

ETHEL I. BAKER ELEMENTARY SCHOOL WALK AUDIT REPORT

JANUARY 2020

WALKSACRAMENTO



TABLE OF CONTENTS

How to Use This Report	1
School Location and Background.....	2
Existing Conditions	3
Traffic Injury Mapping.....	3
Crime Reports.....	4
Identifying Barriers to Walking and Biking.....	5
Student Education and Encouragement	70
Infrastructure Recommendations and Issues	81
County-Oriented Recommendations	8
School-Oriented Recommendations	18
General Recommendations	21
Programming Recommendations.....	24
Education	24
Encouragement.....	25
Enforcement.....	26
Recommendations Map.....	27
Appendix	28

HOW TO USE THIS REPORT

This walk audit report is intended to guide infrastructure improvements near Ethel I. Baker 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.

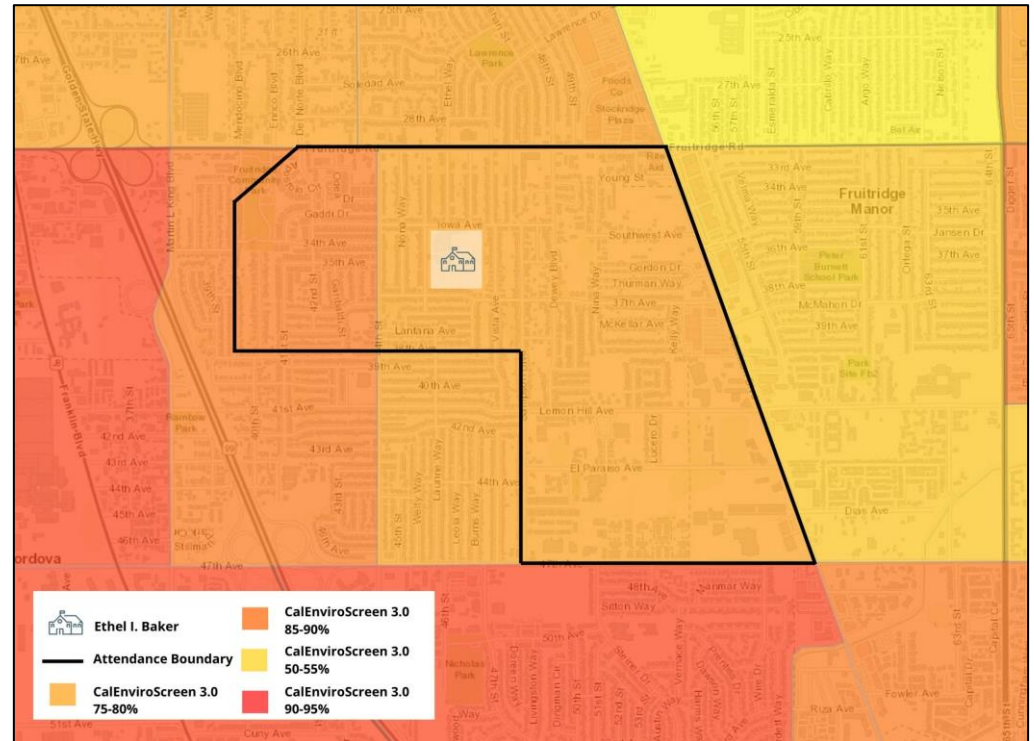
SCHOOL LOCATION AND BACKGROUND

Ethel I. Baker Elementary School is located at 5717 Laurine Way, in Sacramento. For the 2017-2018 school year, approximately 685 students were enrolled in Kindergarten through sixth grade, of which 93.6% were socioeconomically disadvantaged and 41.3% were English Learners.¹ The 2017-2018 attendance boundary is shown to the right.

Ethel Baker Elementary School is situated within a disadvantaged community which ranks in the second and third highest percentile for social, economic, and environmental vulnerabilities as defined by CalEnviroScreen 3.0 (90-75%)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, Ethel I. Baker 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.

Ethel I. Baker Attendance Boundary and CalEnviroScreen Disadvantaged Census Tract



¹ 2017-2018 School Accountability Report Card, Published during the 2018-2019 school year. Available from ethelbaker.scusd.edu Accessed November 2019.

² CalEnviroScreen 3.0, California Office of Environmental Health Hazard Assessment, 2017. Available from <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>. Accessed November 2019.

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

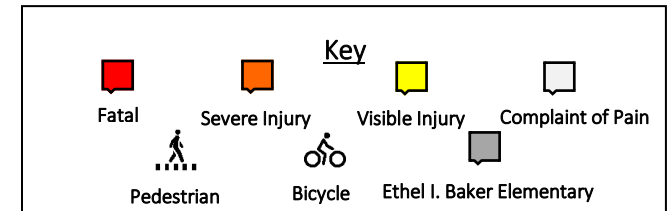
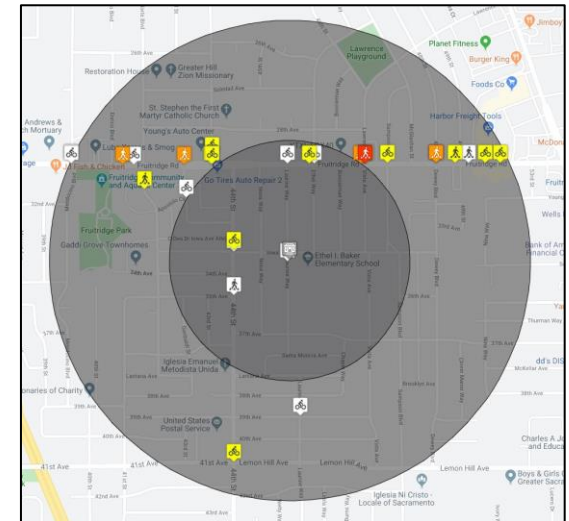
Between 2014 and 2018*, there were 35 reported collisions involving motorists and non-motorists within a ½ mile radius of the school.⁴ Twelve collisions occurred between 7:30am and 5:00pm on weekdays, which overlaps with school commute times. The majority of collisions occurred on Fruitridge Road, a major arterial located north of the school. Many students who live near the school may travel on Fruitridge Road as it connects to a major retail center along Stockton Boulevard. Based on the date reported it is unclear how many of these collisions involved students, however six of the collisions involved a person younger than 18 years of age and clearly indicates a barrier to access.

