

A photograph showing a group of people, including an older woman in a white sweater, a man in a dark jacket holding a clipboard, and a young boy, standing on a street. A white pickup truck is parked in the background. The scene is outdoors with trees and houses visible.

PETER BURNETT ELEMENTARY SCHOOL WALK AUDIT REPORT

December 2018 - Draft



TABLE OF CONTENTS

How to Use This Report..... 3

School Location..... 1

Existing Conditions..... 2

Infrastructure Recommendations and Issues..... 7

Programming Recommendations 20

Appendix..... 22

HOW TO USE THIS REPORT

This walk audit report is intended to guide infrastructure improvements near Peter Burnett 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.

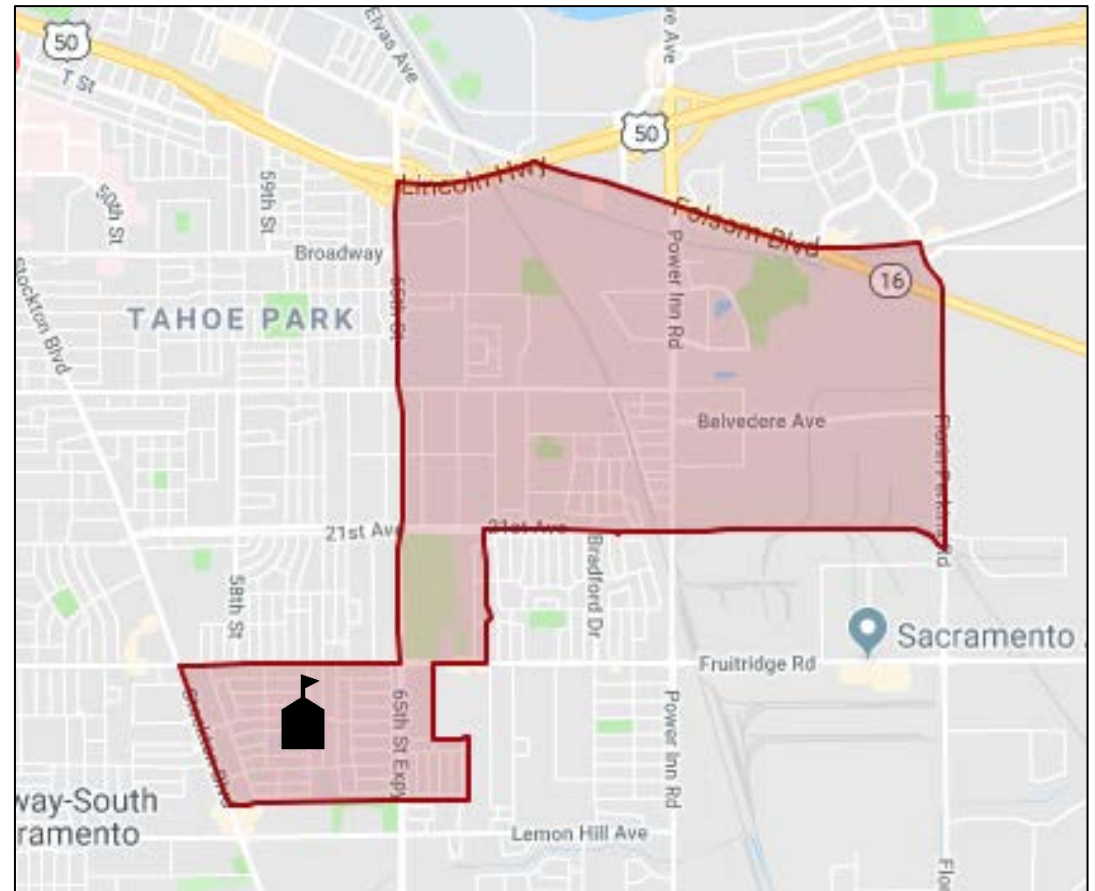
COMMUNITY MEMBERS

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

Peter Burnett Elementary School is located at 6032 36th Avenue in Sacramento. For the 2017-2018 school year, approximately 565 students were enrolled in grades K-6, of which 85.7% were eligible for free or reduced price meals.¹ The 2017-2018 attendance boundary is shown to the right.

Peter Burnett Elementary is situated within a disadvantaged community which ranks in the fourth highest percentile for social, economic, and environmental vulnerabilities as defined by CalEnviroScreen 3.0 (61-65%)². CalEnviroScreen 3.0 identifies communities most affected by pollution and where residents are vulnerable to adverse environmental impacts.



2017-2018 Attendance Boundary for Peter Burnett Elementary School

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

National Center for Safe Routes to School Student Travel Tallies³ were provided to the school in the fall of 2017, however no responses were collected. The purpose of in-class tallies are to gather data on student travel modes to identify patterns and changes in travel behaviors.

PARENT CONCERNS

National Center for Safe Routes to School Parent Surveys⁴ were provided to the school in the fall of 2017, however no responses were collected. The purpose of the surveys are to gather information about parent concerns and perceptions of walking and biking to school, which can help inform programming to address barriers and build a culture of active transportation. The following sections address actual and perceived safety barriers to walking and biking to school.

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>.

⁴ National Center for Safe Routes to School, Evaluation: Parent Survey, 2009, available <http://saferoutesinfo.org/program-tools/evaluation-parent-survey>. Accessed May 2018.

