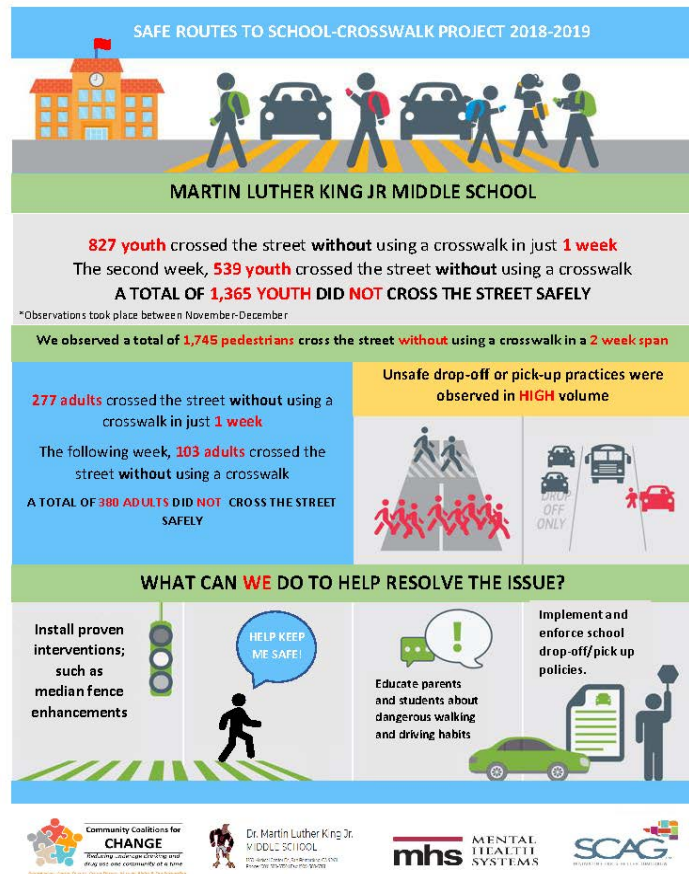


Figure 3. Observations Infographic Developed by Parents in Action at King Middle School

absenteeism. To date, King Middle School has not been identified as a priority school to receive Safe Routes to School related programming.

In 2018, the school Parents in Action group along with Mental Health Systems and other community partners, conducted observations in front of the school and documented results in an infographic. The group is interested in taking the lead on educating students and families and advocating for improvements.

G. COMMUNITY WORKSHOP OVERVIEW

The community workshop held on June 14, 2019 revealed numerous findings that inform this Action Plan. A few key themes that came forward include:

- Safety – concerns specifically around safety directly in front of the school on Medical Center Drive where traffic speeds are high and students cross midblock to shopping center.
- Community and student education – need for traffic safety education not only for students, but for drivers, parents, and school neighbors.
- Enforcement – desire for increased traffic enforcement in the area to reduce speeding and dangerous driver behaviors.

A full summary of the workshop can be found in Appendix C.

3. THE PATH TO SAFE ROUTES TO SCHOOL: APPROACHES AND ACTIONS

This Action Plan summarizes recommended strategies and actions. The Action Plan is structured around the Six E's of Safe Routes to School: education, encouragement, engineering, enforcement, evaluation, and equity. In addition, the Action Plan includes activities related to program structure, operations, and coordination, as well as policy improvements. Recommendations denoted with an asterisk were actions discussed by workshop participants. The Action Plan includes starting activities at King Middle School in the first year (2019-2020) while simultaneously creating a program structure and collaborating with partners. The Action Plan also contains recommendations to encourage stronger policies, sustained partnerships, and feeding into a larger community Safe Routes to School effort in future years. Recommendations are made for actions that can be undertaken by parents, community members, and local school partners, as well as actions that can be made by the school district, city, and county in order to further support safe walking and biking for students throughout San Bernardino. While the plan is structured with short and longer-term actions, it does not preclude the community from implementing a strategy from the longer-term sections earlier if an opportunity arises.

A. PROGRAM STRUCTURE, OPERATIONS, AND COORDINATION

Establishing a formal program structure with identified responsibilities for various partners is a key component of an effective and sustainable Safe Routes to School Program. This involves determining which organization or agency will take the lead, who will be involved in making program decisions, and how coordination will occur between different groups working on different components of the program. The Parents in Action group at King Middle School has already started taking the lead along with school administrators and community partners on developing a structure and coordinating activities.

Recommended strategies and actions for year 1:

1. Establish a Safe Routes to School committee at King Middle School. This may be a subgroup of the Parents in Action group, or a separate committee focused on safe travel to school. In addition to family members and volunteers, engage school administration, City and school district staff, and local community partners in the committee. Meet bi-monthly or quarterly as program momentum is built.
2. Coordinate with the SBCUSD Safety and Attendance Advisory Committee and San Bernardino County Safe Routes to School Coordinator (San Bernardino County Public Health) on events and activities to ensure resources are maximized and messaging and activities are consistent with those happening at other schools.

Recommended strategies and actions for years 2 to 5:

3. Education and encouragement activities are most effective when students are engaged starting at an early age. Expand outreach and activities to feeder elementary schools to ensure students receive walking and biking safety education and walking and biking to school is promoted prior to reaching middle school.*
4. Create informational materials about the program that could be distributed to community members and families to recruit additional volunteers and program champions. Distribute information in beginning of school packets, at Back to School Night and through other school communications.*
5. Include Safe Routes to School messaging and resources on the City of San Bernardino webpage. Expand school district webpage to include resources for schools not receiving direct services through

the County Move to School program or the District's Operation Safe Routes 2 School. Refer to [Safe Routes to School Messaging for Pros](#) for sample webpage content. Key messages are also available in [Spanish](#).

6. Include the County Safe Routes to School coordinator or other city or county staff involved in active transportation in the District Wellness Committee.

B. EDUCATION

Education activities include teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bike, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation. Currently in San Bernardino, select schools receive bicycle and pedestrian safety education including bike skills workshops/bike rodeos.

Recommended strategies and actions for year 1:

1. Engage the Inland Empire Biking Alliance or local bicycle shop's League Certified Instructors (LCIs) in providing bicycle and pedestrian safety education and bike skills training at school. This could occur as special events during school or as an after school or weekend event. Refer to [Roll Up to a Bicycle Skills Clinic](#) for more information on putting together an event.*
2. Engage students to design and implement a traffic safety campaign that includes signage, social media, and/or distribution of traffic safety education materials to students and families. Refer to [Safe Routes to School and Student Leaders: Facilitator's Guide to Engaging Middle School Youth](#) for ideas. SCAG's Go Human signage can also be incorporated. Include information related to pick-up/drop-off procedures as well as general safety at and around schools.

Recommended strategies and actions for years 2 to 5:

3. Assess resources including staffing and equipment that would be needed to provide bicycle and pedestrian safety education multiple times a year with the goal of providing safety and skills training for every student.
4. Conduct community education events such as family bike nights, festivals, or bicycle maintenance workshops.

C. ENCOURAGEMENT

Encouragement strategies generate excitement about walking and bicycling safely to school. Children, parents, teachers, school administrators, and others can all be involved in special events like International Walk to School Day and ongoing activities like bike trains. Encouragement strategies can often be started relatively easily with little cost and a focus on fun.

Recommended strategies and actions for year 1:

1. Participate in International Walk to School Day (October) and National Bike to School Day (May). Organize contests, provide incentives, and/or conduct walk audits as part of the activities. See information from the [Walk and Bike to School Day](#) website.*
2. Poll students to identify what types of competition or incentive programs would likely be successful. Programs could include frequent walker punch cards or mileage competitions.*

3. After participating in Walk to School or Bike to School Days, encourage students to keep walking and biking through contests or other incentives. Solicit donations from local businesses to use as prizes.*

Recommended strategies and actions for years 2 to 6:

4. Identify designated remote drop-off/pick-up locations to reduce traffic congestion in the immediate school area. Promote the locations by providing information to families.

D. ENGINEERING

Engineering strategies create physical improvements to the neighborhood that make walking and bicycling more comfortable, convenient, and safe. The King Middle School community has raised safety concerns about Medical Center Drive that could be addressed through engineering improvements. Other areas in need of maintenance and improvements were identified through a walk audit.

Recommended strategies and actions for year 1:

1. Share observations and walk audit findings with City leaders such as the Public Safety and Human Relations Commission and City Council.*
2. Work with City staff to implement a temporary demonstration project on Medical Center Drive to test potential improvements that address students crossing mid-block, calm traffic, and prevent unsafe turning movements in front of the school.

Recommended strategies and actions for years 2 to 5:

3. Based on the results of the demonstration project, identify permanent improvements and pursue funding to implement.*
4. Conduct walkability and bikeability assessments along other heavily traveled routes to school with City staff, School District staff, school staff, students, and families to identify areas needing improvements such as sidewalk gaps and difficult street crossings.
5. Develop a citywide comprehensive Safe Routes to School Plan that identifies and plans for infrastructure improvements.

E. ENFORCEMENT

Enforcement activities deter unsafe behaviors of drivers, bicyclists, and pedestrians and encourage safe behaviors in the neighborhood around the school and along school routes. These activities can be conducted by law enforcement, in partnership with law enforcement, or may be structured to be community led. The San Bernardino Police Department currently responds to requests for focused enforcement needs throughout the year. The San Bernardino City Unified School District provides crossing guards and other programs to ensure safety on school campuses and surrounding the campuses.

Recommended strategies and actions for year 1:

1. Continue focused traffic enforcement. Coordinate efforts with school as well as the school district and provide pre- and post-event communication to families and school staff.

Recommended strategies and actions for years 2-5:

2. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families express difficulty crossing the street.

F. EVALUATION

Evaluation involves data collection and program tracking to assess which approaches are more or less successful, ensure that a program is meeting its objectives, and identify unintended consequences or opportunities to improve the effectiveness of an approach for the community.

Recommended strategies and actions for year 1:

1. Conduct student travel tallies at the beginning and end of the school year, using the travel tally tool provided by the [National Center for Safe Routes to School](#).
2. Track Safe Routes to School education and encouragement program participation. Collect information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.

Recommended strategies and actions for years 2 to 5:

3. Begin conducting a yearly assessment of Safe Routes to School efforts at the end of the school year. Evaluate program effectiveness, including participation by different population groups, changes in behaviors or perceptions around walking and bicycling, and school and community receptiveness to the program components.
4. Use mapping tools available from [UC Berkeley's TIMS program](#) to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.
5. Share program participation and evaluation results with families and community members through newsletter articles or other materials.

G. EQUITY

Equity involves ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, and others.

Recommended strategies and actions for year 1:

1. Ensure that education and encouragement materials are provided in Spanish.
2. Work with school administration to identify population groups to target efforts towards. This may include homeless students, students at risk of chronic absenteeism, or students with a known lack of transportation to school.

Recommended strategies and actions for years 2 to 5:

3. Use the results of previous year's evaluation efforts to identify gaps in participation. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students generally underrepresented in active travel; e.g., students of color, female students, and students with disabilities.

H. POLICY

Adopting Safe Routes to School policies or incorporating Safe Routes to School practices into existing city, school, and school district policies helps eliminate barriers and ensure long-term sustainability of the Safe Routes to School program. Policies help institutionalize supportive practices, broadening the reach beyond an individual school or activity to reach children and families across a community. This leads to more consistent implementation between schools and neighborhoods, creates accountability, and establishes formal relationships and responsibilities. The City of San Bernardino and the San Bernardino City Unified School District have limited policies and plans supporting active transportation and Safe Routes to School. There are great opportunities to support Safe Routes to School through new and amended policies and plans at both the city and school district levels.

The recommendations below are intended to be included in plan and policy updates by different agencies that affect the walking and bicycling environment for students in San Bernardino and at King Middle School. Families at King Middle School can encourage these agencies to undertake the applicable plan and policy updates.

Recommended strategies and actions for year 1:

1. Amend the SBCUSD Student Wellness Policy to provide more explicit direction and resources to schools for safe and accessible options for walking and biking to school.

Recommended strategies and actions for years 2-5:

2. Encourage SBCUSD to adopt a Safe Routes to School Policy.
3. Remove the SBCUSD traffic regulation prohibiting the use of skateboards, roller blades, scooters, and similar devices, or clarify the regulation to require dismounting/discontinuing use on campus walkways intended for students walking.
4. Amend the SBCUSD Transportation Policy to include walking and bicycling as a means of transportation, encourage walking and bicycling to bus stops, and explore opportunities for remote drop offs by school buses.
5. Amend the SBCUSD Site Selection and Development policy to include Safe Routes to School staff, volunteers, and City transportation staff in siting procedures, require new school sites have safe and accessible transportation options for students that include walking and biking to and from school, include proximity to students' residences as a significant consideration, and require school design to be supportive of biking and walking.
6. Amend the City of San Bernardino's General Plan to include specific policies and actions for Safe Routes to School, explicitly call for continuous sidewalks and links to schools similar to Policy 5.5.5, and consider student travel routes in the designation of truck routes.
7. Prepare a City of San Bernardino parks and recreation master plan that includes bikeways and trails that serve schools.
8. Update the City of San Bernardino bikeways master plan, identifying and considering school locations and student travel routes in updating the plan, and prioritizing improvements which benefit schools.

4. POTENTIAL FUNDING RESOURCES FOR IMPLEMENTATION

The following are potential funding sources and mechanisms that may be used to implement the Safe Routes to School Action Plan. The list is not exhaustive as additional funding sources and innovative mechanisms may develop during the life of the plan.

A. CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

The California Active Transportation Program (ATP) consolidates federal transportation funding with state funds to provide local communities with funding for programs and projects that support active transportation. Safe Routes to School non-infrastructure programs such as traffic safety education and encouragement activities, as well as infrastructure improvements, can be funded through the program. The funding is provided through a competitive application process. There is a statewide application process as well as a regional component administered by the Southern California Association of Governments.

B. CALIFORNIA OFFICE OF TRAFFIC SAFETY

The California Office of Traffic Safety (OTS) provides grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide means of reducing fatalities, injuries, and economic losses from collisions. Funding can be used for Safe Routes to School education and encouragement programs. Historically, OTS has funded numerous bike rodeo (bike skills practice) programs around the state, often led by law enforcement agencies. Grants are awarded annually. More information can be found here: <http://www.ots.ca.gov/Grants/default.asp>

C. LOCAL FOUNDATIONS, HEALTH ORGANIZATIONS, AND BUSINESSES

Local foundations, health organizations, and businesses may be sources of funding for implementing Safe Routes to School programs. The benefits of Safe Routes to School for students, families, schools, and communities often align with foundations and organizations looking to support community health, physical activity, youth development, and neighborhood improvement. In addition, local businesses may be willing to sponsor Safe Routes to School activities and provide monetary funding, volunteers, or giveaways.

5. CONCLUSION

While King Middle School has received little Safe Routes to School attention to date, the Parents in Action group, school administration, and community partners are highly motivated to improve conditions for students walking and bicycling. The school district and County Public Health Department are resources that can further support local efforts. This Action Plan lays out the initial recommended steps to build a strong and sustainable Safe Routes to School program at the school and improve the health and safety of students.

