

NICHOLAS ELEMENTARY SCHOOL WALK AUDIT REPORT



Draft March 2019

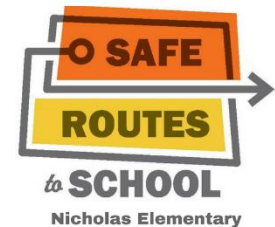


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HOW TO USE THIS REPORT

This walk audit report is intended to guide infrastructure improvements near Nicholas 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

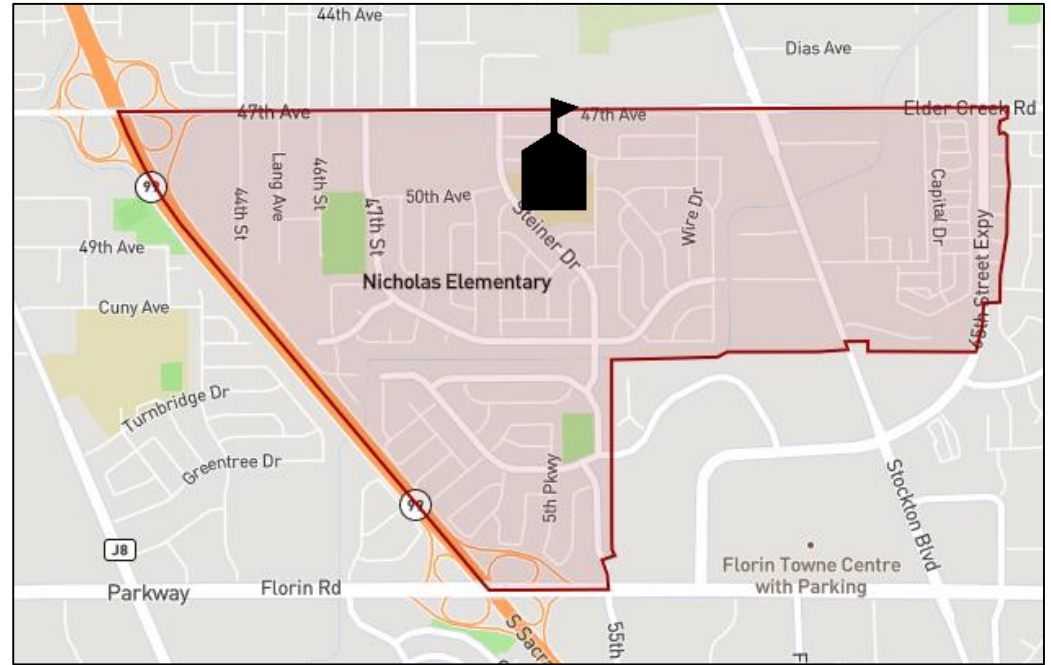
Community members should use this report to advocate for built environment change in the community. This report also includes education and encouragement recommendations that parents and community members may be able to implement in partnership with the school as well as their own students.

SCHOOL LOCATION AND BACKGROUND

Nicholas Elementary School is located at 6601 Steiner Drive in unincorporated Sacramento County. For the 2017-2018 school year, approximately 651 students were enrolled in grades K-6, of which 89% were eligible for free or reduced price meals.¹ The 2017-2018 attendance boundary is shown to the right.

Nicholas Elementary is situated within a disadvantaged community which ranks in the highest percentile for social, economic, and environmental vulnerabilities as defined by CalEnviroScreen 3.0 (91-100%)². CalEnviroScreen 3.0 identifies communities most affected by pollution and where residents are vulnerable to adverse environmental impacts.

The school attendance boundary is bordered to the west by Highway 99 and directly north of the school is 47th Avenue, a high speed arterial. Students who live east of the school have to cross Stockton Boulevard, a high speed arterial that divides the attendance boundary. Having two large arterials that feed into neighborhood streets around the school may drive up the speeds of the streets directly surrounding the school affecting students who live around the school and who live south of the school.



2017-2018 Attendance Boundary for Nicholas Elementary

Because the school attendance boundary mostly pulls from the neighborhood surrounding the school, the focus of the Nicholas Elementary School Safe Routes to School program has been to support and grown the number of students walking and biking to school, while addressing traffic circulation and crossing improvements that would better facilitate student travel through the neighborhood.

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

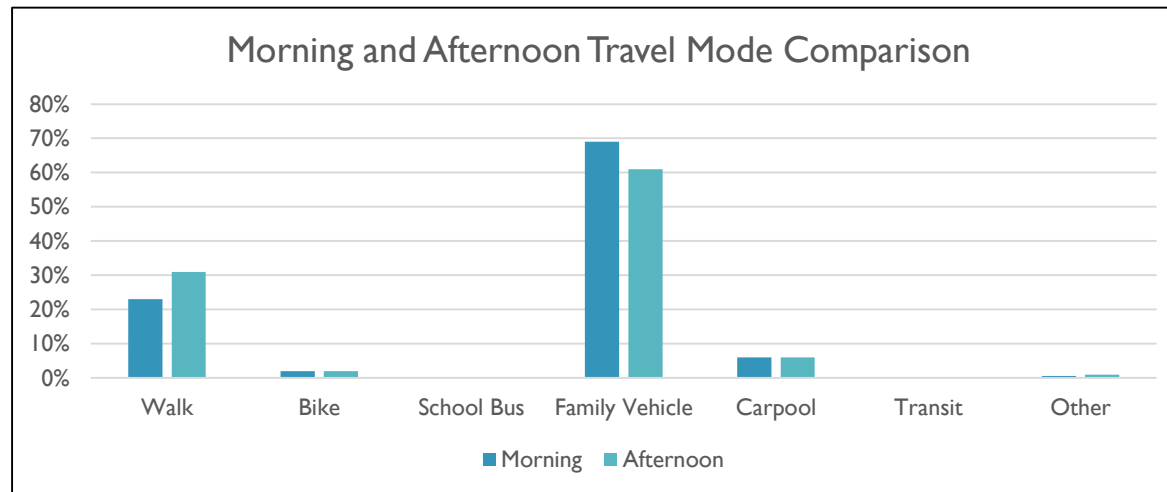
² CalEnviroScreen 3.0, California Office of Environmental Health Hazard Assessment, 2017. Available from <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>. Accessed September 2018.

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 September 2018. 3,303 trips were tallied across 25 classes. While driving is the most popular mode, upwards of 1/3 of students walk and bike to school. The tally results are shown below.

