



ELDER CREEK ELEMENTARY SCHOOL WALK AUDIT REPORT

JANUARY 2020

WALKSACRAMENTO



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HOW TO USE THIS REPORT

This walk audit report is intended to guide infrastructure improvements near Elder Creek Elementary 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.

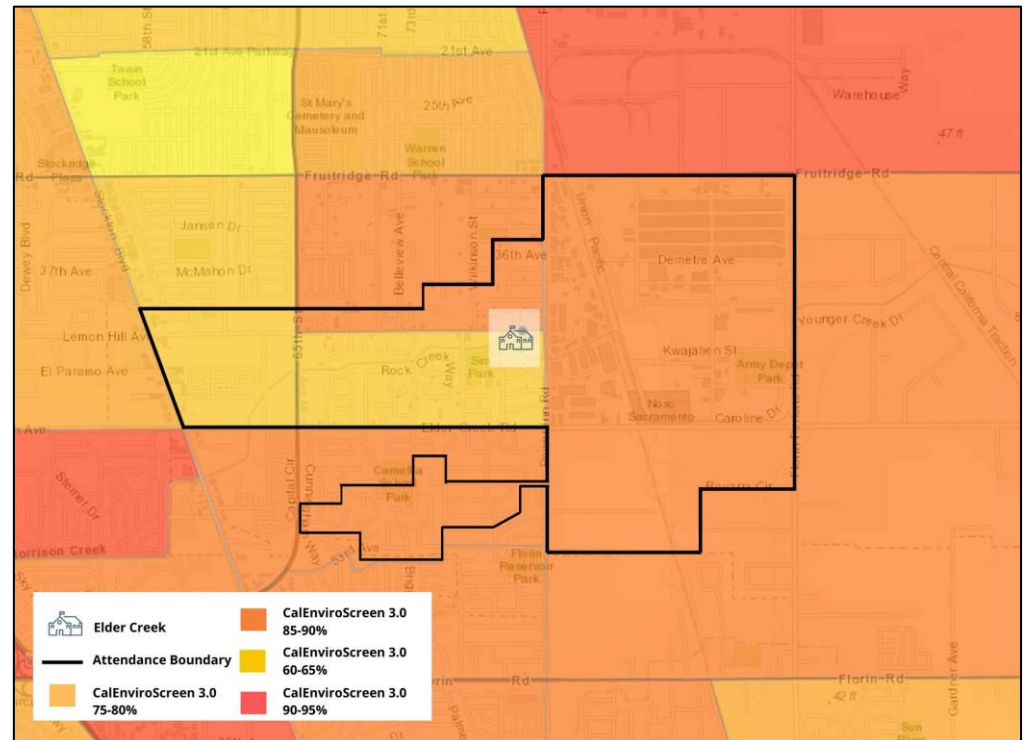
SCHOOL LOCATION AND BACKGROUND

Elder Creek Elementary School is located at 7934 Lemon Hill Avenue, in Sacramento. For the 2017-2018 school year, approximately 749 students were enrolled in Kindergarten through sixth grade, of which 93.9% were socioeconomically disadvantaged and 46.2% were English Learners.¹ The 2017-2018 attendance boundary is shown to the right.

Elder Creek Elementary School is situated within a disadvantaged community which ranks in the second and fourth highest percentile for social, economic, and environmental vulnerabilities as defined by CalEnviroScreen 3.0 (85 - 60%)². CalEnviroScreen 3.0 identifies communities most affected by pollution and where residents are vulnerable to adverse environmental impacts.

Although geographically located within a disadvantaged area, Elder Creek benefits from involvement from dedicated staff, parents, and community based organizations. This is critically important for ensuring access, attainment, and success. These partners are also valuable to ensuring the success of future Safe Routes to School efforts.

Elder Creek Attendance Boundary and CalEnviroScreen Disadvantaged Census Tract



EXISTING CONDITIONS

Travel mode splits³, traffic injuries, and crime data were collected to provide insight on existing travel patterns and factors that impact active mode use.

TRAFFIC INJURY MAPPING

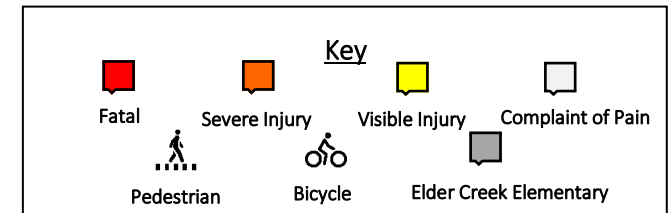
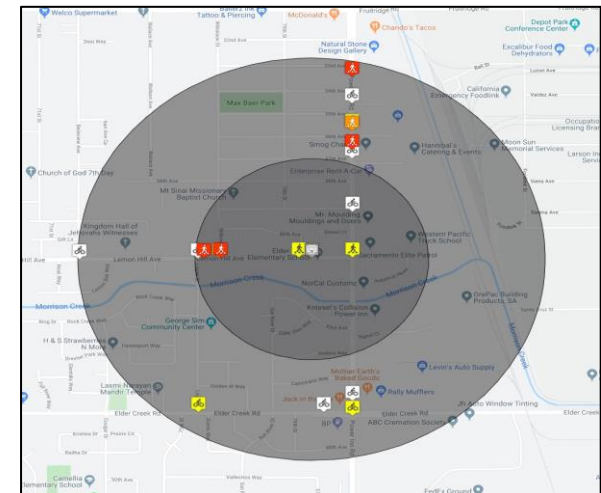
Between 2014 and 2018*, there were 18 reported collisions involving motorists and non-motorists within a ½ mile radius of the school.⁴ Eight collisions occurred between 7:30am and 5:00pm on weekdays, which overlaps with school commute times. The majority of collisions occurred on Power Inn Road and Lemon Hill Avenue, a major arterial and collector street, which border the school. Many students who live north and west of the school travel on Lemon Hill Avenue to access the campus. Based on the data reported it is unclear how many of these collisions involved students, but it does show that at least two of the victims involved were under the age of 18, clearly indicating a safety barrier to access.

Streets with a high rates of traffic injuries are not only unsafe for students, but also discourage parents from allowing students to walk or bike. This contributes to greater traffic congestion around schools and further decreases traffic safety for students. A main focus of Safe Routes to School programs is to enable and encourage walking and biking by eliminating threats to roadway safety.

TIMS Injury Summary Statistics: Pedestrian and Bicycle Injuries 2014-2018 within ½ Mile of Elder Creek Elementary School

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi	2	1	2	2	4	3	7
¼ - ½ mi	2	1	3	5	4	7	11
Total	4	2	5	7	8	10	18

Collisions Reported Within ½ Mile of Elder Creek Elementary School January 2014 – December 2018



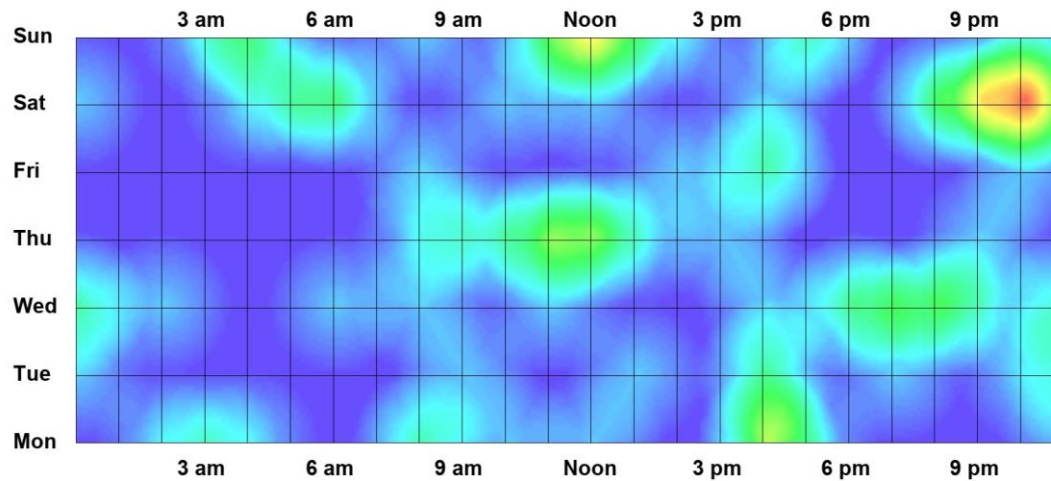
³ National Center for Safe Routes to School Student Travel Tallies were provided to the school in the fall of 2018, however no responses were collected. The purpose of in-class tallies is to gather data on student travel modes to identify patterns and changes in travel behaviors. Tallies will be conducted in the spring of 2019 to analyze mode share.