Streets with a high rate 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 Ethel I. Baker Elementary School

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi	0	1	2	6	3	6	9
¼ - ½ mi	1	4	13	8	11	15	26
Total	1	5	15	14	14	21	35

Collisions Reported Within ½ Mile of Ethel I. Baker Elementary School January 2014– December 2018



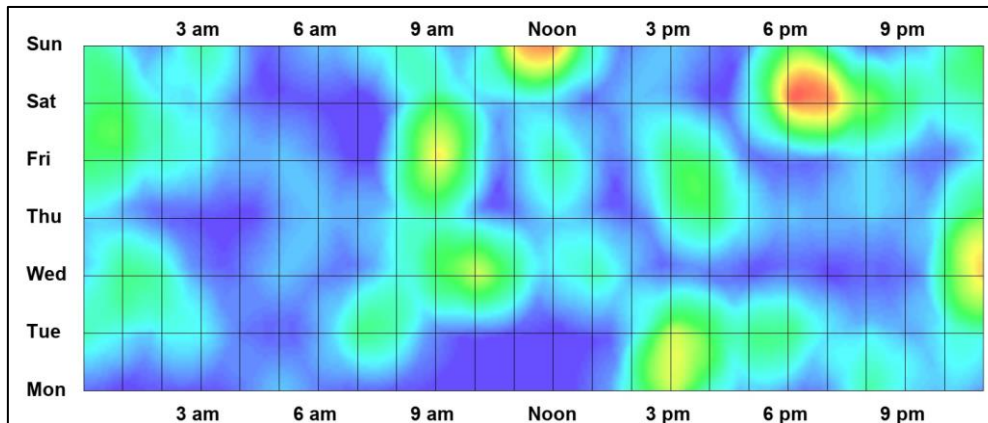
³ National Center for Safe Routes to School Student Travel Tallies were provided to the school in the fall of 2018, however no responses were collected. The purpose of in-class tallies is to gather data on student travel modes to identify patterns and changes in travel behaviors. Tallies will be conducted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

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

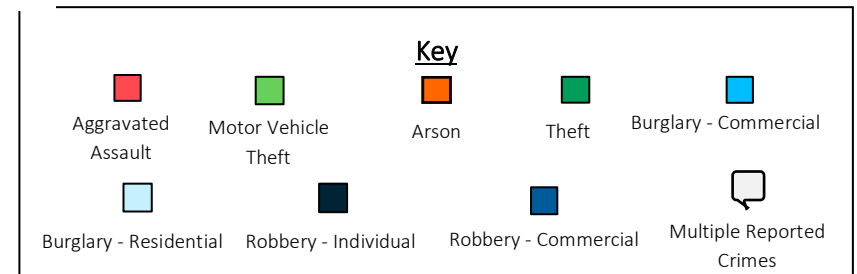
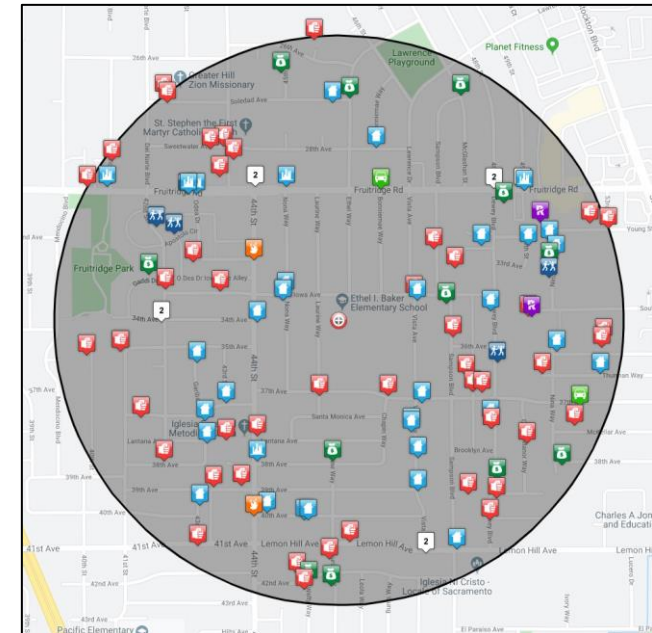
CRIME REPORTS

Between January 2019 and December 2019, there were 121 reported crimes within a ½ mile radius of Ethel I. Baker Elementary School.⁵ The crimes were predominantly aggravated assault and residential burglaries, occurring primarily on neighborhood streets. Crime hotspots occur on Saturday evenings and Sunday afternoon. 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 Ethel I. Baker Elementary School.

Crime Occurrences Within ½ Mile of Ethel I. Baker Elementary School January 1, 2019 – December 1, 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.

WALK AUDITS

Walk audits are community assessments where participants analyze current conditions and opportunities for improvement. 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. WALKSacramento conducted a walk audit at Ethel I. Baker Elementary School on October 10, 2019. Participants included Ethel I. Baker staff and WALKSacramento staff.

The walk audit participants examined driver behaviors during afternoon pick-up at the front of the school along Laurine Way and Iowa Avenue, then observed conditions along Iowa Avenue, Sampson Boulevard, and 37th Avenue. The main barriers to safe walking and biking that were identified through the walk audit were driver behaviors and crossing conditions along Iowa Street and Laurine Way, vehicle speeds on 37th Avenue and 44th Street, and lack of bicycle infrastructure throughout the neighborhood.

TRAFFIC OBSERVATION

Traffic observations are surveying events to analyze parent and student travel behaviors. Morning traffic observations were conducted at Ethel I. Baker Elementary School on October 17, 2019. Observations were made at two locations:

1. In front of the school entrance at the parking lot entrance along Laurine Way.
2. At the parking lot exit on Iowa Avenue.