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	555	27%	3%	.5%	65%	3%	.7%	.9%
Tuesday PM	546	32%	3%	2%	59%	3%	.7%	.7%
Wednesday AM	555	26%	3%	.5%	66%	3%	0%	.7%
Wednesday PM	575	29%	3%	2%	61%	5%	0%	.7%
Thursday AM	531	30%	2%	.4%	63%	4%	.2%	1%
Thursday PM	541	29%	2%	1%	63%	4%	.2%	.7%



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 November 2018.

TRAFFIC INJURY MAPPING

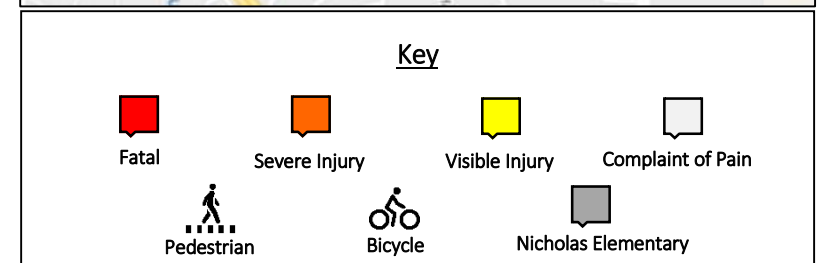
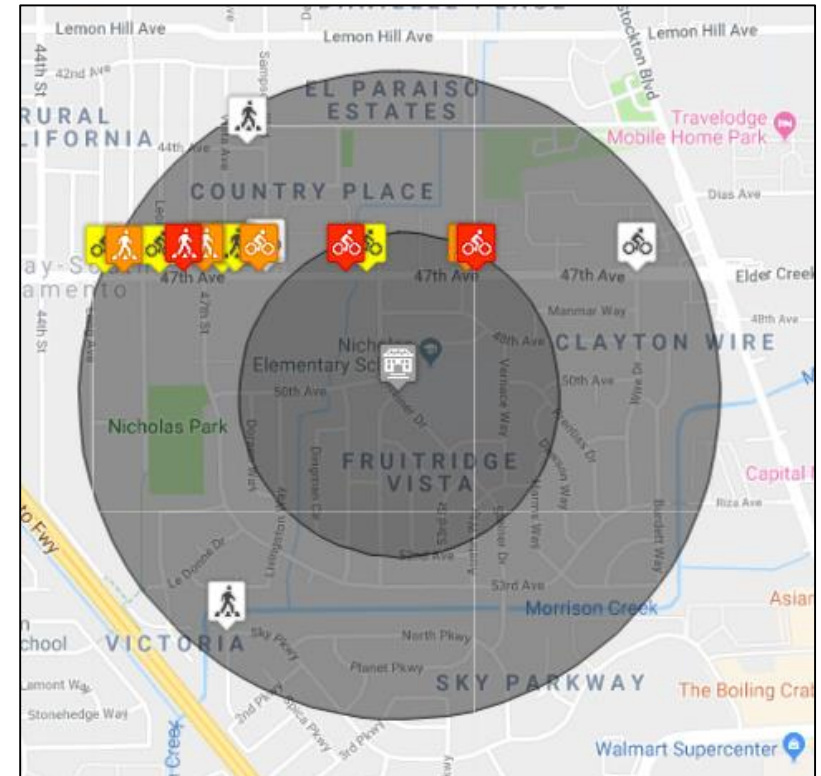
Between 2012 and 2016, there were 19 reported collisions involving motorists and non-motorists within a ½ mile radius of the school.⁴ Most collisions occurred between 7:30am and 5:00pm on weekdays, which are popular student travel times. The vast majority of collisions occurred along 47th Avenue, which is a busy arterial street north of the school. 47th Avenue is the northern limit for the school's attendance boundary, so it is unlikely that students are crossing 47th Avenue to get to school. Some families, particularly those living west of Steiner Drive, have indicated that they do walk along the south side of 47th Avenue on their way to and from school.

In 2017, the County of Sacramento received a grant from the State of California to make traffic safety improvements along 47th Avenue, including new bicycle and pedestrian facilities. While Stockton Boulevard is not within a ½ mile radius of the school, it is a high speed arterial street that falls within the City of Sacramento's High Injury Network. Efforts to improve crossing safety along Stockton, especially at the 47th Avenue intersection, would improve safety for students traveling to Nicholas Elementary School from east of Stockton Boulevard.

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

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi	2	1	1	0	1	3	4
¼ - ½ mi	1	3	5	6	6	9	15
Total	3	4	6	6	7	12	19

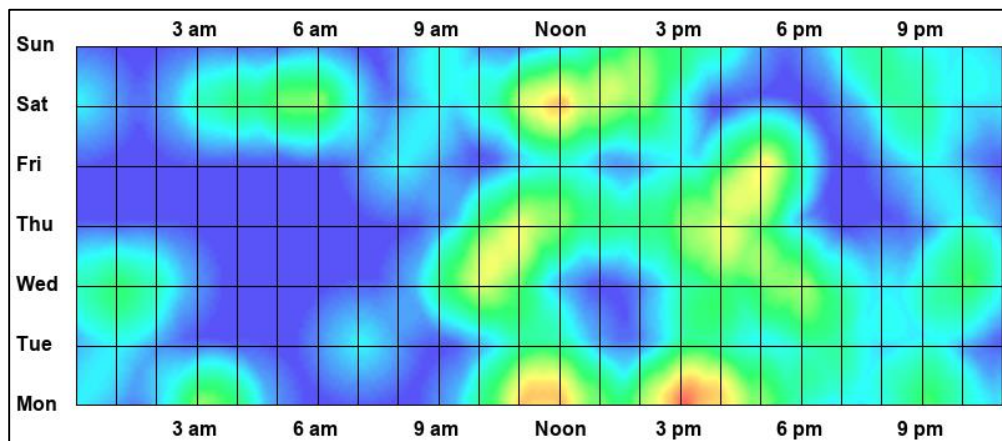
Traffic Injury Mapping System: Collisions reported within a ½ mile of Nicholas Elementary School January 2012 – December 2016.