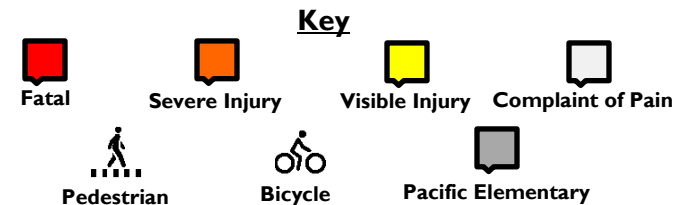
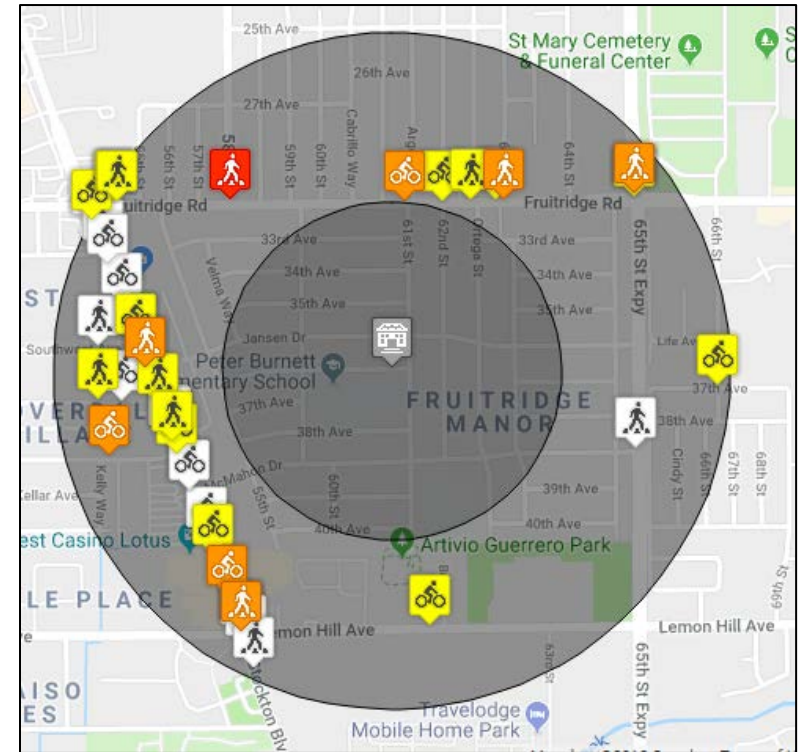
TRAFFIC INJURY MAPPING

Between 2012 and 2016, there were 43 reported collisions involving motorists and non-motorists within a ½ mile radius of the school.⁵ Nineteen collisions occurred between 7:30am and 5:00pm on weekdays, which are popular commute times. Most collisions occurred on Stockton Boulevard and Fruitridge Road, both of which are major arterials within a ½ mile radius of the school. The attendance boundary extends northwest of Fruitridge Road, meaning that many students may use 65th Expressway and Fruitridge Road as the main route to school. Collisions on Fruitridge Road were generally higher in severity than other streets, with the one fatal collision occurring at the intersection with 58th Street. Fruitridge Road, Stockton Boulevard, and 65th Expressway, all of which border the school neighborhood, are identified by the City of Sacramento as part of the High Injury Network and prioritized for traffic safety improvements through the City's Vision Zero effort.

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

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi	0	1	0	0	0	1	1
¼ - ½ mi	1	6	16	19	22	20	42
Total	1	7	16	19	22	21	43

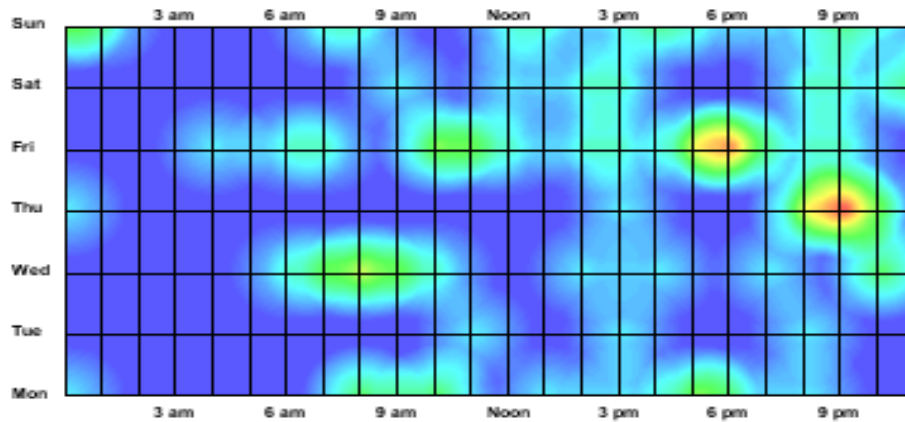
Traffic Injury Mapping System: Collisions reported within a ½ mile of Peter Burnett Elementary School January 2012 – December 2016.



⁵ UC Berkley Transportation Injury Mapping System: Safe Routes to School Collision Map Viewer, available at <https://tims.berkeley.edu/tools/srts/>. Accessed May 2018.