⁴ UC Berkley Transportation Injury Mapping System: Safe Routes to School Collision Map Viewer, available at <https://tims.berkeley.edu/tools/srts/>. Accessed November 2019.

* 2016 - 2018 data is provisional and subject to change.

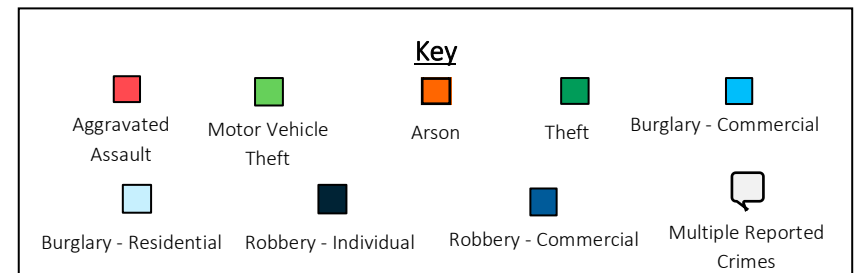
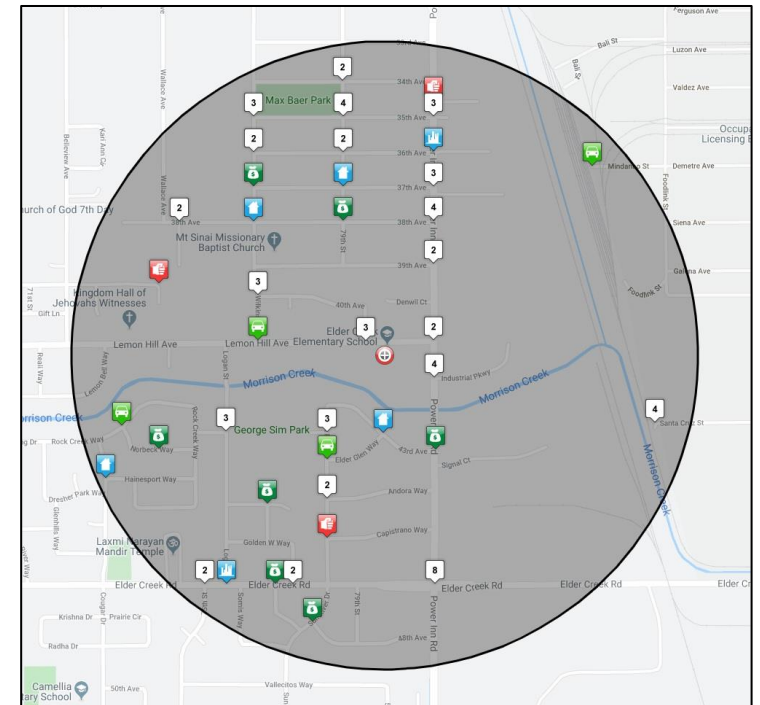
CRIME REPORTS

Between January 2019 to November 2019, there were 81 reported crimes within a ½ mile radius of Elder Creek Elementary School.⁵ The crimes were predominantly theft and motor vehicle theft with some occurring in major arterials, but most primarily on neighborhood streets. Crime hotspots occur on Saturday evenings. While crimes during this time period mostly occurred outside of school commute hours, the perceived and real threat of crime in the neighborhood around the school may make students feel uncomfortable and discourage parents from allowing their children to walk or bike.



Crime occurrence by time of day between January 1, 2019 – December 1, 2019 within a ½-mile radius of Elder Creek Elementary School.

Crime Occurrences Within ½ Mile of Elder Creek Elementary School January 1, 2019 – November 30, 2019



⁵ LexisNexis CommunityCrimeMap: available at www.communitycrimemap.com. Accessed December, 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, and community members.

MORRISON CREEK REVITALIZATION PROJECT

This walk audit report builds upon ongoing work to revitalize the Morrison Creek Corridor as a safe walking and biking route throughout the community. The Morrison Creek Revitalization Project is a collaborative, community-based project that has engaged residents in the Avondale and Glen Elder neighborhoods, local Girl Scout troops, Elder Creek Elementary families, and Will C. Wood Middle School students through creek clean-ups, visioning meetings, and design processes. Currently, the Morrison Creek Community Committee has secured funding from the Confluence Regional Partnership to finish pre-engineering, feasibility study and design and are working to submit an application to the Urban Stream grant program for design and possible construction.



*Morrison Creek Revitalization Project Visioning Meeting.
Source: Environmental Justice Coalition for Water.*

WALK AUDITS

Walk audits are community assessments where participants analyze current conditions and opportunities for improvement. WALKSacramento conducted a walk audit at Elder Creek Elementary School on November 7, 2019. Participants included Elder Creek Principal, Sacramento Building Healthy Communities partners, and WALKSacramento staff. The walk audit examined driver behaviors in front of the school along Lemon Hill Avenue, then observed conditions along 40th Street and Wilkinson Street. The main barriers to safe walking and biking that were identified through the walk audit were speed of traffic along arterial roads near the school, safety of crossings, and driver behaviors during pick-up and drop-off.

On September 5, 2018, a walk audit was conducted at Will C. Wood Middle School⁶ with several school staff and community partners. Will C. Wood is located approximately one mile away from Elder Creek Elementary on Lemon Hill Avenue, and many Elder Creek Elementary students live near the middle school. The walk audit examined several locations that Elder Creek Elementary parents identified as issue areas, particularly the intersection of Lemon Hill Avenue and 65th Expressway.



*Walk audit participants observe traffic conditions on
Lemon Hill Avenue.*

⁶ Will C. Wood Walk Audit Report: http://www.walksacramento.org/wp-content/uploads/2019/04/WCW-Walk-Audit-Report_FINAL.pdf

TRAFFIC OBSERVATION

Traffic observations are surveying events to analyze parent and student travel behaviors. Morning traffic observations were conducted at Elder Creek Elementary School on October 30th, 2019. Observations were made at two locations:

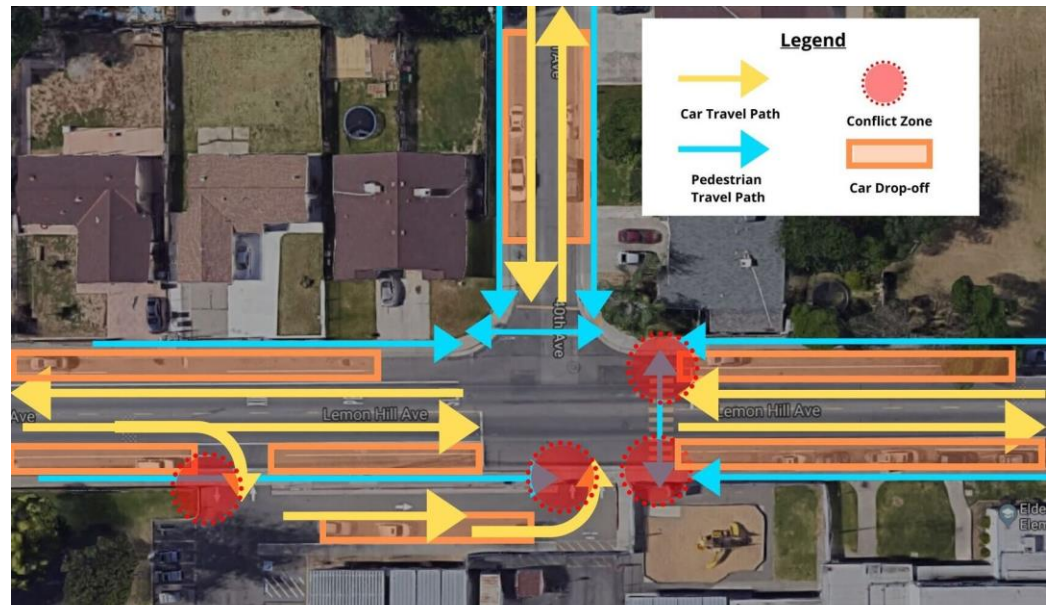
1. In front of the school entrance at the intersection of Lemon Hill Avenue and 40th Street
2. At the parking lot entrance on Lemon Hill Avenue

The main issues identified through the traffic observation were illegal U-turns, drivers running the stop signs, drivers not yielding to pedestrians in the crosswalk, back-ups occurring along Lemon Hill Avenue, double parking, and parents dropping off their children at the crosswalks.