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

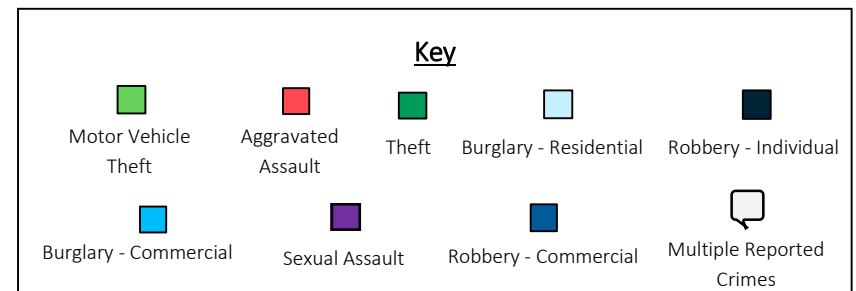
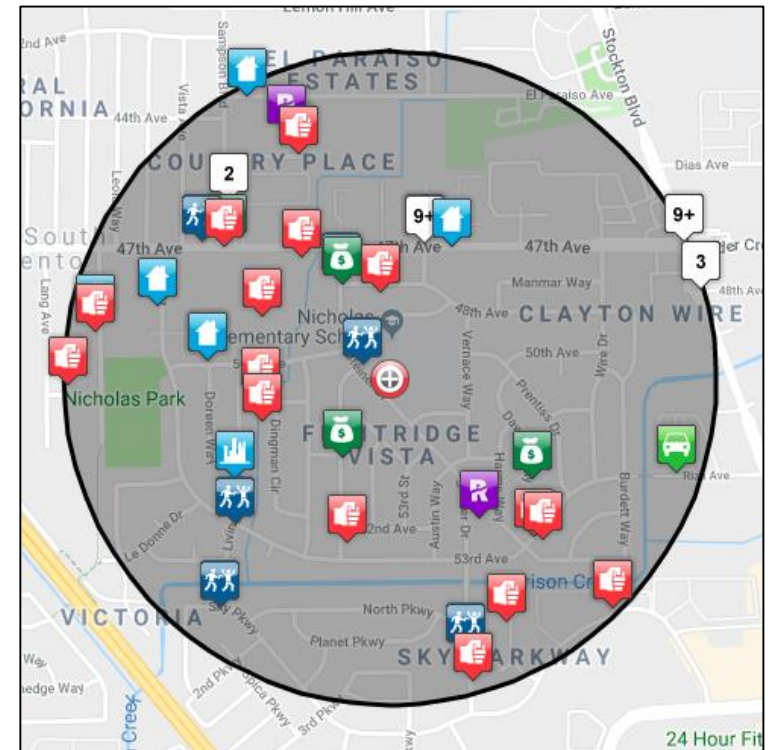
CRIME REPORTS

Between September 2018 and March 2019, there were 95 reported crimes within a ½ mile radius of Nicholas Elementary, most of which were classified as motor vehicle theft and aggravated assault.⁵ During the weekdays, crimes predominantly occurred between noon and 3:00 pm, around the time when students get out from school and travel home or to after-school activities. Real and perceived perceptions of crime in neighborhoods may be a factor in determining whether students feel safe walking to and from school, and indicates the need for interventions beyond infrastructure change and education. Partnerships between the Sacramento Police Department, neighbors, and community based organizations to address personal safety are critically important.



Crime occurrence by time of day between September, 2018 – March, 2019 within a ½-mile radius of Nicholas Elementary School.

**Crime Occurrences Within ½ Mile of Nicholas Elementary School
September, 2018 – March, 2019**



⁵ LexisNexis CommunityCrimeMap: available at www.communitycrimemap.com. Accessed March 2019.

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, students, 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 Nicholas Elementary School on September 19th, 2018. Participants included Nicholas Elementary School administration and staff, parents, County of Sacramento Department of Transportation staff, City of Sacramento Police Department staff, and a member of Supervisor Patrick Kennedy's team. Walk audit participants are encouraged to consider both the infrastructure changes that would facilitate safer, more regular active transportation, as well as programs, policies, and other strategies to encourage safe behaviors.

The walk audit was structured to include pre- and post-audit charrettes where participants identified potential and observed barriers to safe walking and biking, and discussed potential design and programming solutions. Participants were split into two groups, with one group focusing on Steiner Drive between 47th Avenue and 50th Avenue, and the second group focusing on the school parking lot and Steiner Drive between 50th Avenue and Austin Way. The main barriers to walking and biking that were identified on the walk audit include a lack of safe crossing across Steiner Drive, traffic speeds on Steiner Drive, pedestrian circulation through the school parking lot, and issues relating to the public bus stop adjacent to the school.



School staff and community partners identify traffic safety concerns around the school during the walk audit.

TRAFFIC OBSERVATIONS

Traffic observations are surveying events to analyze parent and student travel behaviors. Morning traffic observations were conducted at Nicholas Elementary on September 18, 2018. Observations were made at the following locations:

1. Parking lot in front of school
2. Along Steiner Drive from 50th Avenue to Frawley Way

Main issues included speeding along Steiner Drive, double parking in front of the school, illegal U-turns, and idling near the school. In the afternoon, similar issues are observed, with the added complication of students traveling through the parking lot to access pick-up and drop-off that happens along the curb in front of the school.



Morning and afternoon traffic observations were conducted to identify traffic safety concerns.

STUDENT EDUCATION AND ENCOURAGEMENT

In support of the Safe Routes to School Program, Nicholas Elementary School, in partnership with WALKSacramento, has initiated several education and encouragement programs to convey safe walking, biking, and driving strategies while also supporting more students and families who wish to walk or bike to school. Nicholas Elementary celebrated a Walk and Roll to School Day event on October 17th, 2018, with over 400 students, staff, and parents participating. Many community partners participated in the event to hand out resources, prizes, and encouragement. Community partners include Safe Kids Greater Sacramento, Sacramento County Sheriffs Department, City of Sacramento Police Department, and the County of Sacramento Department of Transportation and Health Department.

In addition to local partners, staff from the Caltrans' director's office participated in the walk audit, expressing interest in supporting ongoing Safe Routes to School efforts throughout the region. Walking school buses met at Nicholas Park and traveled east along 50th Avenue. While the school sees a relatively high number of students walking and biking each day, the event drew significantly more families than usual, indicating that under the right circumstances, the school could see a pedestrian and bike mode share of close to 75%. Since the successful Walk to School Day event, dedicated parents along with school administration have started and maintained a regular monthly walking school bus. These walking groups help to facilitate more active travel by encouraging students to walk in larger groups and are monitored by responsible adults.