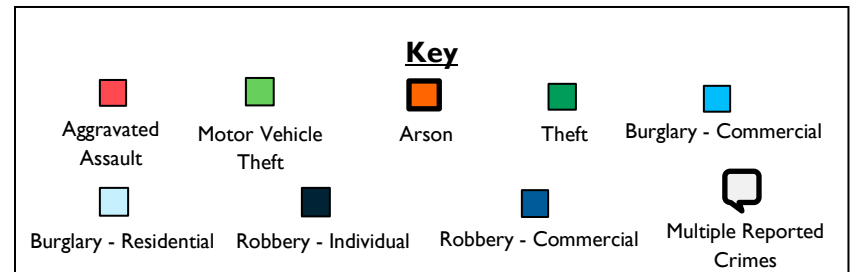
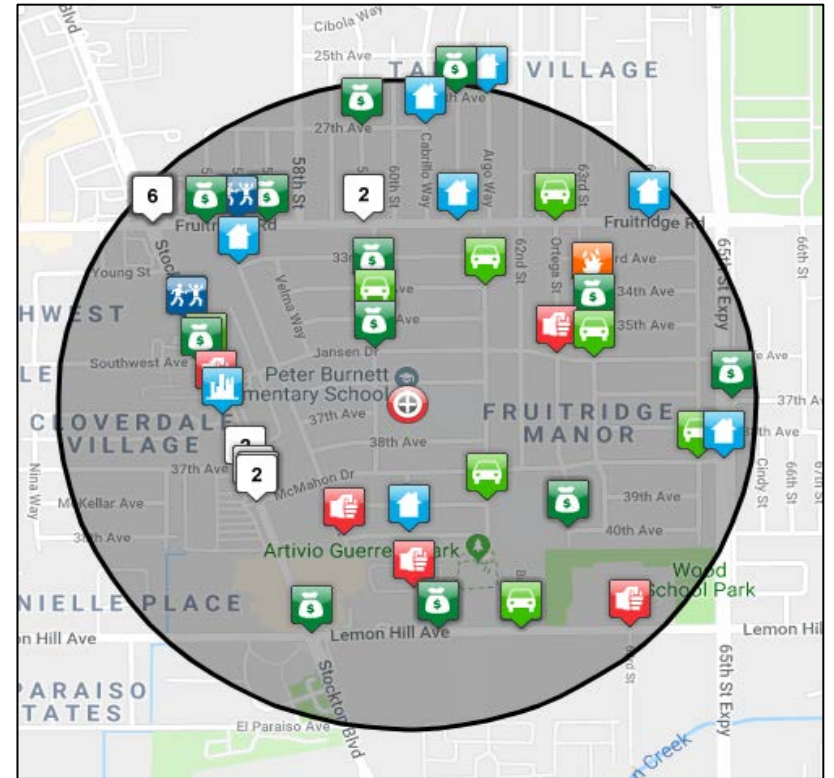
CRIME REPORTS

Between November 2017 and April 2018, there were 71 reported crimes within a ½ mile radius of Peter Burnett Elementary.⁶ The crimes were predominantly theft and assault and occurred on both arterial and neighborhood streets. During the weekdays, crimes occurred in both the morning between 7-9 am and the late afternoon and early evenings with a concentration between 4-6pm, which are popular times when students travel to and from school. The perceived and real threat of crime in the neighborhood around the school may be a factor in parents' decisions to allow their children to walk or bike.



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

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



⁶ LexisNexis CommunityCrimeMap: available at www.communitycrimemap.com. Accessed May 2018.

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 Peter Burnett Elementary on April 11, 2018. Participants included Peter Burnett Elementary staff, parents, students, Peter Burnett's School Resource Officer and WALKSacramento staff. The walk audit examined driver behaviors during afternoon pick-up at both the front and back of the school on 36th Avenue and 38th Avenue, as well as conditions along 59th Street and 61st Street. The main barriers to safe walking and biking that were identified through the walk audit were speed of traffic along neighborhood streets around the school, pick-up and drop-off traffic flow, and safety of crossings. Additional comments were made regarding student travel on Stockton Boulevard and 65th Expressway. WALKSacramento conducted two previous walk audits with local residents and students to observe additional conditions in the surrounding neighborhoods.



Hiram Johnson students participate on a walk audit to identify barriers to safe walking and biking.

In 2016, WALKSacramento conducted a walk audit with the Fruitridge Manor Neighborhood Association to assess conditions along Fruitridge Road between Stockton Boulevard and 65th Expressway. Walk audit participants identified speeding, red light traffic violations, narrow sidewalks, and lack of shade along the corridor as major barriers to safe walking and biking. Participants were interested in focusing on safety at crosswalks and intersections, traffic calming, and landscaping improvements.

On July 13, 2017, WALKSacramento conducted a workshop in coordination with Y-PLAN and the Summer of Service Program at Hiram Johnson High School. Hiram Johnson students participating in the program attended the workshop to learn about community design and develop recommendations for community improvements based on their observations. The workshop included a walk audit of areas around Hiram Johnson High School, and students identified 65th Expressway as a major barrier for travel across a variety of modes due to high speeds, lack of sidewalks, and lack of crossings.

STUDENT EDUCATION AND ENCOURAGEMENT

Peter Burnett Elementary celebrated Walk to School Day on October 13, 2017, with over 150 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 Artivio Guerrero Park or at the Bel Air parking lot on Fruitridge Road and 62nd Street. Peter Burnett Elementary also celebrated Bike to School Day on May 11, 2018, with over 150 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 an educational pedestrian and bicycle education event on April 19, 2018. Over 500 students from grades 1-6 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.



Students meet at Artivio Guerrero Park on Walk to School Day.



Students learn how different travel modes impact air quality.



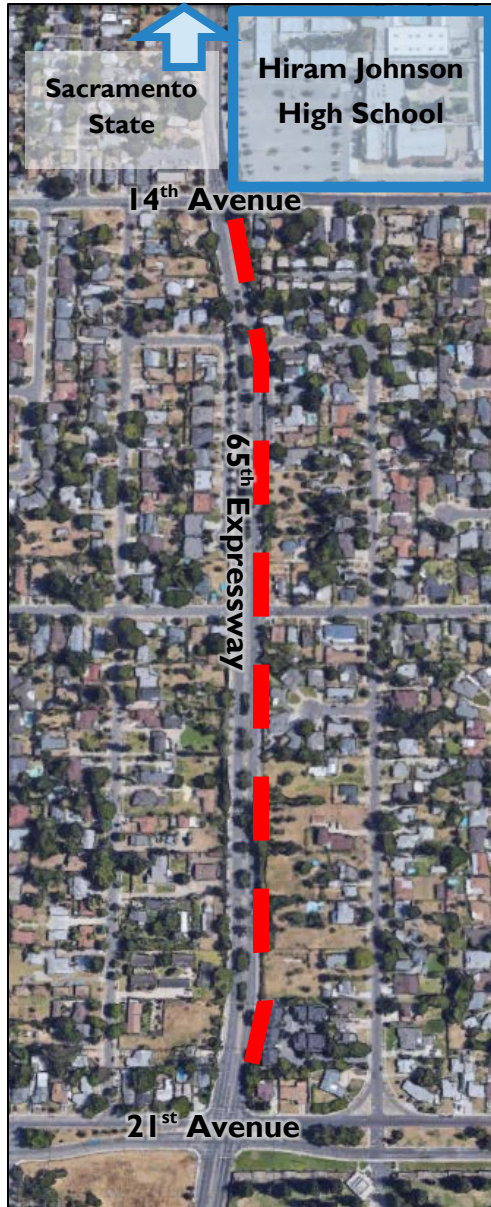
Students receive helmets on Bike to School Day.

