

2020 Santa Ana Safe Routes to School Plan



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Thank you to the 650+ people who participated in this planning process through walk audits, meetings, and community events. Your insights helped us understand how to better shape our streets for our students.

Table of Contents

- 1 // Introduction and Project Background5**
 - Introduction 6
 - What is SRTS? 7
 - How to Use this SRTS Plan 8
 - Study Area 8
 - Community Collaboration 10
 - Sharing Lessons Learned 12
- 2 // Existing Conditions15**
 - Our City 16
 - Our Students 20
- 3 // Programs23**
 - Programs 24
- 4 // Funding.31**
 - Potential Funding Sources 32
- 5 // SRTS Corridors & School Site Assessments. 34**
- A // Appendix: Prioritization Methodology 165**
- B // Appendix: Suggested Route Maps.171**

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Introduction and Project Background



Introduction

The Santa Ana Safe Routes to School Plan (SRTS Plan) represents a multi-agency partnership to advance walking and biking as safe and healthy ways to get to and from school in our community. Santa Ana has made great strides in promoting walking and biking as safe and viable transportation options. Infrastructure improvements and local planning efforts within the past decade helped bring active transportation to the forefront of the City’s agenda. However, collisions involving people walking and biking have continued to occur at alarmingly high rates, particularly among children. **For eight years in a row, the California Office of Traffic Safety placed Santa Ana in the top five among similarly-sized cities with the highest rates of pedestrian/bicycle collisions involving children under 15 years of age** (2009-2016, the years for which the data are available). Threats of traffic collisions are compounded by relatively high levels of crime in Santa Ana, both of which affect parents’ willingness to let kids walk or bike to school, and students’ experience walking or biking.

The City and our partners have worked to improve walking, biking, and rolling in Santa Ana with new crosswalks, curb extensions, repaired sidewalks, and bike-ways, such as improvements on Central Avenue near Monroe Elementary and along Bishop Street near Lowell Elementary (photos to the right).

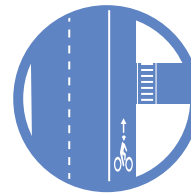
The City’s Safe Mobility Santa Ana Plan (2016) and Active Transportation Plan (2019) demonstrate immense community support for making real improvements to address safety problems. But the consistently high collision rates showed that we had not yet adequately addressed concerns unique to our youth. After receiving funding from Caltrans’s Active Transportation Program, the City began a new planning process specifically targeting safety for youth, and envisioned a robust, engaging, and implementable path for getting there. Led by the City of Santa Ana, the City and Project Team worked with three school districts, four additional government agencies, a community-based organization, and over 650 community members to develop this citywide SRTS Plan. Creating this multi-agency partnership allowed us to build off of previous work, such as the Orange County Health Care Agency’s earlier walk audit efforts at schools in the city, and ensured a strong path to implementation.



*Pacific Electric Bicycle Trail Crossing
Central Avenue*



*Traffic Circle at the Intersection of
Bishop and Shelton Streets*



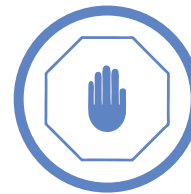
ENGINEERING



EDUCATION



ENCOURAGEMENT



ENFORCEMENT



EVALUATION



EQUITY

“The 6 Es of SRTS” – Each ‘E’ is meant to remove barriers that prevent students from walking and bicycling to school.

What is SRTS?

The resulting SRTS Plan incorporates the best practice strategies of SRTS, commonly referred to as the “6 Es”: Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity¹. Each “E” is meant to remove barriers that prevent students from walking and bicycling to school.

Overall, this SRTS Plan aims to advance the following goals:

1. Work with parents, students, schools, community leaders, and elected officials to create a safe and encouraging environment for students to walk or bicycle to school;
2. Reduce greenhouse gas emissions by promoting active modes of transportation that improve the health and wellbeing of the community through walking and bicycling to school.

SRTS is an international movement to both increase the number of students using active modes of transportation to get to and from school, and to improve pedestrian and bicycle travel around schools.

The potential benefits of SRTS efforts include:

- Improved safety for pedestrians and bicyclists
- Reduced traffic congestion
- Improved air quality
- Improved health
- Improved academic achievement
- Fundamental and lifelong pedestrian skills
- Gained sense of independence
- Increased activity in the local economy
- Enhanced sense of community
- More transportation options for everyone
- Strengthened family bonds

¹ In 2020, the Safe Routes to School National Partnership revised the “6 Es” and replaced Enforcement with Engagement.



Students and a crossing guard at Heritage Elementary School.

How to Use this SRTS Plan

This SRTS Plan documents all of the activities, data collection, analyses, and recommendations that resulted from this planning effort. The overall SRTS Plan itself can be used by various types of stakeholders:

- **Parents/Guardians** can use this SRTS Plan to understand the conditions at their student's school and to become familiar with suggested routes for walking and biking to school.
- **All three school districts** (Garden Grove Unified School District, Orange Unified School District, and Santa Ana Unified School District) and school staff can use this SRTS Plan to continue or develop programs that educate and encourage students and parents/guardians to seek alternatives to automobile trips to school. In many cases, education and encouragement programs require dedicated volunteers to carry them out.
- **Santa Ana Police Department** staff can use this SRTS Plan to prioritize enforcement activities and garner support for additional enforcement resources.
- **City staff** can use this SRTS Plan to identify issues and opportunities related to suggested routes for walking and bicycling and to prioritize potential short-term and long-term infrastructure improvements. Staff can also use this SRTS Plan to pursue SRTS funding opportunities.
- **Other agencies** (including the Orange County Health Care Agency and Orange County Transportation Authority) can help the City and school districts implement recommended programs and infrastructure improvements.

Study Area

A citywide effort, this SRTS Plan involved evaluation and recommendations for 60² public schools within Santa Ana. To accomplish this, the Project Team coordinated with all three school districts that serve our community:

- Garden Grove Unified School District (GGUSD)
- Orange Unified School District (OUSD)
- Santa Ana Unified School District (SAUSD)

All but seven schools are part of SAUSD. The Project Team worked with all participating school administrators before, during, and after on-site evaluations to ensure participation by both staff and community members, and to coordinate student tallies, data collection, and context-sensitive recommendations.

2 The project team met with Santa Ana High School staff to discuss issues and potential improvements but did not conduct a full walk audit. A walk audit with students and staff was led by the Orange County Health Care Agency in 2017 as part of a separate initiative.

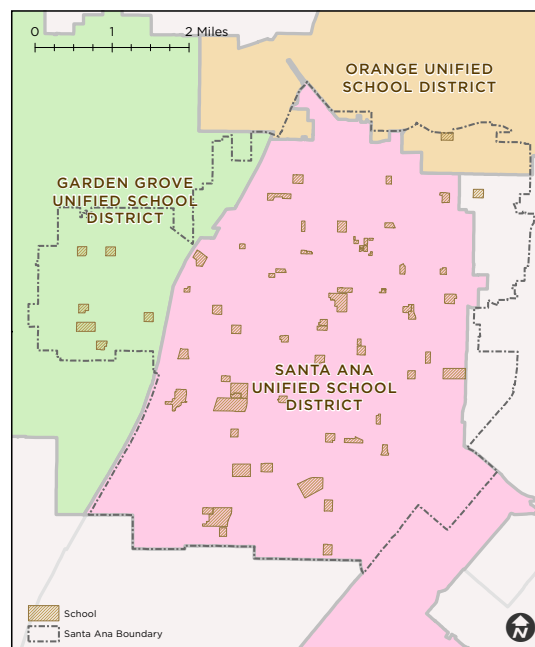


Figure 1: School Locations in Santa Ana and Overlapping District Boundaries



Our partners, including school administrators, teachers, parents, and community members like these at (clockwise from top left) MacArthur Fundamental Intermediate School, Valley High School, Madison Elementary School, and Carr Intermediate School helped make this SRTS Plan possible.

Community Collaboration

Community and stakeholder participation played a central role in shaping the SRTS Plan. A Technical Advisory Committee (TAC) convened at the beginning of the planning process to help guide the effort and coordinate agency participation. Most walk audits and traffic observations involved participation not only from partner agencies and school administrators, but also from parents/guardians, neighbors, and even current students. Walk audits and traffic observation events were promoted through existing school safety committees, Parent Teacher Associations (PTAs), and local neighborhood associations. The Project Team hosted these on-site evaluations in coordination with Drop-Off/Pick-Up times to make it easier for parents and guardians to join.

To expand opportunities for community involvement, the City participated in a large, annual community event celebrating Mexico's Independence Day, "Fiestas Patrias." With a typical attendance of over 25,000 people, the event enabled the team to engage with hundreds of community members of all ages about the SRTS Plan. Additionally, the City partnered with Latino Health Access to demonstrate a mid-block crossing at Lincoln Elementary School on the City's official "Walk to School Day" (October 2, 2019). Parents and students requested the mid-block crossing during the walk audit at Lincoln Elementary; the City's annual celebration of Walk to School Day presented the perfect opportunity to test a preliminary recommendation in advance of implementation, and to bring tangible evidence of the planning effort to the community.

In a city where approximately 70% of our residents speak Spanish at home, it was critical that this entire SRTS Plan effort take a Spanish-first approach. In addition to translating all public-facing materials, events including walk audits were conducted in the most prominent language spoken by participants (Spanish and/or English). The City is committed to encouraging broad and meaningful community participation throughout the implementation of this SRTS Plan, and will continue to take a Spanish-first approach.

The robust partnerships of the SRTS Plan amounted to more than 650 participants across the 60 walk audits and meetings, and even more in the overall planning process. Community members shared invaluable insights and requests that helped the Project Team develop recommendations more responsive to community needs and reflective of community desires. The City also utilized momentum from community participation to recruit and train local residents to be certified volunteer crossing guards at their local schools.

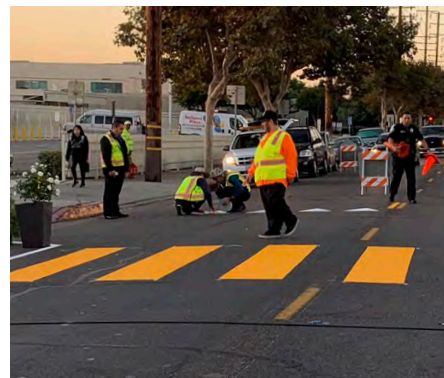
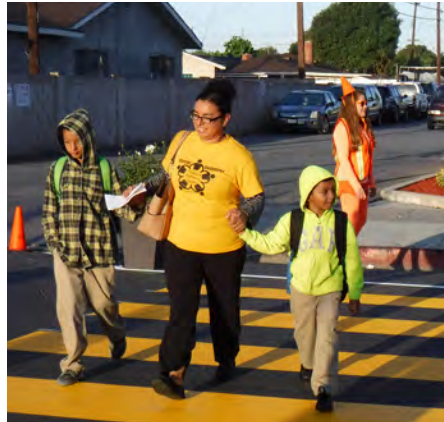
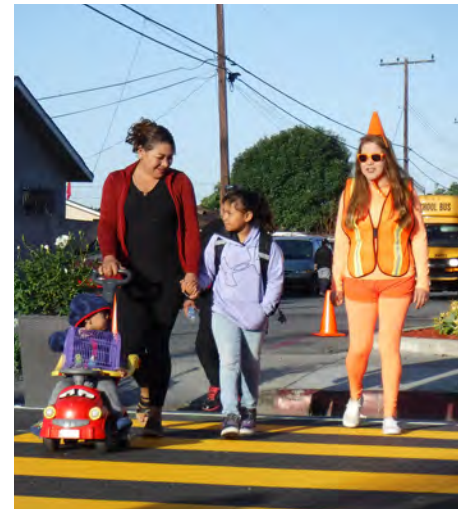


Parents, school administrators, and crossing guards share ideas for improving traffic around Monroe Elementary School.



After completing the walk audit around school grounds, participants debriefed in the library.

Next page: Safe Routes demo at Lincoln ES Walk to School Day event >>



Sharing Lessons Learned

This SRTS Plan marks the City's first comprehensive, citywide effort to improve walking and biking specifically for our student population. The Project Team gained many crucial insights throughout this three-year planning process:

Many people already walk and bike, even where existing conditions are inadequate. The SRTS Plan therefore sought to improve conditions for people already walking and biking. In doing so, the SRTS Plan aims to reduce pedestrian- and bicycle-involved collisions among children, and generally make it easier and safer for our residents to walk and bike.

Perceived fears of safely walking and biking extend beyond traffic concerns. Many community members experience the real threat of gang violence, a truth that new crosswalks, curb ramps, and bike lanes are ill-equipped to change. This SRTS Plan recommends Safe Passage programs be implemented at multiple schools to augment infrastructure improvements. More information about Safe Passages can be found in Chapter 3: Programs.

Public-facing efforts should be conducted in the language most comfortably spoken by the majority of participants. In a community where approximately 70% of residents speak Spanish, a Spanish-first approach is critical to ensuring that community members are able to effectively shape the project and corresponding outcomes.

A citywide SRTS Plan creates comfortable walking and biking conditions throughout the city. With 63 public schools in our city and 60 schools included in this SRTS Plan, our recommendations result in safer walking and biking conditions around schools in practice, but throughout the city in reality. As a result, students who begin walking or biking to school in elementary school can continue doing so as they transition to middle and high schools, higher education, and the workforce. Because schools and corresponding recommendations are dispersed throughout the city, the proposed crosswalks, curb extensions, curb ramps, sidewalks, bike lanes, and signage will create more pleasant walking and bicycling conditions for everyone who uses our streets, every day of the year.

By improving conditions for walking and biking around schools, this citywide SRTS Plan makes walking, biking, and rolling safer for everyone in our community.



A student crosses McClay Street while walking home from Villa Fundamental Intermediate School on Grand Avenue. This 115-foot intersection has no marked crosswalk.

Implementation is key. Understanding that this effort would span multiple years, the Project Team did not want to wait for the SRTS Plan to be completed in order to begin implementing recommendations. After conducting the first of the walk audits during Spring 2018, City staff successfully pursued millions of dollars in grant funding to design and construct capital-intensive improvements. The City was awarded State grant funding to design and construct proposed improvements at Fremont Elementary, Kennedy Elementary, Romero-Cruz Academy (formerly Spurgeon Intermediate), and Villa Fundamental, with construction set to begin in 2020. The City also immediately worked to implement faster, less capital-intensive improvements as issues were identified. We altered loading zones, enhanced faded striping and signage, and removed graffiti, helping demonstrate our commitment to acting upon insights from community members and on-site observations.



Crossing First Street near Advanced Learning Academy

Our community will build on these lessons learned as we continue implementing this SRTS Plan, and as we pursue additional SRTS planning efforts. It is also our hope that these insights might help other cities of similar demographics undertake successful SRTS plans. To that effect, members of the Project Team presented about this project at four conferences:

- Southern California Chapter of the American Public Works Association's Complete Streets & Technology Conference, Carson, CA, April 2019
- Association of Pedestrian and Bicycle Professionals' National Conference, Portland, OR, August 2019
- American Planning Association California Conference, Santa Barbara, CA, September 2019
- Safe Routes to School National Conference, Tampa, FL, November 2019



Without a curb ramp, crossings like this one by Sepulveda Elementary School present barriers for people using strollers, wheelchairs, or other mobility devices.

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Existing Conditions



Our City

The City of Santa Ana is located in the center of Orange County and serves as the county seat. With around 333,000 residents, Santa Ana is the second most populous city in the county. We are one of the most densely populated cities in the country. At less than five miles wide, all destinations for play, work, and life are within accessible distance for active travel. Indeed, many of our residents already walk, bike, and take transit.

Our residents are primarily Hispanic or Latino (77%) and Asian (11%). While the median household income for the city is only slightly lower than that of the region (\$65,313), more than one-third of households in our community earn less than \$50,000 annually, and 13.3% live below the federal poverty line. To better understand conditions throughout the city, the Project Team evaluated two statewide tools for comparing community characteristics: CalEnviroScreen 3.0 and the Healthy Places Index.

CalEnviroScreen 3.0

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment). This is also a tool used in California's Active Transportation Program grant application scoring; communities that score in the most burdened 25% of the state are considered to be "disadvantaged" and receive a small advantage in the competitive funding process. Census tracts that meet this threshold in Santa Ana are shown in red in Figure 2. While census tracts range from scoring in the 36th to 91st percentile, a significant portion of our city scores in the most burdened 25% of the state.

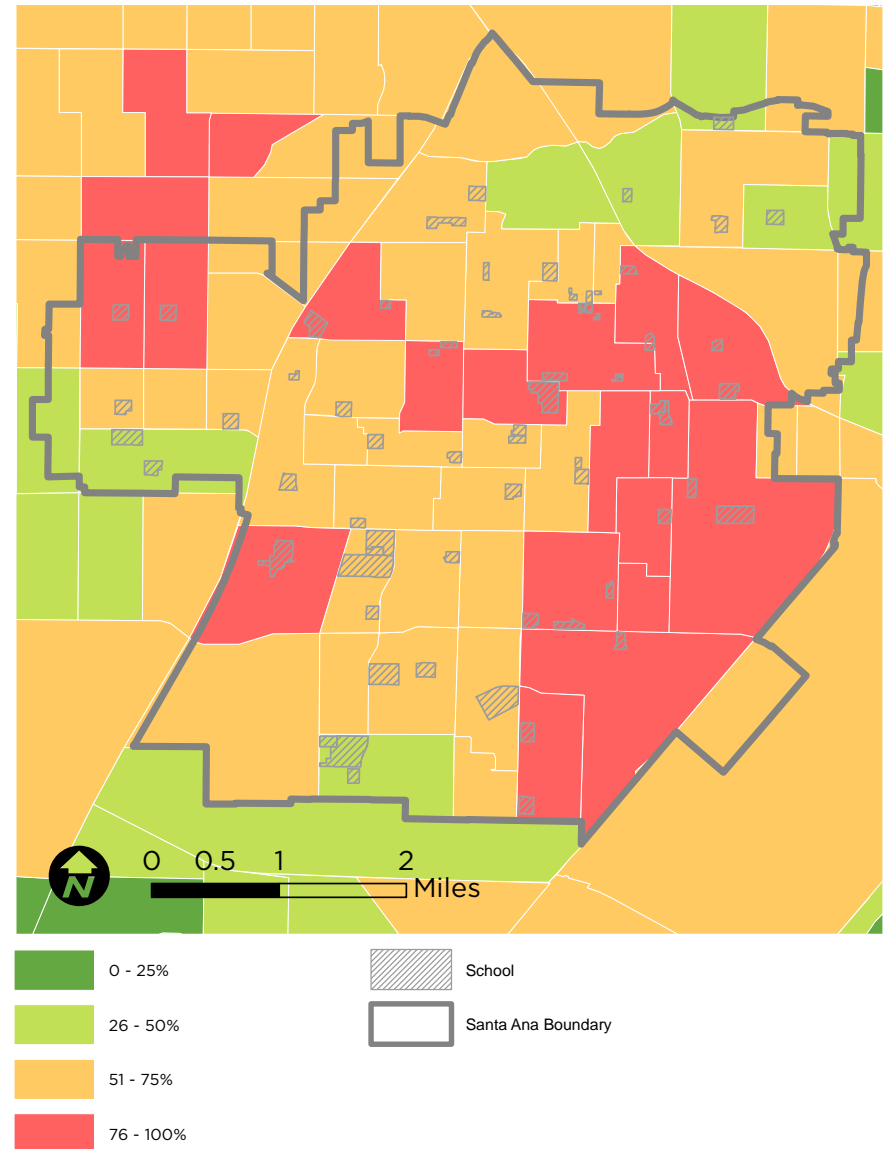


Figure 2: CalEnviroScreen 3.0 scores, by census tract, in Santa Ana

Healthy Places Index

The California Healthy Places Index (HPI) aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. The HPI pools data from 2006 to 2016 depending on the variable and data source, and offers both an individual score per data source and a composite score for each geography. These scores can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions.

Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

According to the HPI, Santa Ana scores in the 25th percentile, signifying that our community experiences poorer community conditions than 75% of other cities in California. In particular, our community has significantly higher rates of poverty and housing insecurity. When analyzed at the census tract level, the neighborhoods in the center of our community score in the lowest percentiles (see Figure 3). While this generally matches the results of the CalEnviroScreen 3.0 analysis, the HPI does not find the same level of community need in southeast Santa Ana. This area is predominantly industrial and has greater sources of pollution than more residential neighborhoods.

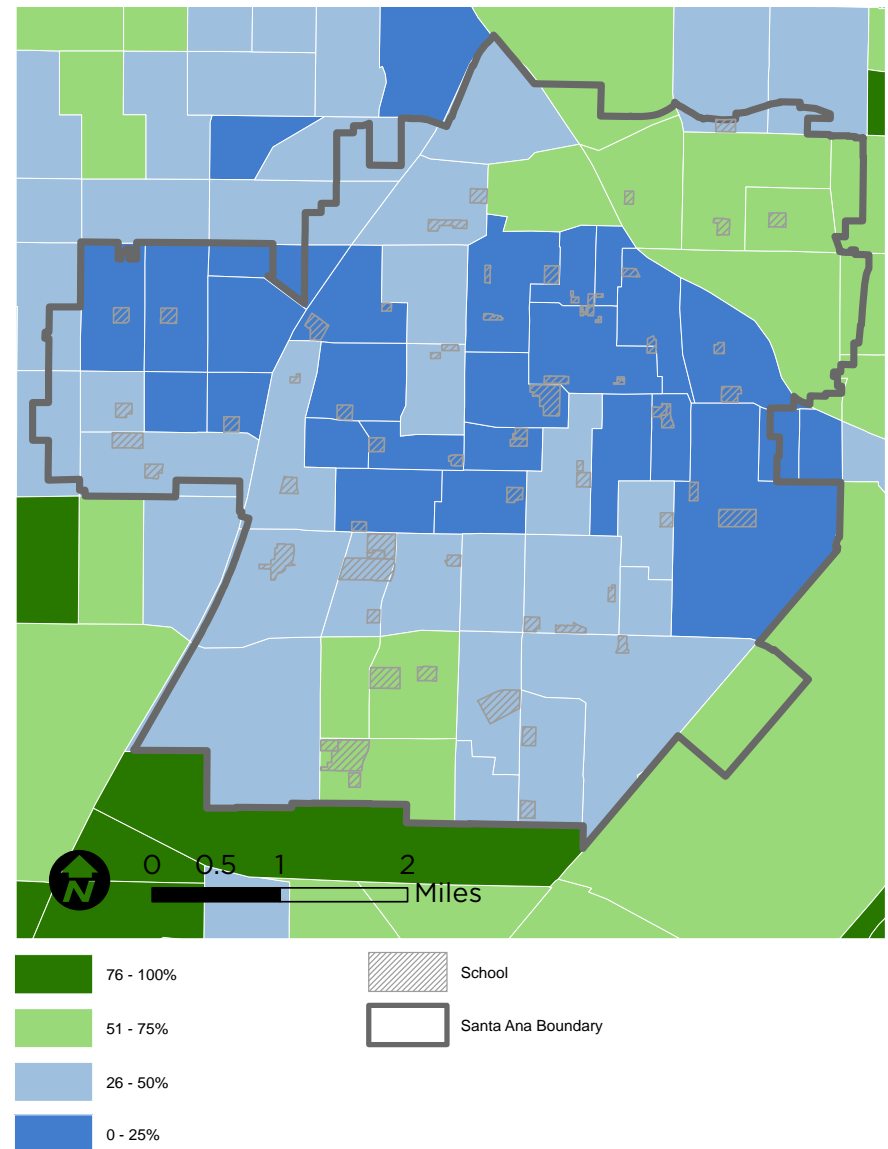


Figure 3: Healthy Places Index scores, by census tract, in Santa Ana



Skateboard and scooter parking at Century High School.

Collisions

While the SRTS Plan represents the first step in assessing existing conditions and recommending improvements, the trends in collision data highlight the urgency of implementation. From 2014 to 2018 (the most recent years for which collision data are available for the state), 8,475 traffic collisions occurred in the city; 335 resulted in serious injuries; and 107 resulted in fatalities.¹

- 2014: 1,679 total; 59 serious; 17 fatal
- 2015: 1,743 total; 69 serious; 24 fatal
- 2016: 2,055 total; 79 serious; 24 fatal
- 2017: 1,976 total; 82 serious; 27 fatal
- 2018: 1,022 total; 46 serious; 15 fatal

More alarming are the rate of pedestrian- and bicyclist-involved collisions and the prevalence of victims under 15 years of age—both of which are some of the highest in the state. **As a result, the California Office of Traffic Safety placed Santa Ana in the top five among similarly sized cities with the highest rates of pedestrian- and bicyclist-involved collisions involving children under 15 years of age for eight years in a row** (2009-2016, the years for which the data are available).

To better understand trends in collisions involving pedestrians and bicyclists, the City conducted a systemic safety analysis in 2016. The results, as compiled in the [Safe Mobility Santa Ana Plan](#), demonstrate that:

- On average, 150 pedestrian-involved and 175 bicyclist-involved collisions were reported annually between 2005 and 2014.
- Pedestrian- and bicyclist-involved collisions are more likely to occur in areas of high concentration of schools, parks, and transit stops.
- Nearly half of all collisions (46%) involving people walking or bicycling occur on just 6% of our roadway miles.
- Arterial streets constitute only 20% of our roadway network, but 60% of all pedestrian-involved collisions and 68% of bicyclist-involved collisions occur on them.

¹ Transportation Injury Mapping System (TIMS), accessed April 8, 2020, <https://tims.berkeley.edu/>.

- Traffic signals are not preventing pedestrian- and bicyclist-involved collisions at our larger intersections. More than one-third of all collisions occur at traffic signals despite only 9% of the city's intersections being signalized.

This SRTS Plan builds on these findings and works to improve the safety of all roadway users by enhancing conditions around schools.

Additional Planning Efforts

This SRTS Plan aligns with multiple other planning efforts and helps to advance the following goals included in these plans:

Muévete Santa Ana: Active Transportation Plan (2019)

- Goal 1: Develop a comprehensive non-motorized network and infrastructure to provide safe, fun, convenient, healthy, and environmentally-friendly travel throughout the City for all ages and abilities.
- Goal 2: Design non-motorized infrastructure to allow users of all ages and abilities to access schools, neighborhoods, parks, and employment and commercial centers.
- Goal 6: Develop programs to increase awareness of active transportation benefits and to encourage residents to use non-motorized modes to school, work, recreation, and shopping.
- Goal 9: Develop an active transportation network that ensures residents of all ages and abilities have access to safe streetscapes, especially the more vulnerable sectors of our community, such as low-income populations of color, children, and seniors whose primary mode of transportation is walking, biking, skateboarding, and public transportation.
- Goal 11: Foster equitable enforcement practices that encourage rather than penalize multi-modal behaviors and prioritize education, particularly among low-income communities who rely solely on active transportation.

Central Santa Ana Complete Streets Plan (2019)

- Increase safe routes to schools

City of Santa Ana Sidewalk Connectivity Plan (2017)

- Provide a barrier-free pedestrian network

Safe Mobility Santa Ana Plan (2016)

- Substantially increase safe mobility in all areas of the City
- Achieve zero fatal bicycle/pedestrian collisions
- Reduce vehicle speeds
- Minimize demonstrated collision patterns

Santa Ana Downtown Complete Streets Plan (2016)

- Increase safe routes to schools



Our Students

The 64 public schools in Santa Ana serve over 53,000 students. There are possibly even more school-aged youth in our community, however, as some local students live within the enrollment boundary for schools outside of Santa Ana. More than 85% of our schools have 75% or more students who are eligible for Free or Reduced-Price Meals (FRPM).²

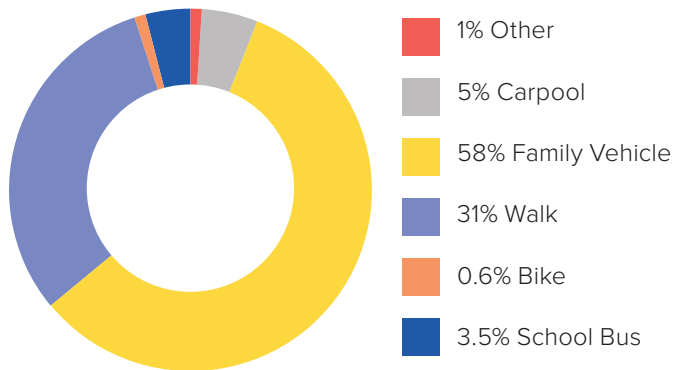
Existing Travel Patterns

To understand existing travel patterns, the Project Team worked with the schools to administer student travel tallies (using the National Center for Safe Routes to School's form).

In total, staff at 50 schools completed tally sheets, representing 1,018 classrooms and approximately 28,000 total students. The travel tallies suggest that walking comprises around one-third of all trips to and from school, whereas biking captures less than 1% of trips.

The form is titled "Safe Routes to School Students Arrival and Departure Tally Sheet". It includes fields for School Name, Teacher's First Name, and Teacher's Last Name. It has a grid for recording data by date and time (AM/PM). A key defines the symbols used in the grid: a square for "Number of students", a circle for "Weather conditions", and a triangle for "Number of students". The key also lists travel modes: Walk, Bike, School Bus, Family Vehicle, Carpool, Transit, and Other. The form includes instructions for how to use the tally sheet and how to record data.

Tally Sheet



Many of our students already walk to school (Muir Fundamental Elementary School).



Villa Fundamental Intermediate School

² Education Data Partnership, "Santa Ana Unified," "Garden Grove Unified," and "Orange Unified," accessed April 8, 2020, <https://www.ed-data.org/district/Orange/Santa-Ana-Unified>.



Students use the Flower Street Shared-Use Path to get to and from school (MacArthur Fundamental Intermediate School).

Additional Count Data

To aid with planning, engineering, and implementation efforts, the Project Team also commissioned vehicle, pedestrian, and bicycle traffic counts at each school. Conducted in accordance with the Southern California Association of Governments' (SCAG) methodology, the traffic counts captured the number of people walking, bicycling, and driving on various weekdays while schools were in session. The count data will be used for warrant analyses before implementation of any recommended traffic control devices, tracking mobility trends as additional projects are built, and as support for grant opportunities such as the Active Transportation Program.



At schools where many students are driven and drop-off loops are overburdened, parents create informal drop-off areas such as this one near Segerstrom High School. These areas often lack adequate sidewalks, crosswalks, and other elements to make walking safe.

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Programs

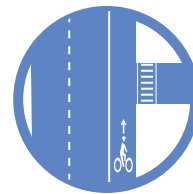


Programs

Non-infrastructure programs can complement the physical improvements recommended in Chapter 5: School Site Assessments by encouraging more students to walk and bike—and to do so more often. Programs also educate students and parents about safe walking and biking, and help to address both perceived and real personal safety issues. Safe Routes to School programs are also a way for the City to engage directly with school staff, students, and parents to understand other issues that may hinder their ability to walk, bike, and roll to school, and to identify additional projects needed in their community. Safe Routes to School programs have many other goals, including:

- Teaching children the rules of the road, so they are more prepared to navigate their community on foot and bike and eventually become on foot and bike and become safe roadway users;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn; and
- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off/pick-up.

The programs recommendations listed in Table 1 were compiled based on key themes and concerns described by stakeholders, as well as industry best practices, and highlight the corresponding Es these programs accomplish. The programs presented here respond to direct requests from community members and needs highlighted during the on-site assessments. While comprehensive, these programs do not represent all possible SRTS programming. The City and our partners will use this list as a starting point and inspiration for implementation. These programs, paired with the infrastructure recommendations in Chapter 5, give the City a full suite of SRTS strategies, commonly referred to as the “6 Es” described in Chapter 1.¹



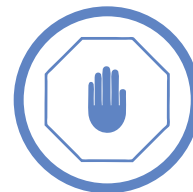
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¹ In 2020, the Safe Routes to School National Partnership revised the 6 Es and replaced Enforcement with Engagement.



Table 1: Recommended Programs and Policies





Program or Policy Title	Description	Existing Program	SRTS Strategy
Bike and Pedestrian Rodeos	<p>Bike rodeos are hands-on training events that focus on introducing elementary and middle school students to safe bicycle handling skills and safe riding techniques for on-the-road riding. Training can incorporate bicycle handling drills and a simulated city streets course where students learn proper starting and stopping technique, hand signaling, how to fit a helmet, how to perform bicycle safety checks, how to ride in a straight line, and how to ride safely and predictably.</p> <p>Similarly, pedestrian rodeos are interactive activities where students make their way through real-life traffic situations in a simulated city street course, learning traffic safety and lawful pedestrian behavior along the way. Students learn traffic signs and signals, pedestrian safety practices, how to cross the street safely, how to recognize and avoid hazards, the laws governing pedestrians, as well as the environmental, financial and physical advantages to walking.</p> <p>Resource: Alameda County SRTS</p>	✓	
Crossing Guards	<p>Santa Ana Unified School District’s (SAUSD) Crossing Guards serve a vital role in the lives of students who walk or bicycle to school in Santa Ana. Ongoing training is an essential step to help ensure that Crossing Guards are performing their duties safely and appropriately. Crossing Guard training resources are available at no cost through the California Active Transportation Resource Center.</p> <p>Resource: California Active Transportation Resource Center</p>	✓	
Crash Data	<p>Examining crash data may indicate the safety impact of infrastructure improvements. Data from the Statewide Integrated Traffic Records System (SWITRS) shows incident details, including: location, date/time, distance from intersection, collision severity, injuries, and pedestrian/bicycle involvement. Communities may benefit from using the Transportation Injury Mapping System (TIMS) as a resource for understanding and displaying crash data. TIMS offers a variety of free tools that display SWITRS data in different formats, including: general crash maps, ATP raster maps, SRTS bike/ped collision maps, and interactive collision diagrams.</p> <p>Resource: Transportation Information Mapping System</p>	✓	
Demonstration Projects	<p>Demonstration projects, also known as “tactical urbanism,” use temporary materials such as spray chalk, traffic cones, and large planters to showcase potential infrastructure/engineering improvements. For example, yellow spray chalk can be used to enhance or create crosswalks in school zones, which can give all road users the chance to experience greater visibility of people crossing the street. Santa Ana led a demonstration of a mid-block crossing at Lincoln Elementary school in October 2019 and has demonstrated other improvements across the city.</p> <p>Resources: SAUSD Walk to School Day Demonstration Tactical Urbanism Guide</p>	✓	



Table 1: Recommended Programs and Policies






Program or Policy Title	Description	Existing Program	SRTS Strategy
Event Participation Tracking	<p>Recording the number of students present at each SRTS event shows school participation and interest, as well as assesses whether SRTS resources are being distributed evenly in a community. Data collection examples for event participation include logging the number of students at each event along with the date and location, estimating participation from the number of stickers handed out at an event, or having a volunteer with a clicker take a tally of students as they arrive on campus.</p> <p>Resource: Safe Routes Partnership</p>		
Mode Split Evaluation	<p>Mode split data can be used to evaluate SRTS programs, policies, and infrastructure projects. It can show a project’s impact on the safety and travel behavior of a school community by indicating roughly what portion of students walk, bike, bus, carpool, or travel in a family vehicle to school. The change in the data from before to after a project may indicate the impact of the activity or improvement.</p> <p>Mode split data for school communities is usually collected through Student Arrival & Departure Tallies available through the National Center for Safe Routes to School Data Collection System.</p> <p>Resource: National Center for Safe Routes to School Data Collection System</p>	✓	
Neighborhood Safety Signs	<p>Yard signs can be used to remind neighbors, parents/caregivers, and others of relevant laws and safety tips such as no illegal turns, driving slower than the speed limit, and looking out for pedestrians. They can be strategically placed on school grounds (particularly near loading zones) and on adjacent residents’ yards.</p>		
Parent/Caregiver SRTS Education	<p>Parent/caregiver SRTS education can take the form of social media posts, email blasts, robocalls, backpack flyers, or any other channel schools use to share information with parents. Some of the key messages to include when communicating SRTS to parents include: reminding them to obey seatbelt and cell phone laws; outlining drop-off/pick-up procedures; or encouraging them to choose active modes of travel.</p> <p>Resource: National Center for Safe Routes to School</p>	✓	
Pedestrian and Bike Safety Program for Students	<p>Pedestrian and bicycle safety skills can be taught in the classroom or during PE using lesson plans that provide pedestrian and bike education for students, including rules of the road and how to be safe while walking and biking. The curriculum can be structured for appropriate grade and age levels, which can be implemented as part of a school-wide, communitywide, or statewide program. Pedestrian safety courses or programs will be most effective with K-3rd grades, and bicycle safety courses or programs will be most effective with 4th-8th grades.</p> <p>Resource: Safe Routes Partnership</p>	✓	



Table 1: Recommended Programs and Policies

Program or Policy Title	Description	Existing Program	SRTS Strategy
Safe Driving Pledge Campaign	<p>Parents and caregivers are often also offenders when it comes to unsafe driving behaviors in school zones. That is why school communities throughout California are working to remind parents and caregivers of their responsibility to drive safely and “pledge” to do so. A Safe Driving Pledge Campaign encourages residents, parents, and caregivers to drive safely while spreading the message about the SRTS program. The purpose of the Pledge is to raise awareness and encourage motorists to:</p> <ul style="list-style-type: none"> • Drive within the legal speed limit on neighborhood streets; • Share the road with pedestrians and bicyclists, be courteous, and drive safely; and • Reduce cell phone use to urgent calls only and ensure it is always hands-free. Never text, use the internet, or use any other handheld devices while driving. <p>The City could also design and hand out a Safe Driving Pledge car decal to allow participants to show other drivers that they are taking part in a community-based effort to promote safer and friendlier neighborhood streets.</p> <p>Resource: Marin Safe Routes to School</p>	✓	
Safe Passages	<p>Safe Passages programs focus on providing safety to students as they travel to school in communities experiencing high rates of violence or crime. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. They have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.</p> <p>Resources: Metro SRTS South San Francisco Unified School District</p>	✓	
School Board Policies	<p>Including SRTS language in a school board policy can be an important step towards supporting SRTS activities in schools throughout a school district. SAUSD has included SRTS supportive language in its School Wellness Policy (BP 5030), as well as in standalone board policies: Crossing Guards (BP 5142.2) and Student Use of Bicycles (BP 5142.3). SAUSD can further support SRTS efforts in the district by adopting the California School Board Association’s sample board and administrative regulations Safe Routes to School Program (BP/AR 5142.2).</p> <p>Resource: California School Board Association</p>	✓	

Table 1: Recommended Programs and Policies










Program or Policy Title	Description	Existing Program	SRTS Strategy
School Zone Policy	<p>In 2008, California Assembly Bill (AB) 321 went into effect allowing local jurisdictions – through an ordinance or resolution – to extend the 25 mph speed limit in school zones from 500 feet to 1,000 feet from the school grounds and to reduce the speed limit to 15 or 20 mph up to 500 feet from the school grounds, under certain conditions. The City can evaluate locations where extending the school zone or lowering the speed limit near schools is feasible.</p> <p>Resource: Walnut Creek Speed Limit Report</p>	✓	
SRTS Task Force	<p>A SRTS Task Force ensures that SRTS activities are consistent, relevant, and timely and identifies challenges and opportunities to encourage more children and their families to walk and bicycle to and from school. A SRTS Task Force membership might consist of school and school district leadership and staff, PTA leaders, city and/or county staff, community-based organizations and/or faith-based groups, bicycle and pedestrian advocacy groups, and other relevant SRTS stakeholders.</p> <p>Similarly, a Youth Task Force brings together student representatives from each high school once a month to organize events, learn from each other, and engage with guest speakers. Students participating in the Youth Task Force lead events and activities at their schools, with support from the SRTS program.</p>		
Suggested Routes to School Maps	<p>Suggested Routes to School Maps are great tools to get families and students thinking about walking or bicycling to school as a viable option. They can also be used to identify “park and walk” locations to help reduce vehicle traffic at drop-off/pick-Up. As part of this SRTS Plan, the Project Team created Suggested Routes to School Maps for every participating school. These maps can be added to SAUSD’s website and individual school websites, and can be shared with students and caregivers throughout the school year. Maps should be updated as changes to infrastructure and enrollment boundaries change.</p>	✓	
Vision Zero	<p>Vision Zero is a policy and action commitment to reduce fatal and severe collisions to zero. It acknowledges that traffic collision deaths and serious injuries are preventable through safer street design, education, and enforcement. Santa Ana can join the growing number of cities that are adopting Vision Zero to promote pedestrian and bicyclist safety, especially for students.</p> <p>Resource: Vision Zero Network</p>	✓	
Walk and Bike to School Days	<p>Walk/Bike to School Days are designed to encourage students and families to choose walking and bicycling to school on specific days. They create an opportunity for schools to highlight the many benefits of walking and biking and promote pedestrian/bike safety for students. Some SAUSD schools currently participate in this program, but expansion could help encourage more students to participate.</p> <p>Resource: Walk and Bike to School Day</p>	✓	



Table 1: Recommended Programs and Policies

Program or Policy Title	Description	Existing Program	SRTS Strategy
Walk Bike Resource Fair	<p>A Walk Bike Resource Fair is a quick and easy way to educate students on walking and biking safety and encourage them to choose active travel to and from school. Through a series of stations set up during recess, lunch, or afterschool, a Walk Bike Resource Fair provides several fun activities to get students excited about walking and biking and teaches them skills to do so safely.</p> <p>Resource: Safe Routes to School Solano County</p>	✓	
Walking School Bus	<p>A Walking School Bus is a group of students walking to school with one or more adults. It is a great way to get students excited about walking to school because they get to spend the morning school trip with family and friends. A Walking School Bus can be an informal arrangement between neighboring families or more formal with established “bus routes,” designated “bus stops,” and led by a “Bus Driver” who walks participants into school.</p> <p>Resource: Walk El Monte</p>		

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4

Funding





Potential Funding Sources

Funding for Safe Routes to School (SRTS) programs and projects may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. While Muéveté Santa Ana: Active Transportation Plan (2019) highlights funding sources for all active transportation projects, this chapter presents sources of funding specifically for the planning, design, implementation, and maintenance of SRTS projects.