OBSERVATION LOCATION 1: SCHOOL ENTRANCE AT LEMON HILL AVENUE AND 40TH STREET

An all-way stop sign along with a crossing guard directs traffic at Lemon Hill Avenue and 40th Street during drop-off and pick-up times at the school. Drivers drop off students on both sides of Lemon Hill Avenue and 40th Street with most drop-offs occurring on the eastbound side of Lemon Hill Avenue (school side). The curb is red-striped around the crosswalk on the school side, but not the adjacent corner. A crossing guard is stationed at the crosswalk, however drivers still tend to pull into and block the crosswalk, roll through the stop sign, and drop-off or pick-up their student while at the stop sign; creating unsafe conditions for students crossing at the intersection.

Traffic tends to back up along eastbound Lemon Hill Avenue while drivers wait to enter the drop-off loop. Drivers also tend to use the bike lane as a right-turn lane. In order to avoid the wait time drivers double park or stop on Lemon Hill Avenue eastbound, unload their student and illegally U-turn in the middle of street. Traffic moves slowly through the loop because the 40th Street and Lemon Hill Avenue intersection is not aligned. This creates confusion for drivers on whom is to go next; they become impatient, begin to cut each other off so that they could cross the intersection as fast as possible, and hence, slow traffic down. Finally, because of the lack of stop controls or traffic calming measures along Lemon Hill Avenue, cars speed up when approaching the school which has led to collisions between vehicles and pedestrians or cyclists.

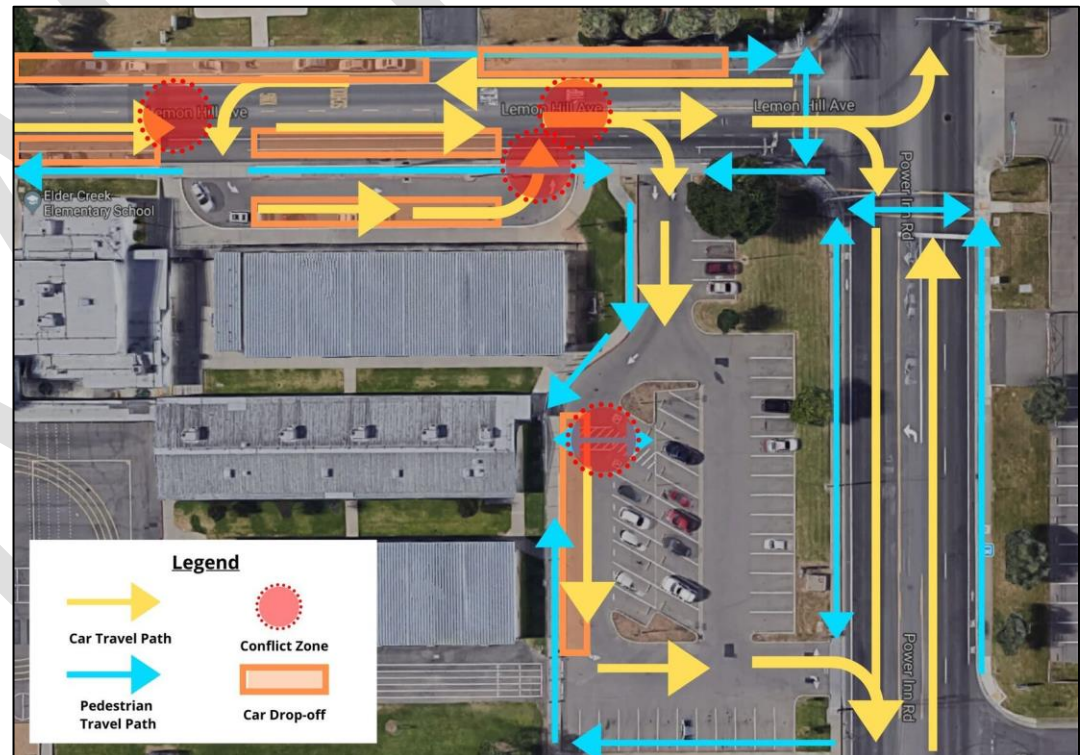


Travel patterns of drivers and pedestrians at the intersection of Lemon Hill Avenue and 40th Street.

OBSERVATION LOCATION 2: PARKING LOT ENTRANCE AT LEMON HILL AVENUE

From 7:40 to 7:55 am there is a constant flow of drivers dropping students off with a crossing guard welcoming and guiding traffic at the parking lot entrance. The parking lot and drive loop across from the church serve as additional drop-off locations for students, with the majority of students being dropped off at the parking lot entrance. Bollards are located along Lemon Hill Avenue from Power Inn Road to the exit of the drop-off loop to increase safety at the parking lot entrance, yet cars continue to take illegal U-turns to enter the parking lot and bypass the drop-off loop. The curb in the entrance of the parking lot is red striped and parents do a good job of following traffic flow and not letting kids out on the no parking zone. Once drivers reach the drop-off zone some double park and try to exit the parking lot as soon as possible. A lot of parents that go into the parking lot tend to park and walk their children into school, by either walking along the sidewalk or crossing through the parking lot. Although there are crosswalk markings in the parking lot, they do not reach across the whole lot and could create opportunities for conflict between pedestrians and cars. Overall, drop-off in the parking lot functions well, as cars follow the drop-off route and the queue does not get long enough to create back-up onto Lemon Hill Avenue.

The drop-off loop is mainly used by drivers coming from Power Inn Road as a way to enter the parking lot. When exiting the loop, there are potential conflicts with drivers making illegal U-turns next to the exit of the loop, as drivers coming out of the loop aren't looking for a turning car as they turn right onto Lemon Hill Avenue. A separate concern occurs when drivers that park westbound on Lemon Hill Avenue don't use the crosswalk and cut through the middle of the road to drop-off their student. In conclusion, the main issues that occur are people crossing the middle of the road and illegal U-turns on Lemon Hill Avenue.



Travel patterns of drivers and pedestrians at the parking lot entrance on Lemon Hill Ave.

STUDENT EDUCATION AND ENCOURAGEMENT

Elder Creek Elementary celebrated Walk to School Day on October 18, 2019, with over 450 students, parents, and staff participating. Many community partners participated in the event to provide prizes and encouragement. Community partners included FedEx, Sacramento City Unified School District Board Member Michael Minnick, and Building Healthy Communities partners. Over 100 students and parents met at George Sim Community Center to walk to school together. In addition to being a fun community event, this event helped recognize students who already walk or bike to school and encourage those who may normally drive to use active modes of travel more often. As a result of the event, many parents expressed interest in continuing to meet at George Sim Community Center to walk to school on a regular basis.

In addition to Walk to School Day, WALKSacramento hosted a pedestrian education day on November 8, 2019 in partnership with the UC Davis Center for Trauma Prevention. Over 600 students from 1st to 6th grade rotated through three different stations to learn about safe crossing procedures, bicycle safety, and the health and environmental benefits of walking and biking. This event allows students who already walk or bike to share their expertise with their peers, and helps encourage those who may normally be driven to understand the impacts and learn important skills on how to be safe when they do choose to walk or bike. These events also serve as an opportunity to talk with students about the challenges they face while getting to and from school.



Students and parents met at George Sim Community Center on Walk to School Day.