APPENDIX A. EXISTING POLICIES AND PLANS

A. INTRODUCTION

Ensuring that Safe Routes to School efforts reach students throughout a school district or city and create changes in school travel over the long term requires that Safe Routes to School considerations be fully incorporated into city and school district policies. The Safe Routes Partnership conducted a policy scan for King Middle School, reviewing the policies of San Bernardino City Unified School District (SBCUSD) and the City of San Bernardino, as well as applicable plans from the San Bernardino County Transportation Agency (SBCTA). This report provides an overview of the current policy landscape for Safe Routes to School in San Bernardino and highlights promising opportunities for updating and improving the commitment to Safe Routes to School.

B. POLICIES OF THE SAN BERNARDINO CITY UNIFIED SCHOOL DISTRICT

The policies and practices put in place by SBCUSD have the potential to affect the travel habits and long-term health of students, their families, and the greater community. SBCUSD has 71 schools, serving over 53,000 students.¹ The school district serves residents in the City of San Bernardino plus portions of the City of Highland and unincorporated San Bernardino County. While many of the elementary schools are neighborhood schools where students are living within reasonable walking or biking distances from school, the middle school attendance boundaries are much larger and students may be traveling greater distances to school.

SBCUSD has policies supporting health, wellness, and academic achievement for students. These policies guide practices at the district and school level. The policies are fairly neutral. They avoid the strong negativity of some policies seen around the nation, but could be strengthened to add in positive language that is more supportive of Safe Routes to School and addresses specific issues and policy points. A number of existing policies are described below, with some suggestions regarding how they could be strengthened.

1. Student Wellness Policy

The Student Wellness Policy was adopted in October 2007 and last revised in February 2018. The Student Wellness Policy links student achievement with the importance of physical health. The policy supports a healthy school environment with access to physical activity and nutritious food. However, the Student Wellness Policy is heavily focused on physical education and nutrition and has very limited language explicit to Safe Routes to School.

Within the Student Wellness Policy, there is language that is generally supportive of Safe Routes to School principles, but no explicit commitments. The policy calls for convening a district wellness committee to oversee the development of the Student Wellness Policy and implementation. Committee members are to include parents/caregivers, students, food service employees, physical

¹ San Bernardino City Unified School District, 2018-2019 District Overview, available at https://sbcusd.com/UserFiles/Servers/Server_59869/File/School%20Board/About%20Our%20District/District%20Overview.pdf

education teachers, school health professionals, Board members, school administrators, and members of the public. Supportive language for student physical activity in and outside of school includes:

Schools will also offer physical activity programs, such as Comprehensive School Physical Activity Program (CSPAP), outside of physical education class. This may include structured activity (sports, games, etc.), unstructured activity (walking, dance, etc.) or opportunities to participate in physical activity in the daily routine (walk to school or classroom activity breaks).

Schools are encouraged to provide opportunities for extra physical activity before and/or after school such as: running/walking clubs, sports, dance, hiking, and yoga.

Schools are encouraged to provide safe route to school and resources to parents to promote active transportation to and from school.²

The policy also encourages staff and teachers to model healthy behaviors related to physical activity:

Encourage staff to participate in ongoing physical activities at school such as recess, classroom activity breaks, morning run/walking clubs, and PE classes.

Areas for Improvement:

The Student Wellness Policy could be more supportive of Safe Routes to School by:

- Including a city transportation professional or Safe Routes to School community leader in the district wellness committee.
- Providing more explicit direction and resources to schools for safe and accessible options for walking and biking to school.
- Linking school travel options in wellness goals and actions.
- Including active transportation when reinforcing students' understanding of healthy lifestyles.
- Spelling out more detailed actions to support Safe Routes to School.

2. General Traffic and Parking Regulations

SBCUSD has traffic and parking regulations that apply to activities on district property including school campuses and school parking lots. These regulations are intended to promote safety amongst users. Unfortunately, the traffic and parking regulations include a barrier policy for student use of skateboards and similar devices: *The riding of any skateboard, roller blade, razor scooter, or roller skate-type device is prohibited at all times on any district property.³* In contrast, operating a bicycle on campus is not prohibited and *mopeds, when on campus walkways, shall be pedaled only.*

It remains to be seen if this regulation is enforced on any school campuses.

² San Bernardino City Unified School District, 5030 AR Student Wellness, available at <http://gamutonline.net/displayPolicy/1105111/5>

³ San Bernardino City Unified School District, AR 3513.2 Traffic and Parking, available at <http://gamutonline.net/DisplayPolicy/451661/3>

Areas for Improvement:

Remove the regulation prohibiting the use of skateboards, roller blades, scooters, and similar devices, or clarify the regulation to require dismounting/discontinuing use on campus walkways intended for students walking. These devices provide students with an alternative way of traveling to and from school in addition to walking and bicycling.

3. Transportation Policy

The Transportation Policy was adopted in October 2007. It states: *The Board of Education desires to provide for the safe and efficient transportation of students to and from school as necessary to ensure student access to the educational program, promote regular attendance, and reduce tardiness.*⁴ District policy on student transportation is limited to busing and transportation to offsite school activities such as field trips.

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the District's Transportation Policy by:

- Including walking and bicycling as a means of transportation.
- Encouraging walking and bicycling to bus stops.
- Exploring opportunities for remote drop offs by school buses.
- Including Safe Routes to School messaging and resources in District transportation-related communications such as the Transportation webpage.

4. Site Selection and Development Policy

The District has adopted Site Selection and Development policies which guide the location and development of new school campuses. There is limited language related to school siting and design aligned with Safe Routes to School principles:

Have the site investigated by competent personnel with regard to population trends, transportation, water supply, waste disposal facilities, utilities, traffic hazards, surface drainage conditions, and other factors affecting initial and operating costs.

*8. If the proposed site is within 500 feet of the edge of the closest traffic lane of a freeway or other busy traffic corridor, conduct an air quality analysis pursuant to Health and Safety Code 44360 and Education Code 17213 and determine that the air quality at the proposed site is such that neither short-term nor long-term exposure poses significant health risks to students.*⁵

⁴ San Bernardino City Unified School District, BP 3540 Transportation, available at <http://gamutonline.net/displayPolicy/451698/3>

⁵ San Bernardino City Unified School District, BP 7150 Site Selection and Development, available at <http://gamutonline.net/DisplayPolicy/452198/7>

Areas for Improvement:

Support for Safe Routes to School could be provided in policy around facilities planning and school siting by including:

- Including Safe Routes to School staff, volunteers, and City transportation staff in siting procedures.
- Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
- Including proximity to students' residences as a significant consideration.
- Requiring school design to be supportive of biking and walking, through amenities on campus and prominently featured and abundant supportive connections to surrounding neighborhoods.

C. CITY OF SAN BERNARDINO PLANS AND POLICIES

Policies and plans from the City of San Bernardino were also reviewed as part of the Safe Routes Partnership's policy scan. These include the City's Bicycle Master Plan and General Plan. These plans do not include explicit considerations for Safe Routes to School and generally include limited policy support for active transportation projects and programs that would support more safe walking and bicycling to school or other destinations.

1. General Plan

The City of San Bernardino updated its General Plan in November 2005. The General Plan represents the community's view of its future and can be thought of as the blueprint for a city's growth and development. City councils, planning commissions, and boards use the goals and policies of the general plan as a basis on which to make their land use, circulation, safety, and environmental decisions. Transportation and mobility are highlighted in the City's vision. However, policies related to bicycling are oriented towards bicycle for recreation or traveling throughout the region, and are limited in addressing bicycling conditions for residents traveling to everyday destinations such as school.

Existing General Plan policies supporting Safe Routes to School are included below.

Land Use Element

2.3.1 Commercial centers, open spaces, educational facilities, and recreational facilities should be linked to residential neighborhoods.

2.3.2 Promote development that is compact, pedestrian-friendly, and served by a variety of transportation options along major corridors and in key activity areas.

Community Design Element

5.3.3 A well-integrated network of bike and pedestrian paths should connect residential areas to schools, parks, and shopping centers.

5.5.2 Improve the pedestrian atmosphere of the street by orienting new homes to the street with attractive front porches, highly visible street facades, and garages located in the rear of the property.

5.5.4 Setback garages from the street and minimize street frontage devoted to driveways and vehicular access.

5.5.5 Provide continuous sidewalks and links to nearby community facilities and retail centers.

5.6.5 Provide convenient pedestrian access from multi-family development to nearby commercial centers, schools, and transit stops.

Circulation Element

6.1.1 Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities and pedestrian facilities.

6.3.1 Promote the principle that streets have multiple uses and users, and protect the safety of all users.

6.3.2 Discourage high speeds and through traffic on local streets through traffic control device such as signage, speed bumps, etc.. as acceptable by the local neighborhood.

6.4.8 Develop appropriate protection measures along routes frequently used by trucks to minimize noise impacts to sensitive land uses including but not limited to residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses. (LU-1)

6.5.1 Provide designated truck routes for use by commercial/industrial trucking that minimize impacts on local traffic and neighborhoods.

6.6.7 Encourage measures that will reduce the number of vehicle-miles traveled during peak periods, including the following examples of these types of measures:

- Incentives for car-pooling and vanpooling.
- Preferential parking for car-pools and vanpools.
- An adequate, safe, and interconnected system of pedestrian and bicycle paths.
- Conveniently located bus stops with shelters that are
- connected to pedestrian/bicycle paths.

Parks, Recreation, and Trails Element

8.3.1 Work cooperatively with appropriate regional agencies to facilitate development of interconnected trails that tie into major activity areas.

8.3.4 All new developments on designated routes, as shown on Figure PRT-2, shall provide bicycle and pedestrian routes linked to adjacent facilities.

8.3.6 Adequate and secure bicycle storage facilities shall be provided for new institutional and non-residential development.

8.3.7 Provide bicycle racks in public facilities and in activity centers.

8.3.9 Separate bikeway and trail systems from traffic and roadways wherever possible.

8.3.10 Provide clear separation of hikers, joggers, and equestrians where possible.

8.3.12 Incorporate the following features in multi-purpose trails, bike routes, and pedestrian paths:

- a. Special paving or markings at intersections;
- b. Clear and unobstructed signing and trail/lane markings;
- c. Improved signal phasing;
- d. Vehicular turning restrictions at intersections;
- e. Hearing impaired cross walk signals;
- f. Trees to provide shade;
- g. Safe and well lighted rest areas; and
- h. Coordinated street furniture including signs, trash receptacles, newspaper stands, and drinking fountains.

8.4.7 Installation and/or replacement of the recreational facilities and equipment and the bikeway and trail system shall be carried out as part of the City's Capital Improvement Program.

Natural Resources and Conservation Element

12.6.3 Install streetscape improvements and other amenities to encourage pedestrian activity in key City areas and reduce vehicular travel and associated air emissions.

The General Plan also includes an implementation measure related to active transportation:

PRT-1 Prepare a parks and recreation master plan that addresses:

- Bicycle facilities.
- Multi-purpose trails and connections (pedestrian, bicycle, equestrian).
- Bikeway and trail guidelines (standards, signage)

Areas for Improvement:

- Including specific policies and actions for Safe Routes to School.
- Including a policy that explicitly calls for continuous sidewalks and links to schools similar to Policy 5.5.5 Provide continuous sidewalks and links to nearby community facilities and retail centers.
- Consider school travel patterns and routes for students walking and bicycling in Policy 6.5.1 Provide designated truck routes for use by commercial/industrial trucking that minimize impacts on local traffic and neighborhoods.
- Implement Implementation Measure PRT-1 Prepare a parks and recreation master plan

2. City of San Bernardino Bikeways Master Plan

The City of San Bernardino has an older Bikeways Master Plan that consists of a map of existing and proposed bicycle facilities. The map does not identify school locations. Currently there are no new bikeways planned along corridors which would serve King Middle School.

Areas for Improvement:

- Update the bikeways master plan, identify and consider school locations and student travel routes in updating the plan, and prioritize improvements which benefit schools.

D. SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY PLANS

The San Bernardino County Transportation Authority (SBCTA) has developed regional plans that address active transportation and Safe Routes to School in efforts to support individual cities that might not otherwise address these topics and provide consistency and guidance across San Bernardino County. The Safe Routes Partnership reviewed SBCTA's relevant documents: the Non-Motorized Transportation Plan and the Regional Safe Routes to School Plan.

1. Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan (NMTP) was adopted in March 2011 and revised in June 2018. The NMTP serves "as a vehicle for communicating the collective visions of each jurisdiction." Ultimately, the NMTP rolls information from each jurisdiction in San Bernardino County into one document that serves as an active transportation plan for the jurisdictions that do not have their own stand-alone plan.

The goals of the NMT are:

- 1. Increased bicycle and pedestrian access - Expand bicycle and pedestrian facilities and access within and between neighborhoods, to employment centers, shopping areas, schools, and recreational sites.*
- 2. Increased travel by cycling and walking - Make the bicycle and walking an integral part of daily life in San Bernardino County, particularly (for bicycle) for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.*
- 3. Routine accommodation in transportation and land use planning - Routinely consider bicyclists and pedestrians in the planning and design of land development, roadway, transit, and other transportation facilities, as appropriate to the context of each facility and its surroundings.*
- 4. Improved bicycle and pedestrian safety - Encourage local and statewide policies and practices that improve bicycle and pedestrian safety.⁶*

Policies within the NMTP state the local jurisdictions responsible for bicycle and pedestrian improvements within their boundaries, but *SANBAG shall, when feasible, support local education and safety efforts currently being implemented through local law enforcement, highway patrol, Caltrans and schools to better educate children and adults on the safe use of bicycles and to promote the non-motorized transportation system.*

⁶ San Bernardino County Transportation Authority, San Bernardino County Non-motorized Transportation Plan, March 2011 (Revised June 2018)

Areas for Improvement:

- Update San Bernardino’s portion of the NMTP to include considerations for schools and school routes.
- Implement projects and programs identified in the NMTP for San Bernardino.

2. Regional Safe Routes to School Plan

The Regional Safe Routes to School Plan was developed as a framework for identifying, prioritizing, and implementing Safe Routes to School programs and projects over multiple phases. In Phase I, information was gathered about schools across the county in order to prioritize which ones would receive future planning and program implementation. In Phase II, 55 schools accounting for roughly ten percent of public schools in San Bernardino County were selected for data collection and initial implementation. Current and future implementation of Safe Routes to School education and encouragement programming led by the County of San Bernardino is based on prioritization developed through the Regional Safe Routes to School Plan. There are two elementary schools within the City of San Bernardino currently receiving programming from the County. King Middle School has not risen to the top of prioritization lists to receive programming.

Areas for Improvement:

- Work with the County of San Bernardino Safe Routes to School coordinator to identify support for King Middle School if the school is not likely to receive programming through the prioritization list.

E. SAFE ROUTES PARTNERSHIP RECOMMENDATIONS

The City of San Bernardino and the San Bernardino City Unified School District have limited policies and plans supporting active transportation and Safe Routes to School. There are great opportunities to support Safe Routes to School through new and amended policies and plans at both the city and school district levels.

Key considerations for the San Bernardino City Unified School District to strengthen support for Safe Routes to School include:

- Including a city transportation professional or Safe Routes to School community leader in the district wellness committee.
- Amending the Student Wellness Policy to provide more explicit direction and resources to schools for safe and accessible options for walking and biking to school.
- Adopting a Safe Routes to School Policy.
- Removing the traffic regulation prohibiting the use of skateboards, roller blades, scooters, and similar devices, or clarify the regulation to require dismounting/discontinuing use on campus walkways intended for students walking.
- Amending the Transportation Policy to include walking and bicycling as a means of transportation, encourage walking and bicycling to bus stops, explore opportunities for remote drop offs by school buses.