The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time this SRTS Plan was completed. The funding amounts, application cycles, and programs themselves are susceptible to change without notice.



A student and guardian from Heroes Elementary School.

Regional & Local Sources

Bicycle Corridor Improvement Program

- Funding Agency: Orange County Transportation Authority
- Funds bicycle and pedestrian projects that reduce traffic congestion and improve air quality.
- More information: www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/BCIP-Call-For-Projects/



Sustainable Communities Program

- Funding Agency: Southern California Association of Governments
- Funds local sustainability and active transportation planning projects.
- More information: <http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx>



State Sources

Active Transportation Program

Funding Agency: Caltrans

- Funds projects that increase the use of active modes of transportation, such as biking and walking, especially SRTS projects. Covers infrastructure and non-infrastructure projects.
- More information: www.dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program



Affordable Housing and Sustainable Communities Program

- Funding Agency: California Department of Housing and Community Development
- Purpose is to reduce greenhouse gas (GHG) emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development; and through projects that support related and coordinated public policy objectives and improve connectivity and accessibility to jobs, housing, and services.
- More information: www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml



Highway Safety Improvement Program

Funding Agency: Caltrans

- Funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.
- More information: www.dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program



Labor Assistance

- Funding Agency: California Conservation Corps (CCC)
- Provides labor assistance for projects related to natural resource management, including SRTS activities. Public agencies can hire a CCC team at low cost. The CCC in Orange County is located in Anaheim.
- More information: www.occorps.org



Sustainable Communities Grants

Funding Agency: Caltrans

- Funds local and regional active transportation planning projects, including SRTS plans.
- More information: www.dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants



Various Grants

- Funding Agency: Office of Traffic Safety
- Funds projects and programs that address traffic safety, including pedestrian and bicycle safety.
- More information: www.ots.ca.gov/grants



Federal Sources

Choice Neighborhoods Planning Grants Program

- Funding Agency: U.S. Department of Housing and Urban Development
- Supports locally driven strategies that address struggling neighborhoods with distressed public and/or HUD-assisted housing through a comprehensive approach to neighborhood transformation. Local leaders, residents, and stakeholders, such as public housing authorities, cities, schools, police, business owners, nonprofits, and private developers, come together to create and implement a plan that revitalizes distressed HUD housing and addresses the challenges in the surrounding neighborhood. The program helps communities transform neighborhoods by redeveloping severely distressed public and/or HUD-assisted housing and catalyzing critical improvements in the neighborhood, including vacant property, housing, businesses, services, and schools.
- More information: www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy19cnp



Smart Growth Program

- Funding Agency: Environmental Protection Agency
- Occasionally offers grants to support activities that improve the quality of development and protect human health and the environment. To receive grant availability announcements by email, people can subscribe to their listserv by sending a blank email to epa_cmtly_revital-subscribe@lists.epa.gov.
- More information: www.epa.gov/smartgrowth



5

SRTS Corridors & School Site Assessments



This chapter presents the walk audit findings and corresponding site assessments for all schools included in this planning effort, as well as “SRTS Corridors” highlighting projects across multiple schools.

SRTS Corridors

Many schools within this citywide SRTS Plan are located near other schools. To best prepare the City for securing funding and implementing recommended improvements, the Project Team packaged together project improvements from select schools into larger corridors or clusters. The resulting SRTS Corridors are more easily prioritized and can more effectively compete for grant funding. The SRTS Corridors build on the School Site Assessments and Suggested Route Maps, and identify projects with the greatest potential for improving safety and mobility.

School Site Assessments

Each School Site Assessment involved observing multimodal traffic circulation-patterns during the student drop-off or pick-up period, conducting a walking audit around the school grounds, and hosting a debrief with audit participants. Walk Audit Notes in this chapter summarize participant input and observations.

School staff were also given SRTS Travel Tally forms to collect first-hand travel mode data from students; schools with completed travel tallies include information in their site assessments regarding the estimated percentage of students walking and biking to school. While useful, these estimates should be taken as approximations of existing travel patterns, as more students may walk and bike than were captured in the completed tallies.

Altogether, these efforts provide valuable information regarding access, infrastructure, users, and school priorities, all of which are reflected in the corresponding School Site Assessments. The total estimated cost to complete all of the recommended improvements for each school site and vicinity is shown at the top of each Improvements map, and they are based on the unit cost assumptions in Table 2.

Table 2: Unit Cost Assumptions for Recommended Improvements

Improvement Type	Unit	Cost per Unit
High Visibility Continental Crosswalk	Square Foot	\$3.50
Advanced Limit Line	Square Foot	\$3.50
Yield Line	Square Foot	\$3.50
Remove Conflict Striping	Linear Foot	\$3.00
Off-Street Shared-Use Path (Class I)	Linear Foot	\$231.00
Standard Bike Lanes (Class II)	Linear Foot	\$60.00
Buffered Bike Lanes (Class II)	Linear Foot	\$65.00
Bike Route (Class III)	Linear Foot	\$15.00
Unidirectional On-Street Separated Bikeway (Class IV)	Linear Foot	\$326.00
Bidirectional On-Street Separated Bikeway (Class IV)	Linear Foot	\$416.00
Install New Sign & Pole	Each	\$375.00
Speed Feedback Sign	Each	\$8,000.00
Improve Street Lighting	Lump Sum	\$250,000.00
Install New Traffic Signal	Each	\$375,000.00
Signal Modification (e.g., Protected Left-Turn, Leading Pedestrian Phase)	Lump Sum	\$50,000.00
Rectangular Rapid Flashing Beacons	Each	\$30,000.00
Curb Extension	Each	\$88,000.00
Curb Radius Reduction	Each	\$40,000.00
Traffic Circle	Each	\$50,000.00
Raised Crosswalk	Each	\$28,475.00
Speed Humps/Lumps	Each	\$6,000.00
Install Sidewalk	Linear Foot	\$125.00
Widen Sidewalk	Linear Foot	\$74.00
Truncated Domes	Each	\$750.00
Install Bus Shelter	Each	\$25,000.00
Install Pedestrian Bridge	Square Foot	\$250.00
Install Pedestrian Fence	Linear Foot	\$112.00
Raised Median	Square Foot	\$20.00

Figure 4: Corridor Map: Diamond-Carr-Harvey-Valley

Estimated Cost: \$7,092,000



Project Locations








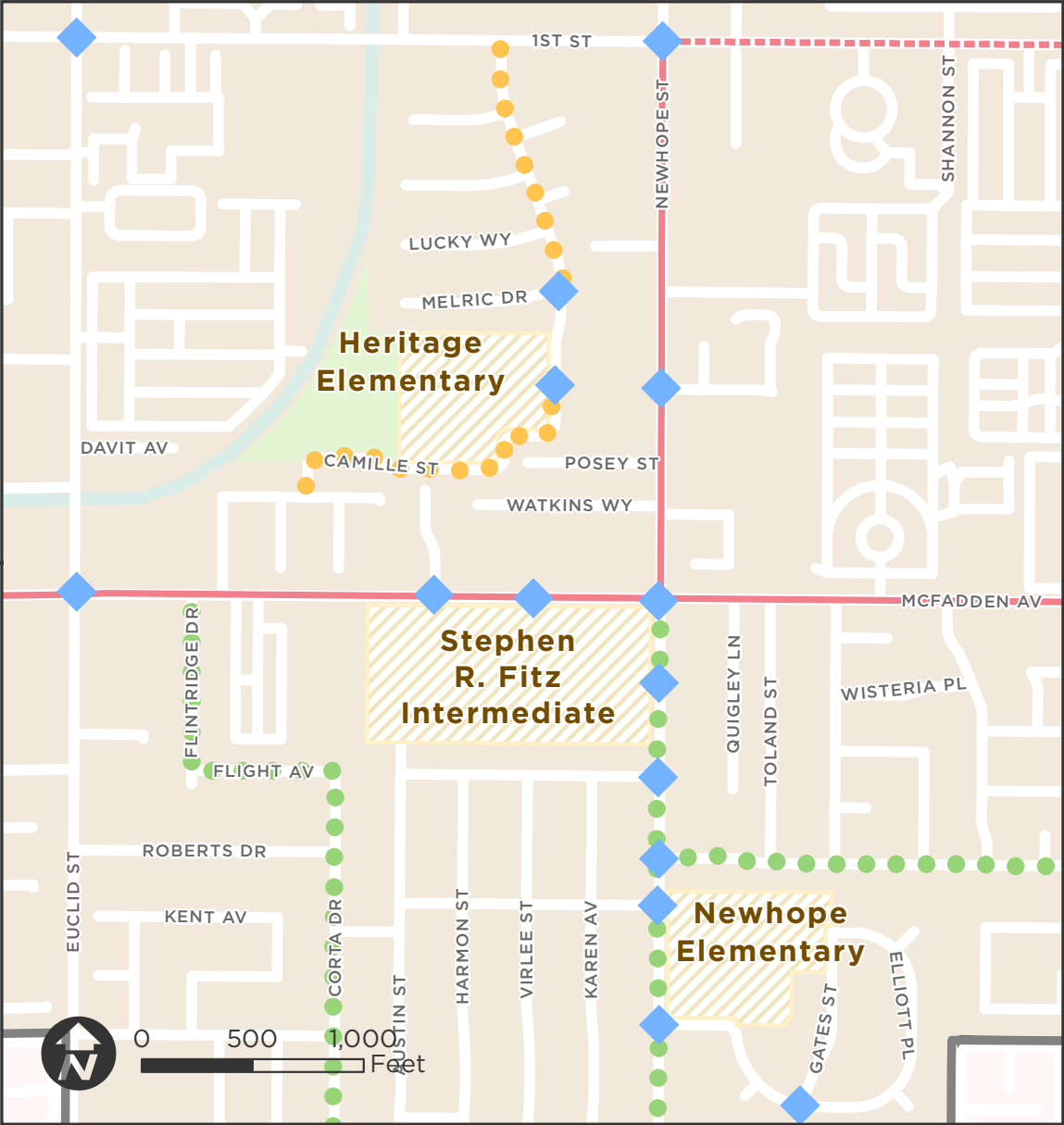
-  Spot or Intersection Improvement
-  New/Improved Sidewalk
-  Traffic Calming
-  School
-  Proposed Bike Lane
-  Existing Shared-Use Path
-  Existing Bike Lane



Figure 5: Corridor Map: Fitz-Heritage-Newhope

Estimated Cost: \$4,404,000



Project Locations







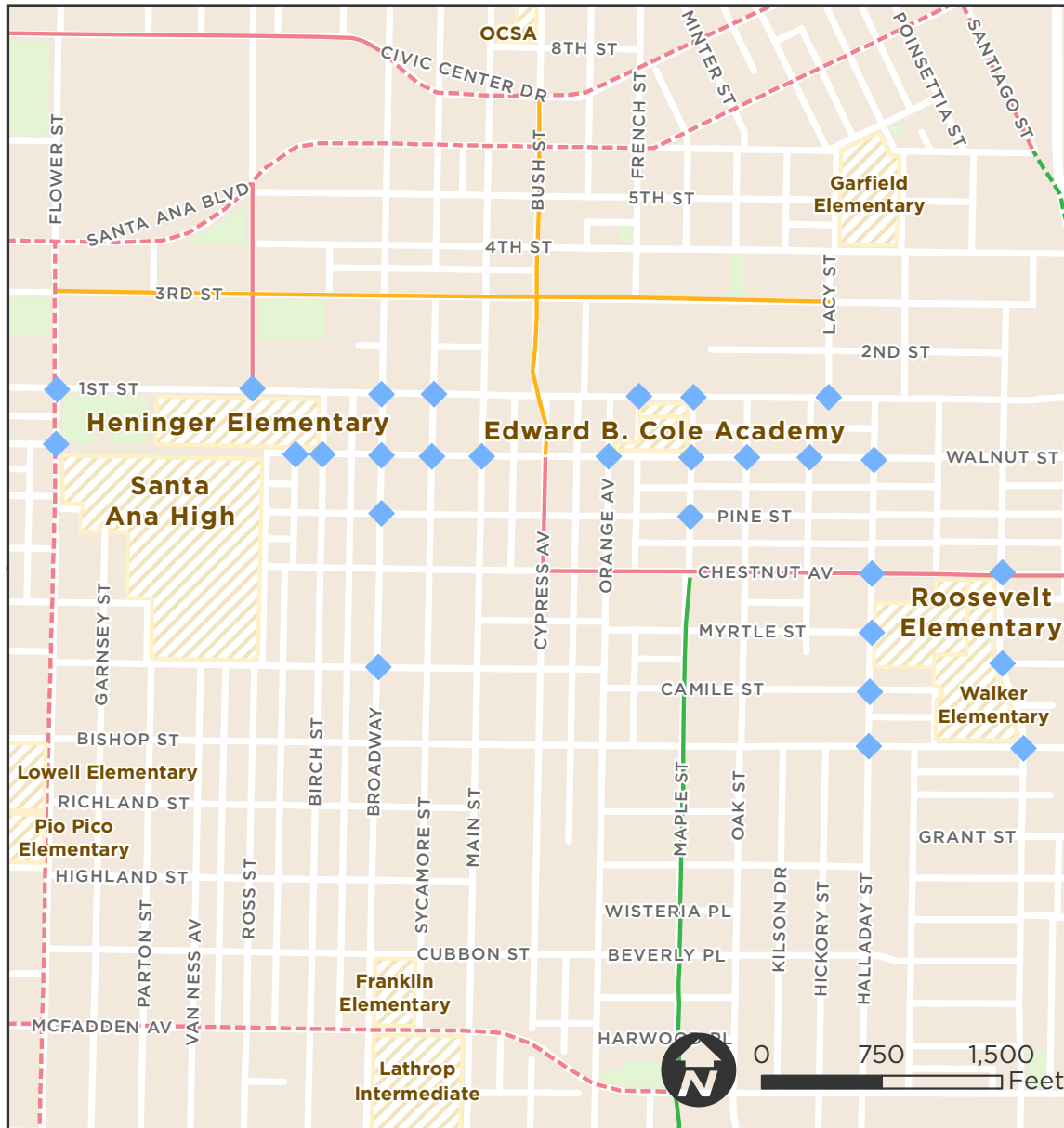
-  Spot or Intersection Improvement
-  New/Improved Sidewalk
-  Traffic Calming
-  School
-  Proposed Bike Lane
-  Existing Bike Lane



Figure 6: Corridor Map: Santa Ana High-Heninger-Cole-Roosevelt

Estimated Cost: \$12,144,000



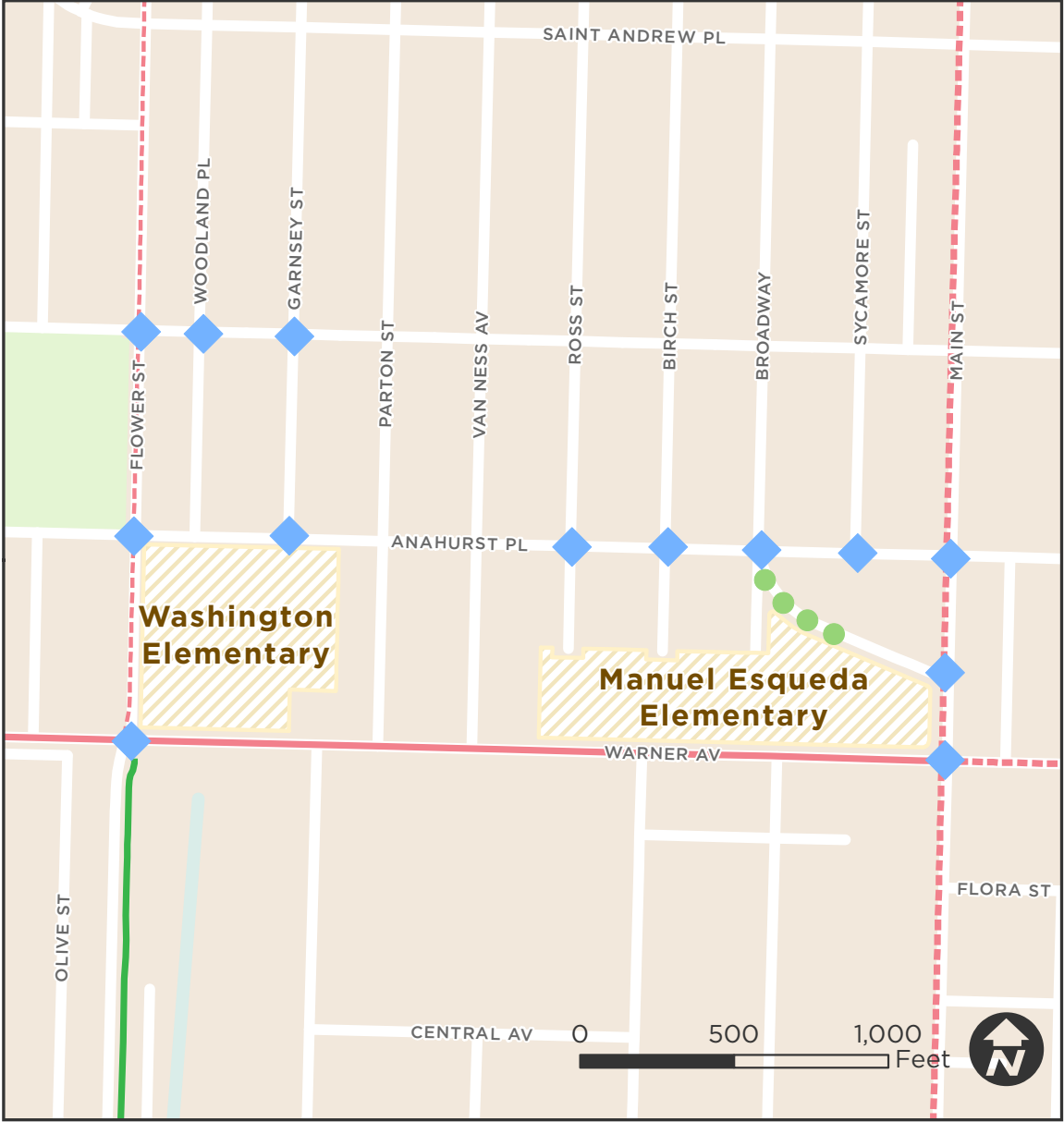
Project Locations

- ◆ Spot or Intersection Improvement
- School
- Proposed Shared-Use Path
- Proposed Bicycle Lane
- Existing Shared-Use Path
- Existing Bicycle Lane
- Existing Bicycle Route









Figure 7: Corridor Map: Washington-Esqueda

Estimated Cost: \$6,201,000



Project Locations

-  Spot or Intersection Improvement
-  Traffic Calming
-  School
-  Proposed Bike Lane
-  Existing Shared-Use Path
-  Existing Bike Lane



Advanced Learning Academy – Early College

Summary

- Audit Date: March 29, 2018
- Meet Time: 7:30 A.M.
- Address: 1325 E. 4th Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Kimberly Garcia
- Enrollment: 220
- Grades: 6th to 12th
- First Bell: 7:50 A.M.
- Mode Share*: 19% walk + 0.1% bike
- Parental Involvement: Medium

**Note: Reflects mode share for both ALA campuses.*

Attendees

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Alta Planning + Design

- Kevin Johnson
- Rodrigo García Reséndiz

Walk Audit Notes

Existing traffic conditions surrounding Advanced Learning Academy – Early College campus do not negatively impact students walking or biking to school. However, the school only has 220 students with plans to grow up to 600. This expansion will definitely create an impact on traffic conditions in the area.

School Layout

- Advanced Learning Academy – Early College is located nearby the intersection of 4th Street and Grand Avenue, two major arterials in Santa Ana. Grand Avenue is a two way six travel lane road with bike lanes on both sides. 4th Street is a two way left turn center lane road. The main school gate is located on 4th Street. However, the entrance to the student drop-off/pick-up area is located along McClay Street.
- There is a parking lot for school staff which can accommodate a couple of dozen cars.

Passenger Vehicle Circulation

- The school has a loading zone on the west side of McClay Street north of 4th Street. This area will need to be used in the future once the school student body increases.
- In the afternoon, some vehicles entering northbound McClay from 4th Street are turning left onto school parking lot to load students, and then exiting onto 4th Street; other vehicles are proceeding straight northbound on McClay to eventually make a three-point U-turn so that they can pull over to the west curb of McClay and load students.
- Buses are using the west side of McClay north of 4th Street as a loading zone. Large buses use northbound Linwood Ave to loop around and get onto southbound McClay St (NB Linwood/WB 6th/SB McClay).

Pedestrian Circulation

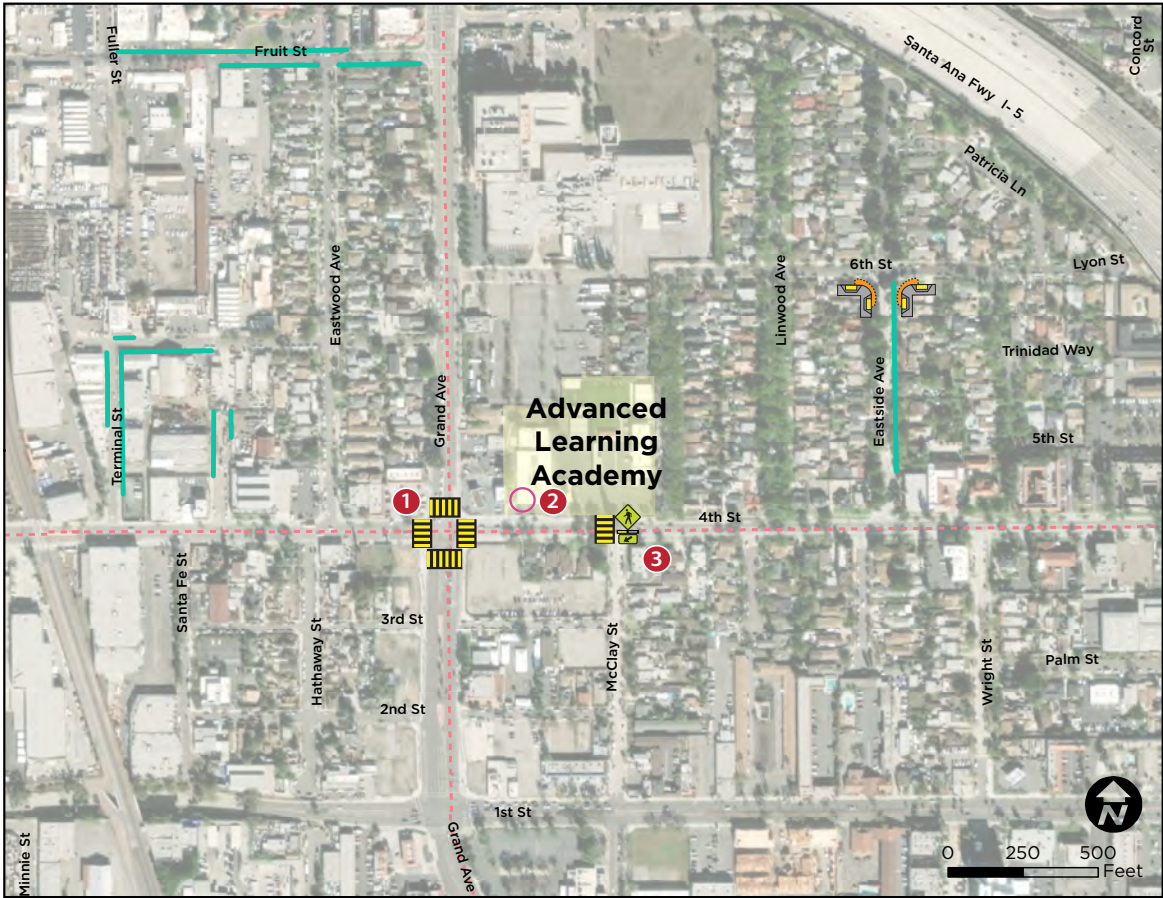
- 4th Street/Grand Avenue
 - The south leg of the intersection was widened a few years ago. The north leg of the intersection will be widened in the future once funds are available.
 - Overall, a moderate number of students use the crosswalks. Crossing on the south side is wide. Vehicular compliance is good.
- 4th Street/McClay Street
 - Some students cross 4th Street from the south side. Eastbound left turn on 4th Street at McClay Street operated well but had a max queue of 8 cars. They cleared quickly.

General Safety

- Some motorists turn into the parking lot through the driveway on 4th Street which is against the flow of traffic.
- Volunteer assists/directs motorists into the school parking lot for loading students. At times, a volunteer stops traffic on McClay to provide gaps for students crossing the street.

Recommended Safe Routes to School Improvements

Estimated Cost: \$322,725



Recommended Safe Routes to School Improvements

- 1 4th St / Grand Ave**
 - Install four high-visibility continental crosswalks.
 - Add advance stop bars.
- 2 4th St School Entrance**
 - Replace "Do Not Enter" sign.
- 3 4th St / McClay St**
 - Install one high-visibility continental crosswalk.
 - Install Rectangular Rapid Flashing Beacon.
- 4 6th St / Eastside Ave**
 - Install curb extensions on SW and SE corners of the intersection.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Bike Lane		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing School Access Point				Rectangular Rapid Flashing Beacon
					Sidewalk Construction
					Curb Extension

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Advanced Learning Academy – Elementary School

Summary

- Audit Date: March 29, 2018
- Meet Time: 2:00 P.M.
- Address: 335 E. Walnut Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Kimberly Garcia
- Enrollment: 150
- Grades: K-5
- First Bell: 7:50 A.M.
- Mode Share*: 19% walk + 0.1% bike
- Parental Involvement: Medium

**Note: Reflects mode share for both ALA campuses.*

Attendees

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

OCHCA

- Alyssa Murakami

Alta Planning + Design

- Kevin Johnson
- Rodrigo García Reséndiz

Walk Audit Notes

Advanced Learning Academy - Elementary School is adjacent to Edward B. Cole Academy. To avoid major traffic congestion at student drop-off/pick-up, both schools coordinated to stagger arrival and dismissal periods. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school grounds.

School Layout

- Advanced Learning Academy - Elementary School is located at the intersection of Maple Street and 1st Street. Maple Street is a two-way travel lane road with on-street parking on both sides. The main entrance is located on Maple Street. The student drop-off/pick-up areas are located along Maple Street.
- There is a school bus loading zone on the southernmost part of Maple Street.

Passenger Vehicle Circulation

- Parents line up on the south side of Edward B. Cole in the loading zone. The eastbound queue extends up to Oak Street. Westbound motorists can still drive by. Although there is double parking it works relatively well.
- There is school staff keeping the loading zone clear and encouraging parents to pull as far south as possible.
- A couple of cars backed up on Maple Street and blocked 1st Street for very short periods of time. Cars only back-up on 1st Street during pick-up period. There is no issue during the drop-off period.
- Principal Kimberly Garcia mentioned she will talk with EBC to replace the bus loading zone.

Pedestrian Circulation

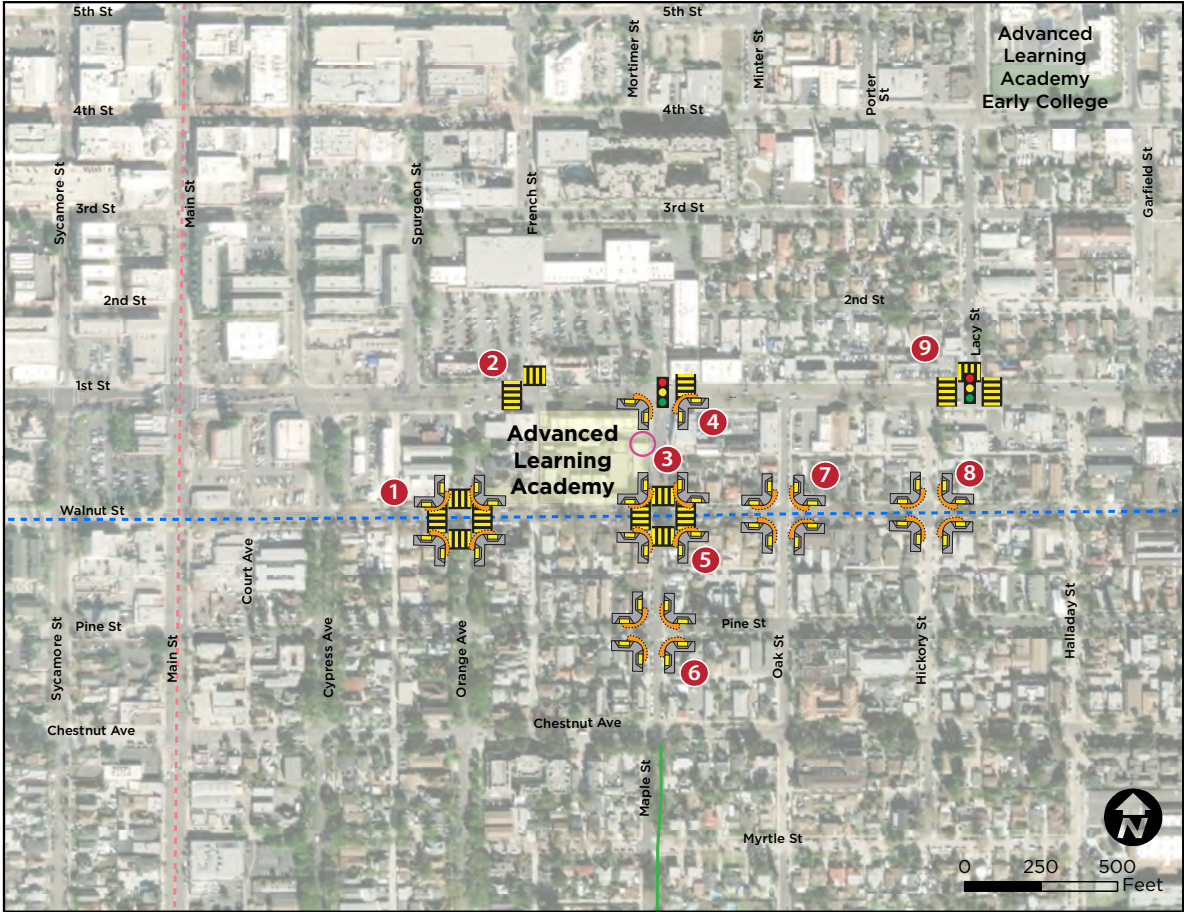
- There are high numbers of pedestrians crossing at the intersection of Walnut Street and Maple Street.
- There is no volunteer helping students crossing the street.

General Safety

- School staff park on the west side of Maple Street on Thursday due to street sweeping. This has no impact on the drop-off period.
- Students and parents cross at 1st Street and Maple Street.

Recommended Safe Routes to School Improvements

Estimated Cost: \$3,995,078



Recommended Safe Routes to School Improvements

- 1 Walnut St / Orange Ave**
 - Install four high-visibility continental crosswalks.
 - Install curb extensions on all corners of the intersection.
- 2 First St (Maple St to Orange Ave)**
 - Install two high-visibility continental crosswalks.
- 3 Maple Street School Entrance**
 - Fill in parkway with concrete for the loading zone.
- 4 First St / Maple St**
 - Install one high-visibility continental crosswalk.
 - Install full traffic signal.
 - Install curb extensions on south side of the intersection.
- 5 Walnut St / Maple St**
 - Install one high-visibility continental crosswalk.
 - Install curb extensions on all corners of the intersection.
- 6 Pine St / Maple Ave**
 - Install curb extensions on all corners of the intersection.
 - Narrow the east west legs.
- 7 Walnut St / Oak St**
 - Install curb extensions on all corners of the intersection.
- 8 Walnut St / Hickory St**
 - Install curb extensions on all corners of the intersection.
- 9 First St / Lacy St**
 - Install traffic signal with high visibility crosswalks.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Used Path	High-Visibility Continental Crosswalk	Traffic Signal
Existing School Access Point	Proposed Bike Lane	School Zone Signage	Curb Extension
	Proposed Bike Route		

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Gerald P. Carr Intermediate School

Summary

- Audit Date: March 6, 2018
- Meet Time: 7:30 A.M.
- Address: 2120 W. Edinger Avenue, Santa Ana, CA 92704
- Weather Conditions: Moderate
- Events/Unique Conditions: None
- Principal: Jose Luis Pedroza
- Enrollment: 1,430
- Grades: 6-8
- First Bell: 8:10 A.M.
- Mode Share: 55% walk + 2% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Carmen Carillo
- Jose Luis Pedroza
- Juana Garcia
- Leticia Avalos
- Martin de Santiago
- Norma Eutimio
- Rubina Reyes
- Silvia Torres de Barajas
- Yolando Ochoa

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

OCHCA

- Maria Minaglia
- Megan Beard

OCTA

- Paul Martin

Caltrans

- Marlo Regisford

Alta Planning + Design

- Lynnete Guzman
- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

School Layout

- Carr Intermediate School is located on Edinger Avenue, which has two travel lanes in each direction with a center turn lane. There are two school parking lot locations and a loading zone in front of the school (along Edinger Avenue).
- The area consists largely of multi-family homes, small commercial centers, and churches. Two other schools are located nearby: Valley High School and Harvey Elementary School.

Passenger Vehicle Circulation

- The loading zone is not large enough to accommodate the number of vehicles using it. Many vehicles stop at the bus zone to drop off students, and this results in traffic congestion. Some report that drivers will sometimes park their cars in the loading zone momentarily and exit their vehicles.
- The small commercial center adjacent to the school is a source of congestion. The principal has asked the owners to cone off the driveway.
- High school students from the neighboring school get dropped off at the school parking lot on Center Street.
- Vehicles make an illegal U-turn on Edinger Avenue and Center Street to pull into the loading zone. Many of these vehicles tend to run the red light while making the illegal U-turn.
- School buses use the parking lot on Center Street to drop off students. Many drivers transporting students use the same parking lot to drop off students, which causes crowding and safety issues.
- The principal wonders if it is possible to open the parking lot to the community at night, given the need for parking space in the nearby residential neighborhoods.
- Large trucks park overnight in the loading zone, and they seem to be causing dips in the roadway pavement, resulting in puddles of water.

Pedestrian Circulation

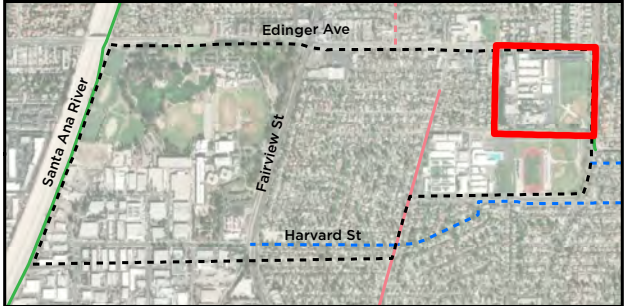
- School requires students to use a helmet if commuting on bicycle or skateboard. The principal was interested in learning more about the City's helmet distribution campaign and sponsored bike rodeos.
- Sidewalks in front of the school are in need of pavement improvements, due in part to uplifting from tree roots.
- OCTA bus stops lack shelters that protect from sun and inclement weather.
- A protected/separated bike lane will be installed soon along Edinger Avenue. Many students who bike to school currently use the sidewalk to ride.
- There is one crossing guard stationed at the intersection of Edinger Avenue and Center Street, near Diamond Elementary, and another crossing guard at the intersection of Edinger Avenue and Raitt Street.
- Carr Intermediate has organized a traffic volunteer program for students to help manage the peak drop-off period activity.
- Many parents participating in the audit inquired about having the Santa Ana Police Department train parent volunteers to be crossing guards.

General Safety

- Participating parents reported that many drivers speed excessively along Edinger Avenue.
- Participating parents recommended that a left turn signal be installed for vehicles turning onto Edinger Avenue from Center Street to control traffic congestion.
- There needs to be more signage and curb markings to clearly designate where the loading zone starts and ends. It is hard to tell.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,461,588



Recommended Safe Routes to School Improvements

- 1 Edinger Ave/ Sullivan St**
 - Install three high-visibility continental crosswalks.
- 2 Greenville St / St. Andrew Pl**
 - Install two high-visibility continental crosswalks.
- 3 Edinger Ave / Greenville St**
 - Install two high-visibility continental crosswalks.
- 4 Edinger Ave / Center St**
 - Install four high-visibility continental crosswalks.
 - Install protected left turn signal.
- 5 Edinger Ave / Center St**
 - Widen sidewalk in front of the school.
- 6 Edinger Ave / Raitt St**
 - Install four high-visibility continental crosswalks.
- 7 Raitt St / Occidental St**
 - Install three high-visibility continental crosswalks.
 - Install full traffic signal.
 - Construct curb ramps on all corners of the intersection.
- 8 Santa Ana Gardens Channel at St. Andrew Pl & St. Gertrude Pl**
 - Upgrade accessibility of existing bridges and the alleys at St. Andrew Pl.
- 9 Edinger Ave / Pacific Ave**
 - Install four high-visibility continental crosswalks.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Used Path	High-Visibility Continental Crosswalk	Sidewalk Construction
Existing Bike Lane	Proposed Bike Lane	Traffic Signal	Sidewalk Widening
Existing School Access Point	Proposed Bike Route	Protected Left Turn Signal	Curb Ramp
		Upgrade Accessibility	

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



George Washington Carver Elementary School

Summary

- Audit Date: October 22, 2019
- Meet Time: 7:15 A.M.
- Address: 1401 W. Santa Ana Boulevard, Santa Ana, CA 92703
- Weather Conditions: Sunny
- Events/Unique Conditions: Student loading area was changed due to construction at the time of the audit.
- Principal: Kimberly Ahvari
- Enrollment: 430 students
- Grades: Pre-K to 4th Grade
- First Bell: 8:00 A.M.(Day school)
- Mode Share: 43% walk + 0.2% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Aelaeia Martinez
- Ana Laura Villegas
- Arlene Vazquez
- Blanca Cantorau
- Blanca Ramirez

- Blanca Velzeues
- Caritina Munot
- Cecilia Alejandres
- Dolores Mendoza
- Emmi Perez
- Felicity Pallores
- Ignacio Alcuzo
- Juanita Campos
- Karina Garcia
- Kimberly Ahvari
- Laura Tapoya
- Lidia Mullan
- Luz Avila
- Magdalena F.
- Margarita Miguael
- Maria Escobar
- Maria Leicgocampo
- Maria Oyoquz
- Maria Sanchezz
- Nancy Perez
- Nenny Catalan
- Rogelia Velazquez
- Silvia Batres
- Valeria Montes
- Yaveh Pineda
- Yesica Mendoza

City of Santa Ana

- Zdenek Kekula

Santa Ana Unified School District

- Jeremy Cogan
- Julie Molloy

Fehr & Peers

- Jessica Johnson
- Matt Benjamin

Walk Audit Notes

George Washington Carver Elementary School is located in the Artesia Pilar Neighborhood and is bordered by 5th Street to the north, Bristol Street to the east, Santa Ana Boulevard to the south, and Pacifica Avenue to the west. Nearby landmarks include Reach Academy, New Covenant Church of Orange, and Heroes Elementary.

School Layout

- School access points are located on Santa Ana Boulevard and 5th Street.
- Student drop-off/pick-up primarily takes place along 5th Street.
- Visitor and staff parking area is accessed from Santa Ana Boulevard.
- At the time of the audit, eight new classrooms and offices were under construction (the project was completed in January 2020). After completion, the following updates are expected:
 - The school district plans to relocate students to the new building and begin updating the existing school campus.
 - Drop-off/pick-up will be relocated to the west of the current location along 5th Street (at the school's middle entrance).
 - Parents/guardians will no longer be permitted to walk on to campus during pick-up or drop-off.
 - Three separate gates (one for car riders, one for grade 1-5 pedestrians, and one for kindergarteners) will be used during arrival/dismissal.
- Crossing guards are located at the intersections of Santa Ana Boulevard and Pacific Avenue and Santa Ana Boulevard and 5th Street.

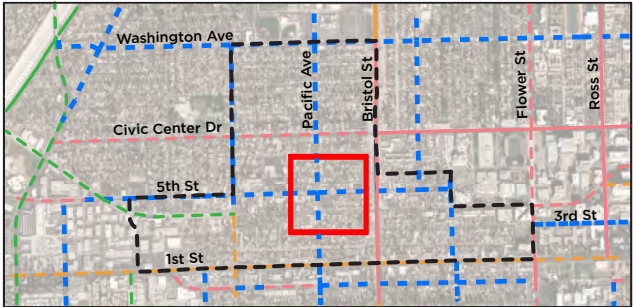
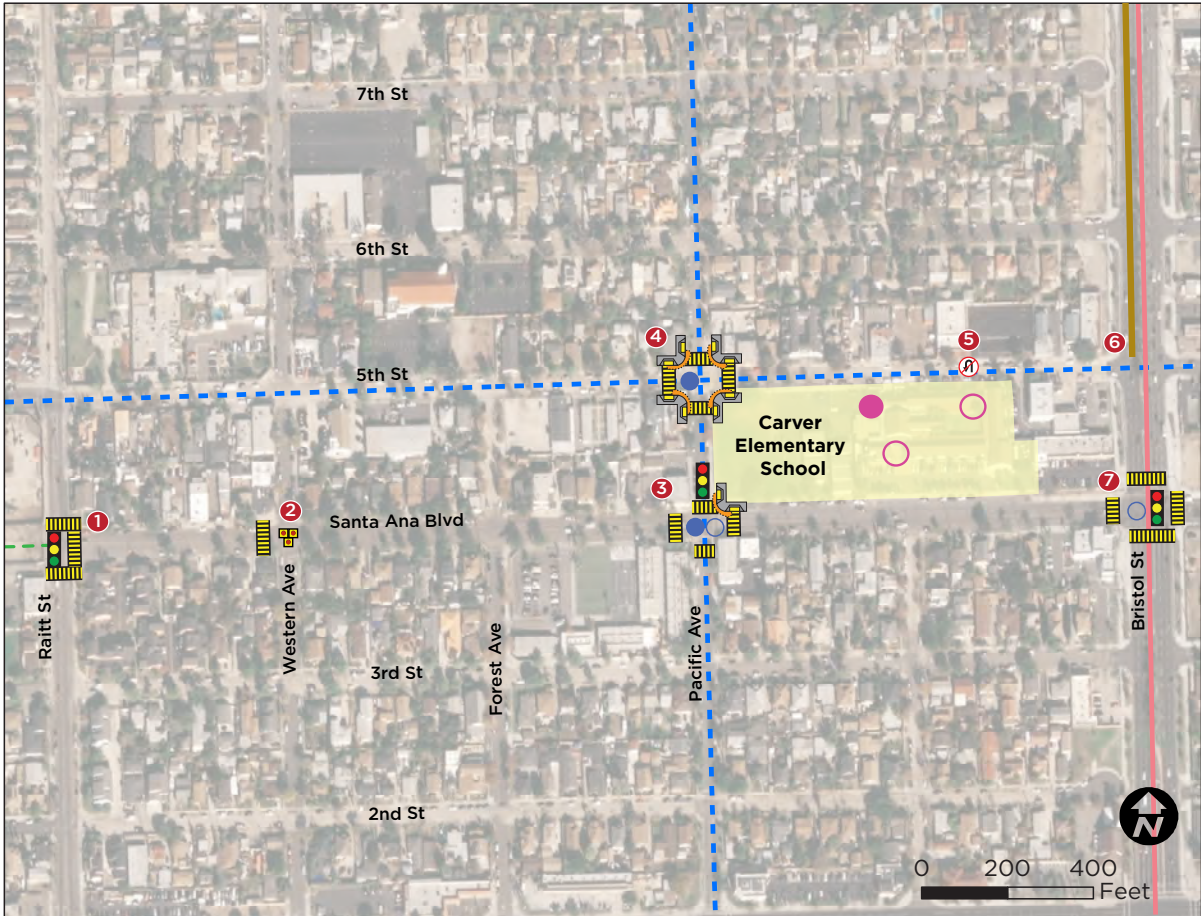
Passenger Vehicle Circulation

- Drivers were observed making U-turns immediately after drop-off.

