



PACIFIC ELEMENTARY SCHOOL WALK AUDIT REPORT

DECEMBER 2018



Pacific
Elementary
School

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HOW TO USE THIS REPORT

This walk audit report is intended to guide infrastructure improvements near Pacific Elementary School with the goals of improving safety for pedestrians and people on bikes, as well as enabling more students to choose active methods of travel to school. Safe Routes to School programs not only benefit students, but also benefit the broader community by slowing traffic in neighborhoods, improving access to destinations, and providing opportunities for physical activity and improved health outcomes. The recommendations in this report are informed and influenced through engagement with parents, students, community partners, and school staff.

Please note that this report is not a standard, specification, regulation, or official engineering study and should not be used for establishing civil liability. This report highlights needs and potential solutions within this community. The implementation of any strategy contained within this report should be made on the basis of an official engineering study at each location. Instead, this report should be used to further plan improvements and respond to identified needs within this community.

LOCAL AGENCY STAFF

Local agency staff should use this report to support funding applications for active transportation infrastructure projects. The recommendations in this report are informed by a community-based planning process, which is a critical component of grant competitiveness at the State and regional levels. Additionally, this report includes key data and community-identified priorities that can inform current or future planning efforts.

SCHOOLS AND SCHOOL DISTRICT

The school should use this report to advocate for built environment change that impacts student health, wellness, and success. This report also includes education, encouragement, and enforcement recommendations that can be incorporated into an ongoing Safe Routes to School program.

The school district should use this report to identify and implement changes that can be made on site to improve walking and biking for students.

COMMUNITY MEMBERS

Community members should use this report to advocate for built environment change in the community. This report also includes education and encouragement recommendations that parents and community members may be able to implement in partnership with the school as well as their own students.

SCHOOL LOCATION

Pacific Elementary School is located at 6201 41st Street in unincorporated Sacramento County. For the 2017-2018 school year, approximately 743 students were enrolled in grades K-6, of which 87% were eligible for free or reduced price meals.¹ The 2017-2018 attendance boundary is shown to the right.

Pacific Elementary is situated within a disadvantaged community which ranks in the second highest percentile for social, economic, and environmental vulnerabilities as defined by CalEnviroScreen 3.0 (86-90%)². CalEnviroScreen 3.0 identifies communities most affected by pollution and where residents are vulnerable to adverse environmental impacts.

The school is closely bordered to the west by Highway 99. The school's location adjacent to the freeway is challenging for students traveling both by foot and by car. Students walking to school from west of the freeway often must cross Martin Luther King Jr. Boulevard, a high speed, north-south arterial, and then walk along 41st Avenue (another high speed arterial) or across a dark and uncomfortable pedestrian bridge at 44th Avenue. For drivers, 41st Street dead ends at Pacific Park which makes morning drop-off and afternoon pick-up challenging due to limited curb space for loading and poor access to and from the front entrance.



2017-2018 Attendance Boundary for Pacific Elementary

¹ California Department of Education, Free/Reduced Meals Program and CalWORKS Data Files, 2018. Available from <http://www.cde.ca.gov/ds/sd/sd/files.asp>. Accessed May 2018.

² CalEnviroScreen 3.0, California Office of Environmental Health Hazard Assessment, 2017. Available from <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>. Accessed May 2018.

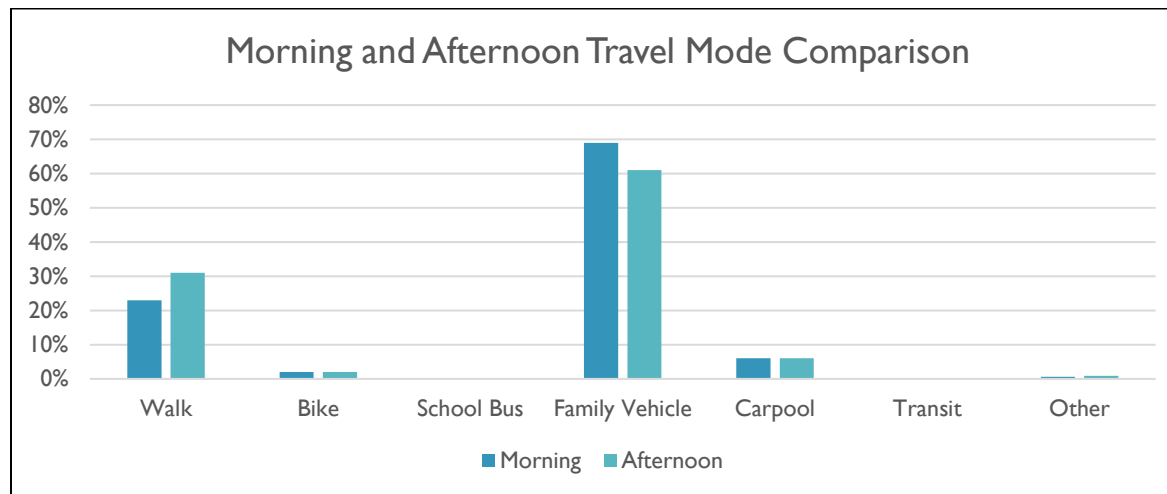
EXISTING CONDITIONS

MODE SPLIT

Using the National Center for Safe Routes to School Student Travel Tally³, in-class tallies of student travel mode were conducted over a period of three days in May 2017. 1,844 trips were tallied across 18 classes. The tally results are shown below.

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	311	24%	1%	0%	70%	4%	0%	0.3%
Tuesday PM	240	31%	1%	0%	62%	5%	0%	0.8%
Wednesday AM	406	22%	2%	0%	68%	7%	0%	0.5%
Wednesday PM	337	31%	2%	0%	60%	7%	0%	0.9%
Thursday AM	279	24%	3%	0%	67%	5%	0%	1%
Thursday PM	271	30%	3%	0%	60%	6%	0%	1%

Percentages may not total 100% due to rounding.



Percentages may not total 100% due to rounding.

³ National Center for Safe Routes to School, Evaluation: Student In-Class Travel Tally, 2009, available <http://saferoutesinfo.org/program-tools/evaluation-student-class-travel-tally>; Internet: accessed May 2018.

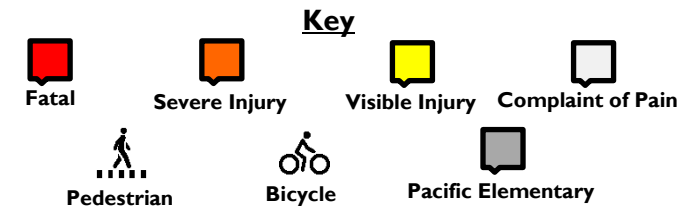
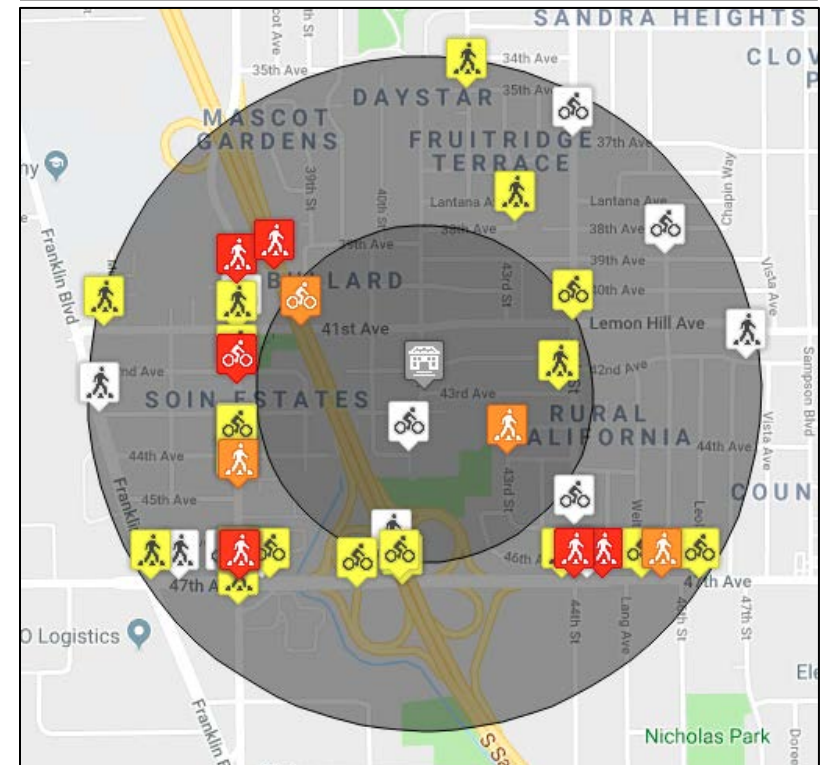
TRAFFIC INJURY MAPPING