The main issues identified through the traffic observation were illegal U-turns, drivers not yielding to pedestrians in the crosswalk, traffic circulation in the parking lot, and back-ups occurring along Laurine Way.



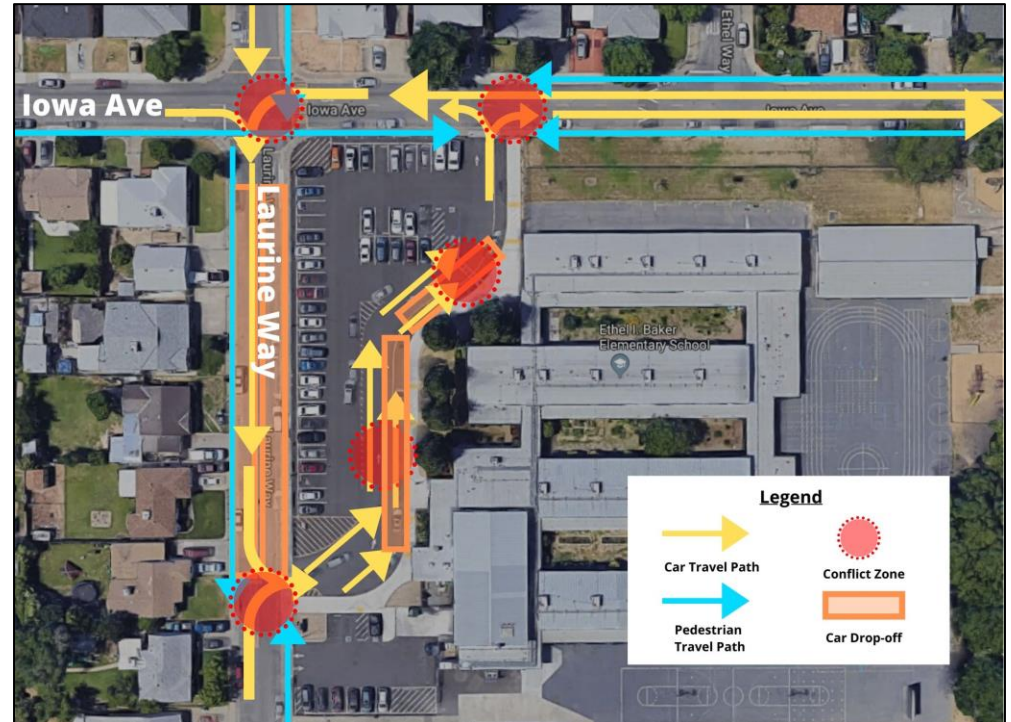
Parking lot conditions during morning drop-off.

OBSERVATION SITE 1: SCHOOL ENTRANCE PARKING LOT AT LAURINE WAY

Drivers pick-up students on both sides of Laurine Way, with most pick-ups occurring on the southbound side of Laurine Way (residential side). Part of the curb is red-striped along the parking lot on the school side and is enforced with signs created by the school to prevent parking during drop-off and pick-up times. A crossing guard assists during the morning and afternoon to help students cross the street at the parking lot entrance, where there is no crosswalk. Cars entering the parking lot tend to show up early and park in the drop-off zones even though it is clearly marked as loading zone only. While in the parking lot drivers tend to create three pick-up lanes, creating unsafe conditions for students walking to their guardian's vehicle.

Parents will often U-turn in the middle of Laurine Way once they have picked up their students. Although there is a crosswalk about 150 feet south of the parking lot entrance on Laurine Way, there is little to no use of the crosswalk as students prefer to cross directly at the driveway entrance. Additionally, parents parked on the opposite side of the street often beckon for their students often dart across where there are no crosswalks or crossing guards to stop traffic. This is dangerous because of the amount of traffic turning left into the parking lot and cars that are driving northbound on Laurine Way.

Lastly, the intersection at Laurine Way and Iowa Avenue needs to be restriped as the crosswalk is faded and higher visibility for pedestrians at the crossing is needed.



Traffic observation sites at Ethel I. Baker

OBSERVATION SITE 2: PARKING LOT EXIT AT IOWA AVENUE

Cars drop off and pick up students on both sides of Iowa Avenue, and students often cross in the middle of the street instead of using the crosswalk at Iowa and Laurine Way. The school has placed a crossing guard at the exit of the parking lot as well to support students crossing in the middle of Iowa Avenue, but cars don't yield to pedestrians and squeeze through narrow spaces to bypass pedestrians crossing. The school has also placed no parking anytime signs along the curb of the parking lot along Iowa Avenue to allow for a bus loading zone, yet cars park and block the curb. Additional red striping would help to reinforce the no parking signs found on Iowa Avenue from Laurine Way to Ethel Way. Overall, there seems to be a lot of conflict in the travel patterns that were observed and special attention needs to be placed at the entrance and exit of the parking lot.

