Montclair
Safe Routes to School

MONTCLAIR

November 2020

acknowledgment

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In addition to the individuals above, the City wishes to give special thanks to the countless members from the Montclair community who participated in this Montclair Safe Routes to School Plan effort.

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Crossing guard assisting school children across a street adjacent to Ramona Elementary

1 Introduction

IN THIS CHAPTER:

The Montclair Safe Routes to School Plan is an important undertaking for the City of Montclair. Chapter 1 provides an understanding of the Plan's purpose and goals. It also serves as a road map towards understanding the remainder of the Plan.

1.1 PURPOSE

The Montclair Safe Routes to School Plan (the Plan) is a comprehensive framework for the City of Montclair to improve the health, safety, and equity of students, parents, and the Montclair community in the surrounding areas for seven elementary schools, one middle school, and one high school in Montclair. The schools that are involved in this effort include:

- Buena Vista Arts - Integrated Magnet School
- Howard Elementary School
- Kingsley Elementary School
- Lehigh Elementary School
- Montclair High School
- Monte Vista Elementary School
- Montera Elementary School
- Ramona Elementary School
- Vernon Middle School

In 1998, the City began the Healthy Montclair Initiative which aimed to improve the health of community members through a variety of measures. Additionally, two schools (Moreno Elementary and Serrano Middle School) were included in the San Bernardino County Safe Routes to School Plan in 2018. This Plan is part of a broader effort to create a healthier, safer, more connected, and more inclusive Montclair. Alongside this Plan, the City embarked on several citywide planning efforts; these include the General Plan update, Montclair Active Transportation Plan, and Systemic Safety Analysis Report Program. Together, these planning efforts along with countless activities by other Montclair departments and community partners, aimed to transform the City into a healthier city.

1.2 SIX E'S OF SAFE ROUTES TO SCHOOL

The Plan builds upon the international Safe Routes to School (SRTS) movement. The movement strives to make communities safer and more convenient for children and their families to walk and bike to school. It is supported by six key components, often known as the six E's of SRTS. The six E's are engagement, equity, education, encouragement, engineering, and evaluation.

NON-INFRASTRUCTURE

ENGAGEMENT

Engagement strategies strive to bring different stakeholders together and collaborate on SRTS initiatives.

ENCOURAGEMENT

Encouragement efforts seek to generate enthusiasm and interest in walking and biking through programs, events, and activities.

EDUCATION

Education programs equip students and community members with the knowledge to walk and bike safely and understand the benefits of walking, biking, and other active modes of transportation.

INFRASTRUCTURE

ENGINEERING

Physical improvements on roadways create a safer and more comfortable walking and biking environment to school.

EVALUATION

Evaluation programs monitor the progress of any implemented non-infrastructure programs and engineering improvements to ensure they are supporting the Safe Routes to School goals.

This Plan serves as the first comprehensive step in evaluating the need of the school communities. Future evaluation efforts could use the analyses and findings from this Plan as a baseline to evaluate the success of SRTS infrastructure and non-infrastructure efforts.

EQUITY

Equity is a lens that is used to ensure that equitable outcomes for low-income communities, communities of color, and beyond are incorporated into the other E's.

1.3 GOALS & STRATEGIES

The Plan is guided by four main goals: improve safety, accessibility, public health, and equity. Collectively, these goals serve as pillars that anchor the strategies and recommendations discussed in the Plan.

SAFETY

The Plan will strive to create a safer environment for students and their families, and the Montclair community to walk, bike, take transit, and use other forms of active transportation to arrive at and depart from schools in Montclair.

Strategy 1.1: Implement infrastructural countermeasures that would reduce pedestrian and bicycle-related collisions within a ½ mile of all schools.

Strategy 1.2: Develop programs that aim to educate and enforce safe travel behaviors amongst students and their families, and the Montclair community.

ACCESSIBILITY

The Plan will seek to improve accessibility via foot, bike, transit, and other active transportation modes to and from schools in Montclair.

Strategy 2.1: Identify and remove physical and non-physical barriers that deter students and their families, and the Montclair community from arriving to and departing from schools by foot, bike, transit, and other active transportation modes.

Strategy 2.2: Prioritize infrastructure projects in the Capital Improvement Program that remove barriers to safe routes to school.

Strategy 2.3: Support public transit service by providing safe routes from transit stops/ centers to schools.

PUBLIC HEALTH

The Plan will strive to improve the physical well-being of students in Montclair.

Strategy 3.1: Leverage existing community resources and/or seek funding for citywide programs that promote active modes of transportation to schools.

Strategy 3.2: Collaborate with community stakeholders such as Montclair Human Services Department, Montclair Police Department and Ontario-Montclair School District to develop school-wide encouragement and educational programs that promote active modes of transportation.

EQUITY

The Plan will aspire to build a better Montclair where students and their families, and the Montclair community have equitable outcomes from choices of going to and from their schools.

Strategy 4.1: Prioritize infrastructure and non-infrastructure projects that serve communities with the highest needs.

Strategy 4.2: Develop educational, encouragement, and engagement programs that are inclusive and culturally-sensitive to Montclair's diverse communities.

Participants, including the school administration staff, at the Walking Safety Assessment at Monte Vista Elementary School

2 Community Input

IN THIS CHAPTER:

The Montclair community played a crucial role in the development stage to ensure that the Plan reflects their concerns, needs, but most importantly, their vision for the future. This chapter showcases key community members that were instrumental in guiding the planning process. It also documents the culturally-sensitive community outreach strategies that the Montclair SRTS team implemented to engage with Montclair's diverse communities.

2.1 OUTREACH STRATEGIES

The Montclair SRTS team utilized a range of outreach strategies to involve the Montclair community in the planning process and gather their input for the SRTS Plan. The key strategies included the following:

- Creation of a project brand
- Formation of strategic partnerships
- Participation in workshops and community events
- Provision of virtual engagement opportunities
- Outreach in dual-languages

Project Branding

The project brand allowed community members and stakeholders to easily identify the project. The Montclair SRTS brand was comprised of a logo, project theme, distinctive colors, and fonts, and it was applied on all communication material.

Strategic Partnerships

Partnership and collaboration with community stakeholders formed the foundation for the Plan's community outreach process. Section 2.2 SRTS Partners highlights the importance of the community stakeholders' involvement and their contribution to the Montclair SRTS effort.

Dual-Language Outreach

Montclair has a large-Hispanic population. To engage with this population, at least one Spanish-speaking team member was available at all events, and all outreach materials were made available in both English and Spanish.

Montclair
Safe Routes to School

Logo developed for this effort

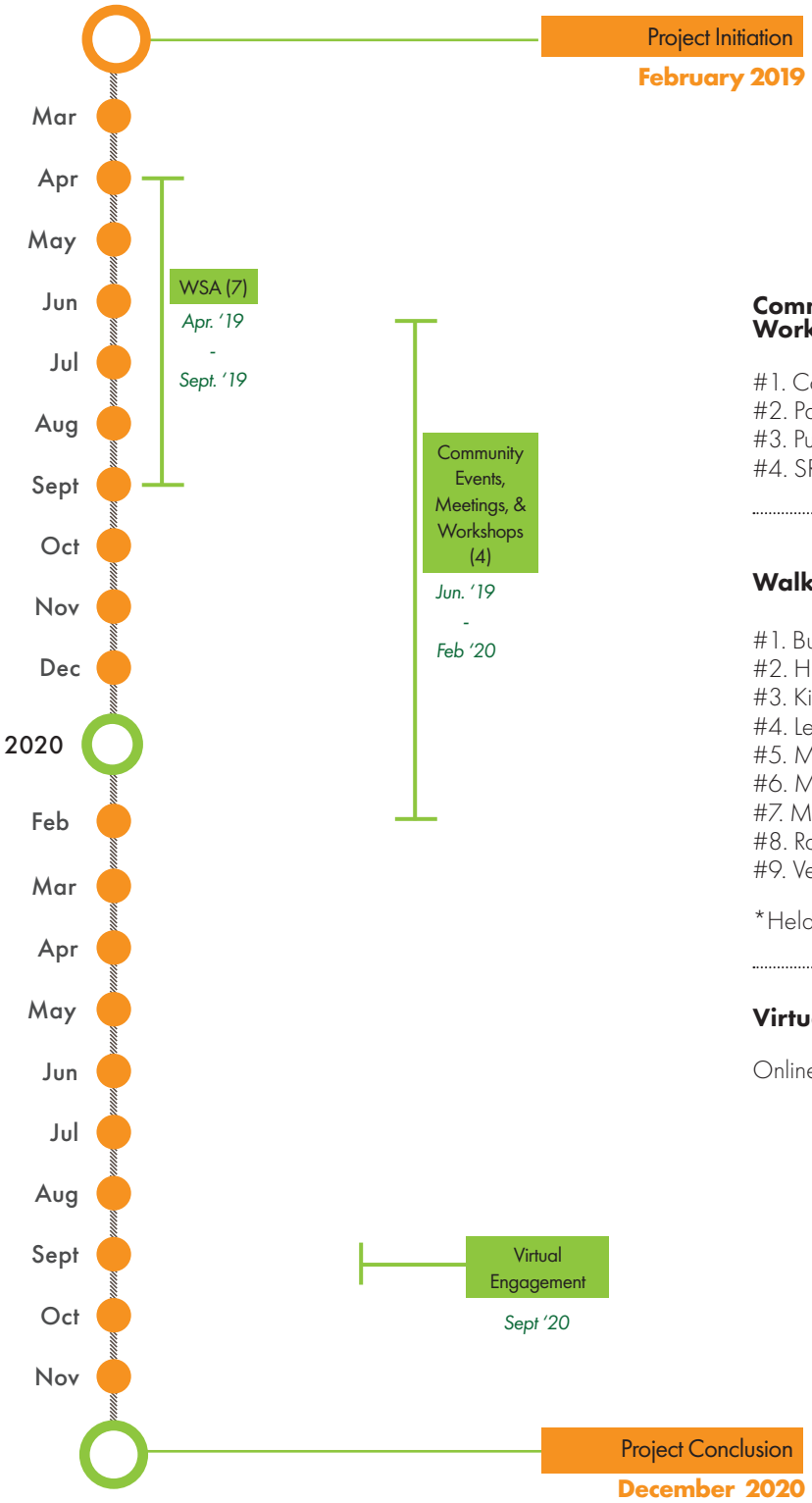
Workshops and Community Events

In-person communication allowed for direct exchanges of ideas and helped build trust between the SRTS team and the Montclair community and stakeholders. The SRTS team hosted formal workshops at the civic center and attended community events to capture input from Montclair's diverse community members. Section 2.3 In-person Engagement Opportunities documents the in-person events that transpired as part of the Montclair SRTS effort.

Virtual Engagement

Virtual engagement efforts supplemented in-person communication strategies to provide opportunities for those that couldn't attend workshops or community events to participate in the planning process. The SRTS team developed an online platform for community members to provide feedback for draft recommendations.

TIMELINE OF OUTREACH ACTIVITIES



Community Events, Meetings, and Workshops (4)

#1. Country Fair Jamboree: Jun. '19
#2. Parent Orientation: Sept. '19
#3. Public Meeting: Sept. '19
#4. SRTS Champions Committee Workshop: Feb. '20

Walking Safety Assessments (9)

#1. Buena Vista Arts-Integrated WSA: Sept. '19*
#2. Howard Elementary WSA: Sept: '19
#3. Kingsley Elementary WSA: Sept. '19
#4. Lehigh Elementary WSA: Sept. '19
#5. Montclair High School WSA: Sept. '19
#6. Montera Elementary WSA: Apr. '19
#7. Monte Vista Elementary WSA: Aug. '19
#8. Ramona Elementary WSA: Aug. '19
#9. Vernon Middle School WSA: Sep. '19*

*Held jointly

Virtual Engagement

Online platform: Sept. '20

2.2 SRTS PARTNERS

The outreach process provided a setting to unify various community stakeholders to collaborate towards the common vision of improving health, safety, accessibility, and equity for students and their families, and the Montclair community. Stakeholders such as Ontario-Montclair School District (OMSD) principals and administrative staff, Montclair Police Department, and families and students were invaluable Safe Routes to School Partners, where they participated and contributed to the SRTS effort in many ways.

Ontario- Montclair School District (OMSD)

The Ontario – Montclair School District provides oversight of nine schools that were involved in the SRTS effort. The SRTS Project Management Team included an OMSD representative who shared his knowledge of each school's unique transportation needs. Since the effort's initiation, the SRTS team worked closely with the OMSD representative and leadership to develop outreach strategies to engage with parents and the Montclair community, establish relationships with principals and key staff to better understand the transportation needs of each school.

OMSD School Leadership

Principals and administrative staff played an instrumental role in the success of the SRTS effort. They assisted with logistics coordination and outreach to families and the Montclair community for many of the SRTS activities. Many principals and staff members also took the time to partake in the SRTS activities where they gave a wealth of input.

Principal Ramirez sharing his concerns at the Ramona Elementary School Walking Safety Assessment (WSA)

Montclair Police Officer at the Kingsley Elementary School WSA

Chaffey Joint Unified School District (CJUSD) & Montclair High School Leadership

Partnership with CJUSD and Montclair High School made it possible to gather input from Montclair High School students. School District and school staff assisted with the coordination for a Walking Safety Assessment Seminar for students and the survey collection effort.

Families and Students

Families and student participation formed the backbone of the effort. They enthusiastically shared their concerns and helped identify barriers and opportunities to improve walking and biking around the school perimeters.

Montclair Police Department (PD)

Monclair PD proved to be an invaluable partner to the SRTS effort. Safety officers were present at many SRTS events. At the events, they provided comments on travel behaviors and areas of need, fielded questions from event participants, and utilized the opportunities to educate event participants about traffic regulations and safety.

Opening discussion at the Safety Assessment Walk at the Vernon Middle School WSA

2.3 IN-PERSON ENGAGEMENT OPPORTUNITIES

Members of the Montclair community and stakeholders had many in-person opportunities to participate in the planning process. These included Walking Safety Assessments, and community events, meetings, and workshops. In total, the Montclair SRTS team participated in 13 outreach events where more than 450 participants shared their input for the planning effort. Table 2-1 documents the outreach efforts for this project. Appendix B provides the detailed summaries for each outreach event.

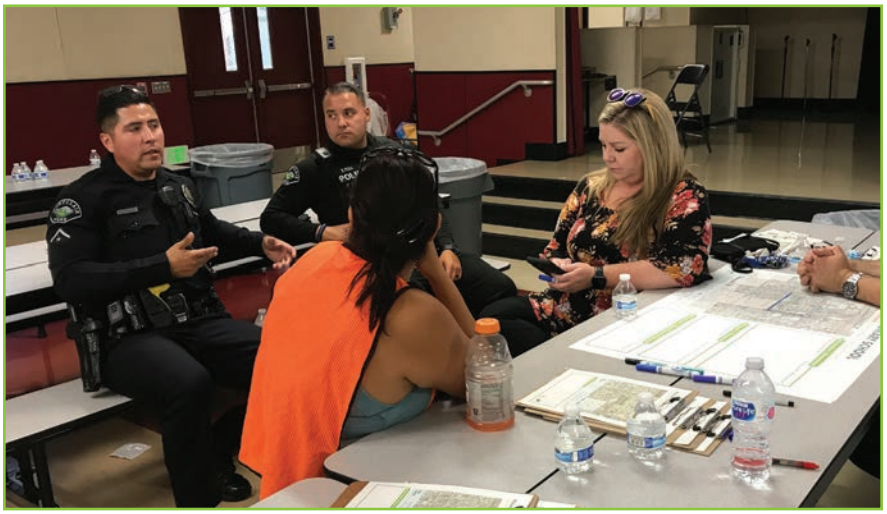
Table 2-1: List Of Outreach Events For Montclair Safe Routes to School Effort

Event Type	# of Participants	Date
Community Events, Meetings, and Workshops (4)		
Country Fair Jamboree	150	Saturday, June 1, 2019
Public Meeting	15	Tuesday, September 3, 2019
Parent Orientation	100+	Saturday, September 14, 2019
SRTS Champions Committee Workshop	5	Tuesday, February 4, 2020
Walking Safety Assessment (WSA) (9)		
Buena Vista Arts-Integrated Magnet School*	15	Thursday, September 12, 2019
Howard Elementary School WSA	16	Wednesday, September 4, 2019
Kingsley Elementary School WSA	42	Tuesday, September 24, 2019
Lehigh Elementary School WSA	25	Thursday, September 26, 2019
Montclair High School	38	Tuesday, September 10, 2019
Monte Vista Elementary School WSA	21	Wednesday, August 28, 2019
Montera Elementary School WSA	10	Monday, April 29, 2019
Ramona Elementary School WSA	15	Monday, August 26, 2019
Vernon Middle School WSA*	15	Thursday, September 12, 2019

**Joint event*

Presentation to the City Council and community members at the Public Meeting in September

Safety Assessment Walk at the Ramona Elementary School WSA



Group discussion after the Safety Assessment Walk at the Howard Elementary School WSA

Outreach event at the Country Fair Jamboree

Community Events, Meetings, and Workshops

The SRTS team participated in two community events and coordinated two public events to gather input from the Montclair community and key stakeholders. More than 250 community members connected with the SRTS team and shared their stories.

Country Fair Jamboree

The SRTS team participated as a vendor at the City's 7th annual Country Fair Jamboree on Saturday, June 1, 2019. Over the course of the event, more than 150 children, parents, students, and the general public stopped by the booth. Approximately 35 young attendees enthusiastically participated in the coloring activity and showcased their artistic talents while their parents provided input for the school where their children attend.

Public Meeting

On Tuesday, September 3, 2019, the SRTS team engaged with more than 15 community members and elected officials at the event. The workshop was co-hosted with the Kick-off Workshop for the Montclair Active Transportation Plan. The primary purpose of the event was to introduce the Montclair Safe Routes to School effort to the greater Montclair community and gather feedback.

Parent Orientation

On Saturday, September 14, 2019, the SRTS team presented to more than 100 parents/guardians and students at the Montclair After-school Program (MAP) Parent Orientation. The MAP includes the City's Expanded Learning Program (ExLP) which provides a safe, nurturing, educational and recreational experience for students after regular school hours. This event provided the SRTS team an opportunity to speak to parents and children who may walk or bike to and from school.

SRTS Champions Committee Workshop

The SRTS team hosted a SRTS Champions Committee Workshop on February 5, 2020. A small group of engaged parents participated in the event. At the workshop, attendees were introduced to Safe Routes to School programming efforts.

Group discussion during the Safety Assessment Walk at the Vernon Middle School WSA

WALKING SAFETY ASSESSMENTS

A Walking Safety Assessment (WSA), also known as a walk audit, is an event that aims to identify and discuss barriers to arriving or departing from a location by foot, bicycle, transit, or other modes of active transportation.

As a part of the planning process, the SRTS team conducted nine Walking Safety Assessments, one at each school. Given their proximity to each other, the WSA at Vernon Middle School was held jointly with Buena Vistas Arts Integrated Magnet School.

All events were conducted in both English and Spanish.

WSA PROCESS

Field Observations: the SRTS team conducted a field observation and analysis at each school to identify potential gaps and barriers in the pedestrian and bicycle networks.

Activity Orientation: Participants were given a brief presentation to orient them with the SRTS effort.

Safety Assessment Walk: Small groups walked around the vicinity of the school to identify and discuss areas of concerns and opportunities.

Photo Voice Activity: Participants provided their comments directly onto a live map. This activity allowed each participant to tell their unique story.

Debrief Discussion: After the Safety Assessment, the group discussed their observations and brainstormed potential countermeasures.

2.4 VIRTUAL ENGAGEMENT

The SRTS team developed two Online Platforms - one in English and another in Spanish- for community members to provide feedback on draft recommendations. The Online Platforms were developed in conjunction with the Montclair Active Transportation Plan project. They included an overview of the SRTS effort, as well as comments received from the Walking Safety Assessments, draft recommendations, and parent survey. The Online Platforms garnered 76 clicks, 23 from the Spanish platform and 56 from the English platform. Comments received help inform the final recommendations. A printed version of the Online Platform is available in Appendix F: Online Platform.

Example of the online platform

Students walking to Kingsley Elementary School in the morning

3 Setting

IN THIS CHAPTER:

The Plan builds upon existing planning frameworks and initiatives, current educational and encouragement activities and programs, and available roadway infrastructure. This chapter documents the City's existing conditions through the context of demographic, infrastructure, programs and activities, health and safety, and travel behavior conditions.

3.1 GEOGRAPHIC SETTING

The City of Montclair is a suburban city located on the western boundaries of San Bernardino County. Its neighboring cities include Upland to the north, Chino to the south, Ontario to the south and east, and Claremont and Pomona to the west. The Interstate 10 traverses through the City in the east-west direction, and it provides regional connectivity for motorists to destinations such as Los Angeles, 30 miles to the west, and Riverside, 25 miles to the east. Metrolink, a regional commuter rail, and bus operators such as Omnitrans, Foothill Transit, and Riverside Transit Agency, offer transit services to the Montclair community.

According to data retrieved from the 2016 American Community Survey, the City is home to almost 40,000 residents. School-aged children make up roughly 22% of the total population, while approximately 74% of the population live in Hispanic/ Latino households. Households in Montclair, CA have a median annual income of $50,374, which is less than the median annual income in the United States. In 2016, the most common method of travel for workers in Montclair, CA was driving alone (78.9%), followed by those who carpooled (13.7%), and those who used public transit (2.3%).

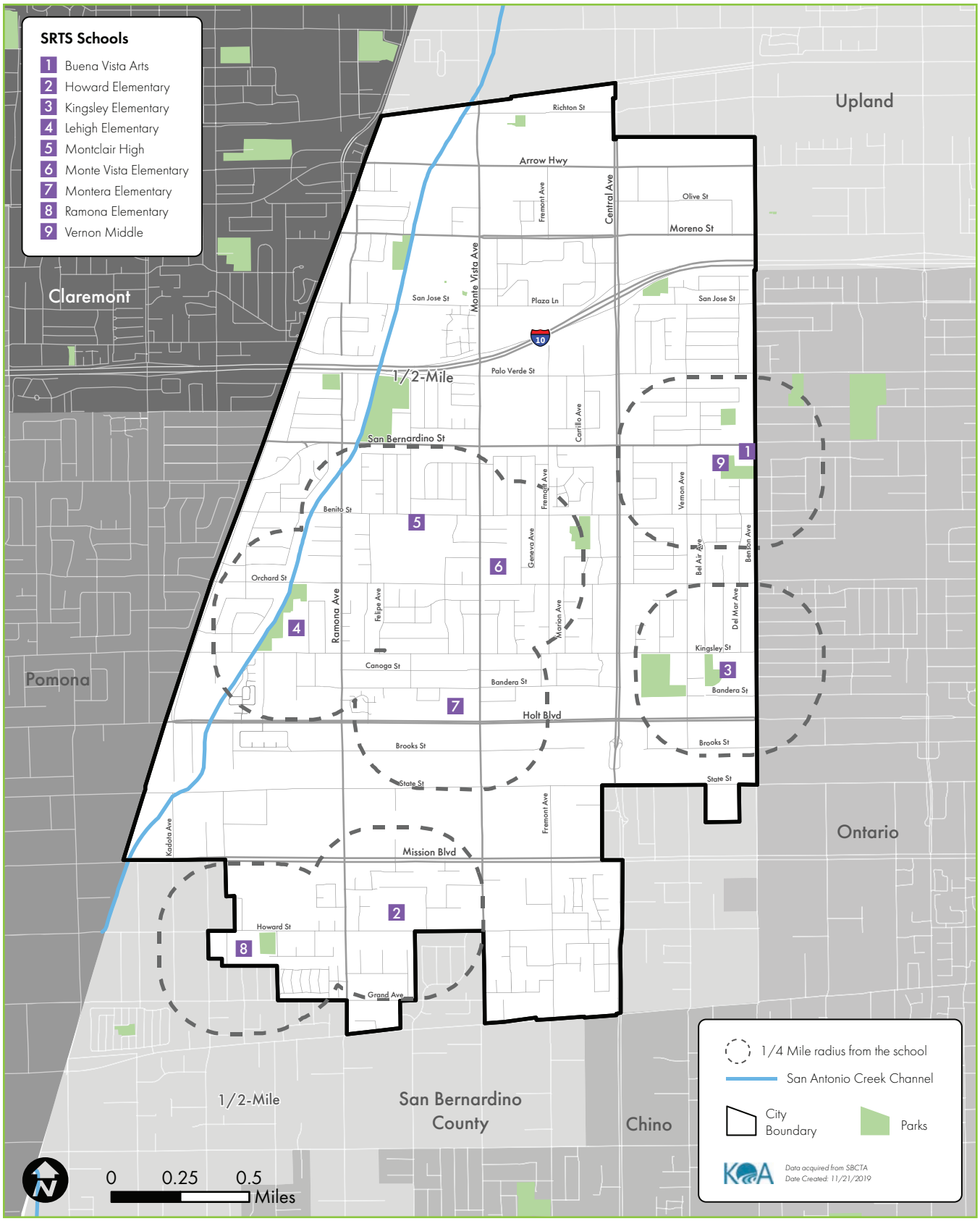


Figure 3-1: Locations of Montclair SRTS Schools

3.2 POLICY CONTEXT

The Plan is intended to supplement existing planning efforts to help the City achieve the goals identified in the municipal and regional plans. The Montclair SRTS team reviewed the planning documents identified below. A detailed discussion of each planning document and their relationship to the Safe Routes to School effort can be found in Appendix A: Policy Setting and Existing Programs.

Municipal plans

- Montclair General Plan
- Active Transportation Plan
- Holt Boulevard Specific Plan
- North Montclair Specific Plan
- North Montclair Downtown Specific Plan
- Arrow Highway Mixed-Use District
- Systemic Safety Analysis Report

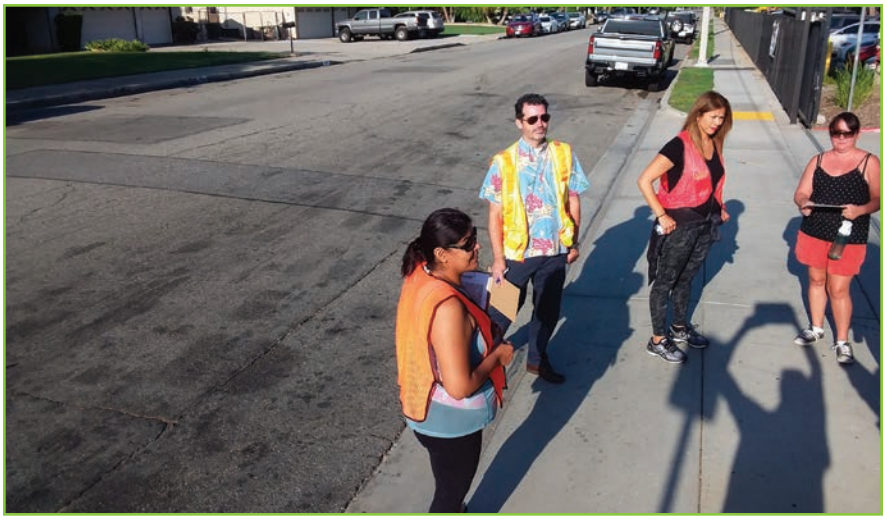
Regional plans.

- Regional Safe Routes to School Plan Phase I & II, San Bernardino County
- Non-Motorized Transportation Plan, San Bernardino County
- Points of Interest Pedestrian Plan, San Bernardino County
- Comprehensive Pedestrian Sidewalk Inventory Plan, San Bernardino County
- Community Vital Signs Initiative and San Bernardino County Community Transformation Plan, San Bernardino County
- Connect SoCal – The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategies, Southern California Association of Governments (SCAG)

San Antonio Creek Channel Near Lehigh Elementary School

Signage near Vernon Middle School

Sidewalk Infrastructure adjacent to Kingsley Elementary School



Group Discussion at the Howard Elementary WSA

3.3 EXISTING CONDITIONS ANALYSIS

The SRTS team analyzed data from four categories to understand the existing conditions at each school. These categories included:

- demographic characteristics
- health and safety
- travel behavior
- environment and infrastructure conditions

DEMOGRAPHIC CHARACTERISTICS

Demographic characteristics such as race, median household income, age, and language capabilities give a snapshot of the characteristics of the communities that live adjacent to each school. Meanwhile, school enrollment statistics provide an understanding of the population that the SRTS effort will serve. Demographic statistics, obtained from 2016 American Community Survey, represents a portion of the population within a 1/2 mile radius of the school boundary.

HEALTH & SAFETY

Health and safety characteristics were measured in three ways: pedestrian and bicycle collisions, police citations, and health risk indicators. Pedestrian and bicycle collisions were collected from the Transportation Injury Mapping System (TIMS) 2014-2018, which excludes property-damage only collisions. All TIMS collision analysis is centered primarily around collisions involving other vehicles, pedestrians, and bicyclists within a 1/2 mile radius of the school boundary.

Citation data was acquired for the years 2013-2017, and was filtered to analyze CVC codes that infringe on the safety of pedestrians and bicyclists, and exemplify poor driver habits that could result in a collision. Citation data was captured within a 1/4 mile of the school boundary to lessen the citation sample size for a more precise analysis.

Health risk indicators for asthma and cardiovascular disease rates give an understanding of the communities' health. Health data was retrieved from the CalEnviroScreen 3.0.

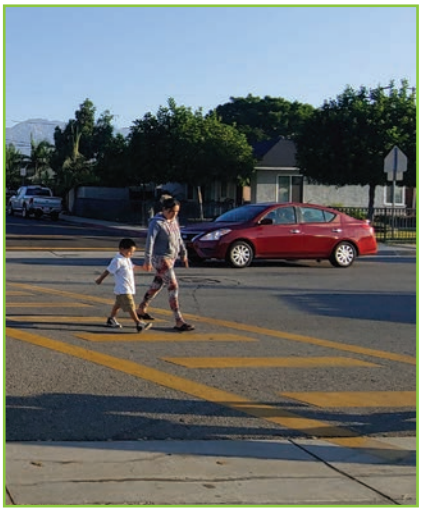
Existing conditions analyses on the environment and infrastructure can be found in each of the school plans. Analyses on demographic characteristics and health and safety are available in Appendix C: School-Specific Existing Conditions Analyses. Existing conditions analyses for citywide is available in the Montclair Active Transportation Plan. Meanwhile, Appendix G: Surveys contain findings from the surveys, along with a copy of the surveys.

TRAVEL BEHAVIOR

Prior to developing strategies that would promote more walking and biking, the SRTS team needed to understand how students were getting to and from school. Two surveys were administered for this planning effort: a survey for elementary and middle school students that was completed by parents/ guardians and a survey for high school students. The surveys are comprehensive documents that were intended to capture an in-depth understanding of student travel behavior, along with the potential to encourage them to walk or bike more.

ENVIRONMENT & INFRASTRUCTURE

Analyses of the environment and existing infrastructure show physical locations that could benefit from engineering improvements. Field observations and Walking Safety Assessments (walk audit) were conducted at nine schools to identify potential barriers and opportunities for walking and biking.



Student and guardian walking to Kingsley Elementary School

Afternoon release at Howard Elementary School

4
School Plans

IN THIS CHAPTER:

Buena Vista Arts - Integrated Magnet School
Howard Elementary School
Kingsley Elementary School
Lehigh Elementary School
Montclair High School
Monte Vista Elementary School
Montera Elementary School
Ramona Elementary School
Vernon Middle School

This chapter provides a detailed plan for each school that took part in the Montclair Safe Routes to School effort. Each school plan documents the effort that the SRTS team took to understand each school community's unique needs. This includes input received from community members through the Walking Safety Assessments along with high-level analysis to understand the demographic, health, travel, and safety characteristics of the school community.

Each school plan also identifies infrastructure treatment recommendations for the City to consider for implementation.

BUENA VISTA ARTS- INTEGRATED MAGNET SCHOOL

Buena Vista Arts Integrated Magnet School is located on 5685 San Bernardino Street on the eastern border of Montclair. For the 2018-2019 school year, the school enrolled 393 students, of whom 65.9% were eligible for the Free or Reduced Price Meal Program. It resides in a quiet residential neighborhood and shares a border with Vernon Middle School. Local destinations within ½ mile of the school include the Montclair Town Center on Central Avenue, which contains a variety of restaurants, retail shops, and other attractors, and a small shopping center in the City of Ontario on Mountain Avenue.