Between 2012 and 2016, there were 50 reported collisions involving motorists and non-motorists within a ½ mile radius of the school.⁴ Seventeen collisions occurred between 7:30am and 5:00pm on weekdays, which are popular commute times. Most collisions occurred on 47th Avenue and Martin Luther King Jr. Boulevard. Many students live west of Highway 99 and cross Martin Luther King Jr. Boulevard in order to get to and from school. There is only one crosswalk across Martin Luther King Jr. Boulevard within the 880-foot stretch between 41st Avenue and 47th Avenue. A combination of infrastructure improvements along with pedestrian and bicycle education may improve the safety of crossings along Martin Luther King Jr. Boulevard.

TIMS Injury Summary Statistics: Pedestrian and Bicycle Injuries 2012-2016 within ½ Mile of Pacific Elementary School

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi	0	2	2	1	2	3	5
¼ - ½ mi	6	6	17	16	25	20	45
Total	6	8	19	17	27	23	50

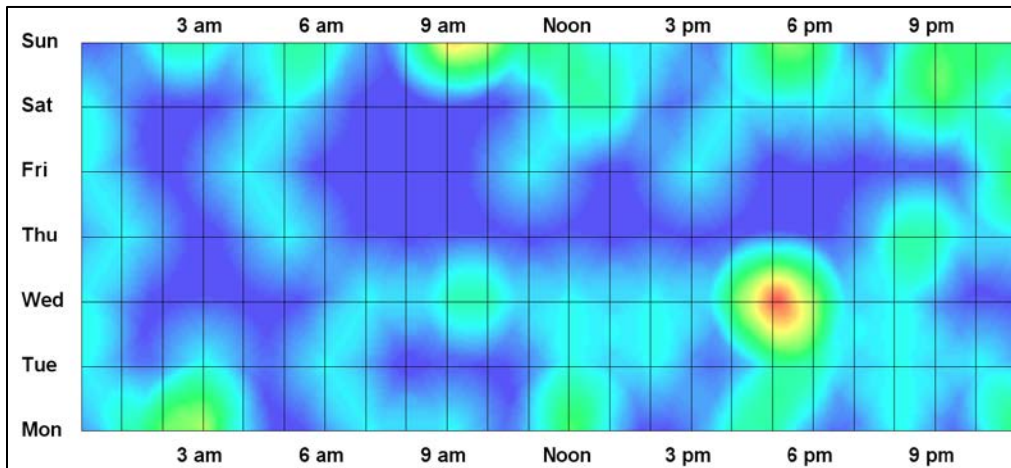
Traffic Injury Mapping System: Collisions reported within a ½ mile of Pacific Elementary School January 2012 – December 2016.



⁴ UC Berkley Transportation Injury Mapping System: Safe Routes to School Collision Map Viewer, available at <https://tims.berkeley.edu/tools/srts/>. Accessed May 2018.

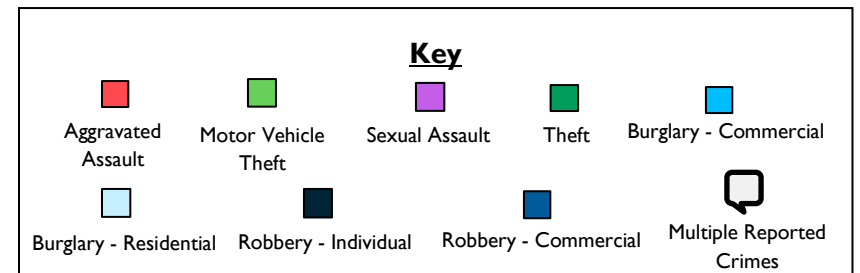
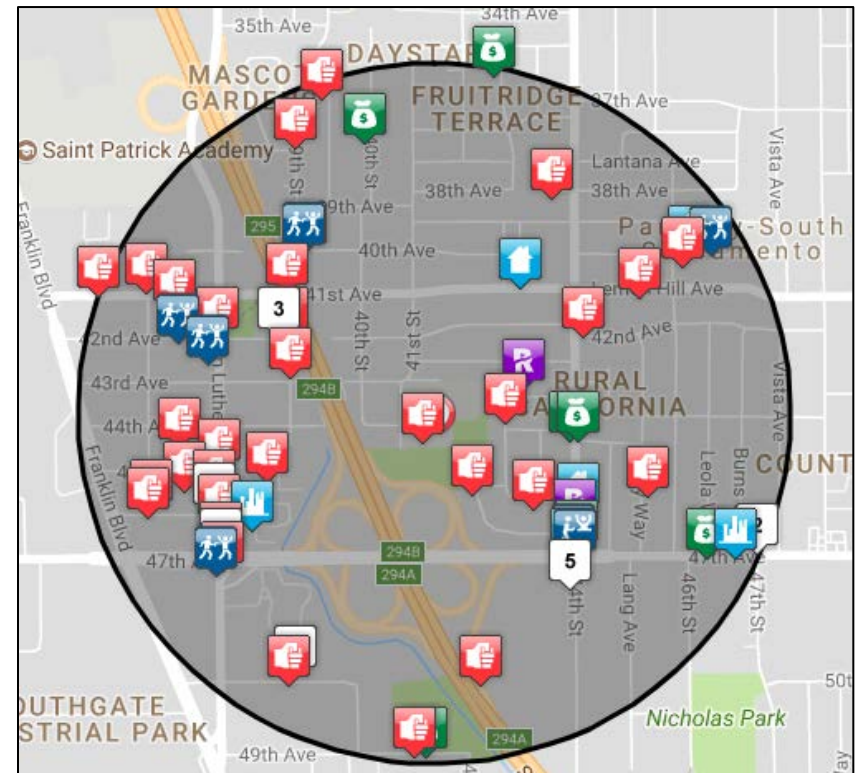
CRIME REPORTS

Between November 2017 and April 2018, there were 75 reported crimes within a ½ mile radius of Pacific Elementary, most of which were classified as aggravated assault.⁵ Parents identified violence and crime as one of the primary factors preventing students from walking or biking due to concerns with personal safety. During the weekdays, crimes predominantly occurred in the afternoon and early evenings with a concentration between 3-6pm, around the time when students head home from school or after-school activities.



Crime occurrence by time of day between November 1, 2017 – April 30, 2018 within a ½-mile radius of Pacific Elementary School.

Community Crime Map: Crimes within a ½ mile radius from Pacific Elementary between November 2017 – April 2018.



⁵ LexisNexis CommunityCrimeMap: available at www.communitycrimemap.com. Accessed May 2018.

PARENT CONCERNS

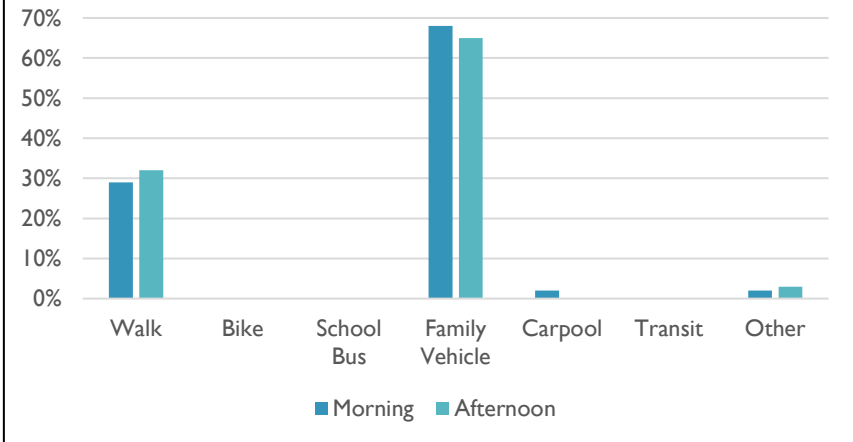
Parent concerns regarding school travel were surveyed using the National Center for Safe Routes to School Parent Survey.⁶ 201 out of 740 surveys were returned (27%).