- Including Safe Routes to School messaging and resources in District transportation-related communications such as the Transportation webpage.
- Amend the Site Selection and Development policy to include Safe Routes to School staff, volunteers, and City transportation staff in siting procedures, require new school sites have safe and accessible transportation options for students that include walking and biking to and from school, include proximity to students' residences as a significant consideration, and require school design to be supportive of biking and walking

Key considerations for the City of San Bernardino to strengthen support for Safe Routes to School include:

- Adopting a Safe Routes to School resolution.
- Amending the General Plan to include specific policies and actions for Safe Routes to School, explicitly call for continuous sidewalks and links to schools similar to Policy 5.5.5, and consider student travel routes in the designation of truck routes.
- Preparing a parks and recreation master plan that includes bikeways and trails that serve schools.
- Updating the bikeways master plan, identifying and consider school locations and student travel routes in updating the plan, and prioritizing improvements which benefit schools.

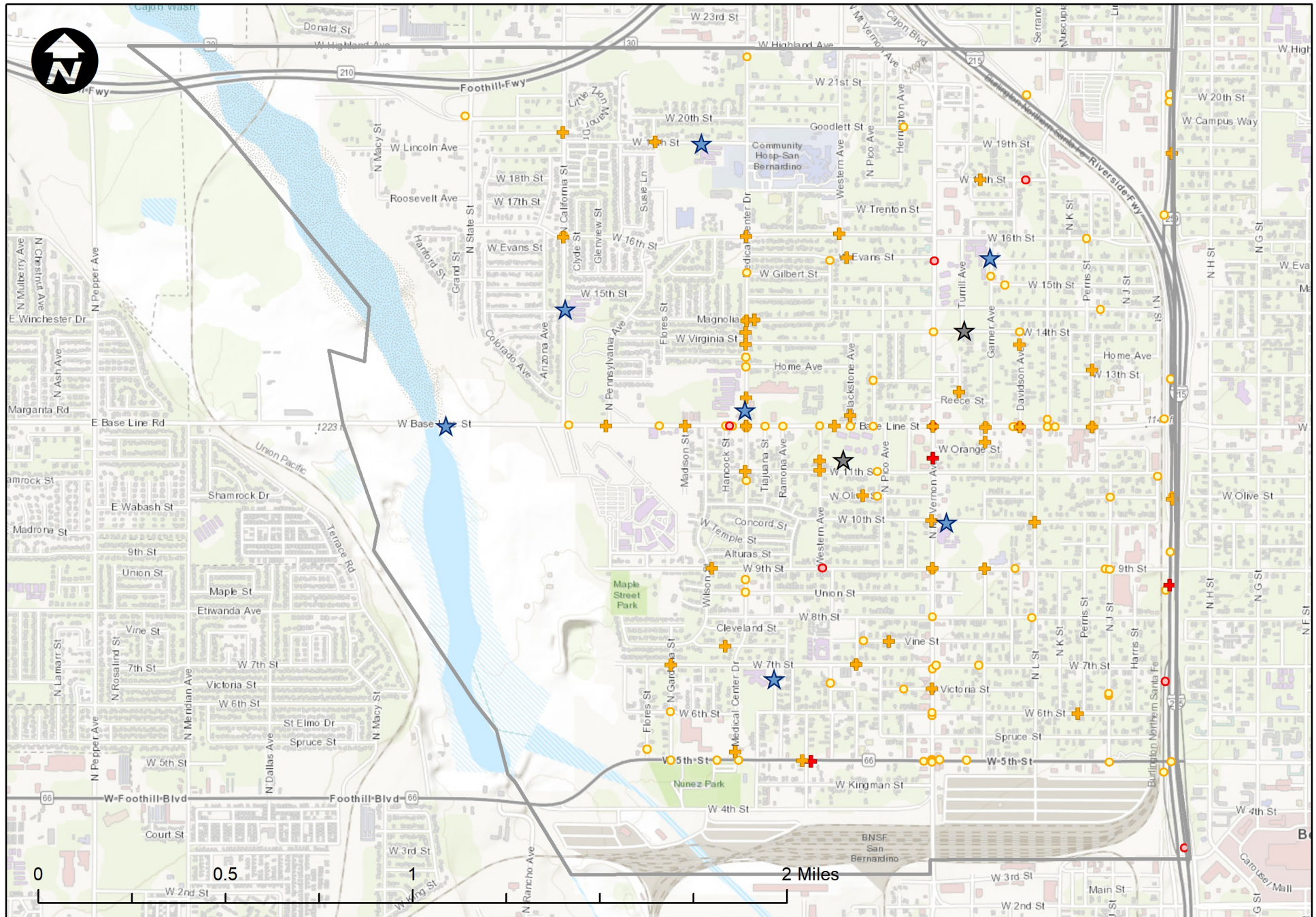
APPENDIX B. COLLISION MAPS

A. INTRODUCTION

This appendix contains additional information regarding collisions involving pedestrians and bicyclists within the King Middle School attendance boundaries and the San Bernardino City Unified School District boundaries, including:

- Maps showing pedestrian and bicycle collisions and injury severity (2013-2017)
- Maps showing collisions in relation to median household income by census tract (2013-2017)
- Summaries by victim age and gender
- Collisions by time of day and day of week
- Type of violation

King Middle School - Pedestrian or Bicycle Collisions (2008-2017)

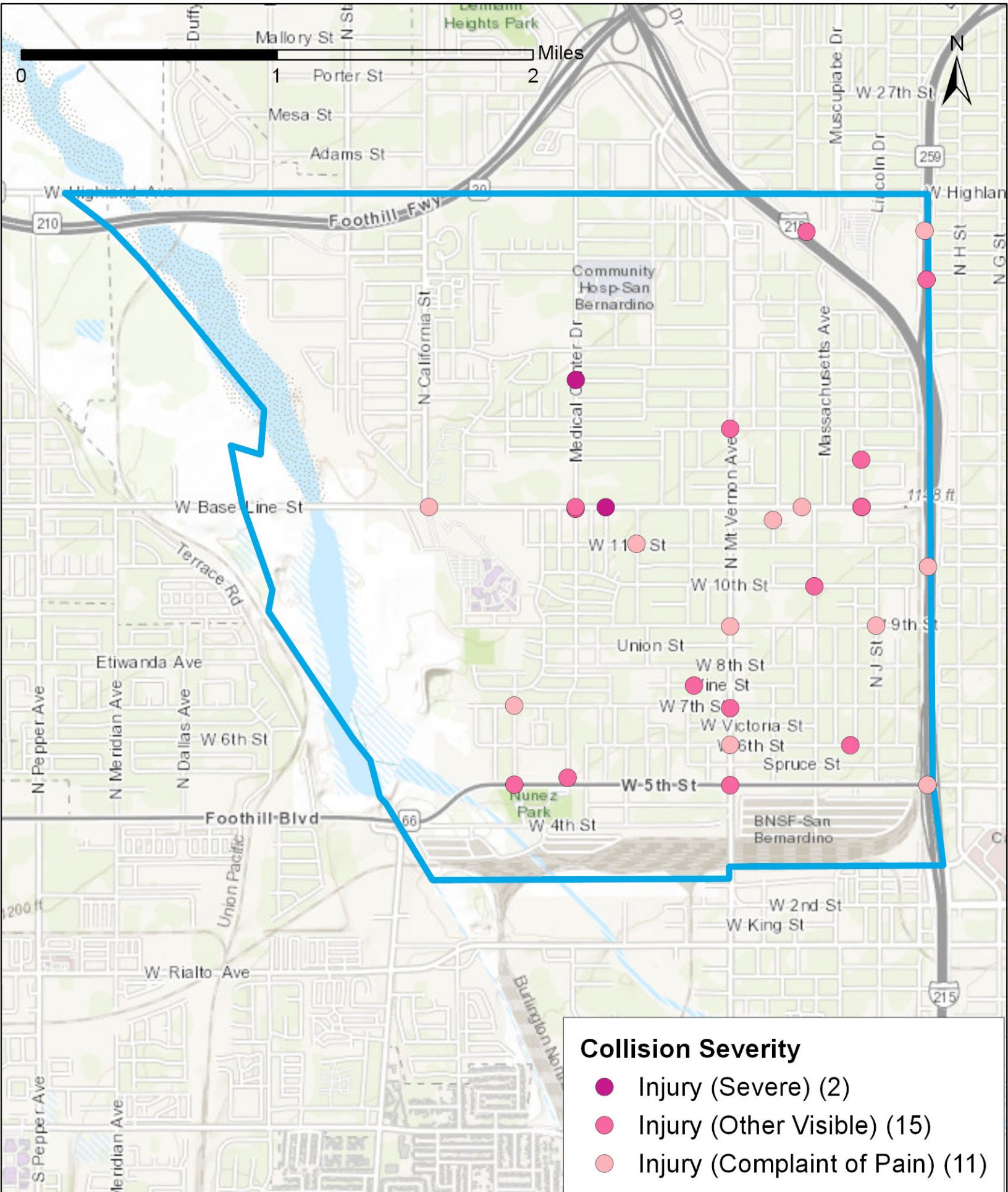


Schools by % FRPM

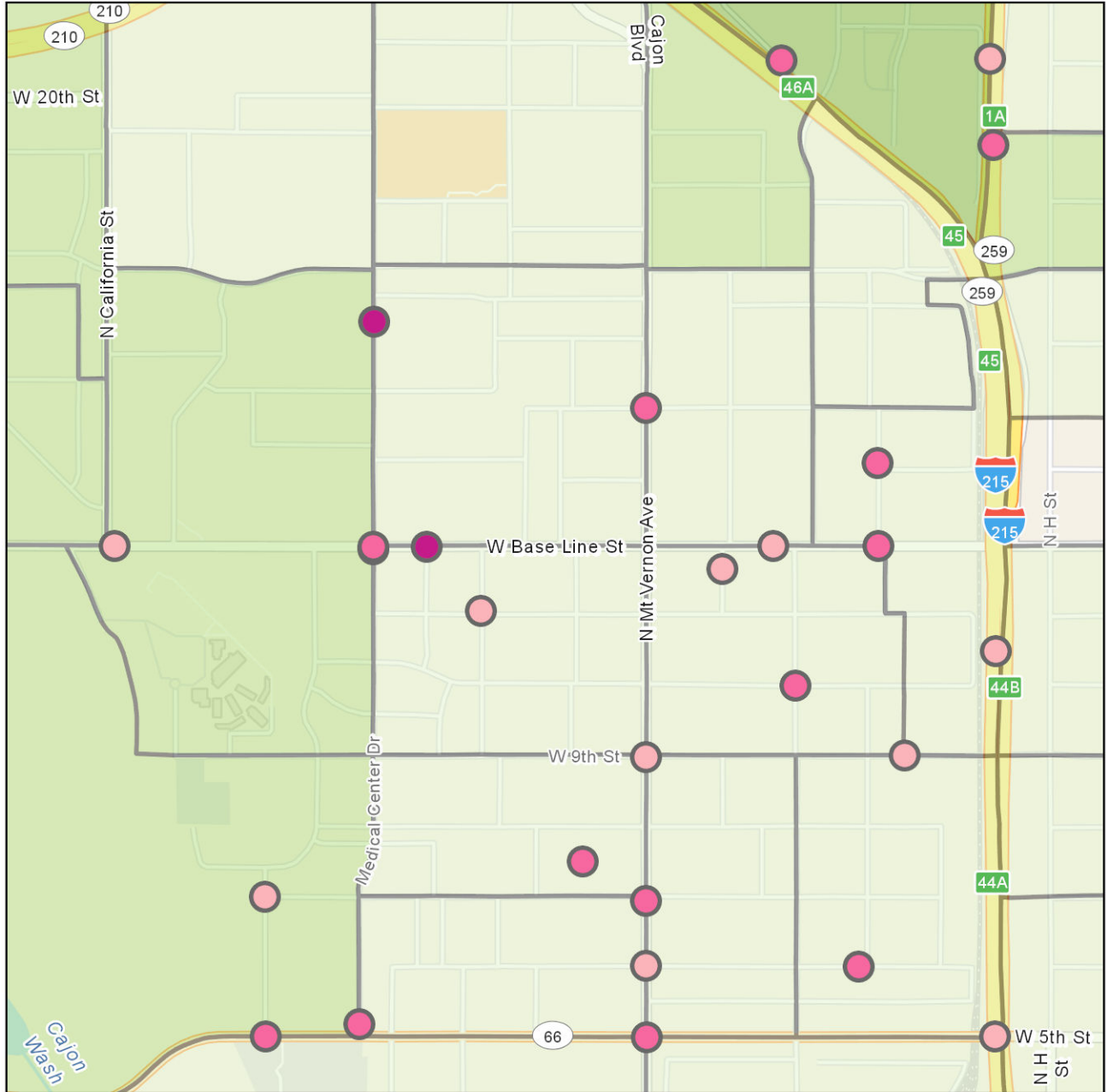
Pedestrian/Bicycle Collisions

- ★ Unknown (2)
- ★ Low Income (>75) (7)
- ✚ Fatality (age 5-18) (3)
- ✚ Injury (age 5-18) (45)
- Fatality (other) (9)
- Injury (other) (96)

King Middle School Bicycle Collision Map (2013 - 2017)



King Middle School Bicycle Collision Map with Income (2013 - 2017)



Collision Severity (2013-2017)

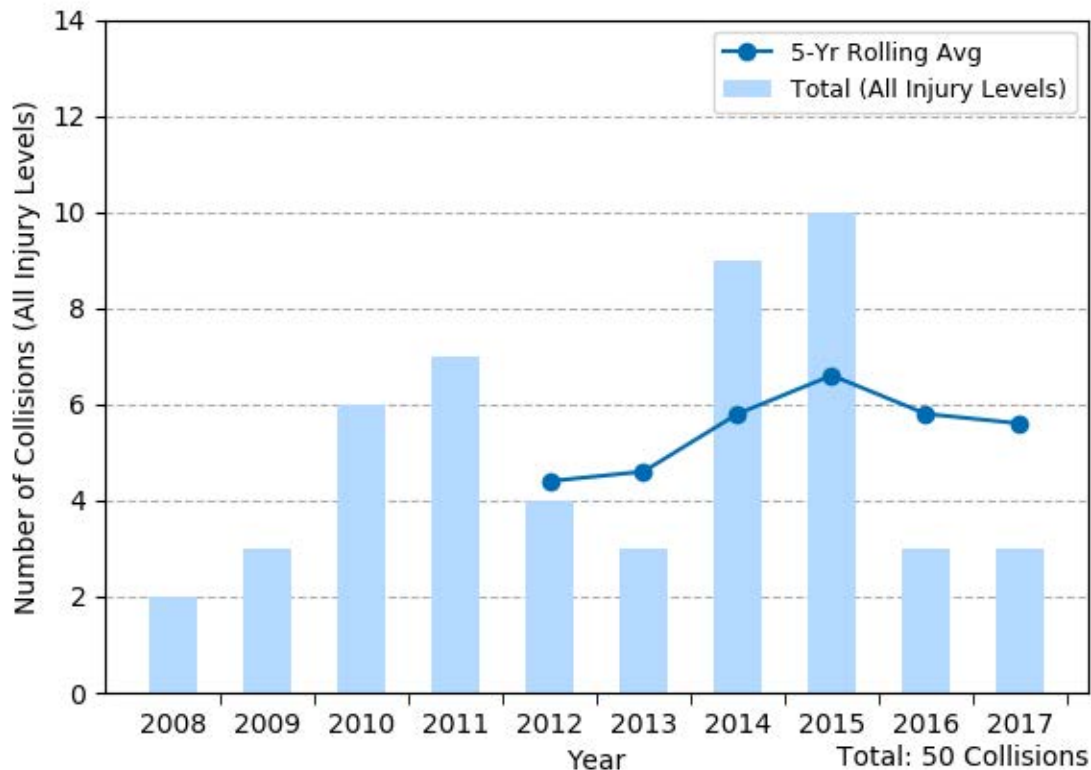
- Injury (Severe) (2)
- Injury (Other Visible) (15)
- Injury (Complaint of Pain) (11)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K