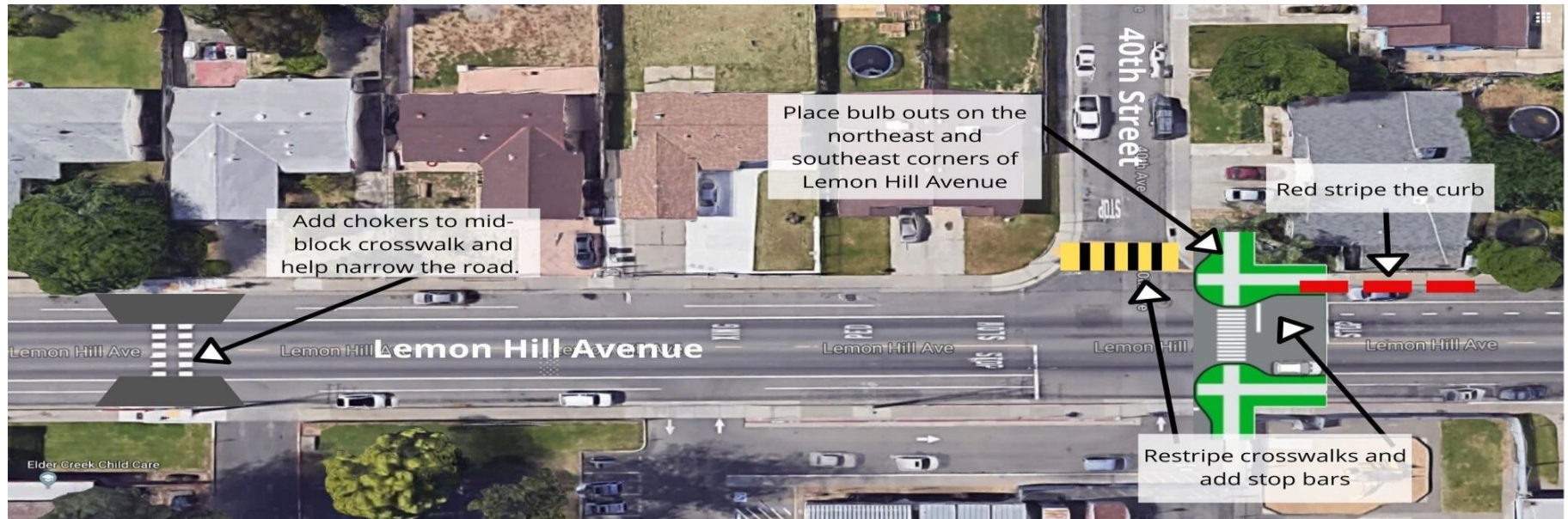
Community partners such as FedEx helped make Walk to School Day fun and exciting for students.

INFRASTRUCTURE RECOMMENDATIONS AND ISSUES

CITY-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommended Improvements
1	Lemon Hill Avenue and 40 th Street intersection	<p>The intersection at Lemon Hill Avenue and 40th Street is heavily trafficked by students walking to and from school, as well as students who are picked up or dropped off on the eastbound side of Lemon Hill Avenue. The intersection is controlled by an all-way stop sign, however the crosswalks are faded and cars tend to speed and run through the stop signs.</p> <p>A no parking sign that states, "from here to corner" is located on the northeast corner of Lemon Hill Avenue and 40th Street, yet no red striping is on the curb to reinforce the no parking sign. Too often parents park and drop-off or pick-up their children right on the crosswalk. Restructuring the northeast and southeast corners of the intersections with bulb outs would prevent people from parking and stopping at the crosswalk to drop-off/pick-up children.</p> <p>Additionally, drivers double park in the bike lane, drop-off their student, and illegally U-turn on eastbound Lemon Hill Avenue to avoid going through the drive loop or driving straight and waiting to turn left onto 40th Street.</p> <p>An additional crosswalk was installed just 260 feet west of 40th Street and Lemon Hill Avenue, yet this crosswalk is ignored by drivers when pedestrians are ready to cross even though the crosswalk was combined with Rectangular Rapid Flashing Beacons. Narrowing the road by creating chokers at the crosswalk would help shorten the crosswalk, reduce speeds, and help drivers focus their attention on the pedestrians crossing.</p> <p>Priorities for this intersection include:</p> <ul style="list-style-type: none"> • Increase pedestrian visibility • Reduce vehicle speeds • Reduce stop sign running • Minimize conflicts between pedestrians crossing 	<ul style="list-style-type: none"> • Red stripe the curb on the northeast corner (City) • Restripe the crosswalks for greater visibility (City) • Bulb out the curbs on the northeast and southeast corners (City) • Add a choker to the mid-block crosswalk west of the intersection (City) • Add stop bars (City)

Visuals



Recommendation for the Lemon Hill Avenue and 40th Street intersection



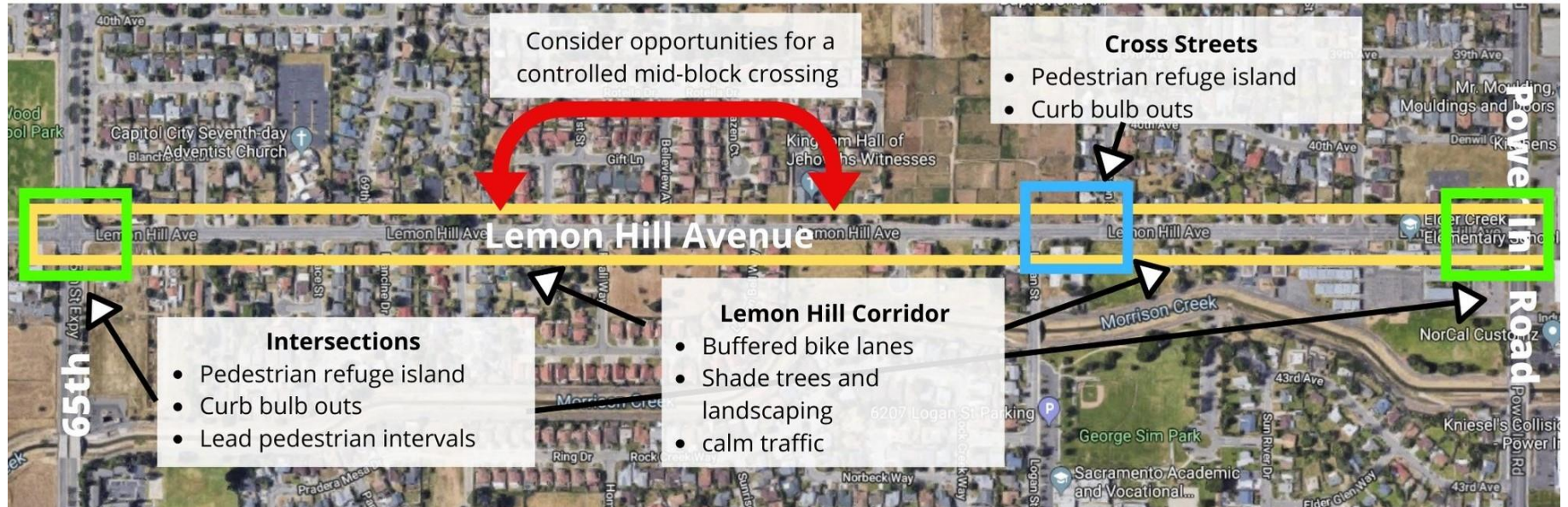
Existing wide streets and lack of traffic calming signs.



Drivers are impatient and do not yield to pedestrians.