Prior to Walk to School Day, WALKSacramento hosted a pedestrian education day on October 10th. Every student between 1st and 6th grade participated in the educational activities where they learned about safe crossing behaviors, traffic safety, and the health and environmental benefits of active transportation. Both the encouragement and educational events help to better identify on-the-ground barriers to walking and biking faced by students and families on a regular basis. These observations were taken into account in developing the recommendations below.



Students and community partners celebrate Walk to School Day.



Students practice safe crossing procedures during Pedestrian Education Day.

SCHOOL CONCERNS

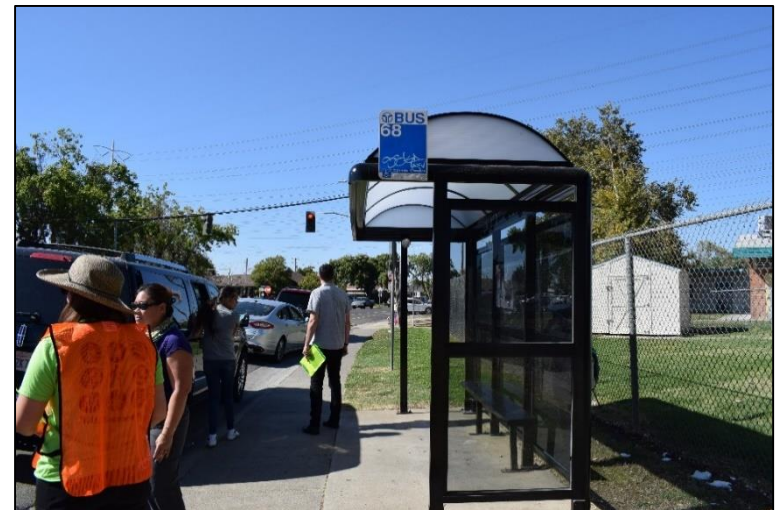
The primary concerns for the school are driver behaviors at the front of the school, student travel through the parking lot, crossings near the school, and personal safety related to a nearby public bus stop. The Nicholas Elementary School administration has closed the school parking lot off to pick-up and drop-off traffic, only allowing for teacher parking. As a result, all pick-up and drop-off occurs along Steiner Drive in front of the school. Due to the lack of a functional drop-off loop, parents double park on Steiner to pick up their students. Additionally, once parents pick students up, they often U-turn in front of the school. Without a pedestrian crossing in front of the school to channelize pedestrian travel, students cross Steiner at numerous points along the frontage of the school, sometimes darting between vehicles. The school is interested in a midblock raised crossing on Steiner, as well as developing a more functional circulation pattern for pick-up and drop-off.

The driveway entrances to the school's parking lot are closed to vehicles and students are encouraged to travel on the pathway around the parking lot out to Steiner Drive. However, the school consistently struggles with students cutting through the parking lot to their parents waiting at the curb. School administration has expressed interest in a fence along the front of the parking lot.

The school also struggles with personal safety concerns due to a public bus stop that is located directly outside of school by the early education playground. The school has reported illicit activities and suspicious items at the bus stop in the past. The school is interested in relocating the bus stop to a vacant space, south of the parking lot.



Students often cross Steiner Drive amidst cars picking up students, U-turning, and speeding at the front of the school.



The public bus stop at the front of the school has been a source of suspicious items and maintenance concerns.

INFRASTRUCTURE RECOMMENDATIONS AND ISSUES

CITY/COUNTY/AGENCY RECOMMENDATIONS

ID	Location	Recommendations	Justification
1	Steiner Drive in front of school, between 50 th Avenue and Frawley Way	<ul style="list-style-type: none">• Install a midblock raised crossing at or near the parking lot entrance•	<p>One of the primary issues the school faces is the mixing of pedestrians and motor vehicles in front of the school during pick-up/drop-off periods. Parents double park along the curb in front of the school as well as on the other side of Steiner Drive. Students cross in front of and behind cars to get to their parent's vehicle.</p> <p>A raised crosswalk would not only better channelize pedestrian travel, but would make students more visible as they cross the street. The raised crosswalk will also help to slow traffic along Steiner Drive.</p>

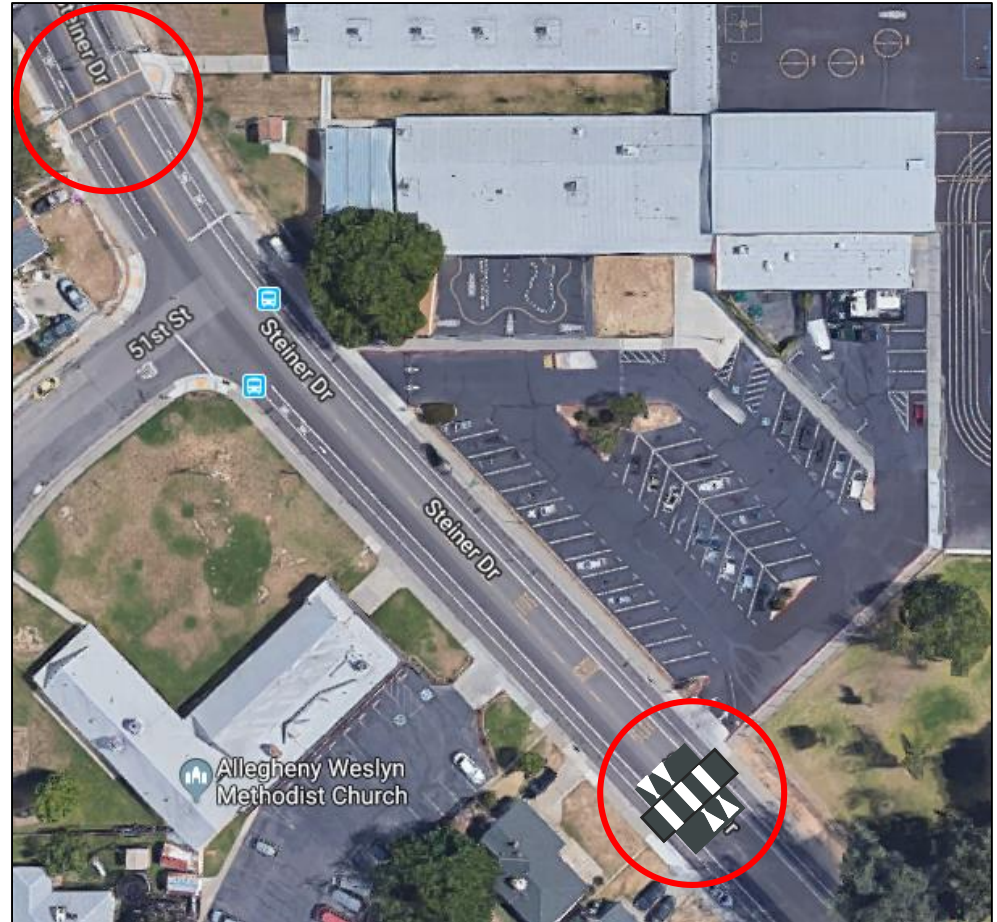
Visuals



Pedestrians cross the street to parked cars at many different points along Steiner Drive.