- One crossing guard covers the eastern leg of the four-way stop intersection of Pacifica Avenue and 5th. School staff mentioned that there originally were two crossing guards at this intersection. Staff and parents expressed interest in again having two crossing guards at this intersection.
 - Drivers have been observed ignoring the crossing guards, especially at the intersection of Pacific Avenue and 5th Street.
- One crossing guard covers the eastern leg of the signalized intersection of Santa Ana Boulevard and Pacifica Avenue.
- Some parents expressed concern about mid-block crossings happening along Bristol Street near 5th Street.
- Congestion was observed along Bristol Street.
- Speeding was observed along Santa Ana Boulevard.
- Before construction, vehicles queuing for drop-off/pick-off would spill back and block the intersection of Pacifica Avenue and 5th Street.
- Parents expressed concerns about crossing at Bristol Street and Santa Ana Boulevard during the construction. Lane closures and construction set-up often limits pedestrian visibility. Drivers get confused by the frequent changes to traffic controls and fail to yield or proceed cautiously around pedestrians.
- School staff expressed interest in using an application to assist with arrival/dismissal that would notify the school staff when parents or adult guardians have arrived to pick up certain students.
- Parents expressed concerns about traffic failing to yield to pedestrians or adhere to stop signs at Santa Ana Boulevard & Raitt Street. The City plans to add a traffic signal at this intersection as a part of the streetcar implementation.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,557,197



Recommended Safe Routes to School Improvements

- 1 Santa Ana Blvd / Raitt St**
 - Add a new traffic signal.
 - Add high visibility crosswalk to each leg of the intersection.
- 2 Santa Ana Blvd / Western Ave**
 - Add a Pedestrian Hybrid Beacon.
 - Add high-visibility crosswalk to west leg of intersection.
- 3 Santa Ana Blvd / Pacific Ave**
 - Add another crossing guard at the intersection.
 - Review signal timing and consider adding time to the pedestrian crossing phase.
 - Add curb extension on the NE corner of the intersection.
 - Add high-visibility crosswalk to each leg of intersection.
- 4 Pacific Ave / 5th St**
 - Add curb extensions to each corner of the intersection.
 - Add high-visibility crosswalk to each leg of the intersection.
 - Add red curb striping to restrict vehicles from parking within 25 feet of the intersection (as necessary based on design of curb extensions).
- 5 5th St / School Drop-off Area**
 - Add signage to discourage U-Turns within the school loading zone.
- 6 Bristol St / 5th St**
 - Consider adding fencing or landscaping elements in the median to encourage pedestrians to cross at signalized intersections.
- 7 Bristol St / Santa Ana Blvd**
 - Add crossing guard at this intersection.
 - Add high-visibility crosswalk to each leg of intersection.
 - Review signal timing and consider adding time to the pedestrian crossing phase.

Existing Conditions

- Existing School Access Point
- Existing Crossing Guard Location
- Missing Sidewalk
- Bike Lane

Previously Planned Facilities

- Proposed Bike Lane
- Proposed Bike Route
- Proposed Separated Bikeway
- Proposed Shared-Use Path

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Signal Modification
- Pedestrian Hybrid Beacon
- Crossing Guard Location
- No U-Turn Sign
- Fencing/Landscaping
- Future School Access Point
- Curb Extension

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Century High School

Summary

- Audit Date: November 7, 2018
- Meet Time: 7:30 A.M.
- Address: 1401 S. Grand Avenue, Santa Ana, CA 92705
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Jonathan Swanson
- Enrollment: 1,883
- Grades: 9-12
- First Bell: 8:00 A.M.
- Mode Share: 43% walk + 0.5% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Adriana Villegas
- Alondra Padilla
- Brianna Gomez
- Cecilia Bautista
- Dennise Elias
- Elizabeth Molina
- Gloria Martinez
- Irma Ortiz
- Jonathan Swanson
- Kevin Flores
- Selena Marquez
- Sofia Gomez
- Sofia Hernandez
- Sulma Melgar
- Yadira Viveros

City of Santa Ana

- Cory Wilkerson
- Ruben Castañeda

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

Century High is near commercial activity on Edinger Avenue. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school grounds.

School Layout

- Century High is located on Grand Avenue between McFadden Avenue and Edinger Avenue. Grand Avenue is a seven-lane travel road with no parking available on either side of the street. The main entrance is located on Grand Avenue.
- The student drop-off/pick-up is located on Grand Avenue and on Lyon Street.

Passenger Vehicle Circulation

- Some parents drop off on Wilshire Avenue and students cross the street.
- Left-turn traffic backs up on Grand Avenue. Some parents drop students off while in the queue, leading to a lot of mid-block crossing/jaywalking.
- Right-turn out of the driveway near The Racing Guys has poor visibility due to overgrown plants and no stop controls.

Pedestrian Circulation

- Crossing in front of the school driveway doesn't work, students ignore signals.
- Most students come from north of McFadden Avenue.
- At Grand/McFadden, drivers often turn right on pedestrian walk signs when pedestrians are in the crosswalk. Upgrade crosswalks to high-visibility.
- Sidewalk repairs are needed on Lyon Street south of the school. No sidewalk on parts of Lyon Street means students walk in the street.
- The sidewalk on Edinger east of Grand (north side) needs repair.

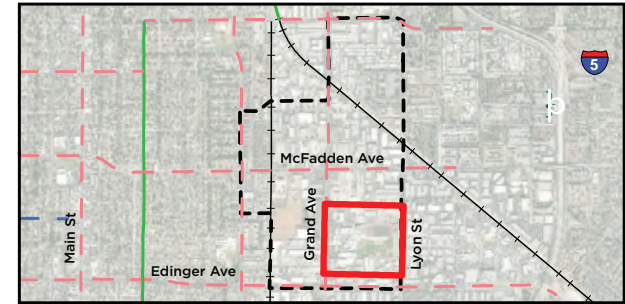
- High-visibility crosswalks are needed at Grand/Edinger and ramps need to be upgraded. There are also drainage issues at this intersection. The signal at this intersection "takes too long" according to students, so they cross illegally.
- Ramps and crosswalks need to be upgraded at Lyon/Edinger.
- The crossing situation at Lyon Street/Metrolink Railroad needs to be examined.

General Safety

- School zone signs are missing on Grand near Wilshire.
- Lighting is needed at the bike parking area.
- Grand Avenue and Lyon Street need more lighting.
- Bus stops need improvement.
- The bus shelter near Grand/Edinger (northeast corner) crowds the sidewalk.

Recommended Safe Routes to School Improvements

Estimated Cost: \$7,621,206



Recommended Safe Routes to School Improvements

- 1 McFadden Ave / Grand Ave**
• Install four high-visibility continental crosswalks.
- 2 Grand Ave (Dyer Rd to 21st St)**
• Add Class II buffered bike lanes in each direction.
- 3 Grand Ave (McFadden Ave to Edinger Ave)**
• Install either school zone signage or speed feedback sign along Grand Ave.
- 4 Grand Ave (School Parking Lot)**
• Install one high-visibility continental crosswalk.
• Fix pedestrian push button.
- 5 Lyon St (McFadden Ave to Edinger Ave)**
• Install lighting to enhance visibility along Lyon St.
- 6 Lyon St (McFadden Ave to St. Andrew Pl)**
• Add Class II buffered bike lanes in each direction.
- 7 Lyon St (School Parking Lot)**
• Install rectangular rapid flashing beacon to enhance crossing.
- 8 Edinger Ave (SR 55 to Santa Ana River)**
• Add Class II buffered bike lanes in each direction.
- 9 Grand Ave / Edinger Ave**
• Install four high-visibility continental crosswalks.
- 10 Lyon St / Edinger Ave**
• Install three high-visibility continental crosswalks.
- 11 McFadden Ave (Ritchey St to Harbor Blvd)**
• Add Class II buffered bike lanes in each direction.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Used Path	High-Visibility Continental Crosswalk	Leading Pedestrian Interval
Existing Bike Lane	Proposed Bike Lane	Rectangular Rapid Flashing Beacon	Driveway Redesign
Existing School Access Point	Proposed Bike Route	School Zone Signage	Sidewalk Construction
		Speed Feedback Sign	Sidewalk Widening
			Lighting Enhancements

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



César E. Chávez High School

Summary

- Audit Date: May 02, 2019
- Meet Time: 7:15 A.M.
- Address: 2128 Cypress Avenue, Santa Ana, CA 92707
- Weather Conditions: Cloudy
- Events/Unique Conditions: None
- Principal: Trucker Clark
- Enrollment: 320 day student, 110 night students
- Grades: 10-12, 16 years and older
- First Bell: 7:55 A.M.(Day school), 2:40 PM (Night School)
- Mode Share*: 80% walk, skateboard, or use public transit
- Parental Involvement: Low

**Note: School estimate. No travel tallies completed.*

Attendees

Staff

- Trucker Clark

SAUSD

- Silvia Topete

Fehr & Peers

- Jessica Johnson
- Matt Benjamin

Walk Audit Notes

César E. Chávez High School is located in the Dehli Neighborhood, bordered by St. Gertrude Place to the north, Cypress Avenue to the east, Main Street to the west, and Anahurst Place to the south. Nearby landmarks include Edison Elementary School, Esqueda Elementary School, and Santa Ana Armory.

School Layout

- School access points are located on Main Street, Anahurst Place, and Cypress Avenue.
- Staff parking is accessed from Anahurst Place.
- Student drop-off/pick-up primarily takes place along Anahurst Place and Cypress Avenue.
- A secondary visitor and staff parking area is accessed from Main Street.
- School district has considered plans to remodel the school that includes the following:
 - Removal of vehicular access to the school along Cypress Avenue.
 - Removal of vehicular access along Anahurst Place.
 - Relocation of primary access to the school along Main Street.
- A crossing guard staffs the intersection of Main Street and Warner Avenue.

Passenger Vehicle Circulation

- Speeding was observed along Main Street.
- Drivers primarily drop off students along Cypress Avenue.
- Some drivers were observed to drop off students on Cypress Avenue instead of utilizing the drop-off area in front of the school.
- While most parents were observed to drop off students on the street, some parents were observed to drop off students using the staff parking lot along Anahurst Place.

- Staff expressed concern regarding left-turns on and off of Main Street due to prior collisions and challenges at this location. Most of the previous collisions did not involve students, parents, or staff.
- Less than 10 students are registered to park vehicles on campus. Staff observed students without vehicles registered to the school park instead along Cypress Avenue.

Pedestrian Circulation

- Students primarily walk, skateboard, bike or use public transit to access the school.
- Pedestrians cross along Main Street, including at crosswalks at St. Gertrude Place and Warner Avenue, and mid-block.
- Staff estimated that approximately 50 students skateboard and approximately 10 students bike to the school.
- Students expressed concern for safety when crossing Main Street, often mid-block, to access the nearby 7-Eleven store.

General Safety

- Staff expressed concern regarding a large transient population that sometimes loiter around school property due to schools close proximity to the Santa Ana Armory and recycling center.

Recommended Safe Routes to School Improvements

Estimated Cost: \$284,369



Recommended Safe Routes to School Improvements

- 1 Main St / St. Gertrude Pl**
 - Install high-visibility crosswalks along all legs of the intersection.
- 2 Main St / Anahurst Pl**
 - Install high-visibility crosswalks and advance stop bars along all legs.
 - Install pedestrian hybrid beacon.
- 3 Main St / Warner Ave**
 - Install high-visibility crosswalks and advance stop bars along all legs.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing School Access Point		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Route		Pedestrian Hybrid Beacon
	Existing Shared-Use Path		Proposed Separated Bikeway		

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Edward B. Cole, Sr. Academy

Summary

- Audit Date: April 18, 2018
- Meet Time: 7:20 A.M.
- Address: 333 E. Walnut Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Kimberly Saguilan
- Enrollment: 393
- Grades: K-5
- First Bell: 7:50 A.M.
- Mode Share: Not Available
- Parental Involvement: Medium

Attendees

City of Santa Ana

- Cory Wilkerson

OCHCA

- Maria Minaglia

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

Edward B. Cole, Sr. Academy is adjacent to Advanced Learning Academy Elementary School. To avoid major traffic congestion at student drop-off/pick-up, both schools coordinate to stagger arrival and dismissal periods. After observing traffic patterns at student drop-off time, the Project Team joined Principal Saguilan and her team on a walking audit around the school.

School Layout

- Edward B. Cole, Sr. Academy is located on Walnut Street, a two way travel lane road with on-street parking on both sides. The main entrance is located on Walnut Street and there are two more gates, one on Maple Street and the other one located on the back alley. The student drop-off/pick-up area is located on Walnut Street.
- There is a parking lot which can accommodate two dozen vehicles. Parking lot is insufficient to accommodate all of the teacher's vehicles on street sweeping day (Thursday).

Passenger Vehicle Circulation

- In general, traffic circulation at the student drop-off area is smooth. Five minutes before the bell rings traffic worsens, but never enough to block the intersection of Walnut Street and Maple Street.
- Some drivers do not respect students walking and make sudden U-turns on Walnut Street.
- Sometimes drivers coming from 1st Street approach Walnut Street at high speeds.
- There is a lack of school zone signage on Walnut Street.
- A lane delineator was suggested at the intersection of Walnut Street and Maple Street to create more pedestrian and school zone visibility.

Pedestrian Circulation

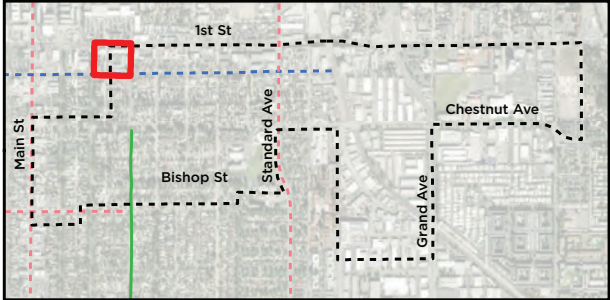
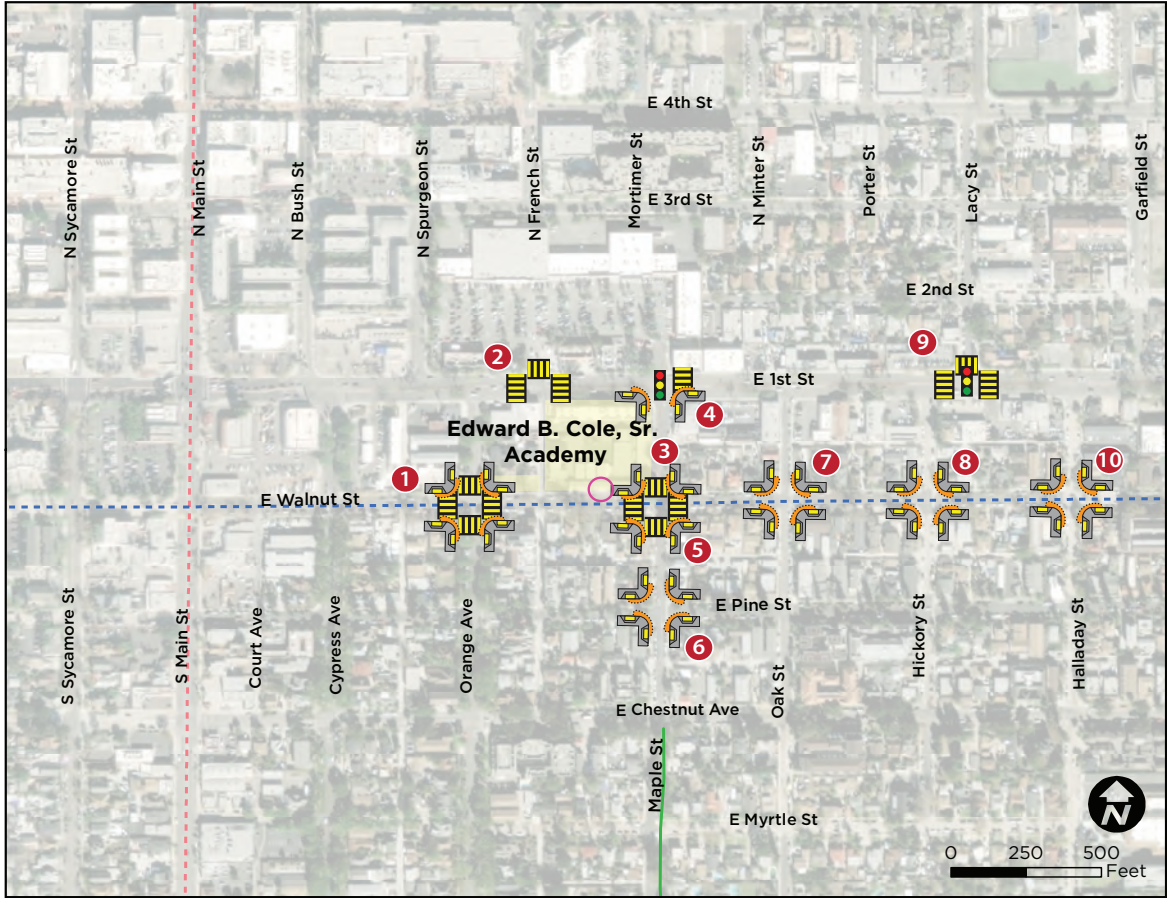
- There is no crossing guard at any of the intersections near the school. School administrators voiced this as a top concern and even suggested setting up a program to train parent volunteers to serve as crossing guards or to help guide traffic.
- During the walk audit, the team counted more than 60 students walking to school. Most students travel northbound from Maple Street.
- At pick-up time, there is a parent volunteer who helps students to cross the street and direct traffic. This parent has not received any type of training.
- The grassy area in front of the school gets muddy when it rains. Ideally, it could be replaced with gravel or pebbles.
- The gate at the main entrance opens to the street side and blocks the entire sidewalk. The removal of the grassy area will extend the sidewalk area, avoiding this conflict with the school gate.

General Safety

- The back alley is commonly populated by people experiencing homelessness, and drug use is a main concern reported by school administrators.
- The school looks actively for needles around campus in order to remove potential hazards to students.
- The back alley could use more light and at least one mirror to help drivers turning into the alley to avoid hitting pedestrians walking.
- Sometimes trash in the alley accumulates for two weeks. The school needs to follow up several times with the city to complete the clean up or removal of bulky items and trash.

Recommended Safe Routes to School Improvements

Estimated Cost: \$4,516,351



Recommended Safe Routes to School Improvements

- 1 Walnut St / Orange Ave**
 - Install four high-visibility continental crosswalks.
 - Install curb extensions on all corners of the intersection.
- 2 First St (Maple St to Orange Ave)**
 - Install three high-visibility continental crosswalks.
- 3 Maple Street School Entrance**
 - Fill in parkway with concrete for the loading zone.
- 4 First St / Maple St**
 - Install one high-visibility continental crosswalk.
 - Install full traffic signal.
 - Install curb extensions on the south side of the intersection.
- 5 Walnut St / Maple St**
 - Install four high-visibility continental crosswalks.
 - Install curb extensions on all corners of the intersection.
- 6 Pine St / Maple Ave**
 - Install curb extensions on all corners of the intersection.
- 7 Walnut St / Oak St**
 - Install curb extensions on all corners of the intersection.
- 8 Walnut St / Hickory St**
 - Install curb extensions on all corners of the intersection.
- 9 First St / Lacy St**
 - Install traffic signal with high visibility crosswalks.
- 10 Walnut St / Halladay St**
 - Install curb extensions on all corners of the intersection.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements
Existing Shared-Use Path	Proposed Shared-Used Path	High-Visibility Continental Crosswalk
Existing School Access Point	Proposed Bike Lane	Traffic Signal
	Proposed Bike Route	Curb Extension

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Davis Elementary School

Summary

- Audit Date: October 3, 2018
- Meet Time: 7:30 A.M.
- Address: 1405 French Street, Santa Ana, CA 92701
- Weather Conditions: Overcast
- Events/Unique Conditions: None
- Principal: Robert Anguiano
- Enrollment: 682
- Grades: K-5
- First Bell: 7:55 A.M.
- Mode Share: 70% walk + 0.2% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Agustina Anguiano
- Carmen Garcia
- Clementine Molina
- Deysi Otero
- Dora Burnett
- Isabel Sanchez
- Judith Salgado
- Liliana Flores
- Lorena Arevalo
- Lorena Gonzalez
- Maria Victoria Jimenez
- Marlene Hernandez
- Norma Garcia
- Reynaldo De Jesus
- Robert Anguiano
- Rosa Granades
- Sandra Yaghoubi
- Uziel Gil
- Veronica Orozco
- Yesenia Lina

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Davis Elementary is located near Orange County Health Care Agency and commercial activity along Main Street. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Davis Elementary is located at the intersection of French Street and E 14th Street. French Street and 14th Street are two-lane travel roads with available on-street parking on both sides. The school's main entrance is located on French Street.
- Student drop-off /pick-up is located on E 14th Street.

Passenger Vehicle Circulation

- A nearby resident installed tire planters with banana trees at E 15th Street and Penn Way to prevent trucks and SUVs from accessing Penn Way at the dead end. Formal fence or barrier treatment is recommended.
- Residential parking on the south side of E 14th Street is heavily used.
- Vehicles speed along French Street, ignoring stop signs. Drivers use French Street to access the highway.

Pedestrian Circulation

- The parkway on the northside of E 15th Street near French Street gets muddy during fall/winter and the sidewalk is too narrow to meet demand.
- The sidewalk on the northside of E 14th Street, east of French Street, is very narrow. There is some room on the school property to widen, but it would not be eligible under the current grant. Widening would also require relocating an exit with a small stair platform.
- There is sidewalk missing on the east side of Poinsettia Street, south of E 14th Street, and west side of the street. Need to confirm extent of public right-of-way.

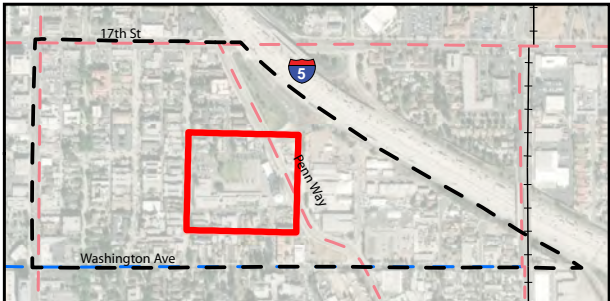
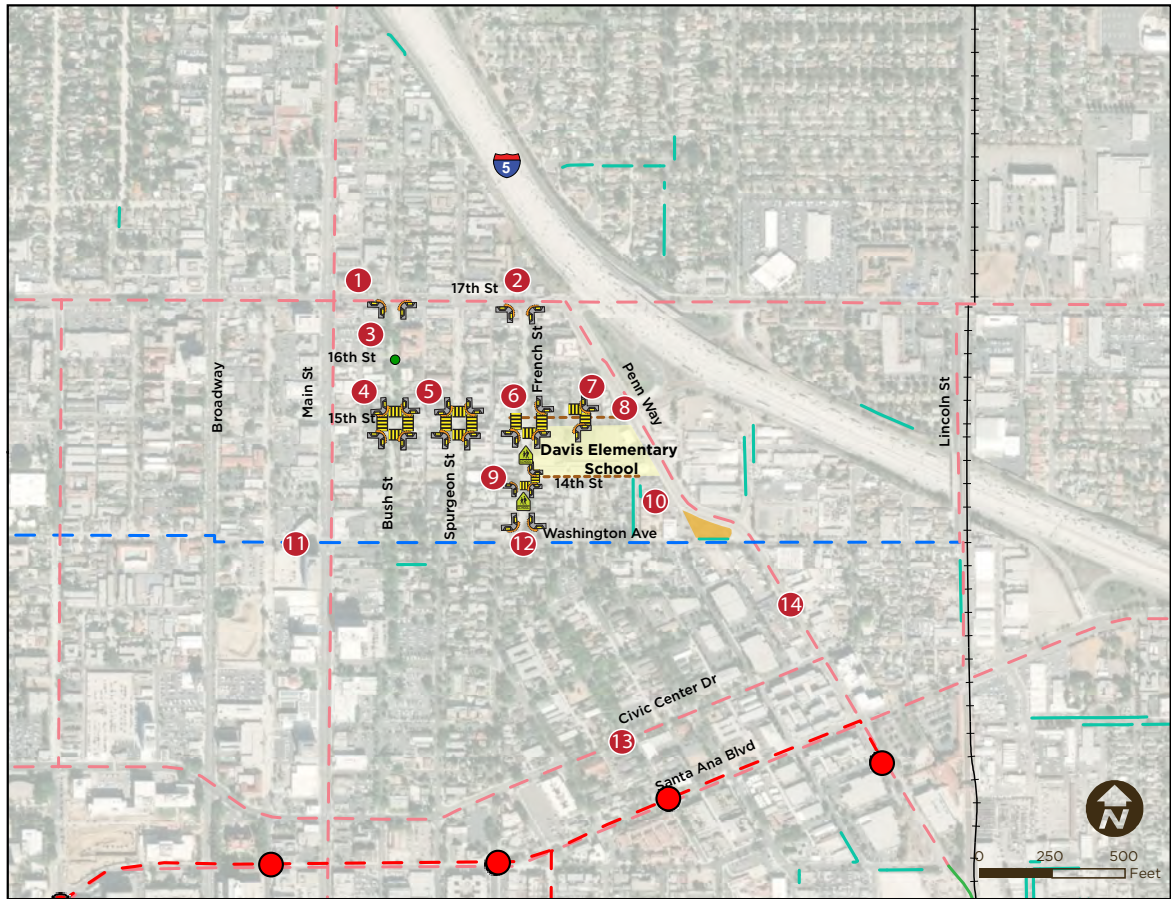
- At 14th Street/Poinsettia Street, the non-red-curb area is being used for parking despite the striping. This may need to be removed and included in the curb extension to improve visibility at the adjacent school entrance.
- Pedestrian near-miss collisions occur at French Street/15th Street because drivers fail to yield to pedestrians.
- Drivers don't always yield to pedestrians at French Street/15th Street.
- Sidewalk could be wider along 15th Street. Two strollers or stroller and person have a hard time walking on sidewalk at the same time

General Safety

- Parents and staff say that people experiencing homelessness access the neighborhood from E 15th Street/Penn Way.
- The street lamp on E 14th Street/Poinsettia Street is rated "10." It should be checked with Edison to see if a brighter lamp can be added.
- There is a utility pole at 14th Street/Poinsettia Street that doesn't have a lamp. Adding one here could help with night time safety concerns.
- The south side of 14th Street is a heavy crime area. Gangs battle for the street. The water tower on Penn Way is dark and host to lots of crime and gang activity.
- Students can't go to nearby Logan Park because of the gang activity.

Recommended Safe Routes to School Improvements

Estimated Cost: \$4,886,926



Recommended Safe Routes to School Improvements

- 1 17th St / Bush St**
•Construct curb extensions on SE and SW corners of the intersection.
- 2 17th St / French St**
•Construct curb extensions on SE and SW corners of the intersection.
- 3 16th St / Bush St**
•Install a traffic circle.
- 4 Bush St / 15th St**
•Install four high-visibility continental crosswalks.
•Construct curb extensions on all four corners of the intersection.
- 5 Spurgeon St / 15th St**
•Install four high-visibility continental crosswalks.
•Construct curb extensions on all four corners of the intersection.
- 6 French St / 15th St**
•Install three high-visibility continental crosswalks.
•Construct curb extensions on the SW, SE, and NE corners of the intersection.
- 7 Dresser St / 15th St**
•Install two high-visibility continental crosswalks.
•Construct curb extensions on NE and SE corners of the intersection.
- 8 15th St / Penn Way**
•Add a pedestrian connection between 15th St and Penn Way.
- 9 French St / 14th St**
•Install two high-visibility continental crosswalks.
•Construct curb extensions on SW, NE, and SE corners of the intersection.
- 10 Poinsettia St**
•Install missing sidewalk.
- 11 Washington St (Lincoln St to Cascade St)**
•Add Class III bike routes in each direction.
- 12 French St / Washington St**
•Construct curb extensions on NE and NW corners of the intersection.
- 13 Civic Center Dr (Santiago St to Fairview St)**
•Add Class III bike routes in each direction.
- 14 Penn Way (17th St to 6th St)**
•Add Class II buffered bike lanes in each direction.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk	Proposed Bike Route	Sidewalk Construction	Pedestrian Path
Existing Bike Lane	Proposed OC Streetcar	School Zone Signage	Proposed OC Streetcar Stop	Sidewalk Widening	Park
Existing School Access Point		Curb Extension		Neighborhood Traffic Circle	

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Diamond Elementary School

Summary

- Audit Date: October 10, 2018
- Meet Time: 9:00 A.M.
- Address: 1450 S. Center Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Denise Calvert-Bertrand
- Enrollment: 521
- Grades: K-5
- First Bell: 7:40 A.M.
- Mode Share: 55% walk + 0% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Amelia Ortega
- Guadalupe Lopez
- Karen Orantes
- Leticia Velasquez
- Lupe Torres
- Maria Jimenez
- Maria Sanchez
- Nadia Cedillo
- Nancy Saldaña
- Norma Rodriguez
- Pedro Suarez
- Rosalba Perez
- Rosa M
- Sonia Audelo
- Sonia Cano
- Veronica Castemeda
- Xochitl Ganbay
- Yasmin Lopez

Alta Planning + Design

- Juan Ashton
- Ryan Johnson

Walk Audit Notes

Diamond Elementary is adjacent to Sunflower Preschool and Carr Intermediate School. After participating in the 2018 Walk to School Day event, the Project Team conducted a walking audit around the school.

School Layout

- Diamond Elementary is located at the intersection of Center Street and Edinger Avenue. Center Street is a two-lane travel road with available on-street parking on one side of the street. The main entrance is located on Center Street. The student drop-off/pick-up is located on Center Street.

Passenger Vehicle Circulation

- Bumps located on Borchard Avenue near Center Street are ineffective. Vehicles are turning fast on this intersection and therefore tighter curbs are recommended.
- There is Fast traffic on Elder Avenue (both east and west of Center Street).
- The alley east of Townsend Street gets a lot of use. Possible shared street.
- There have been many complaints towards the signal light on the intersection of Edinger Avenue and Center Street.
- There are non-ADA driveways along Edinger Avenue.
- We recommend tightened corners and striped crosswalks on the intersection of Edinger Avenue and Townsend Street due to vehicles turning often because U-turns are prohibited on Edinger Avenue.
- Vehicles drive fast on Townsend Street.

Pedestrian & Bicycle Circulation

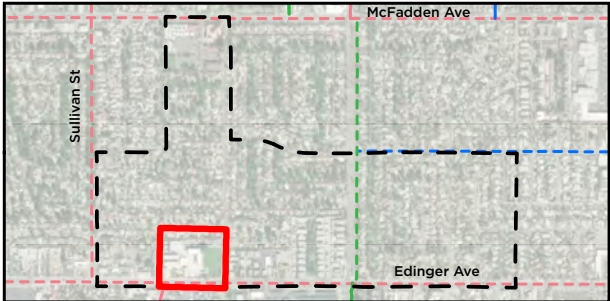
- A crossing guard is located on Center Street and Borchard Avenue, across the street from the main entrance. A second crossing guard is located on the intersection of Center Street and Edinger Avenue.
- Diamond Elementary and nearby Sunflower Preschool and Carr Intermediate School have staggered bell schedules in an attempt to reduce congestion.
- Future bike lanes will be located on Edinger Avenue.
- There is a lot of graffiti on the sidewalk along Edinger Avenue.

General Safety

- The road floods on Center Street near the school entrance.
- There are sight issues with the parking lot fence near Center Street.
- There are dirt patches located near the intersection of Center Street and Edinger Avenue.
- It is unclear if the school can open the old gate on Edinger Avenue.
- A stop bar is needed near the intersection of Center Street and Edinger Avenue.
- A tree found near Townsend Street is causing uplift to the sidewalk.
- There is standing water in the gutter on the north side of Edinger Avenue.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,975,470



Recommended Safe Routes to School Improvements

- 1 Elder Ave (between Sullivan St and Center St)**
• Install speed cushions throughout Elder Avenue.
- 2 Borchard Ave / Center St**
• Construct curb extensions on NW and SW corners of the intersection.
- 3 Center St / Borchard Ave**
• Install one high-visibility crosswalk.
• Construct curb extensions on NE and SE corners of the intersection.
- 4 Elder Ave (between Center St and Raitt St)**
• Install speed cushions throughout Elder Avenue.
- 5 Elder Ave / Raitt St**
• Construct curb extensions on NW and SW corners of the intersection.
- 6 Townshed St / Edinger Ave**
• Install one high-visibility continental crosswalk.
• Construct curb extensions on NW and NE corners of the intersection.
• Enhance lighting throughout Townshed St.
- 7 Alleyway from Edinger Ave to Raitt St**
• Reconfigure to add Shared-Use Pathway.
- 8 Edinger Ave / Greenville St**
• Install two high-visibility continental crosswalks.
- 9 Edinger Ave / Center St**
• Install four high-visibility continental crosswalks.
• Update existing signal.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Use Path	High-Visibility Continental Crosswalk	Speed Cushions
Existing Bike Lane	Proposed Bike Lane	Curb Extension	Lighting Enhancements
Existing Crossing Guard Location	Proposed Bike Route	Traffic Signal	Sidewalk Construction
Existing School Access Point			

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Edison Elementary School

Summary

- Audit Date: May 1, 2018
- Meet Time: 7:30 A.M.
- Address: 2063 S. Orange Avenue, Santa Ana, 92707
- Weather Conditions: Cloudy
- Events/Unique Conditions: None
- Principal: Gina Zyburt
- Enrollment: 550
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 38% walk + 0.1% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Aida Alcalá
- Amy Eckert
- Ana Dascanio
- Blanca Salazar
- Catalina Herrera
- Daniel Perez
- Gina Zyburt
- Ignacio Montiel
- Maria Avellaneda
- Maria Mejia
- Maria Mercado
- Moni Pliego
- Sharon Larson
- Trinidad Toledano

City of Santa Ana

- Cory Wilkerson
- Maira Jamil
- Margarita Macedonio
- Zdenek Kekula

OC Health Care Agency

- Maria Minaglia

Delhi Center

- Mayra Torres

Fehr & Peers

- Bryan Esparza
- Jessica D. Johnson

Walk Audit Notes

School Layout

- Edison Elementary opens its doors around 7:20 am. The school allows third, fourth, and fifth graders to walk home alone, but requires parental signed permission.

Passenger Vehicle Circulation

- The intersection of St. Gertrude Place/Orange Avenue is a major intersection of interest. There are a high percentage of students and parents traveling through this intersection to school. It is close to a loading zone on Orange Avenue that is nearby to the school. In addition, there is a mixture of parked cars related to the residential area.
 - Principal Zyburt noted that this intersection has been the location of many crashes and near-misses.
- Vehicular and pedestrian traffic peaked in the morning between 7:45 am and 8:10 am.
- St. Andrew Place is wider and provides access to major roadways (Main Street and Standard Avenue). The only stop sign along St. Andrew is at the corner of Orange Avenue/St. Andrew Place.
- Residents park their cars along St. Gertrude Place, Orange Avenue, and Maple Street blocking access to school.
- Along St. Gertrude Place, there is a loading zone for kindergarten students in the afternoon only. At dismissal, students have to walk through parked cars to reach their parent's vehicle.
- Buses load on Maple Street. Currently, the sidewalk is not marked/painted to denote a bus loading zone, and vehicles park and block zone access.
- Along Orange Avenue:
 - Some parents drop students off on the opposite side of the road, which means students have to cross traffic to get to school.
 - Parents leave cars unattended in the loading zone, causing the loading zone to back up along Orange Avenue onto St. Gertrude Place, and sometimes onto Maple Street.

- Drivers tend to speed along St. Gertrude Place, Orange Avenue, and St. Andrew Place and do not always obey traffic signs.
- There have been issues with tension between parents, residents of the neighborhood, and school staff during arrival/dismissal. Cars parked along St. Gertrude block vision for those turning off of Maple Street. It causes drivers to pull out further into the intersection to be able to see before turning. Students have been hit at this intersection.
- Speed limit reminder signs are missing closer to the school.
- Drivers have been noticed not stopping for buses, even when buses are properly stopped with their flashing stop sign engaged.

Pedestrian Circulation

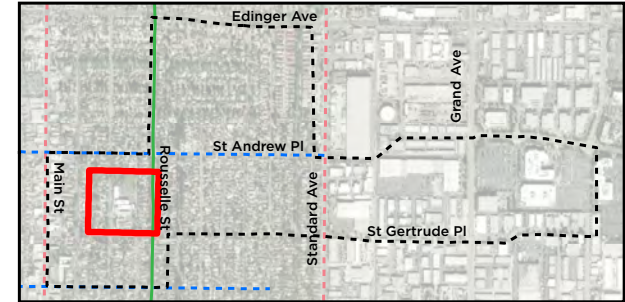
- There is no four way stop at Rousselle Street and St. Andrew Place located near the bike trail. This is a concern for staff and parents because a driver may not yield for pedestrians.
- A lot of crosswalks and ramps are not ADA compliant.
- Students cross in the middle of intersections.
- Edinger Avenue/Orange Avenue has a decent number of students crossing there.

General Safety

- In addition to broken sidewalks, parents and staff noted criminal and other gang related activity along the bike trail where some students travel alone.
- The school uses an "airport style drop-off"; parents have to loop around again if students are not outside within a certain time limit.
- Parents have recommended an increase in school police presence, possibly 2-3 times a week. Police currently come out once or twice a year.
- Parents have recommended a crossing guard program to calm and direct traffic.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,444,977



Recommended Safe Routes to School Improvements

- 1 St. Andrew Pl / Orange Ave**
 - Install high-visibility crosswalks on all approaches.
 - Install curb extensions on all corners of the intersection.
- 2 St. Andrew Pl between Orange Ave and Maple St**
 - Install traffic calming measures to reduce speeding.
- 3 St. Andrew Pl / Maple St**
 - Install curb extensions on NW and NE corners.
- 4 Orange Ave between St. Andrew Pl and St. Gertrude Pl**
 - Extend loading zone along Orange Avenue to alleviate congestion during arrival and dismissal.
 - Fill in dirt parkway with concrete along loading zone.
- 5 St. Gertrude Pl / Orange Ave**
 - Install high-visibility crosswalks and advance stop bars on all approaches.
 - Install curb extensions on all corners of the intersection.
- 6 St. Gertrude Pl / Maple St**
 - Install curb extensions on NW and SW corners.
- 7 Bike Path along Rouselle St**
 - Add lighting at intersections and retro-reflective paint to improve visibility of bollards.
 - Install RRFB on bike trail crossings at Occidental St, St. Andrew Pl, St. Gertrude Pl, & Anhurst Pl.

Existing Conditions

- Existing Shared-Use Path
- Existing School Access Point

Previously Planned Facilities

- Proposed Bike Lane
- Proposed Bike Route

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Traffic Signal
- Rectangular Rapid Flashing Beacon
- Curb Extension
- Sidewalk Construction
- Traffic Calming Measures

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Manuel Esqueda Elementary School

Summary

- Audit Date: September 19, 2018
- Meet Time: 12:30 P.M.
- Address: 2240 S. Main Street, Santa Ana 92707
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Kevin Tonai
- Enrollment: 1,180
- Grades: K-8
- First Bell: 7:45 A.M.
- Mode Share: 33% walk + 0.5% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Elizabeth Van Immelen
- Kevin Tonai
- Victor Chavez

Community Liaison

- Patricia Mendez

Alta Planning + Design

- Rodrigo García Reséndiz

Walk Audit Notes

Manuel Esqueda Elementary School is located near Memorial Park and James Monroe Elementary School. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school.

School Layout

- Manuel Esqueda Elementary School is located at the intersection of Main Street and Warner Avenue. Main Street is a multi-lane road with no street parking on both sides. The main entrance is located on Warner Avenue. Warner Avenue is a multi-lane road with no street parking on both sides. The student drop-off/pick-up area is located along Warner Avenue.
- Staff parking is located on Broadway Place.
- There is a private path near the intersection of Main Street and Warner Avenue.
- Dismissal times on Wednesday are very busy.