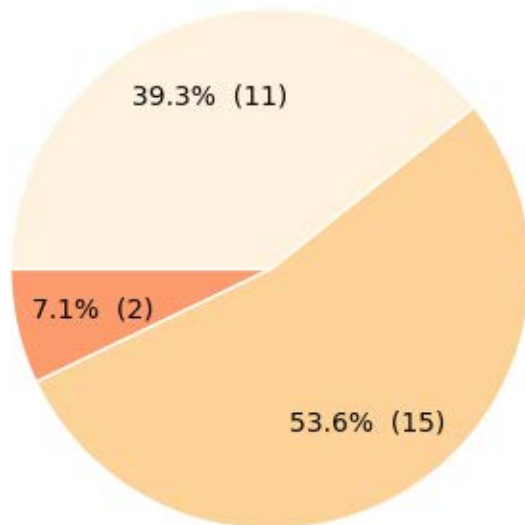
Data Source: Collision - Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019
 Demographics - Esri, US Census Bureau, and ACS
 Date: 5/20/2019

King Middle School Bicycle Injury Collisions (2008 - 2017)

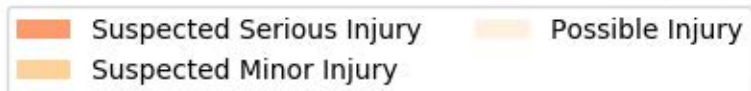


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2008-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Bicycle Victims by Injury Severity

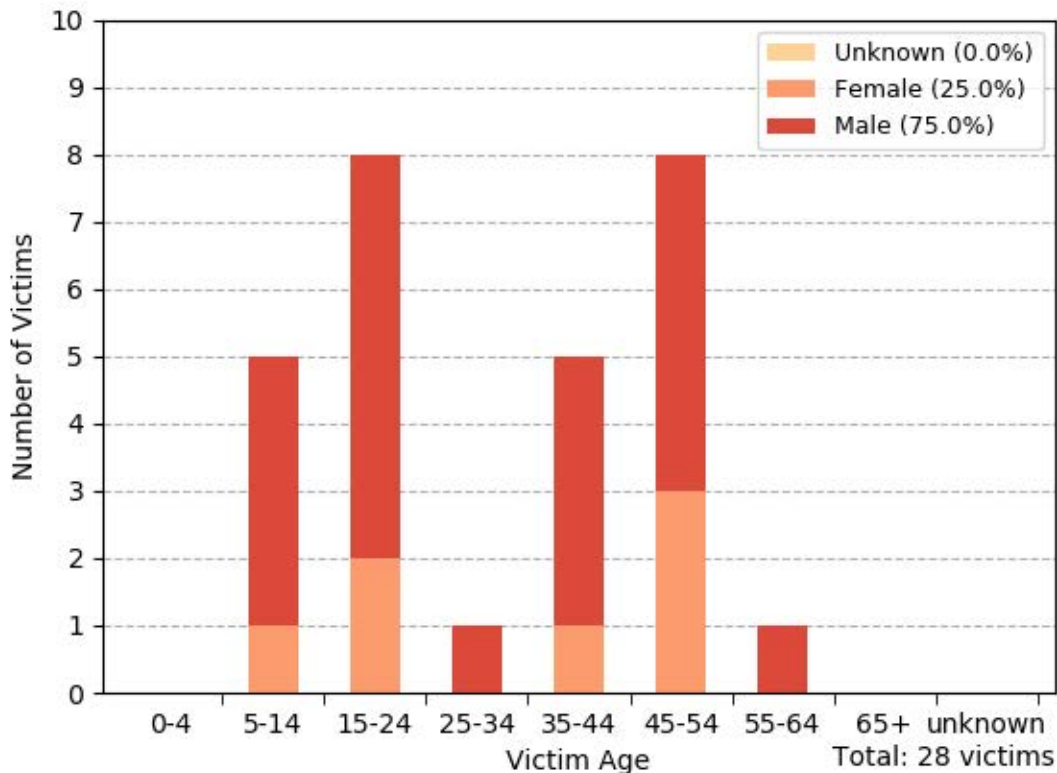


Total: 28 victims



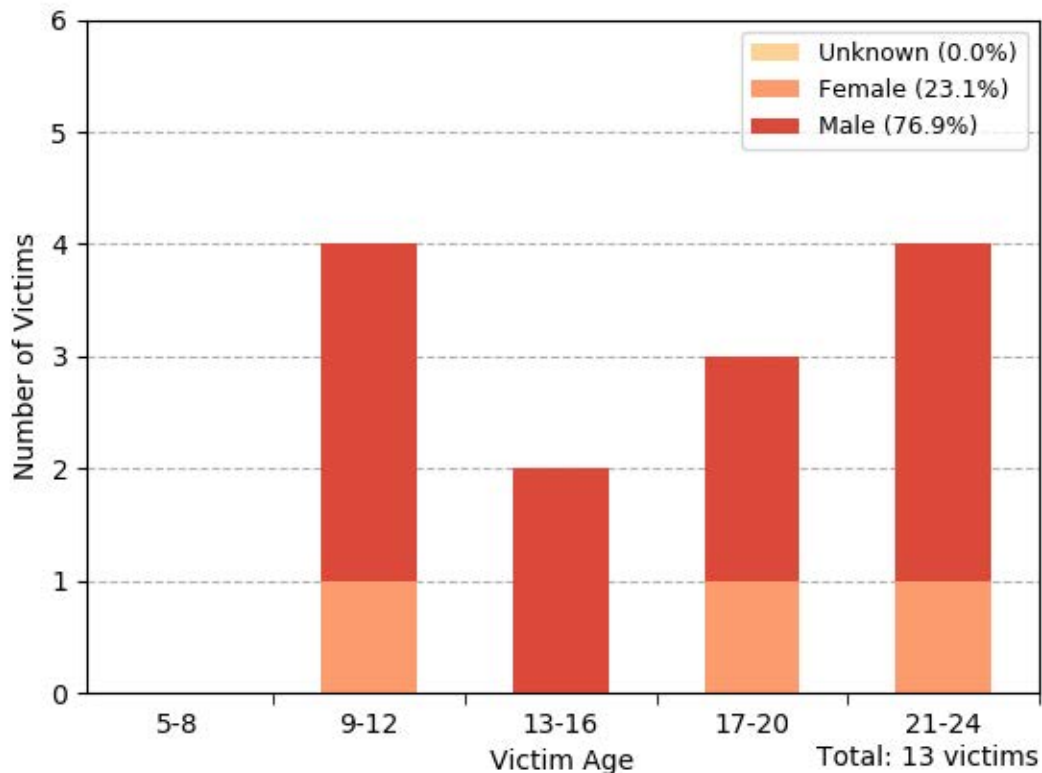
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Bicycle Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Bicycle Child and Youth Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Bicycle Collisions by Time of Day and Day of Week

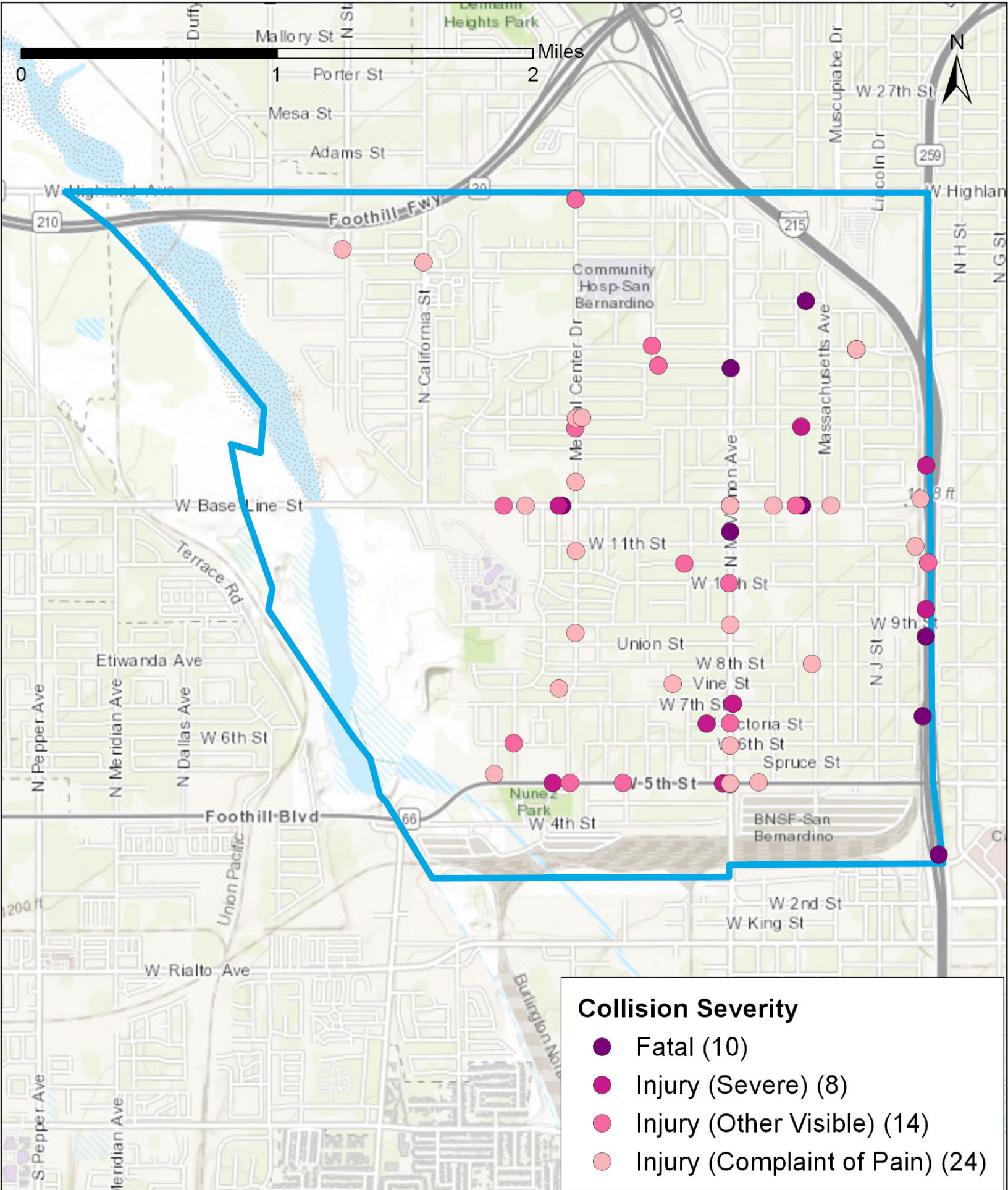
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	0	1	1	0	0	0	1	3
06:00PM-08:59PM -	1	1	0	1	2	0	1	6
03:00PM-05:59PM -	1	1	0	0	2	1	0	5
Noon-02:59PM -	0	0	0	0	2	1	1	4
09:00AM-11:59AM -	1	3	0	1	0	0	0	5
06:00AM-08:59AM -	0	0	2	0	0	0	0	2
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM -	1	0	0	0	1	0	0	2
Total	4	6	3	2	7	2	3	27

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

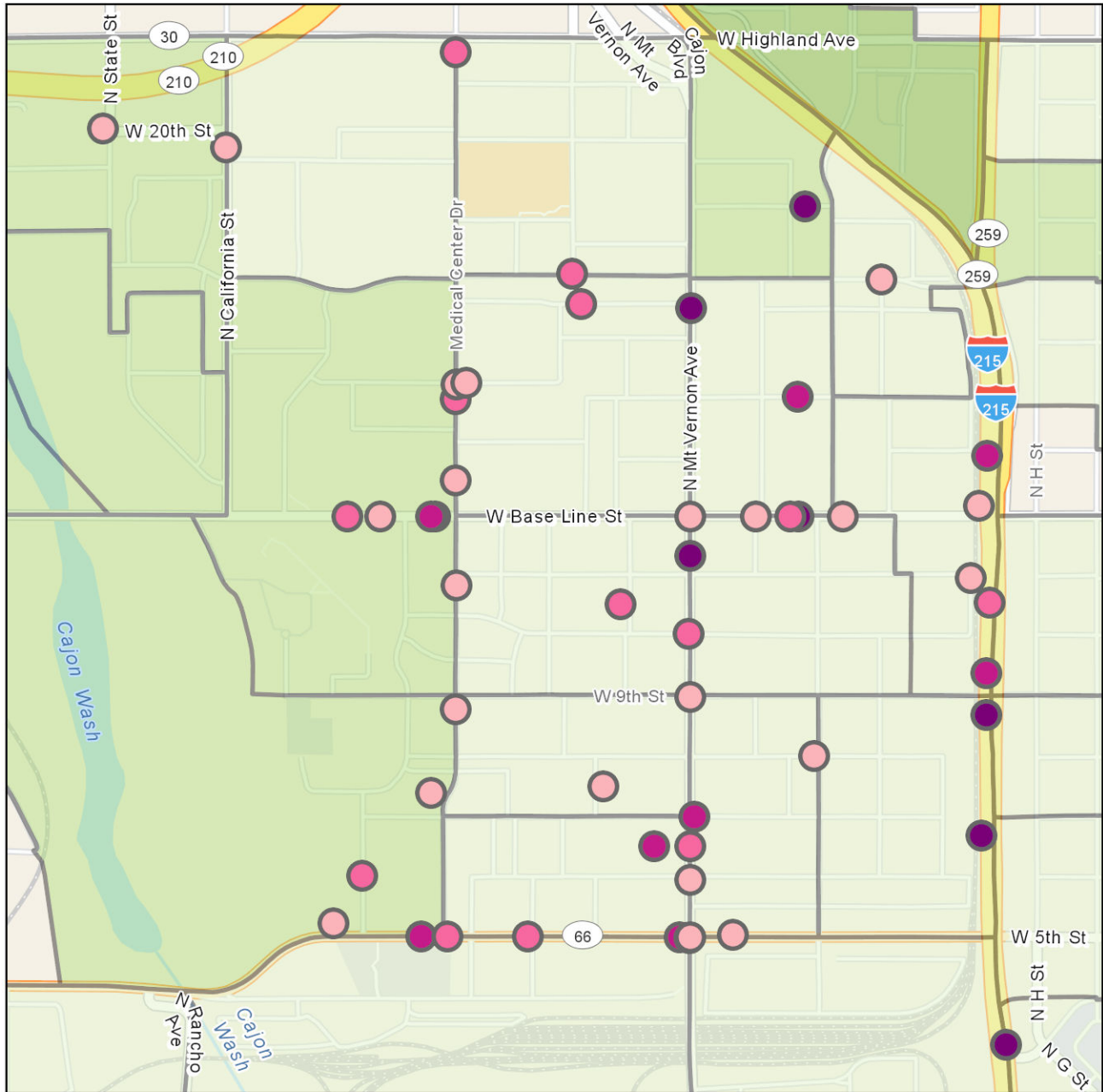
King Middle School Bicycle Collisions by Type of Violation
Total: 28 Collisions

CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	5 (17.9%)
21202	Bicyclist failure to ride on right edge of roadway if riding below the normal speed of traffic	4 (14.3%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	4 (14.3%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	3 (10.7%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	3 (10.7%)
21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	2 (7.1%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	2 (7.1%)
21803	Failure to yield the right of way to vehicles already in or approaching an intersection when the intersection is controlled by a yield sign	1 (3.6%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	1 (3.6%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / (ND): Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	1 (3.6%)

King Middle School Pedestrian Collision Map (2013 - 2017)



King Middle School Pedestrian Collision Map with Income (2013 - 2017)



Collision Severity (2013-2017)

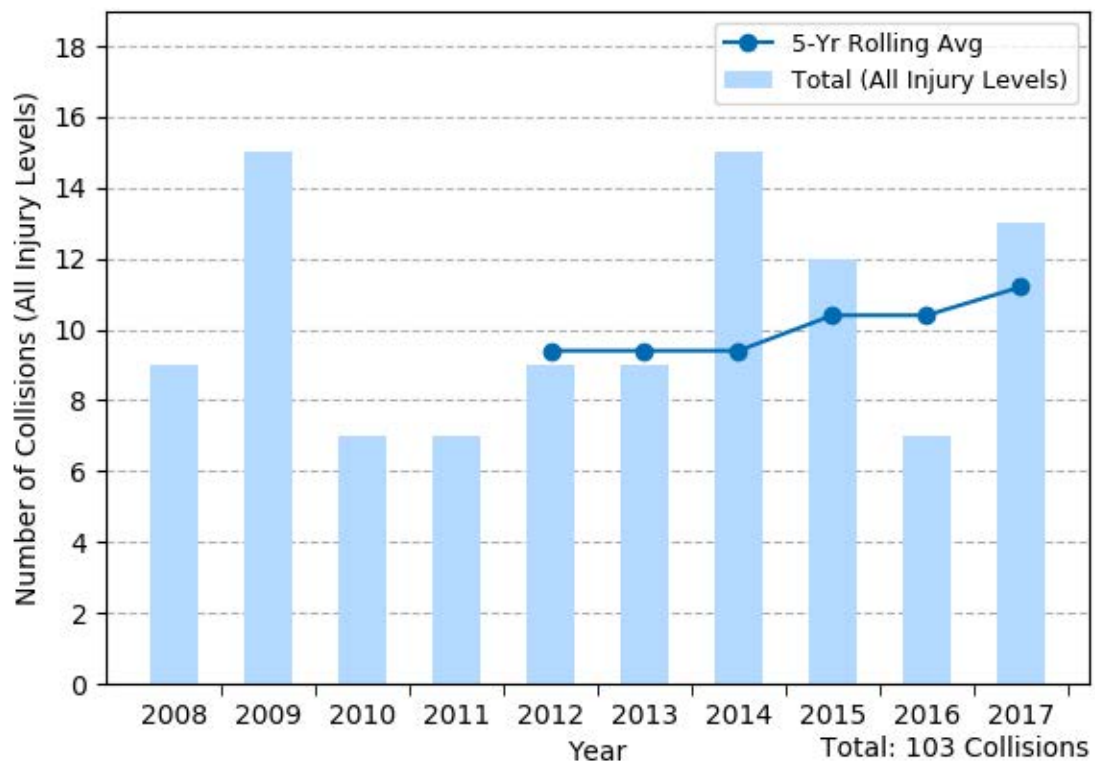
- Fatal (10)
- Injury (Severe) (8)
- Injury (Other Visible) (14)
- Injury (Complaint of Pain) (24)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K

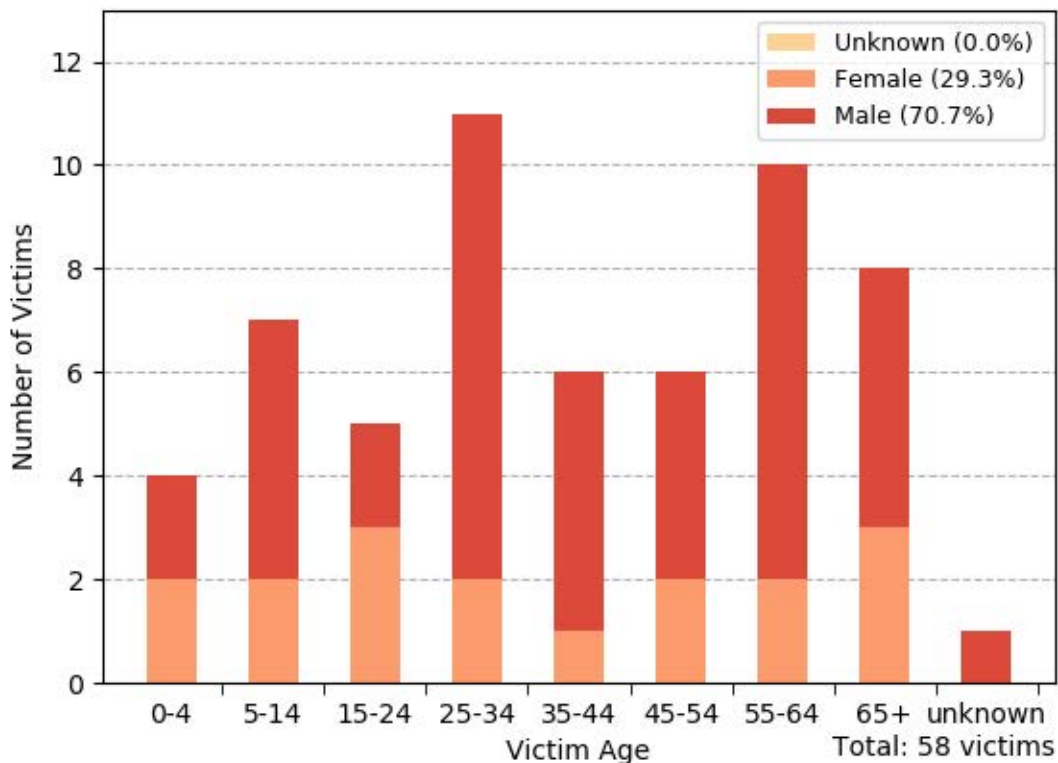
Data Source: Collision - Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019
 Demographics - Esri, US Census Bureau, and ACS
 Date: 5/20/2019

King Middle School Pedestrian Injury Collisions (2008 - 2017)



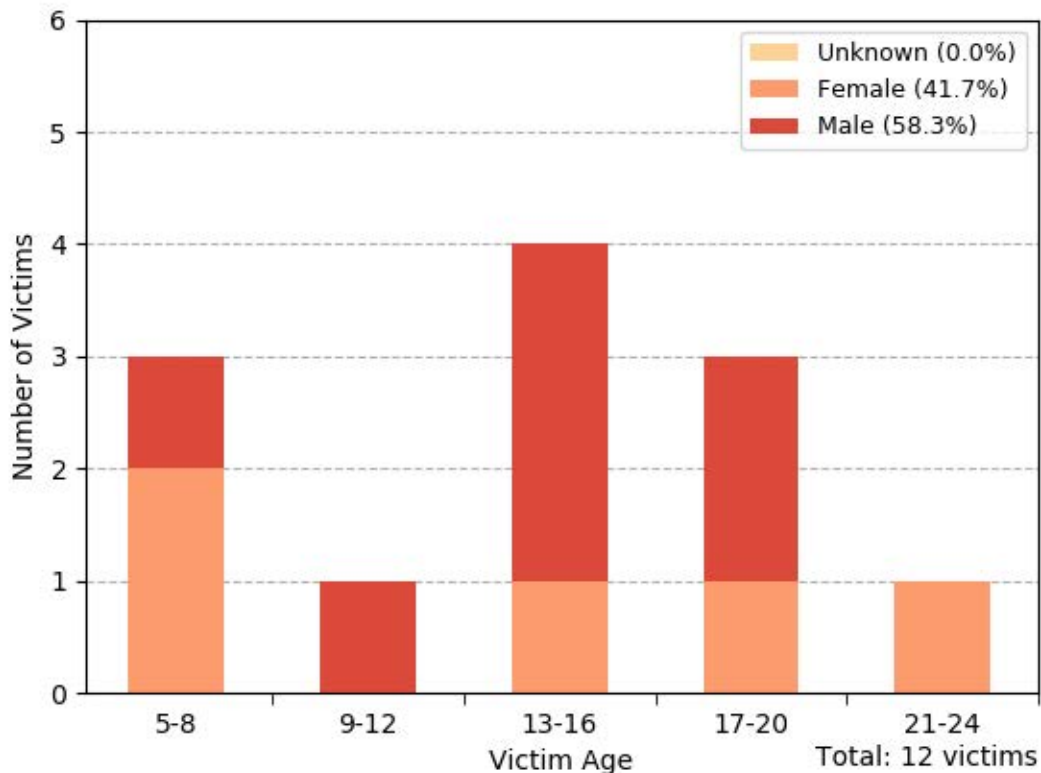
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2008-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Pedestrian Victims by Age and Gender



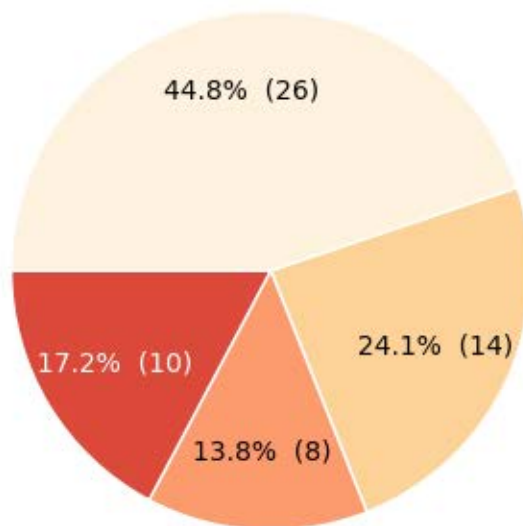
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Pedestrian Child and Youth Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Pedestrian Victims by Injury Severity



Total: 58 victims



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Pedestrian Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	2	2	1	1	2	2	1	11
06:00PM-08:59PM	3	1	1	3	0	3	1	12
03:00PM-05:59PM	3	0	3	4	0	0	3	13
Noon-02:59PM	1	0	1	1	0	0	0	3
09:00AM-11:59AM	0	0	0	0	2	0	0	2
06:00AM-08:59AM	0	1	3	1	0	2	0	7
03:00AM-05:59AM	1	0	0	1	0	0	0	2
Midnight-02:59AM	1	0	0	1	1	0	3	6
Total	11	4	9	12	5	7	8	56

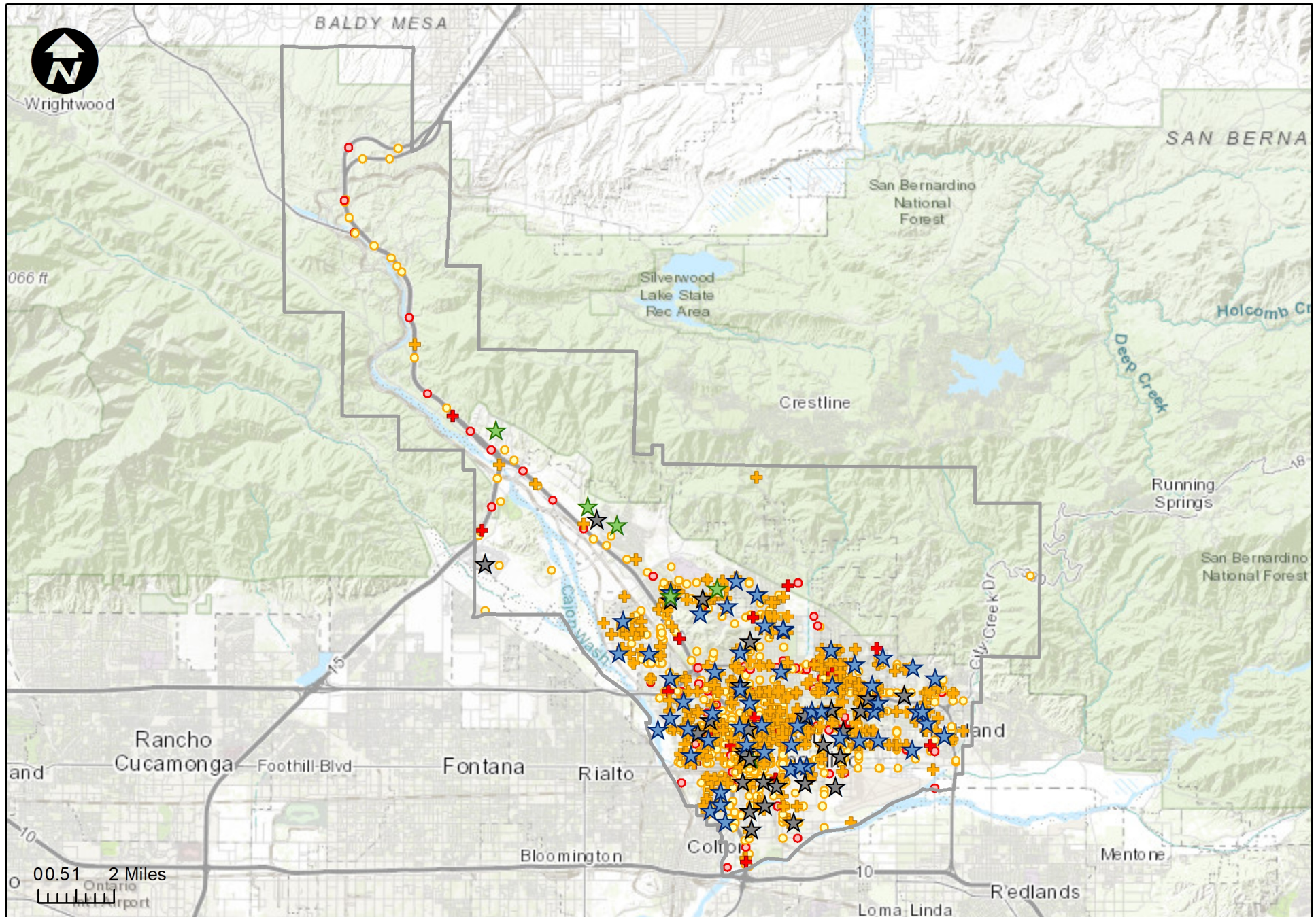
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

King Middle School Pedestrian Collisions by Type of Violation
Total: 56 Collisions

CVC No.	Description	Number of Collisions
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	19 (33.9%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	9 (16.1%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	6 (10.7%)
21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	4 (7.1%)
22106	Unsafe starting or backing of a vehicle on a highway	4 (7.1%)
23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	3 (5.4%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	2 (3.6%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	2 (3.6%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	2 (3.6%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD - Pedestrian or Bicycle Collisions (2008-2017)