Key results:

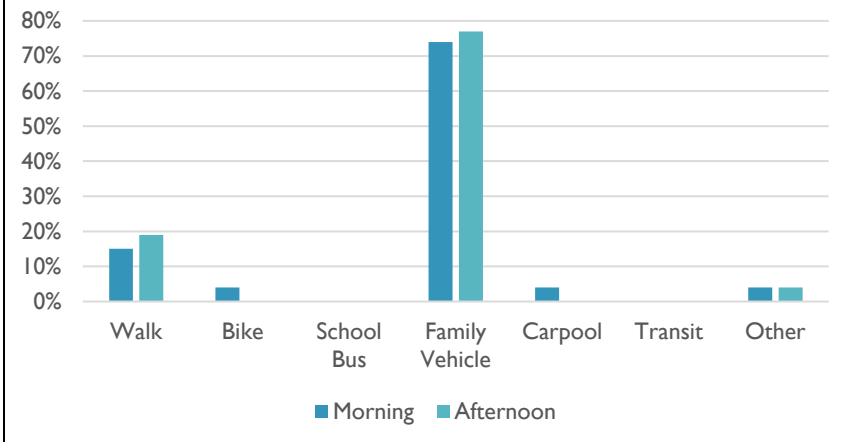
- The issues most frequently reported to affect the decision to **not** allow a student to walk or bike to/from school by parents of children who **do not currently walk or bike to/from school** are violence or crime (82%), safety of intersections and crossings along the route (70%), and distance from school (65%).
- The greatest number of parents estimated the distance between home and school to be less than 1/4 mile (39%).
- Despite living within walking and biking distance, most students living within 1/4 mile of the school travel to/from school by family vehicle (68% in the morning and 65% in the afternoon).
- Parents voiced strong concerns regarding both personal safety and traffic safety in the comments portion of the survey. Specific issues include fast traffic and unsafe crossings, driver behaviors, presence of loiterers on routes to school, crime rates, and stray or aggressive animals.

Survey results indicate that while there is an opportunity for more students to use active modes of travel to and from school, crime and built environment conditions pose significant barriers to safety. Infrastructure improvements to calm traffic and create more comfortable walking and biking conditions should be prioritized within 1/2-mile of the school. Encouragement programming such as walking school buses can be implemented to alleviate parent concerns around personal safety. Education for drivers to reinforce safe driving behaviors and school pick-up/drop-off procedures, along with personal safety education for students, may help address concerns as well.

Mode of Arrival and Departure for Students Living < 1/4 Mile from School



Mode of Arrival and Departure for Students Living Within 1/4 to 1/2 Mile from School



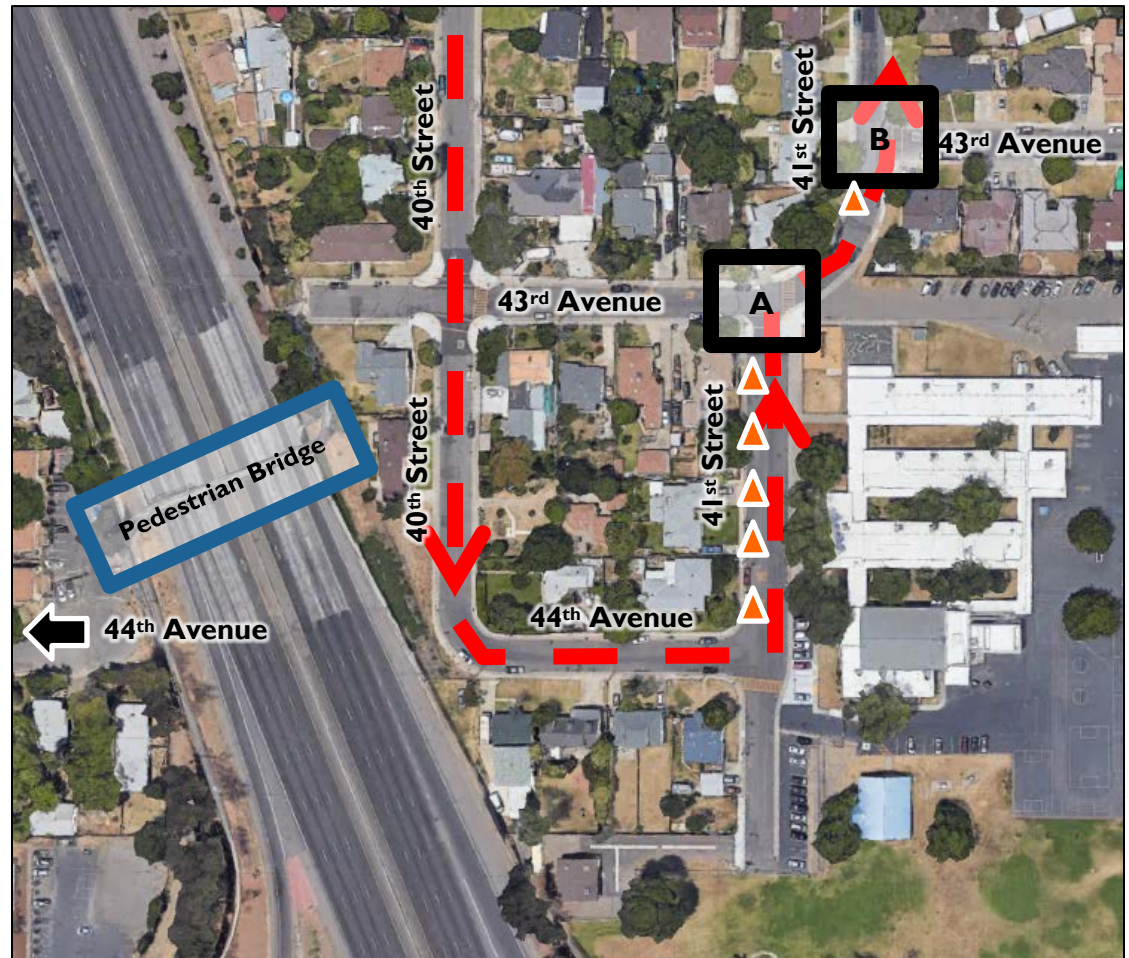
⁶ National Center for Safe Routes to School, Evaluation: Parent Survey, 2009, available <http://saferoutesinfo.org/program-tools/evaluation-parent-survey>. Accessed May 2018.

SCHOOL CONCERNS

The primary concern for school administration are driver behaviors during morning drop-off and afternoon pick-up. Crossing guards are stationed at the intersection of 41st Street and 43rd Avenue adjacent to the school (A)⁷ to assist students and facilitate traffic flow. North of the school is another intersection of 41st Street and 43rd Avenue (B), which is heavily used by both pedestrians and cars as a main access point to and from school.

41st Street in front of the school is the primary pick-up and drop-off area. However, 41st Street dead ends at Pacific Park, causing conflicts between drivers turning left from 41st Street to the front of the school and drivers turning left from 44th Avenue onto 41st Street. To combat this challenge, school crossing guards place cones on 41st Street to prevent left turns to the front of the school from 41st Street. Additionally, cones and a volunteer are stationed at the 41st Street and 43rd Avenue intersection (B) to direct drivers to use 40th Street instead of 41st, or to park on neighborhood side streets and walk from there. These measures temporarily create a one-way pick-up and drop-off loop, as demonstrated to the right.

Additionally, the school has implemented a walking school bus to address safety concerns for students crossing the pedestrian bridge over Highway 99. A crossing guard meets students in the morning on 44th Avenue west of the freeway to walk as a group to school, allowing parents to remotely drop-off their students and alleviate concerns around personal safety and crime. In the afternoon, a walking school bus occurs daily to walk students from the school and over the pedestrian bridge to meet parents on the other side.