ID	Location	Reported or Observed Challenges	Recommended Improvements
2	Lemon Hill Avenue from Power Inn Road to 65th Expressway	<p>Lemon Hill Avenue is a wide collector street with class II bike lanes on both sides and a speed limit of 40 mph. When vehicles traveling at that velocity impact a pedestrian, only 1 out of 10 tend to survive. The one-mile segment of Lemon Hill Avenue from Power Inn Road to 65th Expressway only has 2 traffic calming signals, one all-way stop on 40th Street, and a crosswalk with Rectangular Rapid Flashing Beacons 250 feet west of 40th Street. A crosswalk is also located at the intersection of Wilkinson Street, but it is not accompanied by signage or stop controls to indicate that a crosswalk is approaching and that pedestrians may be crossing, making community members feel unsafe when they cross.</p> <p>There have been 7 collisions between motorized vehicles and cyclist or pedestrians from 2015 to 2018 on Lemon Hill Avenue, and although the data does not specifically indicate how many of them were students, 2 have been fatal. Of the 7 collisions on Lemon Hill Avenue 4 of them were between Wilkinson Road and Logan Street. Due to the proximity of George Sim Community Center, a community garden, and Elder Creek Elementary School the intersection of Logan Street and Lemon Hill Avenue would be a great candidate for an all-way stop sign.</p> <p>High traffic speeds, narrow sidewalks, multiple driveways, vacant lots, and lack of shade also contribute to an unsafe and uncomfortable pedestrian environment. Calming traffic through treatments such as lane narrowing, stop-controlled crossings, pedestrian refuge islands, and curb bulb-outs will help slow speeds along the corridor and improve pedestrian safety.</p> <p>With existing Class II bike lanes along Lemon Hill Avenue, buffering or separating the bike lanes from traffic will significantly improve safety for students and community members traveling on Lemon Hill Avenue.</p> <p>Priorities for this corridor include:</p> <ul style="list-style-type: none"> • Improve safety and comfort for walking and biking throughout the corridor • Improve pedestrian safety at intersections • Calm traffic • Create a safe and inviting pedestrian environment 	<ul style="list-style-type: none"> • Upgrade Class II bike lanes to buffered bike lanes (City) • Add intersection improvements such as pedestrian refuge islands and curb bulb-outs where feasible (City) • Consider feasibility of controlled midblock crossings between Gold Moon Court and Mace Street (City) • Add shade trees and landscaping for traffic calming, comfort, and aesthetic benefits (City/Property Owners) • Widen sidewalks to 7 feet wherever feasible (City) • Add a new all-way stop signal at the intersection of Lemon Hill Avenue and Logan Street, including upgrading the crosswalk to high visibility and adding stop bars (City)

Visuals



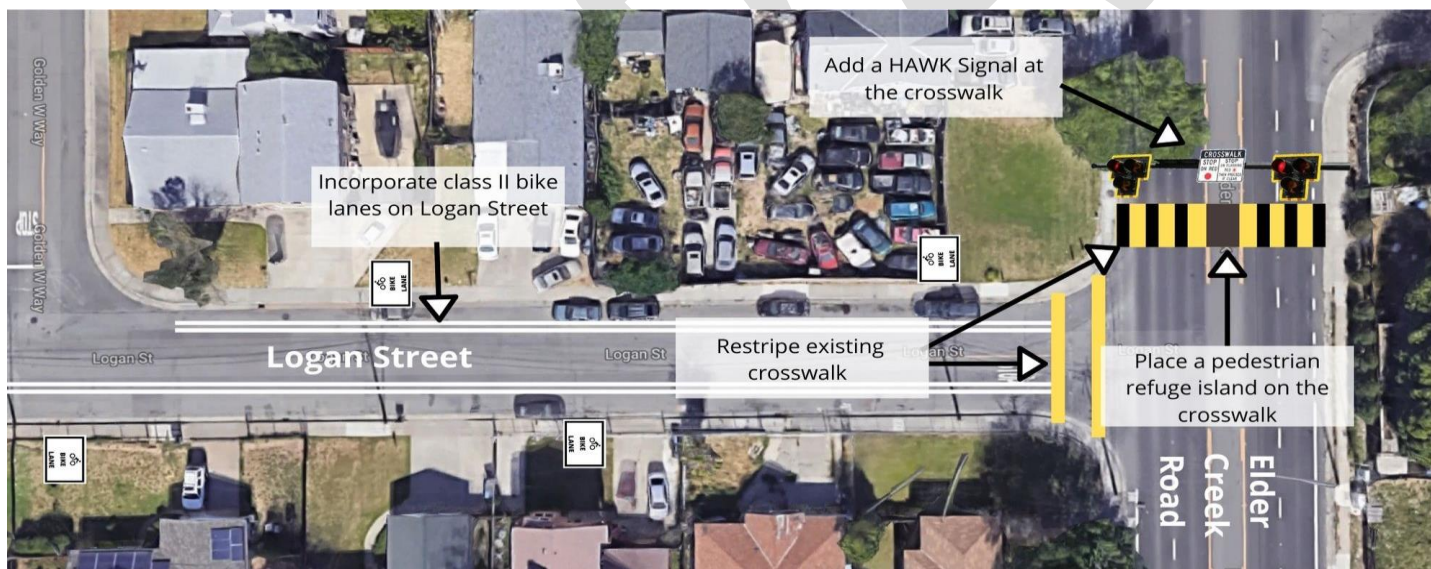
Recommended improvements on Lemon Hill Ave between Power Inn Rd and 65th Expressway



Recommended improvements at the intersection of Lemon Hill Avenue and Logan Street.

ID	Location	Reported or Observed Challenges	Recommended Improvements
3	Logan Street (Between Elder Creek Road and Lemon Hill Avenue)	<p>Although there are crosswalks at Elder Creek Road and Logan Street, more high visibility elements such as a HAWK Signal or Rectangular Rapid Flashing Beacons are needed, as Elder Creek Road is a high-speed arterial with Class II bike lanes, and is located near both Elder Creek Elementary and Camellia Basic Elementary.</p> <p>Logan Street also supports Sacramento Regional Transit bus routes and is wide enough to encompass class II bike lanes that would complete a connection from Elder Creek Road and Lemon Hill Avenue, which also have class II bike lanes. This would narrow the road and help reduce traffic speeds.</p> <p>Priorities for this corridor include:</p> <ul style="list-style-type: none"> • Improve personal safety • Provide a complete pedestrian connection to school • Reduce vehicle speeds • Reduce stop sign running • Minimize conflicts between pedestrians crossing 	<ul style="list-style-type: none"> • Restripe high visibility crosswalk on Elder Creek Road and Logan Street (City) • New raised median island on Elder Creek Road (City) • New class II bike lanes along Logan Street (City) • HAWK Signal or RRFB (City)

Visuals



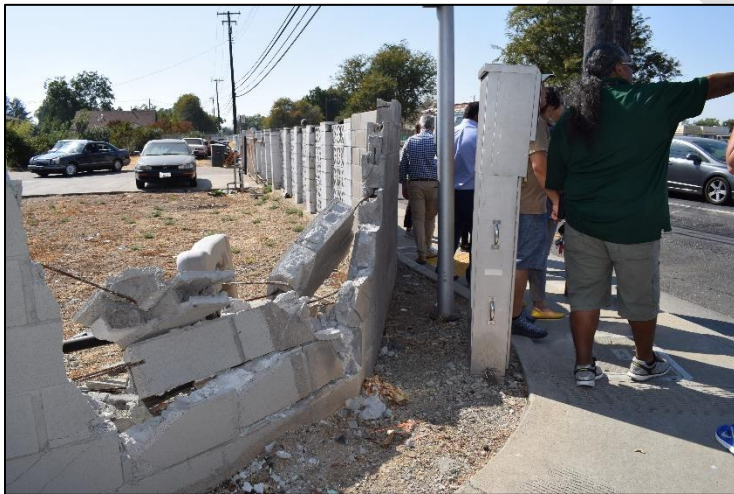
Recommended improvements at the intersection of Logan Street and Elder Creek Road.