Students have used the speed hump south of Frawley Way as a crosswalk. A clearly marked crosswalk closer to the school will help improve safety for students crossing Steiner Drive.



Existing marked crosswalk and proposed raised crosswalk locations.

There is currently only one marked crosswalk, located north of 51st Street. A marked, raised crosswalk on the southern side of the school will help facilitate safer student crossings as well as slower speeds along Steiner Drive.

ID	Location	Recommendation	Justification
2	Intersection at 50 th Avenue, Steiner Drive, and 51 st Street	<ul style="list-style-type: none"> Restripe stop bars closer to crosswalk 	The current pedestrian actuated crossing is useful for facilitating safe crossings across Steiner Drive. However, because the stop bars are striped at 50 th Avenue and 51 st Street, cars tend to stop in the middle of the intersection. Drivers have been observed driving through the crosswalk, against the red light because they are confused about stopping in the middle of the intersection. Restriping the stop bars closer to the crosswalk may improve yield rates at the crosswalk.

Visuals



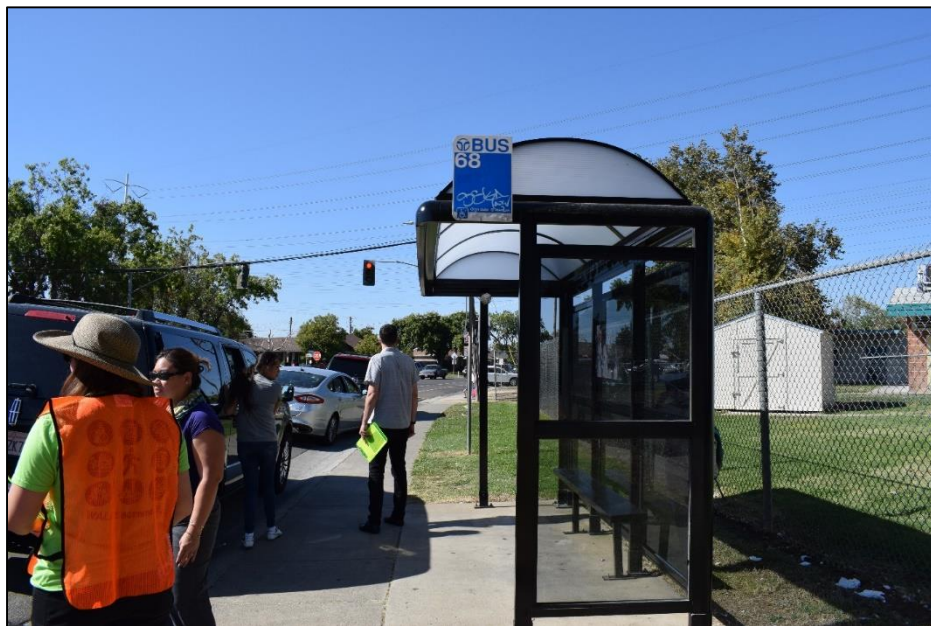
Drivers are unsure of where to stop for the crosswalk. In this instance, the driver stopped at the stop bars, but felt uncomfortable stopping in a T-intersection. The driver then proceeded forward through the intersection and slammed on their brakes when students started to cross.



Relocate stop bars closer to the crosswalk to reduce driver confusion and improve crosswalk yield rates.

ID	Location	Recommendation	Justification
3	Steiner Road and 51 st Street NB Bus Stop	<ul style="list-style-type: none"> Work with Sacramento Regional Transit District to move or improve safety at current bus stop 	The bus stop is located directly outside of the early education playground. The school has had trouble with illicit activities and dangerous materials left at the stop. A better place to move the stop may be further South on Steiner Drive, just south of the parking lot. Coordinate with Regional Transit to identify opportunities for improvement.

Visuals



Illicit activity at this bus stop has created issues for the school in the past. Consider working with Regional Transit to identify opportunities to improve the stop or move the stop to a new location.



Existing bus stop locations near the school. There may be an opportunity to relocate or consolidate the bus stops at the front of the school.

SCHOOL RECOMMENDATIONS

ID	Location	Recommendation	Justification
4	Vernace Way and Prentiss Drive intersection	<ul style="list-style-type: none"> Reinstall back-gate and reconstruct pathway through field. Encourage parents to pick-up students at back of school through updated pick-up/drop-off procedures 	The school used to have a back gate where students could enter and exit the school. After the school district removed the gate, all pick-up and drop-off activities happen at the front of the school. Reinstalling the gate and pathway leading to the gate and allowing students to be picked-up at the back of the school would significantly improve the traffic concerns at the front of the school. A second entrance behind the school creates a functional pick-up and drop-off loop through the neighborhood around the school. Further, a back-of-school gate would make walking and biking to school from the east of the school easier and more convenient.

Visuals



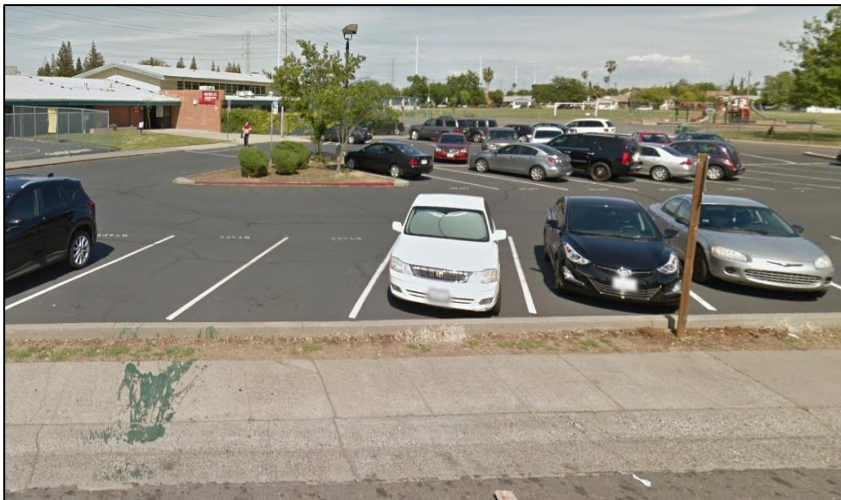
Reopening the school's back gate would help alleviate traffic in front of the school and create a more convenient entrance for students who walk and bike to school. The school is interested in testing this on a pilot basis.