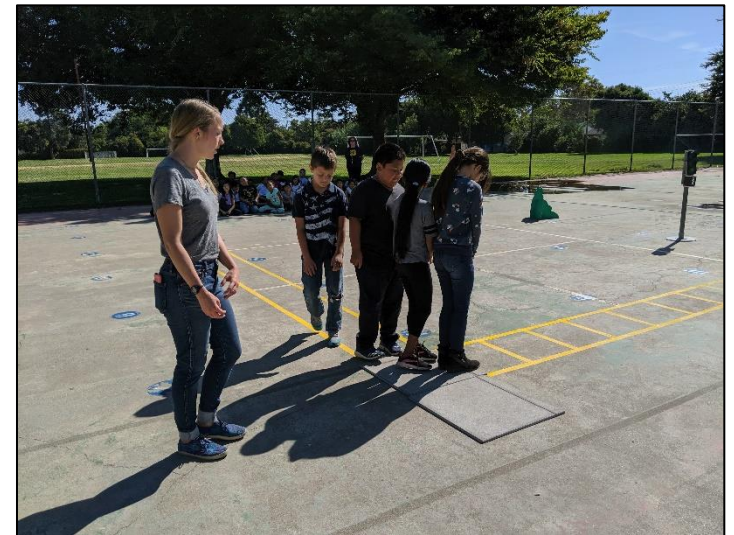
STUDENT EDUCATION AND ENCOURAGEMENT

Ethel I. Baker Elementary celebrated Walk to School Day on October 16, 2019, with over 300 students, parents, and staff participating. Many community partners participated in the event to provide prizes and encouragement. Community partners included Sacramento City Unified School District Attendance Office staff, the Health Education Council, and Spare the Air Scooter. Students met at one of three locations to walk to school together: at Dewey Boulevard and Falconer Way, 44th Street and Lantana Avenue, or Sampson Boulevard and Lemon Hill Avenue. 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.

Prior to Walk to School Day, WALKSacramento hosted a pedestrian education day on October 8, 2019. Over 300 students from 1st to 4th 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 community partners celebrate Walk to School Day.



Students learn and practice safe crossing skills during a pedestrian education activity.

INFRASTRUCTURE RECOMMENDATIONS AND ISSUES

COUNTY-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommended Improvements
1	Iowa Avenue (Between Laurine Way and Ethel Way)	<p>A school entrance/exit is located by the parking lot exit on Iowa Avenue and has a large number of students being picked-up by car and by foot, as more than 30 parents were seen waiting for children by the bike parking. Once the children were picked up adults with the students tend to cross the middle of the road right by the parking lot exit. There are crosswalks at the intersection of Iowa Avenue and Laurine Way, about 100 feet west, yet the majority of people crossed in the middle of the street. A school staff-person is placed at the parking lot exit to accommodate for the large number of people crossing the street without there being a crosswalk or elements that bring higher visibility for pedestrians.</p> <p>The eastbound side of the street has been designated as a no parking zone by school and city signage, yet cars begin to line up along Iowa Avenue 10 to 15 minutes prior to release times of the school. The curbs lack red striping, so drivers don't usually follow the signs and block the bus zone and other no parking areas.</p> <p>Ethel I. Baker Elementary has a large number of walkers and the sidewalks tend to be narrow in front of the school, which makes it difficult for two people to comfortably pass each other, especially those with mobility disabilities.</p> <p>Finally, there needs to be stop bars on the Iowa Avenue and Laurine Way intersection as rolling stops are common and drivers block the crosswalk when pedestrians are present.</p>	<ul style="list-style-type: none"> • Add a crosswalk next to the parking lot exit for pedestrians (County) • Add Rectangular Rapid Flashing Beacons to enhance the safety and visibility of pedestrians at the new crosswalk (County) • Red stripe curb to reinforce no parking signs (County) • Insert stop bars at the all-way stop on Iowa Avenue and Laurine Way (County) • Add a crosswalk on Ethel Way (County) • Widen sidewalks on the school side of Iowa Avenue (County)

Visuals



Recommendations for Iowa Avenue



Faded sidewalks at Iowa Avenue and Laurine Way Intersection



Narrow sidewalks and no parking sign along Iowa Avenue

ID	Location	Reported or Observed Challenges	Recommended Improvements
2	Laurine Way (Between Iowa Avenue and parking lot entrance)	<p>Similar to Iowa Avenue, Laurine Way has an entrance/exit at the parking lot entrance with similar amount of students crossing for drop-off and pick-up. Two crosswalks are located near the parking lot entrance, one at the intersection of Iowa Avenue and Laurine Way and another 150 feet south of the parking lot entrance, yet they are both bypassed and people cross in the middle of the street. Since the parking lot entrance is not signalized the school has placed a staff-person to guide, slow, and stop traffic as they do not yield to pedestrians.</p> <p>Parents park on the northbound side of Laurine Way next to the school prior to dismissal even though it indicates there is no parking allowed during drop-off and pick-up hours. All of the additional cars parked on the road create conflict with the traffic flow on an already narrow road. Additionally, many parents illegally U-turn on Laurine Way to head back southbound towards 37th Avenue.</p>	<ul style="list-style-type: none"> • Add a crosswalk at the parking lot entrance for pedestrians (County) • Add Rectangular Rapid Flashing Beacons to enhance the safety and visibility of pedestrians (County) • Add a no parking sign that indicates the specific times people can't park and no U-turn signs (County)

Visuals



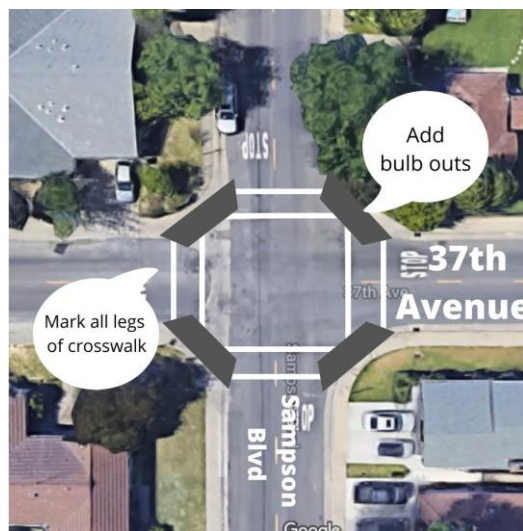
Recommendations for Laurine Way



Recommended infrastructure at parking entrance

ID	Location	Reported or Observed Challenges	Recommended Improvements
3	Sampson Boulevard (Between 37 th Avenue and El Paraiso Avenue)	<p>For students walking from the El Paraiso Avenue, Cloverdale Village, and Danielle Place neighborhoods Sampson Boulevard is the main route to Ethel I. Baker Elementary.</p> <p>The El Paraiso Avenue, Lemon Hill Avenue, and 37th Avenue intersections on Sampson Boulevard should have all of the legs of the intersection marked to provide additional safety for the students.</p> <p>The eastbound side of the street on Lemon Hill Avenue is wide and the southeast and northeast corners of the intersection at Sampson Boulevard allow little room for pedestrians to wait and cross the intersection. Placing curb extensions at this intersection would increase visibility of pedestrians, shorten the distance of the crosswalk, and reduce vehicle speeds.</p>	<ul style="list-style-type: none"> • Mark all legs of the intersections (County) • Add curb extensions on Lemon Hill Avenue and Sampson Boulevard (County) • Add curb extensions on 37th Avenue and Sampson Boulevard (County)

Visuals



Restriping of crosswalk and bulb out need to be incorporated



Lemon Hill is a central point for walking school bus and curbs are too narrow for large number of students to wait and cross safely.