Passenger Vehicle Circulation

- On the intersection of Main Street and Broadway Place, cars make illegal U-turns.
- There are conflicts between cars making U-turns and turning right as well as going straight near the intersection of Warner Avenue and Cypress Avenue.
- The parking lot flow has been changed (drivers coming in from Warner have to go right). This change has been efficient.
- The drop-off area at Warner Avenue is perceived as unsafe.

Pedestrian Circulation

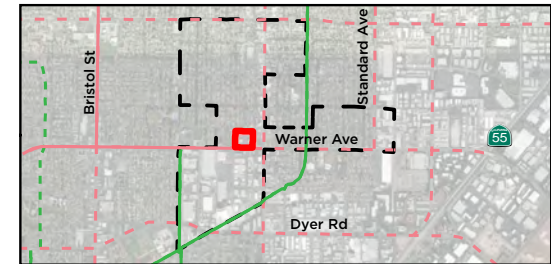
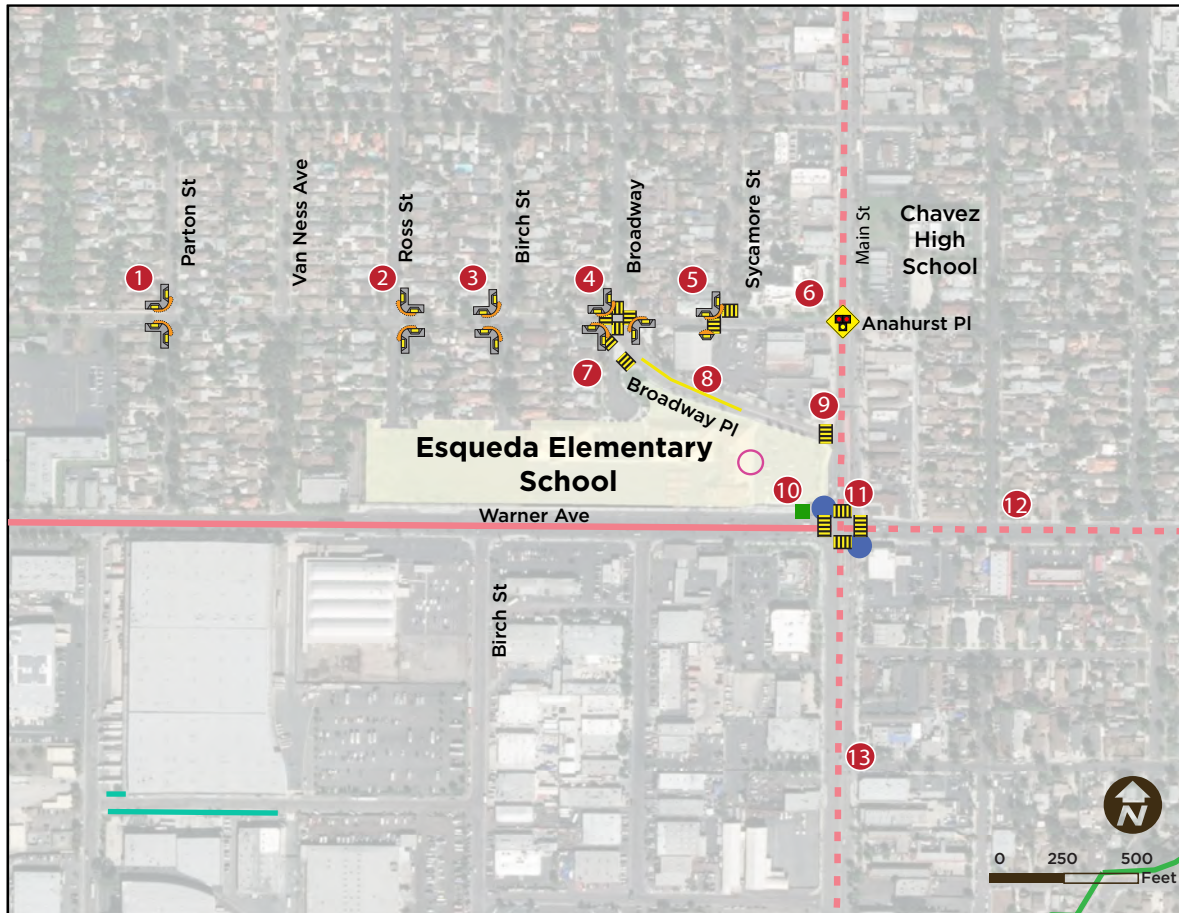
- There is a need for high-visibility on the corner of Warner Avenue and Main Street and Main Street and Broadway Place.
- There are crossing guards located on Warner Avenue and Main Street: One located northwest and the second crossing guard located southeast.
- There is no crossing guard on Broadway Place.
- There are buffered bike lanes located on Warner Avenue near the elementary school.
- There are no conflict zone markings on the Warner bike lane. There are right and left turn markings.

General Safety

- Speeding occurs on Main Street.

Recommended Safe Routes to School Improvements

Estimated Cost: \$4,878,913



Recommended Safe Routes to School Improvements

- 1 Anahurst Pl / Parton St**
•Construct curb extensions on NW and SW corners of the intersection.
- 2 Anahurst Pl / Ross St**
•Construct curb extensions on NE and SE corners of the intersection.
- 3 Anahurst Pl / Birch St**
•Construct curb extensions on NW and SW corners of the intersection.
- 4 Anahurst Pl / Broadway / Broadway Pl**
•Install four high-visibility continental crosswalks.
•Construct curb extensions on NW, SW, and SE corners of the intersection.
- 5 Anahurst Pl / Sycamore St**
•Install two high-visibility continental crosswalks.
•Construct curb extensions on NW and SW corners of the intersection.
- 6 Anahurst Pl / Main St**
•Install pedestrian hybrid beacon.
- 7 Broadway / Broadway Pl**
•Install two high-visibility continental crosswalks.
- 8 Broadway Pl**
•Construct raised median.
- 9 Main St / Broadway Pl**
•Install one high-visibility continental crosswalk.
- 10 Warner Ave / Main St**
•Add green bike lane conflict paint at school driveway and stripe dashed white lines at bus stop and driveway.
- 11 Main St / Warner Ave**
•Install four high-visibility continental crosswalks.
- 12 Warner Ave (Main St to Wright St)**
•Reconfigure to add Class II bike lanes.
- 13 Main St (La Veta Ave to Sunflower Ave)**
•Reconfigure to add Class II bike lanes.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Pedestrian Hybrid Beacon
	Existing Crossing Guard Location				Curb Extension
	Existing School Access Point				Raised Median
					Sidewalk Construction
					Green Conflict Zone Bike Lane Striping

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Fairhaven Elementary School

Summary

- Audit Date: October 23, 2018
- Meet Time: 7:30 A.M.
- Address: 1415 Fairhaven Avenue, Santa Ana, CA 92705
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Karen Sandors
- Enrollment: 584
- Grades: K-6
- First Bell: 8:00 A.M.
- Mode Share: 17% walk + 0% bike
- Parental Involvement: Low

Attendees

Parents and Staff

- Alicia Torrence
- Ana Cano
- Cassandra Piceno
- Karen Sandors
- Nicole Fitch
- Robin Bleisweiss

OUSD SCS

- Ed Howard

English Learner Advisory Committee (ELAC)

- Dalineth Gonzalez

Santa Ana Neighborhood Initiatives

- Scott Kutner

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Fairhaven Elementary is located near Hart Park, Fairhaven Memorial Park, and a commercial center. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school grounds.

School Layout

- Fairhaven Elementary is located on Fairhaven Avenue between Grand Avenue and Linwood Street. Fairhaven Avenue is a five-lane road with no parking available on either side of the street. The school's main and only entrance is located on Fairhaven Avenue.
- The student drop-off/pick-up is located on Fairhaven Avenue. There is striped circulation in the front parking lot.
- Buses have a specified drop-off/pick-up driveway.

Passenger Vehicle Circulation

- A small eastern lot is used for some staff parking and school bus pick-up/drop-off.
- A larger lot is used for parent pick-up/drop-off. There is a large left-turn queue during the drop-off period, and sometimes a right-turn queue.
- Vehicles don't always pull to the front of the pick-up/drop-off area, which leads to queuing back onto Fairhaven Avenue. This is unnecessary because there is a lot of space for pick-up and drop-off.
- The staff parking lot is on the western edge of school property (though some staff park in the pick-up/drop-off lot).
- On Fairhaven Avenue/Tustin there are no "keep clear" markings for drivers to get out of apartment buildings.

Pedestrian Circulation

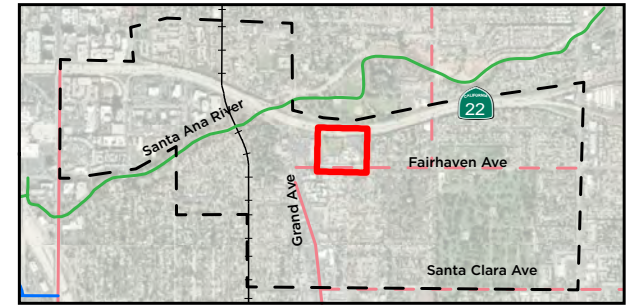
- Some parents park in the neighborhood south of the school (e.g., off of Old Grand Street) and walk their kids to school.
- There used to be a crossing guard at Fairhaven Avenue/Grand Avenue, but was removed several years ago. Parents want the crossing guard back.
- There is no sidewalk on the south side of Fairhaven along Fairhaven Memorial Park property. Similarly, there is no sidewalk on the northside of Santa Clara Avenue along this property.

General Safety

- There was a triple fatality at Fairhaven Avenue/Old Grand Street three years ago on Halloween (outside of school hours). Now there is a high-visibility crosswalk, RRFB, and crossing guard during school hours. The City would consider signalizing.
- There are high speeds on Fairhaven Avenue (speed limit is 40mph). The street is very wide and has minimal congestion. The City recently installed radar feedback signs. The City is also interested in a road diet to remove one lane in each direction. This would make room for bike lanes and the potential to also add a median. This isn't a school zone with reduced speeds.

Recommended Safe Routes to School Improvements

Estimated Cost: \$4,552,361



Recommended Safe Routes to School Improvements

- 1 Fairhaven Ave / Grand Ave**
 - Install four high-visibility continental crosswalks.
 - Construct curb extension on NW corner of the intersection.
- 2 Fairhaven Ave / Jacaranda St**
 - Install one high-visibility continental crosswalk.
- 3 Fairhaven Ave / Old Grand St**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on the SE and SW corners of the intersection.
 - Install traffic signal to enhance crossing.
- 4 Fairhaven Ave / Linwood St**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 5 Fairhaven Ave (Grand Ave to Tustin St)**
 - Reconfigure roadway for road diet with Class IV separated bikeway.
- 6 Cambridge St (SR-22 Freeway to Fairhaven Ave)**
 - Add Class II buffered bike lanes in each direction.
- 7 Fairhaven Ave / Cambridge St**
 - Install two high-visibility continental crosswalks.
- 8 Old Grand St / Keegan Way**
 - Install one high-visibility continental crosswalk.
- 9 Old Grand St / Grovemont St**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersections.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing Bike Lane		Existing Crossing Guard Location		Traffic Calming Measures
	Existing Crossing Guard Location		Existing School Access Point		Curb Extension
	Existing School Access Point				Traffic Signal
					Sidewalk Construction

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Stephen R. Fitz Intermediate Computer Science Academy

Summary

- Audit Date: October 10, 2018
- Meet Time: 1:30 P.M.
- Address: 4600 W. McFadden Avenue, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Feather Hocking
- Enrollment: 690
- Grades: 7-8
- First Bell: 8:25 A.M.
- Mode Share: 48% walk + 3% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Asminda Carbajal
- Carlos Amenquita
- David Vickery
- Delia Zuno
- Dolores Herrera
- Erika Cardenas
- Feather Hocking
- Flor Araza
- Gabriel Magaña
- Liz Karrow
- Loren Toquiantzi
- Michelle Cook-Valdez

City of Santa Ana

- Zdenek Kekula

Caltrans

- Alyssa Murakami
- Serena Li

Alta Planning + Design

- Juan Ashton
- Ryan Johnson

Walk Audit Notes

Fitz Intermediate Academy is located near Heritage Park, Heritage Elementary and Newhope Elementary. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school.

School Layout

- Fitz Intermediate Academy is located at the intersection of McFadden Avenue and Newhope Street. McFadden Avenue is a four-lane travel road with no available on-street parking on both sides. The main entrance is located on McFadden Avenue. The student drop-off/pick-up is located on McFadden Avenue.

Passenger Vehicle Circulation

- Vehicles on McFadden Avenue make illegal U-turns.
- The school driveways are not ADA compliant.
- The bus drop off location is near New Hope Street and Warner Avenue.
 - The bus driver mentioned that it is hard to turn right when driving out of the school driveway because it is not a two-way street. The driver has resorted to going into the third lane.
- Two gates are located north and east of the school.
- People are turning left from the parking lot to northbound Newhope Street and driving in the southbound lane to avoid traffic.
- On the intersection of Newhope Street and Flight Avenue, vehicles turn fast heading northbound on Newhope Street and eastbound on Flight Avenue.
- There is a need for a right-turn only sign while exiting school grounds towards Newhope Street.
- Drivers run the red arrow light on Newhope Street and McFadden Avenue.
- Vehicles stop in the road near the school entrance on McFadden Avenue.

- School signs on McFadden Avenue are too high for drivers to see.

Pedestrian and Bicycle Circulation

- The drop-off period lasts longer than pick-up.
- Some students also bike and skateboard to school (approximately 10 bike and 20 skateboard). The number of students using scooters is rising.
- There is a crossing guard located on Kent Avenue and Newhope Street for Newhope Elementary students.
- There is a narrow sidewalk near the intersection of Newhope Street and Flight Avenue.
- There are not any school zone signs or speed limit reduction signs on the intersection of Newhope Street and Flight Avenue.
- There is a need for a crossing guard on the intersection of McFadden Avenue and Newhope Street. Furthermore, the sidewalks are too narrow for the number of students walking to school. More space is required to wait for crossing.
- Students run across the street near Harmon Street and McFadden Avenue while heading to campus.
- Parents suggested that the pedestrian signal near Los Amigos High School have time added so students have adequate time to cross the street.

General Safety

- There is no existing barrier between the sidewalk and the school parking lot located near Newhope Street.
- Parents request more lighting near the school parking lot off of Newhope Street.
- The school staff is interested in information on Walk to School Day activities.

Recommended Safe Routes to School Improvements

Estimated Cost: \$613,656



Recommended Safe Routes to School Improvements

- 1 McFadden Ave / Harmon St**
 - Install one high-visibility continental crosswalk.
 - Install a new rectangular rapid flashing beacon.
- 2 McFadden Ave / School Entrance**
 - Install Tow Away No Stopping Any Time sign.
 - Work with school to provide police enforcement.
- 3 McFadden Ave / Newhope St**
 - Install four high-visibility continental crosswalks.
- 4 Newhope St / School Entrance**
 - Install "No Left Turn" sign.
 - Reconfigure driveway to enhance the flow of traffic.
- 5 Newhope St / Flight Ave**
 - Install one high-visibility continental crosswalk.
 - Construct two curb extensions on the NW and SW corners of the intersections.
 - Install School Zone sign.
- 6 Newhope St**
 - Widen Sidewalk along Newhope Street.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Extension
	Existing Crossing Guard Location		Proposed Bike Route		Rectangular Rapid Flashing Beacon
					School Zone Sign
					Sidewalk Construction
					Red Curb
					Sidewalk Widening

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Garfield Elementary School

Summary

- Audit Date: October 29, 2018
- Meet Time: 7:30 A.M.
- Address: 850 Brown Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Mr. Klappenback
- Enrollment: 735 + 70 pre-k
- Grades: K-5
- First Bell: 8:05 A.M.
- Mode Share: 55% walk + 0.6% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Mr. Klappenback

CORE

- Sandra Espadas
- Sarah Walker

OCHCA

- Maria Minaglia

City of Santa Ana

- Zdenek Kekula

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

Garfield Elementary School is located in the Lacy Neighborhood, surrounded by Brown Street to the north, Garfield Street to the east, Lacy Street to the west, and 4th Street to the south. Nearby landmarks are the Santa Ana Train Station and the I-5 Freeway. The school is located near recycling centers and waste management facilities. After observing traffic patterns at student drop-off time, the Project Team conducted a walking audit around the school.

School Layout

- Staff parking is located on Brown Street.
- There is an existing crossing guard at the intersection of Lacy Street, Brown Street, and 6th Street.
- The parking lot gets congested at dismissal time.
- Traffic on Wednesdays (modified schedule) is worse than on regular days.
- A park will be built in front of the school at 6th Street and Lacy Street.

Passenger Vehicle Circulation

- The student drop-off/pick-up and bus loading zones are located on Lacy Street.
- The Project Team observed heavy truck traffic along Garfield Street and along 6th Street.
- The Project Team observed speeding along Lacy Street.

Pedestrian Circulation

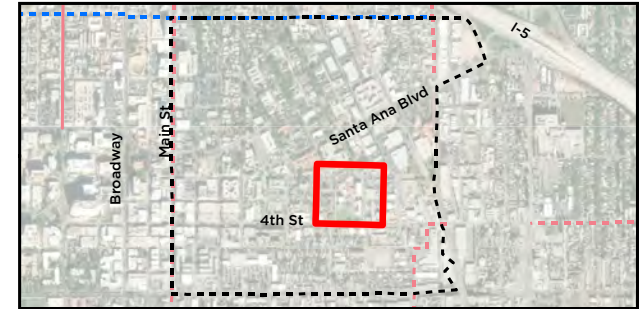
- There is a need for high-visibility crosswalks at Brown Street and Garfield Street, 4th Street and Lacy Street, and Lacy Street and 5th Street.
- Parents suggested the installation of a RRFB at Garfield Street and 4th Street.
- Parents suggested the installation of a RRFB at 6th Street and Mortimer Street.
- There is sidewalk missing along 6th Street in front of the recycling center.
- Installation of a new cycle track along 6th Street will come with the redesigning of the Lacy Street, Brown Street, and 6th Street intersection.

General Safety

- Parents have concerns about the smell, dust, and toxic fumes released by both the recycling centers and the waste management facilities.
- Parents expressed concerns about encampments for people experiencing homelessness, one along Porter Street and the other one along 5th Street.
- Parents expressed concerns about the abandoned building at Garfield Street and 4th Street.
- A shade structure is needed at the school entrance.
- Lacy Street from 6th Street to 4th Street, 5th Street from Porter Street to Lacy Street and Garfield Street from 6th Street to 4th Street needs better lighting.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,204,314



Recommended Safe Routes to School Improvements

- 1 6th St / Mortimer St**
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
 - Install four high-visibility continental crosswalks.
- 2 5th St (Mortimer St to Minter St)**
 - Install speed cushion between Mortimer St & Minter St.
- 3 Santa Ana Blvd / Lacy St**
 - Install full traffic signal.
- 4 Garfield St / Brown St**
 - Install four high-visibility continental crosswalks.
 - Install four-way stop sign.
- 5 6th St / Brown St / Lacy St**
 - Install two high-visibility continental crosswalks.
 - Install red curb near crosswalk on NW corner of intersection.
- 6 6th St / Garfield St**
 - Install high-visibility continental crosswalk.
 - Install two curb ramps on east leg of intersection.
- 7 5th St (Porter St to Lacy St)**
 - Install speed cushion between Porter St & Lacy St.
- 8 4th St / Lacy St**
 - Install curb extensions on all corners of the intersection.
 - Install four high-visibility continental crosswalks.
- 9 4th St / Garfield St**
 - Install extensions on the NW and SW corners of the intersection.
 - Install one high-visibility continental crosswalk.
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
- 10 3rd St / Lacy St**
 - Install curb extensions on all corners of the intersection.
- 11 3rd St / Garfield St**
 - Install curb extensions on NW and SW corners of the intersection.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Bike Lane	Proposed Bike Lane	High-Visibility Continental Crosswalk	Curb Ramp
Existing Crossing Guard Location	Proposed Bike Route	Curb Extension	Sidewalk Construction
Existing School Access Point		Stop Sign	Sidewalk Repair
		Traffic Signal	Speed Cushion
			Rectangular Rapid Flashing Beacon

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Hector Godinez Fundamental High School

Summary

- Audit Date: March 16, 2018
- Meet Time: 7:30 A.M.
- Address: 3002 Centennial Road, Santa Ana, CA 92704
- Weather Conditions: Rainy
- Events/Unique Conditions: None
- Principal: Jesse Church
- Enrollment: 2,456
- Grades: 9-12
- First Bell: 7:53 A.M.
- Parental Involvement: High
- Mode Share: Not Available

Attendees

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

OCHCA

- Maria Minaglia

Fehr & Peers

- Miguel Núñez
- Mike Samuelson

Alta Planning + Design

- Rodrigo García Reséndiz

Walk Audit Notes

After the walk audit, the Project Team joined a “Coffee with the Principal Meeting” where more than 30 parents shared input on traffic conditions around the school.

School Layout

- Godinez Fundamental High School is located on Fairview Avenue, which has three travel lanes in each direction with a center turn lane. There is one main school entrance with a loading zone along Centennial Road, off of Fairview Avenue. There is one lane for vehicles coming in and two lanes for vehicles coming out of the drop-off/pick-up student area.
- The school is located alongside a public park, a skate park, an adult education center, and the Santa Ana River Trail.

Passenger Vehicle Circulation

- The most congested area is at the Fairview Avenue/Centennial Road intersection, which many students use to access the school’s main entrance. Some drivers do not respect students walking and make sudden turns onto Centennial Road to enter the school site.
- A repeated suggestion from parents included a need to install a right arrow turn signal at the Fairview Avenue/Centennial Road intersection, when coming out of the drop-off/pick-up student area.
- The loading zone is not large enough to accommodate the high number of drivers that drop off students. Sometimes drivers stop in the loading zone and back up traffic behind them. Some students get dropped off before the loading zone and cross the street in large numbers which prevents drivers in line from moving forward.

Pedestrian Circulation

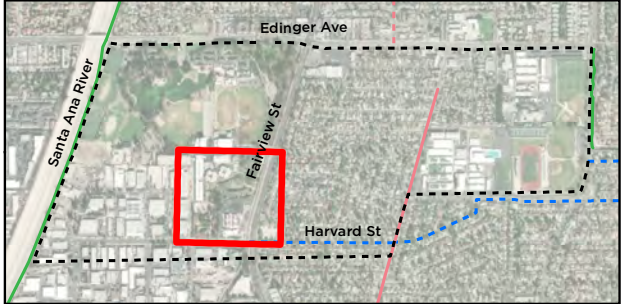
- There is no crossing guard at any of the intersections near the school. Parents voiced this as a top concern and even suggested setting up a program to train parent volunteers to serve as crossing guards or to help guide traffic.
- Many Godinez students walk to school and cross various intersections.

General Safety

- Many students take the bus to and from school. Sometimes the buses are too full, and students do not fit. They may wait up to 30 minutes for the next bus.
- The bus stops nearby are unsanitary, and some spaces are populated by people experiencing homelessness. Parents reported that their children do not feel safe waiting for buses.
- The nearby public park and river trail are spaces populated by people experiencing homelessness, and drug use is a main concern reported by parents.
- Parents were interested in being more involved with finding ways to address safety issues. One suggestion was to host a “Bike to School” event every month. Another parent suggested more educational programs to understand safety issues and the planning process of street improvements.

Recommended Safe Routes to School Improvements

Estimated Cost: \$843,401



Recommended Safe Routes to School Improvements

- 1 Edinger Ave/ Mohawk Dr**
 - Install three high-visibility crosswalks and advance stop bars.
- 2 Edinger Ave/ Fairview St**
 - Install high-visibility crosswalks and advance stop bars on all legs.
 - Install leading pedestrian intervals on all legs.
- 3 Fairview St / St. Andrew Pl**
 - Install high-visibility crosswalks and advance stop bars on all legs.
 - Install leading pedestrian intervals on all legs.
 - Install curb extensions on the NE and SE corners.
 - Add protected eastbound left turn phase.
- 4 Bus Stop south of Fairview St / St. Andrew Pl**
 - Widen sidewalk between bus stop and intersection of Fairview Street and Centennial Road.
 - Install bus stop shelter.
- 5 Harvard St / Fairview St**
 - Install high-visibility crosswalks and advance stop bars on all legs.
 - Install leading pedestrian intervals on east/west legs.
 - Install curb extensions on the NE and SE corners.
- 1 Existing connection between Godinez High School and the Santa Ana River Trail provided via off-street path and internal park roadway.**

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	Signal Modification
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk	Leading Pedestrian Interval
Existing Bike Lane	Proposed Bike Route	Curb Extension	Protected Left Turn Signal
Existing School Access Point		Sidewalk Construction	Bus Stop Improvement
		Sidewalk Widening	

Greenville Fundamental Elementary School

Summary

- Audit Date: August 28, 2019
- Meet Time: 12:30 P.M.
- Address: 3600 S. Raitt Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: Modified schedule (early release)
- Principal: Felisa Gear
- Enrollment: 1,043
- Grades: K-5
- First Bell: 8:05 A.M.
- Mode Share: 5% walk + 0.3% bike
- Parental Involvement: None

Attendees

Staff

- Felisa Gear
- Sarah Nead-Reudm

SAUSD

- Kathleen Gil

OCTA

- Marisol Gonzalez

City of Santa Ana

- Zdenek Kekula

Alta Planning + Design

- Courtney Banker
- Jorge Cádiz
- Ryan Johnson

Walk Audit Notes

Part of the Santa Ana Unified School District, Greenville is a fundamental elementary school that admits students from across the region via a lottery system. Greenville is bordered to the north by MacArthur Boulevard, Segerstrom High School, and Thorpe Elementary School; to the east by Raitt Street; to the south by two multi-family developments; and to the west by Griset Park. Because the District only provides busing for special needs students, most arrive by car due to the distances traveled. However, a handful of students take OCTA buses, walk, and bike to school.

School Layout

- Built for 500 students, the school has been operating at double capacity since it opened in 1980. The school has tried many times to alleviate circulation and congestion issues. Still in place today are a staggered release schedule with kindergarteners being released first, followed by the older students. This limits traffic conflicts with nearby schools.
- There are three access points for the school, one on MacArthur Boulevard and two on Raitt Street.
- Raitt Street south of the school was converted into a loading zone from 7-9 a.m. and 2-4 p.m. to serve as an additional place for drivers to park and wait for students.
- A crossing guard serves Greenville Fundamental Elementary School at MacArthur Boulevard and Raitt Street.
- Staff park in the lot accessed by Raitt Street. The parking lot within the MacArthur Boulevard loop is used for pick-up and drop-off only and is blocked off outside of these times.
- Many staff members assist with traffic control and the school valet during arrival and dismissal.
- Principal Gear noted that the school's parking areas will be repaved and restriped soon. This could be an opportunity to change traffic patterns on site if needed.

Passenger Vehicle Circulation

- Due to the length of queues, some parents do not want to abide by the school's pick-up rules and instead park in the lot to wait for their students. The school has had to call the police to force parents to get back into the queue.
- During dismissal, traffic on MacArthur Boulevard backs up to Fairview Street. City staff noted that the planned bike lanes on MacArthur Boulevard could provide queuing space for cars once it is installed.

Pedestrian Circulation

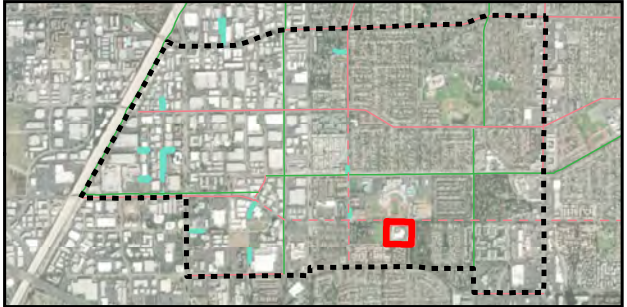
- Students were seen walking northwest across Grist Park (currently an unimproved grass field) towards MacArthur Boulevard. No sidewalk or paved path for pedestrians exists through the park or along the school access road.
- The sidewalk on Raitt Street is extra wide, particularly adjacent to the school property. However, the two curb ramps at the entrance to the Santa Fe Village Apartments are not ADA compliant.
- School staff noted that they do not want pedestrians walking through the parking area as this poses a safety risk. On-site crossings need to be enhanced and sidewalks need to be installed/upgraded to ensure safe travel routes.

General Safety

- School staff noted that rear-end collisions are common near the school, particularly on MacArthur Boulevard due to the volume of traffic.
- Segerstrom High School utilizes Griset Park for athletic programs, but Segerstrom students are told to not cross through Greenville Fundamental during dismissal.

Recommended Safe Routes to School Improvements

Estimated Cost: \$29,834



Recommended Safe Routes to School Improvements

- 1 MacArthur Blvd / Northwest Corner of Griset Park**
 - Coordinate with City Parks Department to repair turnstile.
- 2 MacArthur Blvd / Raitt St**
 - Install four high-visibility continental crosswalks.
 - Install truncated domes on the NW and SE corners.
- 3 MacArthur Blvd / West Entrance of School**
 - Coordinate with City Parks Department and SAUSD to install a path along west access road.
 - Coordinate with SAUSD to install crosswalk to improve pedestrian visibility.
- 4 Raitt St / School Parking Lot Entrance**
 - Coordinate with SAUSD to install sidewalk art that encourages pedestrians to continue north to official school entrance instead of crossing through parking lot.
- 5 Raitt St / Santa Fe Village Apartments Entrance**
 - Improve curb ramps by adjusting slope and path to comply with ADA.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Ramp Improvement
	Existing School Access Point				Repair Turnstile
					Art Project
					Sidewalk Construction
					Pedestrian Pathway

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Lorin Griset Academy

Summary

- Audit Date: February 28, 2019
- Meet Time: 1:30 P.M.
- Address: 1915 W. McFadden Avenue, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: Michael Parra
- Enrollment: 335
- Grades: 9-12
- First Bell: 7:55 A.M.
- Mode Share: Not Available
- Parental Involvement: Low

Attendees

Parents and Staff

- Adrian Rios
- Michael Parra

Other Affiliation

- Oselina Monte* – Neighbor
- Rey Ferdin* – Neutral Ground

**Note: Present for introduction, but did not participate in the walk audit.*

SAUSD

- Silvia Topete

City of Santa Ana

- Cory Wilkerson
- Victor Chaidez

Alta Planning + Design

- Kaitlin Scott
- Courtney Banker

Walk Audit Notes

Lorin Griset Academy is surrounded by Raitt Street to the east, McFadden Avenue to the south, and two unnamed alleyways to the west and north. An “educational options” program, Griset Academy serves around 335 students for one quarter at a time, and provides additional support so that students may return to their assigned high school, or so that they may complete their degrees and graduate.

School Layout

- Staff parking is located in various lots: one surface lot across Raitt Street from the Academy (which students are allowed to use), and two underground garages. An additional surface lot is located on the campus, but this lot offers only five or so parking spaces and is intended for visitors and for pick-up/drop-off.
- No crossing guards serve the Academy.
- No School District buses serve the Academy. A bus will take students in the afternoon to various educational work programs, but does not bring them home or from home to school. Many students take OCTA buses.
- Students enter and exit the Academy on Raitt Street a few meters north of the intersection with McFadden Avenue.
- The school has bike racks for students in the fenced-in outdoor area, as well as a skateboard rack by the entrance.

Passenger Vehicle Circulation

- Some students are dropped off and picked up in the surface lot on campus. Because the loop is small and cannot support more than five or so cars at a time, parents queue along the southbound lanes of Raitt Street however, because of the small student population, pick-up/drop-off only results in 15 minutes of increased traffic congestion.

- Other parents wait on Cubbon Street or in other parts of the neighborhood for their students, which helps disperse traffic issues.
- Northbound traffic on Raitt Street must block the number one travel lane while waiting to turn left into the drop-off loop.
- The bus waits in the No Parking zone on Raitt Street directly in front of the entrance to the Academy during dismissal time. Cars must wait to pass the bus, creating traffic issues but only for 10 to 15 minutes. There does not seem to be a better location for the bus to wait for students.

Pedestrian Circulation

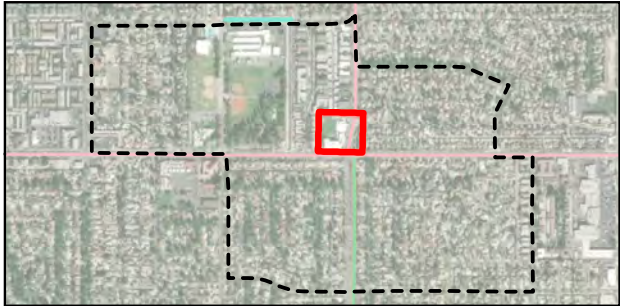
- Although there are signalized crosswalks at the intersection of McFadden Avenue and Raitt Street, students often try to run across Raitt Street to get from the surface lot on the east side (or nearby streets) to the school entrance, and vice versa. Technically these are not illegal crossings, but this behavior poses a safety risk to students.
- A high-visibility crosswalk with an RRFB exists at the intersection of Monta Vista Avenue and Raitt Street.

General Safety

- People used to loiter in the alleyways north and east of the campus and around food trucks along Raitt Street and would sometimes cause trouble for students. The alleyways in particular are a threat not just because of speeding cars, but because of gang violence and drug use. Officer Contreras actively patrols the surrounding area during dismissal and has helped deter violence, but persistent issues support the need for a Safe Passages Program at Griset Academy.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,216,116



Recommended Safe Routes to School Improvements

- 1 Raitt St (Monta Vista Ave to Alton Ave)**
 - Remove one travel lane in each direction.
 - Install bike lanes and a two-way center turn lane.
- 2 Raitt St / Cubbon St**
 - Install turn lane for northbound traffic turning left into the drop-off area.
- 3 Raitt St**
 - Install signage to encourage pedestrians to use designated crosswalks.
- 4 McFadden Ave / Raitt St**
 - Install four high-visibility continental crosswalks.

Existing Conditions		Safe Routes to School Improvements	
	Existing Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Sidewalk Construction
	Existing School Access Point		Turn Lane
			Reconfigure Roadway

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Harvey Elementary School

Summary

- Audit Date: March 19, 2018
- Meet Time: 7:10 A.M.
- Address: 1635 S. Center Street, Santa Ana, CA 92704
- Weather Conditions: Cloudy
- Events/Unique Conditions: None
- Principal: Robert McDonald
- Enrollment: 400 students
- Grades: K-5
- First Bell: 7:40 A.M.
- Mode Share: 37% walk + 0.3% bike
- Parental Involvement: High

Attendees

Staff

- Robert McDonald

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Carolyn Vera
- Mike Samuelson

Walk Audit Notes

Harvey Elementary School is located in the Valley Adams Neighborhood, surrounded by Edinger Avenue to the north, Raitt Street to the east, Center Street to the west, and Valley High School to the south. Nearby landmarks are Centennial Regional Park and Salvation Army Church. After observing multi-modal circulation patterns at student drop-off time, the Project Team spoke with parents and conducted a walking audit around the school.

School Layout

- Harvey Elementary is located adjacent to Valley High School and Carr Intermediate School.
- Staff parking is located in an off-street lot on Center Street.
- Bus drop-off occurs on the eastern side of the parking lot near the main entrance of the school.
- The student drop-off/pick-up area is within the school's main parking lot.
- A crossing guard is located at a crosswalk within the parking lot, connecting the drop-off area within the drive aisles to the sidewalk.

Passenger Vehicle Circulation

- Most vehicles entering the school are coming from Edinger Street.
- The parking lot gets congested at drop-off.
- Cars frequently speed along Center Street, St. Andrew Place, Greenville Street, Occidental Street.
- Vehicles yielding to crossing pedestrians in the crosswalk on Center Street at the intersection with Pomona Street creates queuing along Center Street back onto Occidental Street and into the school parking lot.

Pedestrian Circulation

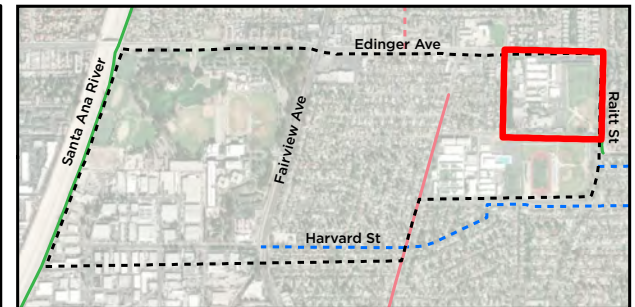
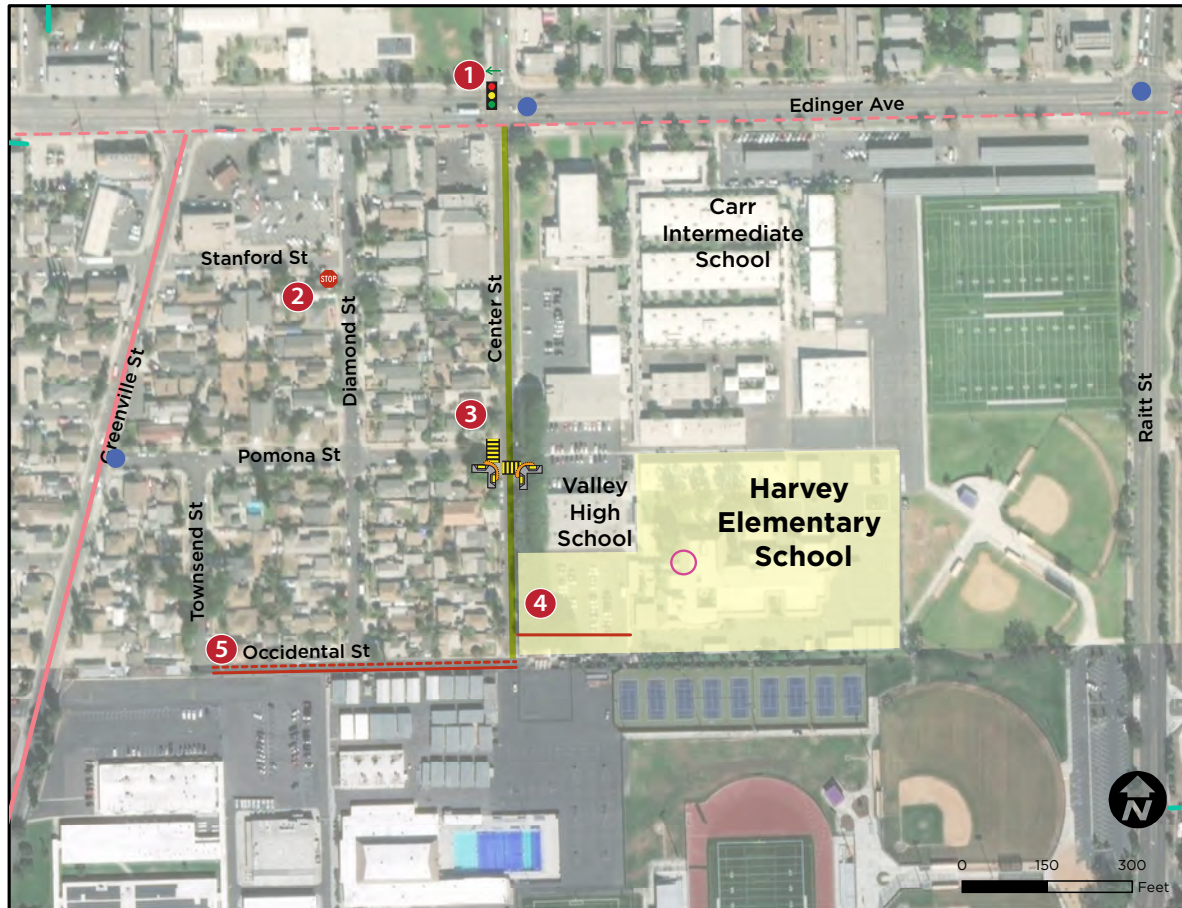
- Many students walk or use public transit to access the school.
- Pedestrians cross along Center Street, including at the crosswalk on Pomona Street and mid-block.
- Parents and students often walk in the streets on Occidental Street as there is no sidewalk on the north side of the street and the sidewalk on the south side is narrow.
- Students walk through the school parking lot to access the entrance to the school.

General Safety

- Parents have concerns about students being dropped off in front of the school because they often walk through the parking lot during drop-off and dismissal time.
- Parents expressed concerns about the illegal trash dumping along Occidental Street as it blocks the sidewalk.
- When it rains, streets and sidewalks flood, blocking pedestrian access along Occidental Street. Parents have concerns about local drug dealers who try and sell to students as they walk to school.
- Parents expressed concerns about people abandoning their cars in front of the school, limiting the parking available for parents and residents.
- Parents expressed interest in training to become crossing guards.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,719,054



Recommended Safe Routes to School Improvements

- 1 Edinger Ave / Center St**
 - Add northbound left turn phase.
- 2 Greenville St (Edinger St to Glenwood Pl)**
 - Install stop sign on west leg of the intersection.
- 3 Pomona St / Center St**
 - Install high-visibility crosswalks with advance stop bars on the south and west legs of the intersection.
 - Install curb extensions on the SW and SE corners of the intersection.
- 4 School Site**
 - Install sidewalks and continental crosswalks on the southern edge of the parking lot, providing pedestrian access to the school from the southern gate at Center Street.
- 5 St. Andrew Pl / Greenville St**
 - Widen sidewalk on northern side of street.
 - Install sidewalk on southern side of street.
 - Install more lighting along segment.

Existing Conditions

- Existing Shared-Use Path
- Existing Bike Lane
- Existing Crossing Guard Location
- Existing School Access Point

Previously Planned Facilities

- Proposed Bike Lane
- Proposed Bike Route

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Curb Extension
- Stop Sign
- Signal Modification
- Sidewalk Construction
- Sidewalk Widening
- Sidewalk Installation
- Traffic Calming Measures

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Hazard Elementary School

Summary

- Audit Date: October 4, 2018
- Meet Time: 7:30 A.M.
- Address: 4218 W. Hazard Avenue, Santa Ana, CA 92703
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Melissa Sais
- Enrollment: 597
- Grades: K-6
- First Bell: 8:00 A.M.
- Mode Share: 28% walk + 0.1% bike
- Parental Involvement: Low

Attendees

Parents and Staff

- Melissa Sais

OCTA

- Paul Martin

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Fehr & Peers

- Jessica Johnson
- Miguel Núñez

Walk Audit Notes

Hazard Elementary is near Rosita Park. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Hazard Elementary is located on Hazard Avenue between Newhope Street and Harbor Boulevard. Hazard Avenue is a five-lane road with parking available on both sides of the street. The school's main entrance is located on Hazard Avenue.
- Student drop-off/pick-up is located on Hazard Avenue. The school parking lot has striped circulation for loading.
- Buses have a separate, specified loading zone.