ID	Location	Reported or Observed Challenges	Recommended Improvements
4	Lemon Hill Avenue and 65 th Expressway intersection	<p>Elder Creek Elementary's attendance boundary extends west to Stockton Avenue from Lemon Hill Avenue to Elder Creek Road, which includes multiple apartment complexes and a mobile home park.</p> <p>Students that live in this area utilize the intersection at Lemon Hill Avenue and 65th Expressway. This is a major intersection for both Will C. Wood Middle and Elder Creek Elementary students who travel by car, foot, bike, and bus. Cars tend to move quickly through right-turns, creating unsafe crossing conditions. Right turns are particularly dangerous at the southwest corner of the intersection, where pedestrian visibility is blocked by a large utility pole and cinderblock wall. Additionally, the corners at this intersection are often crowded during morning and afternoon school commutes due to limited curb space.</p> <p>Wait times for the pedestrian signal are long, causing many pedestrians to prefer to run the light rather than wait for the signal. Additionally, the countdown for getting through the intersection is very short and does not provide enough time for groups of students to walk across safely.</p> <p>Priorities for this intersection include:</p> <ul style="list-style-type: none"> • Improve pedestrian safety and visibility at corners and while crossing • Minimize conflicts between pedestrians crossing and vehicle right turn movements • Make bus stops ADA accessible 	<ul style="list-style-type: none"> • Bulb out curbs at all corners, prioritizing the northwest and southwest corners (City) • Install a leading pedestrian interval at the stoplights (City) • Increase pedestrian crossing times (City) • Restripe crosswalks for greater visibility (City) • Widen sidewalk segment from Lemon Hill Avenue to the bus stop on the west side of 65th Expressway (City)

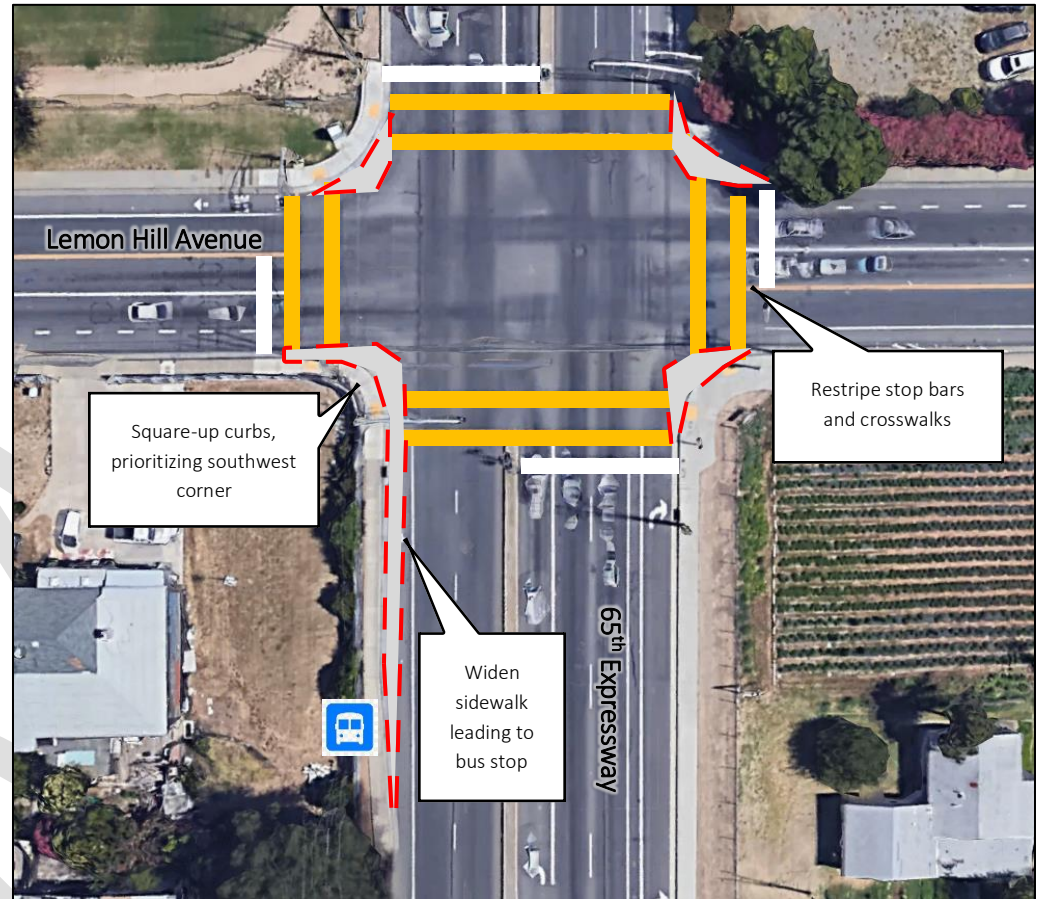
Visuals



A cinderblock wall and utility pole restricts visibility of students at the corner. This corner sees a significant amount of student foot traffic in the morning and afternoon, especially due to the southbound bus stop.



Limited curb space provides less protection from right turn movements. Students wait in large masses to cross at this location.



Recommended improvements at the intersection of Lemon Hill Avenue and 65th Expressway.

ID	Location	Reported or Observed Challenges	Recommended Improvements
5	Lemon Hill Avenue (between Power Inn Road and 63 rd Street)	<p>The segment of Lemon Hill Avenue between Power Inn Road and 63rd Street is two lanes wide with Class II bike lanes on both sides. Narrow sidewalks, speeding, and limited safe crossing opportunities make Lemon Hill Avenue unsafe and uncomfortable for pedestrians. Biking along Lemon Hill Avenue is also unsafe as the Class II bike lane does not provide adequate separation from high speed traffic. Cars often use the bike lanes to pass cars that are turning.</p> <p>Through the Morrison Creek Revitalization Project, the community in southeast Sacramento identified Morrison Creek as a potential active transportation corridor. Morrison Creek runs adjacent to Lemon Hill Avenue from Power Inn Road to 63rd Street and would provide a safe pedestrian and bicycle connection to Elder Creek Elementary from the Avondale and Glen Elder neighborhoods. In addition to Elder Creek Elementary, Morrison Creek would also provide connections to other community destinations such as the George Sim Community Center and Will C. Wood Middle School.</p>	<ul style="list-style-type: none"> Invest in Morrison Creek as an active transportation corridor and a safe route to neighborhood schools and community centers. (City)