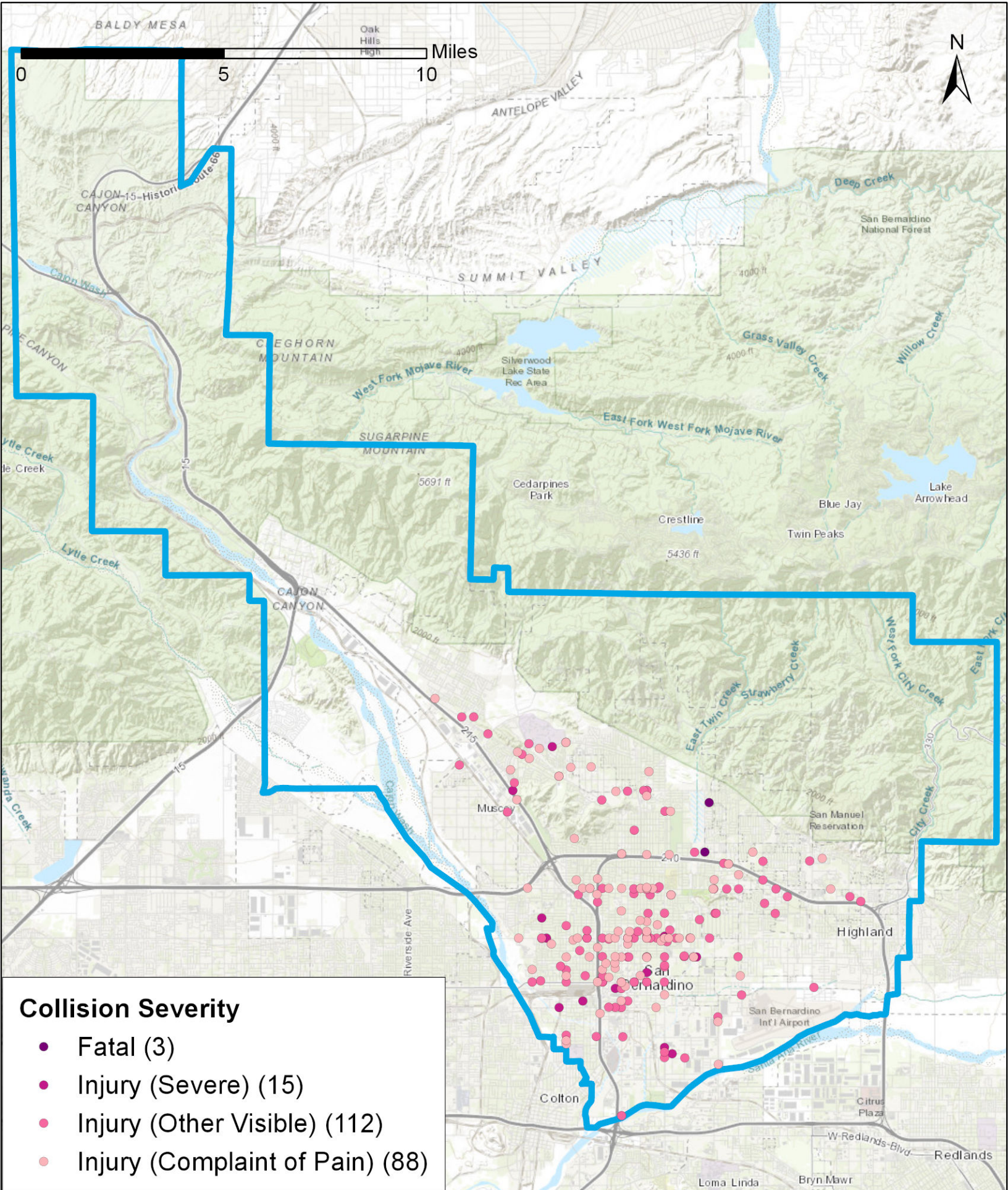
Schools by % FRPM

- ★ Unknown (32)
- ★ Middle Income (40-75) (6)
- ★ Low Income (>75) (58)

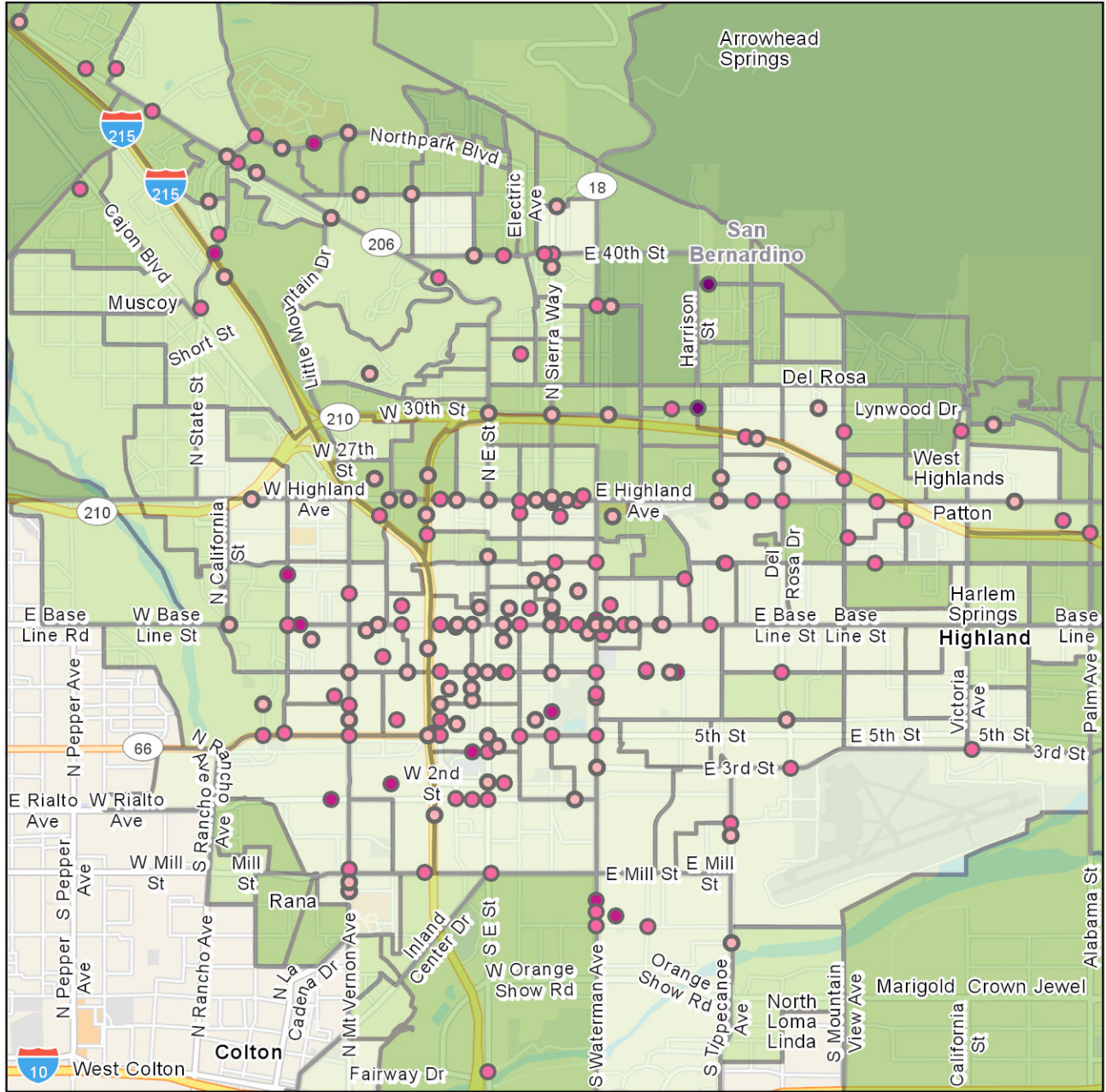
Pedestrian/Bicycle Collisions

- ✚ Fatality (age 5-18) (16)
- ✚ Injury (age 5-18) (402)
- Fatality (other) (88)
- Injury (other) (875)

San Bernardino City USD Bicycle Collision Map (2013 - 2017)



San Bernardino City USD Bicycle Collision Map with Income (2013 - 2017)



Collision Severity (2013-2017)

- Fatal (3)
- Injury (Severe) (15)
- Injury (Other Visible) (112)
- Injury (Complaint of Pain) (88)

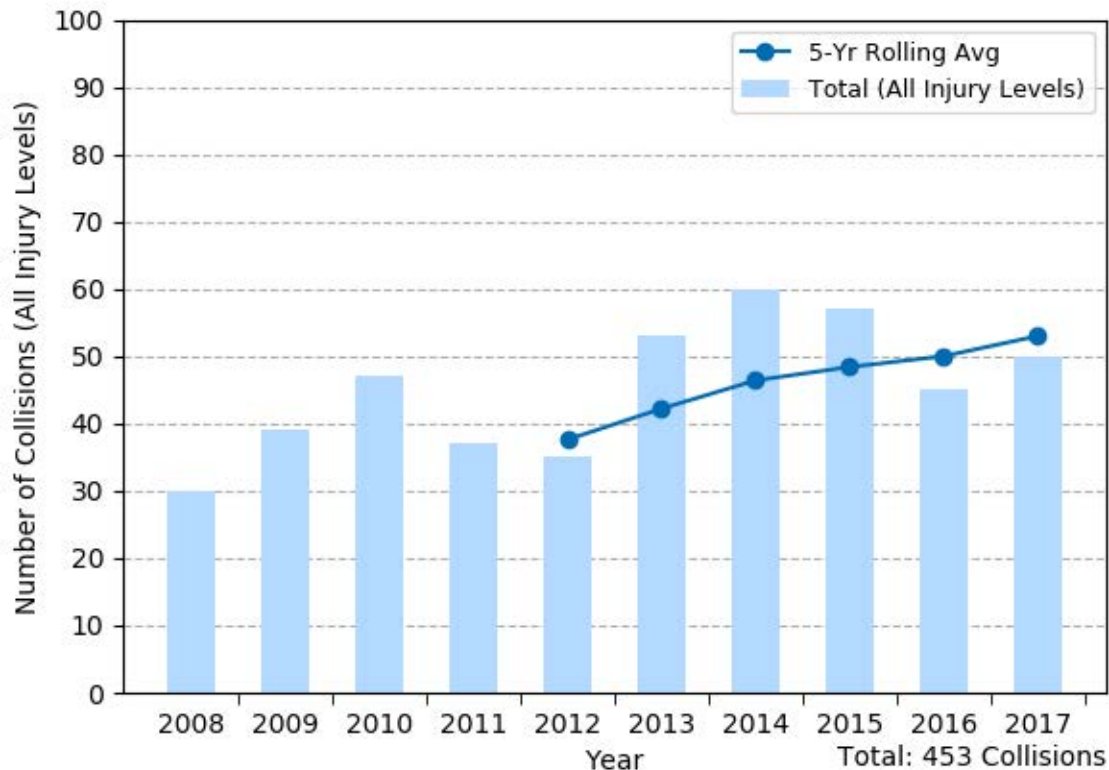
2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

Data Source: Collision - Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019
 Demographics - Esri, US Census Bureau, and ACS

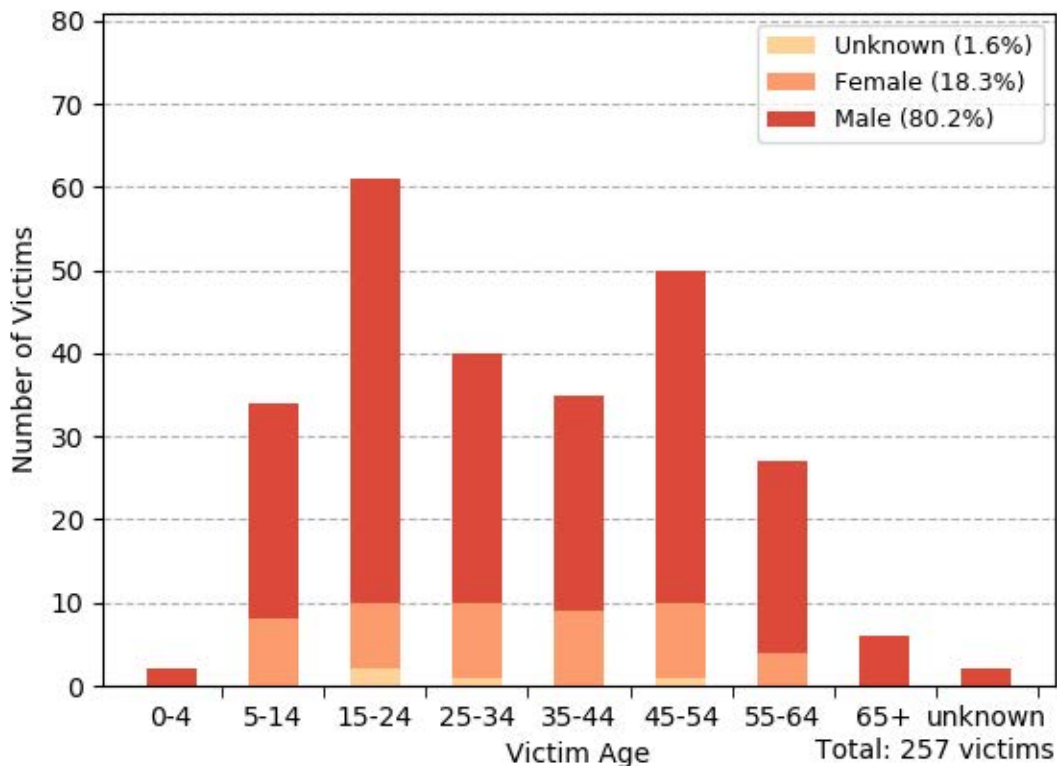
Date: 5/7/2019

San Bernardino City USD Bicycle Injury Collisions (2008 - 2017)



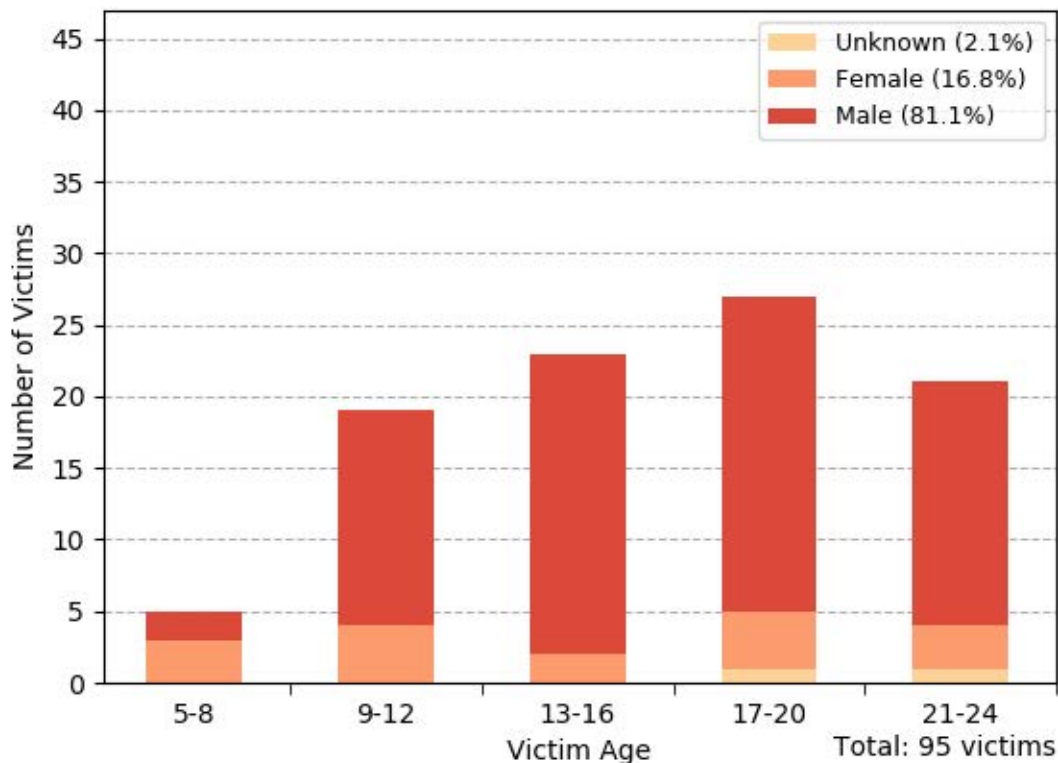
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2008-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Bicycle Victims by Age and Gender