Existing crosswalk at the back of the school. This location would be a safe route to school if a back gate was reinstalled.

ID	Location	Recommendation	Justification
5	School parking lot along Steiner Drive	<ul style="list-style-type: none"> Install wrought iron fence along the front of the school parking lot Stripe curb in front of school as a loading zone. 	<p>Currently, there is no fence or gate that restricts students from accessing the sidewalk through the parking lot. The school would like to discourage students walking in the parking lot because of the potential for pedestrian/vehicle conflicts. A medium height wrought iron fence would channelize pedestrians around the parking lot. Further, the lack of direct access may discourage parents from parking in front of the school to wait for their students.</p> <p>Parents currently park at the curb, which leads to double parking during pick-up and drop-off. Striping the curb in front of the school will encourage parents to not park or idle while they wait to pick-up their students.</p>

Visuals



Students travel through the parking lot to their parents parked at the curb. The safety concern is one of the reasons why the school chooses to keep the parking lot closed. A simple fence may help to better direct student travel.



Install a gate to channel pedestrians to the sidewalks instead of walking through the parking lot. Stripe the curb as a loading zone to discourage parking.

PROGRAM RECOMMENDATIONS

In addition to the recommendations for long-term built environment change to improve the pedestrian and bicycle environment, WALKSacramento recommends Nicholas 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 can be done through 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.

An interactive pedestrian education activity was held with grades 1-6 on October 10, 2018 and included a mock intersection, environmental demonstration, and activity to learn traffic signs and signals. Planned educational activities include brief in-class lessons and video projects with leadership students in the spring.

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



A mock intersection helps students learn and practice safe crossing skills. These types of interactive activities can be incorporated into PE classes or after school programs.

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 Walk to School Day and Bike 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.”⁶

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.

Nicholas Elementary has begun organizing regular monthly walking school buses with the help of parent volunteers. The walking school bus flyer can be found in Appendix B. *For more information how to start a walking school bus, visit:* <http://www.walkingschoolbus.org/>

WALK TO SCHOOL DAY AND BIKE TO SCHOOL DAY

Walk and Bike to School days are held in October during National Walking Month and in May during 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 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, youth-oriented organizations, and school board officials to celebrate. A Walk and Bike to School Day flyer can be found in Appendix C.

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. WALKSacramento recommends including the maps in the school handbook and distribute to families at the beginning of each academic year. The Nicholas Safe Walking and Biking Map can be found in Appendix D.

⁶Jacobsen PL Safety in numbers: more walkers and bicyclists, safer walking and bicycling Injury Prevention 2003-9; 205-209.

ENFORCEMENT

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. The Nicholas Pick-Up and Drop-Off Procedures can be found in Appendix E.

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.

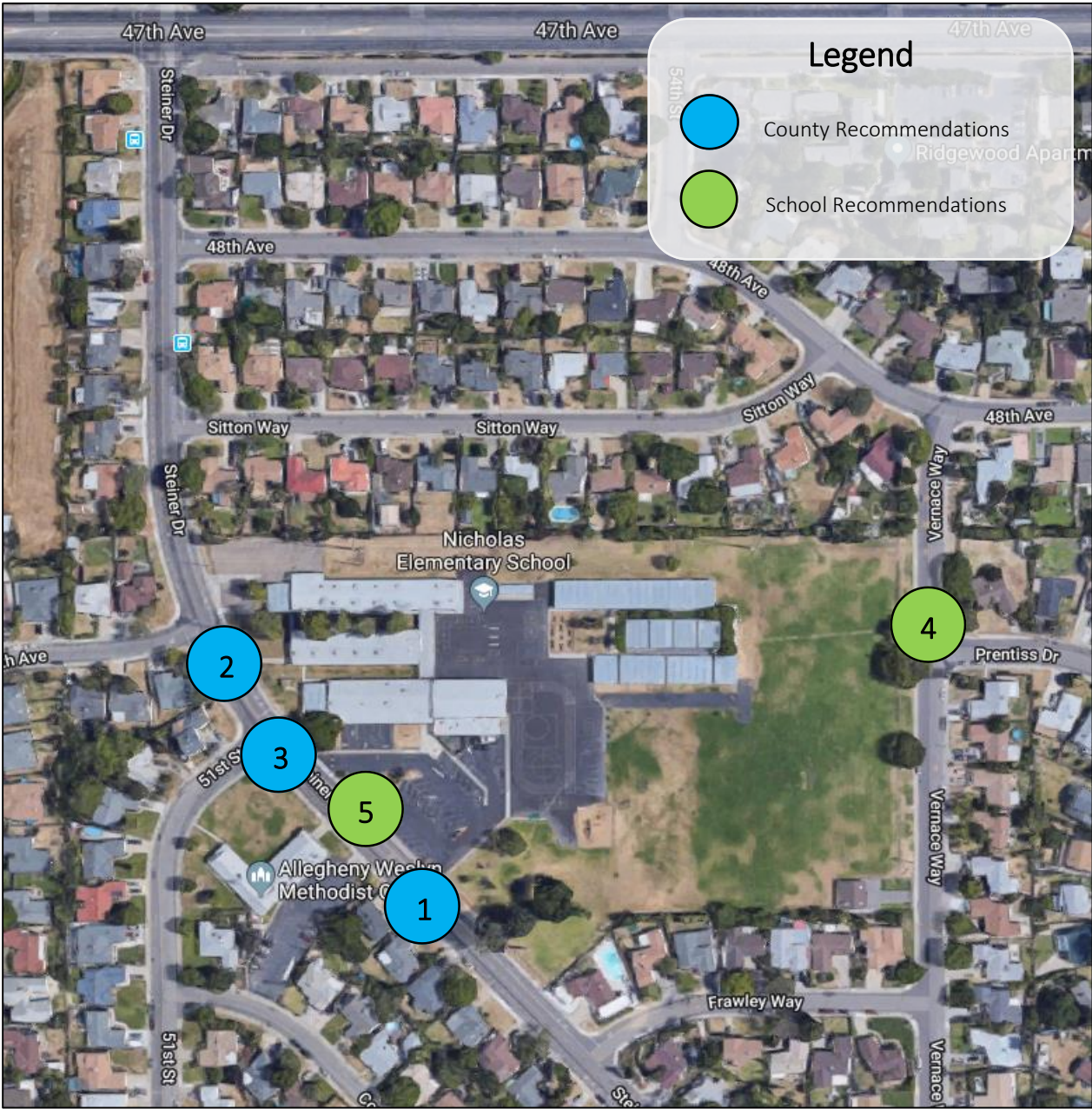
For more information on California School Crossing Guard Training, visit: <http://www.scusd.edu/post/california-school-crossing-guard-training>

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

LOCAL LAW ENFORCEMENT

Partnerships with law enforcement help increase awareness and adherence to 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.