INFRASTRUCTURE RECCOMENDATIONS AND ISSUES

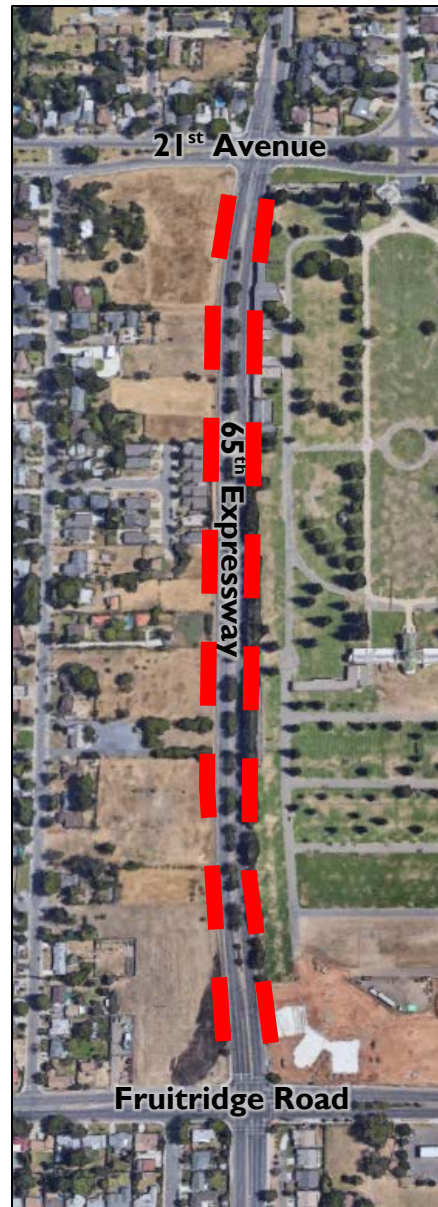
CITY-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommendation
I	65 th Expressway (14 th Avenue to Elder Creek Road)	<p>South of 14th Avenue, 65th Street becomes 65th Expressway both in name and in function. 65th Expressway is a major north-south arterial that has four lanes of high speed, high volume traffic. In addition to vehicle traffic, 65th Expressway is also a major transit corridor served by SacRT bus routes. Sidewalks are inconsistent along the corridor, with long segments having no sidewalk on either side of the street. While there are wide shoulders and Class II bike lanes in some portions, proximity to the high speed travel lanes makes biking an uncomfortable and unsafe experience. Although there is a median throughout the expressway, it does not extend to intersections and therefore does not reduce pedestrian crossing distances or provide refuge islands to facilitate safe crossings. Crossings are limited to signalized intersections that have long wait times and long crossing distances across four travel lanes. These crossings are located between 2,000 to 3,000 feet apart with no safe mid-block crossing opportunities. 65th Expressway is also on the City's High Injury Network through Vision Zero, which identifies corridors with a high frequency of traffic-related deaths and serious injuries in order to prioritize safety improvements to those corridors.</p> <p>65th Expressway serves several schools along the corridor ranging from elementary through university, including Peter Burnett Elementary School, Will C. Wood Middle School, Hiram Johnson High School, and Sacramento State. Students attending these schools often travel along 65th Expressway using a variety of modes, including driving, transit, walking, and biking. Students, parents, and school staff at several of these schools have identified 65th Expressway as a major concern and a priority for traffic calming and pedestrian and bicycle infrastructure improvements.</p> <p>The corridor's significance as a route for students of all ages in addition to its classification on the City's High Injury Network makes it a priority for investment. Beyond improving safety, calming traffic and supporting pedestrian and bicycle-friendly environments improves access to education and job opportunities for students and community members who may have limited or unsafe access otherwise.</p>	<p>Pursue funding and assess opportunities for corridor improvements including:</p> <ul style="list-style-type: none"> • Traffic calming • Sidewalk infill • Buffered bike lanes • High visibility mid-block crossings • Intersection improvements such as pedestrian refuge islands and curb bulb-outs <p>Underground utilities</p>