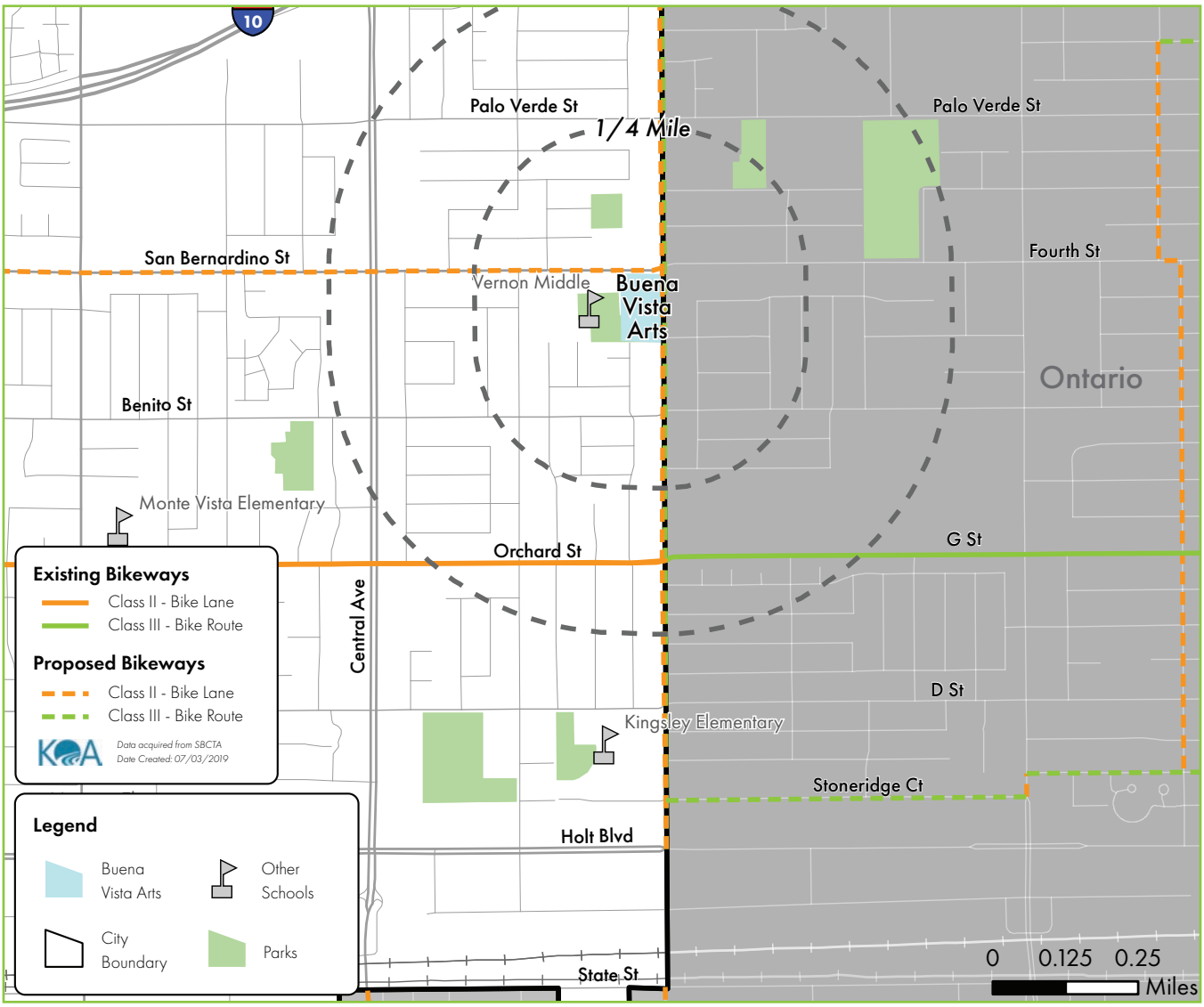
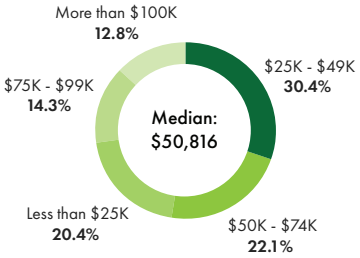


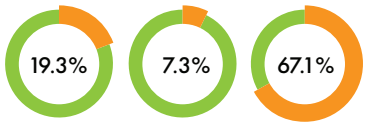
Figure 4-1: Map of Buena Vista Arts - Integrated Magnet School and surrounding areas

COMMUNITY CHARACTERISTICS

Median Household Income

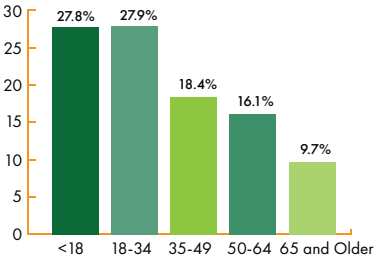


Race/Ethnicity



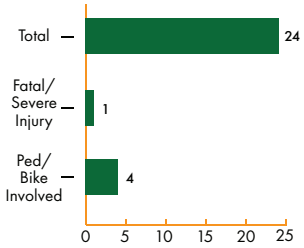
White | African American/ Black | Hispanic/ Latino

Age

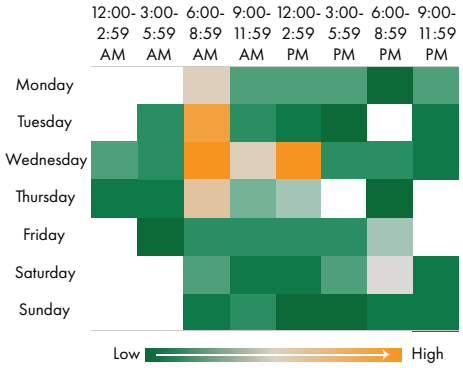


SAFETY

Collisions within 1/4-Mile Radius



Citation Frequency by Day and Time within 1/4-Mile Radius



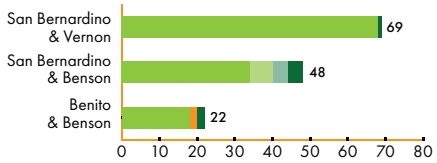
High Collision Roadways

1. Benson Street (8)
2. San Bernardino Street (7)
3. Benito Street (3)

High Collision Intersections

1. San Bernardino St & Vernon St (3)
2. Benson Street & J St (2)
3. Benito St & Vernon St (2)

Top Citation Violation Locations within 1/4-Mile Radius



Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than100 ft. of intersection

- Failure to stop at sign, limit line, or crosswalk
- Failure to obey MUTCD/regulatory sign/signal
- Failure to yield right-of-way for pedestrian in crosswalk
- Failure to obey turning movement sign/signal
- Speeding (speed greater than is reasonable)

A Closer Look

Community Demographics

Approximately **50%** of households within ½ radius mile of Buena Vista Arts - Integrated Magnet School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (27.8%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly **7%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding Buena Vista Arts - Integrated Magnet School is higher than the rate in **57%** and **65%** of Census Tracts in the state respectively.

[1] *American Community Survey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

138

Fatal Bike & Pedestrian Collisions

1/28

Total Bike & Pedestrian Collisions

28

Bike & Pedestrian Collisions That Resulted in Severe Injuries

0/28

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Biking on wrong side of the road
- Traffic signs and signals[6]

Police Citations

In the past 5 years, within a ¼ mile radius of the school, **132** police citations were recorded. Of those, **83%** were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection[7].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Traffic signs and signals refer to either or bicyclists or motorists violating traffic signs and signals

[7] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Buena Vista Arts-Integrated Magnet School, 138 collisions occurred between 2014-2018. Of those collisions, 20.3% involved a pedestrian or bicyclist. One of the 28 pedestrian and bicyclist-involved collisions resulted in a fatality. The top two primary collision factors for pedestrian-involved collisions were pedestrian right-of-way and pedestrian violation. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists biking on the wrong side of road and bicyclists/ motorists violating traffic signals & signs. The intersection of Central Avenue & San Bernardino Street had the most pedestrian and bicyclist- involved collisions with three and four, respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	18	13.0%
Bicycle	10	7.2%
Total Collisions	138	100.0%
Total Ped & Bike Collisions	28	20.1%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	1	7.7%
Severely Injured	0	0.0%
Visible Injury	12	92.3%
Complaint of Pain	5	00.0%
Total	18	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	50.0%
Complaint of Pain	5	50.0%
Total	10	100.0%

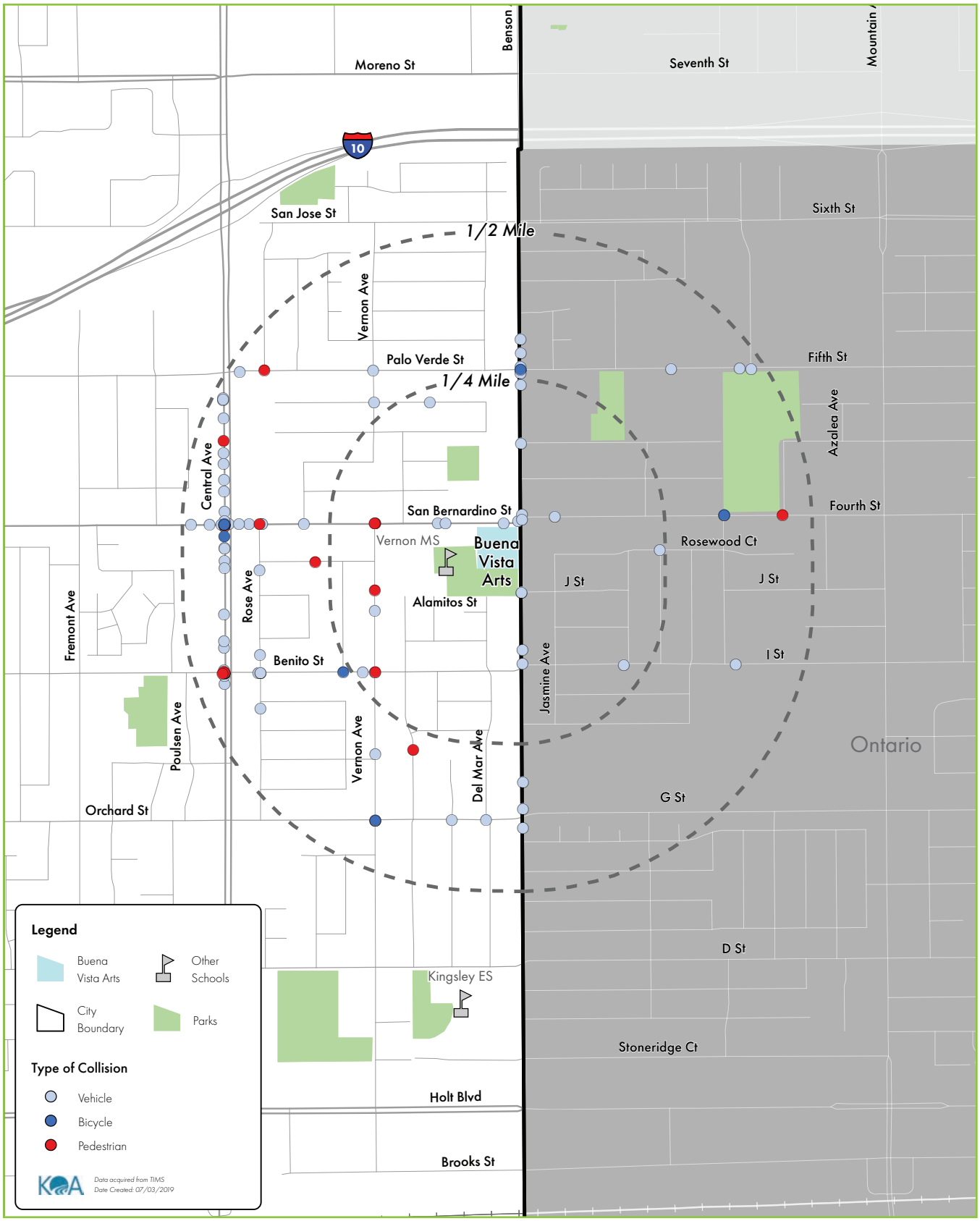


Figure 4-2: Pedestrian, bicycle, and vehicle collisions that occurred near Buena Vista Arts - Integrated Magnet School

WALKING SAFETY ASSESSMENT

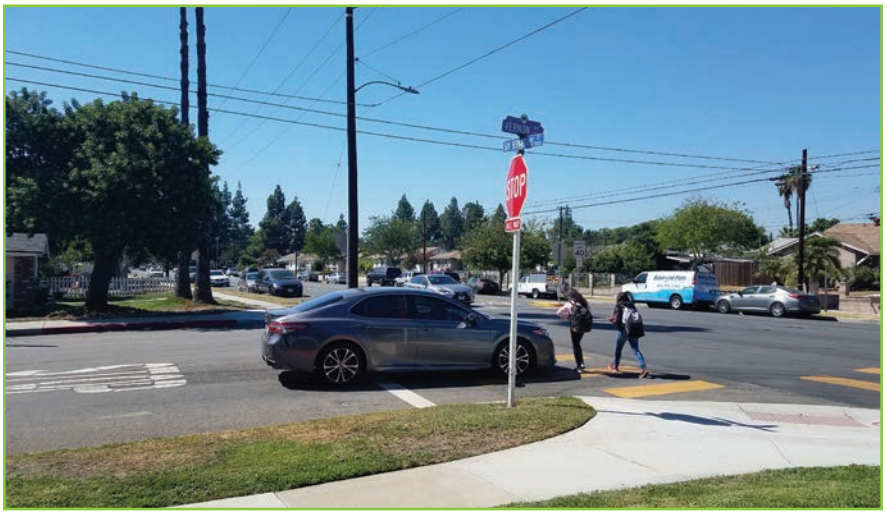
On Tuesday, September 12th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Buena Vista Arts - Integrated Magnet School. The event was held jointly with Vernon Middle School's Walking Safety Assessment. The event had 15 participants, of whom 12 were parents and 3 were school staff.

Observations and comments: At the event, participants gave a large amount of input. A summary of their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-3.

Figure 4-3: Observations made and comments received from the Buena Vista Arts - Integrated Magnet School Walking Safety Assessment on September 12th, 2019

A discussion during the Safety Assessment Walk at the Walking Safety Assessment

High posted speed limit at a street adjacent to the school



Students crossing an intersection adjacent to the school

Pedestrians and motorists using the roadway during the school's afternoon release

Figure 4-4: Infrastructure recommendations for Buena Vista Arts - Integrated Magnet School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Buena Vista Arts - Integrated Magnet School based upon the community's feedback and an understanding of the community's needs.

Vernon Avenue and San Bernardino Street (A)

- Install an intersection control beacon (LRSM ID# NS08) on new lighting fixtures on at least at two corners.
- Install raised bulb-outs at the Southwest (SW), Southeast (SE), and Northeast (NE) corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the south and east legs of the intersection.
- Install 50 feet of red curb paint along the eastbound approach to the intersection.

Benson Avenue and San Bernardino Street (B)

- Install an intersection control beacon on new lighting fixture on at least at two corners. Pedestrian safety lighting to be provided at this location.
- Install raised bulb-outs at the SW and SE corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install a painted bulb-out with bollards to minimize impact on drainage at the NW corner of the intersection.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the east, west, and south legs of the intersection.

Benson Avenue and J Street (C)

- Install pedestrian hybrid beacon (PHB) for pedestrian actuated control of north and south vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Include stop lines in advance of the crosswalk for northbound and southbound vehicles if and when proposed PHB is installed. If PHB warrants are not met, existing Rectangular Rapid Flash Beacons (RRFB) may be kept.
- If and when a PHB is installed, remove existing RRFBs.
- Repaint the existing high visibility yellow ladder style school crosswalk at the north leg of the intersection and install a new high visibility yellow ladder style school crosswalk at the east leg of the intersection with new advanced "STOP" bar and legend markings in advance of school crosswalk.
- Install raised bulb-outs at the Northwest (NW) and NE corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Remove the existing "SLOW SCHOOL XING" pavement marking if and when PHB is installed.
- Install edgeline striping 8 feet from the curb for traffic calming along Benson Avenue in both the northbound and southbound directions from Benito Street to San Bernardino Street.
- Install a new high visibility yellow ladder style school crosswalk across the alleyway directly south of the school property on the west side of the street.
- Improve and/or reconstruct existing curb

INFRASTRUCTURE RECOMMENDATIONS (cont.)

ramps to be American with Disabilities Act (ADA) compliant with detectable warning surface (DWS) at the NW and SW corners of the intersection with the alleyway directly south of the school property.

Central Avenue

- Repaint the existing standard white crosswalks at all four legs of the intersection and replace all existing pedestrian push buttons with accessible pedestrian signals at the intersection with Palo Verde Street.
- Repaint the existing standard white crosswalks at all four legs of the intersection and replace all existing pedestrian push buttons with accessible pedestrian signals at the intersection with Benito Street.
- Improve and/or reconstruct existing curb ramps to be ADA compliant with DWS at all four corners of the intersection with Benito Street.

Vernon Avenue

- Install new high visibility yellow ladder style school crosswalks across the entrance and exit of the school parking lot area.
- Install a new high visibility yellow ladder style school crosswalk across the alleyway approximately 130 feet south of the San Bernardino Street on the west side of the street.
- Install a new high visibility yellow ladder style school crosswalk across the west leg at the intersection with Rosewood Street.
- Install Assembly A (CA) school signage approximately 375 feet north of Benito Street for northbound vehicles.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at all legs of the intersection with Benito Street. Upgrade existing Stop (R1-1) signs with embedded LED lights that flash during school hours.

Benson Avenue

- Install new high visibility yellow ladder style school crosswalks at all legs of the intersection with 5th Street.
- Prior to installation of improvements, coordination should be established between the City of Montclair and the City of Ontario for this street as improvements for this corridor may be included in the Ontario Active Transportation Master Plan.
- Install Assembly D (CA) school signage approximately 750 feet north of San Bernardino Street for southbound vehicles.
- Install Assembly C (CA) school signage approximately 450 feet north of San Bernardino Street for southbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk at the east leg of the intersection with Princeton Street.
- Install a new high visibility yellow ladder style school crosswalk at the east leg of the intersection with Harvard Place Street.
- Remove existing "SLOW SCHOOL XING" if and when PHB is installed at J Street.
- Install Assembly D (CA) school signage approximately 80 feet north of I Street for northbound vehicles.
- Install Assembly C (CA) school signage approximately 230 feet north of I Street for northbound vehicles.
- Replace existing crosswalks with new high visibility yellow ladder style school crosswalks at the east, west, and north legs of the intersection with I Street.

- Replace all existing pedestrian push buttons with accessible pedestrian signals at the intersection with Orchard Street.

San Bernardino Street

- Install Assembly D (CA) school signage approximately 210 feet east of Rose Avenue for eastbound vehicles.
- Install Assembly C (CA) school signage approximately 450 feet east of Rose Avenue for eastbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Bel Air Avenue.
- Install edgeline striping 8 feet from the curb for traffic calming in both the eastbound and westbound directions from Vernon Avenue to Benson Avenue.
- Remove Assembly C and D signs within school area
- Install a new high visibility yellow ladder style school crosswalk across the alleyway approximately 360 feet east of Bel Air Avenue on the north side of the street.
- Install Assembly D (CA) school signage approximately 500 feet east of Benson Avenue for westbound vehicles.
- Remove existing End School Speed Limit (S5-3) sign approximately 650 feet east of Benson Avenue for westbound vehicles.

I Street and Jasmine Avenue

- Improve and/or reconstruct all four existing curb ramps to be ADA compliant with DWS.

Alamitos Avenue

- Install 250 feet of 6 foot wide sidewalk to close gap in the sidewalk network near Del Mar Avenue.

HOWARD ELEMENTARY SCHOOL

Howard Elementary School is located on 4650 Howard Street near the southern border of Montclair. For the 2018-2019 school year, the school enrolled 588 students, of whom 79.8% were eligible for the Free or Reduced Price Meal Program. It is tucked away in a residential neighborhood, south of a large industrial area. Howard Elementary is bounded by Mission Boulevard to the north, Monte Vista Avenue to the east, Howard Street to the south, and Ramona Avenue to the west. Local destinations within ½ mile of the school boundary include various eateries comprised mostly of fast food and religious institutions.

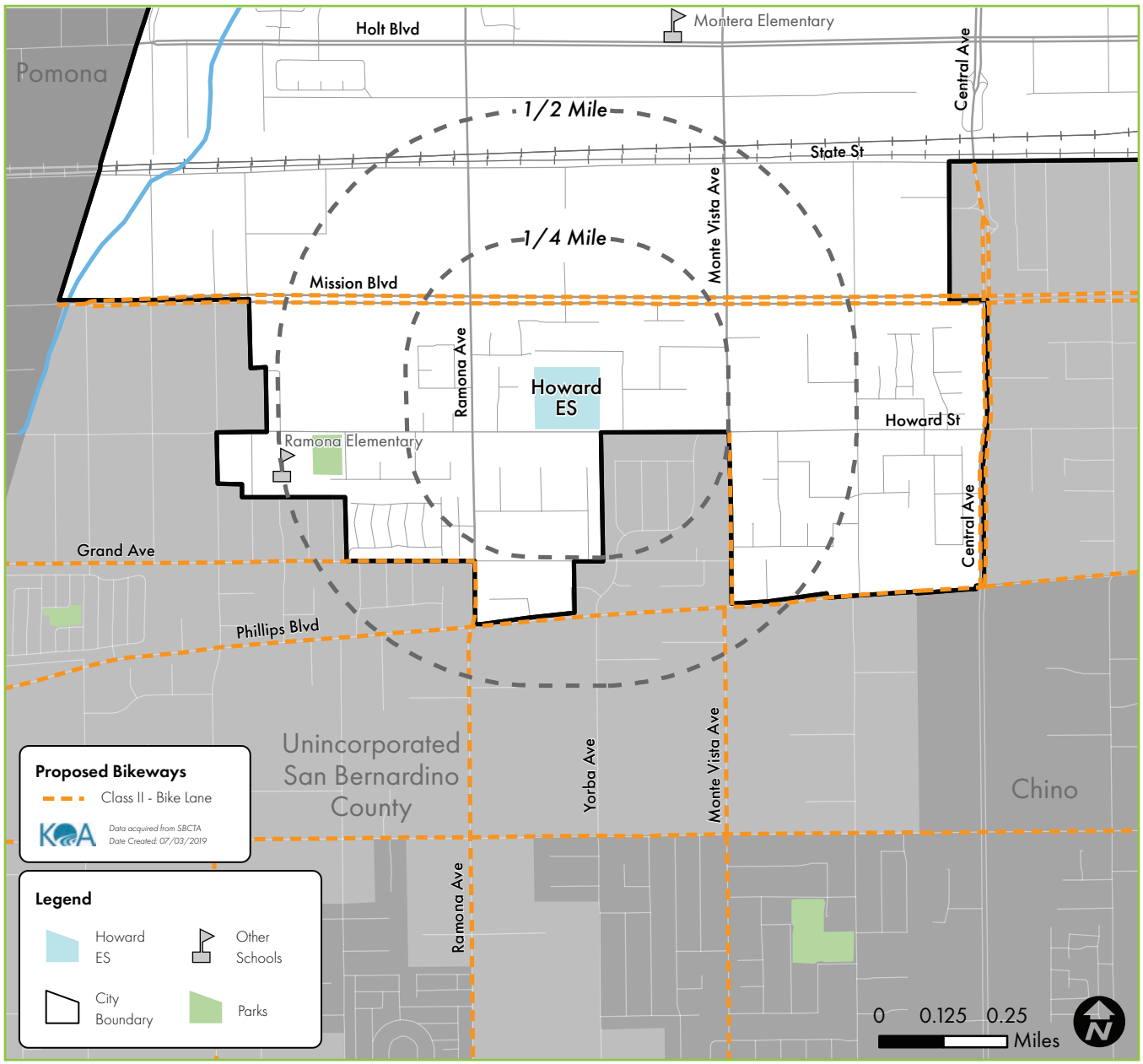
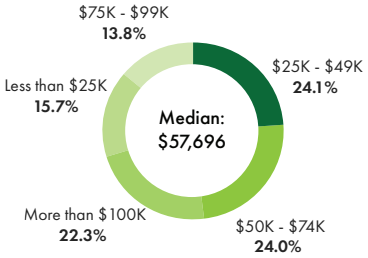


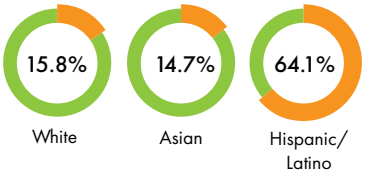
Figure 4-5: Howard Elementary School and surrounding areas

COMMUNITY CHARACTERISTICS

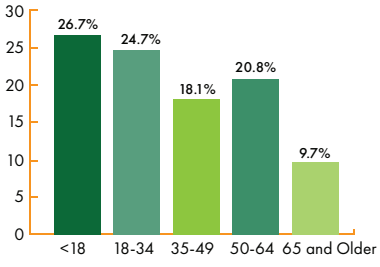
Median Household Income



Race/Ethnicity

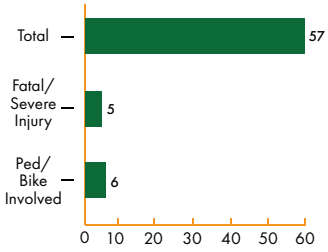


Age

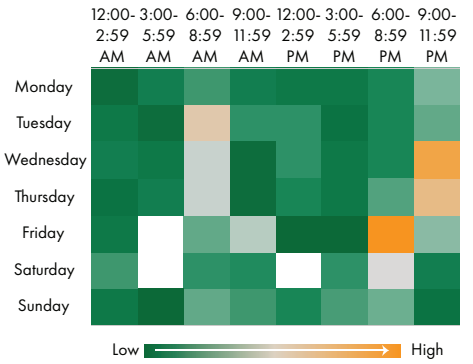


SAFETY

Collisions within 1/4-Mile Radius



Citation Frequency by Day and Time within 1/4-Mile Radius



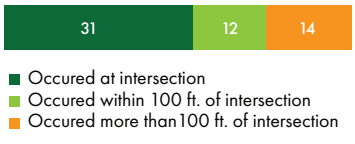
High Collision Roadways

1. Mission Boulevard (31)
2. Ramona Avenue (22)
3. Howard Street (3)

High Collision Intersections

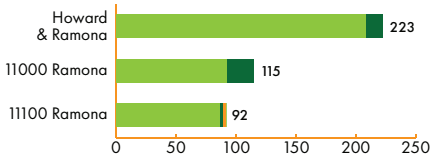
1. Mission Boulevard & Ramona Avenue (33)
2. Ramona Avenue & Howard Street (7)

Collision Locations



- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than100 ft. of intersection

Top Citation Violation Locations within 1/4-Mile Radius



- Failure to stop at sign, limit line, or crosswalk
- Failure to obey MUTCD/regulatory sign/signal
- Turning against red arrow signal
- Speeding (speed greater than is reasonable)

A Closer Look

Community Demographics

Approximately **40%** of households within ½ radius mile of Howard Elementary School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (26.7%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly **17%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **47%** and **80%** of Census Tracts in the state respectively.

[1] *American Community Survey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

148

Fatal Bike & Pedestrian Collisions

0/17

Total Bike & Pedestrian Collisions

17

Bike & Pedestrian Collisions That Resulted in Severe Injuries

2/17

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

Bicyclist involved collisions were evenly distributed across multiple primary collision factors which included biking on the wrong side of the road, traffic signals & signs, unsafe speed, automobile right-of-way, improper turning, other hazardous violation, other improper driving.

Police Citations

In the past 5 years, within a ¼ mile radius of Howard Elementary School, **484** police citations were recorded. Of those, **80%** were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Additionally, **17%** were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals[6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Howard Elementary School, 148 collisions occurred between 2014-2018. Of those collisions, 11.5% involved a pedestrian or bicyclist. Of the 17 pedestrian and bicyclist-involved collisions, none resulted in a fatality, but two resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. Bicyclist - involved collisions were evenly distributed across multiple collision factors which included bicyclists biking on the wrong side of road, bicyclists/ motorists violating traffic signals & signs, motorists making unsafe speed, and bicyclists biking on the automobile right-of-way. The intersections of Mission Boulevard & Ramona Avenue and Howard Street & Ramona Avenue both had three pedestrian and bicyclist-involved collisions.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	10	6.8%
Bicycle	7	4.7%
Total Collisions	148	100.0%
Total Ped & Bike Collisions	17	11.5%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	2	20.0%
Visible Injury	3	30.0%
Complaint of Pain	5	50.0%
Total	10	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	71.4%
Complaint of Pain	2	28.6%
Total	7	100.0%

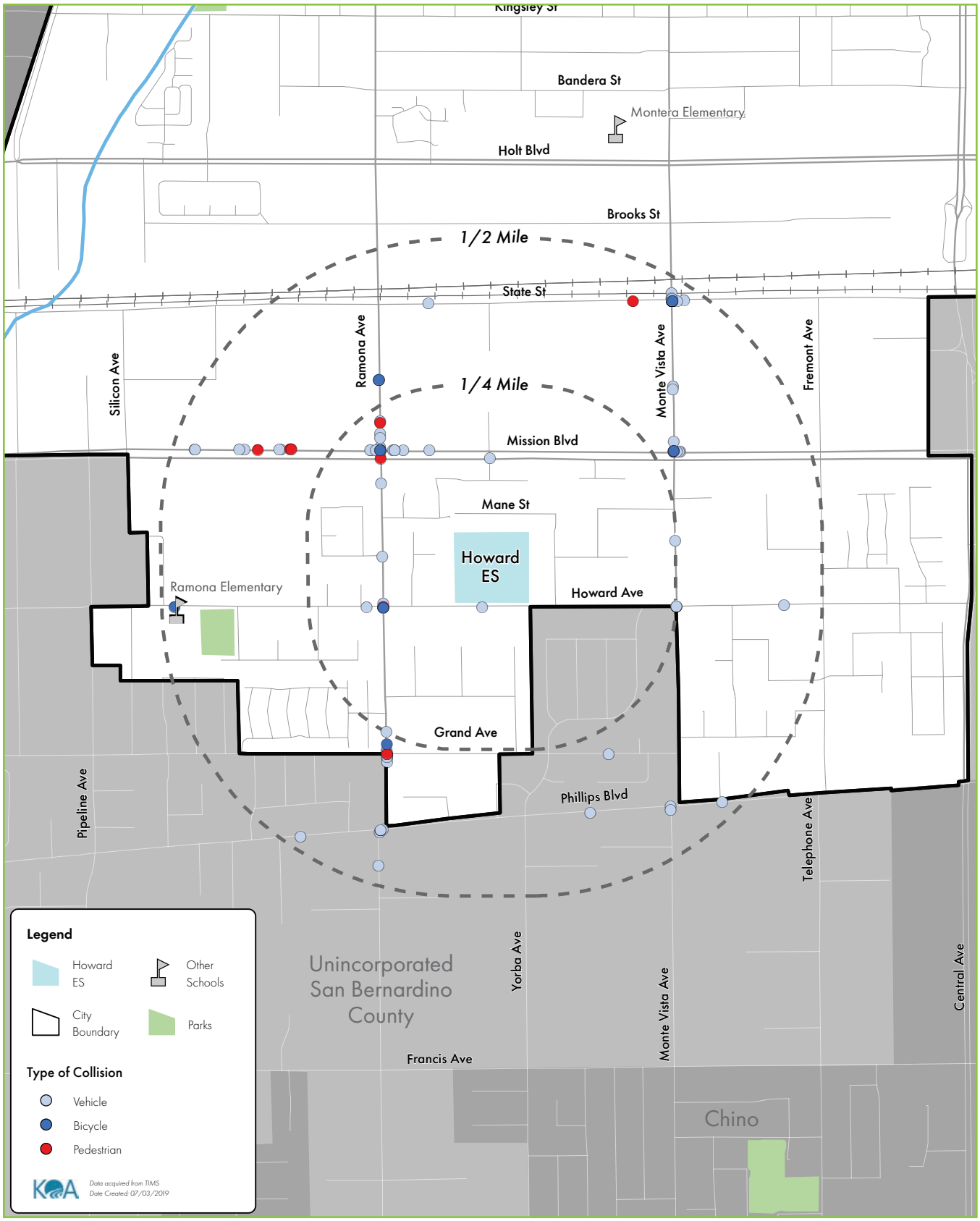


Figure 4-6: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Howard Elementary School

WALKING SAFETY ASSESSMENT

On Wednesday, September 4th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Howard Elementary School. The event had 16 participants, of whom 14 were parents and 2 were school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-7.