Desired traffic flow for pick-up and drop-off.

⁷ There are two 41st Street and 43rd Avenue intersections. For the purpose of this report, the 41st Street and 43rd Avenue intersection closest to the school will be labeled “A” and the 41st Street and 43rd Avenue intersection farther north from the school will be labeled “B”.

IDENTIFYING BARRIERS TO WALKING AND BIKING

Infrastructure and non-infrastructure barriers to walking and biking to school were identified through a walk audit, traffic observations, and discussions with school staff, parents, and community members.

WALK AUDIT

Walk audits are community assessments where participants analyze current conditions and opportunities for improvement. WALKSacramento conducted a walk audit of Pacific Elementary on June 13, 2017. Participants included Pacific Elementary staff, parents, students, staff from County Supervisor Kennedy's office, and WALKSacramento staff. The walk audit began with an examination of the front of the school pick-up and drop-off area, then looped around 41st Street, 42nd Avenue, 44th Street, 41st Avenue, and 40th Street back to the school. The main barriers to safe walking and biking that were identified through the walk audit were narrow and cluttered sidewalks, lack of lighting, unsafe crossings, and fast traffic along main streets.

TRAFFIC OBSERVATIONS

Traffic observations are surveying events to analyze parent and student travel behaviors. Morning and afternoon traffic observations were conducted at Pacific Elementary on May 4, 2017. Observations were made at three locations:

1. 41st Street and 43rd Avenue (B), north of Pacific Elementary
2. 41st Street in front of the school entrance
3. 40th Street and 43rd Avenue

Main issues included backup of cars due to parking and idling in the loading zone, conflicts between cars turning left onto 41st Street from 44th Avenue and cars pulling out from the loading zone, illegal U-turning on 41st Street in front of the school, and failure to yield to pedestrians at intersections.



Illegal U-turns on 41st Street observed during traffic observations.



Crossing guards manage traffic at the 41st Street and 43rd Avenue intersection (A).

STUDENT EDUCATION AND ENCOURAGEMENT

Pacific Elementary celebrated Walk to School Day on October 11, 2017, with over 300 students, staff, and parents participating. Students received encouragement prizes and safety information for walking and biking. Many students joined one of two walking school buses that met at either Rainbow Mini Park west of Highway 99 or at the corner of 41st Avenue and 44th Street behind the Lemon Hill shopping center. Pacific Elementary also celebrated Bike to School Day on May 24, 2018, with over 175 students walking or biking to school. These events help recognize students who are already walking and biking to school and encourage those who may normally drive to use active modes of travel more often.

In addition to encouragement events, WALKSacramento hosted several educational events at Pacific Elementary including pedestrian and bicycle education day on April 18, 2018 and a bike rodeo on May 30, 2018. Over 700 students from all K-6 classes participated in the pedestrian and bicycle education activities, which taught students about safe crossing procedures, bike helmet safety, and the health and environmental benefits of walking and biking. The bike rodeo was held as part of Pacific Elementary's Wellness Fair, where students were able to practice traffic safety on bikes and scooters.



Students receive prizes on Walk to School Day.

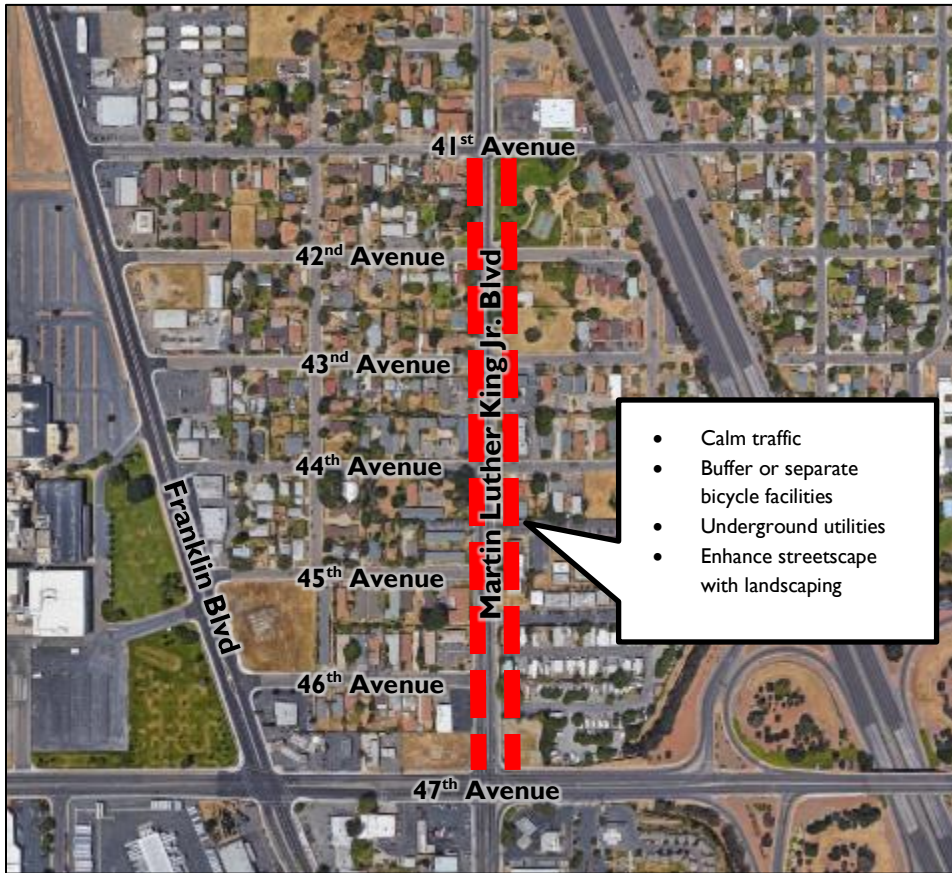


Students practice crossing intersections safely during Pedestrian and Bicycle Education Day.

INFRASTRUCTURE RECOMMENDATIONS AND ISSUES

COUNTY-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommendation
I	Martin Luther King Jr. Boulevard (from 41 st Avenue to 47 th Avenue)	<p>Martin Luther King Jr. Boulevard is a high speed, north-south arterial that many students living west of Highway 99 must cross on the way to or from school. Sidewalks are narrow and often impeded by utility poles and illegally dumped material. Narrow sidewalks combined with fast moving traffic creates a poor pedestrian environment and make legal crossings at unmarked and unsignalized intersections difficult. Removing and/or undergrounding utilities along the pedestrian right of way would significantly improve conditions for students as well as parents with strollers or those using wheelchairs.</p> <p>A signalized crossing is located across Martin Luther King Jr. Boulevard approximately 70 feet north of 44th Avenue at a Regional Transit bus stop. In spite of the traffic signal and crosswalk, cars do not expect pedestrians at this crossing. Realigning the crosswalk and signal to the intersection of Martin Luther King Jr. Boulevard and 44th Avenue and making it a high visibility crossing through striping and signage will calm traffic and enhance pedestrian safety while crossing.</p> <p>Despite the provision of class II bike facilities on Martin Luther King Jr. Boulevard along this stretch of roadway, students and adults tend to ride their bikes on the sidewalks. Motorists often pass one another in the bike lanes or are parked within them. High speed traffic with little to separate cyclists from traffic likely cause cyclists to feel safer riding on sidewalks. Given the wide bicycle facilities, buffering or separating the lanes with striping or physical curbs or delineators would significantly increase the safety of students biking to and from school.</p> <p>Accompanying these infrastructure changes, the County should work closely with code enforcement and the Sheriff's department to minimize illegal dumping, reduce the prevalence of conspicuous criminal activity, and reduce speeding along the corridor.</p>	<ul style="list-style-type: none"> • Traffic calming • Removal of utility poles and illegally dumped materials from pedestrian right of way • Realignment of traffic signal and crosswalk to Martin Luther King Jr. Boulevard and 44th Avenue intersection • High visibility crosswalk and signage at the Martin Luther King Jr. Boulevard and 44th Avenue intersection • Buffering or separating bicycle facilities (Buffered Class II or Class IV bikeways)



Visual 1: Aerial view of Martin Luther King Jr. Boulevard between 41st Avenue and 47th Avenue.