Visual



14th Avenue to 21st Avenue



21st Avenue to Fruitridge Road



Fruitridge Road to Lemon Hill Avenue

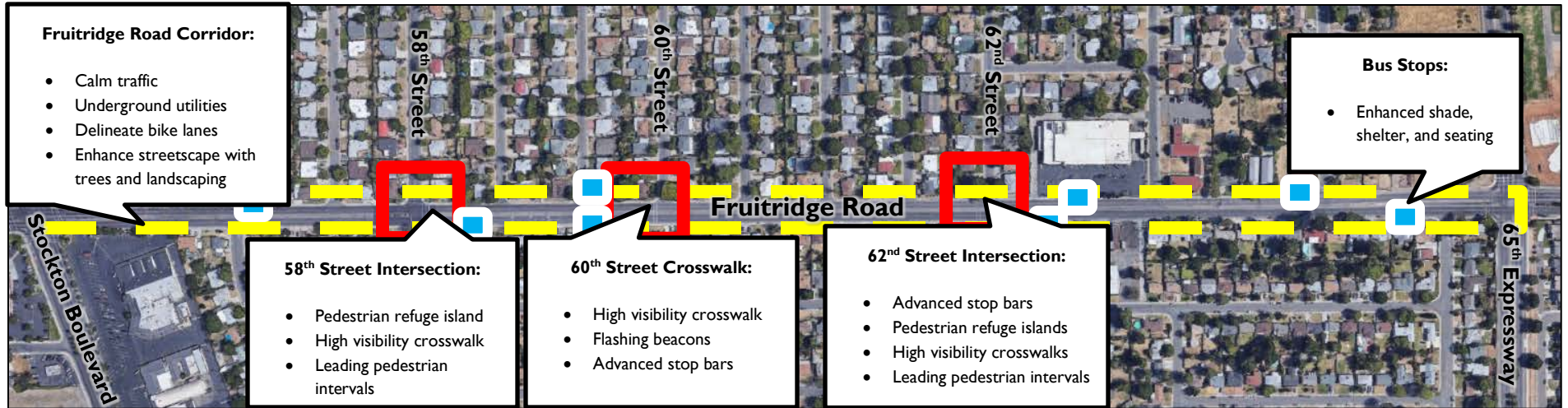


Lemon Hill Avenue to Elder Creek Road

No Sidewalks

ID	Location	Reported or Observed Challenges	Recommendation
2	Fruitridge Road (Stockton Boulevard to 65 th Expressway)	<p>Fruitridge Road is a major east-west arterial that provides access to several commercial corridors and I-5 and Highway 99. Fruitridge Road has four lanes of high speed, high volume traffic and a center turn lane, and is also served by SacRT bus routes. Fruitridge Road is also on the City's High Injury Network through Vision Zero, which identifies corridors with a high frequency of traffic-related deaths and serious injuries in order to prioritize safety improvements to those corridors.</p> <p>Cars tend to speed along the corridor, run through red lights, and fail to yield to pedestrians. This behavior is especially problematic given that Fruitridge Road feeds into neighborhood streets. High speed traffic traveling through neighborhoods creates an unsafe environment for pedestrians and bicyclists, particularly for young students traveling to neighborhood schools such as Peter Burnett. This issue is most prominent in the fall, when heavy traffic along 65th Expressway from students attending Hiram Johnson High School and Sacramento State pushes daily traffic onto Fruitridge Road and north or south along neighborhood streets in an effort to bypass 65th Expressway.</p> <p>High speeds and wide road widths are another challenge for pedestrians crossing Fruitridge Road. There are two signalized crossings between Stockton Boulevard and 65th Expressway, plus one unsignalized crossing at 60th Street. Even at signalized crossings, pedestrians feel unsafe due to cars running red lights and failing to yield while turning. Intersection improvements such as pedestrian refuge island medians, leading pedestrian intervals, curb bulb-outs, and advanced stop bars would help calm traffic at intersections and improve pedestrian safety.</p> <p>Sidewalks are narrow, uneven, and partially blocked by large utility poles. A lack of shade trees contributes to an uncomfortable pedestrian environment. There are no clearly defined bike lanes on Fruitridge Road, causing bicyclists to ride on the sidewalk and come into conflict with pedestrians. Narrowing the traffic lanes may provide more space for Class II bike lanes at minimum, although buffering the bike lanes where possible is recommended. Narrowing traffic lanes would have the additional benefit of calming traffic.</p>	<p>Pursue funding and assess opportunities for corridor improvements including:</p> <ul style="list-style-type: none"> • Traffic calming • High visibility crossings • Intersection improvements such as advanced stop bars, pedestrian refuge islands, leading pedestrian intervals, and curb bulb-outs • Bike lanes, buffered where possible • Underground utilities • Shade trees and landscaping • Bus stop amenities (shade, shelter, seating)

Visual



Visual 1: Aerial view of Fruitridge Road between Stockton Boulevard and 65th Expressway.



Visual 2: The unsignalized crossing at 60th Street is across four lanes of fast moving traffic and unsafe for pedestrians.



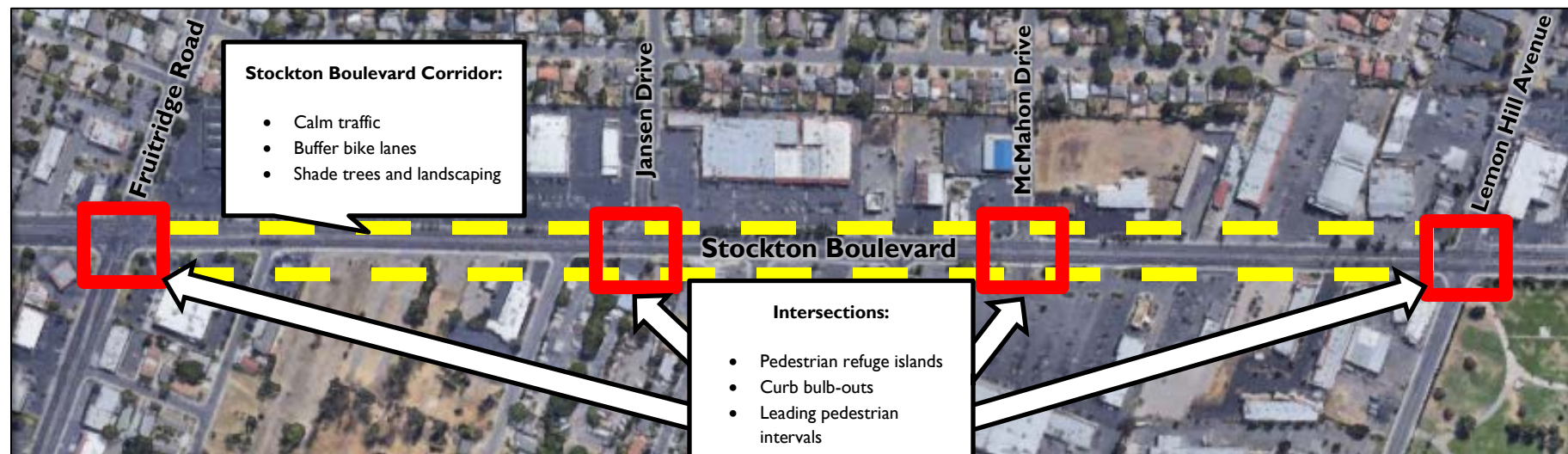
Visual 3: Cars do not check for pedestrians when turning onto Fruitridge Road.