Figure 4-7: Observations made and comments received from the Howard Elementary School Walking Safety Assessment on September 4, 2019

A discussion during the Safety Assessment Walk at the Walking Safety Assessment

Signage on a fence in the parking lot

Stop controlled intersection on a roadway with multiple travel lanes

Debrief discussion following the Safety Assessment Walk

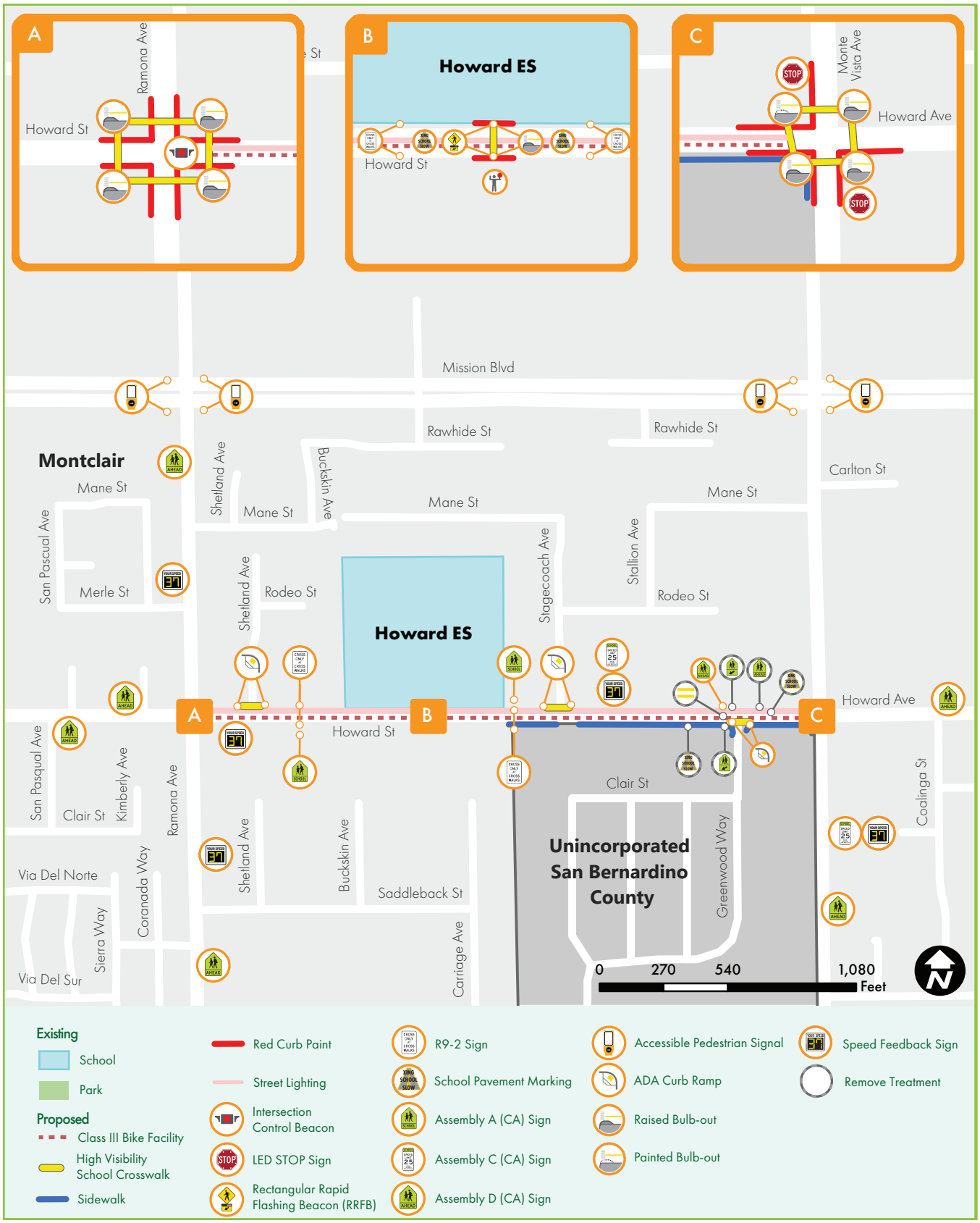


Figure 4-8: Infrastructure recommendations for Howard Elementary School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Howard Elementary School based upon the community's feedback and an understanding of the community's needs.

Mission Boulevard

- Replace existing pedestrian push buttons with accessible pedestrian signals at the intersections with Ramona Avenue and at Monte Vista Avenue.
- Review pedestrian clearance interval timing of the traffic signals at Ramona Avenue and Monte Vista Avenue.
- Upgrade street lighting at the intersections with Ramona Avenue and Monte Vista Avenue.

Ramona Avenue

- Install a vehicle speed feedback sign approximately 120 feet north of Merle Street for southbound vehicles.
- Install Assembly D (CA) school signage approximately 225 feet south of Mission Boulevard for southbound vehicles.
- Install a vehicle speed feedback sign approximately 240 feet north of Saddleback Street for northbound vehicles.
- Install Assembly D (CA) school signage approximately 240 feet south of Saddleback Street for northbound vehicles.

Ramona Avenue and Howard Avenue (A)

- Install an intersection control beacon (LRSM ID# NS08).
- Upgrade street lighting at the intersection.
- Install high visibility ladder style school crosswalks and advanced "STOP" bar pavement markings at all legs of the intersection.
- Install raised bulb-outs at each corner of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install red curb paint extending further than existing red curb paint limit, at least 25 feet of red curb from end of curb return (ECR) along each corner of the intersection.

Howard Avenue at the front of the school (B)

- Install a midblock high visibility ladder style crosswalk with raised bulb-outs extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install red curb paint leading into and away from the midblock crosswalk to maintain adequate pedestrian visibility.
- Install a pedestrian actuated Rectangular Rapid Flash Beacon (RRFB) with School (S1-1) sign and Diagonal Arrow (W16-7P) sign. Assembly B (CA) school signage may be considered as an alternative.
- Install "SLOW SCHOOL XING" pavement markings for eastbound and westbound vehicles if and when the proposed high visibility yellow ladder style school crosswalk is installed.
- Install Cross Only At Crosswalk (R9-2) signs east and west of the midblock crosswalk, on the north and south sides of the street.
- Install a Right Turn Only (R3-5(R)) sign for vehicles exiting the school driveway.
- Remove sign that discourages skateboarding, biking, and other non-motorized transportation options.

INFRASTRUCTURE RECOMMENDATIONS (cont.)

Howard Avenue and Monte Vista Avenue (C)

- Install high visibility ladder style school crosswalks and advanced "STOP" bar pavement markings at all legs of the intersection.
- Install raised bulb-outs at the SW, SE, and NE corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install painted bulb-out with bollards to minimize impact on drainage at the NW corner of the intersection if a raised bulb-out is not feasible.
- Upgrade existing Stop (R1-1) signs for northbound and southbound vehicles with embedded LEDs that flash during school hours at each corner.
- Install red curb paint at the NE, SE, and SW corners of the intersection extending 30 feet from end of curb return (ECR).
- Upgrade street lighting at the intersection.

Monte Vista Avenue

- Install solar powered speed feedback sign in conjunction with Assembly C (CA) school signage for northbound vehicles approximately 450 feet south of Howard Street.
- Install Assembly D (CA) school signage for northbound vehicles approximately 790 feet south of Howard Street.

Howard Street

- Install Assembly D (CA) school signage at San Pasqual Avenue for eastbound vehicles and 260 feet west of Ramona Ave for westbound vehicles.
- Install solar powered speed feedback sign approximately 90 feet east of Ramona Avenue for eastbound vehicles.
- Install Assembly A (CA) school signage 420 feet east of Ramona Ave for eastbound vehicles.
- Install Cross Only At Crosswalk (R9-2) sign 420 feet east of Ramona Avenue on the north side of the street.
- Install Assembly A (CA) school signage 160 feet west of Stagecoach Avenue for westbound vehicles.
- Install Cross Only At Crosswalk (R9-2) sign 160 feet west of Stagecoach Avenue on the south side of the street.
- Install solar powered speed feedback sign in conjunction with Assembly C (CA) school signage for westbound vehicles approximately 215 feet east of Stagecoach Avenue.
- Install Assembly D (CA) school signage for westbound vehicles approximately 25 feet east of Coalinga Avenue.
- Complete missing sidewalk segments on the south side of the street from the school property to Monte Vista Avenue
- Install Assembly D (CA) school signage at Greenwood Way for westbound vehicles.
- Upgrade street lighting from Monte Vista Avenue to Ramona Avenue. Provide mid pole mounted pedestrian safety lighting (15' mount height) along existing street light infrastructure.
- Install Class III bike route for both the eastbound and westbound directions from Ramona Avenue to Monte Vista Avenue.

Howard Street and Kimberly Avenue

- Install a new high visibility ladder style school

crosswalk with an advanced "STOP" bar pavement marking.
- Improve and/or reconstruct existing curb ramps to be American with Disabilities Act (ADA) compliant with a detectable warning surface.

Howard Street and Shetland Avenue

- Install a new high visibility ladder style school crosswalk with an advanced "STOP" bar pavement marking.
- Improve and/or reconstruct existing curb ramps to be ADA compliant with a detectable warning surface.

Howard Street and Stagecoach Avenue

- Install a new high visibility ladder style school crosswalk with an advanced "STOP" bar pavement marking.
- Improve and/or reconstruct existing curb ramps to be ADA compliant with a detectable warning surface.

Howard Street and Greenwood Way

- Remove existing high visibility ladder style school crosswalk as well as existing School (S1-1) sign and Diagonal Arrow (W16-7P) sign.
- Realign crosswalk to be more orthogonal to Howard Street and install high visibility ladder style school crosswalk at the south leg of the intersection with new ADA compliant curb ramps at each corner and a new advanced STOP bar pavement marking.

KINGSLEY ELEMENTARY SCHOOL

Kingsley Elementary School is located on 5625 Kingsley Street on the eastern border of Montclair. For the 2018-2019 school year, the school enrolled 607 students, of whom 94.6% were eligible for the Free or Reduced Price Meal Program. It stands at the entrance to a residential neighborhood north of Holt Boulevard. The school is bounded by Kingsley Street to the north, Benson Avenue to the east, Holt Boulevard to the south, and Vernon Avenue to the west. Saratoga Park is located near the school. Other local destinations within ½ mile of the school boundary include various eateries, markets, and retail shops.

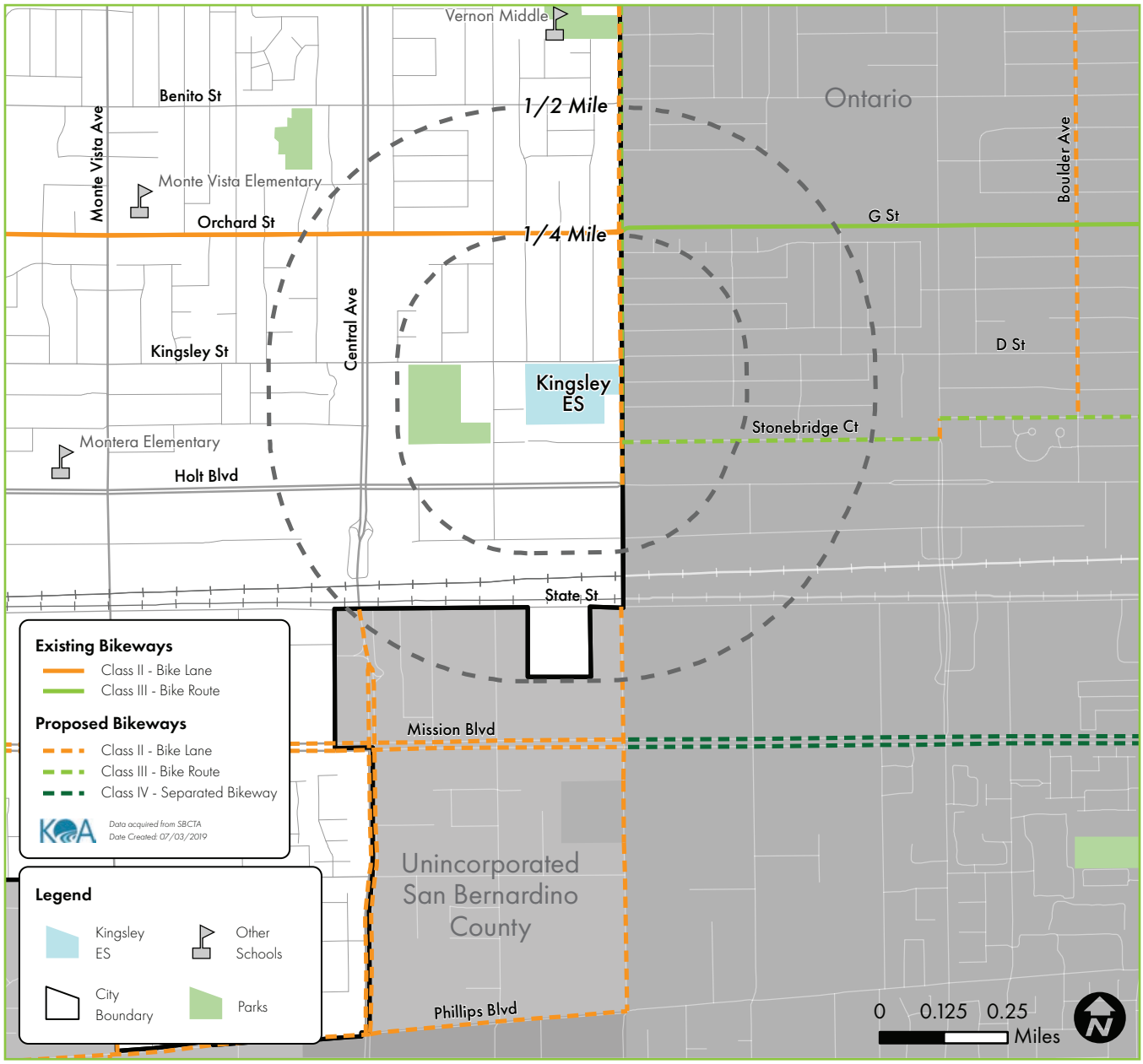
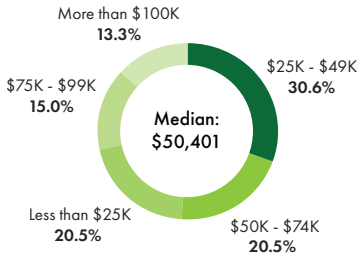


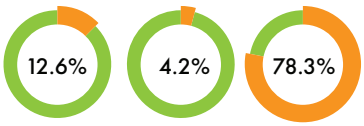
Figure 4-9: Kingsley Elementary School and surrounding areas

COMMUNITY CHARACTERISTICS

Median Household Income

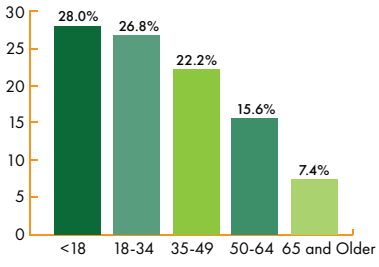


Race/Ethnicity



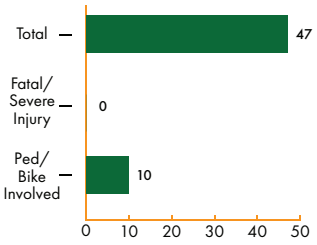
White | African American or Black | Hispanic/ Latino

Age

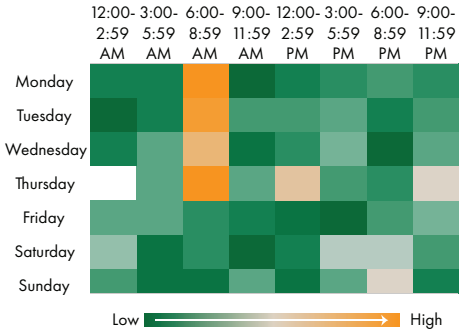


SAFETY

Collisions within 1/4-Mile Radius



Citation Frequency by Day and Time within 1/4-Mile Radius



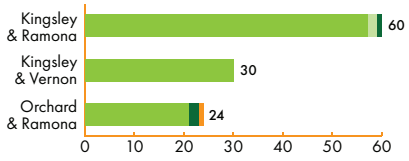
High Collision Roadways

1. Holt Boulevard (24)
2. Benson Avenue (10)
3. Kingsley Street (6)

High Collision Intersections

1. Benson Avenue & Holt Boulevard (16)
2. Holt Boulevard & Vernon Avenue (5)
3. Kingsley Street & Vernon Avenue (4)

Top Citation Violation Locations within 1/4-Mile Radius



Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than100 ft. of intersection

- Failure to stop at sign, limit line, or crosswalk
- Failure to obey MUTCD/regulatory sign/signal
- Failure to yield right-of-way for pedestrian in crosswalk
- Speeding (speed greater than is reasonable)

A Closer Look

Community Demographics

Approximately **51%** of households within ½ radius mile of Kingsley Elementary School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (28.0%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly **13%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **65%** and **75%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

164

Fatal Bike & Pedestrian Collisions

0/28

Total Bike & Pedestrian Collisions

28

Bike & Pedestrian Collisions That Resulted in Severe Injuries

4/28

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Biking on wrong side of the road
- Traffic signs and signals

Police Citations

Within a ¼ mile radius of Kingsley Elementary School, **290** police citations were issued. Of those, **67%** were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Additionally, **13%** were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals, and **10%** were a result of speeding[6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Kingsley Elementary School, 164 collisions occurred between 2014-2018. Of those collisions, 17.1% involved a pedestrian or bicyclist. Of the 28 pedestrian and bicyclist-involved collisions, none resulted in a fatality, but four resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists biking on the wrong side of road and bicyclists/ motorists violating traffic signals & signs. The top two intersections for pedestrian involved-collisions were Central Avenue & Orchard Street and Central Avenue & Kingsley Street, both with two collisions each. The top two intersections for bicyclist- involved collisions were Benson Avenue & Holt Boulevard and Central Avenue & Holt Boulevard with five and two collisions, respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	12	7.3%
Bicycle	16	9.8%
Total Collisions	164	100.0%
Total Ped & Bike Collisions	28	17.1%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	3	25.0%
Visible Injury	6	50.0%
Complaint of Pain	3	25.0%
Total	12	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	1	6.3%
Visible Injury	7	43.8%
Complaint of Pain	8	50.0%
Total	16	100.0%

Figure 4-10: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Kingsley Elementary School

WALKING SAFETY ASSESSMENT

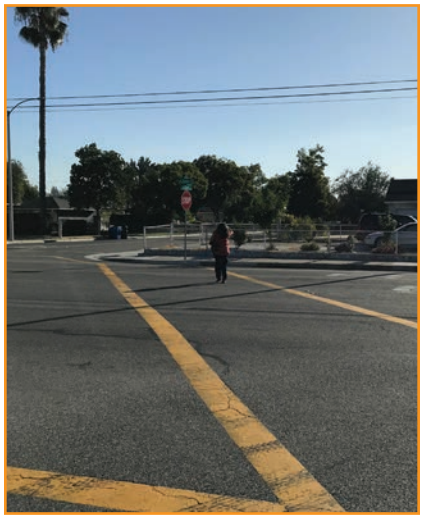
On Tuesday, September 24th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Kingsley Elementary School. The event had 42 participants, of whom 40 were parents and 2 were school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-11.

Figure 4-11: Observations made and comments received from the Kingsley Elementary School Walking Safety Assessment on September 24, 2019

Families giving input at the pop-up setup prior to the Walking Safety Assessment



Crosswalk at Ramona Avenue

Vehicles making left turns into the school parking lot mix with vehicles traveling in the eastbound direction

Group discussion at the Safety Assessment Walk

Figure 4-12: Infrastructure recommendations for Kingsley Elementary School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Kingsley Elementary School based upon the community's feedback and an understanding of the community's needs.

Del Mar Avenue and Kingsley Street (A)

- Install a pedestrian hybrid beacon (PHB) for pedestrian actuated control of east and west vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Include stop lines in advance of the crosswalk for eastbound and westbound vehicles if and when proposed PHB is installed. If PHB is not supported at this time, then an Rectangular Rapid Flash Beacon (RRFB) can be considered as a secondary option.
- If and when a PHB or RRFB is installed, remove existing School (S1-1) sign with Diagonal Arrow (W16-7P) sign.
- Repaint the existing high visibility yellow ladder style school crosswalk at the west leg of the intersection.
- Repaint the existing yellow standard school crosswalk at the north leg of the intersection to a high visibility yellow ladder style school crosswalk and position the "STOP" bar and legend markings in advance of the crosswalk.
- Install a raised bulb-out at the NW corner of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Remove existing "35" pavement marking and existing "SCHOOL XING" pavement marking if and when PHB or RRFB is installed at Del Mar Avenue.
- Install "SLOW" pavement marking in yellow prior to existing "SCHOOL XING" pavement marking if PHB or RRFB is not installed at Del Mar Avenue.

Benson Avenue and Kingsley Street (B)

- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at all legs of the intersection.
- Install raised bulb-outs at each corner of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Upgrade existing Stop (R1-1) signs with embedded LEDs that flash during school hours at each corner.
- Replace the existing Assembly C (CA) school signage for westbound vehicles located west of Benson Avenue with an Assembly A (CA) school sign.
- Remove the existing School (S1-1) sign at the NW corner of the intersection.

Benson Avenue and Vesta Street (C)

- Install a new midblock high visibility yellow ladder style school crosswalk north of Vesta Street with a pedestrian hybrid beacon for pedestrian actuated control of north and south vehicular traffic, pending warrants. Include installation of Crosswalk Stop on Red (R10-23) sign on mast arm in both directions and stop lines in both travel directions 20 to 50 feet in advance of the proposed PHB.
- If and when the crosswalk and PHB are installed, install raised bulb-outs extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow at each end of the crosswalk.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the

INFRASTRUCTURE RECOMMENDATIONS (cont.)

intersection with Vesta Street.
- Ensure ADA clearance for all power poles and fire hydrants on the west side of the street.

Central Avenue and Kingsley Street

- Replace existing pedestrian push buttons with accessible pedestrian signals.
- Repaint existing standard white crosswalks at all intersections legs.
- Improve and/or reconstruct existing curb ramps at all corners of this intersection to be ADA compliant with a detectable warning surface.

Vernon Avenue and Kingsley Street

- Upgrade street lighting along each approach and at the intersection.

Kingsley Street

- Install Assembly D (CA) school signage approximately 430 feet west of Vernon Avenue for eastbound vehicles.
- Install Assembly C (CA) school signage approximately 250 feet west of Vernon Avenue for eastbound vehicles.
- Remove "35" pavement marking and "SCHOOL XING" pavement marking if and when PHB or RRFB is installed at Del Mar Avenue.
- Install "SLOW" pavement marking in yellow prior to existing "SCHOOL XING" pavement marking if PHB or RRFB is not installed at Del Mar Avenue.
- Install a solar powered speed feedback sign approximately 45 feet east of Bel Air Avenue for eastbound vehicles.
- Relocate existing Assembly C (CA) school signage east of Benson Avenue 50 feet east to the existing street light pole for improved visibility.

Saratoga Avenue

- Install Assembly D (CA) school signage approximately 210 feet north of Kingsley Street for southbound vehicles.
- Install Assembly C (CA) school signage approximately 120 feet north of Kingsley Street for southbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Kingsley Street.

Vernon Avenue

- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Shirley Lane.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Vernon Court.
- Replace existing pedestrian push buttons with accessible pedestrian signals and count down pedestrian heads at the intersection with Holt Boulevard.

Bel Air Avenue

- Install Assembly D (CA) school signage approximately 300 feet north of Kingsley Street for southbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Kingsley Street.

Santa Anita Avenue

- Install Assembly D (CA) school signage approximately 300 feet north of Kingsley Street for southbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Kingsley Street.

Del Mar Avenue

- Install Assembly D (CA) school signage approximately 300 feet north of Kingsley Street for southbound vehicles.

Benson Avenue

- Install Assembly D (CA) school signage approximately 740 feet north of Kingsley Street for southbound vehicles.
- Install Assembly C (CA) school signage approximately 550 feet north of Kingsley Street for southbound vehicles.
- Install a solar powered speed feedback sign approximately 360 feet north of Kingsley Street for southbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings across the school driveway 150 feet south of Kingsley Street.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Hollowell Street.
- Install a solar powered speed feedback sign with an Assembly C (CA) school signage and "SCHOOL" pavement markings across each lane approximately 140 feet south of Vesta Street for northbound vehicles.
- Install Assembly D (CA) school signage approximately 220 feet south of Vesta Street for northbound vehicles
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Stoneridge Court.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the west leg of the intersection with Bandera Street.
- Replace existing pedestrian push buttons with accessible pedestrian signals and count down pedestrian heads at the intersection with Holt Boulevard.
- Repaint existing standard white crosswalks at the north, south, and east legs.

Holt Boulevard

- Install approximately 340 feet of 6 foot wide sidewalk on the North side of the street starting approximately 700 feet east of Benson Avenue. (Recommendation is not identified in recommendations map)

LEHIGH ELEMENTARY SCHOOL

Lehigh Elementary School is located on 10200 Lehigh Avenue in the western portion of Montclair. For the 2018-2019 school year, the school enrolled 633 students, of whom 95.4% were eligible for the Free or Reduced Price Meal Program. It resides west of Montclair High School in a residential neighborhood. The school is bounded by Orchard Street to the north, Lehigh Avenue to the east, Kingsley Street to the south, and the San Antonio Channel to the west. It is adjacent to Sunset Park and is within walking distance of many other local destinations such as Best Market, CVS Pharmacy, and Bowlium Lanes bowling alley.

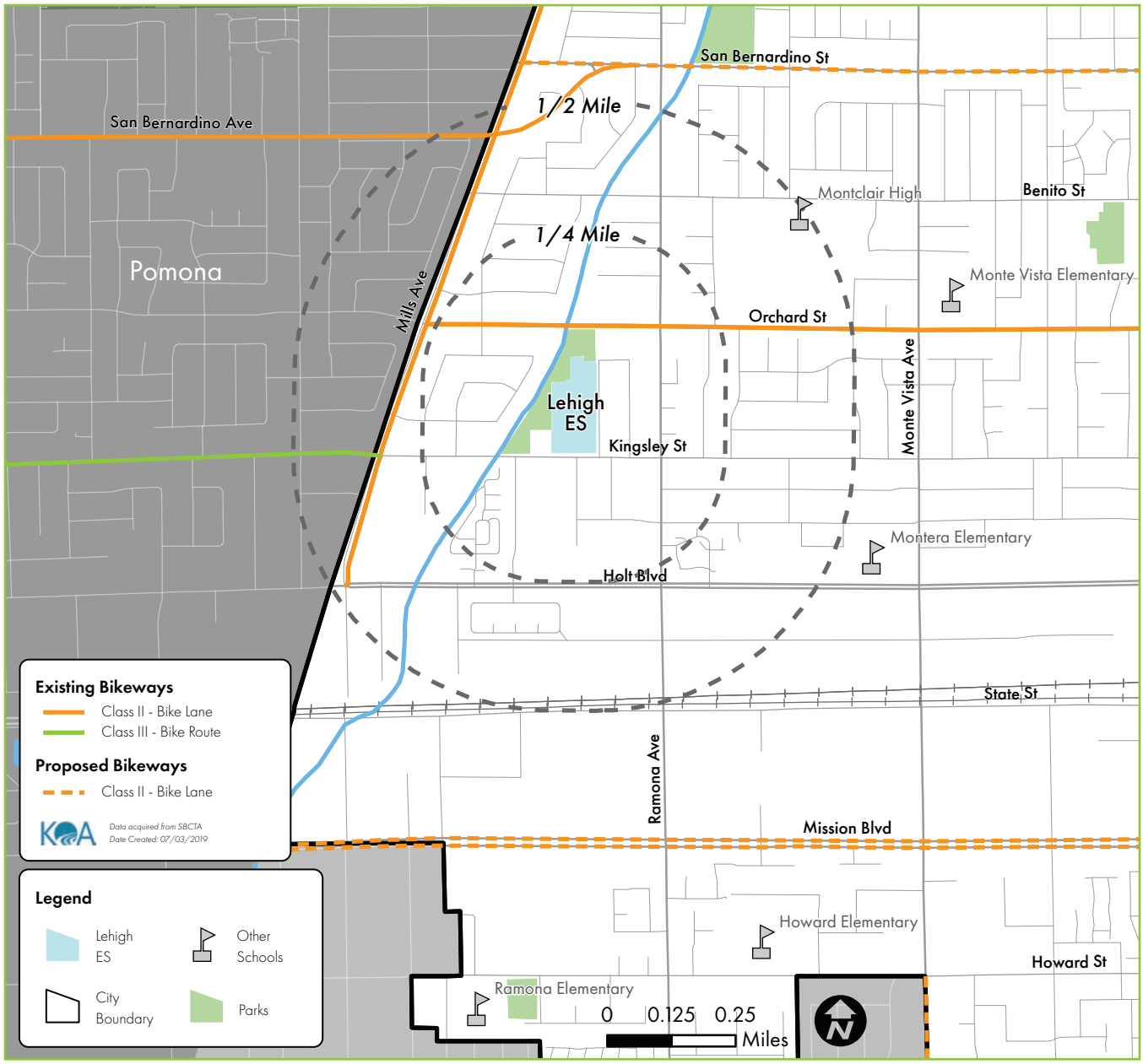
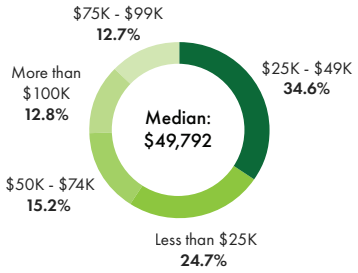


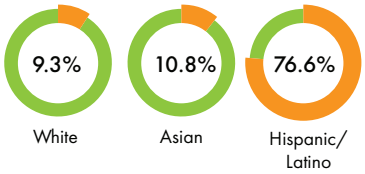
Figure 4-13: Lehigh Elementary School and surrounding areas

COMMUNITY CHARACTERISTICS

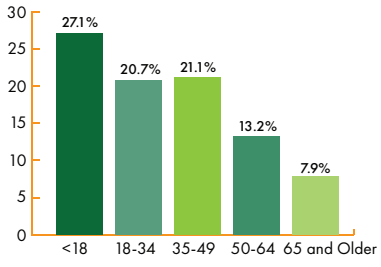
Median Household Income



Race/Ethnicity

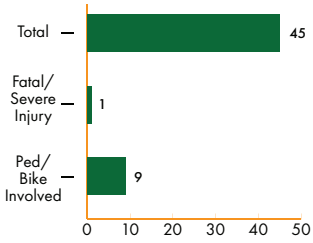


Age



SAFETY

Collisions within 1/4-Mile Radius



High Collision Roadways

1. Ramona Avenue (20)
2. Kingsley Street (13)
3. Orchard Street (6)

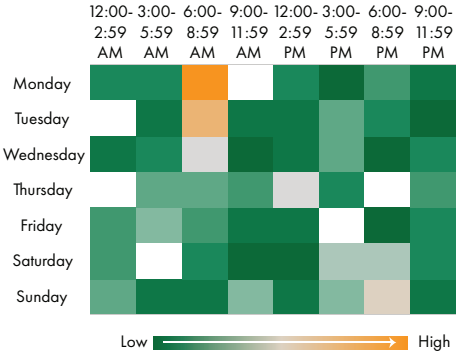
High Collision Intersections

1. Ramona Avenue & Kingsley Street (8)
2. Ramona Avenue & Bandera Street (7)
3. Ramona Avenue & Orchard Street (7)

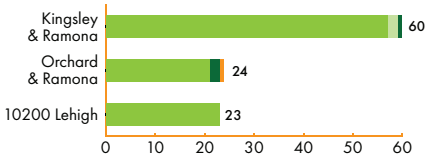
Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than100 ft. of intersection

Citation Frequency by Day and Time within 1/4-Mile Radius



Top Citation Violation Locations within 1/4-Mile Radius



- Failure to stop at sign, limit line, or crosswalk
- Failure to obey MUTCD/regulatory sign/signal
- Failure to yield right-of-way for pedestrian in crosswalk
- Speeding (speed greater than is reasonable)

A Closer Look

Community Demographics

Approximately **60%** of households within ½ radius mile of Lehigh Elementary School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (27.1%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic and Asian households within the area has a positive correlation with households with limited English Capabilities. Roughly **20%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **68%** and **68%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

180

Fatal Bike & Pedestrian Collisions

1/32

Total Bike & Pedestrian Collisions

32

Bike & Pedestrian Collisions That Resulted in Severe Injuries

3/32

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Improper turning
- Traffic signs and signals

Police Citations

Within a ¼ mile radius of Lehigh Elementary School, **194** police citations were issued. Of those, **78%** were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Additionally, **7%** were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals and **7%** were a result of speeding[6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Lehigh Elementary School, 180 collisions occurred between 2014-2018. Of those collisions, 17.8% involved a pedestrian or bicyclist. Of the 32 pedestrian and bicyclist involved- collisions, one resulted in a fatality, and three resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were traffic signals & signs and improper turning. The top two intersections for pedestrian-involved collisions were Bandera Street & Ramona Avenue and Indian Hill Boulevard & Kingsley Avenue, both with three collisions each. The top two intersections for bicyclist-involved collisions were Orchard Street & Ramona Avenue and Bandera Street & Helena Avenue, both with two collisions each.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	16	8.9%
Bicycle	16	8.9%
Total Collisions	180	100.0%
Total Ped & Bike Collisions	32	17.8%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	9	56.3%
Complaint of Pain	7	43.8%
Total	16	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	6.3%
Severely Injured	3	18.8%
Visible Injury	9	56.3%
Complaint of Pain	3	18.8%
Total	16	100.0%

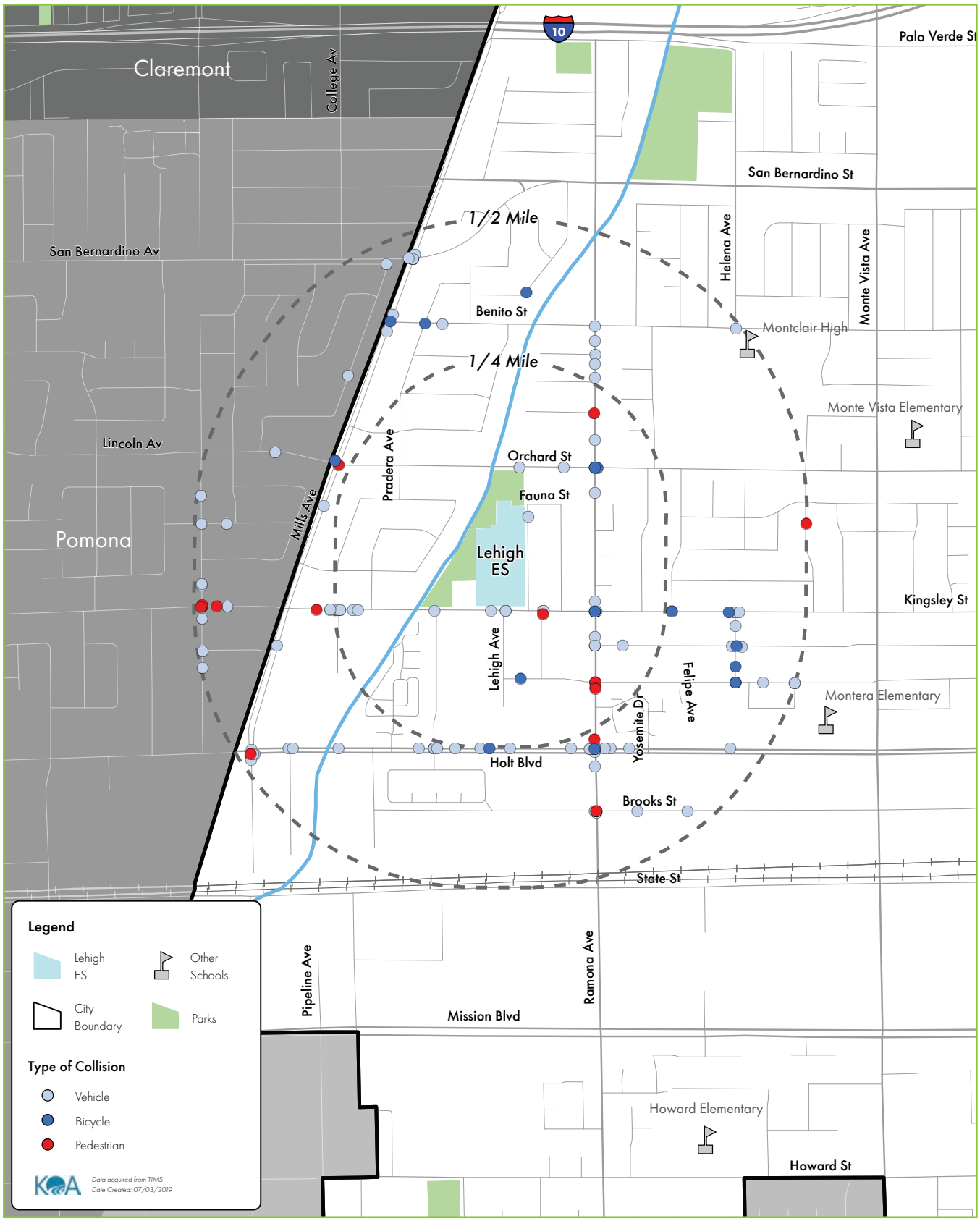


Figure 4-14: Pedestrian, bicycle, and vehicle collisions that adjacent to Lehigh Elementary School

WALKING SAFETY ASSESSMENT

On Thursday, September 26th, 2019, the SRTS team with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Lehigh Elementary School. The event had 25 participants, of whom 23 were parents and 2 were school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-15.