RECOMMENDATIONS MAP



APPENDIX

APPENDIX A: COMMUNITY RESOURCE CONTACTS

Community Resources

For service requests anytime, for code violations, water use complaints, illegal dumping. Concerns about streets and lighting, graffiti, stray animals, utilities and broken parking meters.

Call 3-1-1 or (916) 808-5011; If outside city limits: (916) 808-8563

can respond in 150 languages



For referrals for community services for seniors, employment, housing information, financial assistance, children's services, food programs and health care services:

Call 2-1-1 ***multiple languages available***

For non-emergency situations in your community:

City of Sacramento Police (916) 264-5471

County Sheriff's Department (916) 874-5115



For information about the Neighborwoods program, working to improving neighborhoods through planting trees and maintenance

Contact James Saetern (916) 974-4322 or at james@sactree.com

For free services and family works shops to give families tools to be happy, health and safe. Services include crisis prevention services, gym classes, extracurricular programs and more:

River Oak Family Resource Center (916) 226-2725 ***services available in English and Spanish***



For staying safe while on transit and reporting behavior of buses in school zones as well as a bus stop maintenance and more:

Download AlertSacRT for on bus safety

Call (916) 557-4545 with date, time and vehicle number to report complaint or compliment.

Call (916) 321-2877 for general customer service comments such as bus stop maintenance

For non-threatening situations involving homeless members in your community:

Call the Mobile Crisis Support Team (916) 808-4542





NICHOLAS ELEMENTARY MONTHLY WALKING GROUP

WALK TO SCHOOL TOGETHER ON THE 2ND FRIDAY EACH MONTH

Nicholas Elementary is starting monthly walking groups for parents and students to walk to school together!
Meet at any of the locations on the map below on the second Friday of each month. Join us afterwards for our monthly parent meeting.

WALK TO SCHOOL TOGETHER ON THE 2ND FRIDAY EACH MONTH



Benefits of Walking Groups:

- Safety in numbers. Students walk together in groups with adult supervision.
- Improved health through exercise.
- Reduced amounts of traffic congestion around the school.
- Families save time and money, and have peace of mind that their students arrive to school safely and on time.

It's Up to Students to...

- Look both ways before crossing
- Walk on sidewalks
- Make sure drivers see you before you cross
- Obey pedestrian signals

It's Up to Parents to...

- Use extra caution when children are near roadways
- Be alert near school zones
- Not stop in or block visibility of crosswalks
- Not pass cars stopped for pedestrians

Are you interested in leading a walking group from your neighborhood?

Please complete the form below and return it to the school.

For more information, contact Alicia Brown at abrown@walksacramento.org.

Name: _____

Phone: _____

Email: _____

Join Us Afterwards for Our Monthly Parent Meeting!

Nicholas Cafeteria | 9:15-10:15 am
Free food and morning refreshments

APPENDIX C: WALK TO SCHOOL DAY FLYER

It's Up to Students to...

- Look both ways before crossing
- Walk on sidewalks
- Make sure drivers see you before you cross
- Obey pedestrian signals

It's Up to Parents to...

- Use extra caution when children are near roadways
- Be alert near school zones
- Not stop in or block visibility of crosswalks
- Not pass cars stopped for pedestrians




Depende de los estudiantes...

- Mirar a ambos lados antes de cruzar las calles
- Caminar sobre las banquetas o andenes
- Asegurarse de que los conductores los vean antes de cruzar las calles
- Obedecer las señales de peatones

Depende de los padres...

- Tener más precaución cuando hayan niños cerca de los caminos o calzadas
- Estar alerta cerca de las áreas escolares
- No detenerse dentro de los cruces de calles o bloquear la visibilidad en los cruces de calles
- No sobrepasar a los vehículos que se detienen para dejar pasar a los peatones