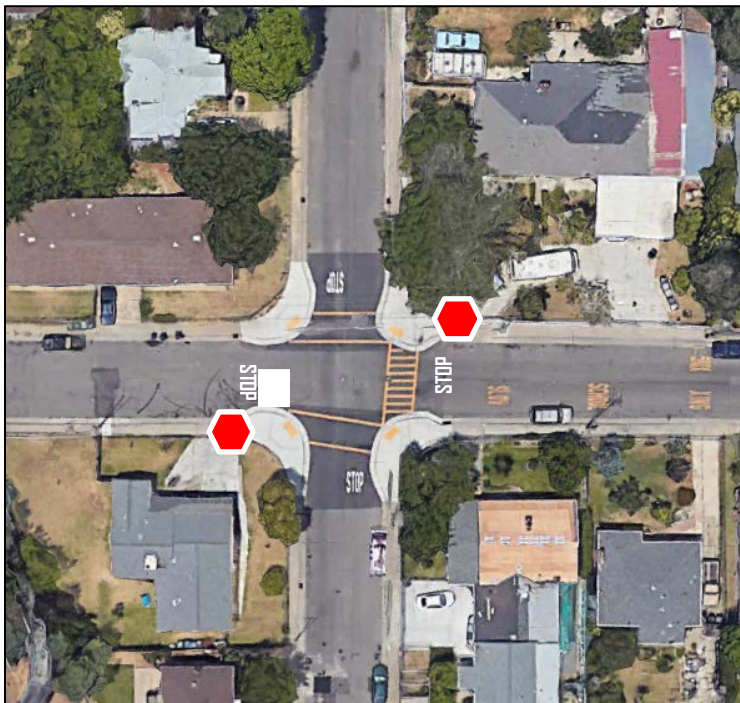
Visual 2: The crosswalk is faded and cars do not expect to stop outside of the intersection.



Visual 3: A damaged fence impedes the sidewalk at Martin Luther King Jr. Boulevard and 44th Avenue.

ID	Location	Reported or Observed Challenges	Recommendation
2	Intersection of 43 rd Avenue and 40 th Street	<p>Creating an all-way stop by adding two additional stop signs for westbound and eastbound traffic on 43rd Avenue will improve the flow of pick-up and drop-off traffic and encourage use of 40th Street as the main pick-up and drop-off route. Additionally, an all-way stop will improve safety of students crossing 40th Street from the pedestrian bridge, which is a heavily-used route for students coming from west of the freeway.</p> <p>Left-turn traffic from 43rd Avenue to 40th Street is currently unimpeded, causing drivers traveling south on 40th Street to wait and discouraging use of 40th Street as the main vehicle route to school. Unimpeded left turns also may cause drivers to hurry through the intersection or make wide turns, reducing safety of students crossing 40th Street from the pedestrian bridge.</p>	Install stop signs at all sides of the intersection.

Visual



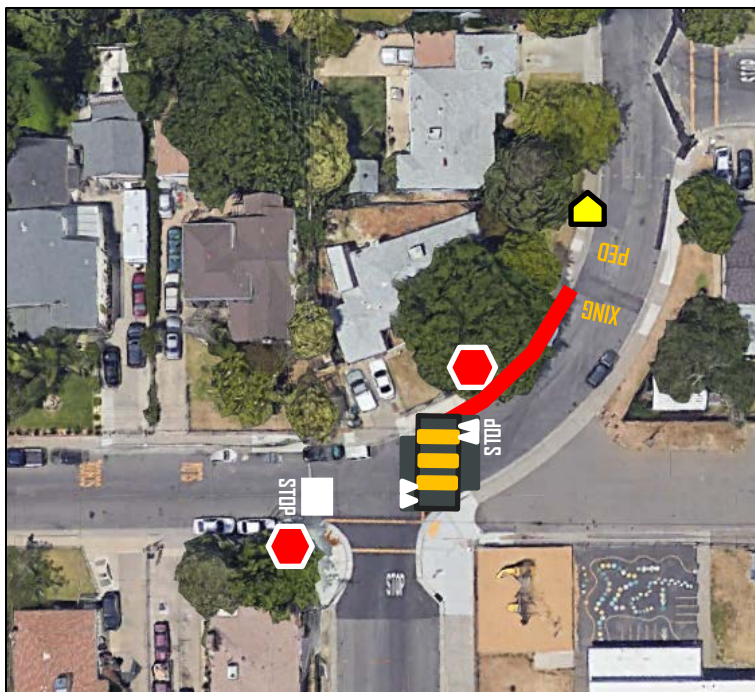
Visual 1: Proposed facilities at the intersection of 43rd Avenue and 40th Street. Currently this is only a 2-way stop.



Visual 2: Students coming from the pedestrian bridge use the southern crosswalk to get to school. Unimpeded left turns onto 40th Street from 43rd Avenue cause conflicts with crossing pedestrians.

ID	Location	Reported or Observed Challenges	Recommendation
3	Intersection of 41 st Street and 43 rd Avenue (A)	<p>Poor crosswalk visibility and speeding through the intersection creates a hazardous environment for pedestrians. This intersection is adjacent to the school and is therefore heavily trafficked by both drivers and pedestrians during pick-up and drop-off times. Any combination of the recommended treatments would help improve visibility of the crosswalk as well as calm traffic.</p> <p>Red-stripping the curve would improve visibility since parked cars currently hide the crosswalk as cars come around the bend. Elevated crosswalks improve visibility of crossing pedestrians while also slowing speeds through the intersection. An all-way stop would slow speeds as well by forcing cars to stop before the crosswalk. Installing signage or street markings in advance of the intersection as cars approach the school on 41st Street will help drivers be more aware of an upcoming crossing, as the current pedestrian crossing sign is located after the curve and hidden behind foliage.</p>	<p>Consider implementing a combination of the following recommended treatments:</p> <ul style="list-style-type: none"> • Red-stripe the curb at the northern side of the street along the curve • Install an elevated crosswalk • Install an all-way stop at the intersection <p>Advance signage for pedestrian crossing</p>

Visual



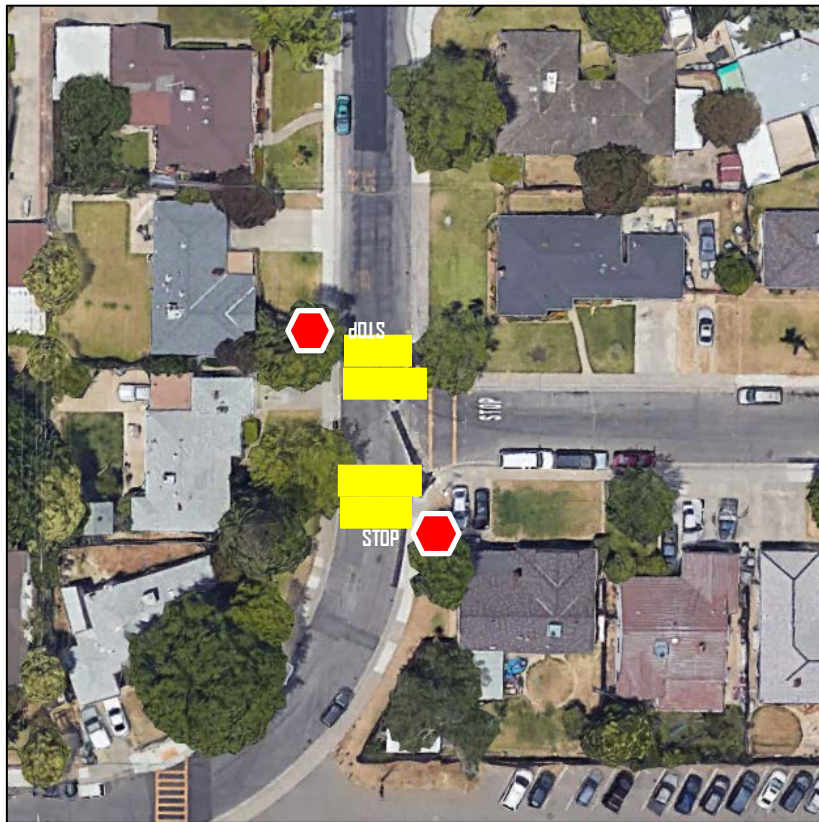
Visual 1: Full recommended facilities at the intersection of 43rd Avenue and 41st Street.