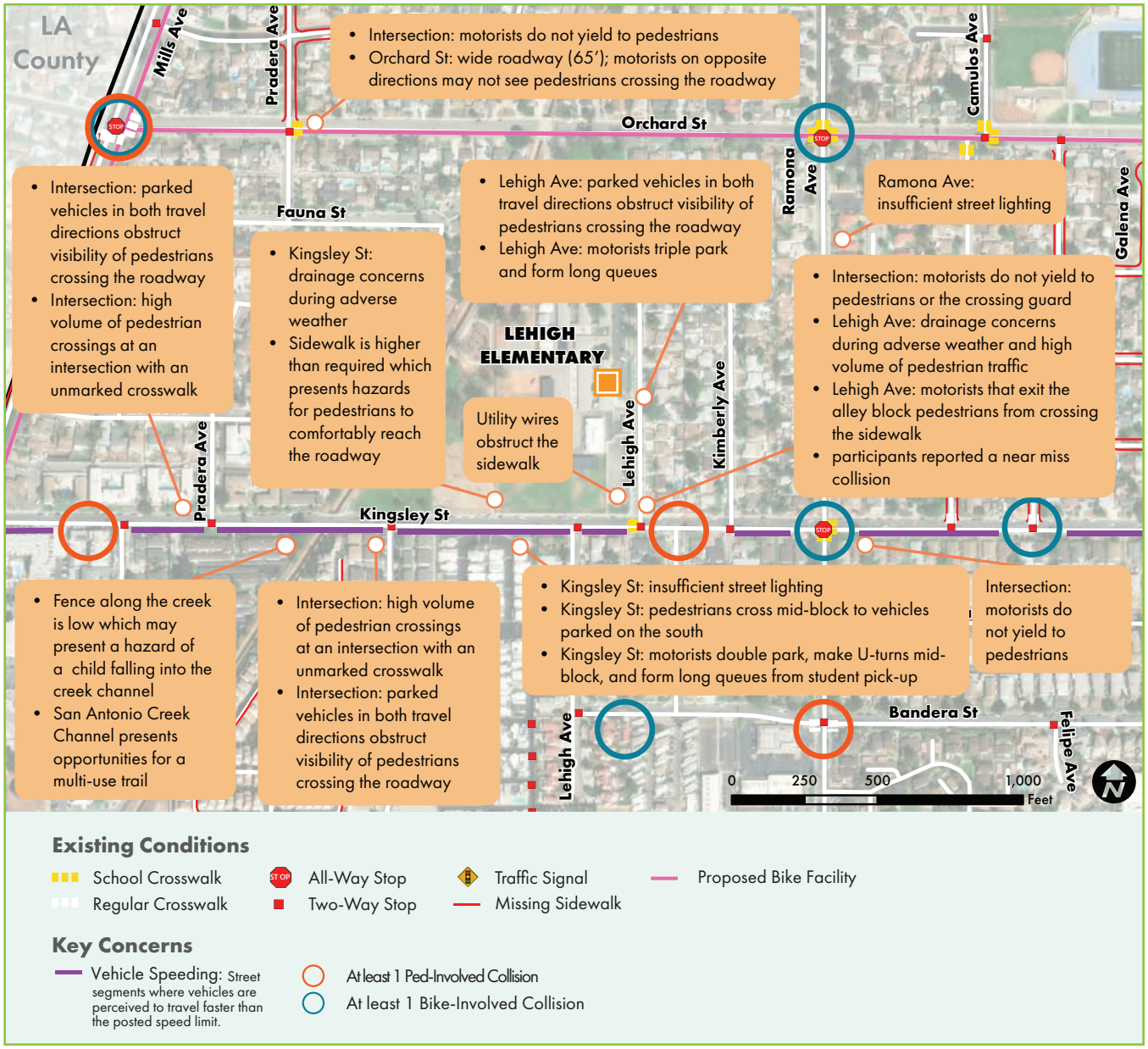
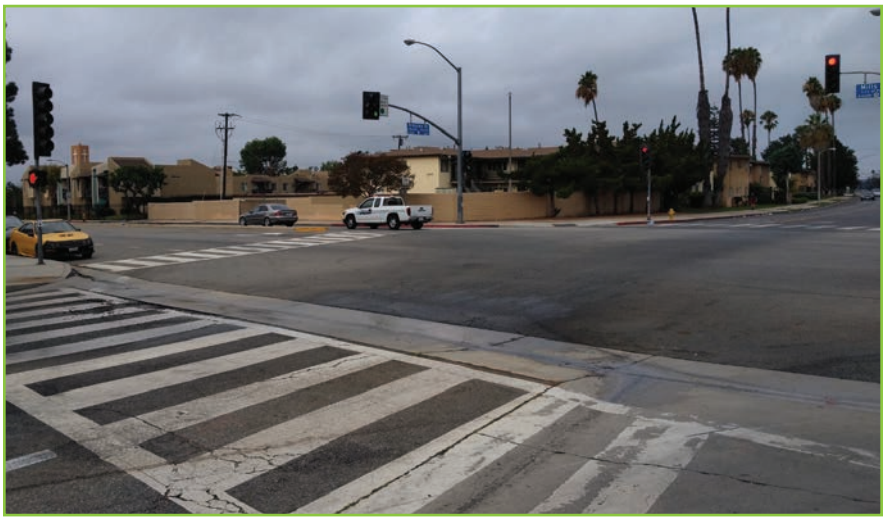


Figure 4-15: Observations made and comments received from the Lehigh Elementary School Walking Safety Assessment on September 26, 2019

Participants during the Safety Assessment Walk

Utility pole in the middle of the sidewalk that presents barriers to pedestrians on wheelchairs or with strollers

Segment of Kingsley Street at the San Antonio Creek Channel



Traffic signals with no pedestrian countdown buttons at the intersection of Kingsley Street and Mills Avenue

Figure 4-16: Infrastructure recommendations for Lehigh Elementary School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Lehigh Elementary School based upon the community's feedback and an understanding of the community's needs.

Orchard Street and Pradera Avenue (A)

- Install a pedestrian hybrid beacon (PHB) for pedestrian actuated control of east and west vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Include stop lines in advance of the crosswalk for eastbound and westbound vehicles if and when proposed PHB is installed.
- If and when the PHB is installed, remove existing Assembly B (CA) school signs and remove existing advanced yield markings and existing Yield Here To Pedestrians (R1-5) signs in both the eastbound and southbound approaches to the crosswalk.
- Install painted bulb-outs with bollards that extend 6 feet into the roadway at the NW and SE corners of the intersection.
- Install conflict zone markings through the intersection for the bike lanes in the eastbound and westbound directions.
- Install red curb paint 70 feet on the approach to the stop or yield line markings in the eastbound and westbound direction.
- Remove existing bike lane markings and relocate the bike lane adjacent to the curb, beginning at the corner (with proposed bike lane extension lines through intersection). Painted bulb-out should be on the left-hand side of the bike lane. Re-transition the bike lane east of the crosswalk to be adjacent to the vehicle travel lane in order to make room for the on-street parking lane. Install recommended treatments if and when proposed painted bulb-out is installed.

Kingsley Street and Lehigh Avenue (B)

- Install pedestrian actuated Rectangular Rapid Flash Beacon (RRFB) with School (S1-1) and Diagonal Arrow (W16-7P) signs at the existing crosswalk for Kingsley Street.
- Install raised bulb-outs at the NE and SW corners of the intersection which extend 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install painted bulb-outs with bollards that extend 8 feet onto the roadway at the NE corner of the intersection and the western corner of the unnamed alleyway.
- Install red curb paint for 50 feet along approach and 30 feet leading out of the existing crosswalk in the eastbound direction. Install 69 feet of red curb paint along the southbound approach to the intersection.
- Install a Stop (R1-1) sign and high visibility ladder style school crosswalk with advanced "STOP" bar pavement marking at the unnamed alleyway for vehicles in the northbound direction.
- Install a high visibility ladder style school crosswalk and advanced "STOP" bar pavement marking at the north leg of the intersection.
- Install a high visibility ladder style school crosswalk across the south exit of the school parking lot.

Kingsley Street and Ramona Avenue (C)

- Install painted bulb-outs that are inclusive of bollards and extend 6 to 8 feet into the roadway at all corners of the intersection.
- Install a high visibility ladder style school crosswalk with advanced "STOP" bar pavement marking at the west leg of the intersection.
- Install advanced "STOP" bar pavement markings at the east, north, and south legs of the intersection.
- Upgrade existing Stop (R1-1) signs with embedded LEDs that flash during school hours at the northbound and southbound approaches.
- Repaint red curbs leading into and out of the intersection.

Orchard Street

- Install Pedestrian Crossing (W11-2) with Ahead (W16-9P) signs, if and when proposed PHB is installed, 330 feet in advance of the proposed PHB in the eastbound direction and 300 feet in advance of the proposed PHB in the westbound direction.
- Improve pedestrian lighting along the corridor from Mills Avenue to Central Avenue.
- Install Assembly D (CA) school signage

approximately 790 feet west of Ramona Avenue for eastbound vehicles.
- Install No Pedestrians (R9-3) sign with Use Crosswalk (R9-3b) plaque approximately 620 feet west of Ramona Avenue on the north side of the street facing south.

Kingsley Street

- Repave the corridor from Mills Avenue to Central Avenue.
- Improve street lighting along the corridor from Mills Avenue to Central Avenue.
- Install a new standard white crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Pradera Avenue. Install 40 feet of red curb paint on the east and west side of the street to the north of the proposed crosswalk.
- Install high visibility ladder style school crosswalk and advanced "STOP" bar pavement marking at the south leg of the intersection with Amherst Avenue. Install 40 feet of red curb on the east side of the street from the proposed crosswalk.
- Install Assembly D (CA) school signage approximately 150 feet east of Amherst Avenue for eastbound vehicles.
- Install a raised center median that is 6 feet wide, placed on the roadway centerline extending 45 feet east starting approximately 265 feet east of Amherst Avenue.
- Install Assembly C (CA) school signage approximately 240 feet west of Lehigh Avenue for eastbound vehicles. Include installation of a yellow painted "SCHOOL" pavement marking within the eastbound travel lane at the same location.
- Install edgeline striping 8 feet from the curb for traffic calming in both the eastbound and westbound directions from the flood control channel to Lehigh Avenue.
- Relocate existing parking restriction sign on the north side of the street, 250 west of Lehigh Avenue, from behind fence to the sidewalk for improved visibility.
- Remove existing Assembly D (CA) school signage for eastbound vehicles located approximately 50 feet west of Lehigh Avenue.
- Remove existing "SCHOOL XING" pavement marking for eastbound vehicles located approximately 50 feet west of Lehigh Avenue.
- Install a raised center median that is 6 feet wide that extends 45 feet west from Lehigh Avenue.
- Install high visibility ladder style school crosswalks and advanced "STOP" bar pavement markings at the south leg of the intersection with Kimberly Avenue. Install 40 feet of red curb paint along the northbound approach.
- Install a raised center median that is 6 feet wide that extends 45 feet west from north Kimberly Avenue.
- Install high visibility ladder style school crosswalks and advanced "STOP" bar pavement markings at the north leg of the intersection with Kimberly Avenue. Install 40 feet of red curb paint along the southbound approach.
- Remove existing "SCHOOL XING" pavement markings 65 feet east of north Kimberly Avenue if and when proposed RRFB is installed at Lehigh Avenue.
- Install Assembly C (CA) school signage approximately 75 feet east of Camulos Avenue for westbound vehicles. Include installation of a yellow painted "SCHOOL" pavement marking within the westbound travel lane at the same location.
- Install advanced "STOP" bar pavement markings at the north leg of the intersection with Felipe Avenue.
- Install Assembly C (CA) school signage approximately 110 feet east of Felipe Avenue for westbound vehicles.

Camulos Avenue

- Install advanced "STOP" bar pavement markings at the north leg of the intersection with Kingsley Street.
- Install approximately 610 feet of 6 feet wide sidewalk on the east side of the street and approximately 625 feet of 6 feet wide sidewalk on the west side of the street north from Kingsley Street.

Amherst Avenue

- Install Assembly D (CA) school signage approximately 375 feet south of Kingsley Street for northbound vehicles.

Lehigh Avenue (south)

- Install Assembly D (CA) school signage approximately 480 feet south of Kingsley Street for northbound vehicles. Install advanced yield marking at the westbound approach to the intersection with Bandera Street.
- Improve and/or reconstruct existing ramp to be ADA compliant with detectable warning surfaces (DWS) at the east leg of the intersection with Bandera Street.

Unnamed Alleyway

- Install Assembly D (CA) school signage approximately 470 feet south of Kingsley Street for northbound vehicles.

Kimberly Avenue (south)

- Install Assembly D (CA) school signage approximately 460 feet south of Kingsley Street for northbound vehicles.
- Install advanced yield marking at the southbound approach to the intersection with Bandera Street.
- Improve and/or reconstruct existing curb ramps to be ADA compliant with DWS at the NW and NE corners of the intersection with Bandera Street.

Lehigh Avenue (north)

- Install 40 feet of red curb paint along the southern approach to the southern driveway of the school parking lot.
- Install a high visibility ladder style school crosswalk across the exit driveway of the southern school parking lot.
- Install raised bulb-outs at the south corners of the northern school parking lot entrance and exit driveways that only extend 8 to 12 feet north into the roadway and includes covered trench drains to permit continuous gutter flow.
- Install high visibility ladder style school crosswalks across the north and south driveways of the northern school parking lot.
- Widen existing sidewalk by 5 feet between the north and south driveways of the northern school parking lot, approximately 370 feet.

Ramona Avenue

- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) sign approximately 160 feet south of Kingsley Street for southbound vehicles if and when proposed standard white crosswalk and painted bulb-outs are installed at Bandera Street.
- Install a Pedestrian Crossing (W11-2) with Ahead (W16-9P) sign approximately 300 feet south of Bandera Street for northbound vehicles if and when proposed standard white crosswalk and painted bulb-outs are installed at Bandera Street.

Lehigh Avenue (north), Kimberly Avenue (north), and Fauna Street

- Improve street lighting along these corridors.

MONTCLAIR HIGH SCHOOL

Montclair High School is located on 4725 Benito Avenue in the western portion of Montclair. For the 2018-2019 school year, the school enrolled 2,882 students, of whom 87.2% were eligible for the Free or Reduced Price Meal Program. It is located west of Monte Vista Elementary School in a quiet residential neighborhood south of Interstate 10. Montclair High is bound by Benito Street to the north, Monte Vista Avenue to the east, Orchard Street to the south, and Ramona Avenue to the west. It is within walking distance of many local destinations that include Bowlium Lanes bowling alley, Waterwise Community Center, and the Montclair Town Center along Central Avenue.

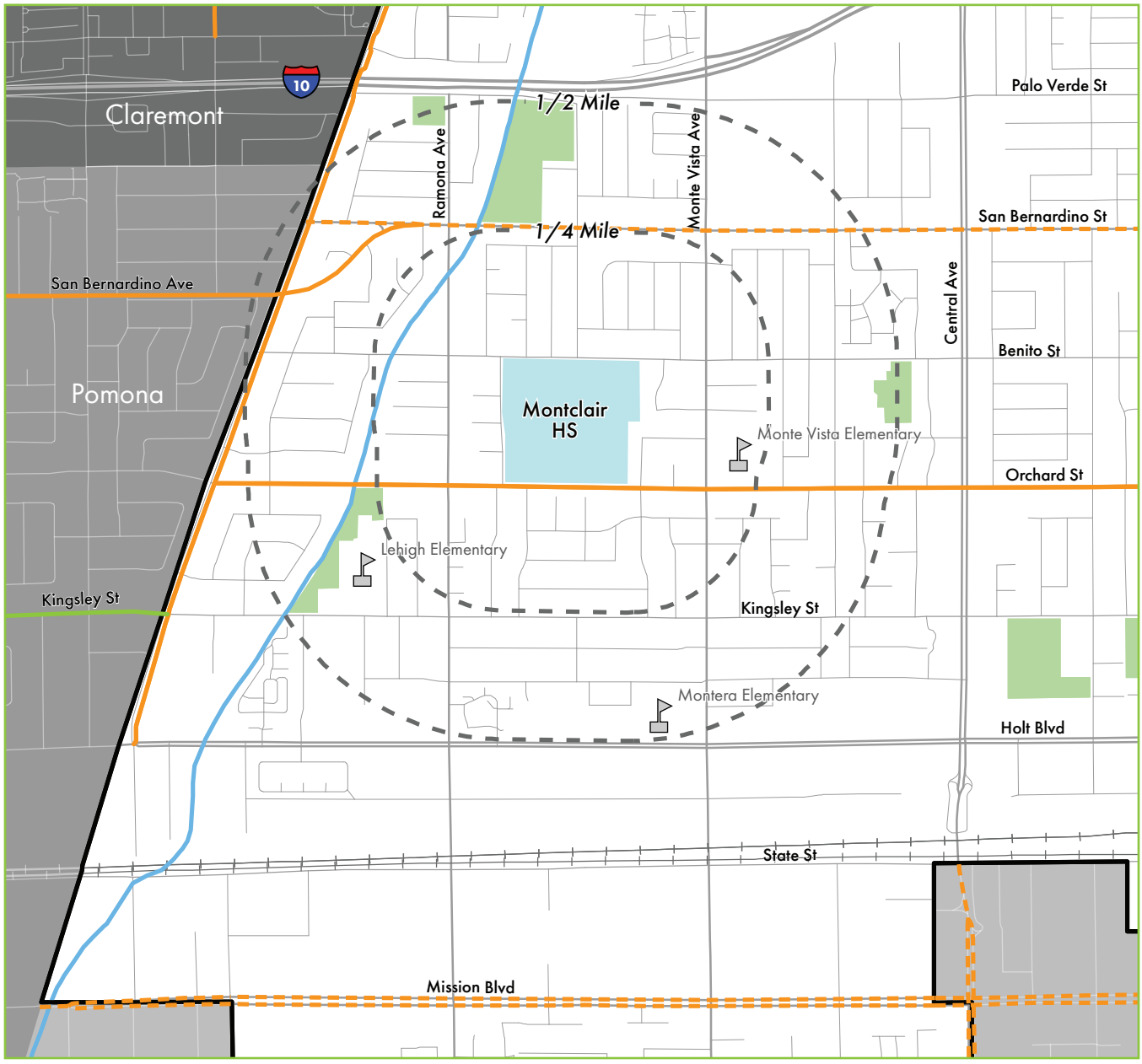
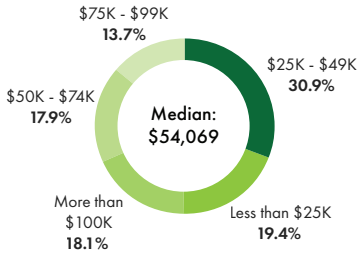


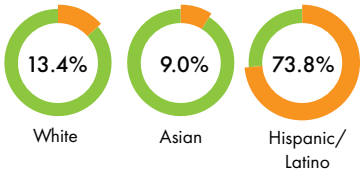
Figure 4-17: Montclair High School and surrounding areas

COMMUNITY CHARACTERISTICS

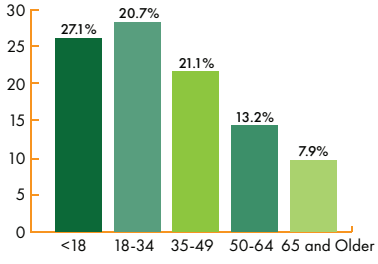
Median Household Income



Race/Ethnicity

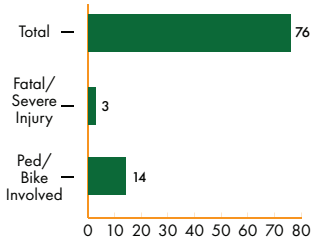


Age



SAFETY

Collisions within 1/4-Mile Radius



High Collision Roadways

1. Monte Vista Avenue (36)
2. Orchard Street (17)
3. Ramona Avenue (10)

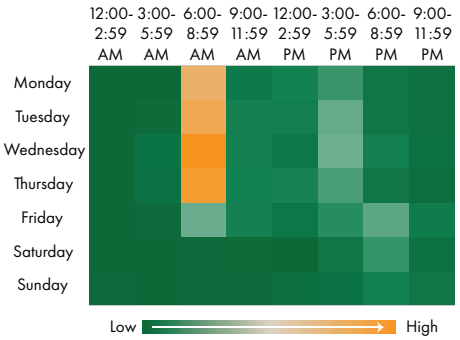
High Collision Intersections

1. Monte Vista Avenue & Benito Street (18)
2. Monte Vista Avenue & Orchard Street (9)
3. Orchard Street & Tudor Street (6)

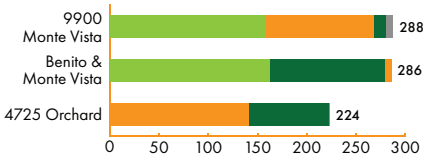
Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than 100 ft. of intersection

Citation Frequency by Day and Time within 1/4-Mile Radius



Top Citation Violation Locations within 1/4-Mile Radius



- Failure to stop at red traffic signal
- Speeding (speed greater than is reasonable)
- Failure to obey MUTCD/regulatory sign/signal
- Other violations

A Closer Look

Community Demographics

Approximately **50%** of households within ½ radius mile of Montclair High School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (26.1%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic and Asian households within the area has a positive correlation with households with limited English Capabilities. Roughly **15%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **71%** and **77%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

219

Fatal Bike & Pedestrian Collisions

1/39

Total Bike & Pedestrian Collisions

39

Bike & Pedestrian Collisions That Resulted in Severe Injuries

6/39

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Traffic signs and signals
- Automobile right-of-way

Police Citations

Within a ¼ mile radius of Montclair High School, **1,246** police citations were issued. Of those, **34%** were as a result of speeding, **32%** were due to a vehicle failing to obey MUTCD, regulatory signage, or signals, and **27%** were due to a vehicle failing to stop at a red traffic signal.

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Montclair High School, 219 collisions occurred between 2014-2018. Of those collisions, 17.8% involved a pedestrian or bicyclist. Of the 39 pedestrian and bicyclist involved-collisions, one resulted in a fatality, and six resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were traffic signals & signs and automobile right-of-way. The top two intersections for pedestrian- involved collisions were Bandera Street & Ramona Avenue and Orchard Street & Tudor Avenue, with three and two collisions respectively. The top two intersections for bicyclist-involved collisions were Orchard Street & Ramona Avenue and Bandera Street & Helena Avenue, both with two collisions each.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	20	9.1%
Bicycle	19	8.7%
Total Collisions	219	100.0%
Total Ped & Bike Collisions	39	17.8%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	4	20.0%
Visible Injury	8	40.0%
Complaint of Pain	8	40.0%
Total	20	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	5.3%
Severely Injured	2	10.5%
Visible Injury	9	47.4%
Complaint of Pain	7	36.8%
Total	19	100.0%

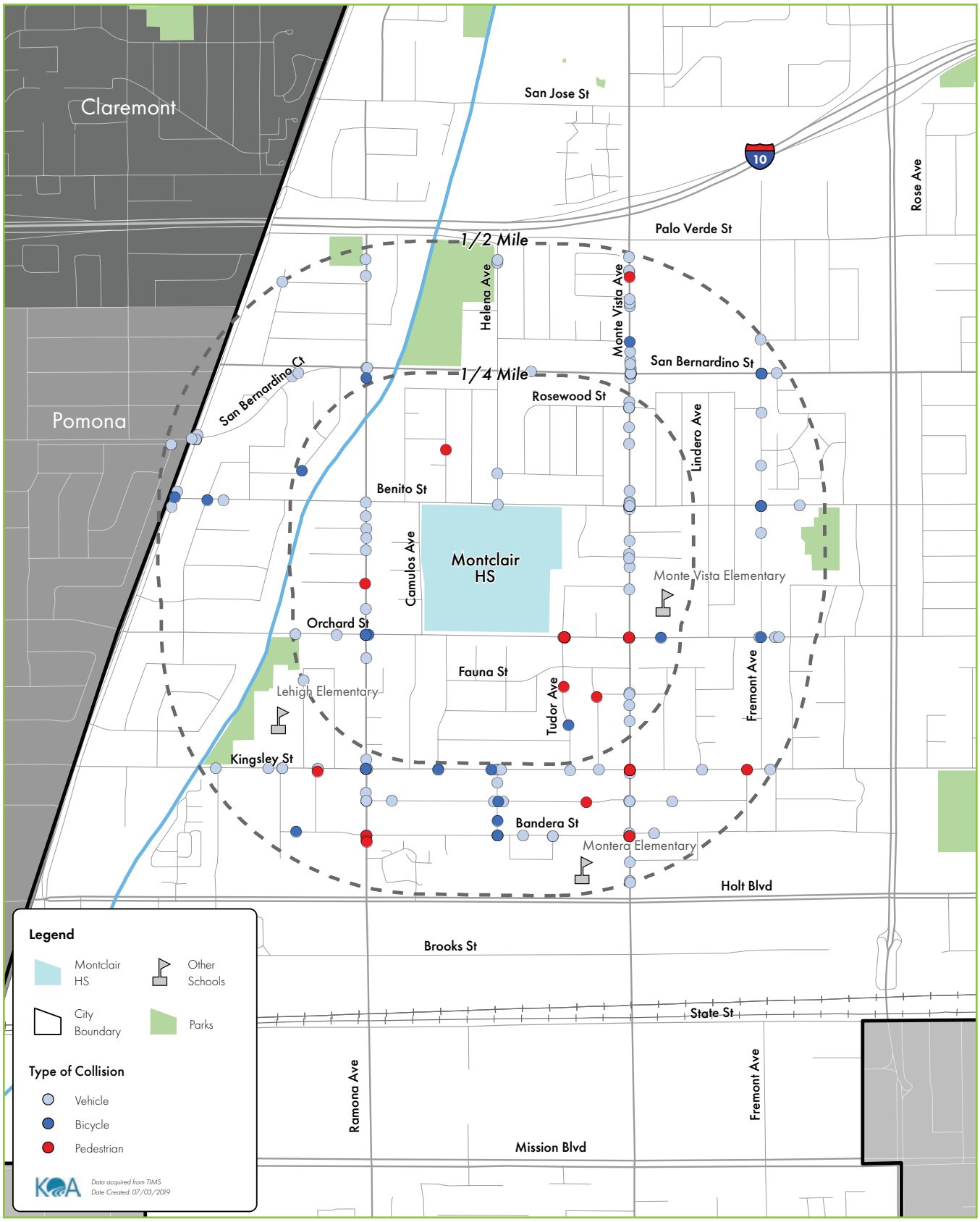


Figure 4-18: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Montclair High School

WALKING SAFETY ASSESSMENT

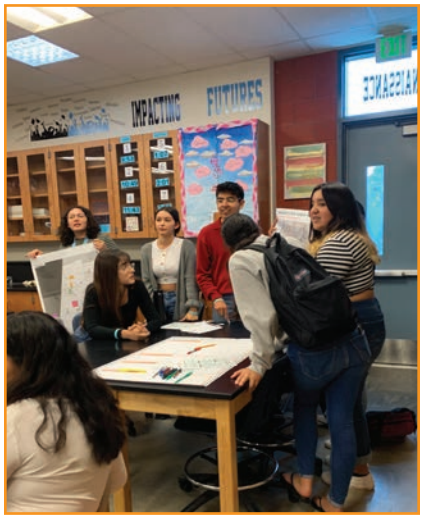
On Thursday, September 10th, 2019, the SRTS team presented a Safe Routes to School seminar to students at Montclair High School. The event had 38 participants, of whom 35 were students and 3 were school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-19.

Figure 4-19: Observations made and comments received from the Montclair High School SRTS Seminar on September 10, 2019

Group presentation of the comments the students wrote on the maps



Students jotting down their notes in large format maps and posters

Students collaborating on documenting input about barriers to walking and biking

Teamwork!

Figure 4-20: Infrastructure recommendations for Montclair High School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Montclair High School based upon the community's feedback and an understanding of the community's needs.

Benito Street and Helena Avenue (A)

- Implement all-way stop control at this intersection, pending warrants. Include Stop (R1-1) signs at the NE and SW corners. Remove existing Assembly B (CA) school signage at the intersection if and when intersection becomes all-way stop controlled.
- Install raised bulb-outs at the NW and NE corners of the intersection extending 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install a painted bulb-out with bollards extending 8 feet onto the roadway at the SE corner of the intersection.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection.
- Install 100 feet of red curb paint along the south side of the street and SE corner of the intersection. Install 60 feet of red curb paint along the westbound approach of the intersection.
- Repaint the center turn lane to include an open left turn only pocket for eastbound left turns, east of the school driveway.
- Remove the existing "SLOW SCHOOL XING" pavement marking west of Helena Avenue if and when proposed all-way stop is installed.
- Remove the existing School (S1-1) sign if and when all-way stop is installed.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Galena Avenue.