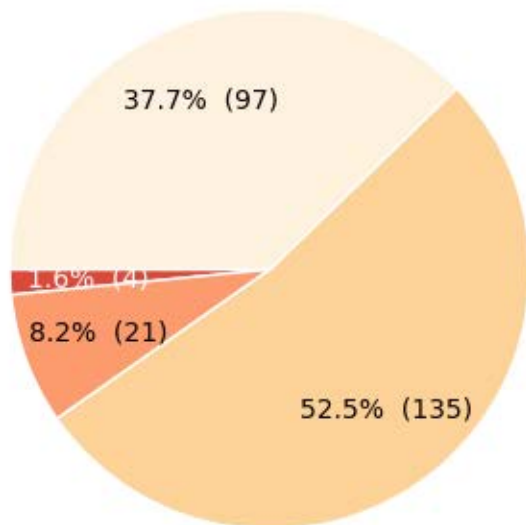
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Bicycle Child and Youth Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Bicycle Victims by Injury Severity



Total: 257 victims



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Bicycle Collisions by Time of Day and Day of Week

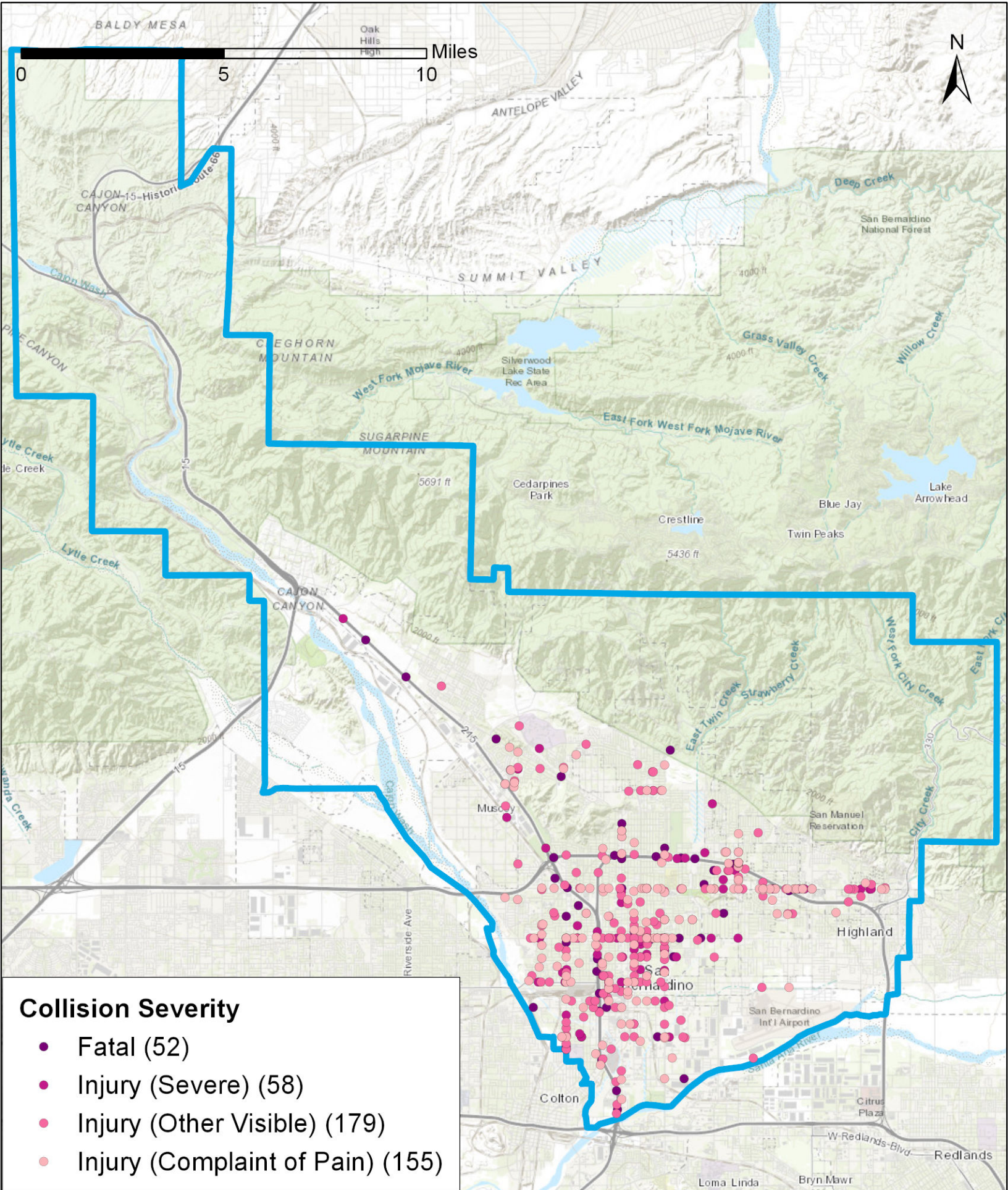
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	4	2	4	0	3	4	5	22
06:00PM-08:59PM	6	8	10	6	6	6	4	46
03:00PM-05:59PM	10	9	11	7	15	8	8	68
Noon-02:59PM	8	7	10	11	7	7	8	58
09:00AM-11:59AM	5	6	3	7	6	4	0	31
06:00AM-08:59AM	4	4	3	8	4	0	2	25
03:00AM-05:59AM	1	2	0	0	0	0	1	4
Midnight-02:59AM	2	0	0	0	1	2	0	5
Total	40	38	41	39	42	31	28	259

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Bicycle Collisions by Type of Violation
Total: 265 Collisions

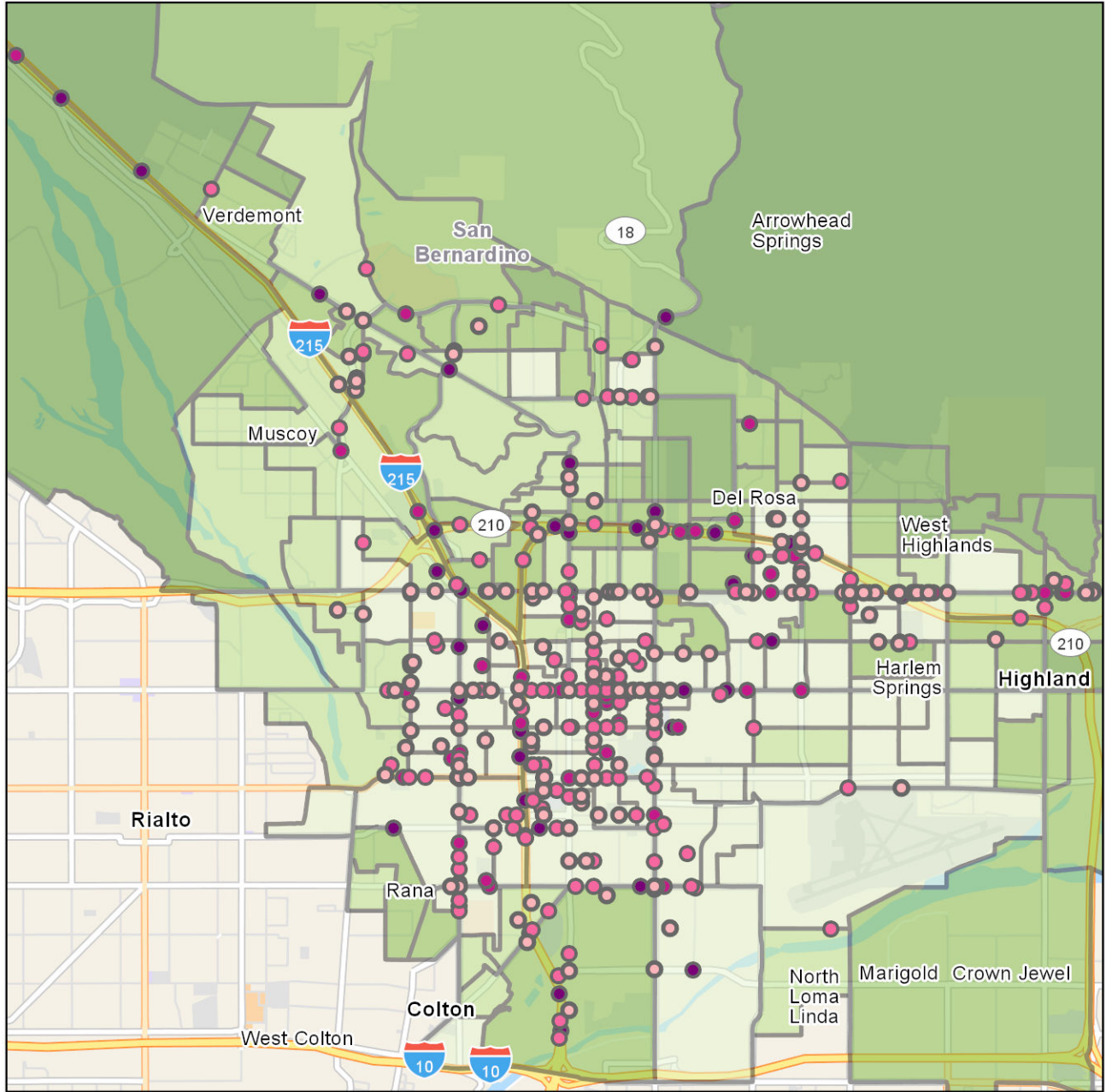
CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	46 (17.4%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	36 (13.6%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	30 (11.3%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	28 (10.6%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	22 (8.3%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / (ND): Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	20 (7.5%)
21202	Bicyclist failure to ride on right edge of roadway if riding below the normal speed of traffic	13 (4.9%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	9 (3.4%)
21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	5 (1.9%)
21200	Bicyclist on the road have the same rights and are subject to the same laws as drivers	3 (1.1%)
21800	Failure to yield right-of-way at intersection, including failure to yield to vehicles already in the intersection, on a continuing highway, or on their right side in an intersection, or safely when an intersection is controlled	3 (1.1%)
21201	Bicyclist failure to meet certain safety conditions to operate on roadways	3 (1.1%)
21802	Failure to stop or yield right-of-way at a stop sign	3 (1.1%)

San Bernardino City USD Pedestrian Collision Map (2013 - 2017)



- Collision Severity**
- Fatal (52)
 - Injury (Severe) (58)
 - Injury (Other Visible) (179)
 - Injury (Complaint of Pain) (155)

San Bernardino City USD Pedestrian Collision Map with Income (2013 - 2017)



Collision Severity (2013-2017)

- Fatal (52)
- Injury (Severe) (58)
- Injury (Other Visible) (179)
- Injury (Complaint of Pain) (155)

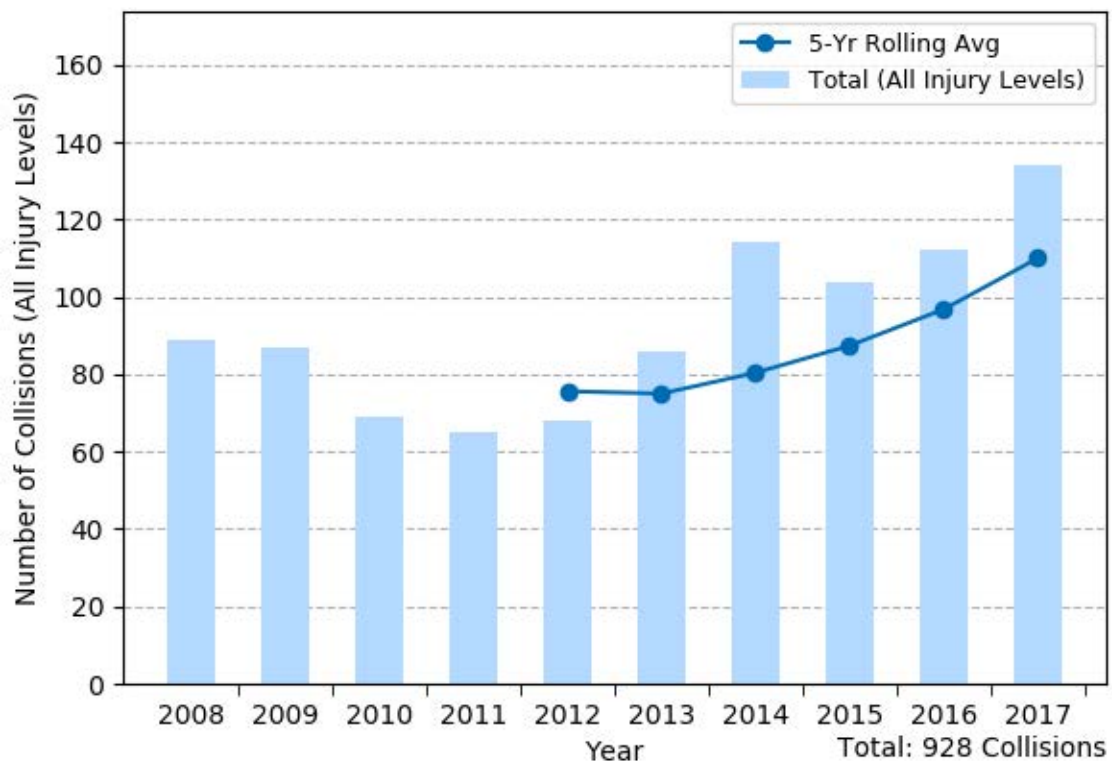
2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

Data Source: Collision - Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019
 Demographics - Esri, US Census Bureau, and ACS