Adding a crosswalk on all legs and stop bars will support the school route for many students in the area.

ID	Location	Reported or Observed Challenges	Recommended Improvements
4	37 th Avenue (Between Laurine Way and Vista Avenue)	<p>After school many students walk south on Laurine Way towards 37th Avenue and two of the legs of this intersection need to be marked.</p> <p>Along 37th Avenue an all-way stop sign at Laurine Way and another at Sampson Boulevard are the only traffic calming measures in that stretch. Traffic on 37th Avenue tends to speed while students are present and crossing to Chapin Way and Vista Avenue. Instead of just having a two way stop at Vista Avenue, an all-way stop with high visibility crosswalks should be considered.</p> <p>Additional treatments such as vertical raised devices along 37th Avenue would be beneficial, as they have been proven to slow traffic on local neighborhood streets.</p>	<ul style="list-style-type: none"> • All-way stop sign at 37th Avenue and Vista Avenue (County) • Add vertical raised devices (County) • Mark crosswalks at all legs at intersections (County)

Visuals



Recommendations for 37th Avenue between Laurine Way and Vista Avenue.

ID	Location	Reported or Observed Challenges	Recommended Improvements
5	44 th Street (Between Iowa Avenue and 37 th Avenue)	<p>44th Street is a collector with traffic speed posted at 30 mph, but cars travel at much higher speeds. Not all of the legs of the intersections at 37th Avenue and Iowa Avenue along 44th Street are striped, making it difficult for people to cross.</p> <p>44th Street is also a Sacramento Regional Transit bus route, and because the street is so narrow, it cannot accommodate for bulb outs or curb extensions. Drivers on occasion merge onto the opposite lane to pass the bus when they are making stops. This is dangerous for pedestrians because of the lack of visibility that drivers have since they are being blocked by the bus.</p> <p>Additionally, the sidewalks are very narrow and blocked by the utility poles on the southbound side of the street. The utility poles make it difficult for people to walk comfortably side by side and force people to merge onto the street when passing other pedestrians. It is most difficult for individuals with disabilities that also have to deal with passing through areas where vegetation has not been maintained.</p> <p>Lastly, O Dea Drive Iowa Avenue Alley, which connects to 44th Street and serves as a path for students that live in the multiple apartment complexes in the Ethel I. Baker school attendance boundary, has a lot of trash and homeless camps. These conditions create numerous hazards for the students that walk to and from school through this route. The need for continuous maintenance and lighting intended for pedestrians is important for the safety of all pedestrians that walk through the alley.</p>	<ul style="list-style-type: none"> • Widen the sidewalks to accommodate for pedestrians and utility poles (County/Property owners) • Underground utilities (County/SMUD) • Maintenance of alley (County) • Pedestrian lighting (County) • Stripe the east and westbound legs of the intersection of 44th Street and Iowa Avenue (County)

Visuals



Recommendations for 44th Street between 37th Avenue and Iowa Avenue.



Narrow sidewalks with utility poles blocking the path.