Visuals

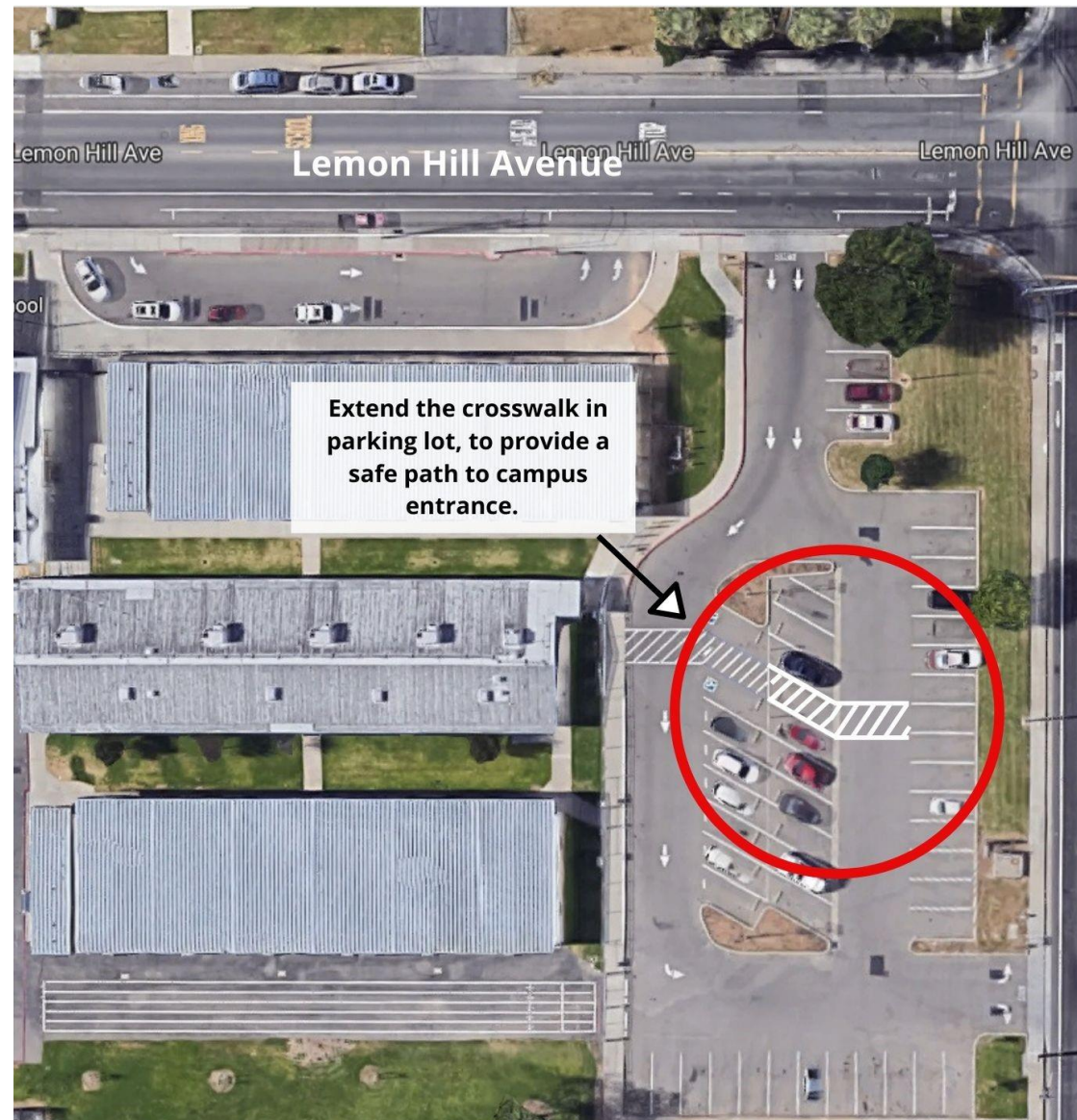


Segment of Morrison Creek for proposed active transportation corridor (between Power Inn Road and 63rd Street).

SCHOOL-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommended Improvements
6	School parking lot	<p>The parking lot is open for drop-off/pick-up and generally the parking lot traffic functions well. Cars follow the drop-off loop and the queue does not get long enough to create back-up on Lemon Hill Avenue. Entrance and exit striping and signage are well maintained.</p> <p>There were observable conflicts, including drivers double parking along the drop-off zone and the lack a formal pedestrian crosswalk across the length of the parking lot. Some parents tend to park and walk their children into school, but in order to reach the entrance they have to cut through the parking lot. Since the crosswalk path does not reach the other side of the parking lot it creates opportunities for conflict between pedestrians and cars.</p> <p>Priorities for parking lot flow:</p> <ul style="list-style-type: none"> Extend existing pedestrian paths of travel to campus 	<ul style="list-style-type: none"> Consider extending the existing pedestrian path across the whole parking lot (School District)

Visuals



GENERAL RECOMMENDATIONS

LANDSCAPING

Landscaping and upkeep can significantly improve the walking environment of a neighborhood. Where foliage does exist, some areas are not well maintained and encroach upon the walking path of pedestrians. Additionally, tree shading also improves walkability through comfort and aesthetics. Trees reduce the impacts of heat and provide a number of other physical health, mental well-being, air quality, and environmental benefits.

Recommendations:

- Cut back overgrown landscaping, ensuring that low shrubs and bushes are not higher than two feet and that tree branches are not lower than 6 feet above ground. (Property Owners/City)
- Partner with the Sacramento Tree Foundation to perform tree plantings to provide shade and address the urban heat island effect. (City/Property Owners/Residents)



Landscaping encroaching onto sidewalk

MAINTENANCE AND ILLEGAL DUMPING

Vacant lots along Lemon Hill Avenue are the primary sites for illegal dumping, resulting in trash blocking walking paths and bike lanes. Ensuring regular cleanup and maintenance of roadways and pedestrian can improve walkability, discourage illicit activity, and enhance safety for students.

Recommendations:

- Report maintenance needs and code enforcement violations to 311. (Property Owners/School/ Residents)
- Conduct regular and timely cleanings and trash removal. (City/Property Owners)



Trash build up on Lemon Hill Ave and Wilkinson St.

SCHOOL ZONE SIGNAGE

School zone signage is currently located along Lemon Hill Avenue (eastbound and westbound directions approaching the school) and on Power Inn Road (southbound direction approaching the school), as seen in the map below. The signage along the routes are clear of any trees or bushes and are well located. Additional signage to notify drivers of the school zone is needed on Power Inn Road in the northbound direction and since Power Inn Road is a major arterial there should be pavement markings to indicate the school zone as well. Adding or enhancing signage may help increase awareness of the school zone and reduce speeding and poor driver behavior, particularly near school crossings.



Existing school signage

Recommendations:

- Consider adding school zone signage on Power Inn Road. (City/School District)
- Consider adding pavement markings on Power Inn Road to indicate school zone. (City/School District)
- Consider enhancing existing school speed limit signage with flashing lights. (City/School District)

LIGHTING AND UTILITIES

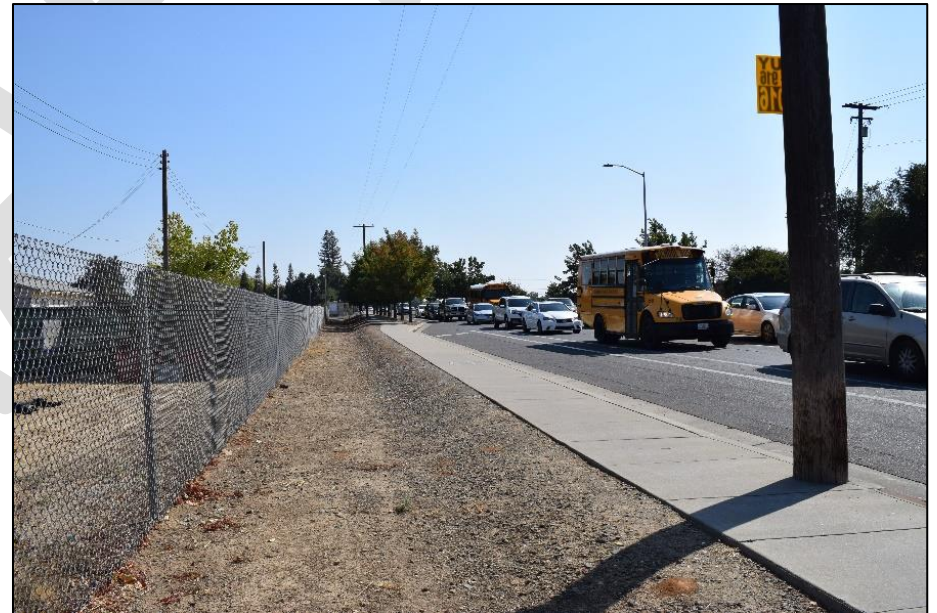
Streets around Elder Creek Elementary tend to have a mixture of lighting that is oriented for cars and pedestrians, yet with the amount of vacant lots additional lighting for pedestrians are needed. In the fall and winter when mornings are darker longer and evenings get darker sooner these areas become more unsafe walking environment. Additionally, large utility poles tend to block sidewalks along the eastbound side of the neighborhood. This creates a physical barrier for pedestrians and is a major concern for ADA accessibility.

Recommendations:

- Underground utilities. (City/SMUD)
- Install pedestrian-scale lighting along school corridors, Lemon Hill Avenue and Logan Street (City/SMUD)



Lighting is minimal on 63rd Street and is not pedestrian-oriented.



Utility poles create barriers on the sidewalk.

PROGRAMMING RECOMMENDATIONS

In addition to the recommendations for long-term built environment change to improve the pedestrian and bicycle environment, WALKSacramento recommends Elder Creek 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.

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.”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

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.