Orchard Street and Camulos Avenue (B)

- Install a pedestrian hybrid beacon for pedestrian (PHB) actuated control of east and west vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Replace existing advanced yield markings at the approaches to the crosswalk for eastbound and westbound vehicles with stop lines if and when proposed PHB is installed.
- Install a painted bulb-out west of the crosswalk on the eastbound side of the street that extends 8 feet into the roadway and is inclusive of bollards to control northbound right turn movements onto Orchard Street and parking within the crosswalk.
- Remove existing Yield Here To Pedestrians (R1-5) signs at the eastbound and westbound approach to the crosswalk if and when proposed pedestrian hybrid beacon is installed.
- Remove the existing Assembly B (CA) sign just west of the crosswalk for eastbound vehicles if and when proposed pedestrian hybrid beacon is installed.
- Establish a left-turn pocket for westbound vehicles east of the crosswalk.
- Install No Pedestrians (R9-3) sign with Use Crosswalk (R9-3bP) sign facing north at the SE corner of the intersection and No Pedestrians (R9-3) sign with Use Crosswalk (R9-3bP) signage facing south just west of the NW corner of the intersection.
- Install approximately 45 feet of red curb paint on the south side of Orchard Street from the SE corner to the crosswalk. Install 100 feet of red curb paint to the west from the NW corner along the westbound approach to the intersection.
- Install conflict zone markings through the intersection for the bike lanes in the eastbound and westbound directions.

Orchard Street and Tudor Avenue (C)

- Install a pedestrian hybrid beacon (PHB) for pedestrian actuated control of east/west vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Replace existing advanced yield markings at the approaches to the crosswalk for eastbound and westbound vehicles with stop lines if and when proposed PHB is installed.
- Install a painted bulb-out at the NW corner of the crosswalk that extends 8 feet into the roadway and is inclusive of bollards to control southbound right turn movements onto Orchard Street and parking within the crosswalk.

INFRASTRUCTURE RECOMMENDATIONS (cont.)

- Remove existing Yield Here To Pedestrians (R1-5) signs at the eastbound and westbound approach to the crosswalk if and when proposed pedestrian hybrid beacon is installed.
- Establish left-turn pockets for eastbound vehicles west of the crosswalk and for westbound vehicles east of the crosswalk.
- Install No Pedestrians (R9-3) sign with Use Crosswalk (R9-3bP) sign facing north at the SE corner of the intersection and No Pedestrians (R9-3) sign with Use Crosswalk (R9-3bP) sign facing south at the NE corner of the intersection.
- Install 100 feet of red curb paint between the NW corner of the intersection and the entrance to the bus loop. Install 100 feet of red curb paint along the eastbound approach to the intersection.
- Install a new high visibility yellow ladder style school crosswalk across the east driveway of the bus loop.
- Install conflict zone markings through the intersection for the bike lanes in the eastbound and westbound directions.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the north and south legs of the intersection.
- Remove existing "SLOW SCHOOL XING" pavement marking at the westbound approach to the intersection if and when proposed PHB is installed.

San Bernardino Street and Ramona Avenue

- Install intersection control beacon (LRSM ID# NS08) on new lighting fixtures at minimum of two corners. Pedestrian safety lighting to be provided at this location 300 feet along each approach to the intersection.
- Install painted bulb-outs with bollards extending 8 feet onto the roadway at the SW and NE corners of the intersection.
- Install 40 feet of red curb paint along the eastbound and westbound approach to the intersection.
- Install new standard white crosswalks with advanced "STOP" bar pavement markings at the north, east, and south legs of the intersection.

Benito Street and Ramona Avenue

- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the north, south, and east legs of the intersection.
- Upgrade existing Stop (R1-1) signs with embedded LED lights that flash during schools hours at the eastbound and westbound approaches.
- Install 84 feet of 6-foot wide sidewalk leading out of the intersection along the south side of Benito Street.
- Install Assembly D (CA) school signage approximately 80 feet east of Ramona Avenue for eastbound vehicles.
- Repaint the existing school bus loading zone curb located east of Helena Avenue with yellow paint.

Orchard Street

- Upgrade existing Stop (R1-1) signs with embedded LED lights that flash during schools hours at the eastbound and -westbound approaches of the intersection with Ramona Avenue.
- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) sign for eastbound vehicles approximately 175 feet east of Ramona Avenue if and when proposed PHB is installed at Camulos Avenue.
- Install an 8-foot wide raised center median that extends 45 feet west starting 250 feet east of Ramona Avenue.
- Install an 8-foot wide raised center median that extends 88 feet west starting 70 feet west of Felipe Avenue.
- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) sign for westbound vehicles approximately 360 feet east of Camulos Avenue if and when proposed PHB is installed at Camulos Avenue.
- Install traffic calming chokers that are approximately 50 feet long and extend approximately 15 feet into the roadway with 6-foot wide openings for thru bike movements, starting approximately 290 feet east of Felipe Avenue on the eastbound and northbound sides of the street.
- Install a new high visibility yellow ladder style school crosswalk across the west driveway of the bus loop.
- Install an 8 foot wide raised center median that

extends 200 feet west starting approximately 420 feet west of Tudor Avenue.
- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) sign for eastbound vehicles approximately 320 feet west of Tudor Avenue if and when proposed PHB is installed at Tudor Avenue.
- Remove existing "SLOW SCHOOL XING" pavement marking for eastbound vehicles approximately 150 feet west of Tudor Avenue if and when proposed PHB is installed at Tudor Avenue.
- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) sign for westbound vehicles approximately 55 feet west of Greenwood Avenue if and when proposed PHB is installed at Tudor Avenue.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Greenwood Avenue.

Helena Avenue

- Install an intersection control beacon on new lighting fixtures at minimum two corners of the intersection with San Bernardino Street. Include 40 feet of red curb paint along the eastbound and westbound approach to the intersection.
- Install a new standard white crosswalk with advanced "STOP" bar pavement markings at the west leg of the intersection with Rosewood Street.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Berkeley Street.

Benito Street

- Install new standard white crosswalks with advanced "STOP" bar pavement markings at the north and south legs of the intersection with Pradera Street.
- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Norton Avenue.
- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the south leg of the intersection with Amherst Avenue.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the north and south legs of the intersection with Camulos Street.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Felipe Avenue.
- Install edgeline striping 8 feet from the curb for traffic calming in both the eastbound and westbound directions from Helena Avenue to Camulos Vista Avenue.
- Remove existing School (S1-1) sign approximately 230 feet east of Helena Avenue if and when all-way stop is installed at Helena Avenue.
- Remove existing "SLOW SCHOOL XING" pavement marking approximately 230 feet east of Helena Avenue if and when all-way stop control is implemented at Helena Avenue.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the north and south legs of the intersection with Greenwood Avenue.
- Install Pedestrian lighting from Mills Avenue to Fremont Avenue

Tudor Avenue

- Install approximately 1145 feet of 6-foot wide sidewalk along the west side of the street from Orchard Street to Kingsley Street.
- Install approximately 635 feet of 6-foot wide sidewalk along the east side of the street from 350 feet south of Fauna Street to Kingsley Street.
- Install new ADA compliant curb ramps with detectable warning surface (DWS) at the NW and SW corner of the intersection with Fauna Street.
- Install new ADA compliant curb ramps with DWS at the NW and SW corner of the intersection with Evart Street.

MONTE VISTA ELEMENTARY SCHOOL

Monte Vista Elementary School is located on 4900 Orchard Street at the center of Montclair. For the 2018-2019 school year, the school enrolled 593 students, of whom 82.6% were eligible for the Free or Reduced Price Meal Program. It resides just east of Montclair High School and is tucked within a residential neighborhood. The school is bounded by Benito Street to the north, Fremont Avenue to the east, Orchard Street to the south, and Monte Vista Avenue to the west. It is within walking distance to destinations such as the Montclair Town Center, Alma Hofman Park, and the Montclair Public Library.

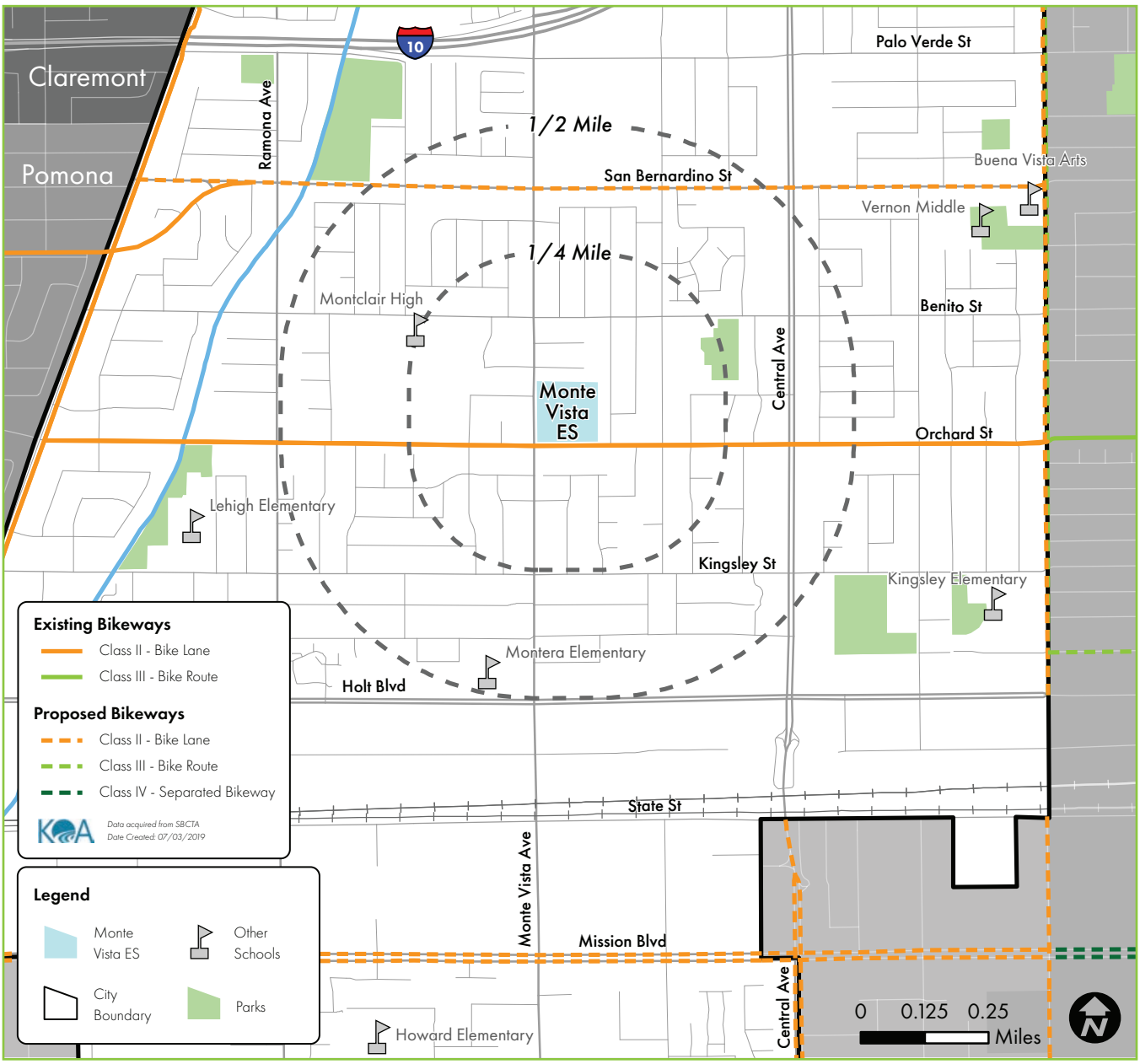
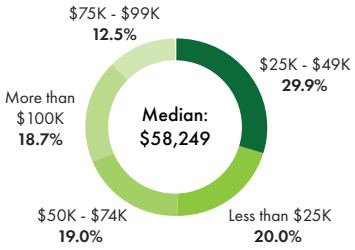


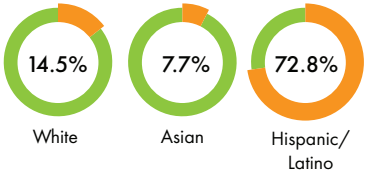
Figure 4-21: Monte Vista Elementary School and surrounding areas

COMMUNITY CHARACTERISTICS

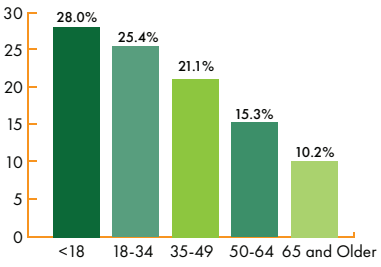
Median Household Income



Race/Ethnicity

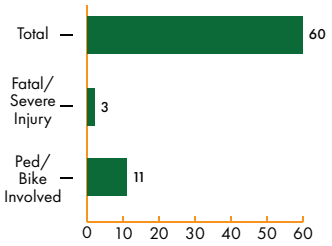


Age



SAFETY

Collisions within 1/4-Mile Radius



High Collision Roadways

1. Monte Vista Avenue (31)
2. Orchard Street (15)
3. Benito Street (8)

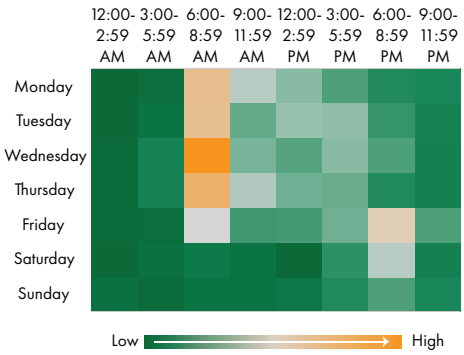
High Collision Intersections

1. Monte Vista Avenue & Benito Street (18)
2. Monte Vista Avenue & Orchard Street (9)
3. Orchard Street & Tudor Street (6)

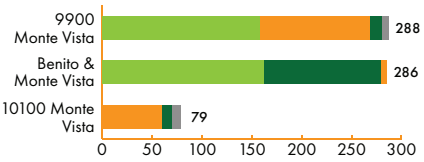
Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than 100 ft. of intersection

Citation Frequency by Day and Time within 1/4-Mile Radius



Top Citation Violation Locations within 1/4-Mile Radius



- Failure to stop at red traffic signal
- Speeding (speed greater than is reasonable)
- Failure to obey MUTCD/regulatory sign/signal
- Other violations

A Closer Look

Community Demographics

Approximately **50%** of households within ½ radius mile of Monte Vista Elementary School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (28%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic and Asian households within the area has a positive correlation with households with limited English Capabilities. Roughly **14%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **72%** and **77%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

231

Fatal Bike & Pedestrian Collisions

1/37

Total Bike & Pedestrian Collisions

37

Bike & Pedestrian Collisions That Resulted in Severe Injuries

5/37

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Automobile right-of-way
- Traffic signs and signals

Police Citations

Within a ¼ mile radius of Monte Vista Elementary School, **972** police citations were issued. Of those, **30%** were as a result of a vehicle failing to stop at a red traffic signal, **30%** were a result of speeding, **22%** were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals [6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Monte Vista Elementary School, 231 collisions occurred between 2014-2018. Of those collisions, 16.1% involved a pedestrian or bicyclist. Of the 37 pedestrian and bicyclist-involved collisions, one resulted in a fatality, and five resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists/ motorists violating traffic signals & signs and bicyclists riding on the automobile right-of-way. The top two intersections for pedestrian-involved collisions were Benito Street & Central Avenue and Central Avenue & Orchard Street, with three and two collisions respectively. The top two intersections for bicyclist-involved collisions were Bandera Street & Helena Avenue and Orchard Street & Poulsen Avenue, with two and one collision respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	23	10.0%
Bicycle	14	6.1%
Total Collisions	231	100.0%
Total Ped & Bike Collisions	37	16.0%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	4	17.4%
Visible Injury	9	39.1%
Complaint of Pain	10	43.5%
Total	23	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	7.1%
Severely Injured	1	7.1%
Visible Injury	6	42.9%
Complaint of Pain	6	42.9%
Total	14	100.0%

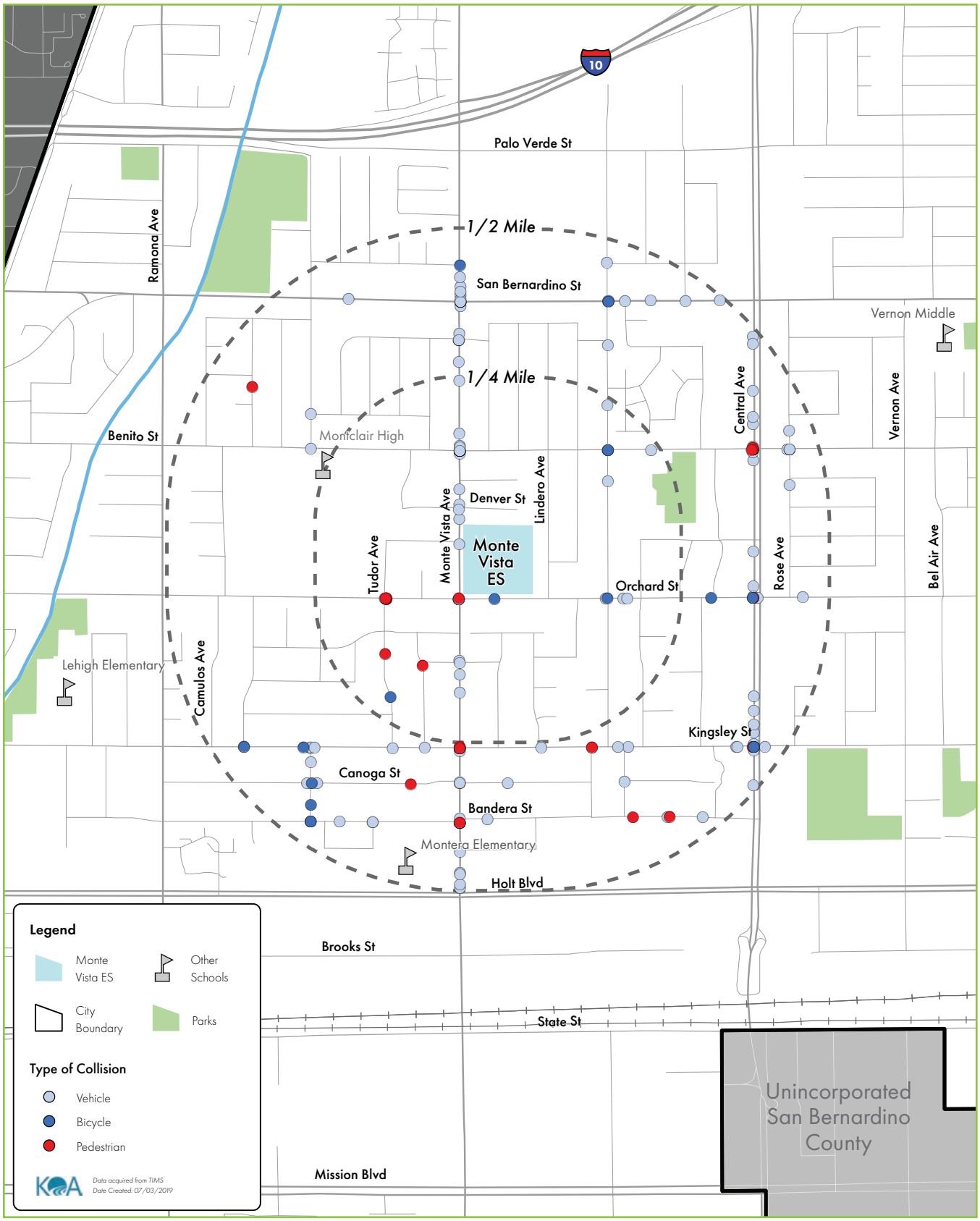


Figure 4-22: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Monte Vista Elementary School

WALKING SAFETY ASSESSMENT

On Wednesday, August 28th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Monte Vista Elementary School. The event had 21 participants, of whom 20 were parents and 1 was a school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-23.

Figure 4-23: Observations made and comments received from the Monte Vista Elementary School Walking Safety Assessment on August 26, 2019

WSA participants attending the Activity Orientation

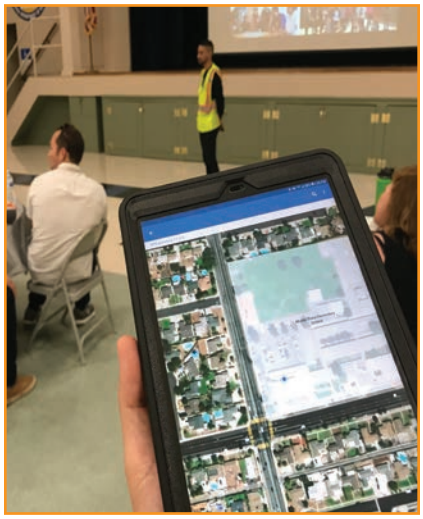


Photo Voice activity application

Students and their families waiting to cross the intersection of Monte Vista Avenue and Orchard Street

Group discussion during the Safety Assessment Walk

Figure 4-24: Infrastructure recommendations for Monte Vista Elementary School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Monte Vista Elementary School based upon the community's feedback and an understanding of the community's needs.

Benito Street and Lindero Avenue (A)

- Repaint existing standard white crosswalks at the west and south legs of the intersection and install a new standard white crosswalk at the north leg of the intersection. Include advanced "STOP" bar pavement markings for the northbound and southbound approaches.
- Install raised bulb-outs at the NW and SW corners of the intersection extending 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install a painted bulb-out with bollards extending 8 feet onto the roadway at the NE corner of the intersection.
- Install advanced yield markings with Yield Here To Pedestrians (R1-5) signs 20 feet prior to the west leg crosswalk in the eastbound direction and 50 feet prior to the west leg crosswalk in the westbound direction.
- Reinstall the existing Pedestrian Crossing (W11-2) sign with Ahead (W16-7P) sign for eastbound closer to the west leg crosswalk and move the existing Pedestrian Crossing (W11-2) sign with Ahead (W16-7P) sign for westbound vehicles to the NW corner of the intersection.

Benito Street and Geneva Avenue (B)

- Repaint existing standard white crosswalks at the east and south legs of the intersection and install a new standard white crosswalk at the north leg of the intersection. Include advanced "STOP" bar pavement markings for the northbound and southbound approaches.
- Install raised bulb-outs at the NE and SE corners of the intersection extending 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install a painted bulb-out with bollards extending 8 feet onto the roadway at the SW corner of the intersection.
- Install advanced yield markings with Yield Here To Pedestrians (R1-5) signs 20 feet prior to the east leg crosswalk in the westbound direction and 50 feet prior to the east leg crosswalk in the eastbound direction.
- Install a new Pedestrian Crossing (W11-2) sign with Ahead (W16-7P) sign at the NE corner for westbound vehicles and move the existing Pedestrian Crossing (W11-2) sign with Ahead (W16-7P) sign for eastbound vehicles to the SE corner of the intersection.

Orchard Street and Fremont Avenue (C)

- Install painted bulb-outs with bollards extending 13 feet onto Orchard Street and 8 feet onto Fremont Avenue at the SE and NW corners of the intersection.
- Install advanced "STOP" bar pavement markings for all approaches to the intersection.
- Install conflict zone markings through the intersection for the bike lanes in the eastbound and westbound directions.
- Remove the existing bike lane markings in the eastbound and westbound directions and relocate bike lanes to be adjacent to the curb, beginning at the corner (with proposed bike lane extension lines through intersection). Painted bulb-out should be on the left-hand side of the bike lane. East of the crosswalk re-transition the bike lane to be adjacent to the traveled way again in order to make room for the on-street parking lane. Install recommended treatments if and when proposed painted bulb-out is installed.

Monte Vista Avenue

- Install new standard white crosswalks with advanced "STOP" bar pavement markings at the east and west legs of the intersection with Rosewood Street.
- Restripe existing crosswalks to high visibility yellow ladder style school crosswalks at all legs of the intersection with Benito Street
- Replace all existing pedestrian push buttons with accessible pedestrian signals and count down

pedestrian signal heads.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Granada Street.
- Install solar powered speed feedback sign that flashes only during AM / PM peak hours in conjunction with Assembly C (CA) school signage for southbound vehicles approximately 20 feet north of Denver Street.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the east and west legs of the intersection with Denver Street.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the west leg of the intersection with El Morado Street.
- Install solar powered speed feedback sign that flashes only during AM / PM peak hours in conjunction with Assembly C (CA) school signage for northbound vehicles approximately 20 feet north of Flora Street.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the east and west legs of the intersection with Flora Street.
- Widen sidewalk on the east side of the street between Benito Street and Orchard Street for approximately 1,233 feet. Provide lateral separation barriers between the roadway and pedestrians/ bikes. Sidewalks may need to extend into the roadway.

Monte Vista Avenue and Orchard Street

- Install No Turn On Red (R10-11) sign at all intersection approaches during school hours, when children are present, or when a crossing guard is present.
- Replace all existing pedestrian push buttons with accessible pedestrian signals and count down pedestrian signal heads.
- Install conflict zone markings through intersection for the bike lanes in the eastbound and westbound directions.
- Establish a right turn lane and striped thru bike lane between right turn lane and thru lane in the westbound direction.

Lindero Street

- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the east leg of the intersection with Rudisill Street. Install new ADA compliant curb ramp with detectable warning surface (DWS) at the SE corner of the intersection.
- Install approximately 90 feet of 6-foot wide sidewalk on the north side of Rudisill Street beginning at the corner of the intersection.
- Install approximately 190 feet of 6-foot wide sidewalk on the south side of Rudisill Street beginning at the corner of the intersection.
- Install approximately 125 feet of 6-foot wide sidewalk on the east side of Lindero Street beginning at the corner of the intersection with Rudisill Street to Orchard Street.
- Install School (S1-1) sign with Ahead (W16-9P) sign approximately 160 feet north of Orchard Street for southbound vehicles if and when proposed school crosswalk is installed at Orchard Street.

Orchard Street

- Install No Pedestrians (R9-3) sign with Use Crosswalk (R9-3bP) sign facing north on the south side of the street east of Monte Vista Avenue at the following distances from Monte Vista Avenue: 130 feet, 270 feet, 410 feet, 600 feet, and 780 feet.
- Install No Pedestrians (R9-3) sign with Use Crosswalk (R9-3bP) sign facing south on the north side of the street east of Monte Vista Avenue at the following distances from Monte Vista Avenue: 225 feet, 380 feet, 600 feet, 780 feet, and 980 feet.
- Provide enhanced pedestrian shading along north side of Orchard Street within the school boundary and in the public right of way.
- Widen sidewalk on the north side of the street between Monte Vista Avenue and Fremont Avenue approximately 1,237 feet. Provide lateral separation barriers between the roadway and pedestrians/

bikes.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Lindero Avenue.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement marking at the south leg of the intersection with Geneva Avenue.
- Install new standard white crosswalks with advanced "STOP" bar pavement markings at the north and south legs of the intersection with Marion Avenue.
- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Carrillo Avenue.
- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the south leg of the intersection with Poulsen Avenue (south).
- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Poulsen Avenue (north).

Benito Street

- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Camarena Avenue.
- Install a new standard white crosswalk with advanced "STOP" bar pavement marking at the north leg of the intersection with Coalinga Avenue.
- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) approximately 420 feet west of Lindero Avenue for eastbound vehicles.
- Repaint existing standard white crosswalks with advanced "STOP" bar pavement markings at all legs of the intersection with Fremont Avenue.

Geneva Avenue

- Install a 6-foot wide sidewalk on the east side of the street between Benito Street and Rosewood Street.
- Install 6-foot wide sidewalk segments on the west side of the street between Benito Street and Rosewood Street for approximately 425 feet total.

Fremont Avenue

- Install 6-foot wide sidewalk on the west side of the street at Orchard Street extending north for a total sidewalk length of approximately 580 feet.

MONTERA ELEMENTARY SCHOOL

Montera Elementary School is located on 4825 Bandera Street just south of Montclair High School and Monte Vista Elementary School. For the 2018-2019 school year, the school enrolled 520 students, of whom 96.3% were eligible for the Free or Reduced Price Meal Program. It is located north of the industrial hub that is centered between Holt Boulevard and Mission Boulevard, and sits at the entrance to a residential neighborhood to the north. Local destinations nearby include a CVS Pharmacy and various thrift stores that are located south of Holt Boulevard, Bowlium Lanes Bowling Alley, and a small shopping center at Ramona Avenue & Holt Boulevard.