Passenger Vehicle Circulation

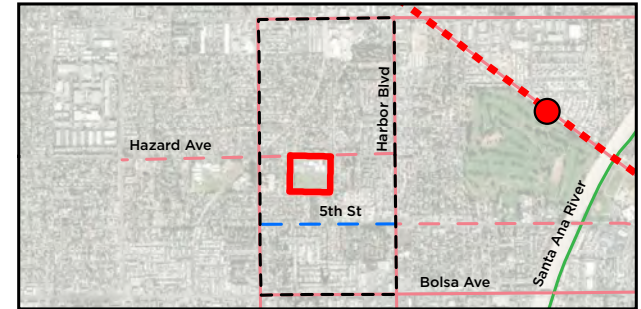
- The City is planning a road diet along Hazard Avenue reducing the avenue to 2 lanes with bicycle facilities (possibly a Class IV).
- Left turns are restricted coming out of the school parking lot, but many drivers still make left turns. A few collisions have occurred because of this.
- People make U-turns on Hazard.
- The handicap parking spot closest to the road limits view and individuals have a hard time getting out of the parking spot.
- Parents park on Hazard close to the parking lot driveway, which creates blind spots. The red curb does not stop parents from parking here
- Parents park on the opposite side of Hazard and drop kids off, so the students are crossing a 5-lane roadway with no marked crossing.

Pedestrian Circulation

- The sidewalk in front of the school is narrow, which causes congestion and could be an ADA issue.
- There are pedestrian access points near the parking lot.

Recommended Safe Routes to School Improvements

Estimated Cost: \$4,260,899



Recommended Safe Routes to School Improvements

- 1 Hazard Ave (Euclid St to Harbor Blvd)**
 - Reconfigure to a two-lane roadway with a Class IV Separated Bikeway.
- 2 Hazard Ave / Mountain View St**
 - Construct curb extensions on all four corners of the intersection.
- 3 School Parking Lot / Hazard Ave**
 - Relocate parking spaces near driveway that interfere with sight distance.
- 4 Hazard Ave / School entrance**
 - Install one high-visibility continental crosswalk.
 - Construct curb ramps on the north and south side of the street.
 - Install "No Parking" signs along red curb.
- 5 West St / Celeste St**
 - Construct curb extensions on the NE and SE corners of the intersection.
- 6 Hazard Ave / West St**
 - Construct curb extensions on the NW and NE corners of the intersection.
- 7 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
- 8 5th St (between Huylars Ln and Mountain View St)**
 - Install speed cushion.
- 9 5th St / Huylars Ln**
 - Construct curb extensions on north and south side of street.
 - Install Rectangular Rapid Flashing Beacon.
 - Install high-visibility raised crosswalk.
- 10 5th St (between Summer Ln and Huylars Ln)**
 - Install speed cushion.
- 11 5th St (between Harbor Blvd and Summer Ln)**
 - Install speed cushion.
- 12 First St (Newhope St to Harbor Blvd)**
 - Reconfigure to add Class II buffered bike lanes in each direction.
- 13 Harbor Blvd (Bolsa Ave to Hazard Ave)**
 - Reconfigure to add Class II buffered bike lanes in each direction.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk	No Parking Sign
Existing Bike Lane	Proposed Bike Route	Curb Extension	Sidewalk Construction
Existing Crossing Guard Location	Proposed OC Streetcar	Rectangular Rapid Flashing Beacon	Sidewalk Widening
Existing School Access Point	Proposed Separated Bikeway	Speed Cushion	Traffic Calming Measures
	Proposed OC Streetcar Stop	High-Visibility Raised Crosswalk	

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Martin R. Heninger Elementary School

Summary

- Audit Date: May 16, 2018
- Meet Time: 2:00 P.M.
- Address: 417 W. Walnut Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: William Skelly
- Enrollment: 1,230
- Grades: K-8
- First Bell: 7:45 A.M.
- Mode Share: Not Available
- Parental Involvement: Medium

Attendees

Parents and Staff

- Bill Skelly
- Jennifer Gonzalez
- Josie M. Castillo
- Paola Saucedo
- Rosario Chans Galeas
- Socorro Juarez

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Kevin Johnson
- Rodrigo García Reséndiz

Walk Audit Notes

Martin R. Heninger Elementary is adjacent to Sovereign Grace Church of Santa Ana. The Project Team conducted a walking audit around the school and then observed traffic patterns during dismissal.

School Layout

- Martin R. Heninger Elementary is located at the intersection of Walnut Street and Birch Street. Walnut Street is a two-lane travel road with on-street parking on both sides. The main entrance is located on Walnut Street. The student drop-off/pick-up area is located along Walnut Street. Another location where parents drop off and pick up their students is in the intersection of Ross Street and 1st Street.
- There is a school bus loading zone on Ross Street near the staff parking lot.
- Heninger Elementary is now a school-choice, so more people are driving their children to attend the school.

Passenger Vehicle Circulation

- Double parking is located westbound of Walnut Street near Birch Street. There is currently no existing valet zone or high-visibility crosswalks.
- People park their cars along red curbs at the corners of Walnut Street.
- Parents used the school's parking lot as a drop-off area and had their hazard lights on for parking.
- Street sweeping occurs on 1st Street every Thursday and conflicts with drop-off

Pedestrian Circulation

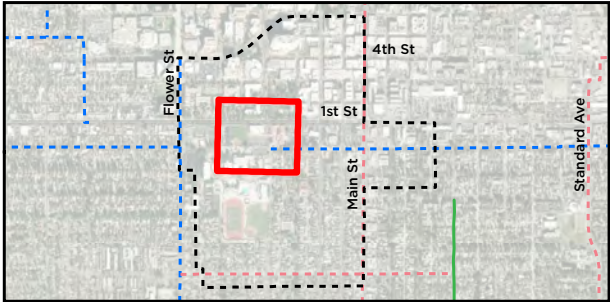
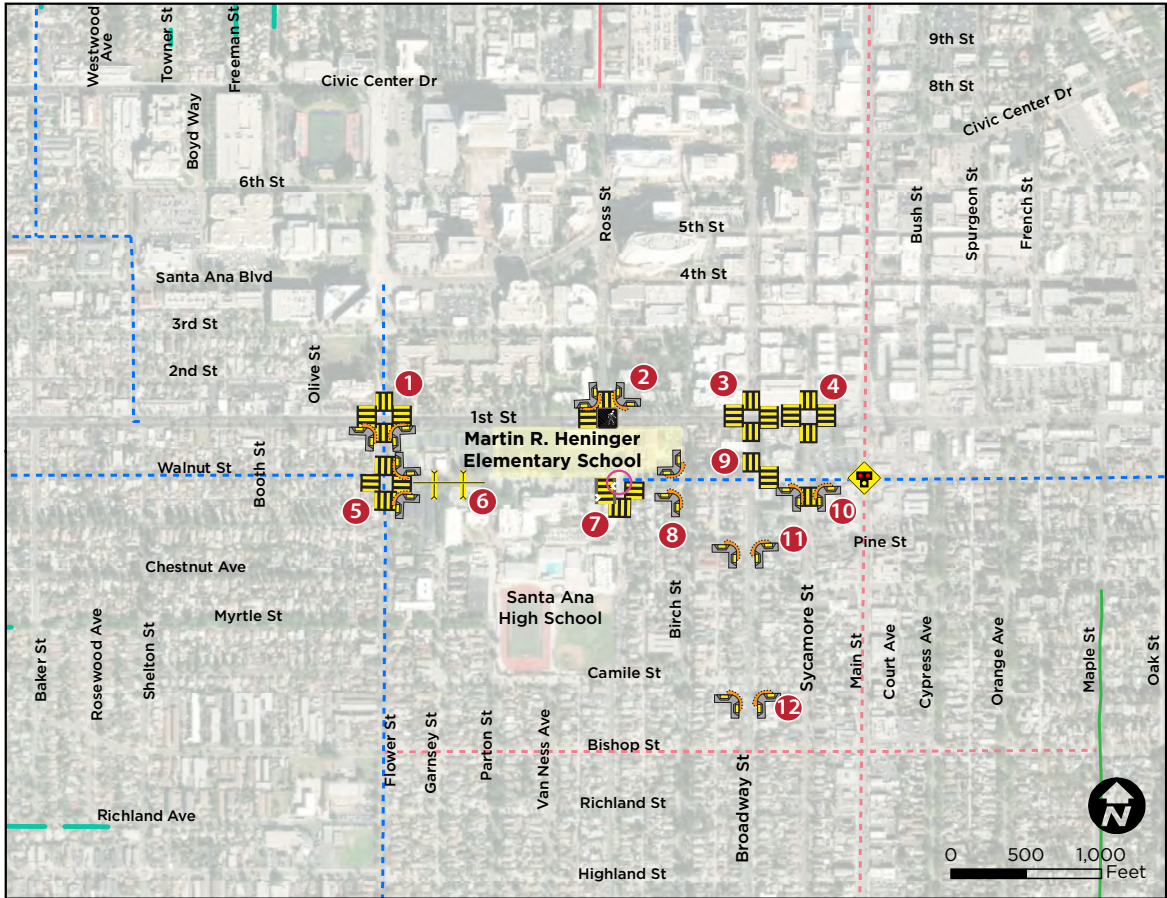
- The crossing guard is located on the corner of Walnut Street and Ross Street. The guard was simultaneously directing drivers, a responsibility they should not have.
- Students crossed Walnut Street from the alley as they were walking towards the school.
- Latino Health Access does a walk and healthy eating event on 1st Street.
- On the intersection of 1st Street and Birch Street, the existing signs near the intersection are not visible due to the neighborhood trees.

General Safety

- A student was struck by a car on the intersection of Broadway and Walnut Street.
- Vendors leave trash within 200 yards of the school.
- The alley, located west of Walnut Street, is used as a space for people to smoke and sleep. Some smokers included students.
- The sidewalk was broken north of Birch Street.
- The sidewalk was uneven at tree planters on the corner of Walnut Street and Birch Street.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,255,530



Recommended Safe Routes to School Improvements

- 1 1st St / Flower St**
 - Install four high-visibility continental crosswalks.
 - Install curb extensions on SW and SE corners of the intersection.
- 2 1st St / Ross St**
 - Install two high-visibility continental crosswalks.
 - Install curb extensions on NE and SE corners of the intersection.
 - Implement all-way pedestrian signal phase.
- 3 1st St / Broadway**
 - Install four high-visibility continental crosswalks.
- 4 1st St / Sycamore St**
 - Install four high-visibility continental crosswalks.
- 5 Flower St / Walnut St**
 - Install four high-visibility continental crosswalks.
 - Install curb extensions on NE and SE corners of the intersection.
- 6 Walnut St / Patron St**
 - Install double yellow centerline and speed bumps.
- 7 Walnut St / Ross St**
 - Install raised crosswalk along west crossing of the intersection.
 - Install two high-visibility continental crosswalks.
- 8 Walnut St / Birch St**
 - Install curb extensions on NW and SW corners of the intersection.
- 9 Walnut St / Broadway**
 - Install two high-visibility continental crosswalks.
- 10 Walnut St / Sycamore St**
 - Install one high-visibility continental crosswalk.
 - Install curb extensions on all corners of the intersection.
- 11 Broadway / Pine St**
 - Install curb extensions on SW and SE corners of the intersection.
- 12 Broadway / Camille St**
 - Install curb extensions on all corners of the intersection.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk
Existing School Access Point	Proposed Bike Route	Raised Crosswalk
	Proposed Pedestrian Hybrid Beacon and Curb Extension	Sidewalk Construction
		Speed Bump
		Leading Pedestrian Interval
		Curb Extension
		Double Yellow Centerline

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Heritage Elementary School

Summary

- Audit Date: October 16, 2018
- Meet Time: 1:40 P.M.
- Address: 426 S. Andres Place, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Michelle Pinchot
- Enrollment: 461
- Grades: P-6
- First Bell: 8:00 A.M.
- Mode Share: 50% walk + 0.6% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Chris Holland
- David Clay
- Michelle Pinchot

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Alta Planning + Design

- Juan Ashton
- Ryan Johnson

Walk Audit Notes

Heritage Elementary is adjacent to Heritage Park. Prior to observing traffic patterns during dismissal, the Project Team conducted a walking audit around the school grounds.

School Layout

- Heritage Elementary is located at the intersection of Andres Place and Camille Street. Andres Place is a two-lane travel road with available on-street parking on both sides. The school's main entrance is located on Andres Place. Student drop-off/pick-up is located on Andres Place.
- The bus only load zone is located on Andres Place.

Passenger Vehicle Circulation

- Parents drop off kids on the east side of Heritage Elementary on Andres Place.
- Friday street sweeping time is close to school pick-up time, which causes conflicts.
- Red curb on Andres Place is ignored by motorists and people frequently park along them.
- Parents noted that speeding occurs on Andres Place, particularly near Melric Drive.

Pedestrian Circulation

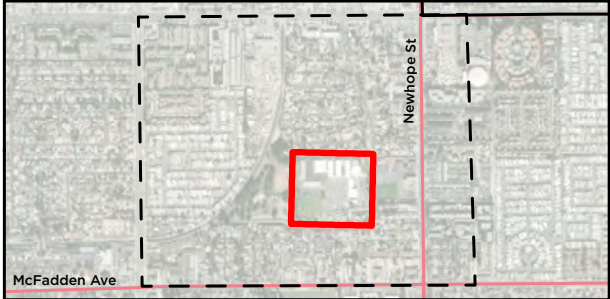
- The existing bike lanes on Newhope Street need cleaning, as there is debris in them.
- Students walk through the church lot located east of Heritage Elementary near Newhope Street.
- A crossing guard used to be located on Andres Place but is not there anymore.
- Sidewalks west of Camille Street, south of Heritage Park are cracked.
- The sidewalk on Andres Place, between Melric Dr and Lucky Way, is a dirt patch.

General Safety

- On the intersection of Camille Street and Newhope Street (west of Newhope Street) a piece of sidewalk is crumbling.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,890,110



Recommended Safe Routes to School Improvements

- 1 1st St / Euclid St**
 - Install four high-visibility continental crosswalks.
- 2 Newhope St (1st St to 5th St)**
 - Reconfigure to add Class II bike lanes on both sides of the street.
- 3 1st St / Newhope St**
 - Install four high-visibility continental crosswalks.
- 4 Andres Pl between Floyd Cir and Melric Dr**
 - Construct sidewalks along both sides of the street.
 - Install speed bumps.
- 5 Andres Pl / Melric Dr**
 - Install two high-visibility continental crosswalks.
- 6 McFadden Ave / Euclid St**
 - Install four high-visibility continental crosswalks.
- 7 Andres Pl (Acapulco Ave to School entrance)**
 - Widen existing sidewalk.
- 8 Road 9 through park to back of school**
 - Construct pedestrian path.
- 9 Andres Pl to Harmon St**
 - Construct pedestrian bridge.
- 10 Andres Pl / School entrance**
 - Install one raised crosswalk.
 - Construct curb extensions on west and east sides of the street.
 - Install rectangular rapid flashing beacon.
 - Install advanced yield markings.
- 11 Newhope St / Camille St**
 - Install two high-visibility continental crosswalks.
- 12 Andres Pl to Newhope St**
 - Construct pedestrian path.
- 13 Newhope St / McFadden Ave**
 - Install four high-visibility continental crosswalks.
- 14 Newhope St (McFadden Ave to Edinger Ave)**
 - Reconfigure to add Class II bike lanes on both sides of the street.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	Advanced Yield Markings
Existing Bike Lane	Proposed Bike Lane	High-Visibility Continental Crosswalk	Advanced Yield Markings
Existing Crossing Guard Location		High-Visibility Raised Crosswalk	Speed Bump
Existing School Access Point		Curb Extension	Pedestrian Pathway
		Rectangular Rapid Flashing Beacon	Sidewalk Construction
			Sidewalk Widening

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Heroes Elementary School

Summary

- Audit Date: October 30, 2018
- Meet Time: 1:30 P.M.
- Address: 1111 W. Civic Center Drive, Santa Ana, CA 92703
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Rebecca Churnside
- Enrollment: 625
- Grades: K-5
- Dismissal Bell: 2:15 P.M.
- Mode Share: 44% walk + 0% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Analine Rodriguez
- Angelica Carrola
- Azucena Huerta
- Claudia Covarrubias
- Concepción Alvarado Sanchez
- Jeremy Cogan
- Juana Ortiz
- Leticia Paz
- Maria Farias
- Marlen Rodriguez
- Rebecca Churnside
- Victor Chaidez

Fehr & Peers

- Jessica Johnson
- Matt Benjamin

Walk Audit Notes

Heroes Elementary is near the Santa Ana Civic Center, where multiple City and County agency buildings are located. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school.

School Layout

- Heroes Elementary is located on Civic Center Drive between Baker Street and Towner Street. Civic Center Drive is a five-lane travel road with no parking on both sides. Baker Street is a two-lane road with parking available on both sides of the street. The school's main entrance is located on Civic Center Drive.
- The student drop-off/pick-up is located on Civic Center Drive.

Passenger Vehicle Circulation

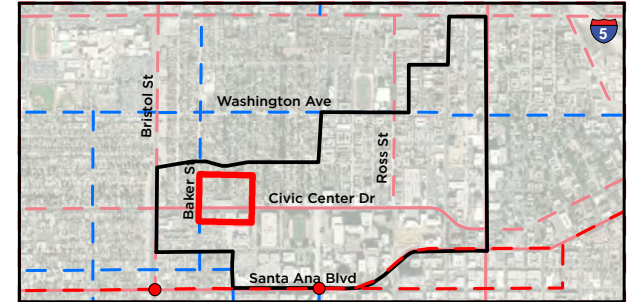
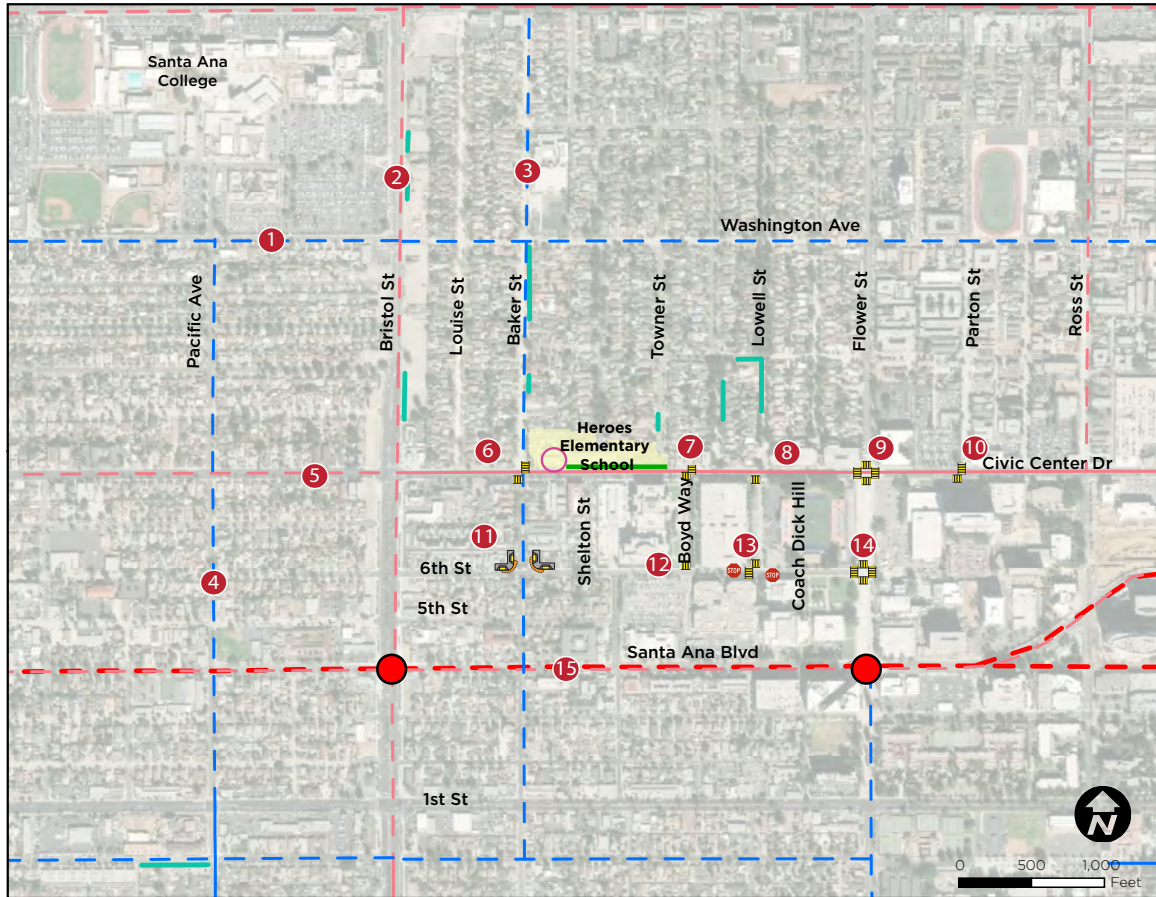
- Parents and school staff reported that speeding and U-turns occur along Civic Center Drive.
- Drop-off queuing spills onto Freeman Street and Lowell Street.
- Parents stop in travel lanes on Civic Center Drive, have their students get out of the car and cross the loading zone. Parents also leave cars unattended in the loading zone.
- Nearly all drop-offs/pick-ups occur along Civic Center Drive. Only special needs buses and a few parents pick up in the school parking lot. Usually one or two supervisors are present.
- The majority of students walk to school (80%), with most walking from the south.
- The neighborhood prevents parking and access next to the school.

Pedestrian Circulation

- Parents want a crossing guard at Civic Center Drive/Baker Street.
- Legally, people can cross the street at Shelton Street (south of school), but it's dangerous.
- The existing crosswalk on the east leg of Civic Center/Baker Street is problematic because of its proximity to the school driveway, and could be moved to the west leg of the intersection to minimize conflicts.
 - Parents request an RRFB, at least during school hours.

Recommended Safe Routes to School Improvements

Estimated Cost: \$3,193,377



Recommended Safe Routes to School Improvements

- 1 Washington Ave (Lincoln Ave to Fairview St)**
•Reconfigure to add Class III bike route.t
- 2 Bristol St (17th St to North City Limit)**
•Reconfigure to add Class II buffered bike lanes in each direction.
- 3 Baker St (Washington Ave to 5th St)**
•Reconfigure to add Class III bike route.
- 4 Pacific Ave (Washington Ave to 1st St)**
•Reconfigure to add Class III bike route.
- 5 Civic Center Dr (Bristol St to Fairview St)**
•Reconfigure to add Class II buffered bike lanes in each direction.
- 6 Civic Center Dr / Baker St**
•Install two high-visibility continental crosswalks.
- 7 Civic Center Dr / Boyd Way**
•Install two high-visibility continental crosswalks.
- 8 Civic Center Dr / Coach Dick Hill**
•Install two high-visibility continental crosswalks.
- 9 Civic Center Dr / Flower St**
•Install four high-visibility continental crosswalks.
- 10 Civic Center Dr / Parton St**
•Install two high-visibility continental crosswalks.
- 11 6th St / Baker St**
•Install curb extensions on SW & SE corners of the intersection.
- 12 6th St / Boyd Way**
•Install one high-visibility continental crosswalk.
- 13 6th St / Coach Dick Hill**
•Install two high-visibility continental crosswalks.
•Install two stop signs along 6th St.
- 14 6th St / Flower St**
•Install four high-visibility continental crosswalks.
- 15 Santa Ana Blvd (Grand Ave to Raitt St)**
•Reconfigure to add Class II buffered bike lanes in each direction.

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Bike Lane		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing School Access Point		Proposed Bike Route		Sidewalk Construction
			Proposed OC Streetcar		Conflict Striping
			Proposed OC Streetcar Stop		Curb Extension
					Stop Sign

* Overlapping improvements with Wilson Elementary School and Willard Intermediate.



Hoover Elementary School

Summary

- Audit Date: March 11, 2019
- Meet Time: 7:10 A.M.
- Address: 408 E. Santa Clara Avenue, Santa Ana, CA 92707
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Armando Gutierrez
- Enrollment: 400 students
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 5% walk + 0.1% bike
- Parental Involvement: Low

Attendees

Staff

- Armando Gutierrez
- Omar Díaz

SAUSD

- Silvia Topete

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Jessica Johnson
- Miguel Núñez

Walk Audit Notes

Hoover Elementary School is located in the Park Santiago Neighborhood, bordered by Santa Clara Avenue to the north, Spurgeon Street to the west, Valencia Street Avenue to the east, and 22nd Street to the south. The school is located within 1,000 feet of the Interstate 5 freeway. After observing multi-modal circulation patterns at student drop-off time, the Project Team conducted a walking audit around the school grounds.

School Layout

- School access points located on Santa Clara Avenue and Valencia Street.
- Staff parking is in the southwest area and accessed from Buffalo Avenue.
- School buses drop-off/pick-up in front of school along Santa Clara Avenue.
- Student drop-off/pick-up primarily takes place along Santa Clara Avenue and Valencia Street.
- The school gate at the intersection of Valencia Street and Buffalo Avenue closes at 8:00 AM.

Passenger Vehicle Circulation

- Parents and staff reported that vehicles speed along Santa Clara Avenue and Valencia Street.
- Parents park along Santa Clara Avenue, Valencia Street, and Buffalo Avenue and walk students to school.
- Drivers make prohibited U-turns at the intersection of Valencia Street and Buffalo Avenue.
- Drivers do not comply with “No Parking, Bus Stop” signs.
- Staff noted that some residents along Buffalo Avenue have complained about parents’ driving behavior.
- Staff has considered the option of closing the school gate at Buffalo Avenue and Valencia Street and limiting access to entry on Santa Clara Avenue.

- The width of Santa Clara Avenue allows for parked cars and one travel lane in each direction, though it can become congested given the amount of vehicles circulating and loading passengers, particularly when arrivals at the school engage in behavior such as:

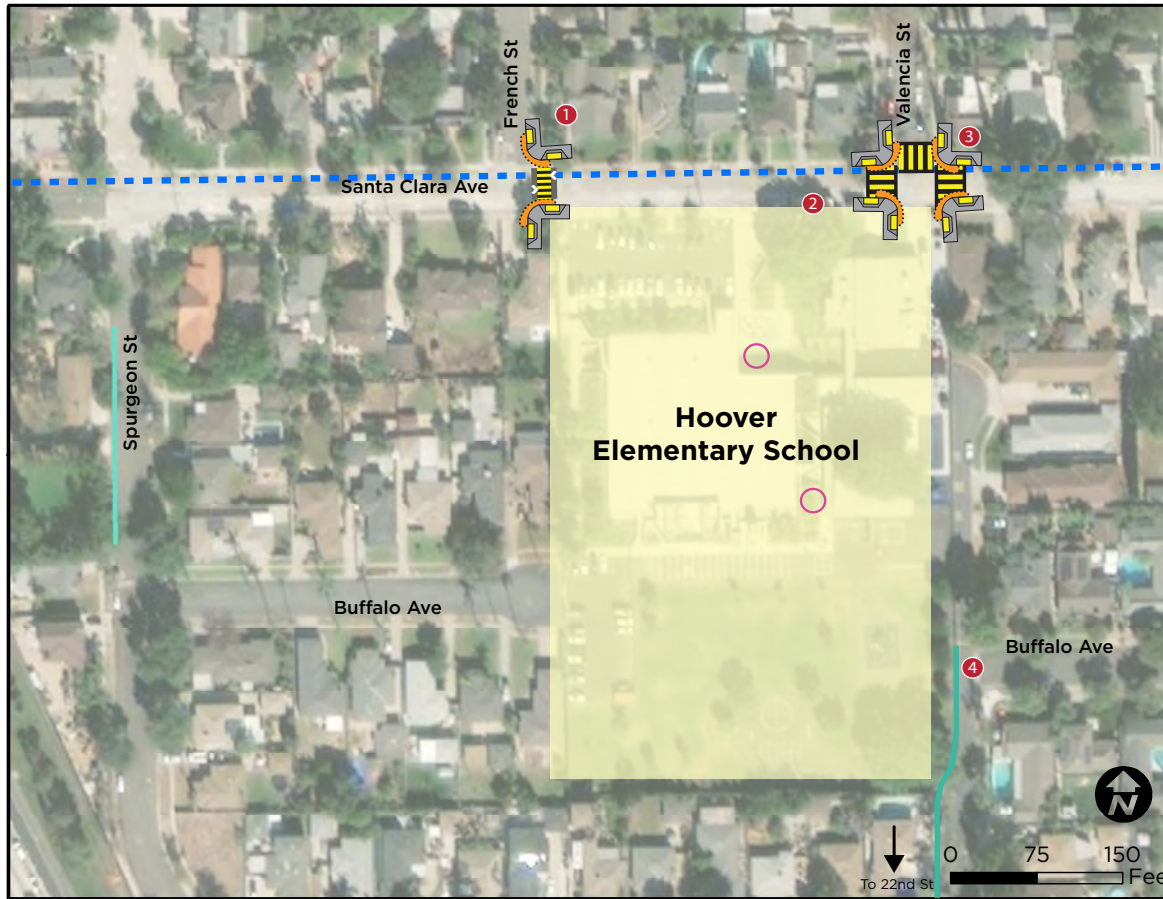
- Double parking
- Parking or dropping-off in the red zone
- Completing U-turns along Santa Clara Street

Pedestrian Circulation

- Pedestrians cross all along Santa Clara Avenue, including at crosswalks at French Street and Valencia Street, and mid-block too.
- The intersection of Santa Clara and Valencia Street is a focal point for school access as it is utilized by many vehicles and pedestrians at the school. Vehicles dropping-off in the red zone or not yielding to pedestrians at the intersection were observed throughout the site visit.
- Pedestrians travel along Santa Clara Avenue with a sidewalk that allows pedestrians to avoid the school’s driveways.
- Students dropped off on Buffalo Avenue cross Valencia Street to access the school. While there is a crosswalk connecting the northern leg of the intersection to the school, pedestrians were observed to cross without using the crosswalk.

Recommended Safe Routes to School Improvements

Estimated Cost: \$937,096



Recommended Safe Routes to School Improvements

- 1 Santa Clara Ave & French St**
 - Install curb extensions on the NE and SE corners of the intersection.
 - Install high-visibility raised crosswalk on the east leg.
- 2 Santa Clara Ave**
 - Consider installation of a bus turnout bay.
- 3 Santa Clara Ave and Valencia St**
 - Add high-visibility crosswalks and advance stop bars along all legs of the intersection.
 - Add curb extensions at all corners of the intersection.
 - Request periodic enforcement for non-compliant parking and failure to yield to pedestrians.
- 4 Buffalo Ave and Valencia St**
 - Evaluate closing gate and exclusively utilizing the loading zone and entrance on Santa Clara Ave.
 - If this access point is kept, then consider adding a sidewalk along the western edge of Valencia St between Buffalo Ave and 22nd St, to provide a sidewalk connection to the back gate.

Existing Conditions

- Existing Shared-Use Path
- Existing Bike Lane
- Existing School Access Point

Previously Planned Facilities

- Proposed Shared-Use Path
- Proposed Bike Lane
- Proposed Bike Route

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Raised Crosswalk
- Curb Extension
- Sidewalk Construction

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Jackson Elementary School

Summary

- Audit Date: October 25, 2018
- Meet Time: 7:30 A.M.
- Address: 1143 S. Nakoma Drive, Santa Ana, CA 92704
- Weather Conditions: Overcast
- Events/Unique Conditions: None
- Principal: Norris Perez
- Enrollment: 992
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 37% walk + 0.2% bike
- Parental Involvement: High

Attendees

Parents and Staff

- A. Valdez
- C. R. Romero
- Carmen Romero
- Chris Schmidt
- Elizabeth De La Tolle
- G. Belmontes
- Guaddyne Bearra
- Laura Pillado
- Maria Ayala
- Norris Perez
- Olivia Jimenez
- Margarita Macedonio

SAUSD

- Jeremy Cogan

City of Santa Ana

- Zdenek Kekula

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Jackson Elementary is near Windsor Park. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Jackson Elementary is located on Nakoma Drive between Lingan Lane and La Verne Avenue. Nakoma Drive is a two-lane road with parking available on both sides of the street. The school's main entrance is located on Nakoma Drive.
- The student drop-off/pick-up is located on Nakoma Drive. There is striped circulation in the front parking lot.

Passenger Vehicle Circulation

- School staff and parents reported cut-through traffic and speeding in the neighborhood.
 - Generally drivers use Dahl to Huron to Lingan to Mohawk to avoid traffic at Fairview/McFadden.
- There is no control at the intersection of Lingan/Huron and several other intersections in the neighborhood.
- There is a long pick-up/drop-off zone in front of the school. Parents often park here.
- There is congestion on Nakoma in the north-bound direction before and after the bell in the morning, as vehicles are leaving from dropping off students. However, during other times of day when there is less congestion, vehicles speed in front of the school.
- Existing signage near the pick-up/drop-off area is confusing for parents and neighbors. There are several signs indicating when loading is allowed, where parking is allowed, and when there is street sweeping.
- There are stop signs only at Nakoma/La Verne.

- Many parents dropping students off come from McFadden, so the recommended route (from the south) is out of the way.

Pedestrian Circulation

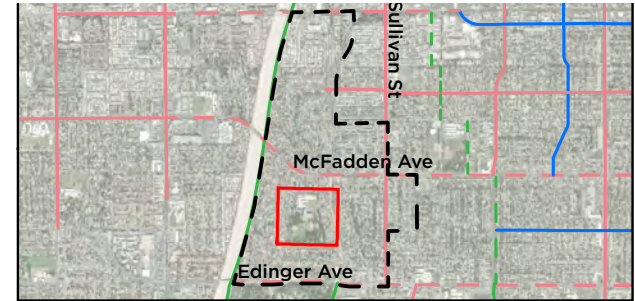
- Jackson Elementary draws students from north of McFadden and many students walk to school.
- There are two crossing guards at Fairview Street/McFadden Avenue, but parents say there used to be more.
- Parents suggest an all-way stop at Lingan/Nakoma. Drivers park in the red zone near the intersection, leading to site distance issues. Used to have a crossing guard at this intersection.
- Currently, there is a narrow sidewalk with a poorly maintained dirt parkway on Nakoma between the school and Lingan.
- The sidewalk is uneven in front of the school and Windsor Park (crew was out smoothing sidewalk on the day of the audit).

General Safety

- There is a need for education/enforcement for parents regarding stop sign running, U-turns in front of the school, illegal parking, dropping off on the west side of Nakoma and dangerous jaywalking/crossing.
- There are concerns about enforcement leading to parents feeling intimidated.

Recommended Safe Routes to School Improvements

Estimated Cost: \$4,139,530



Recommended Safe Routes to School Improvements

- 1 Lingan Ln / Mohawk Dr**
 - Install two high-visibility continental crosswalks
 - Construct curb extension on NW corner of the intersection.
- 2 Lingan Ln / Nakoma Dr**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on SW, NE, and SE corners of the intersection.
 - Install three-way stop.
- 3 McFadden Ave (Harbor Blvd to Maple St)**
 - Reconfigure to add Class II buffered bike lanes in each direction.
- 4 McFadden Ave / Huron Dr**
 - Install one high-visibility continental crosswalk.
 - Install advanced yield markings in both directions.
- 5 McFadden Ave / Fairview Ave**
 - Install four high-visibility continental crosswalks.
- 6 Highland St / Fairview Ave**
 - Install new traffic signal.
- 7 Lingan Ln / Huron Dr**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on NW and SW corners of the intersection.
- 8 Huron Dr / Dahl Ln / Fairview Ave**
 - Install three high-visibility continental crosswalks.
 - Install new traffic signal or hybrid beacon to enhance crossing.
- 9 Huron Dr / La Verne Ave**
 - Install two high-visibility continental crosswalks.
 - Install one stop sign on west side of intersection.
 - Install advanced yield markings in both directions.
- 10 Nakoma Dr / Le Verne Ave**
 - Install four high-visibility continental crosswalks.
 - Install four-way stop.
 - Construct curb extensions on all four corners of intersections.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Used Path	High-Visibility Continental Crosswalk	Advance Yield Markings	Sidewalk Construction	
Existing Bike Lane	Proposed Bike Lane	Curb Extension	Stop Sign	Traffic Signal	
Existing Bike Route					
Existing Crossing Guard Location					
Existing School Access Point					

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Jefferson Elementary School

Summary

- Audit Date: May 17, 2018
- Meet Time: 7:30 A.M.
- Address: 1522 W. Adams Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Fernando Durán, Ph.D.
- Enrollment: 720
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 14% walk + 0.1% bike
- Parental Involvement: Yes

Attendees

Parents and Staff

- Asucena Favela
- Bertha Aguilar
- Carmen Calixto
- Claudia Velazquez
- Emelia Mancia
- Idalia Frias-Gardona
- Juan De La Torre
- Maria Cabrera
- Maria Hernandez
- Martha Beltran
- Rosalva Pineda
- Silvia Velazquez
- Sra. Camelia

Fehr & Peers

- Caro Vera
- Mike Samuelson

City of Santa Ana

- Zdenek Kekula

Walk Audit Notes

School Layout

- Jefferson Elementary School is located on Adams Street between Rene Drive, Rita Way, and Spruce Street.
- There is a designated drop-off zone in front of the school.
- Adams Street has one travel lane in each direction with no center lane.
- There are high-visibility crosswalks at Rita Way, Spruce Street, and Pacific Avenue.

Passenger Vehicle Circulation

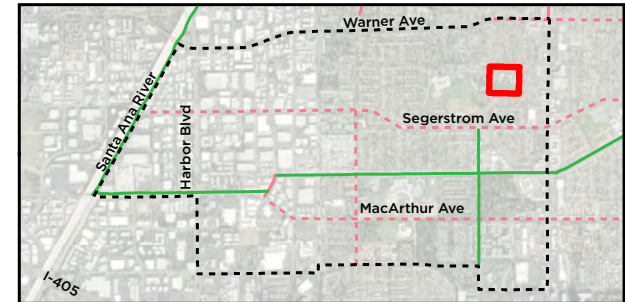
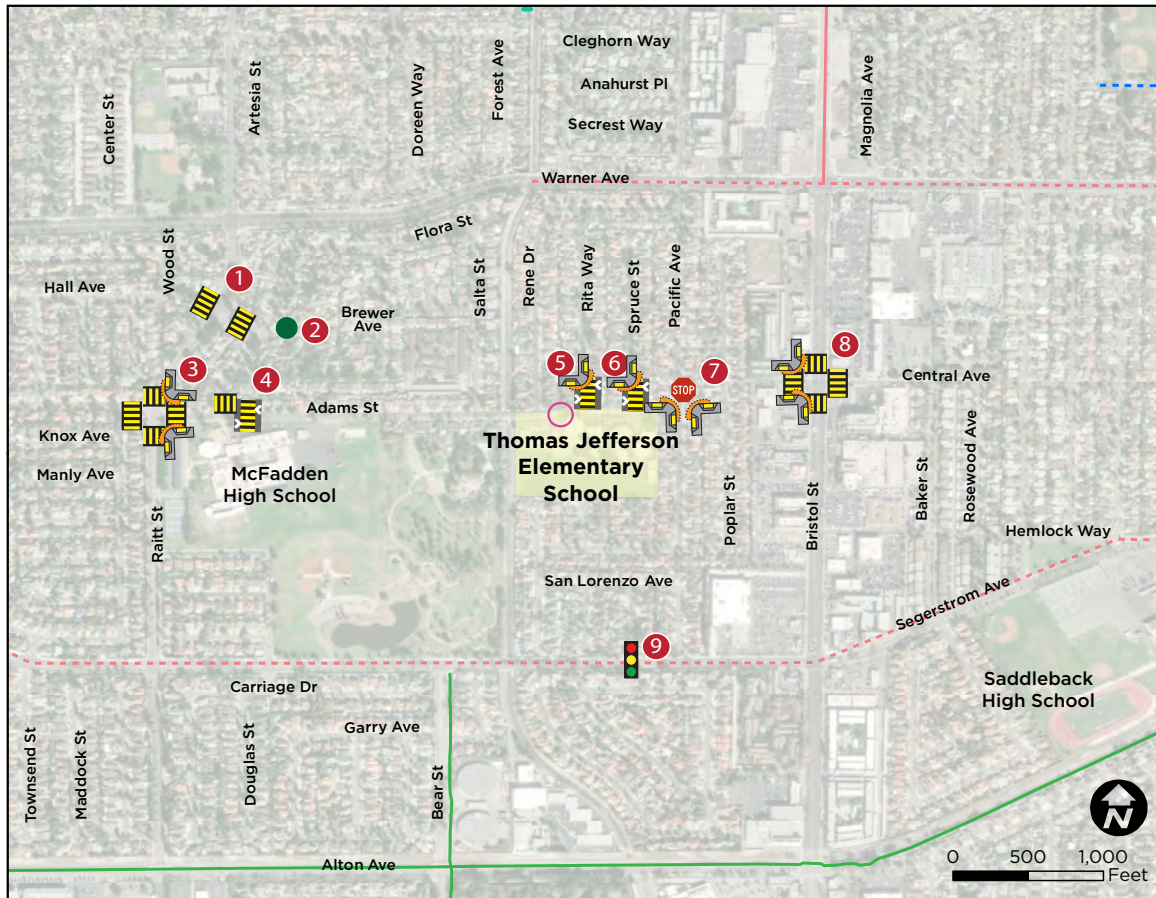
- Given the high volume of traffic during the morning and afternoon, some parents park in the red zones or drop-off zone along Adams Street.
- Vehicle speed is a big issue and concern amongst parents. Parents also claim that drivers do not respect traffic signs or crosswalks and make illegal U-turns. Parents have requested a police officer on site as a way to deter bad driving behavior.
- There is a different schedule release time in the afternoon and this helps alleviate some traffic.