For More Information Contact:
Alicia Brown, abrown@walksacramento.org

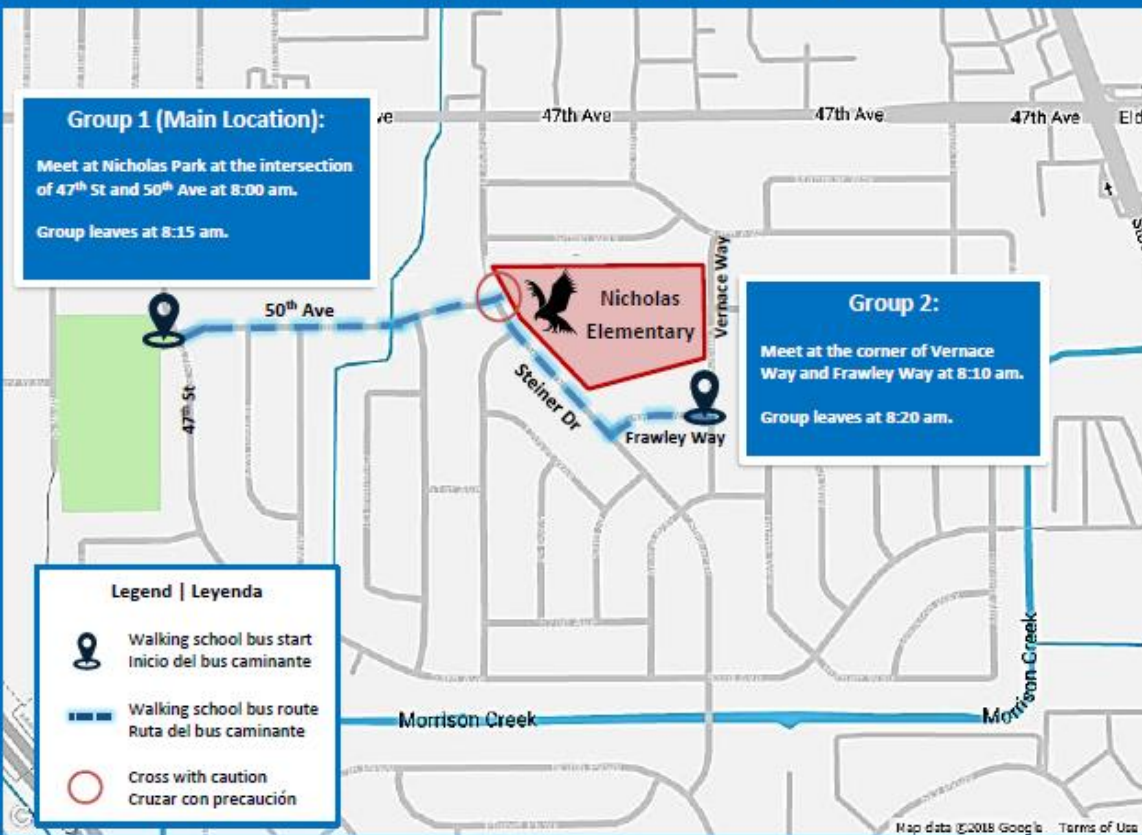
NICHOLAS ELEMENTARY

WALK TO SCHOOL DAY IS OCT. 17

DIA DE CAMINAR A ESCUELA 17 DE OCT.

Join us to walk to school together and earn fun prizes! Look for group leaders wearing vests.
Parents are invited to join or can drop students off to walk with the group.

FREE PRIZE FOR EVERY STUDENT! ¡REGALO GRATIS PARA CADA ESTUDIANTE!



Group 1 (Main Location):

Meet at Nicholas Park at the intersection of 47th St and 50th Ave at 8:00 am.


Group leaves at 8:15 am.


Group 2:


Meet at the corner of Vernace Way and Frawley Way at 8:10 am.

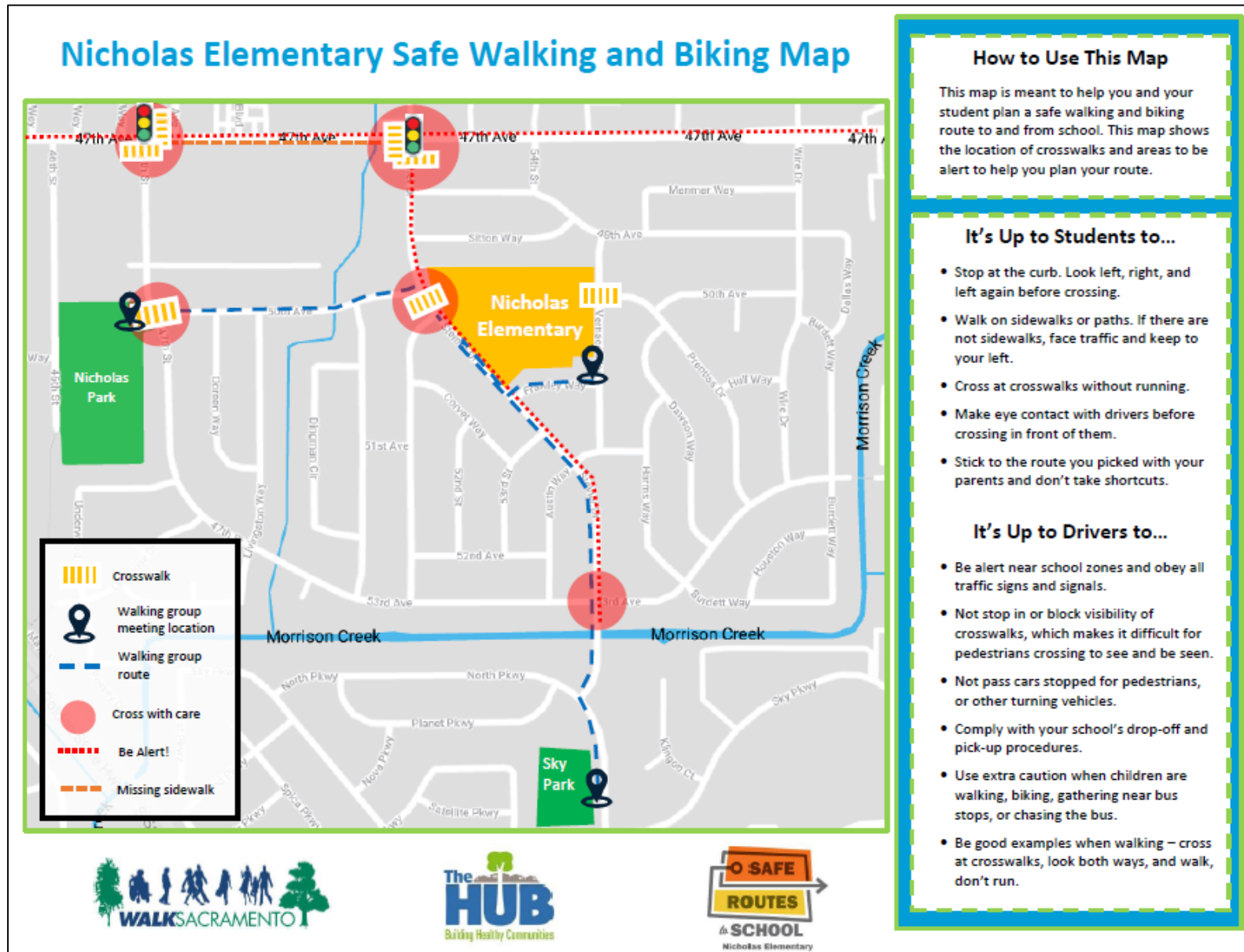
Group leaves at 8:20 am.

Legend | Leyenda

 Walking school bus start
Inicio del bus caminante

 Walking school bus route
Ruta del bus caminante

 Cross with caution
Cruzar con precaución



APPENDIX E: 2018-2019 PICK-UP/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.

Nicholas 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.

STEINER DRIVE 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. Students should only cross at the crosswalk.
- Do not park on the school side of the street, that is for drop off only. If you need to park and walk your child in, park along 51st St., Frawley Way or the other side of Steiner.
- No U-turning is allowed on Steiner. Please use routes indicated on maps to loop around.
- 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 and drop-off.