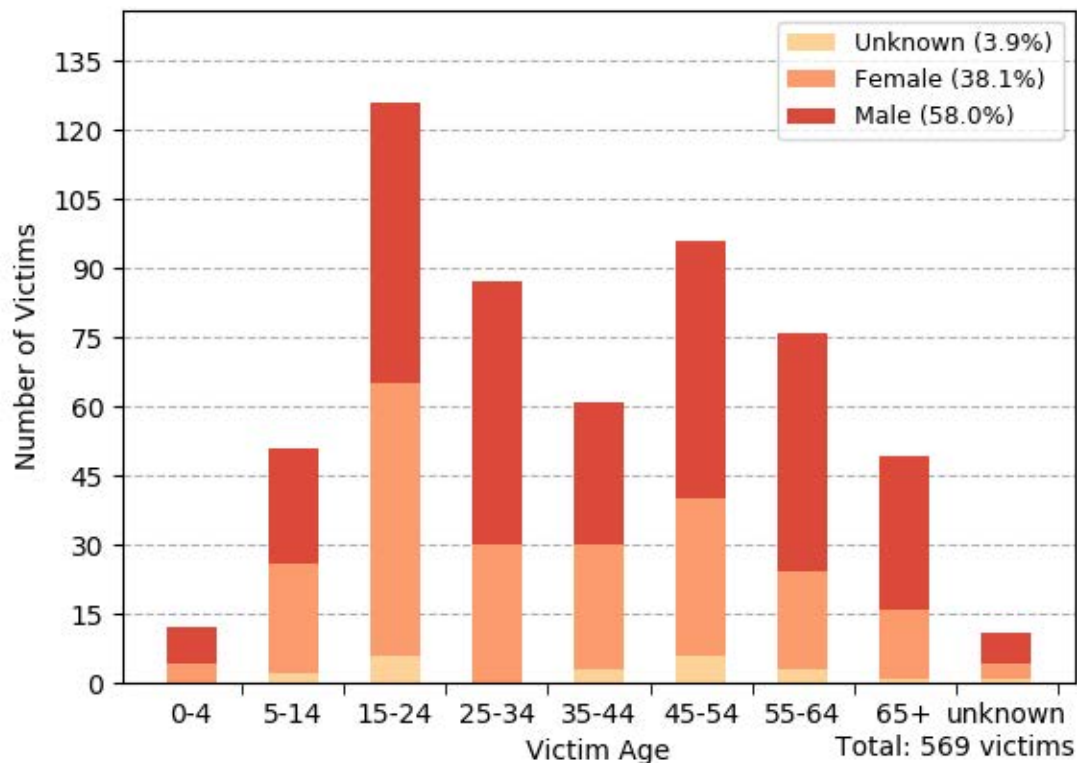
Date: 5/7/2019

San Bernardino City USD Pedestrian Injury Collisions (2008 - 2017)



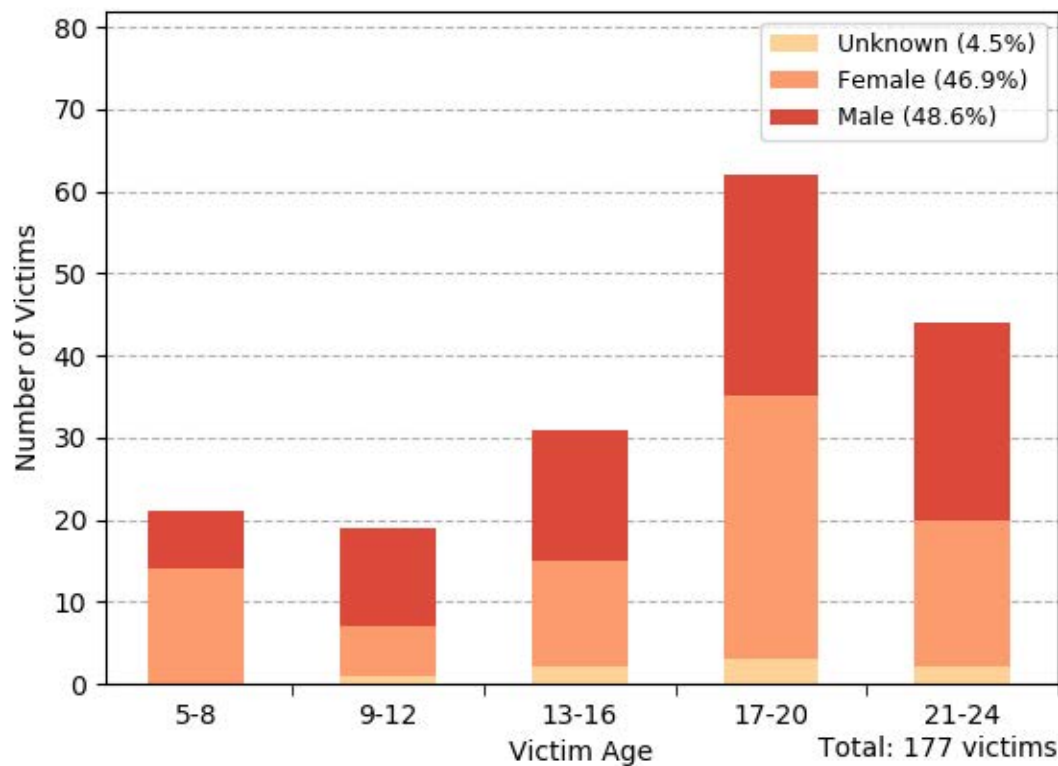
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2008-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Pedestrian Victims by Age and Gender



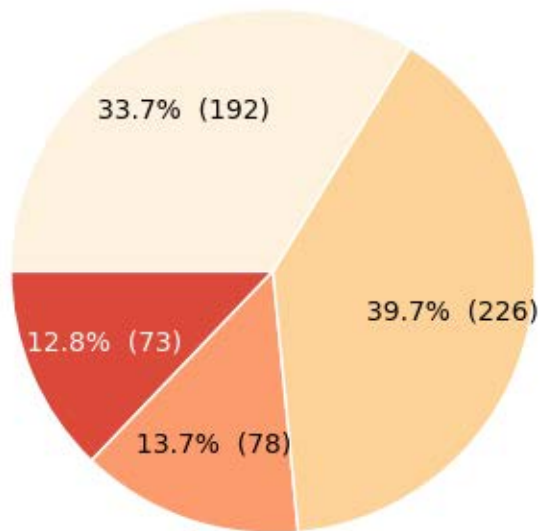
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Pedestrian Child and Youth Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Pedestrian Victims by Injury Severity



Total: 569 victims



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Pedestrian Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	11	13	15	15	17	10	12	93
06:00PM-08:59PM	29	19	23	23	22	14	13	143
03:00PM-05:59PM	15	18	17	17	17	8	9	101
Noon-02:59PM	12	10	9	14	7	6	5	63
09:00AM-11:59AM	1	10	5	8	15	2	3	44
06:00AM-08:59AM	5	6	8	7	7	6	1	40
03:00AM-05:59AM	3	4	2	2	5	4	6	26
Midnight-02:59AM	5	4	4	3	2	6	12	36
Total	81	84	83	89	92	56	61	546

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

San Bernardino City USD Pedestrian Collisions by Type of Violation
Total: 550 Collisions

CVC No.	Description	Number of Collisions
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	160 (29.1%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	105 (19.1%)
21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	48 (8.7%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	39 (7.1%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	35 (6.4%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	30 (5.5%)
23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	19 (3.5%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	18 (3.3%)
22106	Unsafe starting or backing of a vehicle on a highway	14 (2.5%)
21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	13 (2.4%)

APPENDIX C. WORKSHOP SUMMARY

The following are notes from the workshop held at King Middle School.

A. BEES TO THE E'S ACTIVITY

Participants identified potential Safe Routes to School activities that could be implemented at King Middle School.

When it rains children get wet	Quando llueve se llena de agua y los niños se mojan
The golden shoe with gym teachers	El zapato de oro con los maestros de educación física
Education for students and parents	Educación vial para padres y estudiantes
How to get and maintain a bicycle	Ganarse y mantener su bicicleta
Enforcement via automated methods and infrastructure designs	Ejecución automatizado y a través de la infraestructura
Equity – develop a matrix for students for systematically addressing problems around schools through normal maintenance cycles	Equidad – desarrollar un matrice para estudiantes a abordar problemas alrededor de las escuelas de una manera sistemática durante los ciclos normales de mantenimiento
Start a walking program with incentives to get a better bicycle or skateboard	Implementado programas de caminas con el incentivo de obtener una bicicleta o patineta
Education starting in elementary school	Educación vial comenzando desde la escuela primaria
They should put a crosswalk (mid-block crossing) with a crossing guard to help the kids cross to school	Que pongan un cruce peatonal para cruzar en medio con una persona para cruza a los niños a la escuela
Put a radar on the street near the school where police can check the speed in the hours of school arrival and dismissal	Pone un radar en la calle cerca de la escuela y un policía chequeando carros en la hora de la entrada y salida
Lower the speed limit from 25 to 15 mph	Bajar la señales de velocidad de 25 a 15 mph
Put a radar _____	Poner radar que pongan causet que caminen que bajen la velocidad
Lower the speed	
Walk the kids to school, for bikes – create a crossing at the school or in the roadway, or lower the speed limit	Que caminen los niños así a la escuela – lo de las bicicletas que aiga cruce en la escuela o rada, o bajan la velocidad

Incentives for the students like bicycles	Me gusto los incentivos para los estudiantes como las bicicletas
Walk to School Day, bicycles on the last day of school and walking in groups	Me gusto los dias de caminar a la escuela. Bicicletas y regar al final de cada ciento tiempo una bicicleta caminar en grupos
Radar for speed limit	Necesitamos poner un radar para la velocidad
Lack of pedestrian crossings	Falta de cruces peatonales
Lack of sidewalks	Falta de banquetas
Enforce the speed limit laws in school zones	Ejecutar la leyes de limite de velocidad en las zonas escolares
There's not enough light	Poca iluminación
We need a crossing guard program	Necesitamos programa de guardia de cruce
More streetlights, sidewalks near the school, and crosswalks	Que pongan mas luces en la calle y mas banquetas en las areas de la escuela y cruces patoniales
No school signal ... no pedestrian ____	No ai senalmiento de escuela no ai piatonnal
Staff or volunteers in the streets where children pass	Personal o voluntarios en las calles donde pasan los niños
Need bike paths that connect to other cites	Necesita carriles bici que se conectan a otras ciudades
Redlands - Have bike lanes painted green, we can do that for our area and city	Redlands tiene los carriles bici pintados verdes – podemos hacer eso para nuestra área y ciudad
Education aimed at drivers, medical center drivers often violate school zone speed limits even when kids are present	Educación enfocado para conductores, los conductores del centro médico suelen sobrepasar el límite de velocidad escolar ni siquiera si están presente los niños
Parent concerns would be: bullying, fights, kidnapping. Educate on stats and chat to put fears at ease.	Preocupaciones de padres serian: abuso, peleas, secuestración. Educar sobre la estadística (relacionado con esas preocupaciones) y charlar para aliviar esos miedos.
Build capacity of staff/teachers with knowledge so they can be advocates	Capacitarles al personal escolar y maestros para que puedan ser defensores
Walking school bus	Autobús caminante escolar (también se llama bus a pie)
Make it safer, both infrastructure and environmental factors	Hágalo más seguro – infraestructura y factores del medio ambiente

Put bumps before and after the school	Poner topes antes de llegar a la escuela y después de la escuela
Need more crosswalks	Necesitamos mas cruces peatonales
Speed check	Chequear la velocidad
Flashing crosswalk	Cruces peatonales con luces intermitentes
My favorite part was when a lot of kids meet each other in a place then they go in a group to school for nothing can happen	Mi parte favorita era cuando un grupo de niños se encuentran en un lugar y andan en grupo a la escuela así que nada les pase
Crossing island channelization with PHB, RRFB, Speed feedback sign, raised crosswalk, bulbout	Canalización de isletas de tráfico con PHB (¿),Luces rectangulares rápidas destellantes, cruce peatonal elevado, señal que muestra la velocidad, extensión de la acera,
They should put crossing lights at the school	que pongan luces peatonales en la escuela
Sign with pedestrian and flashing lights	Petonal con luces intermitentes
Speed meter near school areas	Medidor de velocidad cerca de las áreas de la escuela
We need more school signs. That there is a school nearby.	Necesitamos más señales de escuela. Que hay escuela cerca.
We need well marked pedestrian crossings.	Necesitamos cruces peatonales bien marcados

B. SHARING YOUR STORY EXERCISE

Participants worked in small groups to identify challenges to walking and bicycling to school, ideas for improvements, and what they would like to share with city decision makers.

<u>Group 1</u>	
Challenges	Desafios
Educate and make people aware	Educar y concientizar a las personas
Minimize the risk of pedestrian accidents	Minimizar los riesgos de accidents peatonales
Take effective actions	Tomar acciones eficacez
Having a good support team, and be heard	Tener un buen equipo de apoyo, y ser escuchados
Worries	Preocupaciones
Safety of students and community	La seguridad de los estudiante y la comunidad
Health and air quality	La salud y la calidad de aire

Speed of traffic	Veolocidad de trafico
Preventing obesity and diabetes	Prevenir obesidad y diabetis
Solutions	
Promote safe walking paths to school	Promover las caminatas seguras a la escuela
More community involvement	Mas involucramiento de la comunidad
Spread the word	Pasar la voz
Educate students, community, and families	Educar a los estudiantes, comunidad y familias
Involve school police	Involuevar ala policia escolar

<u>Group 2</u>	
Hello, I am a grandmother. My grandson, Pablo Gomes; his mom is a single mom, and sometimes he has to walk. Using his bike would be the solution, but for that, there are many risks due to broken sidewalks.	Ola soi abuda de mi nieto Pedro Gomes y sumameaes madre sol tera y abeses tiene que caminando y usur bicicleta seriaila solusion pero para es so ambuchos ries gos por las bun que tus rotas ai es pugio
Challenges for walking	Desafios para caminar
Sidewalks/streets in bad shape	Banquetas/ calles en mal estado
Narrow sidewalks	Lo angosto de las banquetas
Safety – police, school guards	Seguridad – No semira, policias- patrolles escolar; guardias de escuela
The speed of cars	Velocidad de los carros
There aren't any pedestrians	No any peatonaleas
Challenges for bicycling	Deasfios para bicicletas
Sidewalks/streets in bad shape	Banquetas/ calles en mal estado
No bike lanes	No any carril para bicicletas
The speed of cars	Velocidad de los carros
Actions	Acciones
Repair streets and sidewalks	Reparar calles y banquetas
Lower the speed limit	Bajar el límite de velocidad
Put a radar speed sign with flashing lights	Poner un radar de velocidad con luces intermitentes
More walk to school days	Mas días de caminar a la escuela

Group 3	
Median - Kids crossing the street unsafely instead of using crosswalks	Mediana/Línea divisoria: los niños cruzan la calle de manera insegura en vez de usar cruces peatonales
Flashing crossing lights – a crosswalk designated for people (students) with lights so people know to slow down	Luces intermitentes de cruzar: un cruce peatonal diseñado para personas (estudiantes) con luces para que personas sepan a reducir la velocidad
More school area signs and speed limit signs. Having signs will allow people to think twice before speeding.	Más señales de escuela y con los límites de velocidad. Tener señales apoyara a personas a pensar dos veces antes de exceder el límite de velocidad.
Visible/bright/colorful crosswalks – brighter crosswalks will encourage students to want to use them. They like colors. It will also help cars/drivers see the crosswalks more clearly.	Cruces peatonales visibles, brillantes, coloreados. Cruces peatonales brillantes animara a los estudiantes a usarlos. A ellos les gustan colores. También ayudara a los carros a ver a los cruces peatonales más claramente.
Speed bumps – encourage driver to slow down to avoid a bump	Reguladores de velocidad – animarles a los carros a reducir la velocidad
Speed radar	Radar de velocidad