Pedestrian Circulation

- A crossing guard is stationed on the intersection of Raitt Street and Adams Street, but only in the mornings. There are four parent volunteers that help with traffic control in the drop-off zone.
- Parents have requested a crossing guard on Rita Way and Adams Street.
- On Raitt Street and Artesia Street there is a raised crosswalk but parents request it could be a little higher. Signage in this area is clear and visible.
- There is no stop sign on Pacific Avenue and this makes it harder for pedestrians to begin to cross safely.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,216,848



Recommended Safe Routes to School Improvements

- 1 Riatt St / Hall Ave**
•Install high-visibility continental crosswalks on east and west sides.
- 2 Artesia St / Hall Ave**
•Install traffic circle.
- 3 Riatt St / Adams St**
•Install four high-visibility continental crosswalks.
•Construct curb extensions on NE and SE corners of the intersection.
- 4 Adams St / Artesia St**
•Install two high-visibility continental crosswalks.
•Redo the raised crosswalk.
- 5 Adams St / Rita Way**
•Install a raised crosswalk on west side.
•Construct curb extensions on the NW corner of the intersection.
- 6 Adams St / Spruce St**
•Install two high-visibility continental crosswalks.
•Redo raised crosswalk.
•Construct curb extension on the NW corner of the intersection.
- 7 Adams St / Pacific Ave**
•Install 3-way STOP sign.
•Construct curb extensions on the SW and SE corner of the intersection.
- 8 Bristol St / Central Ave**
•Install four high-visibility continental crosswalks.
•Construct curb extensions on NW and SW corner of the intersection.
- 9 Spruce St / Segerstrom Ave**
•Install full traffic signal.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk
Existing Bike Lane		Raised Crosswalk
Existing School Access Point		Sidewalk Construction
		Traffic Circle
		Traffic Signal
		Curb Extension
		Stop Sign

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Kennedy Elementary School

Summary

- Audit Date: May 18, 2018
- Meet Time: 7:30 A.M.
- Address: 1300 E. McFadden Avenue, Santa Ana, CA 92705
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Steven Kotsubo
- Enrollment: 756
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 48% walk + 0.2% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Alicia Osorio– (GRIP, PTA)
- Anna M Lopez
- Catalina Castredon
- Catalina Iniestra
- Clementina Jasso
- Edith Garcia - (GRIP, ELAC, PTA)
- Karina Navarrete
- Leocada Gonzalez – (GRIP)
- Leticia Moreno- (GRIP, PTA)
- Lorena Garcia
- Lucia Rosas
- Maria Ostorva –(ELAC)
- Maribel Zuniga
- Marta Samora
- Micaela Cruz
- Olivia Galdamez
- Olivia Mata
- Rocio P. Guzman– (GRIP, ELAC, PTA)
- Silvia Cranados
- Sonia Hernandez – (GRIP, ELAC, PTA)
- Vanessa Najera
- Yahaira Hernandez
- Zenaida Cruz (GRIP)

Alta Planning + Design

- Kevin Johnson
- Rodrigo García Reséndiz

Walk Audit Notes

Kennedy Elementary School is adjacent to the Minnie Street Family Resource Center. The Project Team observed traffic patterns during morning drop-off and then conducted a walk audit.

School Layout

- Kennedy Elementary School is located at the intersection of McFadden Avenue and Hathaway Street. McFadden Avenue is a two-way travel lane road with no on-street parking on both sides.
- The school's main entrance is located on McFadden Avenue.
- The student drop-off/pick-up area is located along McFadden Avenue.
- An OCTA bus stop is near the corner of McFadden Avenue and Hathaway Street.

Passenger Vehicle Circulation

- Parents use the front school parking lot as a drop-off area, which tends to fill up quickly.
- The back parking lot is closed off to the public by the presence of a gate that blocks the driveway.
- The Project Team observed that cars speed up and at times don't stop on McFadden Avenue.
- When exiting the school's front parking lot, drivers experience difficulties making right and left turns out of the driveway.
- The school's adjacent driveway does not have a protected left turn.

Pedestrian Circulation

- There is a crossing guard on the corner of Hathaway Street and McFadden Avenue, which is paid by the city.
- Crosswalks and high-visibility as well as curb ramps are needed on Hathaway Street.
- Students jaywalk near the railroad tracks and McFadden Avenue.
- The railroad tracks do not comply with ADA regulation.

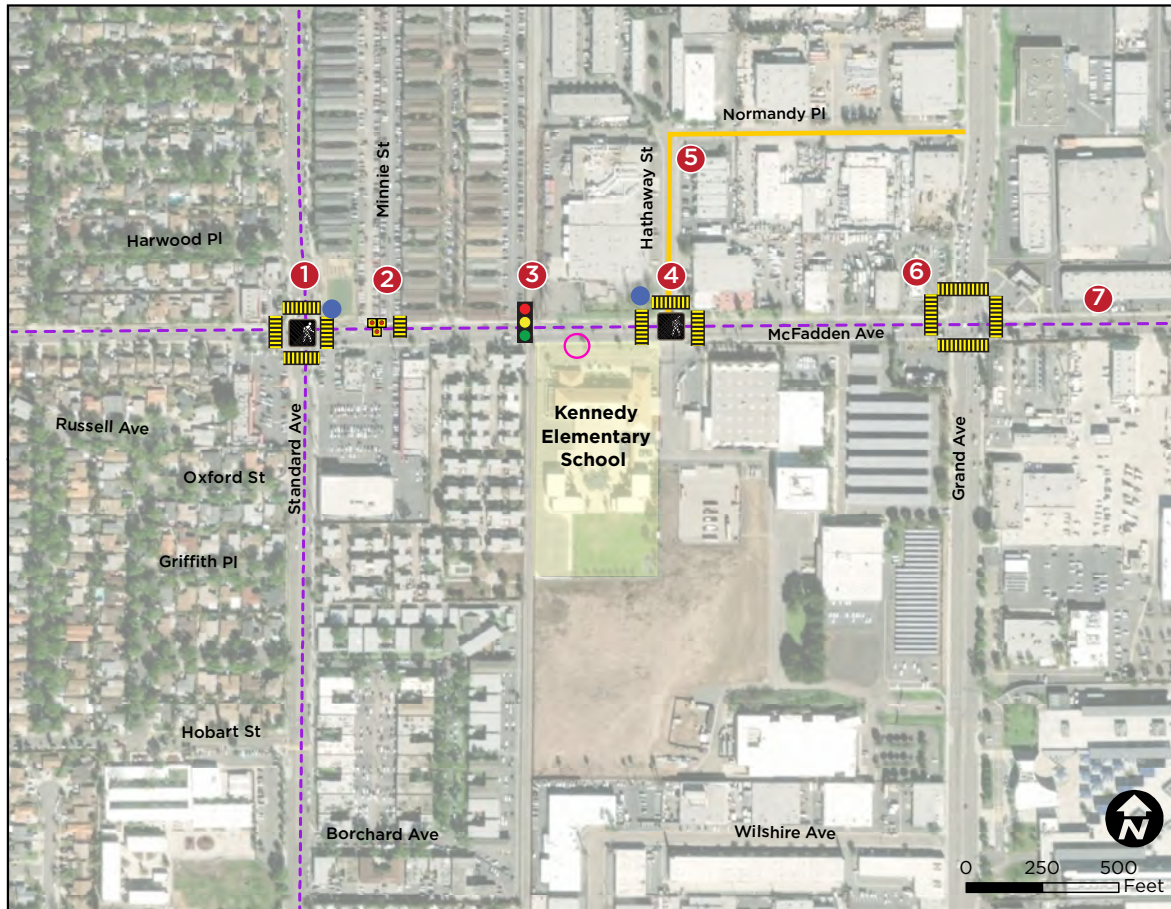
- A protected bike lane on McFadden Avenue is planned. In addition, there is a plan to make the intersection of McFadden Avenue and Standard Avenue a protected intersection.
- Staff reported that students walk on the railroad tracks to and from school; these walking conditions get worse in the afternoon as more kids use this path to walk home. Along the railroad tracks there is the presence of gangs, people experiencing homelessness, and individuals drinking alcohol.

General Safety

- Water floods on the intersection of McFadden Avenue and Hathaway Street and the intersection of Minnie Street and McFadden Avenue. The railroad tracks are vulnerable to flooding as well.
- School signs are missing on the intersection of McFadden Avenue. In addition, there is a lack of rail signs on McFadden Avenue.
- It is unclear if there are cameras near the railroad tracks and McFadden Avenue.
- The school's back gate is closed for dismissal.
- There have been reports of gangs at the intersection of McFadden Avenue and Minnie Avenue.
- A black fence in front of the County Registrar building along McFadden Avenue impairs drivers' visibility as they exit the driveway and cross the sidewalk.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,714,415



Recommended Safe Routes to School Improvements

- 1 McFadden Ave / Standard Ave**
 - Install four high-visibility continental crosswalks.
 - Add leading pedestrian interval to existing traffic signal.
- 2 McFadden Ave / Minnie St**
 - Install a Pedestrian Hybrid Beacon.
 - Install one high-visibility continental crosswalk.
 - Install new curb ramp on the south side of McFadden Ave.
- 3 McFadden Ave / Railroad Tracks**
 - Install two queue cutter traffic signals on McFadden Ave at the railroad tracks.
 - Other safety improvements at the rail crossing, such as sidewalk upgrades and pedestrian gates, will be determined by the California Public Utilities Commission.
- 4 McFadden Ave / Hathaway St**
 - Install three high-visibility continental crosswalks.
 - Add leading pedestrian interval to existing traffic signal.
- 5 Hathaway St and Normandy Pl**
 - Construct sidewalks along both sides of each street.
- 6 McFadden Ave / Grand Ave**
 - Install four high-visibility continental crosswalks.
- 7 McFadden Ave (Minnie St to Grand Ave)**
 - Install a Class IV Separated Bikeway to close the gap in a longer planned bikeway along this corridor.

Existing Conditions

- Existing Shared-Use Path
- Existing Bike Lane
- Existing Crossing Guard Location
- Existing School Access Point

Previously Planned Facilities

- - - - Proposed Shared-Use Path
- - - - Proposed Bike Lane
- - - - Proposed Bike Route
- - - - Proposed Separated Bikeway

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Leading Pedestrian Interval
- Sidewalk Construction
- Traffic Signal Modification
- Pedestrian Hybrid Beacon

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Martin Luther King Jr. Elementary School

Summary

- Audit Date: May 15, 2019
- Meet Time: 7:20 A.M.
- Address: 1001 S. Graham Lane, Santa Ana, CA 92703
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: Eleanor Rodriguez
- Enrollment: 640
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 40% walk + 0.1% bike
- Parental Involvement: None

Attendees

Parents and Staff

- Eleanor Rodriguez
- Norma Valenzuela (T.O.S.A.)

SAUSD

- Silvia Topete
- Victoria Mendoza-Martinez

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Courtney Banker
- Kaitlin Scott
- Zach Trevino

Walk Audit Notes

King Elementary School is bordered to the east by Bristol Street, to the south by McFadden Avenue, to the west by Graham Lane, and to the north by residential streets and a cul-de-sac. In addition to K-5 programming, the school also hosts two preschools, one of which is all-day, whereas the other features both a morning and an afternoon class.

School Layout

- Working with the neighborhood association, King Elementary converted part of Graham Lane into a drop-off area for kids arriving by car.
- While there is a loop within the main parking area that could function as a drop-off area, the loop is small. For fear that traffic would impede staff members from being able to quickly park and get to their classrooms to set up, the school has opted to not use this loop.
- An additional parking area opened on the campus five years ago, and is located on the western edge of campus.
- Because of the preschool programs, parents arrive to pick up and drop off their students throughout the day.

Passenger Vehicle Circulation

- While some parents correctly utilize the drop-off zone by entering Graham Lane from McFadden, some parents make U-turns after their students exit the vehicle, creating hazardous conditions for pedestrians and other vehicles. Other parents enter Graham Lane from Pacific Avenue and drop their students off on the inner part of Graham curve, forcing students to dash out in traffic on a blind curve to cross Graham to get to the school entrance.
- An SAUSD Activity Supervisor stands in front of the entrance to the main parking lot and stops traffic while students cross the driveway, and also ensures that only staff members enter the parking area.

- Staff members stationed at the drop-off loop open car doors for students to quickly get out.
- Some parents drop off students in the alleyway immediately south of the property.
- Parents have become enraged due to traffic and have yelled at the staff members helping with traffic flow.

Pedestrian Circulation

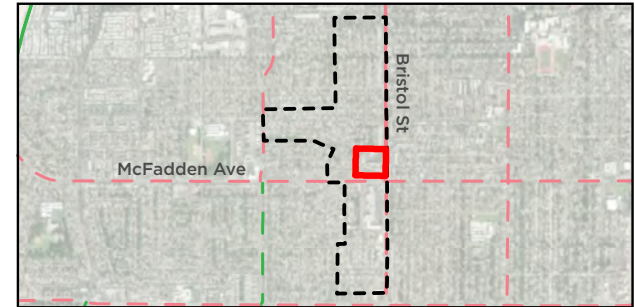
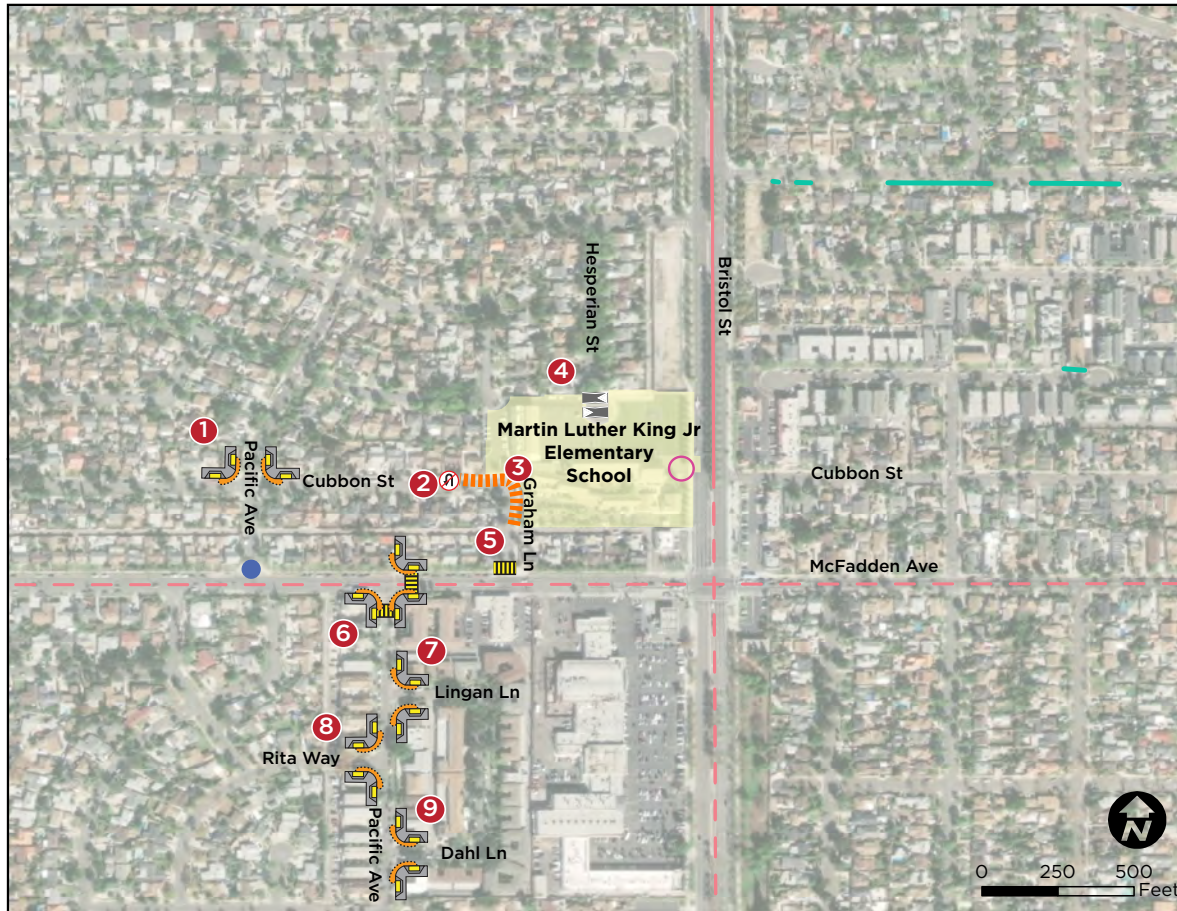
- Most students use the signal, crosswalk, and crossing guard stationed at Pacific.
- Many students walk to school, but even more walk in the afternoon than in the morning, making pick-up less busy than morning drop-off.
- A curb ramp on the inner part of Graham Lane, across from the designated loading zone for the school, entices people to cross even though there is no crosswalk or corresponding curb ramp, and more importantly, even though the curve obscures visibility of pedestrians.

General Safety

- Students are not encouraged to bike to school because the bike racks on campus are not monitored, and a bike was previously stolen.
- Trash has accumulated at the 7-Eleven adjacent to the school, and many transients used to hang out there and disturb the preschool teachers. An officer at the nearby Reach Academy continues to pass through in the mornings when his schedule allows, to keep the area clean and kid-friendly.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,462,635



Recommended Safe Routes to School Improvements

- 1 Cubbon St / Pacific Ave**
 - Install curb extensions on the NW and NE corners of the intersection.
- 2 Cubbon St / Graham Ln**
 - Install No U-Turn sign.
- 3 Graham Ln**
 - Stripe loading zone.
- 4 Hesperian St**
 - Install speed humps within cul-de-sac to reduce reckless driving.
- 5 McFadden Ave / Graham Ln**
 - Install one high-visibility continental crosswalk.
- 6 McFadden Ave / Pacific Ave**
 - Install two high-visibility continental crosswalks.
 - Install curb extensions on the SW, SE, and NE corners of the intersection.
- 7 Pacific Ave / Lingan Ln**
 - Install curb extensions on the NE and SE corners of the intersection.
- 8 Pacific Ave / Rita Way**
 - Install curb extensions on the NW and SW corners of the intersection.
- 9 Pacific Ave / Dahl Ln**
 - Install curb extensions on the NE and SE corners of the intersection.

Existing Conditions

- Existing Shared-Use Path
- Existing Bike Lane
- Existing Crossing Guard Location
- Existing School Access Point

Previously Planned Facilities

- Proposed Shared-Use Path
- Proposed Bike Lane

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Stripe Loading Zone
- No U-Turn
- Sidewalk Construction
- Curb Extension
- Speed Hump

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Julia C. Lathrop Intermediate School

Summary

- Audit Date: April 11, 2019
- Meet Time: 7:30 A.M.
- Address: 1111 S. Broadway, Santa Ana, CA 92707
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: Cesar Flores
- Enrollment: 941
- Grades: 6-8
- First Bell: 8:10 A.M.
- Mode Share: 48% walk + 2% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Aider Lopez
- Anuar Shalash
- Cesar Flores
- Cristina Rodriguez
- Juan M. Contreras Jr.
- Maria del Carmen de Jesus
- Sylvia Ramirez

SAUSD

- Alvaro Núñez
- Chris Garza
- Evelyn Kirpichyan
- Jeremy Cogan
- Juan Delgado

Latino Health Access

- Daniel Cortes

UCLA

- Peter Garcia

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Courtney Banker
- Kaitlin Scott

Walk Audit Notes

Lathrop Intermediate School is bordered to the north by McFadden Avenue and Benjamin Franklin Elementary, to the east by Main Street, to the south by Russell Avenue, and to the west by Broadway.

School Layout

- Most students walk to school. The remainder use a mix of skateboarding, biking, and driving. The school usually has 8 to 10 bikes parked at the racks each day.
- Students who arrive in cars are dropped off on Russell Avenue by Sycamore Street. Most students enter the school property at the gate there; however, students are also able to enter campus through the front entrance on Broadway.
- There are two lots for staff parking on campus: one on the northwest corner of the campus and accessed by Broadway; another on the southeast corner of the campus and accessed by Russell Avenue.
- The Engage 360 after-school program coordinator has expressed concerns about how crowded the parking facility gets in the afternoon. SAUSD is considering installing an additional access point for the northern lot on McFadden; however, the City expressed concerns about adding more traffic to the already-congested street.
- No crossing guards serve the school.

Passenger Vehicle Circulation

- Cars speed down Russell Avenue and Sycamore Street. The City recently installed a roundabout and painted curb extensions on Sycamore and Wilshire to slow vehicles. The school also places two traffic cones along the centerline of the crosswalk on the west side of Russell and Sycamore every morning to deter traffic from going around slow or parked cars and using the opposite side of the street to travel. However, parents expressed interest in having speed bumps installed on Russell.

- Traffic gets backed up on McFadden Avenue, particularly east-bound traffic. Cars frequently block the crosswalks making it dangerous for pedestrians to safely cross.
- Cars do not always respect the crosswalk on Main Street at Russell Avenue.

Pedestrian Circulation

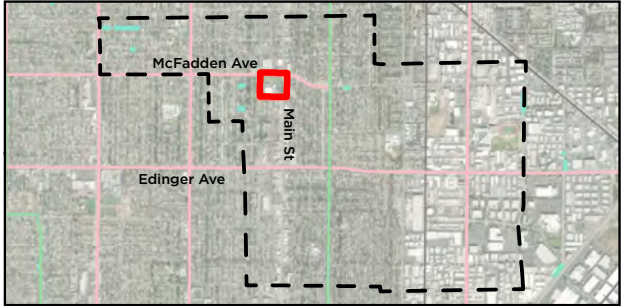
- Given funding restrictions, the school and parents are open to considering training parents to serve as volunteer crossing guards, but need help with training and liability.
- There is a two-way stop at Highland and Broadway that is difficult for pedestrians to cross. Furthermore, the curb preceding the stop signs on Highland are not painted red and are frequently blocked by cars, reducing visibility and increasing the risk of collisions.
- After school, many students leave from the main exit on Broadway and cross mid-block. This poses a safety threat to students.
- The stretch of Main Street near Russell Avenue is particularly problematic for pedestrians. Students cross mid-block and walk along the median until the crosswalk. Furthermore, the crossing interval is too short and needs to be extended, and the curb ramps, while present, need to be enhanced for bi-directional travel.

General Safety

- The alleyway between Sycamore and Main is often a site of violence and drug use. The school would like the City to consider closing the alley or limiting access during arrival and dismissal.
- School administrators and parents expressed a desire for more school zone signs around the campus.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,046,827



Recommended Safe Routes to School Improvements

- 1 Highland St / Broadway**
 - Install four curb extensions.
 - Paint curb red to improve visibility.
- 2 Broadway / Russell Ave**
 - Install four high-visibility continental crosswalks.
- 3 Sycamore St / Russell Ave**
 - Install one high-visibility continental crosswalk.
 - Install one high-visibility raised crosswalk.
 - Install ADA compliant curb ramp.
 - Install Yield to Pedestrian signs.
- 4 Main St / Russell Ave**
 - Install curb extensions on the NW and SW corners of the intersection..
- 5 Broadway / Borchard Ave**
 - Install curb extensions on the NW and NE corners of the intersection..

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Extension
	Existing School Access Point				Speed Bumps
					Red Curb
					Traffic Signal
					Sidewalk Construction
					High-Visibility Raised Crosswalk

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Abraham Lincoln Elementary School

Summary

- Audit Date: November 15, 2018
- Meet Time: 7:30 A.M.
- Address: 425 S. Sullivan Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Edna Velado
- Enrollment: 820
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 31% walk + 3% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Adenina Lopez
- Alejandra Guzman
- Antonio Cux
- Blanca Higareda
- Carmen Mata
- Claudia Garcia
- Dominga Hernandez
- Edna Velado
- Elia Costellanos
- Erika Fergrino
- Ignacia Vasquez
- Jessica Sotela
- Julio Rebolledo
- Lilibiana Ayón
- Margarita Espinoza
- Maria Campos de Lorenzo
- Maria Magdalena Bermudez
- Maria Orozco
- Maria Victoria Jimenez
- Martha Cruz
- Sandra Salazar
- Veronica Rentería
- Victoriana Hernandez
- Xochitl Magollon

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Lincoln Elementary is near Jerome Park and the Orange County General Relief Office. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Lincoln Elementary is located at the intersection of Sullivan Street and Willits Street. Sullivan Street is a two-lane travel road with available on-street parking on both sides. The school's main entrance is located on Sullivan Street.
- The student drop-off/pick-up zone is located on Sullivan Street.

Passenger Vehicle Circulation

- Willits Street is a wide road with high speeds. The City is planning a protected bike lane here.
- There are U-turns and double parking on Willits Street, but it's wide enough to accommodate vehicles.
- There is also a small drop-off area in front of the school on Sullivan Street, but more parents appear to drop off on Willits Street.
- There are high traffic speeds and volumes on Sullivan Street. Parents are interested in traffic calming, particularly speed humps.

Pedestrian Circulation

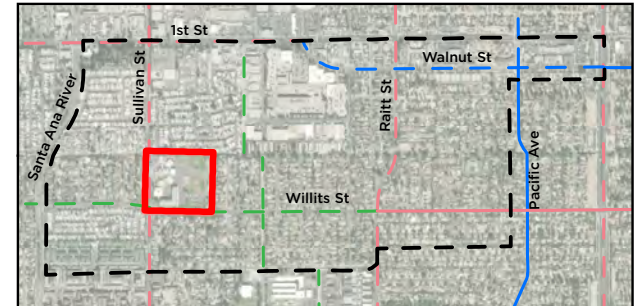
- There is a pedestrian gate to enter the school on Willits Street. This is the more popular drop-off area. Some jaywalking occurs here, demonstrating desire for a mid-block crossing.
- On Sullivan Street/Willits Street there is a crossing guard. This intersection floods when it rains.
- There is no marked crossing on Sullivan Street between 1st Street and Willits Street. Parents are interested in a mid-block crossing.

General Safety

- Lots of parents are part of the GRIP program, which helps management in the morning (gang reduction). Not present in the afternoon.

Recommended Safe Routes to School Improvements

Estimated Cost: \$8,221,058



Recommended Safe Routes to School Improvements

- 1 1st St (Newhope St to Walnut St)**
 - Reconfigure to add Class II buffered bike lanes in each direction.
- 2 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
- 3 Sullivan St / Duchess Ln**
 - Install one high-visibility continental crosswalk.
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
 - Install curb extensions on both sides of the crosswalk.
- 4 Flood Control Channel (1st St to McFadden Ave)**
 - Reconfigure to add Class I shared-use path.
- 5 Walnut St (1st St to Bristol St)**
 - Reconfigure to add Class III bike route.
- 6 Willits St (Fairview St to Raitt St)**
 - Reconfigure to add Class IV Separated Bikeway.
- 7 Willits St / Diamond St**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
 - Install rectangular rapid flashing beacon to enhance crossing.
- 8 Willits St / Raitt St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extension on the SW corner of the intersection.
 - Install new traffic signal.
- 9 Sullivan St / Monta Vista Ave**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on the NE, SE, and SW corners of the intersection.
 - Install two stop signs on the north and south side.
- 10 McFadden Ave (Harbor Blvd to Maple St)**
 - Reconfigure to add Class II buffered bike lanes in each direction.
- 11 Raitt St (Santa Ana Blvd to McFadden Blvd)**
 - Reconfigure to add Class II buffered bike lanes in each direction.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Extension
	Existing Bike Route		Proposed Bike Route		Rectangular Rapid Flashing Beacon
	Existing Crossing Guard Location		Proposed Separated Bikeway		Stop Sign
	Existing School Access Point		Proposed OC Streetcar		Traffic Signal
			Proposed OC Streetcar Stop		

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Lowell Elementary School

Summary

- Audit Date: March 11, 2019
- Meet Time: 1:00 P.M.
- Address: 700 S. Flower Street, Santa Ana, CA 92703
- Weather Conditions: Sunny
- Events/Unique Conditions: Drop-off Valet System on Bishop Street and along cul-de-sac on Richland Avenue
- Principal: Mrs. Gonzalez-Perez
- Enrollment: 687 students
- Grades: 1-5
- First Bell: 2:08 P.M.
- Mode Share: 53% walk + 0.2% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Mrs. Gonzalez-Perez

OCTA

- Paul Martin

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Carolyn Vera
- Mike Samuelson

Walk Audit Notes

Lowell Elementary School is located in the Heninger Park Neighborhood, surrounded by Bishop Street to the north, Flower Street to the east, Shelton Street to the west, and Richland Street to the south. Nearby landmarks are El Getsemani United Methodist Church and Pio Pico Elementary School. The Project Team conducted a walk audit and then observed traffic patterns during dismissal.

School Layout

- Staff parking is located on Flower Street.
- There is a crossing guard at the intersection of Flower Street and Bishop Street.
- The student drop-off/pick-up area is located along Bishop Street. Traffic cones are used to create a valet zone. Another drop-off/pick-up area is located at the Richland Avenue cul-de-sac.
- School bus drop-off is at the front of the school along Flower Street.
- Lowell Elementary is located adjacent to Pio Pico Elementary School.

Passenger Vehicle Circulation

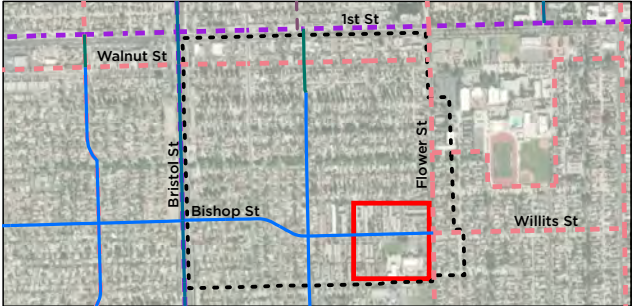
- Cars queue along Bishop Street to pick up students.
- Drivers don't honor the rules of the road on Bishop Street. Drivers park in the travel lane.
- Local residents park along cul-de-sac on Richland Avenue, which creates double/triple stacking at the cul-de-sac during pick-up.
- There is heavy traffic congestion as it approaches pick-up time on Bishop Street.

Pedestrian Circulation

- Parents cross along Bishop Street and Flower Street.
- Parents walk along Richland Avenue to pick-up and drop-off students.

Recommended Safe Routes to School Improvements

Estimated Cost: \$84,490



Recommended Safe Routes to School Improvements

- 1 Bishop Ave between Flower St and Shelton Ave**
 - Remove cones blocking drop off lane to decrease queuing.
 - Install more parking restriction signs.
- 2 Bishop Ave / Flower St**
 - Install high-visibility continental crosswalks and advance stop bars on all four legs.
 - Install leading pedestrian intervals on all four legs.
- 3 Richland Ave Cul-De-Sac**
 - Implement parking restriction during arrival and dismissal periods.

Existing Conditions		Previously Bike Facilities		Safe Routes to School Improvements	
	Existing Crossing Guard Location		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing School Access Point		Proposed Bike Route		Parking Restriction
	Existing Bike Lane		Proposed Separated Bikeway		Signage
	Existing Bike Route				

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Douglas MacArthur Fundamental Intermediate School

Summary

- Audit Date: November 13, 2018
- Meet Time: 1:30 P.M.
- Address: 600 W. Alton Avenue, Santa Ana, CA 92707
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Katherine Berger
- Enrollment: 1,230
- Grades: 6-8
- Dismissal Bell: 2:27 P.M.
- Mode Share: 2% walk + 0% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Bertha Benavides
- Brizza Balvaz
- Cristina Barber
- Emily Fellmer
- Gabby Romo
- Guadalupe Cedillo
- Guillermina Gama
- Irene Rodriguez
- Jill Carver
- Katherine Berger
- Laurie Tristan
- Leticia Lopez
- Maria Guajardo
- Mayrla Pediaara
- Olga Perez
- Olivia Mendez
- Ranithi Silva-Garcia
- Ray Gonzalez
- Rubi Hernandez
- Susan Davis
- Valerie Armstrong
- Zenaida Galvan

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

MacArthur Intermediate is near Lillie King Park and a commercial center. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school grounds.

School Layout

- MacArthur Intermediate is located at the intersection of Flower Street and Alton Avenue. Alton Avenue is a two-lane road with parking available on both sides of the street. The school's main entrance is located on Alton Avenue. Student drop-off/pick-up is located on Halladay Street.

Passenger Vehicle Circulation

- In the morning, students get dropped off in traffic lanes.
 - The Church across the street doesn't like parents parking or dropping students off there.
 - Parents line up in the red curb area on Alton during pick-up.
 - The school parking lot gets congested, it should be made bigger.
- There is a lot of school traffic on Alton Avenue west of the school.
- The Project Team observed high vehicle speeds on Flower Street.
- About once a week a motor cop is at the school.
- U-turns occur on Alton Avenue.
- At the drop-off area at Bradford, traffic backs up.

Pedestrian Circulation

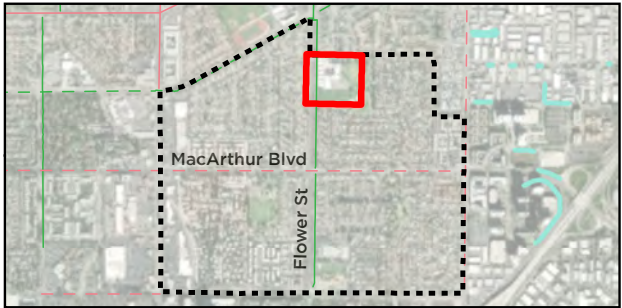
- At driveways on Alton students "dart" in front of cars.
- Parents request a crossing guard at Alton Avenue/Bradford Place.
- A curb ramp is needed on the southeast corner of Alton/Bradford.
- There are no sidewalks on the east side of Flower Street due to the channel (there is a path). Parents still drop kids off on the side of the road.
- East of Alton/Flower, students jaywalk to get to their parents' cars.

General Safety

- Bus stops need improvement on Flower Street.
- There are safety concerns at Lillie King Park, and at bus stops.
- Parents are interested in bike safety training and helmet giveaways.
- There are so many skateboarders there's a club on campus.

Recommended Safe Routes to School Improvements

Estimated Cost: \$651,729



Recommended Safe Routes to School Improvements

- 1 Flower St / Alton Ave**
 - Install four high-visibility continental crosswalks.
 - Add dedicated left turn from Alton Ave to Flower St.
 - Install bus stop shelters at both stop locations.
- 2 Alton Ave / Bradford PI**
 - Update driveways to make ADA compliant.
- 3 Alton Ave / Bradford PI**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 4 Flower St (Alton Ave to MacArthur Blvd)**
 - Install speed feedback sign.
 - Install bus stop shelters at both stop locations.
- 5 Flower St / MacArthur Blvd**
 - Install four high-visibility continental crosswalks.
- 6 MacArthur Blvd / Birch St**
 - Install four high-visibility continental crosswalks.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Extension
	Existing Crossing Guard Location				Speed Feedback Sign
	Existing School Access Point				Left-Turn Only Lane
					Driveway Update
					Surface Update
					Sidewalk Construction
					Bus Stop Improvements

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Madison Elementary School

Summary

- Audit Date: January 9, 2020
- Meet Time: 8:00 A.M.
- Address: 1124 E. Hobart Street, Santa Ana, CA 92707
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Lisa Gonzales-Solomon
- Enrollment: 1,078
- Grades: K-6
- First Bell: 8:30 A.M.
- Mode Share: 41% walk + 0.7% bike
- Parental Involvement: Yes

Attendees

Parents and Staff

- Alexandra Cruz
- Alsa Murrela
- Ana Clemente
- Ana Cruz
- Andrea Lopez
- Carlos Parral
- Cecilia Bautista
- Cecilia Gonzalez
- Edith Herrera
- Elizabeth Prado
- Felipe Orotecco
- Georgina Huerta
- Ingrid Fuentes
- Ionia Beltran
- Irma Beltran
- Isabel Romero
- Janet Matay
- Josefa Mendez
- Lidia Santos
- Liduvina Roman
- Lorena Soria

- Lucia Ortiz
- Margarita Ruiz
- Maria de Leon
- Maria Garcia
- Maria I Hernandez
- Maria Mendoza
- Maria Mora
- Maria Ramirez
- Maria Teresa Cortes
- Maricruz Ariels
- Maubel Ortega
- Mona de Los Angeles Diaz
- Odilca Ruiz
- Pablo Antonio
- Patricia Onfre
- Rosa Lariz
- Sandi Mendoza
- Sandra Solorio
- Santa Teresa Solis
- Sergio Ramirez
- Veronica Olmedo

Madres de Madison

- Margarita Ruiz
- Yezenia Marrujo

America on Track

- Diana Bejarano
- Jasmin Torres

SAUSD

- Magaly Ponce

OCHCA

- Anna Luciano-Acenas
- Elsa Amezcua
- Maria Minaglia
- Marisela Barcenass-
- Megan Beard
- Sylvia Aguas

Alta Planning + Design

- Ryan Johnson

Walk Audit Notes

Madison Elementary School is bordered to the north by Hobart Street, to the east by Standard Avenue, to the south by Madison Park, and to the west by multi-family homes. With over 1,000 students in grades K-6, Madison is the largest neighborhood school in the city.

School Layout

- There are two access points for the school:
- An entry on Hobart Street
- An exit on Standard Avenue
- There is a school bus loading zone in front of the entrance of the school on Hobart Street, but it blocks crosswalk visibility.
- Many parents drop off students on the north side of Hobart Street, requiring students to cross the street to get to the school.
- Three days before the walk audit, the school put in a volunteer crossing guard at Hobart and Evergreen because of parent complaints.

Passenger Vehicle Circulation

- Although vehicles are encouraged to only turn right when exiting onto Standard Avenue, because it is not a city enforced law, many vehicles still turn left causing backups in the parking lot.
- Curves are too fast where the small side streets meet Standard Avenue.
- Because of the limited parking around the school, parents are less likely to participate in school programs. Many parents are ticketed for parking on nearby Evergreen Street.
- Drivers exceed 15mph on Hobart Street.
- Many vehicles make U-turns in front of the school.
- Park and playground space along the north side of the school campus could be potentially used for a new driveway. The School District is considering this as part of their modernization effort.
- The OCTA bus stop along Standard Avenue has little shade.

- There is a lack of sufficient disabled parking spaces.
- Street sweeping occurs 11a.m.-3:30p.m. on Mondays; this may need to be adjusted to provide more parking and drop-off areas.
- Visibility at parking lot driveways is poor and staff direct traffic and pedestrians. A crossing guard should be hired, especially at Hobart Street and Standard Avenue, and Edinger and Standard Avenue (which also serves Century High School students).
- Many of the curb colors seem outdated and merit a comprehensive review.

Pedestrian Circulation

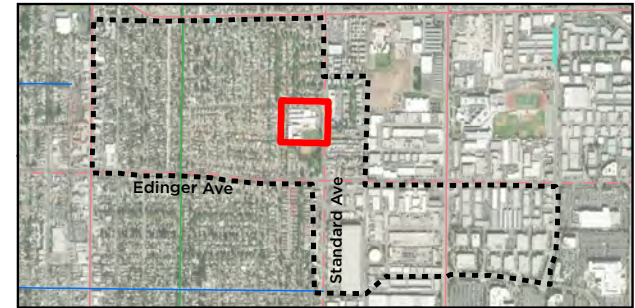
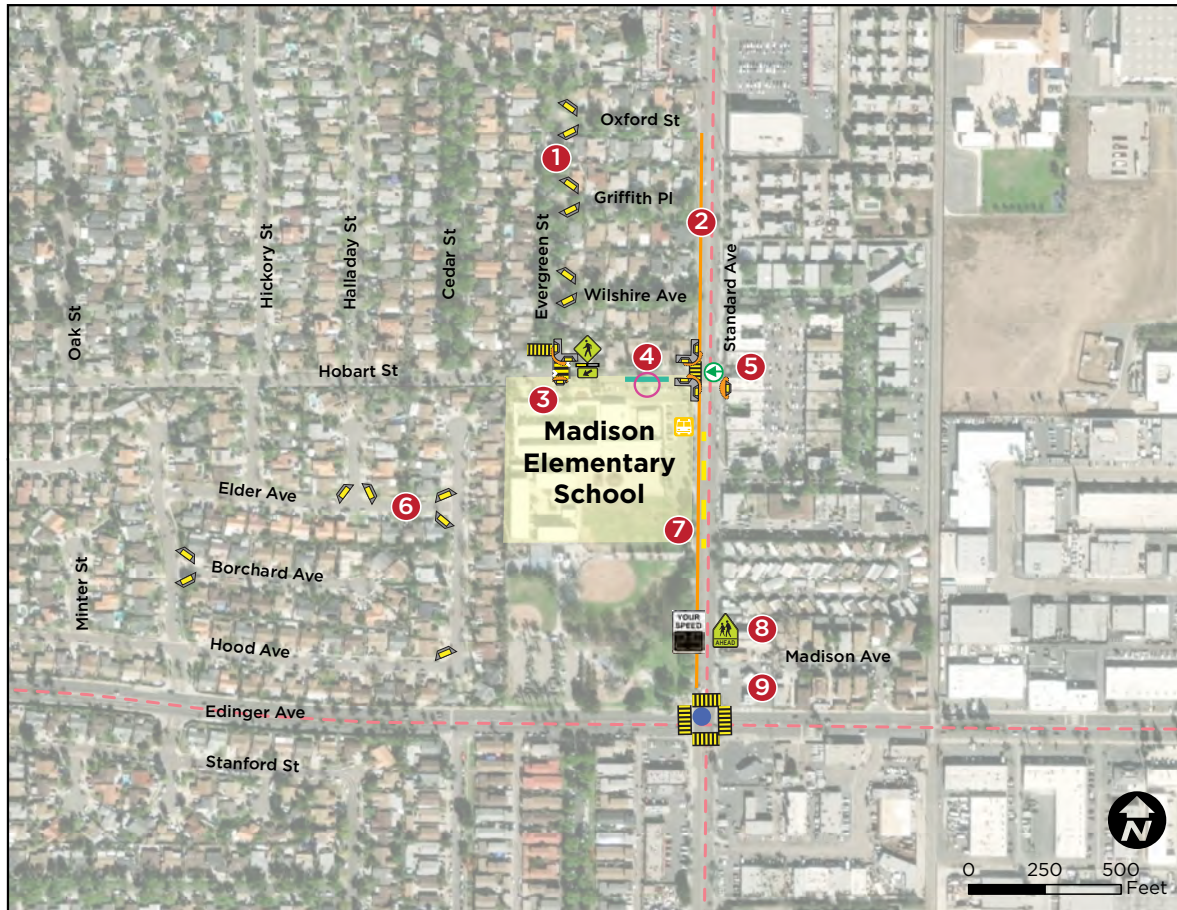
- Many intersection corners on surrounding residential streets lack curb ramps.
- At Madison Park behind the school, there is loitering and crime. Paths are littered with trash and graffiti. Many parents suggested just closing the park.
- People without homes camp along the Standard sidewalk and along Evergreen and Edinger; parents are concerned for the safety of students walking to school.
- School driveways are not ADA compliant (cross slope).
- Crowds from street vending block the sidewalks and make it difficult to get through, especially for strollers.
- There are not enough lights and signs at the Maple Trail crossing at Hobart.