Visual 4: Utility poles block the narrow sidewalk and pose challenges for mobility-impaired pedestrians.

ID	Location	Reported or Observed Challenges	Recommendation
3	Stockton Boulevard (Fruitridge Road to Lemon Hill Avenue)	<p>Stockton Boulevard is a major north-south arterial at the western border of Peter Burnett's attendance boundary. Similar to 65th Expressway and Fruitridge Road, Stockton Boulevard has four travel lanes of high speed traffic, is served by SacRT bus routes, and is on the City's Vision Zero High Injury Network. Stockton Boulevard is primarily a commercial corridor with a mix of residential.</p> <p>High traffic speeds, long crossing distances at intersections, narrow sidewalks, multiple driveways, vacant lots, and lack of shade contribute to an unsafe and uncomfortable pedestrian environment. Narrowing lanes widths and reducing pedestrian crossing distances at intersections through treatments such as pedestrian refuge islands and curb bulb-outs will help slow speeds along the corridor and improve pedestrian safety.</p> <p>While there are Class II bike lanes along Stockton Boulevard, the proximity to high speed travel lanes and buses pulling in and out of stops makes biking unsafe. Buffering or separating the bike lanes from traffic will significantly improve safety for students and community members traveling on Stockton Boulevard.</p>	<p>Pursue funding and assess opportunities for corridor improvements including:</p> <ul style="list-style-type: none"> • Traffic calming • Buffered bike lanes • Intersection improvements such as pedestrian refuge islands, leading pedestrian intervals, and curb bulb-outs • Shade trees and landscaping

Visual



Aerial view of Stockton Boulevard between Fruitridge Road and Lemon Hill Avenue.

ID	Location	Reported or Observed Challenges	Recommendation
4	Fruitridge Road and 65 th Expressway intersection	The intersection at Fruitridge Road and 65 th Expressway is along the main route that students who live north of Fruitridge Road pass through on the way to and from school. Like most intersections along Fruitridge Road and 65 th Expressway, this intersection is challenging for pedestrians to navigate due to long crossing distances, cars speeding and running red lights, and cars making fast turns and not yielding to pedestrians. Because this intersection is on the main route to school, it should be prioritized for safety improvements that will slow turn movements and increase safety while crossing, such as pedestrian refuge islands, leading pedestrian intervals, and curb bulb-outs or extensions.	Install treatments to calm traffic and decrease pedestrian crossing distances such as refuge islands, curb bulb-outs, and leading pedestrian intervals.

Visual



Visual 1: Potential treatments to decrease crossing distances and slow turning movements.



Visual 2: High speed, high frequency traffic travels through this intersection on all sides.

ID	Location	Reported or Observed Challenges	Recommendation
5	36 th Avenue and 59 th Street intersection	Most parents who drop off their students by car use 59 th Street as the main route to school. The intersection is currently a two-way stop with stop signs located on 36 th Avenue and yielding to through traffic on 59 th Street. Drivers tend to speed through this intersection and make wide turns on the way to the front entrance. Drivers waiting at the stop signs on 36 th Avenue get impatient and rush through the intersection without yielding to pedestrians. The proximity of this intersection to the main entrance of the school and its location along a main route for both pedestrians and cars makes it a major concern for student safety. Converting the intersection to an all-way stop will slow the speed of traffic along 59 th Street, facilitate smoother traffic flow, and make crossings safer for pedestrians.	Convert the intersection from a two-way stop to an all-way stop.

Visual



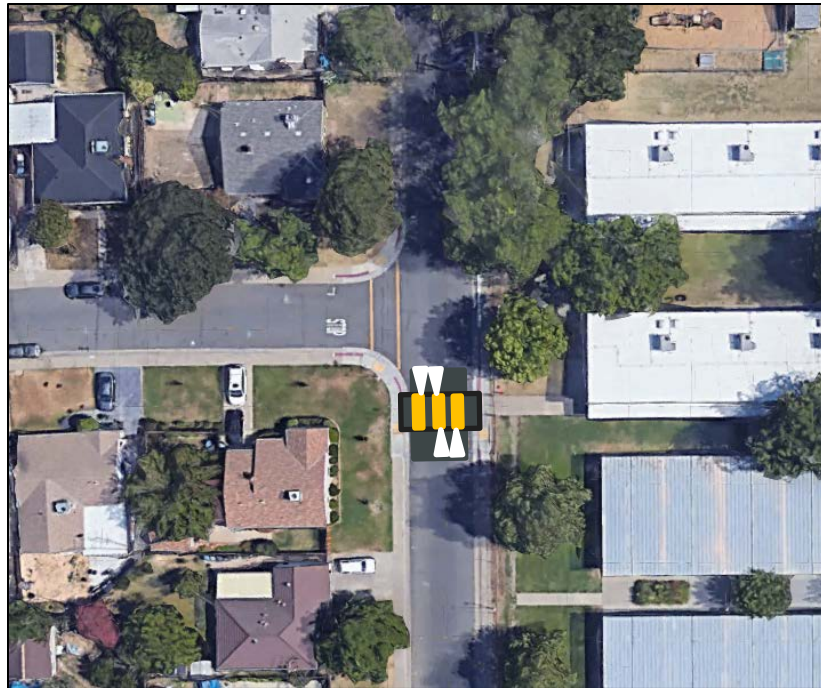
Visual 1: Recommended treatment at the 59th Street and 36th Avenue intersection.