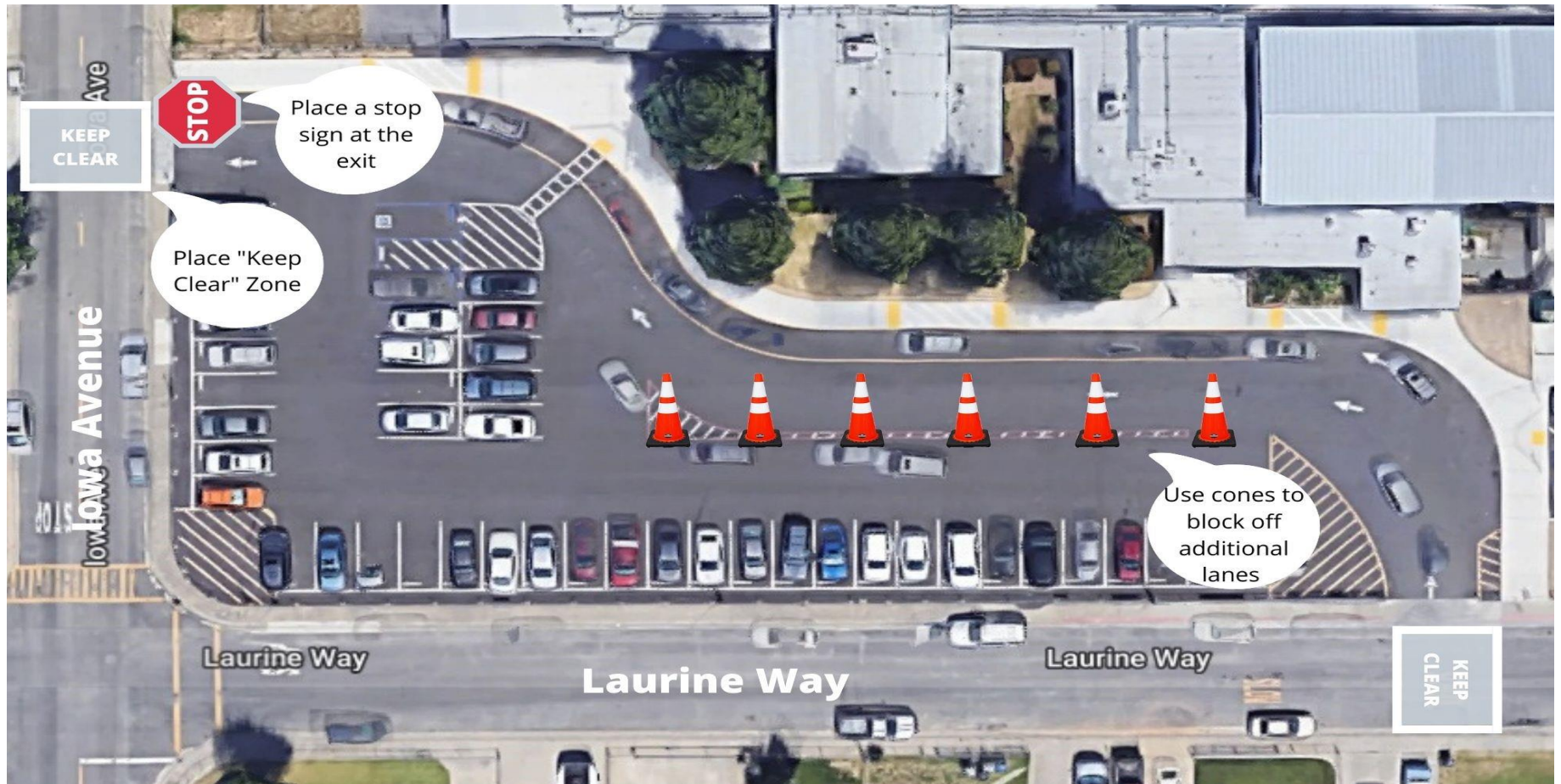


Signage along 44th Street intended to prevent illegal dumping.

SCHOOL-ORIENTED RECOMMENDATIONS

ID	Location	Reported or Observed Challenges	Recommended Improvements
6	School parking lot	<p>The parking lot was redesigned to be one-way with cars entering through Laurine Way and exiting on Iowa Avenue. A dedicated drop-off/pick-up lane along with a through lane are striped, but a stop sign is missing at the exit.</p> <p>Generally, drop-off and pick-up in the parking lot has a lot of problems. Back-up onto Laurine Way builds up primarily because parents show up 10 to 15 minutes prior to release time and park in the pick-up zone and along Laurine Way, cars double park in the through lane so cars create a third lane to bypass all of the parked cars and block each other's path.</p> <p>The parking lot does have a pedestrian path to travel on, but a lot of the time students don't utilize it and cross in between vehicles creating opportunities for conflict between pedestrians and cars. These are all unsafe conditions for students walking to the car that will be picking them up.</p> <p>To help with traffic flow, marking the pavement with "keep clear" zone at both the entrance and exit of the school would help create more space for cars to turn in and out of the parking lot. Utilizing cones to streamline traffic flow would also help reduce double parking and minimize the conflicts between pedestrians and vehicles. An additional mitigation idea would be to add signs along the drop-off loop that state, "pull forward all the way and no parking in the drop-off area" to encourage parents to continue to move forward.</p>	<ul style="list-style-type: none"> • Update signage at parking lot exit to be a right-turn only out of the parking lot (School/School District) • Stripe "Keep Clear" zones on Iowa Avenue and Laurine Way at parking lot entrance and exit, prioritizing parking lot entrance (County) • Consider using cones for separation of lanes and creating deterrent for drivers to cut each other off (School/School District) • Consider opening the gate near the bike racks for morning drop-off to encourage families to pull all the way forward through the drop-off loop (School) • Add signage to encourage families to pull all the way forward through the drop-off loop (School)

Visuals



Recommendations for parking flow.

ID	Location	Reported or Observed Challenges	Recommended Improvements
7	Bike rack parking on campus	The current grid style of bike racks does not support bicycles at two points. With these racks, bikes fall over and their wheels bend.	Replace the current grid rack with inverted U style or wheelwell dock bike racks. (School/District)

Visuals



Existing grid bike racks do not support bikes and cause bending of wheels.



Inverted U bike rack supports bikes at two points. (Source: Human Transport)

Wheelwell dock rack supports bikes at two points.

(Source: NJ SRTS)



GENERAL RECOMMENDATIONS

LANDSCAPING

Landscaping and upkeep can significantly improve the walking environment of a neighborhood. Where foliage does exist, the majority of areas are well maintained and don't encroach upon the walking path or hide school zone signage. The only area with overgrown landscaping can be observed along Iowa Avenue between Vista Avenue and Sampson Boulevard heading westbound, where overgrown trees are encroaching on the sidewalk. This can contribute to personal safety concerns by pushing pedestrians onto the street and reducing visibility while walking.

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/County)
- Partner with the Sacramento Tree Foundation to perform tree plantings to provide shade and address the urban heat island effect. (County/Property Owners/Residents)

MAINTENANCE AND ILLEGAL DUMPING

There are not a lot of vacant lots around the school, yet illegal dumping does seem to be a problem along O Dea Iowa Avenue Alley next to 44th Street. Sustaining regular clean-up and maintenance of roadways and pedestrian walkways will continue to support "eyes-on-the-street" and discourage illicit activity and improve 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. (County/Property Owners)



Illegal dumping on O Dea Iowa Avenue Alley.

SCHOOL ZONE SIGNAGE

School zone signage is currently located along Iowa Avenue (eastbound and westbound directions approaching the school) and on Laurine Way (northbound and southbound directions approaching the school), as seen in the map below. Additional signage to notify drivers of the school crossing at 37th Avenue and Laurine Way may be needed. There are pavement markings to indicate a slow school crossing on Iowa Avenue and Vista Avenue and should also be placed closer to the school on Iowa Avenue and Laurine Way (eastbound and southbound) to heighten crosswalks.