General Safety

- Flooding is a big issue at Hobart and Standard, and McFadden and Standard. As cars drive through high water, the water floods or splashes onto the sidewalks.
- Audit participants have asked for more police to patrol the area.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,271,738



Recommended Safe Routes to School Improvements

- 1 Evergreen St (Oxford St, Griffith Pl, Wilshire Ave)**
•Construct curb ramps on the NE and SE corners.
- 2 Standard Ave (McFadden Ave to Edinger Ave)**
•Enhance lighting.
- 3 Evergreen St / Hobart St**
•Construct curb extensions on the NE and SE corners of the intersection.
•Install high-visibility raised crosswalk to make existing speed hump taller.
•Install a rectangular rapid flashing beacon.
•Install high-visibility continental crosswalk on the north leg.
- 4 Hobart St School Entrance**
•Make sidewalk and driveway ADA compliant.
- 5 Standard Ave / Hobart St**
•Install protected left turn signal phase.
•Construct curb extensions on the NW, SE and SW corners.
•Fix drainage issues to reduce standing water.
•Install bus stop shelter.
- 6 Elder Ave / Borchard Ave / Hood Ave**
•Install curb ramps.
- 7 Standard Ave / East School Parking Lot**
•Install median to restrict left turns from school lot.
- 8 Standard Ave (McFadden Ave to Edinger Ave)**
•Install School Zone signage and Speed Feedback signage.
- 9 Edinger Ave / Standard Ave**
•Install four high-visibility continental crosswalks.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements		
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk	High-Visibility Raised Crosswalk	Median
Existing Bike Lane	Proposed Bike Route	Curb Extension	School Advance Warning Sign (Assembly D)	Lighting
Existing Bike Route		ADA Curb Ramp	Rectangular Rapid Flashing Beacon	
Existing Crossing Guard		Speed Feedback Sign	Sidewalk Construction	
Existing School Access Point		Bus Stop Improvements	Left Turn Pocket	

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Glenn L. Martin Elementary School

Summary

- Audit Date: March 19, 2018
- Meet Time: 1:30 P.M.
- Address: 939 W. Wilshire Avenue, Santa Ana, CA 92707
- Weather Conditions: Cloudy
- Events/Unique Conditions: None
- Principal: Mr. Richardson
- Enrollment: 694
- Grades: PRE-K-5
- First Drop-Off Bell: 2:04 PM
- Mode Share: 26% walk + 0.1% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Mr. Richardson

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Carolyn Vera
- Mike Samuelson

Walk Audit Notes

Martin Elementary School is located in the Mid-City Neighborhood, surrounded by Russell Avenue to the north, Flower Street to the east, Towner Street to the west, and Wilshire Avenue to the south. Nearby landmarks are Canaan Presbyterian Church and Glen Martin Headstart. After observing traffic patterns during dismissal, the Project Team conducted a walking audit around the school.

School Layout

- Staff parking is located on Olive Street.
- The student drop-off/pick-up area is located along Wilshire Avenue for grades K-2. Grades 3-5 drop-off/pick-up area is in the staff parking lot.
- School bus drop-off/pick-up is in the parking lot on Olive Street.
- The school has staggered dismissal times at 2:04 P.M. and 2:24 P.M.

Passenger Vehicle Circulation

- Cars speed along Wilshire Avenue.
- Parents requested speed humps along Wilshire Avenue, citing a speeding drunk driver that ran over a local ice cream vendor outside of the school.
- During dismissal, some drivers don't stop at the crossing guard.
- Long queues along Wilshire Avenue extend from the pick-up/drop-off area eastbound to Flower Avenue.
- There is some queuing southbound on Olive Street as vehicles try to exit the parking lot.
- Parking and stopping is prohibited on the south side of Wilshire Avenue across from the school.

Pedestrian Circulation

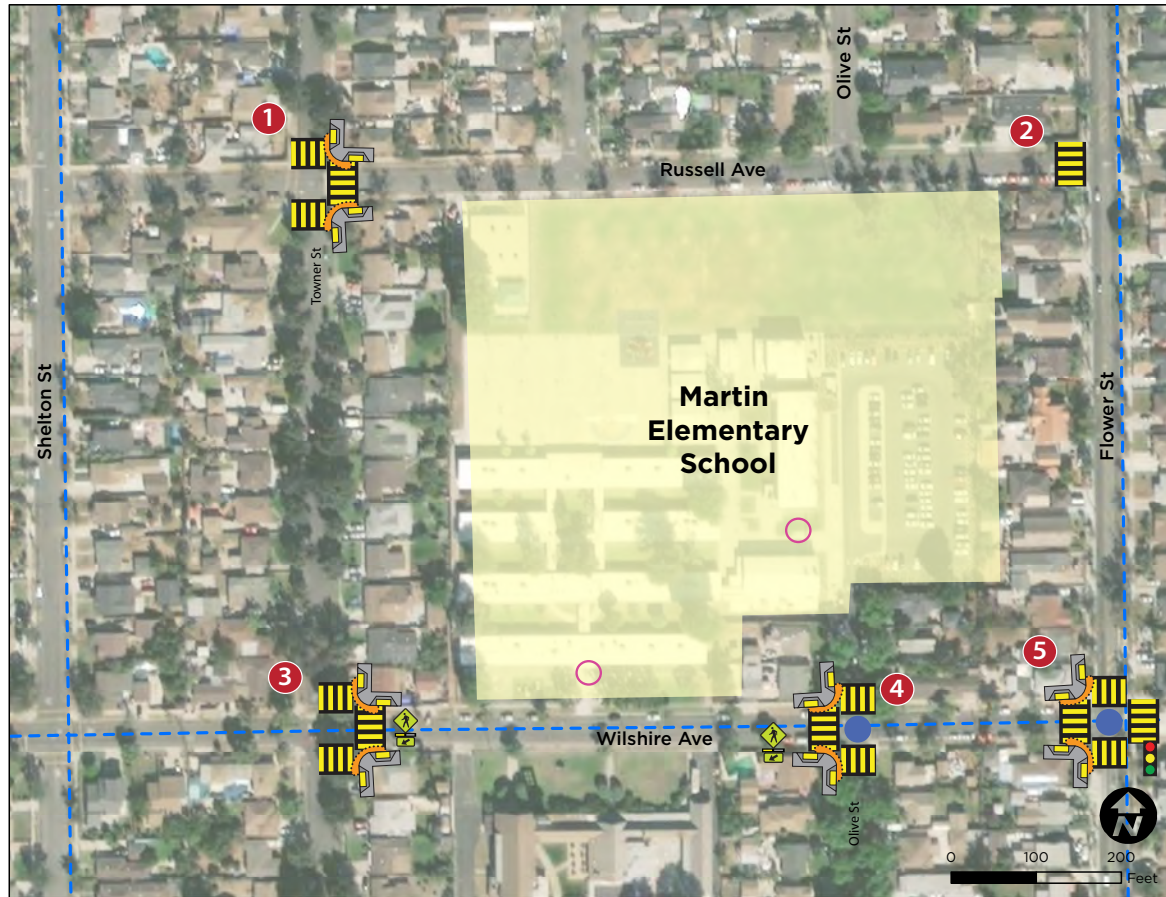
- There are crossing guards at the intersections of Wilshire Avenue and Olive Street and Wilshire Avenue and Flower Street.
- Many parents walk their children to school.
- School sets out portable signs each day in the crosswalk on the east leg of Towner Street and Wilshire Avenue.

General Safety

- There is illegal dumping on Russell Avenue.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,549,432



Recommended Safe Routes to School Improvements

- 1 Towner St / Russell Ave**
 - Install curb extensions on NE and SE corners.
 - Install high-visibility crosswalks with advance stop bars on north, south, and east legs.
 - Remove crosswalk on west leg.
- 2 Russell Ave / Flower St**
 - Install high-visibility crosswalk on west leg of the intersection.
- 3 Towner St / Wilshire Ave**
 - Install curb extensions and Rectangular Rapid Flashing Beacon to east leg across Wilshire Avenue.
 - Install high-visibility crosswalks with advance stop bars on north and south legs, and advance yield markings on east approach.
- 4 Olive St / Wilshire Ave**
 - Install high-visibility crosswalks on N, W, and S legs.
 - Install curb extensions on west leg across Wilshire Avenue.
- 5 Flower St / Wilshire Ave**
 - Install high-visibility crosswalks on all four legs.
 - Install curb extension on west leg across Wilshire Avenue.
 - Install leading pedestrian intervals on all approaches.

Existing Conditions

- Existing School Access Point
- Existing Crossing Guard Location

Previously Planned Facilities

- Proposed Bike Lane
- Proposed Bike Route
- Proposed Separated Bikeway

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Curb Extension
- Rectangular Rapid Flashing Beacon (RRFB)
- Traffic Signal Modification

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



McFadden Intermediate School

Summary

- Audit Date: February 19, 2019
- Meet Time: 1:45 P.M.
- Address: 2701 S. Raitt Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Mr. Ignacio Muñiz
- Enrollment: 1200 Students
- Grades: K-5
- First Bell: 8:15 A.M.
- Mode Share: 16% walk + 0.8% bike
- Parental Involvement: Moderate

Attendees

Parents and Staff

- Ignacio Muñiz
- Jeanette Andrews
- Richard Covey

Santa Ana School District

- Silvia Topete

City of Santa Ana

- Victor Chaidez

Fehr & Peers

- Jessica Johnson
- Miguel Núñez

Walk Audit Notes

McFadden Intermediate School is located in the Thornton Park Neighborhood, bordered by Adams Street to the north, Raitt Street to the west, Kiwanis Barrier Free Park to the east, and Hemlock Way Street to the south.

School Layout

- Staff parking is accessed from Adams Street.
- A crossing guard staffs the intersection of Adams Street and Raitt Street, based on the Thomas Jefferson Elementary School schedule.
- The front parking lot, including an area for parents to park and an area for drop-off/pick-up, has vehicular entry on Adams Street and exits on Adams Street and Raitt Street.
- Students are dropped off along Raitt Street during arrival.

Passenger Vehicle Circulation

- Drivers enter through Adams Street and exit on Raitt Street during dismissal, and there are several speed humps along the primary drive aisle.
- School buses/vans enter on Raitt Street and exit on Adams Street driving in the inverse direction of student pick-up drivers.
- Speeding was observed along Raitt Street.
- The school district has considered plans to redirect vehicular circulation through the front parking lot/loading zone area.
- Parents were observed to pick-up students along Hemlock Way, Adams Street, and Artesia Street.
- Some parents pick up students at Carl Thornton Park and along Segerstrom Avenue but the school discourages this behavior.
- Cars queue along Raitt Street into the driveway, mostly during the arrival and rainy conditions.
- Staff and parents expressed concerns regarding left-turns onto Raitt Street from the school driveway due to prior collisions and challenges at this location.

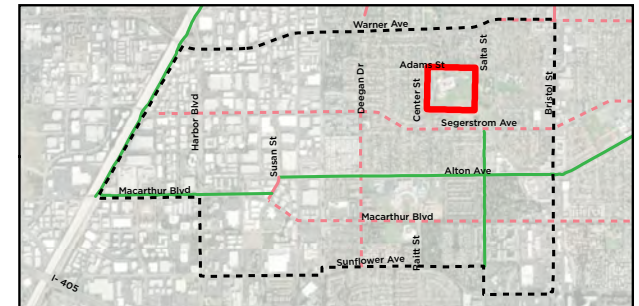
- Staff expressed concern regarding parents driving in the bus loading zone lane.
- Drivers double park along Adams Street.
- Drivers do not comply with No Parking zones and red curbs near the school, particularly at intersections such as Adams Street & Artesia Street where the following behaviors were observed:
 - Double parking
 - Parking in the red zone
 - Failure to yield to pedestrians
 - Parking in the crosswalk or intersection
 - U-turns

Pedestrian Circulation

- Vehicles parked near the intersection of Artesia Street and Adams Street block the visibility of students crossing the street and in some instances were observed to obstruct crosswalks and curb ramps.
- Pedestrians tend to spread throughout the parking lot as there is no delineated path of travel within the parking lot.
- Pedestrians observed crossing at the intersection of Adams Street and Raitt Street were generally compliant, though some were observed to ignore or be rude to the crossing guard.
- Pedestrian circulation was observed to connect the school with informal drop-off areas on Raitt Street, Adams Street, Artesia Street, and Hemlock Way.
- While most pedestrians were observed to cross in the nearby crosswalks while vehicles were yielding, some pedestrians were observed to cross mid-block or to quickly enter/exit the crosswalk on foot or skateboards.

Recommended Safe Routes to School Improvements

Estimated Cost: \$309,872



Recommended Safe Routes to School Improvements

- 1 Adams St and Raitt St**
 - Add high-visibility crosswalk and advance stop bars on all legs.
 - Convert left turns onto Raitt Street from protected/permissive to protected only.
- 2 Adams St & Artesia St**
 - Add yield lines to Adams St ahead of the crosswalk with a yield to pedestrian sign.
 - Add a stop bar on Artesia St.
 - Make the existing raised crosswalk taller to further calm traffic speeds along Adams St.
- 3 School Internal Circulation**
 - Add high-visibility crosswalk that will facilitate student crossings through the loading zone and circulation aisles to the sidewalk along Raitt Street.
 - Evaluate rerouting circulation flow to address congested locations, minimize conflicts with pedestrians and vehicles at nearby intersections, and minimize on-street queuing.
- 4 Adams St**
 - Relocate school bus loading to teacher parking lot area.
- 5 Greenville St / Segerstrom Ave**
 - Add left turn signal phase.
- 6 Riatt St / Segerstrom Ave**
 - Add left turn signal phase.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Used Path		High-Visibility Continental Crosswalk
	Existing School Access Point		Proposed Bike Lane		Stop Bar
					High-Visibility Raised Crosswalk
					Left Turn Signal Phase

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Gonzalo Felicitas Mendez Fundamental Intermediate School

Summary

- Audit Date: March 7, 2019
- Meet Time: 7:00 A.M.
- Address: 2000 N. Bristol Street, Santa Ana, CA 92706
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: Gabriel Moreno
- Enrollment: Approx. 1,380
- Grades: 6-8
- First Bell: 7:55 A.M.
- Mode Share: 12% walk + 0.3% bike
- Parental Involvement: Low

Attendees

Parents and Staff

- Ana Rodriguez
- Carl Johnson
- Gabriela Tapia
- Gabriel Moreno
- Martha Mendez
- Mary Carey
- Scott Werner
- Tina Tran
- Gregory Dennis

SAUSD

- Kathleen Gil

DSO

- Sevan Sarkis Yan
- Nicholas Boonmag

Orange County Health Care Agency

- Maria Minaglia

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Courtney Banker
- Kevin Johnson

Walk Audit Notes

Mendez Fundamental Intermediate School is located directly north of the Bristol Marketplace shopping center in the Riverview Neighborhood of Santa Ana. Except for one school-specific access point on Bristol Street, Mendez Intermediate shares ingress and egress routes with Bristol Marketplace.

School Layout

- There is a designated surface parking lot for staff on the east side of the Mendez campus. However, most staff utilize the Bristol Marketplace parking structure under Mendez's main academic building. Fenced-in bike racks and skateboard racks are located on the north side of the staff parking lot. Few students bike to school; only four to five bikes are typically parked in the racks each day.
- Two crossing guards ("Activity Supervisors") serve Mendez Intermediate.
- The only building entrance open to students is the main entrance; staff are able to enter the school buildings through a door just west of the parking structure.

Passenger Vehicle Circulation

- The school has three designated drop-off/pick-up routes:
 - Parking structure: Cars enter from Bristol Street or Bristol Marketplace. Students may be dropped off before school and picked up only within the 15 minutes after dismissal.
 - Front of the school: To exit, cars must make a right turn west into Bristol Marketplace. No U-turns or left turns are allowed, preventing convenient access to the light east of the campus on Bristol Street.
 - Front parking lot: Cars can enter from Bristol Street or Bristol Marketplace to utilize the staff parking lot as the drop-off/pick-up zone.

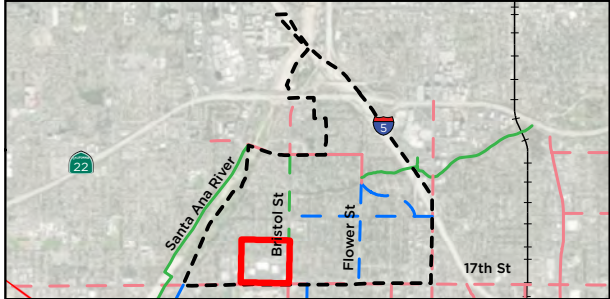
- The first and second routes pose the biggest traffic problems for cars entering and exiting the parking structure loop, and for cars exiting the front of the school loop. Despite deterrents, parents make U-turns at the median just west of the junction of the access roads, presenting many safety threats to drivers and pedestrians.
- Some parents drop their kids off in another section of the parking structure outside of the drop-off loop, forcing students to use obstructed routes and to cross traffic in order to access the school entrance.
- Cars speed through the jog west of the parking structure.
- No district school buses serve Mendez Intermediate. Around 60 to 70 students ride OCTA buses to and from school.

Pedestrian Circulation

- Students who walk to school are encouraged to use the sidewalk entrance north of the light to Bristol Marketplace on Bristol Street.
- There are no northern access points to Mendez Intermediate or Bristol Marketplace for students who live in the residences just north of the properties.
- There is no crosswalk on the north side of the intersection at Bristol Street and Bristol Marketplace.
- General Safety
 - The parking structure is poorly lit. Although the property of Bristol Marketplace, the school district controls and pays for lighting in the parking structure and limits lighted hours to those absolutely necessary.
- The DSO patrols the parking structure before drop-off/pick-up times to deter loitering and unsafe behaviors. People experiencing homelessness, youths, and other individuals can often be found in the parking structure.

Recommended Safe Routes to School Improvements

Estimated Cost: \$83,340



Recommended Safe Routes to School Improvements

- 1 Bristol St / 21st St**
• Install bus stop shelter.
- 2 Bristol St / 21st St**
• Install high-visibility continental crosswalk.
- 3 Bristol St / Mendez Fundamental Entrance**
• Install school entrance sign.
- 4 Bristol St / Mendez Fundamental Entrance**
• Remove median to allow left-turns into the school entrance.
• Extend left turn lane to accommodate Mendez IS traffic. Signalize turn if possible.
- 5 Bristol St / 19th St**
• Install 2 high-visibility continental crosswalks.
• Install curb extension on the NW corner of the intersection.
- 6 Bristol St / Bristol Marketplace**
• Install "No U-Turn" sign.
- 7 Bristol St / 19th St**
• Install bus stop shelter.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Extension
	Existing School Access Point		Proposed Bike Route		No U-Turn
					Sidewalk Construction
					School Entrance Sign
					Bus Stop Improvement

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Kenneth E. Mitchell Child Development Center

Summary

- Audit Date: February 28, 2019
- Meet Time: 7:40 A.M.
- Address: 3001 W. Harvard Street, Santa Ana, CA 92704
- Weather Conditions: Overcast
- Events/Unique Conditions: N/A
- Principal: Mark Bello
- Grades: Pre-K
- Mode Share: 0.5% walk + 0% bike
- Parental Involvement: N/A

Attendees

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Courtney Banker
- Kaitlin Scott

Walk Audit Notes

Mitchell Child Development Center (CDC) is located west of the Laurelhurst Neighborhood and just east of the Santa Ana River, surrounded by Fairview Street to the east, Harvard Street to the south, and Godinez High School to the north. Nearby landmarks include the Heritage Museum of Orange County directly west, which shares the parking lot with Mitchell CDC, and Centennial Regional Park. The CDC provides a variety of Early Childhood Special Education (ECSE) programs for children with special needs from throughout the district. As a CDC, the school has an atypical schedule, with students arriving and leaving throughout the day. Most staff arrive by 7:45 or 8 a.m., and leave around 2:30 p.m.

The attendees did not conduct an official walk audit, as many students are not walking to the CDC. Instead, attendees observed the drop off period and spoke with Mr. Bello, the Principal, and Selena Gomez, the Office Manager, about traffic issues.

School Layout

- Staff parking is located on-site in a lot shared with the Heritage Museum, and accessed on Harvard Street.
- No crossing guards serve the school.
- The parking lot is small and only has one access point, but seems to accommodate parking needs. The parking lot was relocated and expanded when the school was renovated a few years ago; the new lot is “a big improvement” to the old one, which was even smaller.

Passenger Vehicle Circulation

- Parents drop off and pick up kids on Harvard Street. Parking signs allow for 12-minute parking from 6 A.M. to 6 P.M. on the section of Harvard in front of the school. Parents park, escort their children to class, and return to their cars.
- Speeding is a problem on Harvard Street, a wide street with very little striping that serves adjacent industrial operations and therefore services many semi-trucks. Changes to the roadway must not restrict truck movements and access.
- When most staff leave around 2:30 p.m. it is hard to make a left turn onto Harvard. All of the factory workers are also leaving at that time, and they speed/don't yield.
- Buses come and go throughout the day and are shared with other schools. Buses arrive at the following times: 7:50 A.M. 8:15, 8:45, 9:30, 10:30, 11, 12:30 P.M., 1:15, 2:30, and 3:30.
- Observed six buses in the bus drop off zone at 8:15 A.M. Teachers came out to meet and escort the students to class.


General Safety

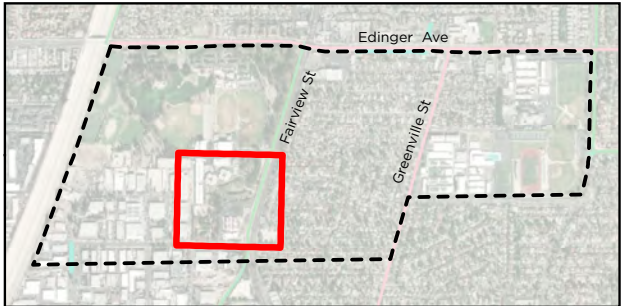
- Any traffic calming measures (such as a center turn lane) on Harvard Street must not restrict truck movements.

Recommended Safe Routes to School Improvements

Estimated Cost: \$210,782



Existing Conditions		Safe Routes to School Improvements	
	Existing Shared-Use Path		Reconfigure Lane
	Existing Bike Lane		Proposed Bike Lane
	Missing Sidewalk		



Recommended Safe Routes to School Improvements

- 1 Harvard St**
- Install bike lane.
 - Install center turn lane.
 - Install designated stop area for truck deliveries.

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Monroe Elementary School

Summary

- Audit Date: May 16, 2018
- Meet Time: 7:30 A.M.
- Address: 417 E. Central Avenue, Santa Ana, CA 92707
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Betty Tamara-Rios
- Enrollment: 320
- Grades: K-5
- First Bell: 7:55 A.M.
- Mode Share: 24% walk + 1% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Anna Colombo
- Axidy Ramos
- Betty Tamara Rios
- Diana Alvarado
- Jarumi Bello
- Jose Nava
- Manjit Singh
- Parminder Pal Kaur
- Ruth A. Brady

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Delhi Center

- Mayra Torres

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

Monroe Elementary is adjacent to Delhi Park and Our Lady of Guadalupe Church. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Monroe Elementary is located at the intersection of Central Avenue and Maple Street. Central Avenue is a two-lane travel road with available on-street parking on both sides. The main entrance is located on Central Avenue. The student drop-off/pick-up is located on the corner of Central Avenue and Maple Street.
- There is a school bus loading zone on Central Avenue.

Passenger Vehicle Circulation

- Parents drop off students on the south side of Monroe Elementary.
- There is lighting along the walking trail.
- The school likes Central Avenue traffic conditions.
- In the afternoon, parents take their time picking up their children.
- Traffic does not back up into the pick-up/drop-off area.
- The 55 Freeway entrance near Halladay Street and Adams Street causes cars to rush.

Pedestrian Circulation

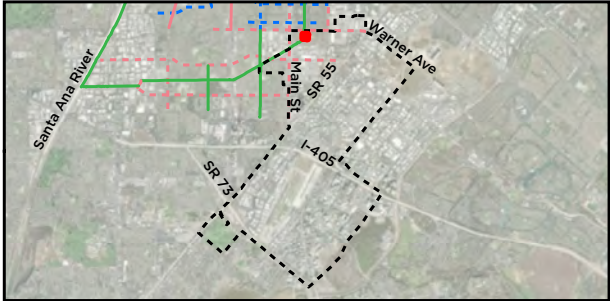
- On Measor Street, there is no sidewalk on either side of the street.
- If a crosswalk were to be installed on Central Avenue near where parents drop off their kids, there will need to be curb ramps installed too.
- There is no crosswalk near Delhi Park.
- On the corner of Central Avenue and Halladay Street there is a high-visibility crosswalk. Although there is a crosswalk guard near the intersection, people do not respect them.
- The majority of school attendees live on the other side of Halladay Street.

General Safety

- Curb extensions flood all of the time on the corner of Central Avenue and Maple Street near the drop-off location.
- There is an empty tree well on Central Avenue near the school entrance.
- On Warner Avenue there is an encampment on the parking lot of the Santa Ana Armory.
- People experiencing homelessness camp on the railroad.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,222,648



Recommended Safe Routes to School Improvements

- 1 Orange Ave**
• Install concrete on Parkway.
- 2 Halladay St / Adams St**
• Install curb extensions on all corners of the intersection.
- 3 Maple St / Central Ave**
• Install one high-visibility continental crosswalk.
- 4 Central Ave east of Maple St**
• Fix drainage at existing curb extensions.
- 5 Maple Trail**
• Install lights along the trail next to the school campus.
- 6 Central Ave**
• Install a permanent chicane to replace the current interim treatment.
- 7 Measor St / Central Ave**
• Install a permanent traffic circle.
• Install Rectangular Rapid Flashing Beacon.
• Install one high-visibility continental crosswalk.
- 8 Measor St**
• Install sidewalk on west side of street between Central Ave and Adams St.
- 9 Adams St / Artesia St**
• Install two high-visibility continental crosswalks.
- 10 Halladay St / Flora St**
• Install curb extensions on all corners of the intersection.
- 11 Halladay St**
• Install buffered bike lanes between Warner Ave and Dyer Rd.
- 12 Halladay St / Central Ave**
• Install four high-visibility continental crosswalks.
• Install curb extensions on all corners of the intersection.
- 13 Adams St / Orange Ave**
• Install curb extensions on the NE, NW, and SW corners of the intersection.

<p>Existing Conditions</p> <ul style="list-style-type: none"> — Existing Shared-Use Path — Existing Bike Lane ○ Existing School Access Point 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> - - - Proposed Bike Lane - - - Proposed Bike Route 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> High-Visibility Continental Crosswalk — Sidewalk Construction - - - Buffered Bike Lane - - - Lighting Chicane Curb Extension Rectangular Rapid Flashing Beacon ● Traffic Circle
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- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Monte Vista Elementary School

Summary

- Audit Date: March 15, 2019
- Meet Time: 7:15 A.M.
- Address: 2016 W. Monta Vista Avenue, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: Meg Greene
- Enrollment: 529
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 56% walk + 0% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Candida Cahuantzi
- Eugenia Zamora
- Guadalupe Diaz
- Lucina Mirando
- Maria Gomez
- Martha Oriostegui
- Mary Sanchez
- Meg Greene
- Paulina Pulido
- Rosalba de Jesus
- Rosa Villanueva
- Veronica Leal

SAUSD

- Jeremy Cogan

Alta Planning + Design

- Kaitlin Scott
- Marlene Salazar

Walk Audit Notes

Monte Vista Elementary School is surrounded by Monta Vista Avenue to the north, Townsend Street to the east, McFadden Avenue to the south, and Center Street to the west. A short shared-use path runs along the eastern edge of the school.

School Layout

- There are two drop-off zones. The staff parking lot is used as a preschool drop-off zone where parents can temporarily park and walk their kids to school. The second is on Monta Vista Avenue. A section of the curb in front of the school is white, which reportedly helps improve traffic circulation during school drop-off/pick-up. A drop-off attendant helps traffic flow and safety on Monta Vista Avenue.
- The afternoon dismissal zone is located near the shared path on the eastern edge of the school.
- There is limited parking around the area. No parking from 7 a.m. to 4 p.m.
- There is a separate bus drop off area on Center Street, west of the school.

Passenger Vehicle Circulation

- There is some signage where the drop-off zones are located.
- Some parents have gotten tickets when they drop off their kids by parking their cars on Monta Vista Avenue where the drop-off zone area is located and walking their kids to school.
- Afternoon pick-up is hectic because parents come at the same time, unlike morning drop-off. Additionally, in the mornings and afternoons, a local street vendor sells on Monta Vista Avenue to the east of the school. A lot of community members stop by which slightly disturbs drop-off/pick-up time.
- Illegal U-turns and left turns are made when cars exit the staff parking lot on Monta Vista Avenue.
- The kindergarten pick-up zone is difficult due to limited parking.

- The crossing guard at Raitt Street/Monta Vista Avenue is often disregarded.

Pedestrian Circulation

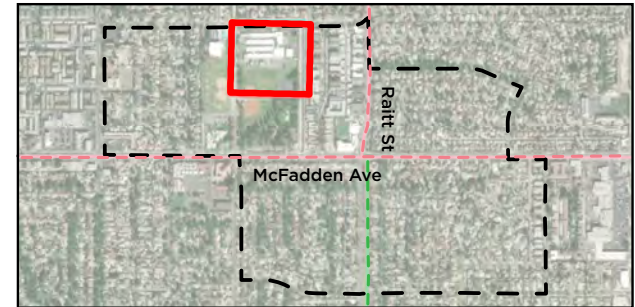
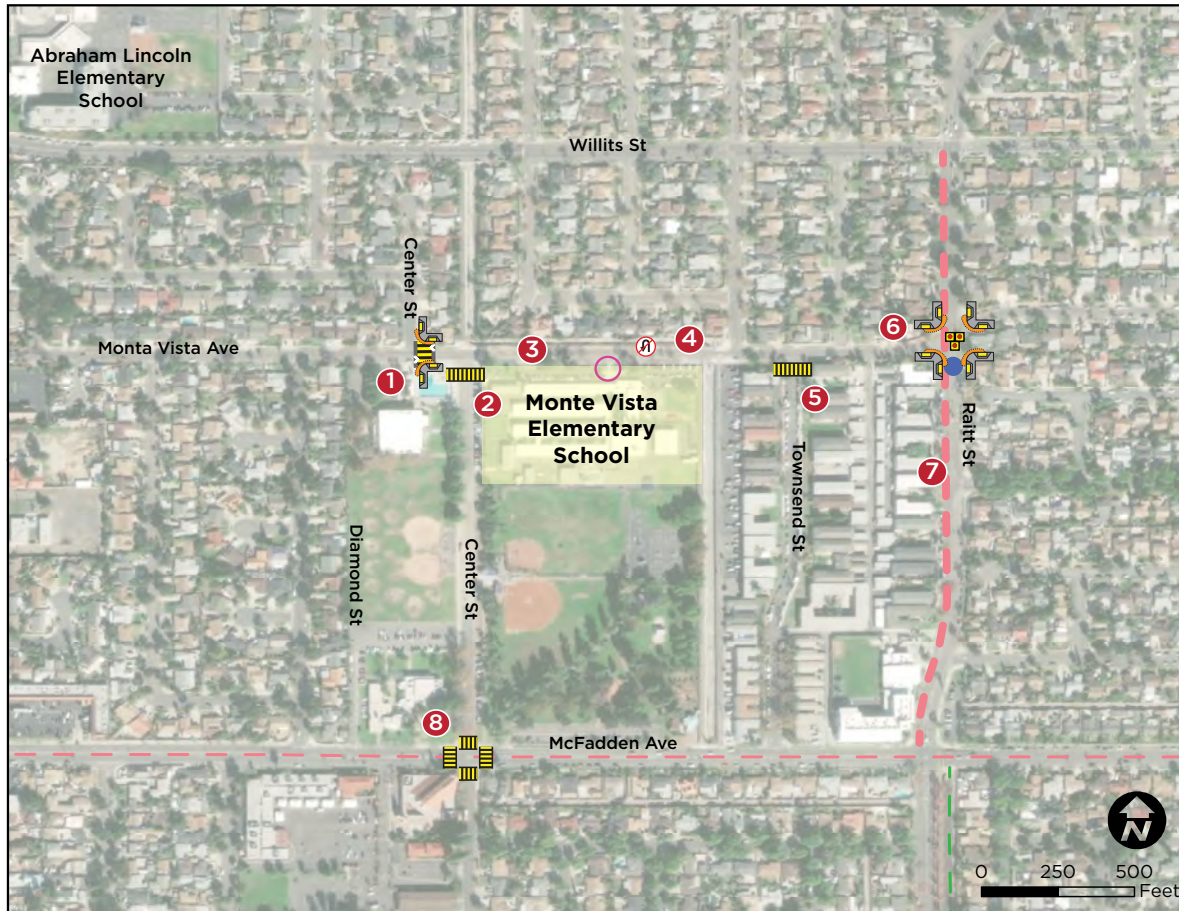
- The majority of students walk to school, many alone, mostly from the east.
- At the north side of the intersection of Monta Vista Avenue and Raitt Street, there is a flashing beacon crosswalk but cars still speed on Raitt Street.
- Cars do not respect the stop sign on Monta Vista and Townsend Street.
- Cars speed on Monta Vista Avenue. On Townsend Street, cars in the alley do not respect pedestrians.

General Safety

- There is gang activity in the surrounding area which poses safety threats to staff and students. An injunction occurred within the last year, and a police officer serves the school by patrolling throughout the day.
- Several cyclists were riding on the sidewalk on Monta Vista Avenue. The City is considering implementing bike facilities on this street to enhance safety.
- Several seniors walk and exercise on Monta Vista Avenue.
- Drug use and gambling are common in the area surrounding the school. In the mornings, parents often smell marijuana. In the alley behind the school, seniors can be found gambling. Middle school students have been seen smoking and hiding in the restrooms at Jerome Park.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,228,306



Recommended Safe Routes to School Improvements

- 1 Monta Vista Ave / Center St**
 - Install curb extensions on the NE and SE corners of the intersection.
 - Install high-visibility raised crosswalk on the east leg.
- 2 Monta Vista Ave / Center St**
 - Install high-visibility continental crosswalk.
- 3 Monta Vista Ave**
 - Install additional drop-off signage.
- 4 Monta Vista Ave**
 - Install “No U-Turn” and “No Left Turn” signs exiting parking lot.
- 5 Monta Vista Ave / Townsend St**
 - Install high-visibility continental crosswalk.
- 6 Monta Vista Ave / Raitt St**
 - Install pedestrian hybrid beacon.
 - Install four curb extensions.
- 7 Raitt St**
 - Remove one travel lane in each direction.
 - Install bike lanes and two-way center turn lane.
- 8 McFadden Ave / Center St**
 - Install four high-visibility continental crosswalks.

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.

Existing Conditions

- Existing Crossing Guard Location
- Existing School Access Point

Previously Planned Facilities

- Proposed Shared-Use Path
- Proposed Bike Lane

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Curb Extension
- No U-Turn
- Reconfigure Lane
- Pedestrian Hybrid Beacon
- High-Visibility Raised Crosswalk



John Muir Fundamental Elementary School

Summary

- Audit Date: May 1, 2018
- Meet Time: 2:00 P.M.
- Address: 1951 Mabury Street, Santa Ana, CA 92705
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Laura Martin
- Enrollment: 950 (impacted by about 400)
- Grades: K-5
- First Bell: 2:24 P.M.
- Mode Share: 3% walk + 0.1% bike
- Parental Involvement: Yes

Attendees

Parents and Staff

- Andrea Schartz
- Blanca Chamu
- Laura Martin

Santa Ana Neighborhood Initiatives

- Alyssa Ventura

OC Healthcare Agency

- Maria Minaglia
- Megan Beard

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Fehr & Peers

- Caro Vera
- Jessica Johnson

Walk Audit Notes

School Layout

- The school driveway is one-way.
- There is a parking capacity issue since the school has recently increased by 400 students. There are not enough parking spaces for teachers.

Passenger Vehicle Circulation

- Over 90% of students get picked up or dropped off from school.
- Parents begin to queue along the school driveway about 30 minutes before the release bell rings. Closer to the release time, the cars are queued back onto 18th Street and Mabury. Some parents park along Mabury and 18th and block the road.
- Parents park in front of the stop sign at Catalina and Mabury and this interferes with the queue of cars going northbound onto Catalina.
- On Portola and Wright cars queue at pick-up and drop-off because there is no signal and cars must wait between gaps to travel.

Pedestrian Circulation

- Some parents drop off their students in the morning on Catalina and Wright and the students walk to campus.
- At the intersection of 18th and Mabury, there is a lack of curb ramps and crosswalks.
- Younger students get picked up in the school driveway and older students get picked up on Mabury.
- We recommend adding a bike boulevard on Mabury Street from Portola Avenue to Fruit Street with curb extensions on Fruit Street, Washington Avenue and 15th Street.
- The principal has staff serving as crossing guards as a way to alleviate congestion.
- There are five supervisors assisting in the drop-off zone.

General Safety

- At 17th Street and Mabury there is no crosswalk or traffic signal. There is high speed traffic at 40+ MPH. The nearest signal is 300+ feet away east of 17th Street. Going WB on 17th, the nearest signal is a half-mile away. The city is working to install a traffic signal. Parents suggest a crosswalk at 17th and Mabury.

Recommended Safe Routes to School Improvements

Estimated Cost: \$3,248,563



Recommended Safe Routes to School Improvements

- 1 E Santa Clara Ave / N Wright Ave**
 • Install full traffic signal with new curb ramps and two high-visibility continental crosswalks.
- 2 N Mabury St / Catalina Ave**
 • Install three high-visibility continental crosswalks.
 • Construct curb extensions on the northwest and southwest corners of the intersection.
- 3 N Mabury St / E 19th St**
 • Install one high-visibility continental crosswalk.
 • Install rectangular rapid flashing beacon to enhance crossing.
- 4 N Mabury St / E 18th St**
 • Install three high-visibility continental crosswalks.
 • Install a curb extension on the northwest corner of the intersection.
- 5 E 17th St / N Mabury St**
 • Install full traffic signal with new curb ramps and four high-visibility continental crosswalks.
- 6 E 17th St / N Cabrill Park Dr**
 • Install four high-visibility continental crosswalks.
- 7 N Mabury St / E 15th St**
 • Install traffic circle and supplement with curb extensions.
- 8 N Mabury St / E Washington Ave**
 • Install traffic circle and supplement with curb extensions.
- 9 N Mabury St Midblock**
 • Install plastic delineator chicane with appropriate pavement striping and signage.
- 10 N Mabury St / Fruit St**
 • Install curb extensions on all corners of intersections.

<p>Existing Conditions</p> <ul style="list-style-type: none"> ○ Existing School Access Point 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> ▬▬▬▬ Proposed Bike Lane ▬▬▬▬ Proposed Bike Route 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> ▬▬▬▬ High-Visibility Continental Crosswalk ● Traffic Signal ▬▬▬▬ Rectangular Rapid Flashing Beacon └┐ Curb Extension ▬▬▬▬ Sidewalk Construction ▬▬▬▬ Plastic Delineator Chicane ● Traffic Circle
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- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Newhope Elementary School

Summary

- Audit Date: October 18, 2018
- Meet Time: 2:00 P.M.
- Address: 4419 W. Regent Drive, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Adam Bernstein
- Enrollment: 400
- Grades: K-6
- Dismissal Bell: 2:30 P.M.
- Mode Share: 32% walk + 0.5% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Adam Bernstein
- Christina Spence
- Elvia Gutierrez
- Guadalupe Espitia
- Jorge Lopez
- Kim Frost
- Maria Delgado
- Mike Camarillo
- Samantha Sanchez
- Vanessa Martinez

OCTA

- Paul Martin

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Newhope Elementary is near Fitz Intermediate Academy and a commercial center. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school.

School Layout

- Newhope Elementary is located at the intersection of Regent Drive and Newhope Street. Regent Drive is a two-lane travel road with parking available on both sides of the street. Newhope Street is a four-lane street with parking available on the west side of the street. The school's main entrance is located on Regent Drive.
- Student drop-off/pick-up is located on Regent Drive.

Passenger Vehicle Circulation

- Most parents don't seem to know about the back gate, even though it is open. Teachers walk students to the front gate at the end of the day. There is a potential to direct parents and students to the back gate rather than Regent Drive.
- There is a lot of street parking available.
- SPED buses use Regent Drive for pick-up and drop-off. The area is very congested and cluttered with parent vehicles for 12-20 minutes at pick-up.
- The front parking lot is used by some parents to pick up students. The lot is fairly narrow, which makes it hard for parents with their kids to pull around other vehicles in front of them who are still waiting.
- Queuing occurs on Regent and sometimes back onto Newhope Street. There is potential to direct parents to approach from the neighborhood (Regent Drive) rather than from Newhope Street (e.g., with a Do Not Enter sign at Newhope during pick-up/drop-off hours).
- Parents leave their cars in the queue to go find their student.