Visual 2: Cars parked on the curve block visibility of the crosswalk. The only signage for the pedestrian crossing is hidden behind foliage.

ID	Location	Reported or Observed Challenges	Recommendation
4	Intersection of 41 st Street and 43 rd Avenue (B)	Creating an all-way stop and marking the crosswalks across 41 st Street will slow cars and facilitate safer student crossings. Students and families walking and biking to school frequently use the crosswalk on 43 rd Avenue, and several cross at the unmarked crosswalks across 41 st Street. Cars tend to speed up when leaving the school loading area and do not look for pedestrians at this intersection.	Install stop signs and marked crosswalks at all sides of the intersection.

Visual



Visual 1: Proposed facilities at the intersection of 41st Street and 43rd Avenue (B).



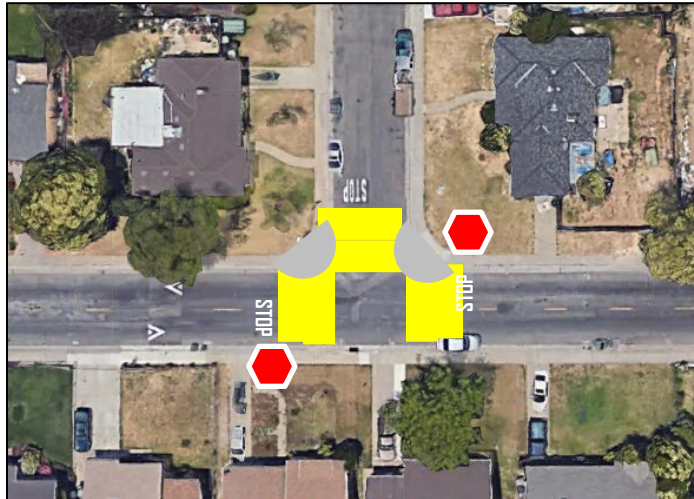
Visual 2: Curb ramp located at the southern leg of the intersection of 41st Street and 43rd Avenue (B), leading to an unmarked crosswalk. Marking the crosswalk would better indicate to drivers to be aware of pedestrians crossing here.

ID	Location	Reported or Observed Challenges	Recommendation
5	41 st Avenue (from 40 th Street to 44 th Street)	<p>Students living north of 41st Avenue often cross at either 41st Street or 43rd Street. The intersection at 41st Street is an all-way stop with crosswalks on all sides and curb bulb-outs, which provides greater visibility for pedestrians and safety when crossing. A similar treatment at 43rd Street would significantly improve safety for students crossing at this intersection, as well as calm traffic along 41st Avenue. At minimum, crosswalks should be installed across 41st Avenue at 43rd Street to facilitate pedestrian travel.</p> <p>44th Street and 41st Avenue are both major roadways in the neighborhoods around Pacific Elementary. The intersection of 44th Street and 41st Avenue only has one marked crosswalk at the southern leg of the intersection. Students living north of 41st Avenue and Lemon Hill Avenue feel unsafe crossing at this location due to the amount and speed of traffic passing through. Although the intersection is an all-way stop for cars, marking crosswalks at each leg of the intersection will alert drivers to be more aware of pedestrians and make crossings feel safer and more comfortable.</p> <p>After school many students also use 41st Avenue as a route to the Boys and Girls Club on Lemon Hill Avenue, located one mile east of Pacific Elementary. Street lighting along this route is sparse (located approximately 400 feet apart on the same side of the street), contributing to personal safety concerns. Installing lighting at more frequent intervals will improve perceived safety for students walking and biking after school and during the early evening.</p>	<p>Marked crosswalks and all-way stop at 43rd Street intersection</p> <ul style="list-style-type: none"> Marked crosswalks at 44th Street intersection <p>Enhanced lighting along the corridor</p>

Visual



Visual 1: Existing conditions along 41st Avenue.



Visual 2: Full recommended facilities at the intersection of 41st Avenue and 43rd Street.



Visual 3: Recommended facilities at the intersection of 41st Avenue and 44th Street.

ID	Location	Reported or Observed Challenges	Recommendation
6	Pedestrian bridge (west access at 44 th Avenue and east access at 43 rd Avenue)	<p>Students who live west of Highway 99 frequently use the pedestrian bridge to get to school. There is little to no lighting at the bridge entrances, and heavy greenery increases darkness on the bridge. Accumulation of trash contributes to an uncomfortable experience and lack of personal safety. Students and parents have identified the bridge as feeling unsafe due to the darkness and unclean environment. Lighting at the entrances and along the bridge, along with improved maintenance and cleaning, will improve safety.</p> <p>The County of Sacramento, in partnership with Caltrans, has planned for improvements to this bridge including enhancing ADA accessibility, improving lighting and security, rehabilitating pavement, and improving the streetscapes on either side of the bridge⁸. To date, streetscape improvements have been made to the 44th Avenue cul de sac including a traffic circle and landscaping.</p>	<ul style="list-style-type: none"> • Lighting • Removal of overgrowth • Removal of trash and other physical barriers

Visual



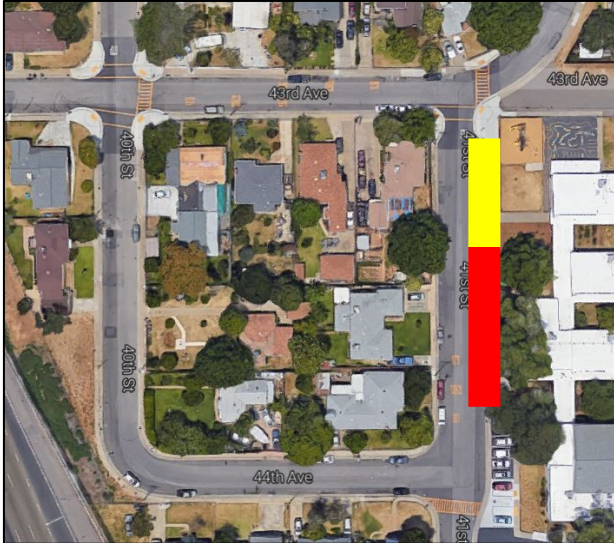
Overgrowth hides the 43rd Avenue entrance and creates darkness on the bridge.

⁸ SR 99/44th Avenue Pedestrian Overcrossing Improvement Project: http://www.dot.ca.gov/assetmgmt/documents/Project_13_D03_SAC_99_SHOPP_Asset_Mgmt_Pilot.pdf

SCHOOL-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommendation
7	41 st Street (in front of the school)	<p>During drop-off and pick-up, cars park on 41st Street and prevent other cars from pulling all the way up to 43rd Avenue, causing a long queue that wraps back to 40th Street. Enforcing a “No Parking” zone during peak pick-up and drop-off times will prompt drivers to pull up to the loading zone and streamline the queue. Signage currently exists indicating that the loading zone is a time-restricted “No Parking” zone, however the signs are located a few feet away from the curb and are not prominently noticeable. Relocating the signs in conjunction with curb striping may help reinforce no parking policies.</p> <p>Currently, school staff assist during pick-up by encouraging drivers whose students are not ready to be picked up to park farther out on a neighborhood street until their student is ready for pick up or to walk from their car to pick-up their student. Pacific Elementary should continue having additional staff support to unload students during morning drop-off and line students up for afternoon pick-up.</p>	<p>Enforce a time-restricted “No Parking” zone on the school side of 41st Street by:</p> <ul style="list-style-type: none"> Restriping the curb with a red “No Parking” zone in front of the school and white loading zone before the 41st Street and 43rd Avenue (A) intersection. Relocate “No Parking” signage closer to the curb.