Recommendations:

- Consider adding school crossing signage around the crosswalk at 37th Avenue and Laurine Way. (County/School District)
- Consider adding pavement markings on Iowa Ave and Laurine Way intersection and at 37th Avenue and Laurine Way to indicate school zone or school crossing. (County/School District)
- Add school speed limit signage with flashing lights. (County/School District)

LIGHTING AND UTILITIES

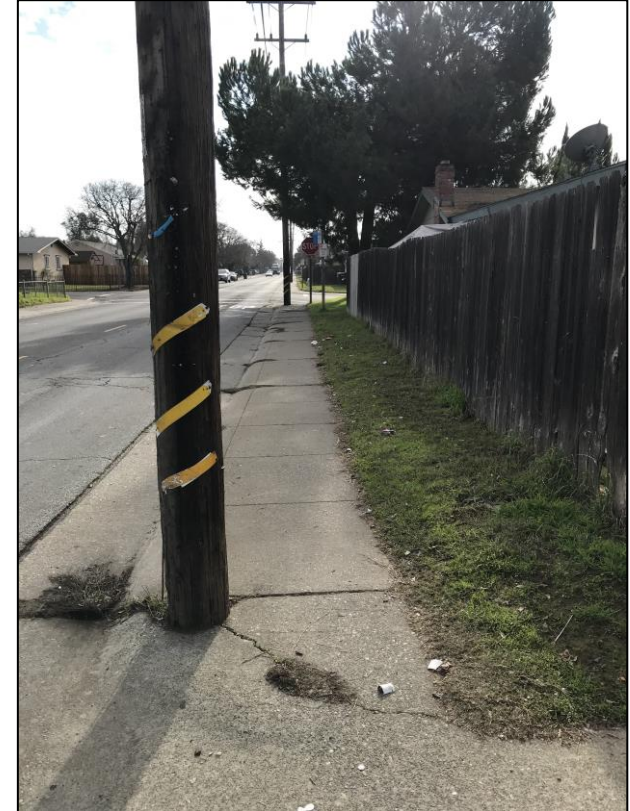
Streets around Ethel I. Baker tend to have lighting that is oriented for cars rather than pedestrians, creating a dark and unsafe walking environment, particularly in the fall and winter when mornings are darker longer and evenings get darker sooner. Additionally, large utility poles tend to block sidewalks throughout the neighborhood. This creates a physical barrier for pedestrians and is a major concern for ADA accessibility.

Recommendations:

- Underground utilities. (County/SMUD)
- Install pedestrian-scale lighting along school corridors, prioritizing 44th Street and Sampson Boulevard. (County/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 Ethel I. Baker 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.”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.

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)

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. (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



-   Corridor Improvement
-  School-oriented Recommendation
-  City-oriented Recommendation