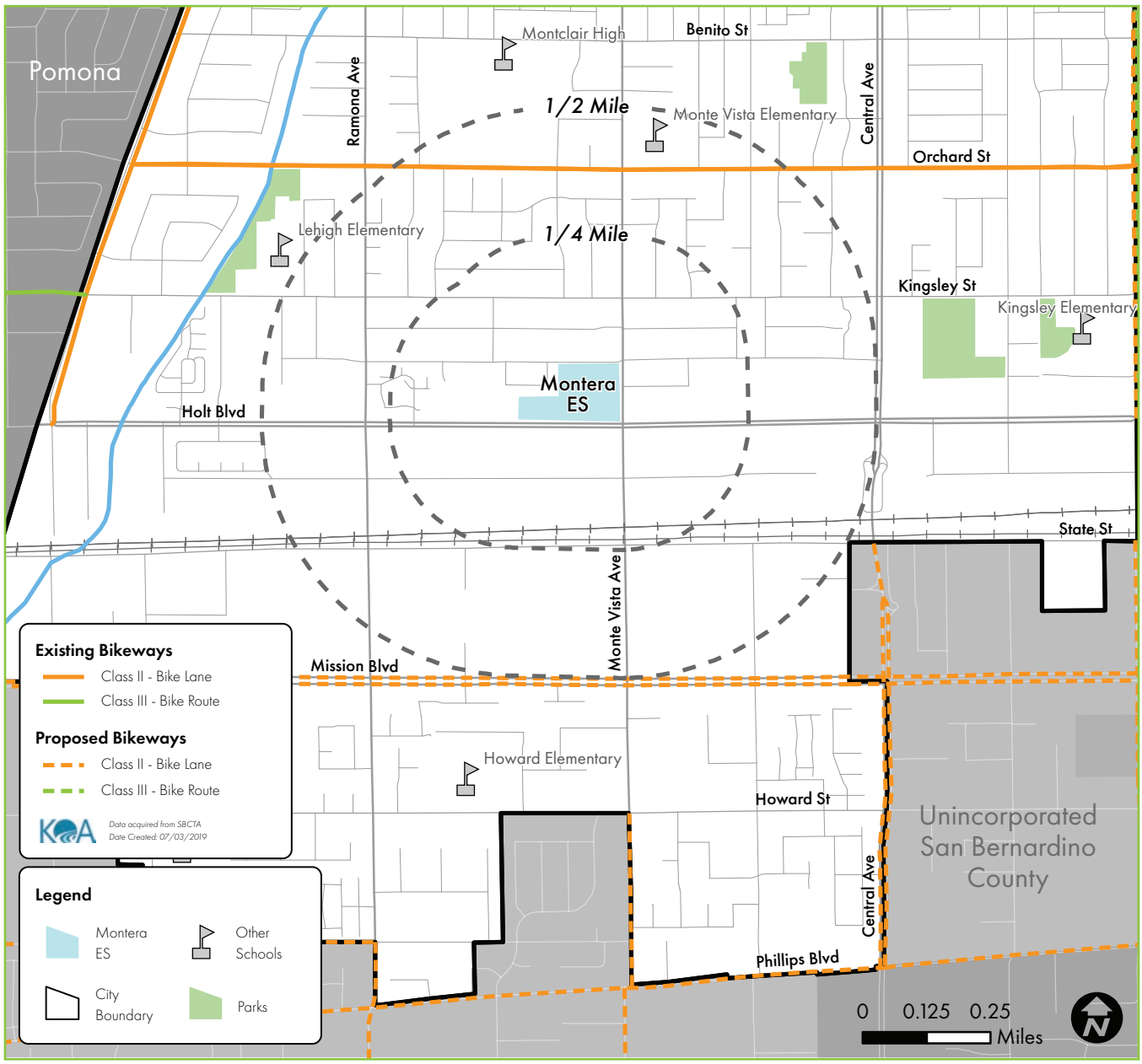
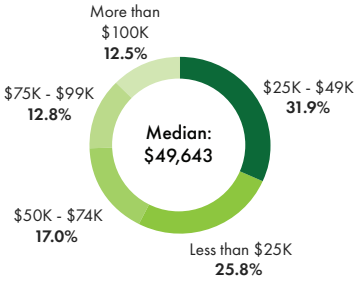


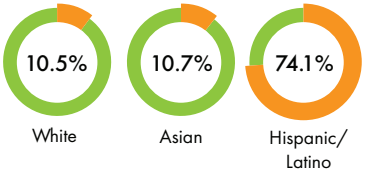
Figure 4-25: Montera Elementary School and surrounding areas

COMMUNITY CHARACTERISTICS

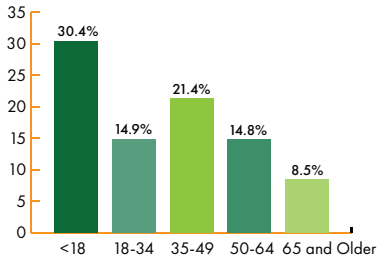
Median Household Income



Race/Ethnicity

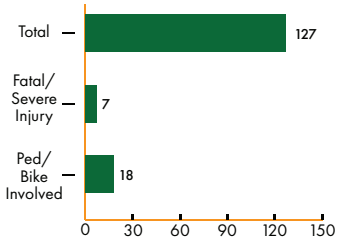


Age



SAFETY

Collisions within 1/4-Mile Radius



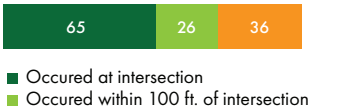
High Collision Roadways

1. Monte Vista Avenue (73)
2. Holt Boulevard (23)
3. Kingsley Street (8)

High Collision Intersections

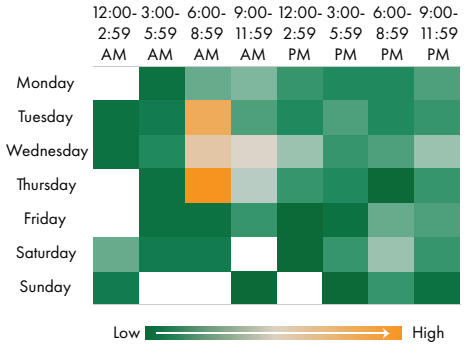
1. Kingsley Street & Tudor Avenue (27)
2. Brooks Street & Monte Vista Avenue (13)
3. Brooks Street & Ramona Avenue (10)

Collision Locations

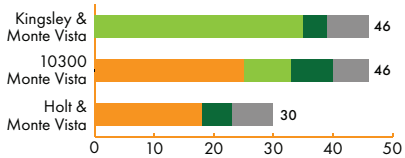


- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than100 ft. of intersection

Citation Frequency by Day and Time within 1/4-Mile Radius



Top Citation Violation Locations within 1/4-Mile Radius



- Failure to stop at red traffic signal
- Speeding (speed greater than is reasonable)
- Failure to obey MUTCD/regulatory sign/signal
- Other violations

A Closer Look

Community Demographics

Approximately **58%** of households within ½ radius mile of Montera Elementary School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (30.4%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic and Asian households within the area has a positive correlation with households with limited English Capabilities. Roughly **22%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **70%** and **78%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

283

Fatal Bike & Pedestrian Collisions

1/49

Total Bike & Pedestrian Collisions

49

Bike & Pedestrian Collisions That Resulted in Severe Injuries

8/49

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Automobile right-of-way
- Improper turning

Police Citations

Within a ¼ mile radius of Montera Elementary School, **263** police citations were issued. Of those, **36%** were as a result of a vehicle failing to stop at a red traffic signal, **24%** were a result of speeding, **19%** were as a result of a vehicle failing to stop at a stop sign limit line, crosswalk, or the entrance of an intersection [6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Montera Elementary School, 283 collisions occurred between 2014-2018. Of those collisions, 17.3% involved a pedestrian or bicyclist. Of the 49 pedestrian and bicyclist-involved collisions, one resulted in a fatality, and eight resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists/motorists making improper turns and bicyclists biking on the automobile right-of-way. The top two intersections for pedestrian-involved collisions were Bandera Street & Ramona Avenue and Orchard Street & Tudor Avenue, with three and two collisions respectively. The top two intersections for bicyclist-involved collisions were Holt Boulevard & Monte Vista Avenue and Central Avenue & Holt Boulevard, with four and two collisions respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	25	8.8%
Bicycle	24	8.5%
Total Collisions	283	100.0%
Total Ped & Bike Collisions	49	17.3%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	5	20.0%
Visible Injury	9	36.0%
Complaint of Pain	11	44.0%
Total	25	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	4.2%
Severely Injured	3	12.5%
Visible Injury	11	45.8%
Complaint of Pain	9	37.5%
Total	24	100.0%

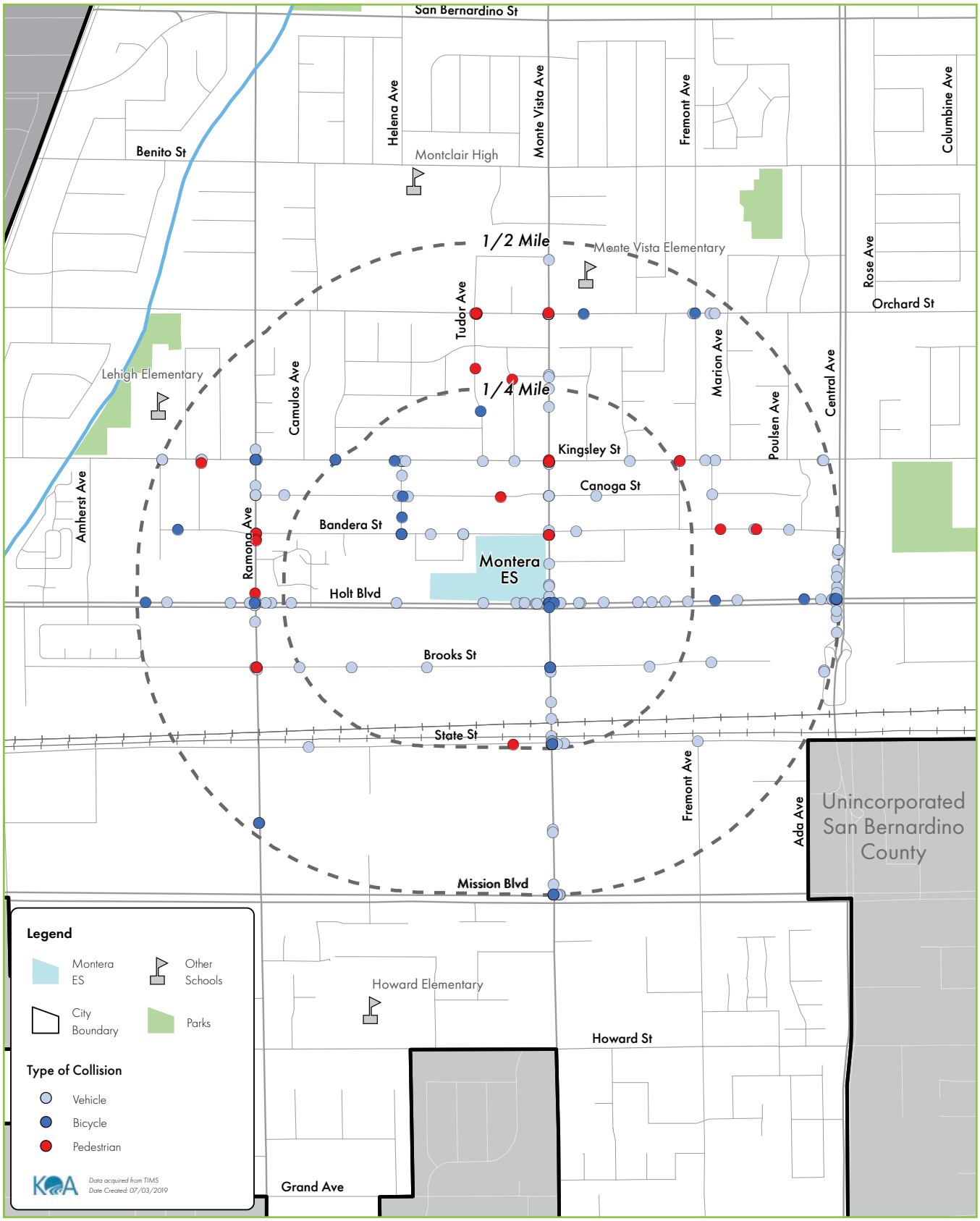


Figure 4-26: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Montera Elementary School

WALKING SAFETY ASSESSMENT

On Monday, April 29th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Montera Elementary School. The event had 10 participants, of whom 8 were parents and 2 were school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-27.

Figure 4-27: Observations made and comments received from the Montera Elementary School Walking Safety Assessment on April 29, 2019

WSA participants attending the Activity Orientation

Signage warning pedestrians not to get distracted while crossing the roadway per city ordinance

Group discussion during the Safety Assessment Walk

Debrief discussion following the Safety Assessment Walk

Figure 4-28: Infrastructure recommendations for Montera Elementary School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Montera Elementary School based upon the community's feedback and an understanding of the community's needs.

Helena Avenue and Bandera Street (A)

- Install a new high visibility yellow ladder style school crosswalk from the northeast corner of the intersection across Bandera Street, pending warrant.
- If and when the crosswalk is installed, install pedestrian actuated rectangular rapid flash beacon (RRFB) with School (S1-1) sign and Diagonal Arrow (W16-7P) sign and raised bulb-outs extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow. Install 50 feet of red curb paint from end of curb return (ECR) on the westbound approach to the intersection.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Helena Avenue.
- Improve and/or reconstruct existing NW curb ramp to be ADA compliant with detectable warning surface (DWS) and install 30 feet of red curb paint from ECR along the southbound approach to the intersection.

Monte Vista Avenue and Canoga Street (B)

- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the east and west legs of the intersection with Canoga Street and improve and/or reconstruct all four existing curb ramps to be ADA compliant with detectable warning surface (DWS).
- Install a solar powered speed feedback sign that flashes only during AM / PM peak hours in conjunction with Assembly C (CA) school signage for southbound vehicles at the NW corner of the intersection.
- Install Assembly D (CA) school signage approximately 130 feet north of Canoga Street for southbound vehicles.
- Remove existing "SLOW SCHOOL XING" pavement markings if and when pedestrian hybrid beacon (PHB) at Bandera Street and Monte Vista Avenue is installed.

Monte Vista Avenue and Bandera Street (C)

- Install pedestrian hybrid beacon (PHB)for pedestrian actuated control of northbound and southbound vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Include stop lines in advance of the crosswalk 30 feet for northbound vehicles and 50 feet southbound vehicles if and when proposed PHB is installed.
- If and when PHB is installed, remove existing in ground flashers on south leg of the intersection, remove existing Pedestrian Crossings (W11-2) signs at the intersection, remove the Assembly D (CA) school signage on the southbound approach to the intersection, and remove the School (S1-1) with Diagonal Arrow (W16-7P) sign at the intersection.
- Install new high visibility yellow ladder style school crosswalks at the east, west, and south legs of the intersection. Include advanced "STOP" bar pavement markings at the east and west legs of the intersection. Include installation of 45 feet of red curb paint, from ECR, at the eastbound approach to the intersection and 40 feet, from ECR, at the westbound approach to the intersection.
- Install a new high visibility yellow ladder style school crosswalk across the east exit to the

school parking lot.

Bandera Street

- Repaint existing white ladder style crosswalks at the east and west legs of the intersection with Ramona Avenue. Install 40 feet of red curb paint, from ECR, leading out of intersection in the eastbound direction.
- Install a new white ladder style crosswalk at the south leg of the intersection with Felipe Avenue.
- Install Assembly D (CA) signage 250 feet west of Helena Avenue for eastbound vehicles in advance of the Assembly A (CA) sign.
- Install Assembly A (CA) school signage approximately 70 feet east of Helena Avenue for eastbound vehicles and remove School (S1-1) sign approximately 250 east of Helena Avenue if and when Assembly A (CA) is installed to the west.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the south leg of the intersection with Tudor and improve and/or reconstruct both existing curb ramps to be ADA compliant with detectable warning surface (DWS).
- Install a new high visibility yellow ladder style school crosswalk across the west entrance to the school parking lot.
- Install edgeline striping 8 feet from the curb for traffic calming along Bandera Street in both the eastbound and westbound directions between Monte Vista Avenue and Ramona Avenue.
- Install Assembly A (CA) school signage approximately 450 feet east of Monte Vista Avenue for westbound vehicles.
- Install new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the south leg of the intersection with Camarena Avenue and improve and/or reconstruct both existing curb ramps to be ADA compliant with DWS.
- Install approximately 180 feet of sidewalk on the south side of the street beginning approximately 115 feet east of Camarena Avenue.

Bandera Street and Fremont Avenue

- Install new white ladder style crosswalks at the north and east legs of the intersection with raised bulb-outs extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow at the NE, NW, and SW corners.
- Upgrade existing Stop (R1-1) signs with embedded LED lights that flash during school hours at the eastbound and westbound approaches.

Canoga Street

- Install new white ladder style crosswalks with advanced "STOP" bar pavement markings at the east and west legs of the intersection with Helena Avenue. Improve and/or reconstruct all four existing curb ramps to be ADA compliant with DWS.
- Install a new white ladder style crosswalk at the west leg of the intersection with Fremont Avenue.

Kingsley Street

- Install Pedestrian Crossing (W11-2) sign with Ahead (W16-9P) sign for eastbound vehicles approximately 390 feet west of Helena Avenue if and when proposed white standard crosswalk is installed to the east at Helena Avenue.

- Install a new white ladder style crosswalk at the west leg of the intersection with Helena Avenue, pending meeting warrant.
- If and when the crosswalk at Helena Avenue is installed, install pedestrian actuated rectangular rapid flash beacon (RRFB) with Pedestrian Crossing (W11-2) sign and Ahead (W16-7P) sign, and raised bulb-outs extending up to 8 feet onto the roadway which include covered trench drains to permit continuous gutter flow.
- Install Pedestrian Crossing (W11-2) sign and Ahead (W16-7P) sign for westbound vehicles approximately 300 feet east of Helena Avenue if and when proposed white standard crosswalk is installed at the west leg of the intersection with Helena Avenue.
- Install a new white ladder style crosswalk at the north leg of the intersection with Tudor Avenue.
- Install a new white ladder style crosswalk with advanced "STOP" bar pavement markings and improve and/or reconstruct both existing curb ramps to be ADA compliant with DWS at the north leg of the intersection with Greenwood Avenue.
- Install a new white ladder style crosswalk at the north leg of the intersection with Camerana Avenue.
- Install a new white ladder style crosswalk at the south leg of the intersection with Fremont Avenue.

Kingsley Street and Fremont Avenue

- Install new white ladder style crosswalks at the west leg of the intersection with raised bulb-outs extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow at the NE, NW, and SW corners.
- Upgrade existing Stop (R1-1) signs with embedded LED lights that flash during school hours at the eastbound and westbound approaches.

Kingsley Street and Monte Vista Avenue

- Repaint existing crosswalk at all four legs of the intersection with new high visibility yellow ladder style school crosswalk.
- Improve and/or reconstruct all four existing curb ramps to be ADA compliant with DWS.
- Replace all existing pedestrian push buttons with accessible pedestrian signals.

Monte Vista Avenue

- Install new high visibility yellow ladder style school crosswalks across the entrance and exit of the school drop-off and pick-up area on Monte Vista Avenue.
- Removed existing Assembly D (CA) signage at the NE corner of the intersection with Manzanita Street and "SLOW SCHOOL XING" pavement marking for northbound vehicles if and when PHB is installed.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the east leg of the intersection with Manzanita Street.
- Install a solar powered speed feedback sign that flashes only during AM / PM peak hours in conjunction with Assembly C (CA) school signage for northbound vehicles 35 feet south of Manzanita Street.
- Improve and/or reconstruct all four existing curb ramps to be ADA compliant with DWS and replace all existing pedestrian push buttons with accessible pedestrian signals at the intersection with Holt Boulevard.

RAMONA ELEMENTARY SCHOOL

Ramona Elementary School is located on 4225 Howard Street and nested in a small residential neighborhood, just north of the City's southern border. For the 2018-2019 school year, the school enrolled 746 students, of whom 90.6% were eligible for the Free or Reduced Price Meal Program. It located near Howard Elementary School, sitting just to the west along Howard Street. Ramona Elementary is bounded by Howard Street to the north, Ramona Avenue to the east, Grand Avenue to the south, and Pipeline Avenue to the west. It is directly adjacent to Essex Park and is not within walking distance to many local destinations.

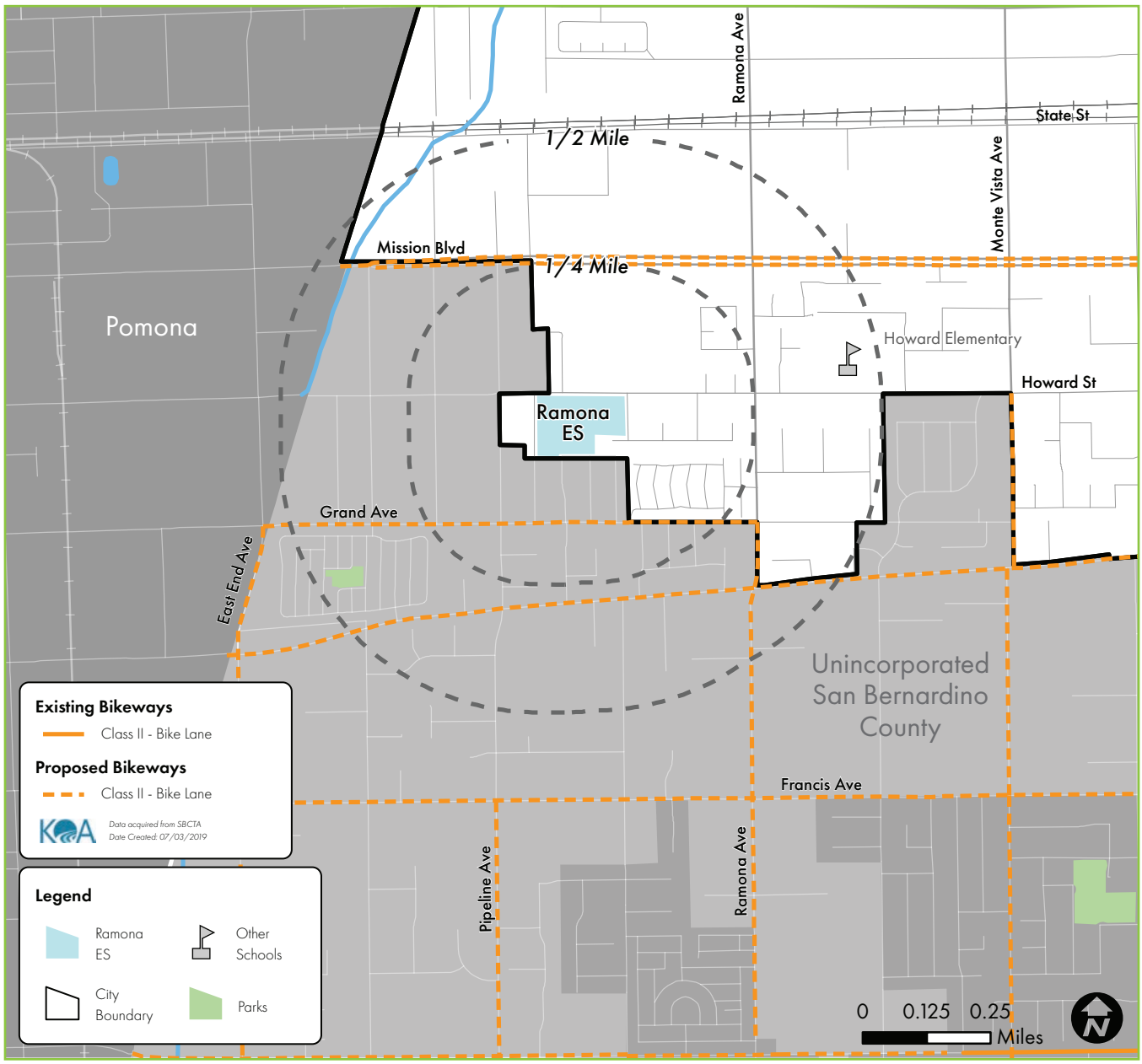
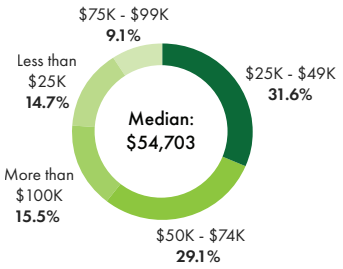


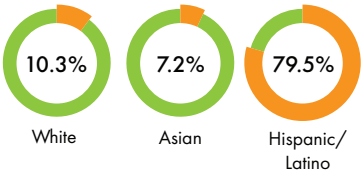
Figure 4-29: Ramona Elementary School and surrounding areas

COMMUNITY CHARACTERISTICS

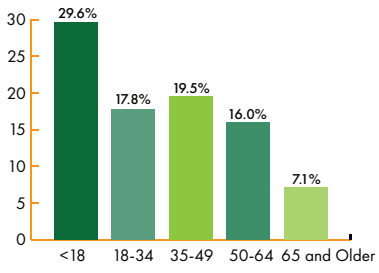
Median Household Income



Race/Ethnicity

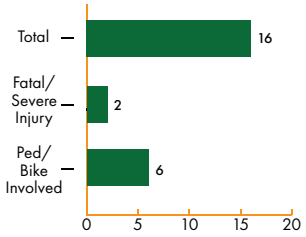


Age



SAFETY

Collisions within 1/4-Mile Radius



High Collision Roadways

1. Ramona Avenue (7)
2. Pipeline Avenue (3)
3. Howard Street (3)

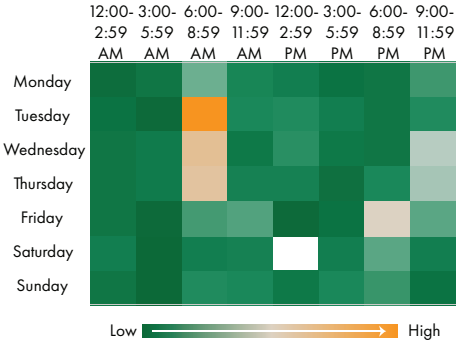
High Collision Intersections

1. Ramona Avenue & Howard Street (8)
2. Howard Street & Pipeline Avenue (1)
3. Pipeline Avenue & Grand Avenue (1)

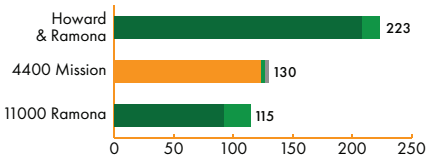
Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than100 ft. of intersection

Citation Frequency by Day and Time within 1/4-Mile Radius



Top Citation Violation Locations within 1/4-Mile Radius



- Failure to stop at stop sign, limit line, or crosswalk
- Speeding (speed greater than is reasonable)
- Failure to obey MUTCD/regulatory sign/signal
- Other violations

A Closer Look

Community Demographics

Approximately **46%** of households within ½ radius mile of Ramona Elementary School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (29.6%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic and Asian households within the area has a positive correlation with households with limited English Capabilities. Roughly **20%** of households are limited English households[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **52%** and **60%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

119

Fatal Bike & Pedestrian Collisions

0/17

Total Bike & Pedestrian Collisions

17

Bike & Pedestrian Collisions That Resulted in Severe Injuries

3/17

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Automobile right-of-way
- Traffic signals and signs

Police Citations

Within a ¼ mile radius of Ramona Elementary School, **752** police citations were issued. Of those, **55%** were as a result of a vehicle failing to stop at a stop sign limit line, a crosswalk, or the entrance to an intersection, **22%** were as a result of a speeding vehicle, and **12%** were as a result of a vehicle failing to obey MUTCD, regulatory signage, and signals[6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017. Citations along Mission Blvd. and Ramona Ave. south of Mission Blvd. were included in the ¼ mile analysis because of a lack of citations within ¼ mile of the school and to account for people traveling to the school along these routes

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Ramona Elementary School, 119 collisions occurred between 2014-2018. Of those collisions, 14.3% involved a pedestrian or bicyclist. Of the 17 pedestrian and bicyclist-involved collisions, none resulted in a fatality, and three resulted in a severe injury. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists/ motorists violating traffic signals & signs and bicyclists biking on the automobile right-of-way. The top two intersections for pedestrian-involved collisions were Mission Boulevard & Ramona Avenue and Howard Street & Ramona Avenue, both with two collisions. For bicyclist-involved collisions, six different intersections had one collision: Mission Boulevard & Ramona Avenue, Grand Avenue & Ramona Avenue, Howard Street & Ramona Avenue, 9th Street & Pipeline Avenue, Howard Street & Wesley Avenue, and Dale Street & Ramona Avenue.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	11	9.2%
Bicycle	6	5.0%
Total Collisions	119	100.0%
Total Ped & Bike Collisions	17	14.3%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	3	27.3%
Visible Injury	5	45.5%
Complaint of Pain	3	27.3%
Total	11	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	83.3%
Complaint of Pain	1	16.7%
Total	6	100.0%

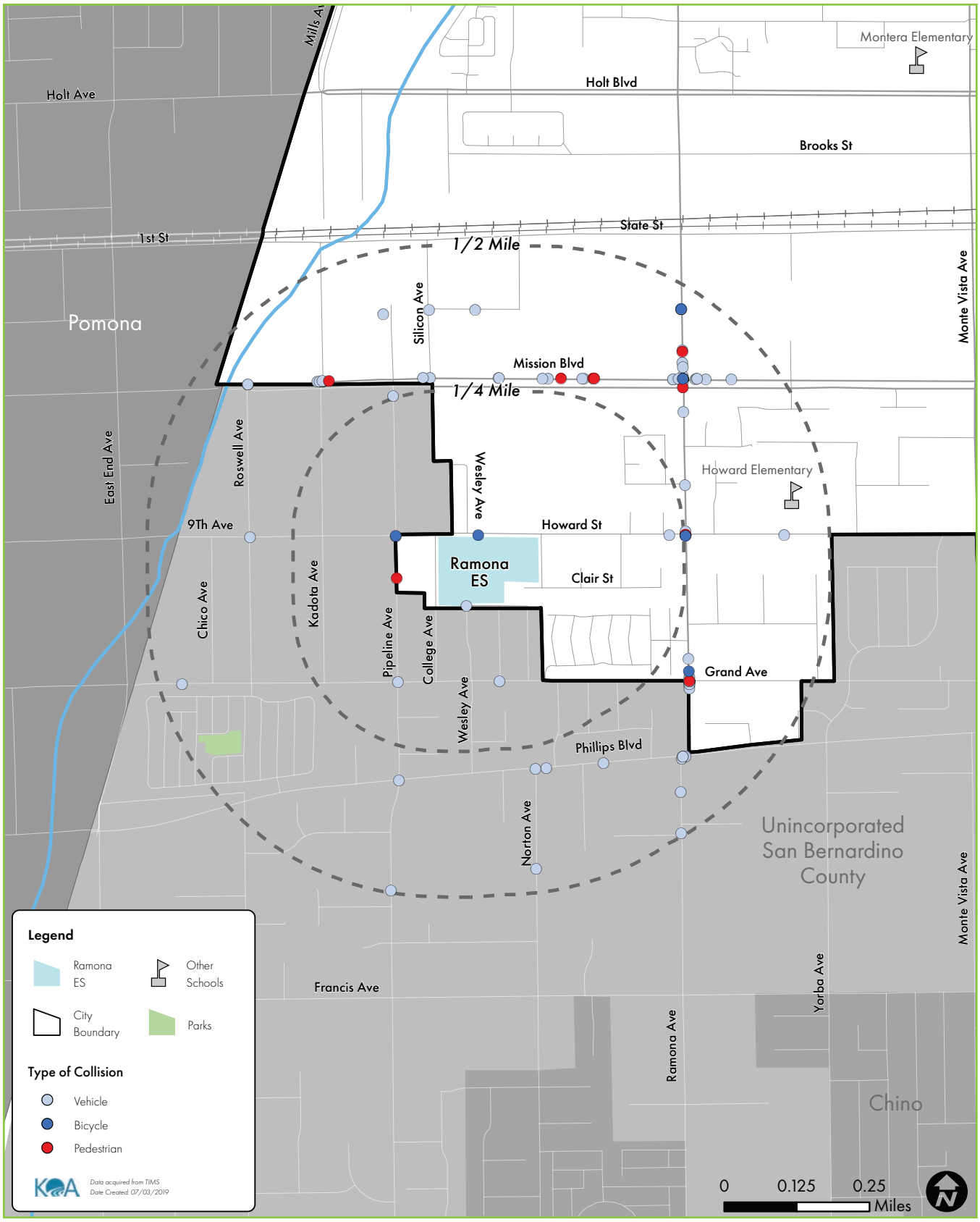


Figure 4-30: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Ramona Elementary School

WALKING SAFETY ASSESSMENT

On Monday, August 26th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Ramona Elementary School. The event had 15 participants, of whom 14 were parents and 1 was a school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-31.

Figure 4-31: Observations made and comments received from the Ramona Elementary School Walking Safety Assessment on August 26, 2019

WSA participants attending the Activity Orientation

Student and parent crossing mid-block to destinations north of Howard Street

Group discussion during the Safety Assessment Walk at a crossing that presents concerns for pedestrians

Afternoon release at the school

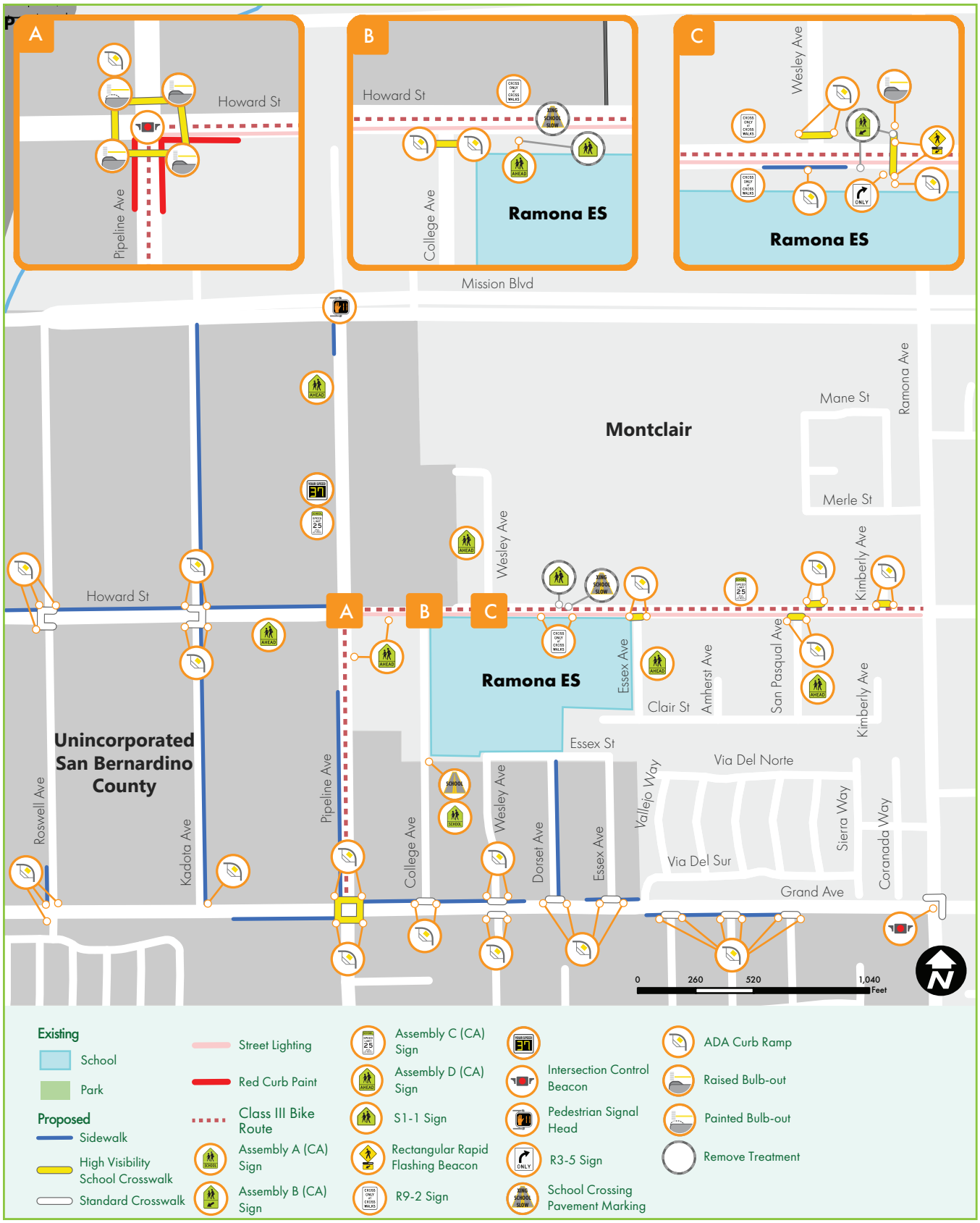


Figure 4-32: Infrastructure recommendations for Ramona Elementary School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Ramona Elementary School based upon the community's feedback and an understanding of the community's needs.