Visual



Visual 1: Proposed loading and no parking striping.



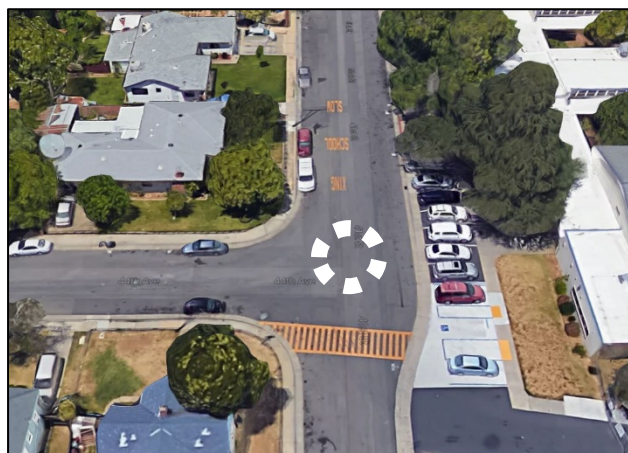
Visual 2: Cars backed up through the intersection of 40th Street and 43rd Avenue.



Visual 3: Time-restricted “No Parking” signs are located far from the curb.

ID	Location	Reported or Observed Challenges	Recommendation
8	Intersection of 41 st Street and 44 th Avenue	<p>Turn movements at the 44th Avenue and 41st Street intersection during pick-up and drop-off periods currently pose potential conflicts to pedestrians and drivers. Drivers turning left onto 41st Street from 44th Avenue often cut the turn short, making a diagonal movement towards the curb. Simultaneously, drivers who are parked on 41st Street pull away from the curb and intersect with the left-turn movements from drivers on 44th Avenue. Often, one of the cars makes a quick, speeding movement to avoid the other, potentially putting students and other drivers in danger. Additionally, some drivers will choose to make a U-turn to exit via 44th Avenue, instead of continuing north on 41st Street.</p> <p>A temporary traffic circle using cones or other removable materials will support more organized traffic movements and queueing. Installing a traffic circle directing cars turning on to 41st Street to make a wider left-hand turn will reduce the conflict area between drivers. Using a temporary treatment will allow for regular turn movements to occur during off-peak hours.</p>	Install a temporary traffic circle during pick-up and drop-off

Visual



Visual 1: Proposed temporary or low-cost traffic circle treatment.



Visual 2: Current desire lines show left-turn and U-turn movements where a temporary or low-cost traffic circle treatment could be placed.



Visual 3: Example of a similar low-cost solution to direct traffic at Mercy General Hospital in Carmichael.

ID	Location	Reported or Observed Challenges	Recommendation
9	Staff parking (in front of school)	Cars backing out of the staff parking spaces in front of the school entrance have conflicts with cars turning onto 41 st Street from 44 th Avenue since the straight-in parking spaces require cars to back out further into the street. Angled parking will facilitate safer backing out movements by reducing the amount of street space used that could potentially conflict with pick-up and drop-off traffic. Additionally, angled parking provides greater visibility of cars behind the parked vehicle.	Change parking space striping from straight to angled.

Visual



Visual 1: Existing conditions and conflicts between backing out and turn movements.



Visual 2: Proposed changes and reduced conflicts between backing out and turn movements.



Visual 3: Cars in the staff parking spaces must back out into the street as pick-up and drop-off traffic turns into the loading area.

ID	Location	Reported or Observed Challenges	Recommendation
10	Bike rack parking on school campus	The current type of bike rack does not support the bicycles at two points. With these racks, bikes fall over and their wheels bend.	Replace the current grid style rack to A or U style bike racks.

Visual



Existing grid bike racks located behind the play structure.

RECOMMENDATIONS MAP



PROGRAMMING RECOMMENDATIONS

In addition to the recommendations for long-term built environment change to improve the pedestrian and bicycle environment, WALKSacramento recommends Pacific Elementary School continues Safe Routes to School programming through the following approaches to continue building a strong safety pedestrian and bicycle culture.

EDUCATION

Education programs teach students, parents, and community members about traffic safety behaviors and benefits of walking and biking. Education takes part during regular class time, as part of after-school programs, or through club activities. Safety education campaigns are held during October and May to complement Walk to School Day and Bike to School Day events. Education can take the form of video voice projects, PE class activities, and bike rodeos to name a few.

For more information on bicycle and pedestrian education and resources, visit: <http://www.walksacramento.org/srts-resources/>

ENCOURAGEMENT

Encouragement activities are crucial because they help make the case for further infrastructure change and can make marked improvements in school based traffic and local air quality by encouraging students who would otherwise be driven to school to walk or ride their bike. Establishing regular monthly walking school buses or celebrating Bike to School Day and Walk to School Day events help create broader support for SRTS programs and reinforce the “safety in numbers” concept. *Safety in numbers: more walkers and bicyclists, safer walking and bicycling*, a study conducted by Peter Jacobson in 2003 concluded that “Where, or when, more people walk or bicycle, the less likely any of them are to be injured by motorists. There is safety in numbers.”⁹

WALKING SCHOOL BUS

Walking school bus programs are recurring walking groups that allow students and families to walk and bike to and from school on a regular basis. Meeting locations can be rotated each month, to ensure all students have an opportunity to meet and walk to school together. During off days, students should be encouraged to use the identified locations as regular meeting points and remote drop-offs for students who live too far to walk or bike from their home.

For more information how to start a walking school bus, visit: <http://www.walkingschoolbus.org/>

⁹Jacobsen PL Safety in numbers: more walkers and bicyclists, safer walking and bicycling Injury Prevention 2003;9:205-209.

WALK TO SCHOOL DAY AND BIKE TO SCHOOL DAY

Walk and Bike to School days are held in October and May during National Walking Month and May is Bike Month. These events celebrate the benefits of walking and biking to school. Walk and Bike to School events are larger celebrations that can build upon the monthly walking school bus or bicycle train programs and create interest with other families. These events are great opportunities to invite community partners such as law enforcement, neighborhood associations, and school board officials to celebrate with Pacific Elementary School.

For more information on how to organize a walking school bus, a Walk to School day, or a Bike to School Day Event, visit: <http://www.walkbiketoschool.org>

SAFE WALKING AND BIKING MAPS

Safe walking and biking maps encourage students to walk and bike to school and identify common meeting locations for students to walk to school together. Maps also provide reminders of areas for students to take additional precaution while walking or biking to school ([Appendix B](#)). WALKSacramento recommends including the maps in the school handbook and distribute to families at the beginning of each academic year.

ENFORCEMENT

LOCAL LAW ENFORCEMENT

Partnerships with Law enforcement help increase awareness and obedience of traffic safety laws and can reduce the prevalence of crime near schools. Enforcement programs can include working with local law enforcement officials to educate the public on traffic safety and safe speeds. Programs with law enforcement should consider the community's perception of law enforcement and should aim to be educational rather than punitive.

SCHOOL CROSSING GUARD PROGRAMS

Schools can also develop a crossing guard program to assist with daily enforcement of safety for students and other pedestrians and bikers. Student crossing guard programs are a great opportunity for students to take ownership of pedestrian and bike safety.