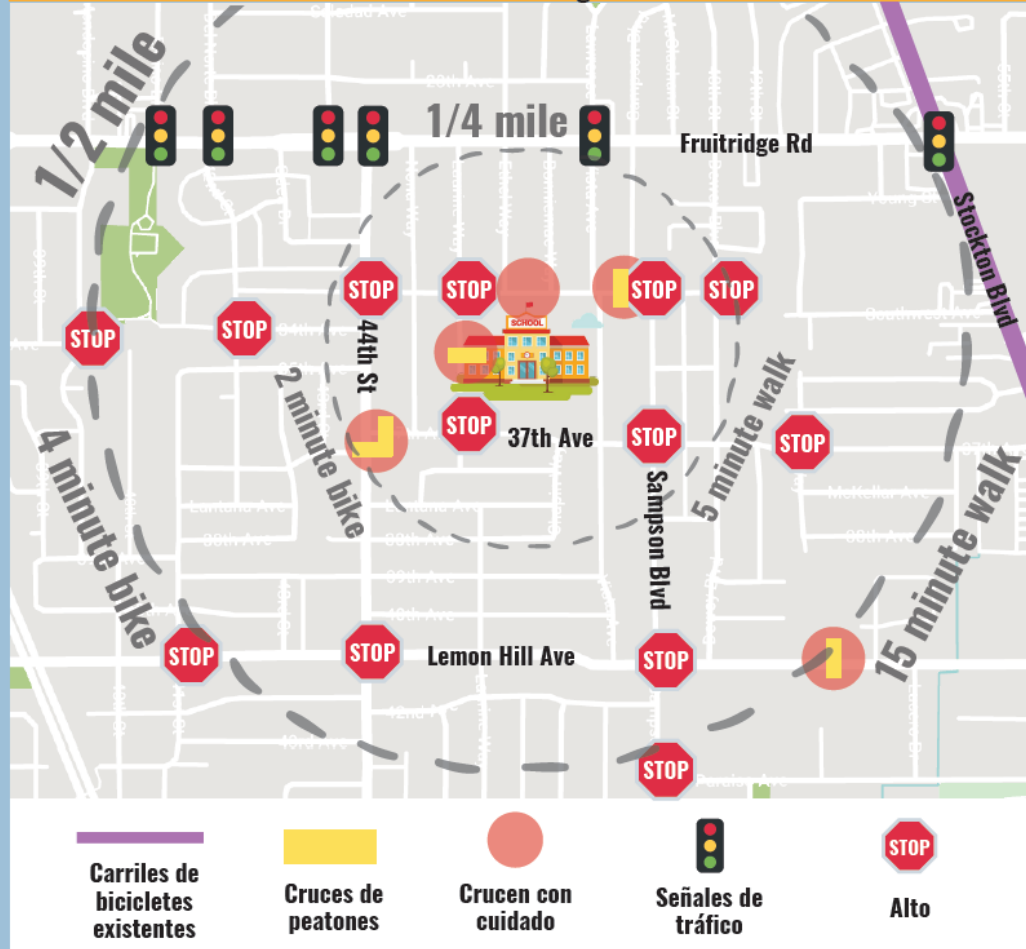
APPENDIX

APPENDIX A: SAFE WALKING AND BIKING MAP



Ethel I. Baker Elementary

Mapa para caminar y andar en bicicleta seguro



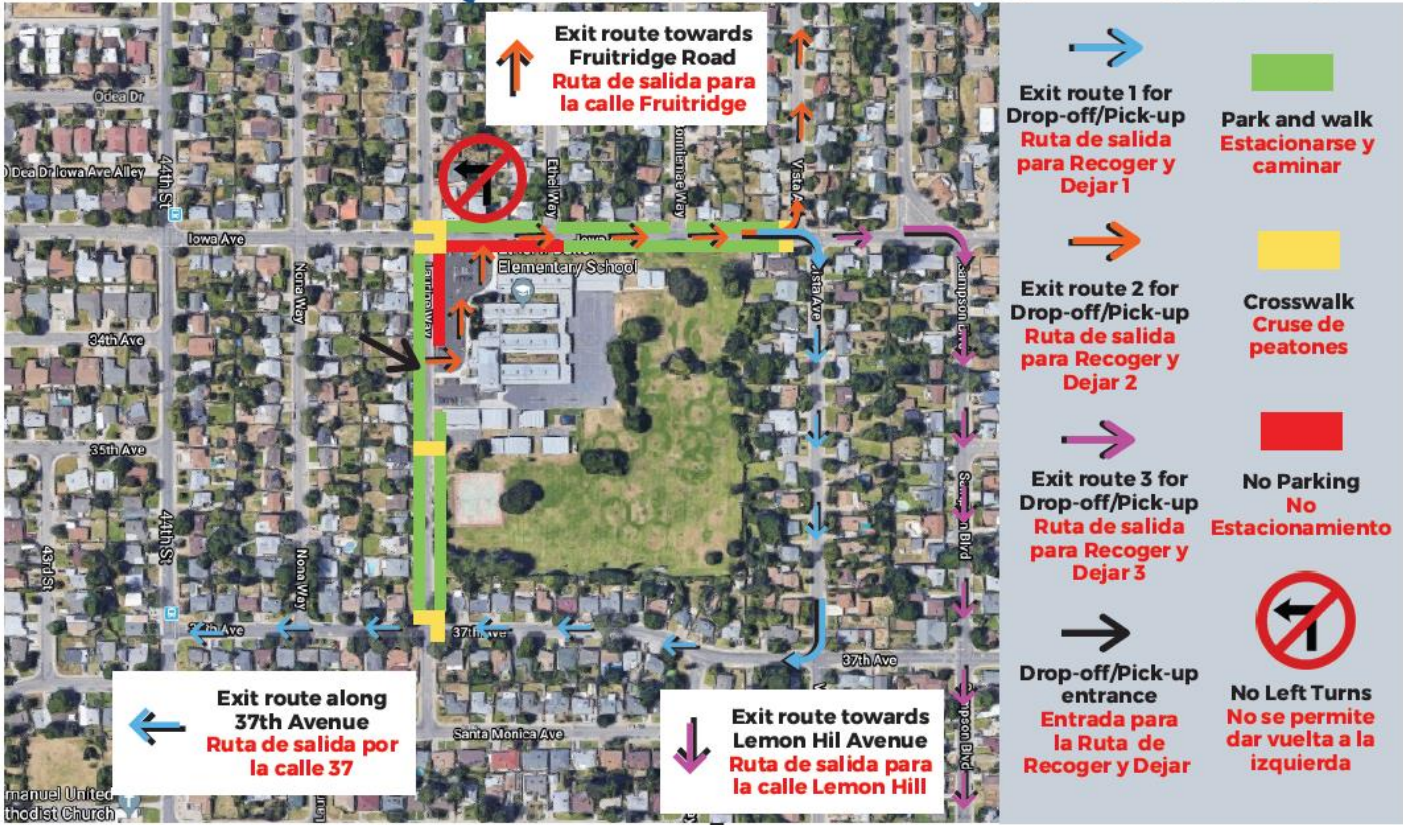
Depende de peatones y ciclistas ...

- 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: cruse en los cruces peatonales, mire a ambos lados y camine, no corra al cruzar.

ETHEL I. BAKER ELEMENTARY SCHOOL DROP-OFF/PICK-UP PROCEDURES



**FOR THE SAFETY OF ALL CHILDREN,
PLEASE FOLLOW THE DROP-OFF
PROCEDURES.**

**PARA LA SEGURIDAD DE TODOS LOS
NINOS POR FAVOR SIGAN LOS
PROCEDIMIENTOS DE DEJAR.**

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

- Consider using Drop-off/Pick-up exit routes 1(Vista Ave), 2(Sampson Blvd), or 3 (37th Ave) when exiting onto Iowa Avenue, as no left turns are allowed.
- Please **do not** park in the loading zone within the parking lot and impede traffic flow.
- Please **do not** double park on the through lane within the parking lot and impede traffic flow.
- **No parking** is allowed along the driveway entrance or exit.

Park and Walk to Campus

- To avoid congestion, park and walk to campus along Laurine Way and Iowa Avenue.
- 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.
 - Make eye contact with the driver to make sure they see you.
 - Walk, never run, across the street.

Sea un conductor cortes

- 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 tráfico.
- Siempre maneje a 15 MPH or menos durante el horario de dejar y recoger a estudiantes.
- No pare o bloquee la visión en los cruces de camino.
- No use su teléfono celular cuando maneje en la zona escolar.
- No bloquee el acceso o visión al estacionamiento.

Procedimientos de Dejar y Recoger

- Considere usar la ruta 1(Vista Ave), 2(Sampson Blvd), o 3(37th Ave) para salir despues de dejar y recoger cuando salga por la calle Iowa Ave porque no se permiten vueltas para la izquierda.
- Por favor **no se** estacione en la zona de espera porque se impide el circulamiento de trafico.
- Por favor **no se** estacione en la linea directa adentro del estacionamiento porque se impide el circulamiento de trafico.
- **No se permite estacionarse** en la calle pegada a la entrada o salida del estacionamiento.

Estacionar y caminar a la escuela

- Para evitar congestión en el estacionamiento trate de estacionarse y caminar a la escuela; use la calle Laurine Way o Iowa Avenue.
- 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.