Visual 2: School signage reminding parents to drive carefully in the school zone due to speeding issues.

ID	Location	Reported or Observed Challenges	Recommendation
6	37 th Avenue and 59 th Street intersection	The school has a western entrance on 59 th Street, which is the primary entrance for students with disabilities who are dropped off by bus. A high visibility crosswalk is located here, however cars tend to speed along 59 th Street and do not yield to pedestrians. Converting the crosswalk into a raised crosswalk would help slow traffic along the street while also providing greater visibility for students accessing this entrance.	Convert the crosswalk across 59 th Street into a raised crosswalk.

Visual



Visual I: Recommended treatment at the 59th Street and 37th Avenue intersection.

ID	Location	Reported or Observed Challenges	Recommendation
7	Back of the school entrance on 38 th Avenue	The school has a southern entrance on 38 th Avenue, which is frequently used by students coming south or east of the school. Students have been observed darting across the street midblock rather than using one of the crosswalks located at either 59 th Street or 61 st Street, which are approximately 770 feet apart. Installing a raised midblock crosswalk at the back entrance would provide safer access to school for students with the additional benefit of calming traffic along 38 th Avenue.	Install a mid-block raised crosswalk across 38 th Avenue.

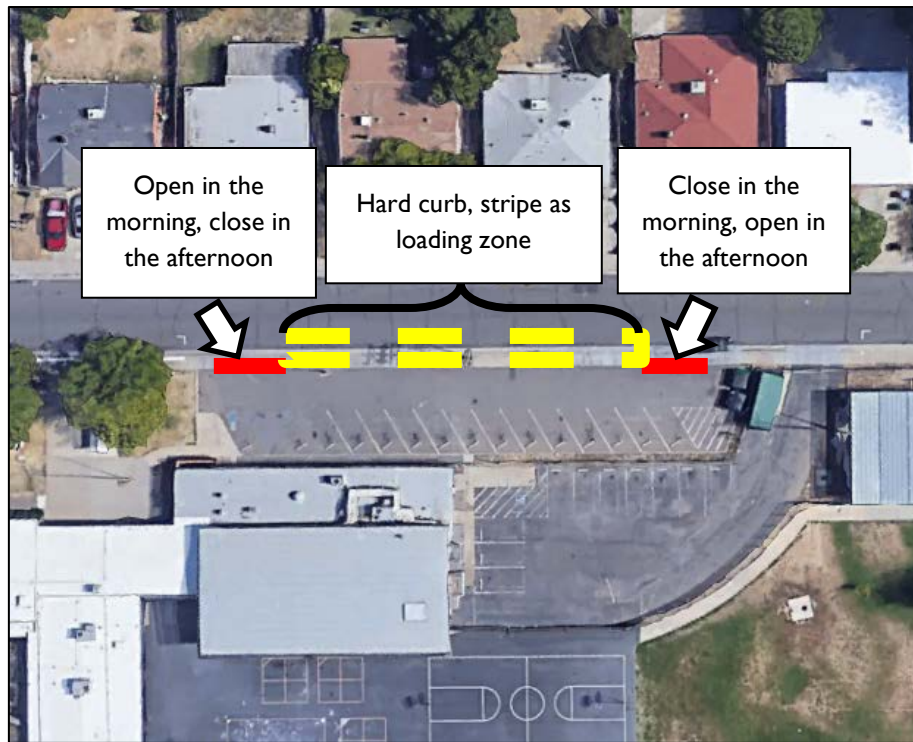
Visual



Visual 1: Recommended treatment at the back entrance to the school on 38th Avenue.

SCHOOL-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommendation
8	Staff parking lot at the front of the school	<p>Parents tend to cut through the staff parking lot at the front of the school after pick-up and drop-off to get around other cars on 36th Avenue, coming into conflict with staff using the lot and pedestrians on the way to or from school. Creating a more clearly defined parking lot with dedicated entrances and exits will reduce the area where cars may come into conflict with pedestrians and allows pedestrians to be better aware of cars. Adding a removable barrier at the exit of the parking area will deter parents from cutting through this space in the morning, but would still allow teachers and staff to park. A similar barrier at the entrance in the afternoon will prevent parents from entering while allowing teachers and staff to exit freely.</p> <p>Hard curbing the staff parking lot will provide more curb area for pick-up and drop-off as well. Parents should be encouraged to pull up as far as possible to avoid backing up traffic at the 59th Street intersection.</p> <p>Staff parking is limited, so when the lot is full teachers and staff park on the street on 36th Avenue. This shortens the amount of space available for loading and unloading during congested pick-up and drop-off times. Encouraging staff to park on 38th Avenue near the back entrance will provide more space for pick-up and drop-off at the front of the school and prevent back up at the 59th Street intersection.</p>	<ul style="list-style-type: none"> • Hard curb the sidewalk and create distinct enter and exit driveways • Install a swing gate, pole with chain, removable bollards, or other traffic diversion device at the entrance and exit of the parking lot • Encourage parents to pull up all the way to the staff lot exit (refer to Appendix A: Pick-Up and Drop-Off Procedures) • Encourage teachers and staff to park on 38th Avenue instead of 36th Avenue when the lot is full



Visual 1: Recommended treatments for the parking lot at the front of the school.



Visual 2: Hard curbs will better define the parking lot and provide more space for pick-up and drop-off.



Visual 3: Drivers currently use the entire sidewalk as a driveway.