For more information on California School Crossing Guard Training, visit: <http://www.scusd.edu/post/california-school-crossing-guard-training>

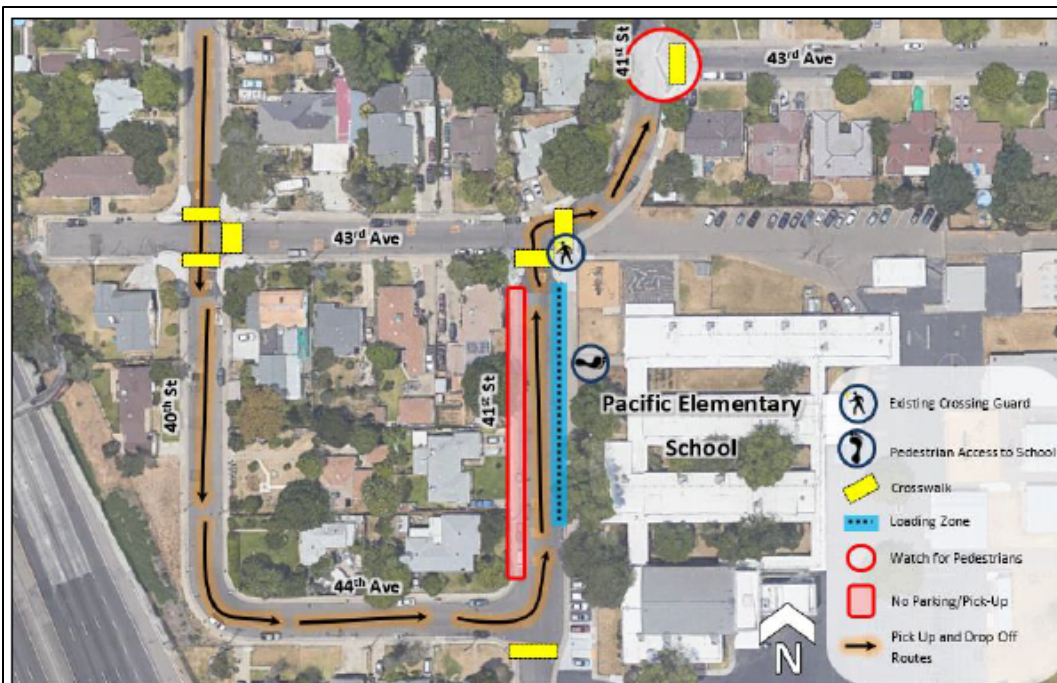
For more information on how to establish a student crossing guard program, visit: <https://schoolsafety.calstate.aaa.com/>

PICK-UP AND DROP-OFF PROCEDURES

School staff, law enforcement, and crossing guards can work together to enforce pick-up and drop-off procedures to provide daily safety reminders to be alert while in school zones and support an orderly process for traffic flow. WALKSacramento recommends pick-up and drop-off procedures be adopted into the school handbook and distribute to parents at the beginning of the year ([Appendix A](#)).

APPENDIX

APPENDIX A: PICK-UP AND DROP-OFF PROCEDURES



WALKING

- Students must wait for crossing guard OK before crossing the street.
- Students should look *before* crossing large driveways.
- Teach your students how to safely cross the street:
 - Stop at the curb.
 - Look left, right, and left again.
 - Ask, "Is it safe to cross?"
 - If a car comes, start over.
 - If a car stops for you, make eye contact with the driver to make sure they see you.
- Tell your students to walk, *never run*, across the street.

BIKING

- Students always need to wear a helmet. It's the law!
- Students riding on the sidewalk should let walkers know that they are behind them. Leave plenty of room when passing.
- Students must walk their bike when in a crosswalk.
- Students should only park their bike in the bike racks.

Pacific Elementary School Pick-up/Drop-off Procedures

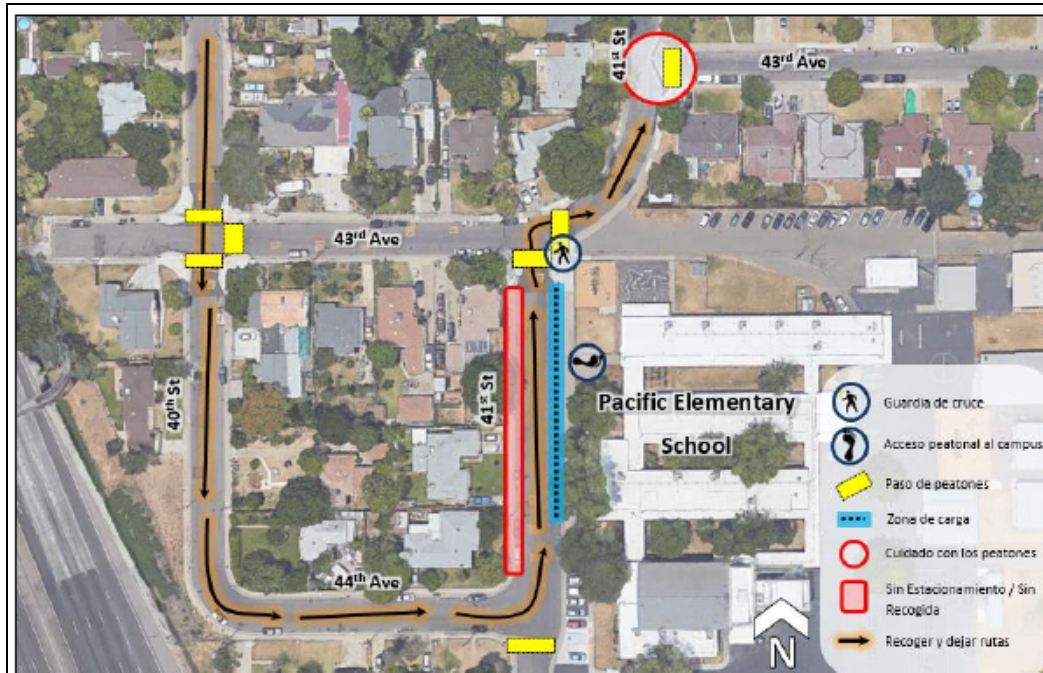
For the safety of your child, please follow the pick-up and drop-off procedures:

BE A COURTEOUS DRIVER

- Be alert for students walking and biking to school. They are more likely to dart out into the street.
- Always drive 25 MPH or less around the school during school travel times.
- Do not stop in or block visibility of crosswalks.
- Do not use cellular devices while driving in a school zone.
- Do not block visibility or access to the parking lot.

41st STREET PICK-UP AND DROP-OFF

- Drop-off and pick-up your children only on the school-side of the street. Do not have your children cross the street midblock.
- Your students should enter and exit your vehicle only on the passenger side.
- The school side of the street is for loading only. Do not park and block other cars from loading at the curb.



A PIE

- Los estudiantes deben esperar la señal del guardia de cruce escolar antes de cruzar la calle.
- Los estudiantes deben mirar antes de cruzar las avenidas anchas.
- Enseñe a sus estudiantes a cruzar las calles con seguridad:
 - Detenerse al llegar a la orilla de la banqueta.
 - Mirar a la izquierda, a la derecha y nuevamente a la izquierda.
 - Preguntarse "¿es seguro cruzar?"
 - Si viene un auto, repetir todo lo anterior.
 - Si un auto se detiene frente a ti, hacer contacto visual con el conductor para asegurar ser visto.
- Instruya a sus estudiantes a caminar, *nunca correr*, al cruzar la calle.

EN BICICLETA

- Los estudiantes siempre deben usar el casco. ¡Es la ley!
- Los estudiantes que transitan sobre la banqueta deben advertir a los peatones cuando van manejando detrás de ellos. Dejar suficiente espacio al pasar.
- Los estudiantes deben llevar su bicicleta caminando cuando atraviesan el cruce peatonal.
- Los estudiantes deben estacionar sus bicicletas únicamente en los estantes designados para ello.

Procedimiento para recoger y dejar estudiantes en Pacific Elementary School

Por la seguridad de sus hijos, por favor cumpla con los procedimientos para recogerlos y dejarlos:

SEA UN CONDUCTOR CORTÉS

- Esté atento a los estudiantes que transitan a la escuela en bicicleta o a pie. Es más probable que se lancen a la calle repentinamente.
- Maneje siempre a menos de 25 millas por hora en los alrededores de la escuela durante el horario de transporte escolar.
- No se detenga ni bloquee la visibilidad de los cruces de peatones.
- No use dispositivos celulares mientras conduce en una zona escolar.
- No bloquee la visibilidad ni el acceso al estacionamiento.

PARA RECOGER Y DEJAR ESTUDIANTES EN 41st STREET

- Recoja o deje a sus estudiantes solo del lado de la escuela. Sus estudiantes no deben cruzar a media calle.
- Sus estudiantes deben subir y bajar de su vehículo solo del lado del pasajero.
- El lado de la escuela de la calle es solo para cargar. No estacione y bloquee que otros carros no se carguen.