Pipeline Avenue and 9th Street (A)

- Install intersection control beacon (LRSM ID# NS08) on new lighting fixtures on at least at two corners. Pedestrian safety lighting to be provided at this location.
- Install raised bulb-outs at the SW, SE, and NE corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install painted bulb-out with bollards to minimize impact on drainage at the NW corner of the intersection if a raised bulb-out is not feasible. Improve and/or reconstruct existing curb ramp at the NW corner to be ADA compliant with detectable warning surface (DWS).
- Install new high visibility yellow ladder style school crosswalks at all legs of the intersection. Include advanced "STOP" bar pavement markings.
- Provide pavement and sidewalk rehabilitation at and approaching the intersection.
- Install storm drains in order to address flooding/drainage issues and concerns at this location.
- Install 30' of red curb paint, from end of curb return (ECR), at the south leg approach and departure segments of the intersection, and the curb leading out of intersection in the eastbound direction.

Howard Street and College Avenue (B)

- Repaint existing crosswalk to high visibility yellow ladder style school crosswalk at the south leg of the intersection with College Avenue. Include advanced "STOP" bar pavement markings and improve and/or reconstruct existing curb ramps at the SW and SE corners of the intersection to be ADA compliant with DWS.
- Replace existing School (S1-1) sign with Assembly D (CA) school sign for vehicles in the eastbound direction approximately 55 feet east if College Avenue.
- Install Cross Only At Crosswalk (R9-2) signs for vehicles in both the eastbound and westbound direction approximately 55 east of College Avenue.
- Remove existing "SLOW SCHOOL XING" pavement marking for northbound vehicles if and when rectangular rapid flash beacon (RRFB) is installed near Wesley Street.

Howard Street and Wesley Avenue (C)

- Install new high visibility yellow ladder style school crosswalk at the north leg of the intersection. Include advanced "STOP" bar pavement markings and improve and/or reconstruct both existing curb ramps to be ADA compliant with DWS.
- Install Cross Only At Crosswalk (R9-2) signs at the north and south sides of the street approximately 50 feet west of Wesley Avenue.
- Reconstruct the parking lot driveway ramps to meet ADA requirements. Extend the paved sidewalk area approximately 5 south to the edge of the school property.
- Install a raised bulb-out extending 8 feet into the roadway and includes covered trench drains to permit continuous gutter flow approximately 55 feet east of Wesley Avenue.
- Repaint the existing high visibility yellow ladder style school crosswalk across Howard Street. Install a new ADA compliant curb ramp

with DWS at the south end of the crosswalk.
- Install a pedestrian actuated rectangular rapid flashing beacon (RRFB) with School (S1-1) sign and Diagonal Arrow (W16-7P) sign at the existing crosswalk on Howard Street.
- Remove the existing Assembly B (CA) school signage approximately 70 feet east of Wesley Avenue for westbound vehicles if and when the RRFB is installed at this location.
- Remove the existing Assembly B (CA) school signage at Wesley Avenue for eastbound vehicles if and when the RRFB is installed at this location.
- Install Right Turn Only (R3-5(R)) sign at the school exit driveway, restricting motor vehicle traffic to turn right out of the school driveway during morning and afternoon school peak hours.

Roswell Avenue and 9th Street

- Repaint existing standard white crosswalks at the north, south, and west legs of the intersection.
- Improve and/or reconstruct existing curb ramps at the NE, NW, and SW corners of the intersection to be ADA compliant with a detectable warning surface.

Kadota Avenue and 9th Street

- Repaint existing standard white crosswalks at the north, south, and east legs of the intersection.
- Install new ADA compliant curb ramps with detectable warning surfaces at all corners of the intersection.

9th Street

- Widen sidewalk on the north side of the street between the flood control channel and Roswell Avenue a minimum of 6 feet pending roadway widening and right of way availability. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Widen sidewalk on the north side of the street between the Roswell Avenue and Kadota Avenue a minimum of 6 feet pending roadway widening and right of way availability. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Expand the roadway to the total available right-of-way and place restrictions for parking on sidewalks including appropriate signage. Improve drainage infrastructure for operations during adverse weather.
- Widen sidewalk on the north side of the street between the Kadota Avenue and Pipeline Avenue a minimum of 6 feet pending roadway widening and right of way availability. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Install Assembly D (CA) school signage approximately 310 feet west of Pipeline Avenue for eastbound vehicles.
- Install Assembly A (CA) school signage approximately 120 feet west of Pipeline Avenue for eastbound vehicles.
- Install Cross Only At Crosswalk (R9-2) signs 415 feet and 260 feet west of Essex Avenue on the south side of the street.
- Remove the existing "SLOW SCHOOL XING" pavement marking 310 feet west of Essex Avenue if and when RRFB is installed near Wesley Avenue.
- Remove existing School (S1-1) sign 310 feet west of Essex Avenue if and when "SLOW SCHOOL XING" pavement markings are

removed, replace School (S1-1) sign with an Assembly D (CA) school signage and include a Cross Only At Crosswalk (R9-2) sign.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the south leg of the intersection with Essex Avenue. Improve existing curb ramps at the SW and SE corners of the intersection to be ADA compliant with DWS.
- Install Assembly C (CA) school signage approximately 220 feet west of San Pasqual Avenue for westbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the south leg of the intersection with San Pasqual Avenue (south). Improve existing curb ramps at the SW and SE corners of the intersection to be ADA compliant with DWS.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with San Pasqual Avenue (north). Improve existing curb ramps at the NW and NE corners of the intersection to be ADA compliant with DWS.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Kimberly Avenue. Improve existing curb ramps at the NW and NE corners of the intersection to be ADA compliant with DWS.
- Upgrade existing street lighting. Also provide mid pole mounted pedestrian safety lighting (15' mount height) along existing street light infrastructure between Pipeline Avenue and Ramona Avenue.
- Install Class III bike route for both the eastbound and westbound directions from Pipeline Avenue to Ramona Avenue.

Roswell Avenue

- Expand the roadway to the total available right-of-way and place restrictions for parking on sidewalks including appropriate signage. Improve drainage infrastructure for operations during adverse weather.

Kadota Avenue

- Widen sidewalk on the east side of the street between the Mission Boulevard and Grand Avenue to a minimum of 6 feet pending roadway widening and right of way availability. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".

Pipeline Avenue

- Upgrade all street lighting at the intersection with Mission Boulevard.
- Ensure all pedestrian signal heads have countdown functionality and review signal timing to ensure adequate pedestrian clearance intervals are provided for all pedestrian movements at this signalized intersection with Mission Boulevard.
- Install a 6-foot wide sidewalk on the west side of the street for approximately 123 feet south from Mission Boulevard. *Within school boundary, and also on the 2017 "Safe Routes".
- Install Assembly D (CA) school signage approximately 300 feet south of Mission Boulevard for southbound vehicles.
- Conduct speed surveys, after implementation of recommended improvements, between

INFRASTRUCTURE RECOMMENDATIONS (cont.)

Mission Boulevard and 9th Street and 9th Street and Grand Avenue to establish lower than existing (40 mph) speed limits throughout the corridor.

- Install solar powered speed feedback sign that flashes only during AM / PM peak hours in conjunction with Assembly C (CA) school signage for southbound vehicles approximately 520 feet north of 9th Street.
- Install Class III bike route for both the northbound and southbound directions from 9th Street to Grand Avenue if and when posted speed limit is reduced appropriately.
- Replace existing School (S1-1) school signage with Assembly D (CA) school signage for northbound vehicles approximately 170 feet south of 9th Street.
- Install a 6-foot wide sidewalk on the west side of the street extending 945 feet north from Grand Avenue. Expand the roadway to the total available right-of-way of approximately 65 feet and reconfigure utility infrastructure placement to remove obstructions. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".

College Avenue

- Repaint existing "SCHOOL" pavement marking for northbound vehicles approximately 660 feet north of Grand Avenue.
- Replace existing school signage with Assembly A (CA) school signage for northbound vehicles approximately 660 feet north of Grand Avenue.

Wesley Avenue

- Install Assembly D (CA) school signage approximately 280 feet north of 9th Street for southbound vehicles if and when a crosswalk is installed at the intersection with 9th Street.

Dorset Avenue

- Widen sidewalk on the east side of the street between the Essex Street and Grand Avenue a minimum of 6 feet in width. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Install a new ADA compliant curb ramp with DWS at the SE corner of the intersection with Essex Street.

Essex Avenue

- Install Assembly D (CA) school signage approximately 210 feet south of 9th Street for northbound vehicles if and when a crosswalk is installed at the intersection with 9th Street.

San Pasqual Avenue

- Install Assembly D (CA) school signage approximately 250 feet south of 9th Street for northbound vehicles if and when a crosswalk is installed at the intersection with 9th Street.

Grand Avenue

- Improve and/or reconstruct existing curb ramps at the SE and SW west corners of the intersection with Roswell Avenue to be ADA compliant with DWS. Install a new ADA compliant curb ramp with DWS at the NW corner of the intersection.
- Install a 6-foot wide sidewalk on Roswell Avenue on the west side of the street extending 80 feet north from Grand Avenue. *Part of unincorporated San Bernardino County and

within school boundary, and also on the 2017 "Safe Routes".
- Install new ADA compliant curb ramp with DWS at the NE corner of the intersection with Kadota Avenue.
- Install a 6-foot wide sidewalk on the south side of the street extending 510 feet west from Pipeline Avenue and reconfigure utility infrastructure placement to remove obstructions. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Install a 6-foot wide sidewalk on the north side of the street from Pipeline Avenue to 110 feet east of Wesley Avenue and widen the roadway to Right-of-way limits. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Install a new standard white crosswalk at the north leg of the intersection with College Avenue. Install new ADA compliant curb ramps with DWS at the NE and NW corners of the intersection.
- Install new standard white crosswalks at the north and south legs of the intersection with Wesley Avenue. Install new ADA compliant curb ramps with DWS at all corners of the intersection.
- Install a new standard white crosswalk at the north leg of the intersection with Dorset Avenue. Install new ADA compliant curb ramps with DWS at the NE and NW corners of the intersection.
- Install a new standard white crosswalk at the north leg of the intersection with Essex Avenue. Install new ADA compliant curb ramps with DWS at the NE and NW corners of the intersection.
- Install new standard white crosswalks at the south legs of the intersection and install new ADA compliant curb ramps with DWS at the SE and SW corners of the intersections with Norton Avenue, San Felipe Avenue, and San Pasqual Avenue.
- Install a 6 feet wide sidewalk on the north side of the street from 95 feet west of Essex Avenue to 115 feet east of Essex Avenue and widen the roadway to right-of-way limits. *Part of unincorporated San Bernardino County and within school boundary, and also on the 2017 "Safe Routes".
- Install a 6 feet wide sidewalk on the south side of the street from 110 feet west of Norton Avenue to San Pasqual Avenue and widen the roadway to right-of-way limits. *Part of unincorporated San Bernardino County and within school boundary, but not a part of the 2017 "Safe Routes".
- Install an intersection control beacon and repaint existing standard white crosswalks at the north and east legs of the intersection with Ramona Avenue.

Pipeline Avenue and Grand Avenue

- Install an intersection control beacon and install new yellow ladder styled school crosswalks at all legs of the intersection.
- Install new ADA compliant curb ramps with DWS at the SW, NW, and NE corners of the intersection.
- Improve and/or reconstruct the existing curb ramp at the SE corner of the intersection to be ADA compliant with DWS.

VERNON MIDDLE SCHOOL

Vernon Middle School is located on 9775 Vernon Avenue, nested in a small residential neighborhood and shares a border with Buena Vista Arts Integrated Magnet. For the 2018-2019 school year, the school enrolled 700 students, of whom 89.9% were eligible for the Free or Reduced Price Meal Program. Vernon Middle School is bounded by San Bernardino Street to the north, Benson Avenue to the east, Benito Street to the south, and Vernon Avenue to the west. Local destinations include the Montclair Town Center Sunrise Park, and a shopping center in Ontario on Mountain Avenue.

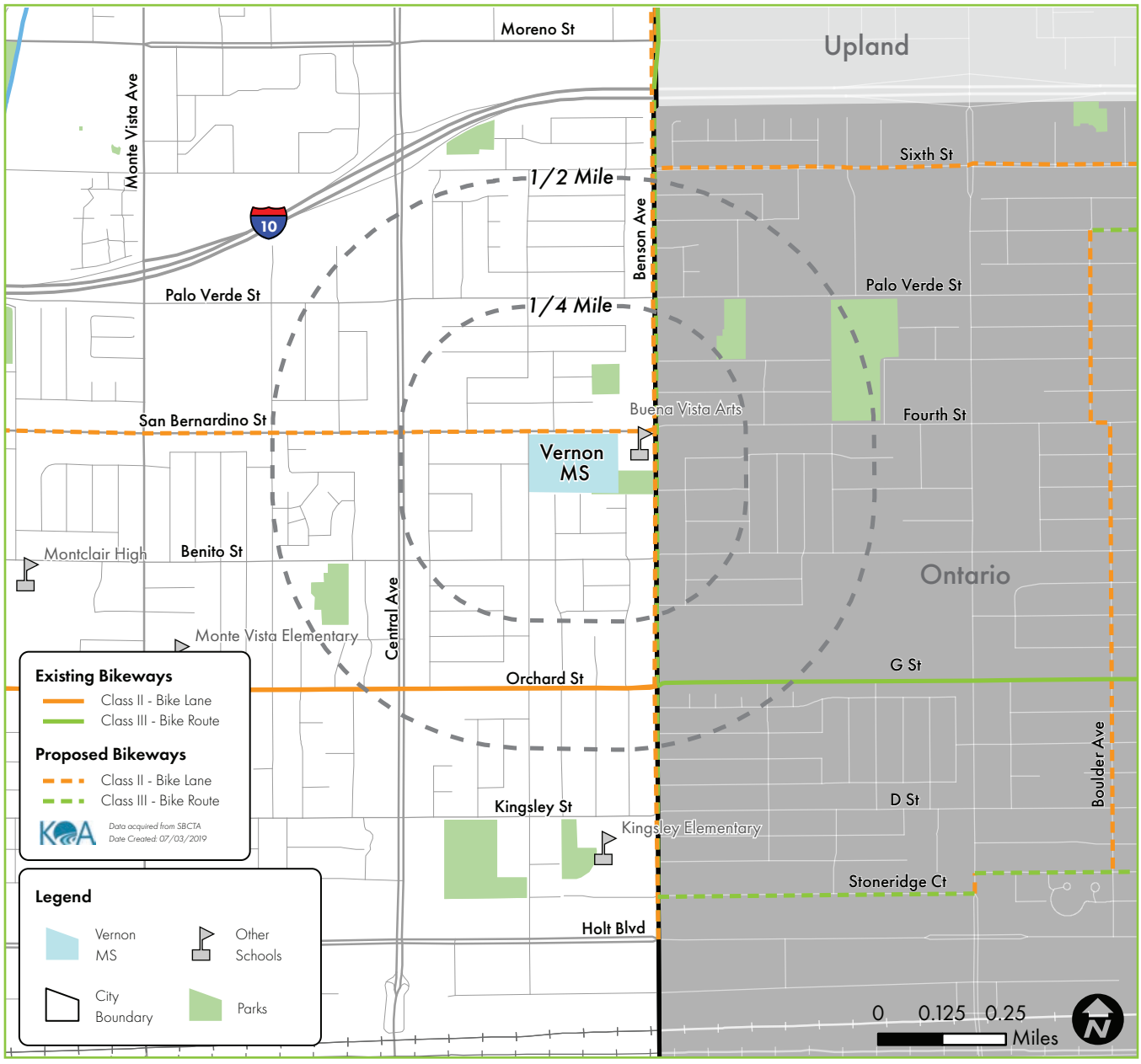
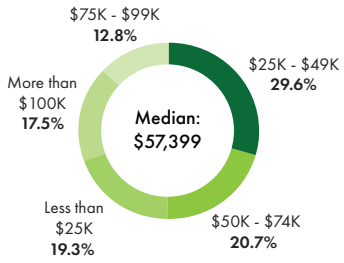


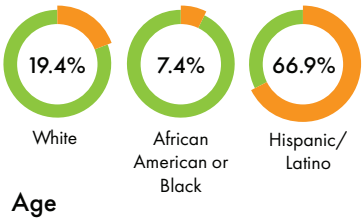
Figure 4-33: Vernon Middle School and surrounding areas

COMMUNITY CHARACTERISTICS

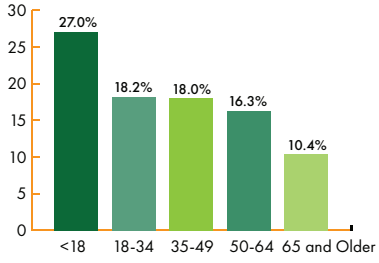
Median Household Income



Race/Ethnicity

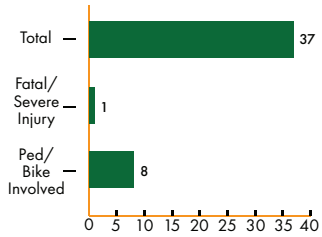


Age

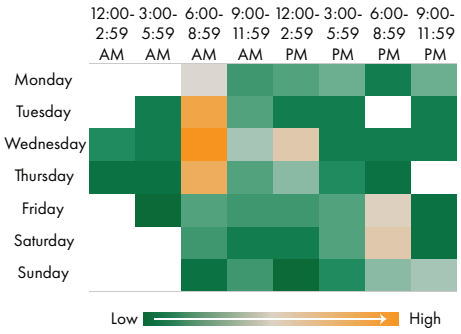


SAFETY

Collisions within 1/4-Mile Radius



Citation Frequency by Day and Time within 1/4-Mile Radius



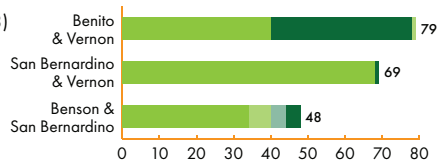
High Collision Roadways

1. San Bernardino Street (13)
2. Benson Avenue (7)
3. Benito Street (7)

High Collision Intersections

1. San Bernardino Street & Vernon Avenue (3)
2. San Bernardino Street & Rose Avenue (3)
3. Benito Street & Rose Avenue (3)

Top Citation Violation Locations within 1/4-Mile Radius



Collision Locations

- Occured at intersection
- Occured within 100 ft. of intersection
- Occured more than 100 ft. of intersection

- Failure to stop at sign, limit line, or crosswalk
- Failure to obey MUTCD/regulatory sign/signal
- Failure to yield right-of-way for pedestrian in crosswalk
- Failure to obey turning movement sign/signal

A Closer Look

Community Demographics

Approximately **50%** of households within ½ radius mile of Vernon Middle School have a median household income less than the county-wide median of **$57,156**[1].

1 of **4 (27%)** residents living within ½ mile radius of the school are under the age of 18[1].

High levels of Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly **45%** of households are speak only Spanish[1].

Health

The rates of asthma-related and cardiovascular-disease related hospital visits surrounding the school is higher than the rate in **68%** and **78%** of Census Tracts in the state respectively.

[1] *American Community Suvey 2019 Data*

[2] *CalEnviroScreen 3.0*

Pedestrian-Involved and Bicycle-Involved Collisions

Total Collisions[3]

181

Fatal Bike & Pedestrian Collisions

1/32

Total Bike & Pedestrian Collisions

32

Bike & Pedestrian Collisions That Resulted in Severe Injuries

0/32

Top Primary Collision Factors

- Pedestrian right-of-way[4]
- Pedestrian violation[5]

- Traffic signals and signs
- Wrong side of the road

Police Citations

Within a ¼ mile radius of Vernon Middle School, **274** police citations were issued. Of those, **71%** were as a result of a vehicle failing to stop at a stop sign limit line, a crosswalk, or the entrance to an intersection and **18%** were as a result of a vehicle failing to obey MUTCD, regulatory signage, and signals [6].

[3] *Data retrieved from TIMS for years 2014-2018, 1/2 mile radius*

[4] Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way

[5] Pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way

[6] Data retrieved from Montclair Police Department for the years 2013-2017

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Vernon Middle School, 181 collisions occurred between 2014-2018. Of those collisions, 18% involved a pedestrian or bicyclist. Of the 32 pedestrian and bicyclist-involved collisions, one resulted in a fatality, and none resulted in victims with a severe injury. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist involved collisions were traffic signals & signs and wrong side of road. The top two intersections for pedestrian-involved collisions were Central Avenue & San Bernardino Street and Benito Street & Central Avenue, both with three collisions. The top two intersections for bicyclist-involved collisions were Central Avenue & San Bernardino Street and 4th Street & Elderberry Avenue, with four and two collisions respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	19	10.5%
Bicycle	13	7.2%
Total Collisions	181	100.0%
Total Ped & Bike Collisions	32	17.7%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	1	5.3%
Severely Injured	0	0.0%
Visible Injury	12	63.2%
Complaint of Pain	6	31.6%
Total	19	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	38.5%
Complaint of Pain	8	61.5%
Total	13	100.0%

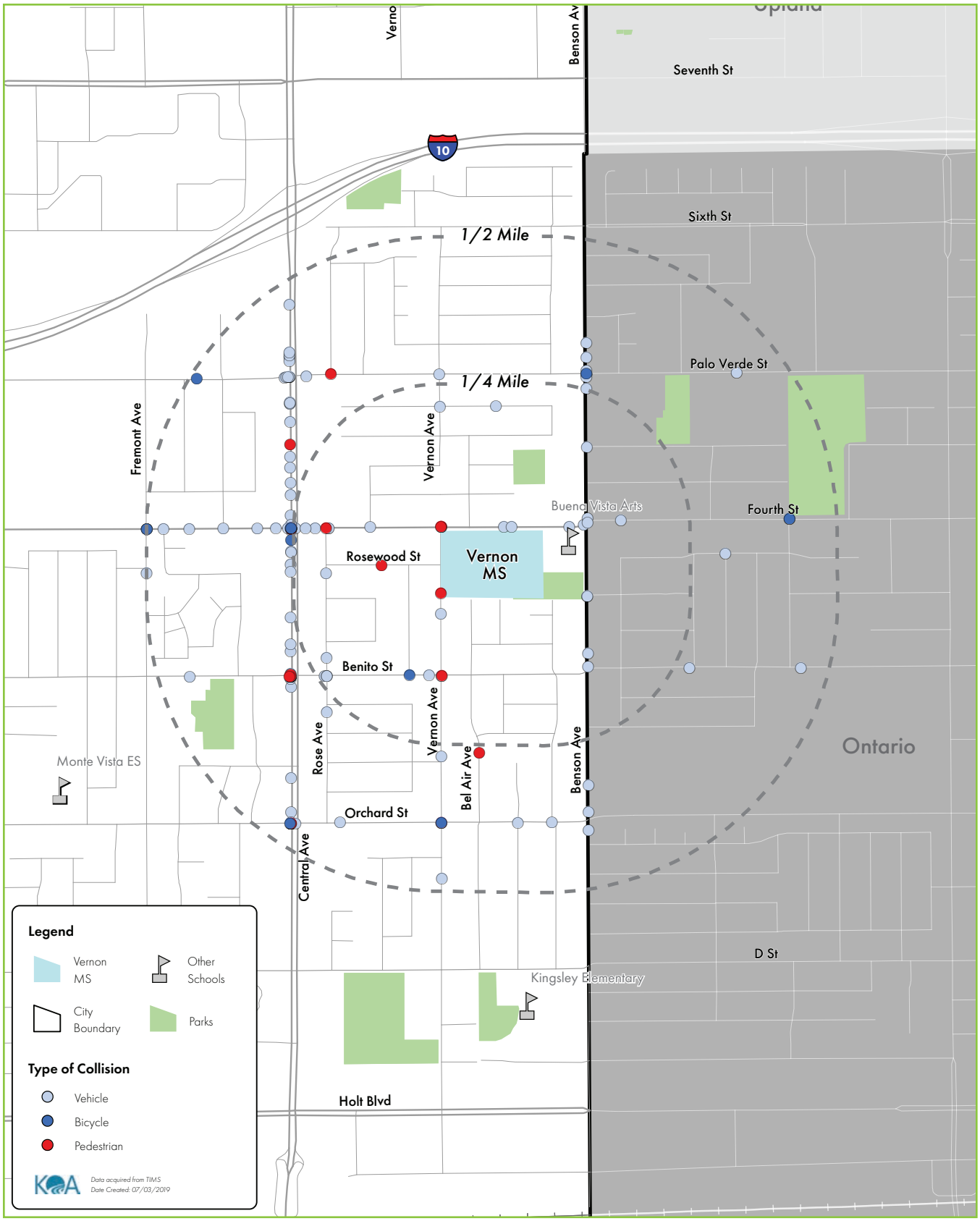


Figure 4-34: Pedestrian, bicycle, and vehicle collisions that occurred adjacent to Vernon Middle School

WALKING SAFETY ASSESSMENT

On Thursday, September 12th, 2019, the SRTS team met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Vernon Middle School. The event had 15 participants, of whom 12 were parents and 3 were school staff.

Observations and comments

At the event, participants provided a wealth of information. Their comments about the existing roadway conditions, along with observations made during the event, are documented in Figure 4-31.

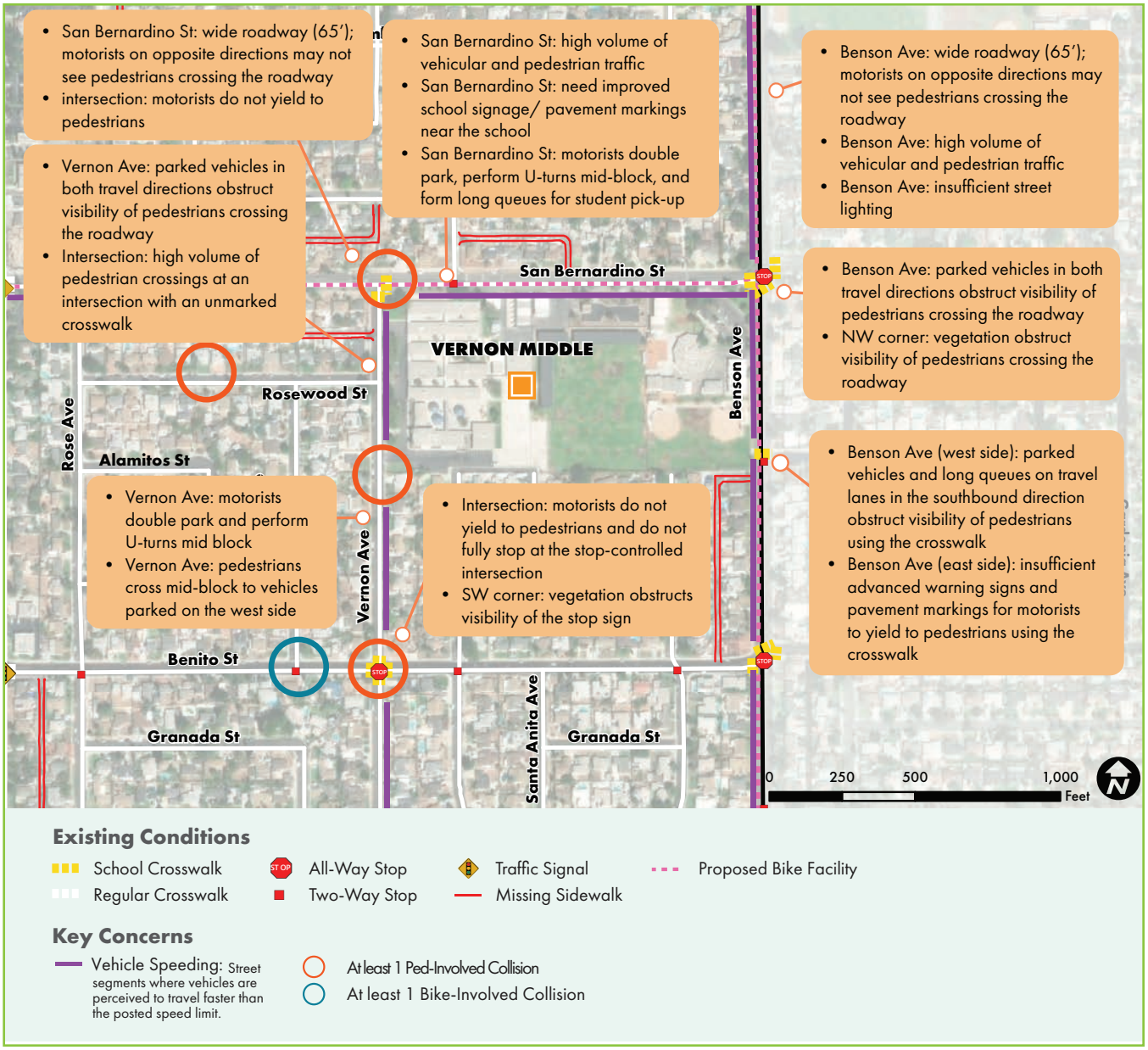
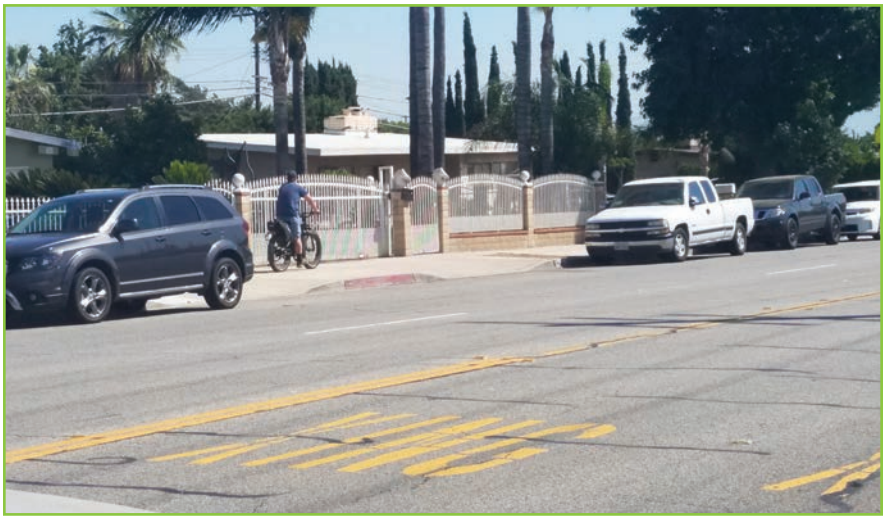


Figure 4-35: Observations made and comments received from the Vernon Middle School Walking Safety Assessment on September 12, 2019

Narrow sidewalk on San Bernardino Street

Speed limit sign on Benson Avenue

Intersection of San Bernardino Street and Benson Avenue



Bicyclists riding on the sidewalk along Benson Avenue

Figure 4-36: Infrastructure recommendations for Vernon Middle School

INFRASTRUCTURE RECOMMENDATIONS

The following set of infrastructure improvements are recommended for Vernon Middle School based upon the community's feedback and an understanding of the community's needs.

Vernon Avenue and San Bernardino Street (A)

- Install an intersection control beacon (LRSM ID# NS08) on new lighting fixtures on at least at two corners.
- Install raised bulb-outs at the Southwest (SW), Southeast (SE), and Northeast (NE) corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the south and east legs of the intersection.
- Install 50 feet of red curb paint along the eastbound approach to the intersection.

Benson Avenue and San Bernardino Street (B)

- Install an intersection control beacon on new lighting fixtures on at least at two corners. Pedestrian safety lighting to be provided at this location.
- Install raised bulb-outs at the SW and SE corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Install a painted bulb-out with bollards to minimize impact on drainage at the NW corner of the intersection.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at the east, west, and south legs of the intersection.

Benson Avenue and J Street (C)

- Install pedestrian hybrid beacon (PHB) for pedestrian actuated control of north and south vehicular traffic, pending warrants. Install Crosswalk Stop on Red (R10-23) sign on mast arm in both directions. Include stop lines in advance of the crosswalk for northbound and southbound vehicles if and when proposed PHB is installed. If PHB warrants are not met, existing Rectangular Rapid Flash Beacon (RRFB) may be kept.
- If and when a PHB is installed, remove existing RRFBs.
- Repaint the existing high visibility yellow ladder style school crosswalk at the north leg of the intersection and install a new high visibility yellow ladder style school crosswalk at the east leg of the intersection with new advanced "STOP" bar and legend markings in advance of school crosswalk.
- Install raised bulb-outs at the Northwest (NW) and NE corners of the intersection extending up to 8 feet onto the roadway and include covered trench drains to permit continuous gutter flow.
- Remove the existing "SLOW SCHOOL XING" pavement marking if and when PHB is installed.
- Install edgeline striping 8 feet from the curb for traffic calming along Benson Avenue in both the northbound and southbound directions from Benito Street to San Bernardino Street.
- Install a new high visibility yellow ladder style school crosswalk across the alleyway directly south of the school property on the west side of the street.
- Improve and/or reconstruct existing curb

ramps to be American with Disabilities Act (ADA) compliant with detectable warning surface (DWS) at the NW and SW corners of the intersection with the alleyway directly south of the school property.

Central Avenue

- Repaint the existing standard white crosswalks at all four legs of the intersection and replace all existing pedestrian push buttons with accessible pedestrian signals at the intersection with Palo Verde Street.
- Repaint the existing standard white crosswalks at all four legs of the intersection and replace all existing pedestrian push buttons with accessible pedestrian signals at the intersection with Benito Street.
- Improve and/or reconstruct existing curb ramps to be ADA compliant with DWS at all four corners of the intersection with Benito Street.