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. (Appendix A)

⁷Jacobsen 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. (Appendix B)

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



School-oriented Recommendation



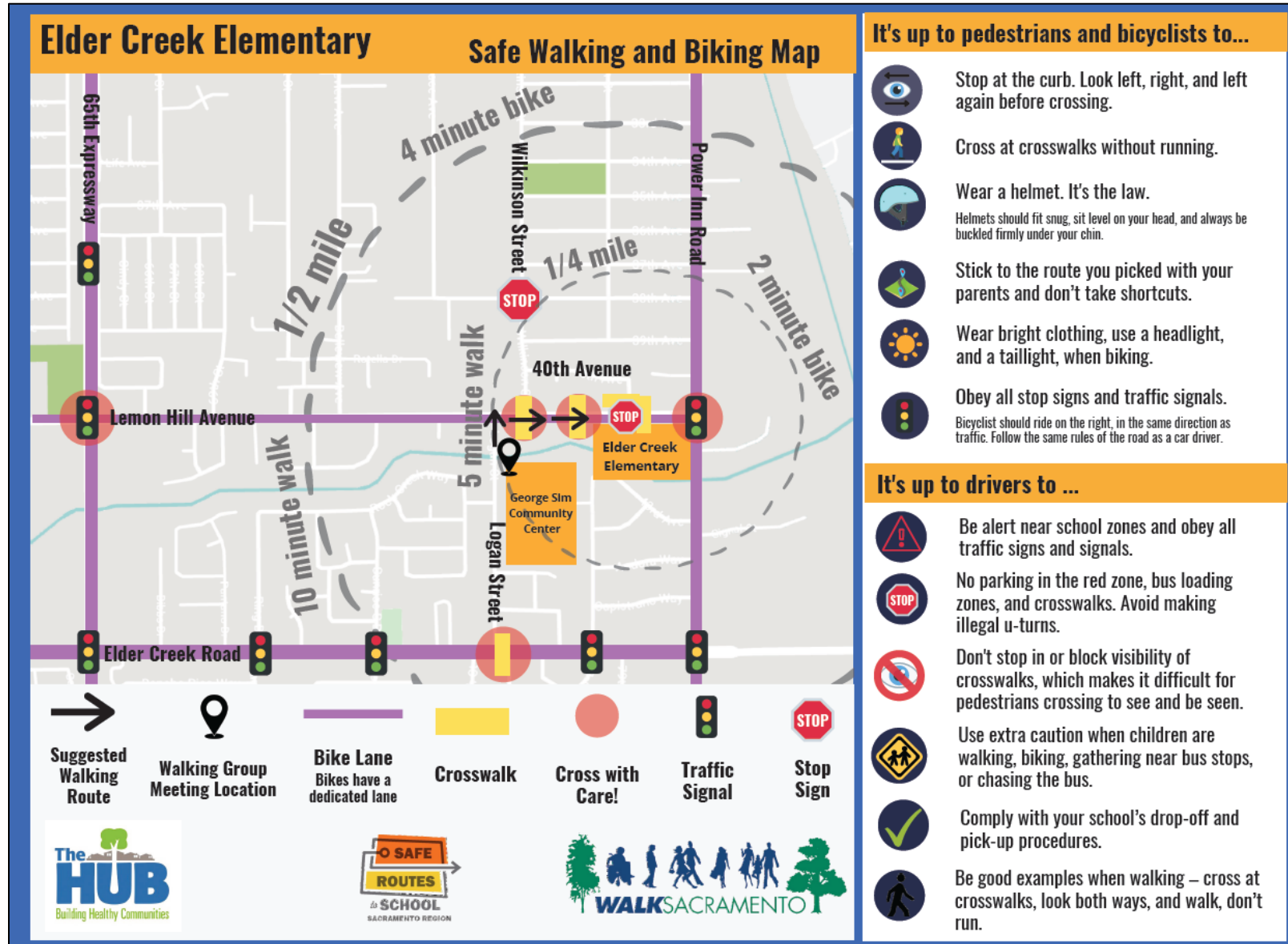
Corridor Improvement



City-oriented Recommendation

APPENDIX

APPENDIX A: SAFE WALKING AND BIKING MAP



Elder Creek Elementary

Mapa para caminar y andar en bicicleta seguro

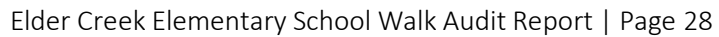


Depende de peatones y ciclistas ...

- Paren en el cruce. Mire a la izquierda, derecha e izquierda otra vez antes de cruzar la calle.
- Cruzen en los cruces sin correr.
- Usen un casco. ¡Es la ley!
Un casco tiene que estar ajustado bien, sentarse en su cabeza, y siempre estar abrochados firmemente.
- Siguan la ruta elegida con su familia y no tomen atajos.
- Usen ropa brillante, luces traseras y de enfrente cuando vaya en bicicleta.
- Obedezca todas la señales de alto y tránsito.
Un ciclista debe circular a la derecha, como el tráfico. Las reglas son iguales para ciclistas y conductores.

Depende de los conductores ...

- Esté alerta en áreas escolares y obedezca todas las señales de tráfico.
- No se permite estacionamiento en zonas rojas, cruces, y zonas de autobuses. evite hacer vueltas ilegales.
- No se detenga ni bloquee la visibilidad de los cruces peatonales. Esto no deja que peatones vean o sean vistos por conductores
- Usen cuidado especial cuando haya niños caminando, en bicicleta, en parada de autobuses, o persiguiendo al autobus.
- Cumpla con los procedimientos de dejar o recoger que tenga la escuela.
- Sea un buen ejemplo al caminar: cruce en los cruces peatonales, mire a ambos lados y camine, no corra al cruzar.



Elder Creek Elementary School Pick-up/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 15 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.

Drop-off & Pick-up Procedures

- Do not U-turn on Lemon Hill Avenue to enter the parking lot, turn left into the loop and then right into the parking lot entrance.
- Your students should enter and exit your vehicle **only** on the passenger side.
- Consider using 40th St. & Wilkinson St to exit school to prevent congestion on Lemon Hill Ave. It loops back around to provide another exit.
- Do not just stop at a crosswalk and allow your children to exit the vehicle. It is **not safe** and it could result in a child being injured by another vehicle.
- Parking along a crosswalk is not allowed.

Park and Walk Locations

- To avoid parking lot back-up, park and walk to campus along Logan St., 40th St, Wilkinson St., Lemon Hill Ave.
- If you park at George Sim Center it is only a **10 minute walk** to Elder Creek Elementary.
- Follow these safety tips when walking:
 - Wait for a crossing guard okay before crossing the street.
 - Stop at the curb. Look left, right, and left again.
 - Walk, never run, across the street.
 - Make eye contact with the driver to make sure they see you.

Procedimiento para recoger y dejar estudiantes en la escuela elementaria Elder Creek

Ser un conductor cordial

- Este alerta por estudiantes que están caminando o usando bicicleta en su camino a la escuela. Es muy común que los niños se crucen inmedio de la calle sin ver el trafico.
- Siempre maneje a 15 MPH or menos durante el horario de dejar y recoger a estudiantes.
- No pare o bloquee la vision en los cruces de camino.
- No use su telefono celular cuando maneje en la zona escolar.
- No bloquee el acceso o vision al estacionamiento.

Procedimientos de dejar y recoger

- No haga una vuelta U en la calle Lemon Hill. Para entrar al estacionamiento de una vuelta a la izquierda en la vuelta y despues una derecha en la entrada del estacionamiento.
- Sus estudiantes deben subir y bajar de su vehículo **solo** del lado del pasajero.
- Considere utilizar la calle 40 y Wilkinson para salir de la escuela y prevenir conjestion en Lemon Hill. Esta vuelta provee una salida adicional.
- No pare en el cruce de peatones y deje que sus hijos se bajen de carro. Esto es **muy peligroso** y puede resultar que algun nino sea lastimado por un vehiculo.
- Estacionarse al lado de un cruce de peatones **no es permitido.**

Ubicaciones de estacionar y caminar

- Para evitar congestión en el estacionamiento trate de estacionarse y caminar a la escuela; use las calles Logan St., 40, Wilkinson St, Lemon Hill Ave.
- Si se estaciona en el centro de George Sim, solo tiene que **caminar 10 minutos** a la escuela Elder Creek.
- Siga estos puntos de seguridad cuando camine:
 - Espere por el guardia de peatones antes de cruzar la calle.
 - Pare en la curva. Fijese a la izquierda, derecha, e izquierda otra vez.
 - Caminen, nunca corran al cruzar la calle.
 - Preocure hacer contacto de ojo con otros conductores para que sea visto.