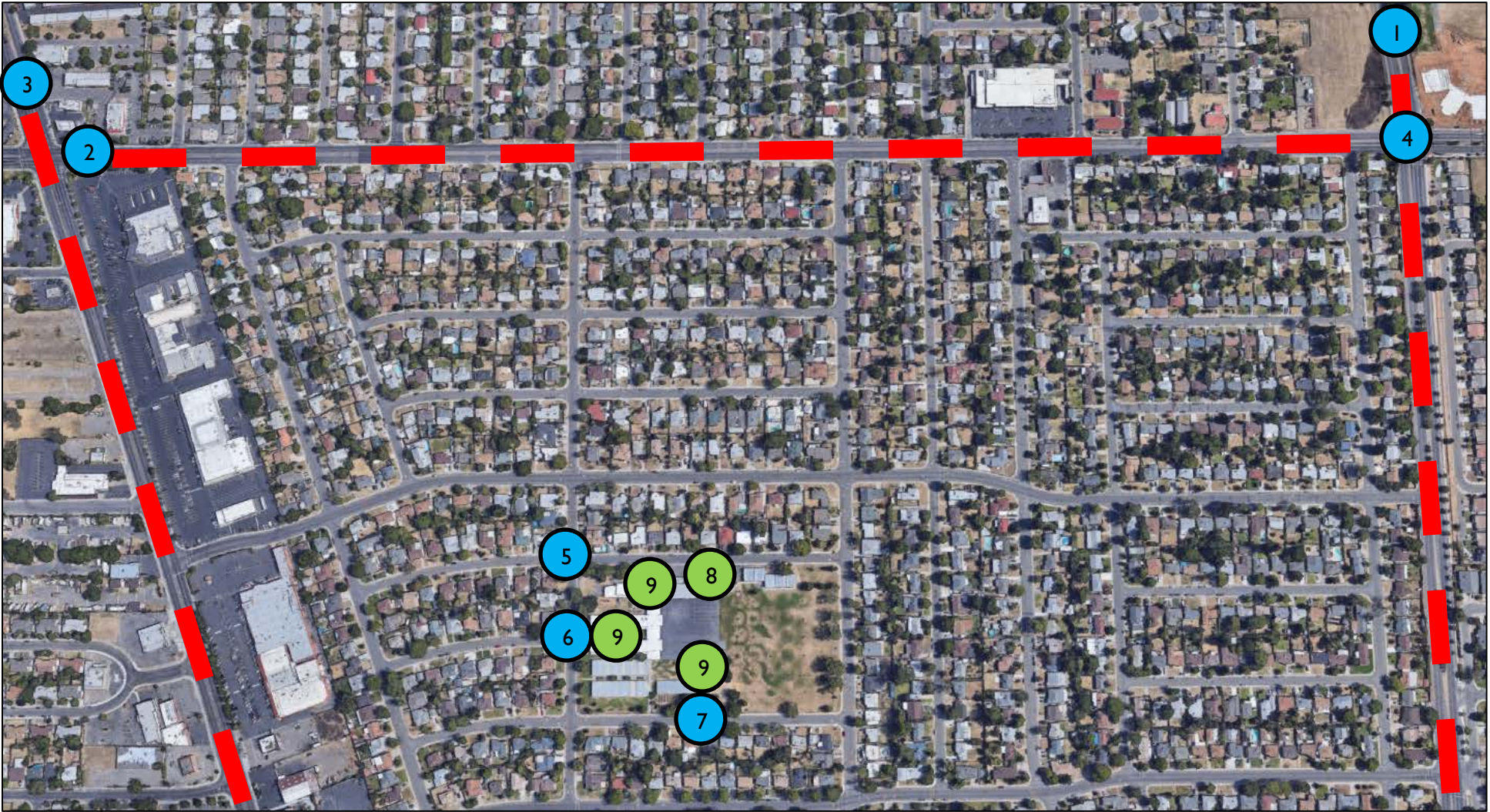
ID	Location	Reported or Observed Challenges	Recommendation
9	Various school entrances	<p>Although Peter Burnett has three entrances, the main entrance on the north side of the school is the most heavily used by students arriving by car. The main entrance also has the least curb space for pick-up and drop-off. The back entrance on 38th Avenue has more available curb space for loading and unloading and is close to the classrooms of older grades. Directing parents of older students to use the back entrance will help relieve traffic at the main entrance and improve safety conditions for students traveling by all modes.</p> <p>The special education bus has recently relocated from using the main entrance to using the side entrance on 59th Street, which has improved student safety and reduced conflicts between the bus and pick-up and drop-off traffic.</p>	Direct different grades to use different school entrances (ex: younger students use front entrance and older students use back entrance).

Visual



Locations of school entrances and opportunities to spread traffic among different entrances.

RECOMMENDATIONS MAP



Legend



City Recommendations



School Recommendations



Corridor Improvements
(ID 1, 2, 3)

PROGRAMMING RECOMMENDATIONS

In addition to the recommendations for long-term built environment change to improve the pedestrian and bicycle environment, WALKSacramento recommends Peter Burnett 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.”⁷

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/>

WALK TO SCHOOL DAY AND BIKE TO SCHOOL DAY

⁷Jacobsen PL Safety in numbers: more walkers and bicyclists, safer walking and bicycling Injury Prevention 2003;9:205-209.

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 Peter Burnett 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.

Peter Burnett 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.

36th AVENUE AND 38th AVENUE 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.
- The parking lot entrance is closed to pick-up.
- Do not drop students off in front of the parking lot driveway.



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 Peter Burnett 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 36th AVENUE Y 38th AVENUE

- 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.
- La entrada al estacionamiento está cerrada para recoger el tráfico.
- No deje a los estudiantes frente a la entrada del estacionamiento.