Vernon Avenue

- Install new high visibility yellow ladder style school crosswalks across the entrance and exit of the school parking lot area.
- Install a new high visibility yellow ladder style school crosswalk across the alleyway approximately 130 feet south of the San Bernardino Street on the west side of the street.
- Install a new high visibility yellow ladder style school crosswalk across the west leg at the intersection with Rosewood Street.
- Install Assembly A (CA) school signage approximately 375 feet north of Benito Street for northbound vehicles.
- Install new high visibility yellow ladder style school crosswalks with advanced "STOP" bar pavement markings at all legs of the intersection with Benito Street. Upgrade existing Stop (R1-1) signs with embedded LED lights that flash during school hours.

Benson Avenue

- Install new high visibility yellow ladder style school crosswalks at all legs of the intersection with 5th Street.
- Prior to installation of improvements, coordination should be established between the City of Montclair and the City of Ontario for this street.
- Install Assembly D (CA) school signage approximately 750 feet north of San Bernardino Street for southbound vehicles.
- Install Assembly C (CA) school signage approximately 450 feet north of San Bernardino Street for southbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk at the east leg of the intersection with Princeton Street.
- Install a new high visibility yellow ladder style school crosswalk at the east leg of the intersection with Harvard Place Street.
- Remove existing "SLOW SCHOOL XING" if and when PHB is installed at J Street.
- Install Assembly D (CA) school signage approximately 80 feet north of I Street for northbound vehicles.
- Install Assembly C (CA) school signage approximately 230 feet north of I Street for northbound vehicles.
- Replace existing crosswalks with new high visibility yellow ladder style school crosswalks at the east, west, and north legs of the intersection with I Street.
- Replace all existing pedestrian push buttons with accessible pedestrian signals at the

intersection with Orchard Street.

San Bernardino Street

- Install Assembly D (CA) school signage approximately 210 feet east of Rose Avenue for eastbound vehicles.
- Install Assembly C (CA) school signage approximately 450 feet east of Rose Avenue for eastbound vehicles.
- Install a new high visibility yellow ladder style school crosswalk with advanced "STOP" bar pavement markings at the north leg of the intersection with Bel Air Avenue.
- Install edgeline striping 8 feet from the curb for traffic calming in both the eastbound and westbound directions from Vernon Avenue to Benson Avenue.
- Remove Assembly C and D signs within school area.
- Install a new high visibility yellow ladder style school crosswalk across the alleyway approximately 360 feet east of Bel Air Avenue on the north side of the street.
- Install Assembly D (CA) school signage approximately 500 feet east of Benson Avenue for westbound vehicles.
- Remove existing End School Speed Limit (S5-3) sign approximately 650 feet east of Benson Avenue for westbound vehicles.

I Street and Jasmine Avenue

- Improve and/or reconstruct all four existing curb ramps to be ADA compliant with DWS.

Alamitos Avenue

- Install 250 feet of 6 foot wide sidewalk to close gap in the sidewalk network near Del Mar Avenue.

5 SRTS Programs

IN THIS CHAPTER:

This chapter discusses different types of educational, encouragement, and evaluation programs that the City, school district, and schools can launch to achieve the goals identified in Chapter 1.

5.1 INTRODUCTION

Non-infrastructural elements of the Safe Routes to School effort include activities and programs that relate to the remaining key components of SRTS planning: Engagement, Encouragement, and Education. This chapter provides examples of the programs and activities that school sites, school districts, City, and other stakeholders can implement to engage, encourage, and educate students and the broader Montclair community about SRTS efforts.

5.2 CREATING ENGAGEMENT

"All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure." -Safe Routes Partnership

The following section presents examples of programs and activities that schools and school districts can take to engage the school community with the Montclair SRTS effort.

School Safety Campaigns

School-wide "safety campaigns" help bring attention to safety topics at school sites. These topics could include pedestrian and bicycle safety, driver safety around schools, and "no cell phone" zones.

Annual "Back-to-School" activities present opportunities to initiate safety campaigns. The campaigns could also have a greater impact if they are planned collaboratively with local partners such as school districts, city departments, other local government agencies, local law enforcement, and non-profit organizations to reinforce and communicate the messages out to the entire community.

Campaigns could be planned around a single day, a week, or an entire month. Many Safe Routes to School programs have adopted the month of October as "Walktober". Safety messages about walking and biking could be delivered throughout the month, paired with walking and biking events (reference Encouragement Section)

Partnership with Community Stakeholders

Partnership with community stakeholders such as community groups and non-profit organizations that focus on health, safety, and physical activity, as well as law enforcement officers can help foster a community of Safe Routes to School champions to advocate, plan, and organize SRTS activities. Examples of such local community partners include Kaiser Permanete, Safe Routes Partnership, Tinkerspace, and STEM Center USA.

Neighborhood Beautification

Neighborhood Beautification projects could contribute to a positive experience for children to walk and roll to and from school. Research has shown that neighborhoods that are free of graffiti and debris and are well-maintained could create a higher sense of safety and contribute to lower crime rates.

Neighborhood beautification projects could be paired with Safe Routes to School efforts such as an "Earth Day" Walk-to-School Day where the school community could pick up trash along the walking routes to school. For the event, organizers could encourage a volunteer parent or teacher to lead the walk, promote it school-wide via school communication methods, and encourage school administrators to send out "all-call" or other "robo call" phone/emails to encourage participation. Organizers could also provide gloves and trash bags at a Walking School Bus Route meet-up or designated location and invite a local elected and/or local law enforcement to participate.

In addition to "Earth Day", school sites can host a regularly scheduled "clean-up day". These activities help to connect the school families to the conditions directly around their school sites and can engage them to be more active participants in Safe Routes to School and other School Safety Initiatives. Neighborhood beautification efforts could be relatively easy and cost-effective ways to engage students and families to create safer school communities.

Note: Unless otherwise noted, photos in this chapter were taken by KWS Consulting.

5.3 GENERATING ENTHUSIASM

Encouragement events, activities, and programs generate enthusiasm for Safe Routes to School initiatives. This section provides a brief overview of the countless programs that school sites and school districts can implement to encourage students and the larger school community to join in SRTS efforts. The National Center for Safe Routes to School also has a wealth of helpful resources and tools for planning and hosting walk and bike events. http://www.walkbiketoschool.org/

International Walk to School Day

International Walk to School Day is an international event where communities across the globe join to walk and bike to school on a selected date. Began in 1997 as a one-day event, this event has evolved to become part of an important SRTS celebration in October.

International Walk to School Day could serve as a kick-off event for a Safe Routes to School Program. It could generate significant enthusiasm and provide the school and community with an experience that would motivate them to establish regularly scheduled walking events and encourage families to make changes to their daily traveling habits and routines.

National Bike to School Day

National Bike to School Day mirrors the International Walk to School Day but with an emphasis on biking. The event encourages children to safely bike, walk, or roll to school. As with International Walk to School Day, this annual event could be useful in bringing attention and awareness to bicycle safety, and it generates excitement and enthusiasm to schedule reoccurring Bike to School days.

Monthly or Weekly Walk & Roll Days

Regularly scheduled walk and roll (bike) days could be the next step after a kick-off event like International Walk to School Day or National Bike to School Day. The event would help bring attention to the conditions and environment around schools and raise issues about traffic and neighborhood safety.

Program structure across school sites could be different depending on factors such as the capacity of staff/volunteers to organize the events and level of interest. The events could start as a monthly event (ie. "First Fridays" – the first Friday of every month) and evolve into a weekly event (i.e. Walking/Rolling Wednesdays).

Event organizers could invite school and community leaders to participate and promote the program. To encourage participation, organizers could provide small incentives like stickers or a punch card.

Walking School Buses & Bike Trains

A walking school bus is an activity where students are picked up at designated stops along a set route by an adult who would supervise their passage to and from school. A bike train is similar to a Walking School Bus but on bicycles.

The recommended ratio for Adult to Child differs based on the age of the students, and whether the activity involves walking or biking. The Centers for Disease Control recommends one adult per three children for children ages 4 to 6 and one adult for six children for older elementary children ages 7 to 9. For groups larger than six children, there should be one adult at the lead of the group, and a second adult tailing the group to keep it from getting too spread out in distance. For additional information on Walking School Buses and Bike Trains, visit the following links:

https://www.saferoutespartnership.org/resources/toolkit/bike-train-toolkit
https://www.saferoutespartnership.org/resources/toolkit/step-step

Promotional Competitions & Incentives

Contests, competitions, and incentives further encourage increased walking and bicycling. Competitions could include designing artwork centered around pedestrian, bicycle, or traffic safety, identifying a "mascot" for the program, and for older students - even development of a video for Public Service Announcement (PSA).

Another popular competition is to create a "Golden Sneaker" or "Silver Sneaker" trophy competition. This is typically a friendly competition between classrooms where students compete to win the trophy (or other prizes). Each class would strive to have as many students walking or biking to and from school. A tally chart could be posted in the classroom for the students to keep track of who is participating. At the end of the competition, the classroom that has the most participants wins the award. The trophy could be "homemade" using a sneaker spray painted gold or silver and mounted on old trophy parts. The trophy could be rotated from class to class based on the frequency of the competitions. For elementary school-age children, incentives could be as simple as a hand stamp for walking to school or a sticker.

Volunteer/Parent Champion or Ambassador Program

The Parent Champion or Ambassador Program would offer interested/ active community members with an opportunity to act as a liaison between the school and SRTS program. Champions could be parents, caregivers, grandparents, school neighbors, or other school volunteers, and they could be identified and trained on how to conduct encouragement and education activities. Volunteer/Parent Champions may have trouble maintaining their level of involvement over the course of multiple years, and new Champions would need to be recruited every year; however, Champions are still an important component to the program's success and longevity.

5.4 EDUCATIONAL PROGRAMS

Educational programs provide students and the community with the skills to walk and bike safely. Programs would also educate the students and community about the benefits of walking and biking, as well as teach them about the broad range of transportation choices. -Safe Routes Partnership

The following section offers a few examples of educational programs and activities that school sites and school districts can implement.

Parent & Caregiver Education

Parents and caregivers are some of the most important role models for students. They have the unique opportunity to teach and model safe behaviors for their children. They could also reinforce lessons and safety messages that children learn at school.

A safety presentation or a Safe Routes to School program overview could be provided to parent/caregiver groups at schools. SRTS Champions could work with school sites to identify PTA/PTO or other groups that meet regularly and ask to present to these groups. For Title I schools, the School Site Council (SSC) and the English Learners Advisory Committee (ELAC) offer forums for providing parents with safety information.

Student Safety Assemblies

Safety education assembly programs are both encouragement and education strategies. There are many themes and activities that are available. The assembly could be as complex as inviting a police officer to discuss pedestrian and bicycle safety or engaging students in simple but fun activities such as learning and singing a safety song or dance.

Another idea for a safety assembly involves incorporating physical activity. Activities that incorporate physical activity help to reinforce the SRTS goal of promoting physical activities through walking and biking.

Safety assemblies could focus on many specific topics. These could include: how to safely cross the street, how to operate a bicycle, and the importance of being aware of the environment and driver behavior. Videos, live demonstrations, and experiential activities could be utilized.

Student Pedestrian & Bicycle Rodeo Activities

Bicycle Rodeos are a popular and effective way to teach students how to ride safely. At a bicycle rodeo, children would learn how properly wear a bicycle helmet, how to inspect their bike to make sure it is safe to ride, how to control their bike, avoid obstacles, use hand signals, and learn overall "rules of the road". Bike rodeos are best suited for children starting in the 3rd/4th grade.

A similar concept could be adapted for pedestrian safety. Event organizers could set up a course with simulated intersections, stop signs, crosswalks, and other infrastructure to provide a good foundation for learning important pedestrian and bicycle safety concepts.

International Walk to School Day at a school at Glendale, CA
P/C: Glendale SRTS

Golden Sneaker Award

Bike Train

Walk and Roll Day at a school in Glendale, CA
P/C: Glendale SRTS

Participants at a Bike Rodeo

Children attending a Bike Rodeo

5.5 PROGRAM IMPLEMENTATION "READINESS"

"Readiness" involves recognizing the need for a change, weighing the costs and benefits and, when benefits outweigh costs, planning for change. The desire to change and to take action determines the degree of readiness. - Researchers, Cindy C Dalton & Laurie N Gottlieb, "The Concept of Readiness"

Many schools in the Montclair SRTS effort have moderate to high levels of readiness for SRTS non-infrastructure programs. The SRTS team evaluated each school's readiness based on conversations with school administrators and the school communities.

The schools in the Plan did not have formal SRTS programming. In the past, the Montclair Police Department had Bicycle Safety Helmet giveaways; however, in recent years, there were limited SRTS-related efforts at school sites and school districts.

School Site	Level of Readiness for Programming	Programming Interests
Buena Vista Arts – Integrated Magnet School	Further discussion with school needed to determine readiness. *The School Site has a new Principal who has not been introduced to SRTS efforts. The Assistant Principal was formerly at Monte Vista Elementary in the 2019-2020 school year and was involved in Walking Safety Assessment and early SRTS planning.*	Further discussion needed to identify interests
Howard Elementary	Readiness: Moderate to High *The School Site has enthusiastic and stable leadership along with a concerned parent community.*	• Have Student "Safety Seminars" • Have a Parent Assembly • Form a Safety Committee • Provide handouts and information on traffic safety
Kingsley Elementary	Readiness: Moderate *The School Site has a new Principal who has not been introduced to SRTS efforts. The Assistant Principal was a part of Walking Safety Assessment and was involved in early SRTS planning efforts. The School Site also has a very engaged parent community with high attendance at the Walking Safety Assessment.*	• Have an educational campaign to inform parents of safe behaviors • Create education programs to teach students about pedestrian, bicycle, and traffic safety • Hold a Walk to School Day event and tied to Positive Behavioral Interventions and Supports (PBIS) efforts • Form a Walking School Bus

Table 5-1: Montclair SRTS Readiness Matrix

School Site	Level of Readiness for Programming	Programming Interests
Lehigh Elementary	Readiness: Moderate *The School Site has stable leadership who has prior experience with SRTS Initiatives. It also has a concerned parent community.*	• Host Student and Parent Assemblies on pedestrian, bicycle, and traffic safety • Host a Park Beautification Project
Montclair High School	Further discussion needed to determine readiness	Further discussion needed to identify programs
Monte Vista Elementary	Readiness: Moderate *The School Site has an engaged and supportive Principal and a new Assistant Principal who has not been introduced to SRTS efforts.*	• Send outreach letters and educate parents on safe traffic behavior • Form a Walking School Bus • Host a 3 Block Challenge (Park and Walk) • Hold a Walk to School Day event
Montera Elementary	Readiness: Moderate to High *The School Site has enthusiastic and stable leadership.*	• Provide parent education on traffic safety • Have a program to educate students on pedestrian, bicycle, and traffic safety • Host encouragement programs to promote active transportation to school • Establish a SRTS Champions Committee
Ramona Elementary	Readiness: High School administrators have SRTS experience and expressed enthusiasm for SRTS programs.	• Have a program to educate students and the broader school community on pedestrian, bicycle, and traffic safety • Establish a SRTS Champions Committee
Vernon Middle School	Readiness: High The School Site has motivated and stable school leadership.	• Provide parent education on pedestrian, bicycle, and traffic safety • Have programs to educate students on pedestrian, bicycle, and traffic safety • Provide handouts and educational "Tip Sheets" on how to walk and bike safely • Have a Start of the School Year Safety Campaign • Establish a SRTS Champions Committee

Table 5-1: Montclair SRTS Readiness Matrix (Cont.)

5.6 CITYWIDE SRTS PROGRAMS

The City has undertaken many SRTS-related initiatives to improve its active transportation network, improve the safety of people walking and biking, and create a healthier environment for its residents. Ordinance 17-191 allows the City to issue citations to pedestrians who cross the street while demonstrating "distracted" behavior, including while using a phone to talk or text. The goal of the ordinance is to raise awareness about the dangers inherent in walking and to promote pedestrian safety and education.

The City established the Healthy Montclair initiative in 1998 to improve the health and well-being of residents through promoting physical activity, nutritious food, and health care. The City of Montclair has noted that the poor health outcomes observed in the City may be related to lack of exercise. The goal of Healthy Montclair is prevention, or changing the environment to address the conditions leading to poor health, instead of just treating illnesses and issues as they arise.

An action brief developed by the City states that "Parks, bicycle routes, sidewalks, and recreation classes that provide opportunities for physical activity are known to improve academic achievement, physical health, and mental health." The initiative thus seeks to develop safer walking and biking routes to improve resident health, including the health of children.

The City hosts many existing health and wellness classes and programs. For instance, the Montclair Mini School provides physical education for children ages 3-5. The Por La Vida, which trains women to become local health ambassadors, frequently hosts classes in elementary schools to promote healthy behavior. The City also offers year-round and summer youth-oriented recreational programs.

At the City-level, Safe Routes to School activities could be incorporated into many existing programs. Table 5-2: List of City Programs and Activities identified some of the programs where that may occur.

Note: The list was developed prior to the COVID-19 pandemic.

Program	Program Description	Age
After-School Program (MAP)	Based on their grade level, students are assigned to a class where a trained City Employee will guide students in the daily components of MAP. Activities include time for homework, physical education, academic enrichment, and a well-balanced supper. Enrichment activities complement the curriculum taught during the school day, and they may include: art, drama, music, dance, games, and sports.	Elementary
Mini School	The Mini School Program is designed to provide recreational activities and social interaction experiences for pre-kindergarten children through regular classes to prepare them for Kindergarten. The Mini School Program includes enrichment lessons for kindergarten readiness.	3-5 y.o
Kids on the Move	The purpose of the Kids on the Move program is to inspire a healthy model of physical activity for toddlers through fun and engaging activities that focus on stretching, body awareness, listening skills, following directions and defining motor skills.	0-5 y.o
Discover Art	Through the Discover Art program, children explore the wonderful world of science through wonderfully messy projects.	6-11 y.o
Craft Corner	At the Craft Corner program, children create projects, learn new skills, or sharpen the ones they already have. The program has an array of projects for them to create, with a different project each week.	6-11 y.o
S.T.E.A.M Class	S.T.E.A.M. - Science, Technology, Engineering, Art, and Mathematics. Parents and children play, learn and grow together through STEAM activities. Through science, construction, and art activities, children interact with their world using hands-on, child-led, diverse play.	3-6 y.o
Summer Recreation Program	The program is available to children in the First to 9th grade. Activities include sports, arts and crafts, table games, field trips, and a variety of fun-filled events.	1st - 9th grade
Summer Day Camp	The Summer Day Camp program provides supervised activities for children. Activities include arts and crafts, cooking, movies, snacks, recreational swimming, special events, and field trips.	1st - 9th grade
Movers and Shakers	The purpose of the course is to promote young children to be active and help them develop developmental skills of print motivation, letter awareness, gross motor skills, a sense of rhythm, body awareness, following directions, and listening skills.	3-5 y.o
Preschool Story-time	The Preschool Storytime program promotes young children to read and provides them with an opportunity to socialize with each other. The developmental skills that the course focuses on are letter recognition, print motivation, listening skills, and narrative skills.	3-5 y.o
Language Courses	Montclair offers a variety of language courses for children. Each language course seeks to teach children to learn, read, write, and listen using different teaching medium.	5-15 y.o

Table 5-2: List Of City Programs And Activities

5.7 SRTS Program Cost Estimates

Safe Routes to School programs can range from simple, informal, and low cost to complex, formal, and expensive. The cost is dependent on who is implementing the program and what types of funding and resources they have available. Individual school sites, school districts, or larger-scale community-wide groups could host their own SRTS programs through the help of engaged parents, champions, and/or community volunteers. Alternatively, the implementing agency could have formal Safe Routes to School grant funding and can hire local non-profits organizations or consulting firms to implement the programs.

Safe Routes to School programs are beneficial to a school community in many ways. The programs could start immediately if the school site/community is motivated and ready, unlike infrastructure improvements that could take years to plan, get funding, and be constructed. It would give the community a sense of accomplishment since efforts would be underway to address their concerns. The costs for SRTS programs are also significantly less compared to the costs to construct the physical infrastructure improvements; thus programs could be planned and implemented easily and even before any physical infrastructure improvements are made.

The "Level of Effort" is the estimated time required to execute a program for an individual school site. For district or city-wide efforts, the Level of Effort would be increased. For Engagement and on-going Encouragement programs, the hours were calculated on a monthly basis. For one-time events, the hours reflected the time needed to coordinate each overall event.

The "Cost Range" is the estimated cost of purchasing the materials, supplies, or consulting fees to deliver a program for an individual school site. For district or city-wide efforts, the Cost Range would be increased.

Level of Effort	Cost Range
Low: 1-8 hours	$ 50 to $500
Moderate: 8-20 hours	$500 to $1,000
High: 20-30 + hours	$1,000 and higher

Table 5-3: Cost Estimates for SRTS Programs

SRTS Program	Level of Effort	Cost Range
Engagement Programs		
School Safety Campaigns	Moderate	Low-Moderate
Partnership with Community Stakeholders	Low-Moderate	Low
Neighborhood Beautification	Low	Low
Encouragement Activities		
International Walk to School Day	Moderate-High	Low to Moderate for an individual school; High if it's a district or city-wide event
National Bike to School Day	Moderate-High	Low to Moderate for an individual school; High if it's a district or city-wide event
Monthly or Weekly Walk & Roll Days	Low-Moderate	Low
Walking School Buses & Bike Trains	Moderate	Low
Promotional Competitions & Incentives	Moderate	Low to Moderate depending on school enrollment
Volunteer/Parent Champion or Ambassador Program	Moderate-High	Low to Moderate
Educational Programs		
Parent & Caregiver Education	Low-Moderate dependent on level of parent/volunteer involvement	Low if utilizing volunteers; High if hiring Consultants
Student Safety Assemblies	Low-Moderate dependent on level of parent/volunteer involvement	Low if utilizing volunteers; High if hiring Consultants
Student Pedestrian & Bicycle Rodeo Activities	Low-High dependent on level of parent/volunteer involvement	Moderate if utilizing local volunteers and community resources; High if hiring Consultants

Table 5-4: SRTS Programs Cost Estimate Matrix


NIKE
SONIC

6 Implementation Strategy

IN THIS CHAPTER:

Chapter 6 presents a set of strategies and tools that the City can undertake to implement the recommended projects identified in Chapters 4 and 5. It provides discussions of strategies that the City can use to identify projects for implementation, stakeholders that would need to work together to implement the Plan, project cost by school, and funding opportunities that are available to fund the recommended projects.

6.1 STRATEGIES FOR IMPLEMENTATION

Recommendations developed in Chapter 4: School Plan are identified for implementation using two strategies: Project Prioritization and Project Phasing. The Project Prioritization Strategy focuses on identifying projects based on a selected set of criteria. Meanwhile, the Project Phasing strategy uses a structured approach to implement projects, and it highlights the anticipated amount of time it will take to implement the projects. Recognizing that opportunities for implementation can come in a variety of means, these strategies – used either alone or in combination with each other- offer the City greater flexibility in identifying projects from the recommendations for implementation.

PROJECT PRIORITIZATION

The Project Prioritization strategy uses a data-driven approach to rank the recommendations that are grouped into projects by school. Project priority for the Montclair SRTS Plan focuses on two major components:

- Project Need – assesses each school community's need for the project
- Community Support and Resources Synergy- responds to the sentiment understood from the community through inclusive outreach efforts and compliments other existing planning efforts

The specific measures for each category are shown in Table 6-1: Project Prioritization Categories. Weighting factors are adjusted to provide higher prioritization on some criteria over others. The assigned weights contribute to an overall cumulative score that balances community needs with community support for the project. A list of prioritized projects along with their respective ranking criteria is available in Table 6-2: Prioritized Project List.

With the Project Priority Strategy, projects with higher rankings should be considered for implementation before projects with a lower rank. However, the City may choose to advance specific projects for other interests or as certain types of funding become available. Additional analyses should be conducted periodically in response to major changes in population, the environment, and community need.

Group	Dataset	Group Weight
Need and Equity	Free and Reduced Price Meal Elegibility % (FRPM)	25
	School Enrollment	
	Disadvantaged Community (DAC)	
	Low Vehicle Access	
Safety	Bicycle and Pedestrian Collisions	20
	Vehicle Citations	
Health	Physical Fitness Test	20
	Heart Attack Rate	
	Asthma Attack Rates	
Accessibility and Comfort	Pedestrian Level of Comfort (LOC)	15
	Bicycle Level of Traffic Stress (LTS)	
	Transit Accessibility	
Community Support & Planned Efforts	Resource Synergy (Existing planned efforts)	20
	Community Support	

Table 6-1: Project Prioritization Categories

Ranking	School	Score
1	Montclair High School	77.5
2	Montera Elementary School	69.6
3	Lehigh Elementary School	68.1
4	Monte Vista Elementary School	63.0
5	Vernon Middle School	56.2
6	Kingsley Elementary School	53.1
7	Buena Vista Arts Integrated Magnet	51.5
8	Ramona Elementary School	49.7
9	Howard Elementary School	34.0

Table 6-2: Prioritized Projects List

PROJECT PHASING

The Project Phasing approach allows the City to develop projects from the recommendations that can be implemented in different phases of time and levels of complexity. The strategy offers the City greater flexibility in identifying projects that are most suitable for the level of commitment and resources available. The categories below group projects by different timeframes and levels of difficulty for implementation.

SHORT TERM (0-2 YEARS)

Projects that are phased as "short-term" present opportunities for more rapid implementation, reflect strong community support, and has an impactful effect on the community.

Types of Improvements

ADA curb ramps, high visibility crosswalks, pavement markings, signage, rectangular rapid flashing beacons (RRFBs), pedestrian interchange enhancements, new Class II bike lane, and conversion of existing bike lane to bike lane with a buffer.

MID TERM (2-5 YEARS)

Mid-term projects require additional research or are ready for implementation, but impacts on vehicular right-of-way, utility easements, and/or other constraints must be considered.

Types of Improvements

Off-street shared use path, sidewalk (with curb and gutter), curb extensions / bulbouts, bike lane with buffer, restriping exisitng bike lanes and buffered bike lanes, and off street bike path or shared use path.

LONG TERM (2-5 YEARS)

These projects can be considered as forecasted projects and require added resources prior to implementation. These projects require more attention in the engineering and design phases or include the need for coordination with adjacent agencies or county governing bodies.

Types of Improvements

Grade separated freeway or roadway crossing for shared use path or bike path, traffic signals, roundabouts, and any project that requires the City to modify/add hard wiring infrastructure.

6.2 COST SUMMARY

The recommendations identified in Chapter 4: School Plan has an estimated cost of $22,248,442. Planning-level cost assumptions are derived from similar projects across Southern California. Key cost assumption factors include design, environmental, construction management, mobilization, construction, and other contingencies to ensure cost reflects as accurately as possible implementation financial expectations. Table 6-3: Cost Estimates By School provides a summary of the total estimated cost to install the recommendations, while Appendix D: Cost Estimates offers a line item cost breakdown for recommendations at each school.

School	Cost
Buena Vista Arts - Integrated Magnet School	$3,009,788*
Howard Elementary School	$1,692,496
Kingsley Elementary School	$936,885
Lehigh Elementary School	$3,618,961
Montclair High School	$2,878,691
Monte Vista Elementary School	$882,133
Montera Elementary School	$1,038,363
Ramona Elementary School	$8,191,125
Vernon Middle School	$3,009,788

Table 6-3: Cost Estimates By School

**Buena Vista Arts - Integrated Magnet School and Vernon Middle School have similar recommendations. Therefore the total estimated cost did not double count the cost for each school.*

6.3 FUNDING OPPORTUNITIES

Many funding opportunities are available for the City to seek after to implement the recommendations identified in this Montclair Safe Routes to School. Funding sources are available at the federal, state, and local levels. They could fund a variety of infrastructure and non-infrastructure projects that target areas such as active transportation, air quality, and safety education.

The funding sources are showcased in Table 6.4: Federal Funding Sources, Table 6.5: State Funding Sources, and Table 6.6: Local Funding Sources.

Program Source	*Administering Agency*	*Matching Requirement*	*Comment*
Congestion Mitigation and Air Quality (CMAQ) Program via FAST Act	United States Dept. of Transportation through SBCTA	Established by SBCTA	The program funds transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and transportation improvement program.
Highway Safety Improvement Program (HSIP)	United States Dept. of Transportation through Caltrans	10% Match	HSIP funds projects that improve safety for any public road, publicly owned bicycle, pedestrian pathway, or trail. Projects must show safety improvement and cost benefits. In addition to infrastructure improvements, the program also funds SRTS education and encouragement programs.
Surface Transportation Block Grant Program (STBG)	United States Dept. of Transportation through SBCTA	Not Stated	The Surface Transportation Block Grant Program (STBG), formerly the Surface Transportation Program (STP), provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Better Utilizing Investments to Leverage Development (BUILD)	United States Dept. of Transportation	20%	Formerly the TIGER grant, the BUILD focuses on projects with significant regional or local impacts. While biking and walking projects are eligible, the emphasis is on larger transportation projects.
Community Development Block Grant (CDBG)	Housing and Urban Development	Not Stated	The CDBG is a flexible program that provides communities with resources to address a wide range of unique community development needs. On the local level, these funds are administered by the San Bernardino County Community Development and Housing Department. The program can fund a range of projects including building community facilities, parks, and roads; providing new and increased public services; and supporting initiatives that create new jobs.
Centers for Disease Control and Prevention (CDC) grants and contracts	Centers for Disease Control	Varies	A variety of grants and contracts are available for non-infrastructure programs that promote health and quality of life.

Table 6-4: Federal Funding Sources

Program Source	Administering Agency	Matching Requirement	Comment
Active Transportation Program (ATP)	Caltrans	Not Required	The program funds active transportation-related infrastructure projects, plans, and education/encouragement/enforcement activities. It consolidated previous programs (Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to Schools) into one program.
Sustainable Communities Grant (a part of the Sustainable Transportation Planning Grant Program)	Caltrans	11.47% minimum	The effort provides funding for infrastructure and non-infrastructure projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning. This includes: SRTS, ATP, trail master plans, pedestrian master plans, bicycle master plans, Vision Zero, bike parking facilities planning, educational outreach, traffic calming, health equity studies, first mile/last mile, station area planning, etc.
Environmental Enhancement and Mitigation (EEM) Grant Program	CA Natural Resources Agency	Not Required	The program funds projects that enhance or mitigate environmental impacts caused by future transportation projects.
Office of Traffic Safety (OTS) Grants	CA Office of Traffic Safety	Not Required	These grants fund a variety of projects including traffic safety education, pedestrian and bicycle safety, police traffic services, public relations programs, and roadway safety and traffic records.
Community-Based Transportation Planning Grant (CBTP) Program	Caltrans	Not Stated	The Community-Based Transportation Planning grant program aims to engage the community in transportation and land use projects. Projects support concepts such as livable and sustainable communities with a transportation or mobility focus. They should also promote community identity and quality of life, as well as provide transportation and land use benefits to communities.
State Highway Operation and Protection Program (SHOPP)	Caltrans	Not Stated	SHOPP offers funding for capital improvement projects that relate to the state highway system. Projects focus on reducing collisions, enhancing mobility, restoring damage to roadways, and preserving bridges and roadways. This can include pedestrian and bicycle facility projects.
Rubberized Pavement Grant Program	CA Dept. of Resources Recycling and Recovery	$350,000 maximum per application; $7,750,000 for FY 18-19	The program offers funding for on-street bikeway and roadway projects that use 100% California waste tires. The grant program is designed to promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Hot-Mix and Chip Seal.
Urban Greening Grant Program	CA Natural Resources Agency		Funding for the Urban Greening Program comes from revenue generated from the state's Cap and Trade program. Projects that qualify for grants from the program are required to show net GHG benefits along with other benefits; additionally, they must include one of three project activities: sequester and store carbon by planting trees, reduce building energy use by strategically planting trees to shade buildings; and/or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Table 6-5: State Funding Sources

Program Source	Administering Agency	Matching Requirement	Comment
Development Impact Fees	City	-	Funds sourced from Developer Impact Fees can help pay for SRTS improvements.
Sustainable Communities Program	Southern California Association of Governments (SCAG)		The program offers grants that can be used toward planning and policy efforts that allow for the implementation of the regional RTP/SCS. Grants in the program fall into three categories: Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration; Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans; Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.
Transportation Development Act: Local Transportation Fund (LTF) and State Transit Assistance (STA)	SBCTA		The Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund were created from the Transportation Development Act. These funds support a variety of transportation projects across the state. A portion of the LTF is set-aside for pedestrian and bicycle projects.
Measure I	SBCTA		Under Measure I, San Bernardino County collects a half-cent sales tax for transportation improvements. The revenue collected from each of the six subarea could only be used within that subarea. The City of Montclair is located in the Valley Subarea, south of the mountains.

Table 6-6: Local Funding Sources

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