Pedestrian Circulation

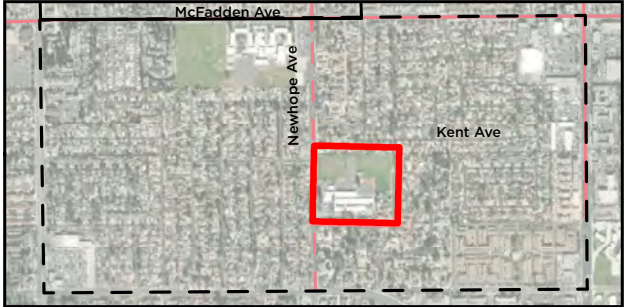
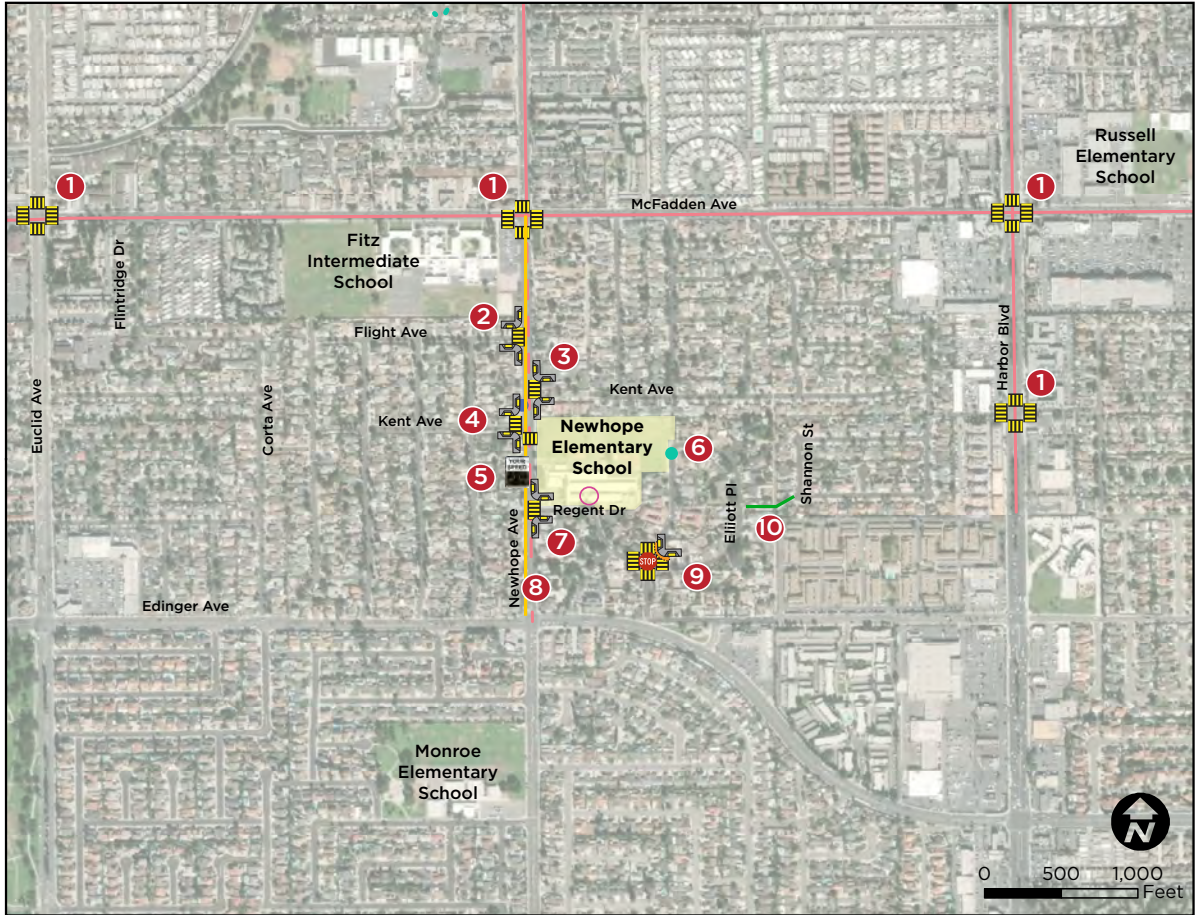
- There is no sidewalk on the south part of Regent Drive, or in the rest of the residential neighborhood, leading to parents and students walking in the street between the school and their cars.

General Safety

- There are drainage issues at Elliot/Gates when it rains, and flooding at Newhope/Kent.
- Speeding is an issue on Newhope Street. The City is looking into adding bike lanes, which would close the existing gap in the bike network..
- Drivers run the red light at Newhope Street/Kent Avenue.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,900,546



Recommended Safe Routes to School Improvements

- 1 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
- 2 Newhope Ave / Flight Ave**
 - Install one high-visibility continental crosswalk.
 - Reduce curb radii on the NW and SW corners of the intersection.
- 3 Newhope Ave / Kent Ave**
 - Install one high-visibility continental crosswalk.
 - Reduce curb radii on the NE and SE corners of the intersection.
- 4 Newhope Ave / Kent Ave**
 - Install two high-visibility continental crosswalks.
 - Reduce curb radii on the NW and SW corners of the intersection.
- 5 Newhope Ave (Between Regent Dr and Kent Ave)**
 - Install Speed Feedback Sign.
- 6 Gates St / Elliot Pl**
 - Relocate pick-up/drop off location or separated pick-up/drop-off areas for certain ages.
- 7 Newhope Ave / Regent Dr**
 - Install one high-visibility continental crosswalk.
 - Reduce curb radii on the NE and SE corners of the intersection.
- 8 Newhope Ave (Edinger Ave to McFadden Ave)**
 - Reconfigure travel lanes or remove parking to accommodate separated bike lanes.
- 9 Gates St / Regent Dr**
 - Install four high-visibility continental crosswalks.
 - Install four stop signs.
 - Install curb extension on the NE corner of the intersection.
- 10 Elliot Pl / Shannon St (Gated alleyway)**
 - Allow pedestrian traffic through gates between Elliot Pl and Shannon St.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Bike Lane	Proposed Bike Lane	High-Visibility Continental Crosswalk	Pick-Up/Drop-Off Relocation
Existing Crossing Guard Location		Speed Feedback Sign	Sidewalk Construction
Existing School Access Point		Stop Sign	Traffic Calming Measures
		Reduce Curb Radius	Pedestrian Pathway
			Curb Extension

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Pío Pico Elementary School

Summary

- Audit Date: February 6, 2019
- Meet Time: 12:10 P.M.
- Address: 931 W. Highland Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: Early release day
- Principal: Dr. Lupe Gomez
- Enrollment: 545
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 51% walk + 0.2% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Enriqueta Leyva
- Isaura Trujillo
- Maria Alvarez
- Patricia Moraz
- Romel Diaz Sr.
- Rosa M. Figueroa
- Rose Finnegan

SAUSD

- Latanya Gordon

City of Santa Ana

- Cory Wilkerson
- Maurice Tufolla-Cunningham
- Zdenek Kekula

Alta Planning + Design

- Courtney Banker
- Kaitlin Scott
- Ryan Johnson

Walk Audit Notes

Pío Pico Elementary School is surrounded by Richland Avenue to the north, Flower Street to the east, Shelton Street to the west, and Highland Street to the south.

School Layout

- Staff parking is located on Highland Street.
- There is a crossing guard at the intersection of Flower Street and Highland Street. Two additional district-funded crossing guards cover the entrance/exit of the staff parking area and the nearby mid-block crosswalk on Highland Street.
- The parking lot is congested; people often double park. Although the lot is designed with two access points, the school decided to close one side and only allow ingress/egress through eastern-most access point due to traffic congestion.
- Student drop-off /pick-up is located at the gates to the recess area on Highland Street, in between the parking lot and Flower Street. This portion of Highland Street was recently changed to a “loading zone.”
- There is an additional gate on Richland Avenue, but due to limited capacity to ensure ingress/egress is secure, school does not use this gate.

Passenger Vehicle Circulation

- Parents drop off and pick up kids on Highland Street. Parents sometimes double park in the street in anticipation of dismissal, causing traffic problems. They also make illegal U-turns on Highland Street once they have dropped off and picked up their kids. Police have been called and have issued tickets, but behavior persists.
- There is speeding on Shelton Street, even through recent installations of traffic calming measures, including roundabouts, curb extensions, high-visibility crosswalks, and yield signs. Lack of yielding is particularly prevalent in the morning.

- Some parents park their car on Highland Street or in the surrounding neighborhood and walk to meet their children at the gate. This creates traffic problems.

Pedestrian Circulation

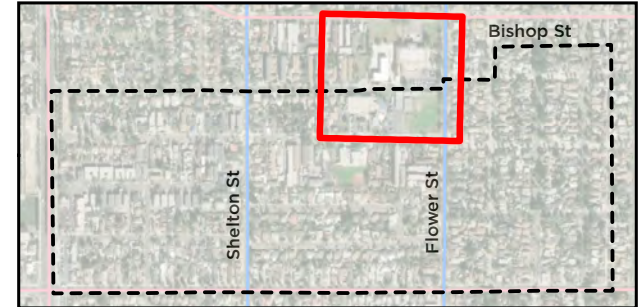
- The sidewalk is missing along portions of the south side of Richland Avenue between Bristol Street and Shelton Street.
- There is a recently installed high-visibility, mid-block crosswalk on Highland Avenue connecting Pío Pico Elementary School and the Boys and Girls Club. Curb ramps are needed on both sides of the crossing.
- The intersection of Flower Street and Highland Street has curb ramps and crosswalks at three of the four crossings; however, curbs could be extended to slow traffic turning onto Highland Street. The pedestrian signal only allows 10 seconds for crossing. The crossing guard said this is not enough time for people to cross.
- There are issues with cars stacked in driveways and blocking the sidewalks, especially on Highland Street east of the school. Pedestrians are forced to walk around cars and are sometimes pushed into the street.
- Trash from apartments on Highland Street sometimes blocks sidewalks and forces pedestrians to circumvent large objects by stepping into the road.

General Safety

- Traffic calming measures do not seem to be effectively slowing traffic or prioritizing pedestrians on Shelton Street.
- Cars speed on Flower Street, a local road, and Bristol Street, a large arterial.
- The crossing guard at Highland Street and Flower Street reported that during recess, kids hit balls over the fence and ask the crossing guard/others to go in the street to get it. This presents hazardous conditions.

Recommended Safe Routes to School Improvements

Estimated Cost: \$639,296



Recommended Safe Routes to School Improvements

- 1 Shelton St / Richland Ave**
 - Increase traffic enforcement at intersection.
- 2 Shelton St / Highland St**
 - Enforce proper use of traffic circle.
- 3 Shelton St / Cubbon St**
 - Increase traffic enforcement at intersection.
- 4 950 Highland St (Pio Pico Elementary School)**
 - Convert to high-visibility raised crosswalk.
 - Add curb extensions on both sides of crosswalk.
- 5 Highland St (Shelton St to Flower St)**
 - Enforcement of parking regulations to ensure cars don't block sidewalk traffic through driveways.
- 5 Highland St (Mid-Block Crosswalk to Flower St)**
 - Add center line to deter passing and U-Turns.
- 6 Highland St / Flower St**
 - Construct curb extensions on NW and SE corners of the intersection.
 - Increase pedestrian crossing interval.
 - Add high-visibility crosswalks to west and south legs of the intersection.

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Lydia Romero-Cruz Academy

Summary

- Audit Date: April 26, 2018
- Meet Time: 7:30 A.M.
- Address: 2701 W. Fifth Street, Santa Ana, CA 92703
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Diana Torres
- Enrollment: 212
- Grades: 3-5
- First Bell: 7:50 A.M.
- Mode Share*: 50% ride the bus
- Parental Involvement: Medium

**Note: School estimate. No travel tallies completed.*

**Note: This also represents feedback from Spurgeon IS.*

Attendees

City of Santa Ana
Cory Wilkerson

Fehr & Peers

- Miguel Núñez
- Jessica Johnson

Walk Audit Notes

Note: Lydia Romero-Cruz Elementary School and Spurgeon Intermediate have since merged into the new Lydia Romero-Cruz Academy. However, the notes below reflect the conditions at the time of the audit and represent feedback from stakeholders at both Spurgeon Intermediate and Romero-Cruz Elementary.

Passenger Vehicle Circulation

- The school appears to have sufficient parking available as many parking spaces were vacant through the arrival period and past the start bell. Within the parking lot there is an on-site loading zone that is connected to the parking lot.
- There is a 24-minute parking zone on 5th Street, in front of the school, that acts as a loading zone off-site.
- The principal noted that sometimes cars linger in the internal loading zone causing the buses to wait before being able to unload students.
- Most of the elementary students are dropped in the actual parking lot directly in front of the school. Parents were observed parking in the lot and walking students to the gate.
- Students unload the bus and walk approximately 350 feet to reach the gate of the school. The principal noted that generally four staff members are needed to supervise the children, and that it would be helpful if buses could unload closer to the school.
- Buses are not allowed in the parking lot during arrival and dismissal.

Pedestrian Circulation

- Fairview Street and 5th Street
 - Near the intersection, Fairview Street is a six-lane roadway with a median, while 5th Street is a two-lane roadway.

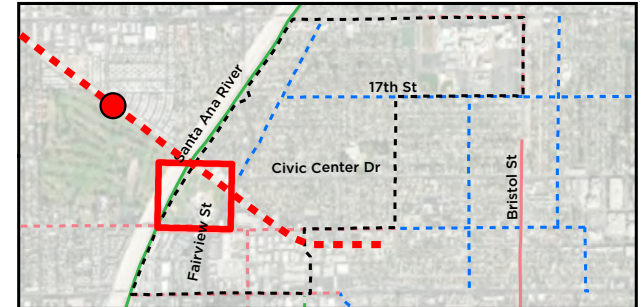
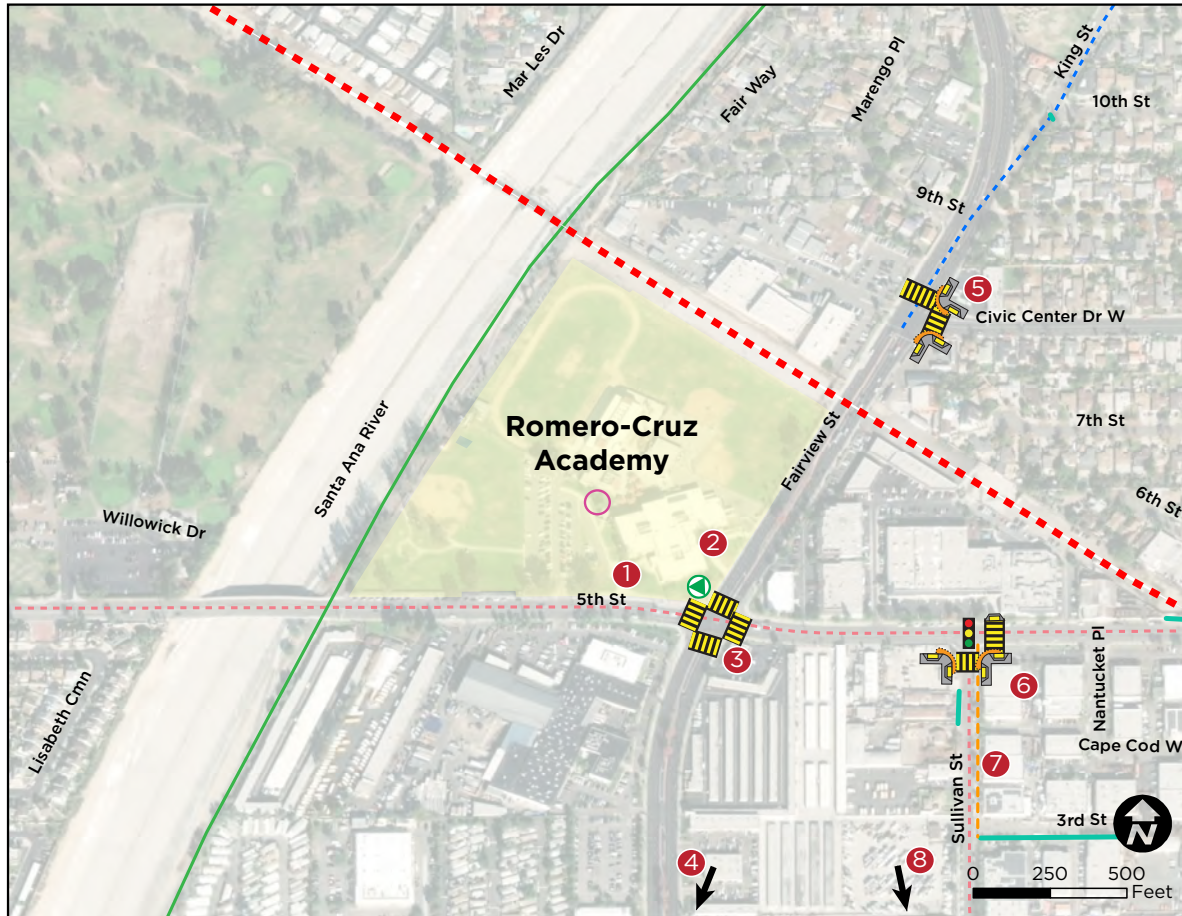
- The intersection has crosswalks on each leg and is a key intersection for school access.
- A large number of students, mostly from the intermediate school, were observed travelling through this intersection.
- A fair number of children were observed to be alert while walking, biking, or skating through the intersection.
- From a pedestrian perspective there was a high level of compliance observed with respect to crossing and pedestrian behavior.

General Safety

- The City has plans to implement a Streetcar system, named the OC Streetcar, which will begin operations in 2021 and will locate a streetcar platform in the right-of-way between the school and the school district offices (approximately 300 feet south of the intersection of Fairview Street and Civic Center Drive).
 - It is anticipated that this will result in increased pedestrian activity in the area as people boarding/departing the train are likely to be on foot and will utilize sidewalks and crossings to circulate in the immediate area.
- The streetcar station will plan for pedestrians and account for the bus stop located near the streetcar station. There will be an influx of pedestrian traffic from students traveling to school, bus transit passengers, and streetcar passengers during peak hours.
 - It will be important to coordinate traffic signals at Fairview Street and Civic Center Drive with the streetcar signal.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,335,120



Recommended Safe Routes to School Improvements

- 1 5th St / Fairview St**
•Install fence along sidewalk to channel pedestrians to crosswalk.
- 2 5th St / Fairview St**
•Improve landscaping to enhance school sign.
- 3 5th St / Fairview St**
•Install four high-visibility continental crosswalks.
•Install protected left turn signal.
- 4 1st St / Fairview Street**
•Install four high-visibility continental crosswalks.
- 5 Fairview St / Civic Center Dr**
•Install two high-visibility continental crosswalks.
•Install curb extensions on Civic Center Dr.
- 6 5th St / Sullivan St**
•Install two high-visibility continental crosswalks.
•Install curb extensions on the SE and SW corners.
•Install new curb ramp on the NE corner.
•Install full traffic signal.
- 7 1st St / Lacy St**
•Add additional lighting for enhanced visibility and safety along Sullivan St between 5th St and 3rd St.
- 8 1st St / Sullivan St**
•Install four high-visibility continental crosswalks.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Route		Traffic Signal
	Existing School Access Point		Proposed OC Streetcar		Protected Left Turn Signal
			Proposed OC Streetcar Stop		Sidewalk Construction
					Lighting Enhancements
					Curb Extension

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Theodore Roosevelt Elementary School

Summary

- Audit Date: September 13, 2018
- Meet Time: 7:30 A.M.
- Address: 501 S. Halladay Street, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Juan Jaime Ramirez
- Enrollment: 600
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 60% walk + 0.2% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Bellory Hernandez
- Ermelinda Nuyola
- Luz Maria Sotelo
- Ma De Los Angeles Blas
- Margarita Gonzalez
- Maria Concepcion Medina
- Maria Esther Ornelas
- Maria Fernanda Ramos
- Maria Fernandez
- Martha C. Carmonia
- Rubicela Herrera
- Sahara Castañeda

Alta Planning + Design

- Rodrigo García Reséndiz

Walk Audit Notes

Theodore Roosevelt Elementary School is adjacent to Roosevelt Community Center Park and Walker Elementary School. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Roosevelt Elementary School is located at the intersection of Halladay Street and Camile Street. Halladay Street is a two-lane road with on-street parking on both sides. The main entrance is located on Halladay Street.
- The student drop-off/pick-up area is located along Halladay Street.

Passenger Vehicle Circulation

- Around the school area, there is an additional need for speed limit signs.
- Buses park by the community center on Standard Avenue and Chestnut Avenue.
- At Bishop Street/Orange Avenue, cars park in the corner. There is no red curb.
- Cars block the intersection of Halladay Street and the alleyway between Pine Street and Chestnut Avenue. Vehicles block the sidewalk on Halladay Street, near the intersection of Chestnut Avenue.
- The right lane northbound of Halladay Street needs to be paved.
- Chestnut Avenue is commonly used as a route to travel to the I-5 Freeway.
- The red curb across from the school lot on Halladay Street is illegally painted by a homeowner.
- The neighborhood's street sweeping is on Thursdays from 8 a.m. to 12 p.m.
- A stop sign or RRFB in front of the school entrance is a top priority for school staff and parents.
- There are no speed limits on Halladay Street in front of Roosevelt Elementary School.
- There are requests for speed humps on Halladay Street and possibly raised crosswalks.
- The OCTA Route 55 bus stop needs shelter.

Pedestrian Circulation

- The school principal sometimes acts as a crossing guard and asked about crossing guard training.
- On Chestnut Avenue, between Hickory Street and Halladay Street, more lighting is needed.
- There is a mid-block crosswalk at the intersection of Halladay Street and Myrtle Street. Students cross here at the mid-block when running late.
- On Halladay Street, between Camile Street and Myrtle Street, lighting is needed.
- On the intersection of Camile Street and Halladay Street, there was a close call accident on the day of the walk audit.
- On the intersection of Pine Street and Halladay Street, lighting is much needed.
- A mid-block crossing should be considered at Standard Avenue.
- The crossing guard on Bishop Street and Standard Avenue is in danger.
- There are plans to add staff parking on the southwest corner of campus, expanding kindergarten drop-off/pick-up, and adding a pull-in driveway on Halladay Street.
- Margarita, a parent, does volume traffic crossing at the school's main entrance on Halladay Street but needs SAPD training and proper equipment.

General Safety

- People often do drugs at the intersection of Chestnut Avenue and Maple Street.
- On Halladay Street, between Camile Street and Myrtle Street, there is flooding.
- Water floods on the intersection of Halladay Street and Chestnut Avenue. Chestnut Avenue needs storm drains.
- The drop-off area on Halladay Street gets muddy. In addition, the asphalt has potholes.
- A tree is starting to lift the sidewalk on the southeast corner of the school campus.

Recommended Safe Routes to School Improvements

Estimated Cost: \$5,372,045



Recommended Safe Routes to School Improvements

- 1 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 2 Chestnut Ave / Hickory St**
 - Tighten curb radius at SE corner of intersection.
- 3 Chestnut Ave / Standard Ave**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on SW, SE and NE corners of the intersection.
- 4 Metrolink Right-of-Way (Chestnut Ave to Santiago St)**
 - Reconfigure to add Class I Bike Path.
- 5 Myrtle St / Halladay St**
 - Construct curb extensions on NW and SW corners of the intersection.
 - Install rectangular rapid flashing beacon to enhance crossing.
 - Install high-visibility raised crosswalk.
- 6 Camile St / Halladay St**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on SW and NE corners of the intersection.
 - Install rectangular rapid flashing beacon to enhance crossing.
- 7 Bishop St / Halladay St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on NE and SE corners of the intersection.
- 8 Bishop St / Standard Ave**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on NW and SW corners.
 - Install new traffic signal.
- 9 Standard Ave (Warner Ave to 4th St)**
 - Reconfigure to add Class II buffered bike lanes.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements
Existing Shared-Use Path	Proposed Shared-Use Path	High-Visibility Continental Crosswalk
Existing Bike Lane	Proposed Bike Lane	Rectangular Rapid Flashing Beacon
Existing Crossing Guard Location		Lighting Enhancements
Existing School Access Point		Sidewalk Construction
		High-Visibility Raised Crosswalk
		Traffic Signal
		Curb Extension
		Tighten Curb Radius

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Rosita Elementary School

Summary

- Audit Date: October 4, 2018
- Meet Time: 1:50 P.M.
- Address: 4726 W. Hazard Avenue, Santa Ana, CA 92703
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Don Terreri
- Enrollment: 482
- Grades: K-6
- Dismissal Bell: 2:20 P.M.
- Mode Share: 22% walk + 0.7% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Claire Erikson
- Don Terreri
- Erika Valencia
- Janet White
- Kelly Galletto
- Kim Lorenz
- Kris Corder
- Maribel Aguirre
- Marizol Gonzalez
- Maura Medrano
- Mavia Vasquez

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Jessica Johnson
- Miguel Núñez

Walk Audit Notes

Rosita Elementary is near Rosita Park. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school.

School Layout

- Rosita Elementary is located at the intersection of Hazard Avenue and Rosita. Hazard Avenue is a five-lane road with parking available on both sides of the street. Rosita Street is a two-lane travel road with parking also available on both sides of the street. The school's main entrance is located on Hazard Avenue.
- Student drop-off/pick-up is located on Hazard Avenue. The school parking lot has striped circulation for loading.
- Buses have a specified loading zone.

Passenger Vehicle Circulation

- Multiple illegal U-turns and double parking take place on Hazard Avenue.
- Cars often park in No Parking zones. There is no red curb to enforce the existing No Parking signs.
- Cars block the school driveway and park in travel lanes on Hazard Avenue.
- According to the City, a road diet along Hazard with a cycle track is currently being designed and is expected to begin construction in 2020.
- Preschool pick-up happens in the rear of the school in the parking lot.

Pedestrian Circulation

- The sidewalk on Hazard is narrow due to the landscape.
- There is a crossing guard located at Hazard/Rosita.
- Most students walk from school to the west and south of school.
- There is a "Walking School Bus" program where parents park at Rosita Park, then a parent volunteer walks/escorts students to the area where parents are parking. City and health care agencies sponsor these types of programs.

General Safety

- Bikes ride in the inside travel lanes to avoid double parked cars in the outside travel lane.
- Speeding is an issue on Hazard.
- Parents noticed students biking from the intermediate school. They often go in the travel lane to avoid congestion during dismissal.

Recommended Safe Routes to School Improvements

Estimated Cost: \$5,885,623



Recommended Safe Routes to School Improvements

- 1 At All Marked Locations**
 - Install four high-visibility continental crosswalks.
- 2 Hazard Ave (Euclid Ave to School Entrance)**
 - Widen existing sidewalk.
- 3 Hazard Ave / Rosita St**
 - Install high-visibility continental crosswalks on the east and south legs.
 - Reduce the curb radii on the SW and SE corners of the intersection.
- 4 Rosita Park Parking Lot**
 - Walking School Bus pick-up and drop-off location.
- 5 Hazard Ave (Euclid Ave to Harbor Blvd)**
 - Reconfigure to provide two vehicular travel lanes and Class IV Separated Bikeways.
- 6 7th St / Rosita St**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on the NW and NE corners of the intersection.
 - Install a Rectangular Rapid Flashing Beacon.
- 7 5th St / Rosita St**
 - Construct curb extensions on the NE and SE corners of the intersection.
 - Install a Rectangular Rapid Flashing Beacon.
 - Install one high-visibility raised crosswalk.
- 8 5th St (Euclid Ave to Newhope Ave)**
 - Install speed humps along 5th St.
- 9 5th St (Newhope Ave to Harbor Blvd)**
 - Implement a Class III Bike Route.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Bike Lane		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing Crossing Guard Location		Proposed Bike Route		Curb Extension
	Existing School Access Point		Proposed Separated Bikeway		Reduce Curb Radius
			Proposed OC Streetcar		Rectangular Rapid Flashing Beacon
					Walking School Bus Pick-Up/ Drop-Off Location
					Sidewalk Widening
					Speed Hump
					High-Visibility Raised Crosswalk

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Russell Elementary School

Summary

- Audit Date: October 16, 2018
- Meet Time: 7:30 A.M.
- Address: 600 S. Jackson Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Kai Chang
- Enrollment: 695
- Grades: K-6
- First Bell: 7:58 A.M.
- Mode Share: 57% walk + 0.4% bike
- Parental Involvement: Medium

Attendees

Parents and Staff

- Elisa Gonzalez
- Felipe Guerrero
- Kai Chang
- Margarita Macedonio
- Martha Calderon
- Tanya Rosas

Garden Grove Unified School District

- Lorena Sanchez

City of Santa Ana

- Mauricio Castañeda
- Zdenek Kekula

Fehr & Peers

- Jessica Johnson
- Miguel Núñez

Walk Audit Notes

Russell Elementary is near Santa Anita Park and multiple commercial centers. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Russell Elementary is located at the intersection of Jackson Street and McFadden Avenue. Jackson Street is a two-lane travel road with parking also available on both sides of the street. The school's main entrance is located on Jackson Street.
- Student drop-off/pick-up is located on Jackson Street.
- Buses have a specified loading zone.

Passenger Vehicle Circulation

- There are traffic calming measures along Jackson Street.
- Parents drop off in the driveway circle in the AM, and pick up in the parking lot in the PM.

Pedestrian Circulation

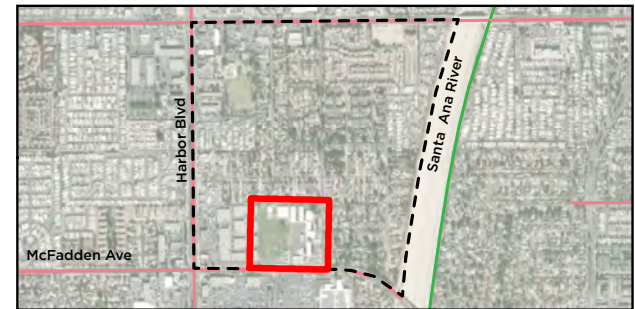
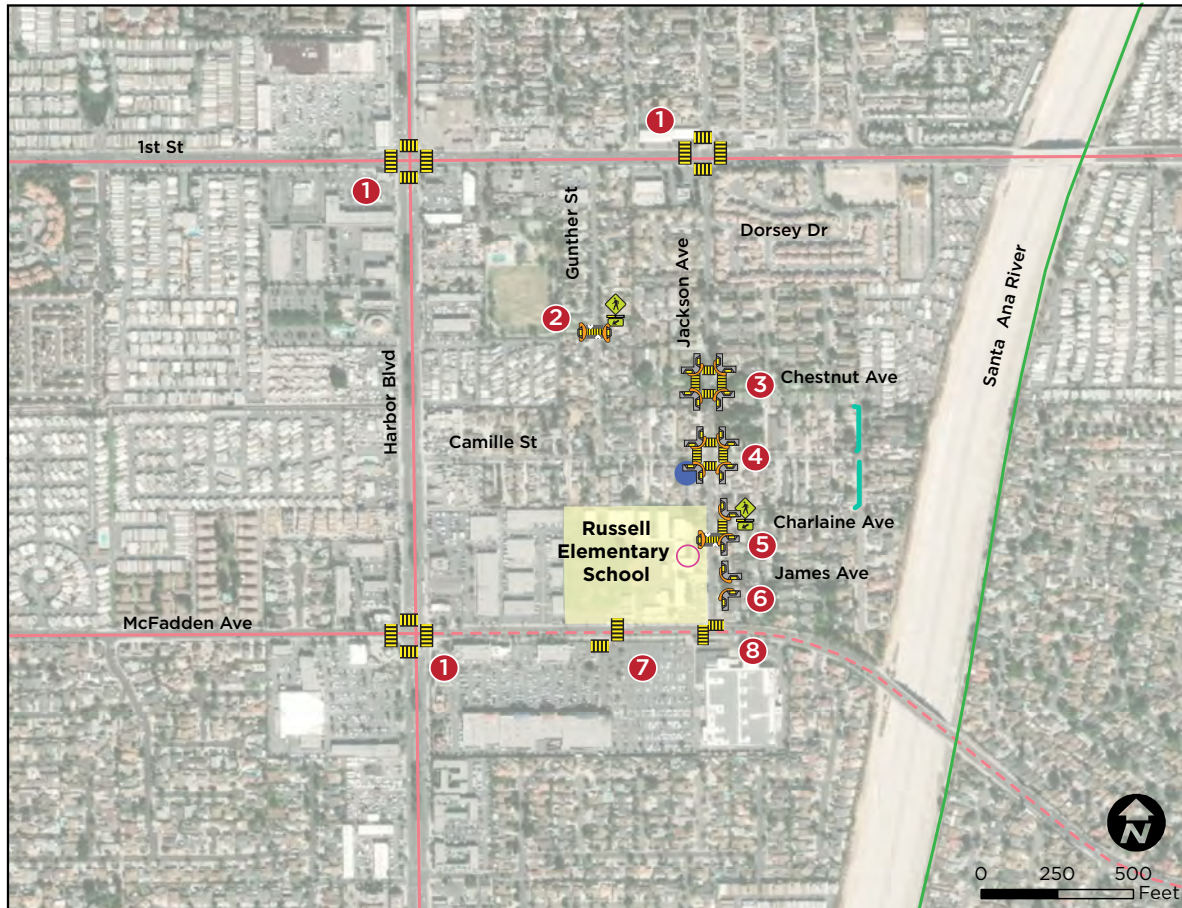
- One crossing guard is stationed at Jackson Street/Camille Street. Five years ago, there were two more crossing guards at Jackson Street/Charlaine Avenue and Jackson/James Avenue.
- Students walk to 1st Street.
- At Jackson/Charlaine there is potential for an RRFB and curb extensions.
- Parents are interested in the "Walking School Bus" program.
- Some parents and students cross without a cross-walk at Jackson/James.

General Safety

- There is speeding and cut-through traffic on Jackson Street and on Gunther Street.
- A collision involving a student occurred at Jackson Street/Charlaine Avenue.
- At Camille Street/Gunther Street there is a faded crosswalk.

Recommended Safe Routes to School Improvements

Estimated Cost: \$2,181,785



Recommended Safe Routes to School Improvements

- 1 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
- 2 Gunther St / Park Entrance**
 - Install one raised crosswalk.
 - Construct curb extensions on both sides of the street.
 - Install a rectangular rapid flashing beacon.
- 3 Jackson Ave / Chestnut Ave**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 4 Jackson Ave / Camille St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 5 Jackson Ave / Charlaine Ave**
 - Install one high-visibility raised crosswalk across Jackson Ave.
 - Install one high-visibility continental crosswalk across Charlaine Ave.
 - Construct curb extensions on the SW, NE, and SE corners of the intersection.
 - Install a rectangular rapid flashing beacon across Jackson Ave.
- 6 Jackson Ave / James Ave**
 - Construct curb extensions on the NE and SE corners of the intersection.
- 7 McFadden Ave / Parking Lot Entrance**
 - Install two high-visibility continental crosswalks.
- 8 Jackson Ave / McFadden Ave**
 - Install two high-visibility continental crosswalks.

Existing Conditions

- Existing Shared-Use Path
- Existing Bike Lane
- Existing Crossing Guard Location
- Existing School Access Point

Previously Planned Facilities

- Proposed Bike Lane

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- High-Visibility Raised Crosswalk
- Curb Extension
- Speed Hump
- Sidewalk Construction
- Rectangular Rapid Flashing Beacon

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Saddleback High School

Summary

- Audit Date: March 27, 2019
- Meet Time: 7:10 A.M.
- Address: 2802 S. Flower Street, Santa Ana, CA 92707
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Edward Bustamante
- Enrollment: 1605 students
- Grades: 9-12
- First Bell: 7:54 A.M.
- Mode Share: 24% walk + 0.5% bike
- Parental Involvement: Low

Attendees

Parents and Staff

- Edward Bustamante

SAUSD

- Silvia Topete

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Jessica Johnson
- Matt Benjamin

Walk Audit Notes

Saddleback High School is located in the South Coast Neighborhood, surrounded by Segerstrom Avenue to the north, Flower Street to the east, and Rosewood Avenue to the west. Nearby landmarks are Union Pacific Railroad and MacArthur Fundamental Intermediate School. After observing multi-modal circulation traffic patterns at student drop-off time, the Project Team conducted a walking audit around the school.

School Layout

- Staff parking is accessed from Flower Street.
- Public transit buses drop-off and pick-up students along Flower Street near the front parking lot of the school.
- A crosswalk is located in the school parking lot connecting the transit bus drop-off area to the front entrance of the school.
- The student drop-off /pick-up area is accessed from Segerstrom Avenue.
- The school is located adjacent to the Union Pacific Railroad line.
- The special needs buses drop-off/pick-up area is accessed from Flower Street.
- The school buses/vans loading area is accessed from Segerstrom Avenue.
- The school district has considered a plan to build a new stadium on Segerstrom Avenue near the tennis courts.

Passenger Vehicle Circulation

- Staff and parents expressed concerns regarding left-turns onto Segerstrom Avenue from Flower Street due to prior collisions and challenges at this location.
- Drivers were observed exhibiting the following behaviors at the intersection of Segerstrom Avenue and Lowell Street:
 - Failure to yield to pedestrians
 - U-turns
 - Stopping in the crosswalks

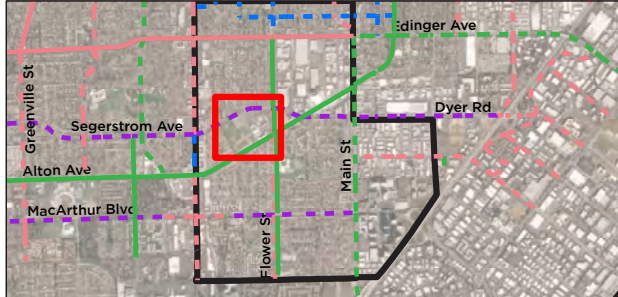
- Staff and local law enforcement expressed concerns regarding speeding along Segerstrom Avenue between Bristol Street and Flower due to limited traffic calming measures along that segment of Segerstrom Avenue.
- Staff expressed concern regarding drivers making a left-turn onto Flower Street from the school during dismissal which disrupts traffic flow and often blocks both directions of travel.

Pedestrian Circulation

- Narrowing sidewalk widths at the intersection of Segerstrom Avenue and Lowell Street were observed to cause pedestrian congestion which encouraged some pedestrians to cross mid-block. This is a concern for staff and parents.
- While most pedestrians were observed to cross in the nearby crosswalks while vehicles were yielding, some pedestrians crossed mid-block or ran quickly through the crosswalk.
- Staff expressed a desire for crosswalks near the intersection of Segerstrom Avenue and Lowell Street close to a residential area occupied by a large portion of the student population.

Recommended Safe Routes to School Improvements

Estimated Cost: \$496,333



Recommended Safe Routes to School Improvements

- 1 Segerstrom Ave / Shelton St**
 - Install high-visibility crosswalk and advance stop bars on north leg.
- 2 Segerstrom Ave / Lowell St**
 - Install high-visibility crosswalks and advance stop bars on all legs.
 - Install curb extensions on NW and NE corners of the intersection.
 - Widen the west leg crosswalk to accommodate heavy pedestrian volumes.
- 3 Segerstrom Ave / Flower St**
 - Install protected left turn phases for northbound and southbound left turns.
 - Install high-visibility crosswalk and advance stop bars on all legs.
- 4 Flowers St / School Driveway**
 - Consider installing a median to restrict left turns and create right-turn in and right-turn out driveway access.

Existing Conditions

- Existing School Access Point
- Existing Shared-Use Path
- Existing Bike Lane

Previously Planned Facilities

- Proposed Shared-Used Path
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Separated Bikeway

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- Signal Modification
- Curb Extension

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Santiago Elementary School

Summary

- Audit Date: October 9, 2018
- Meet Time: 7:30 A.M.
- Address: 2212 Baker Street, Santa Ana, CA 92706
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Jimmy Bruhl
- Enrollment: 1,158
- Grades: K-8
- First Bell: 8:00 A.M.
- Mode Share: 20% walk + 0.6% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Beatriz Martinez
- Blanca Casillas
- Chris A Diaz
- Daniel V.
- Denise Ramirez
- Diana Espinoza
- Elizabeth Daskalakis
- Eva Ramirez
- Francia Castillo
- Gloria Barajas
- Irma Leticia Leon
- Jimmy Bruhl
- Magdalena Galindo
- Margarita Ochoa
- Maria Arina
- Maria Delfina Perez
- Maria Elena Trejo
- Maria Olga Rodriguez
- Maria S.
- Maria Sosa
- Maribel Garcia
- Maritza Belmonte
- Nancy Escobar
- Richard Baughman
- Sylvia Gomez
- Veronica Cruz

Alta Planning + Design

- Juan Ashton
- Kaitlin Scott

Walk Audit Notes

Santiago Elementary is near Kindred Hospital and a commercial plaza. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Santiago Elementary is located at the intersection of Santa Clara Avenue and Baker Street. Baker Street is a two-lane travel road with available on-street parking on both sides. The main entrance is located on Baker Street. Student drop-off/pick-up is located on Baker Street.
- Bus loading is located on Baker Street.

Passenger Vehicle Circulation

- According to the school principal, illegal U-turns on Baker Street are an issue. None were observed by staff on this day. The principal plans to purchase cones to address the issue.
- There are cut-through traffic issues near the school grounds.
- There is traffic control at the entrance and exit of the school parking lot located on Baker Street.
- A stop sign will be placed on the corner of Towner Street and 21st Street.
- The light on 17th Street and Flower Street is not obeying restrictions.

Pedestrian Circulation

- Some parents park near Riverview Park and walk with their children to school.
- There is no crosswalk in front of the school.
- Vehicles don't fully stop at the crosswalk at Baker Street and 22nd Street. Near the site, an ice cream truck parks at the corner which makes crossing less visible. Children are forced to walk in the street as a result. According to parents, there is also a lot of trash in this area.
- There are a lot of students present at River View Park.

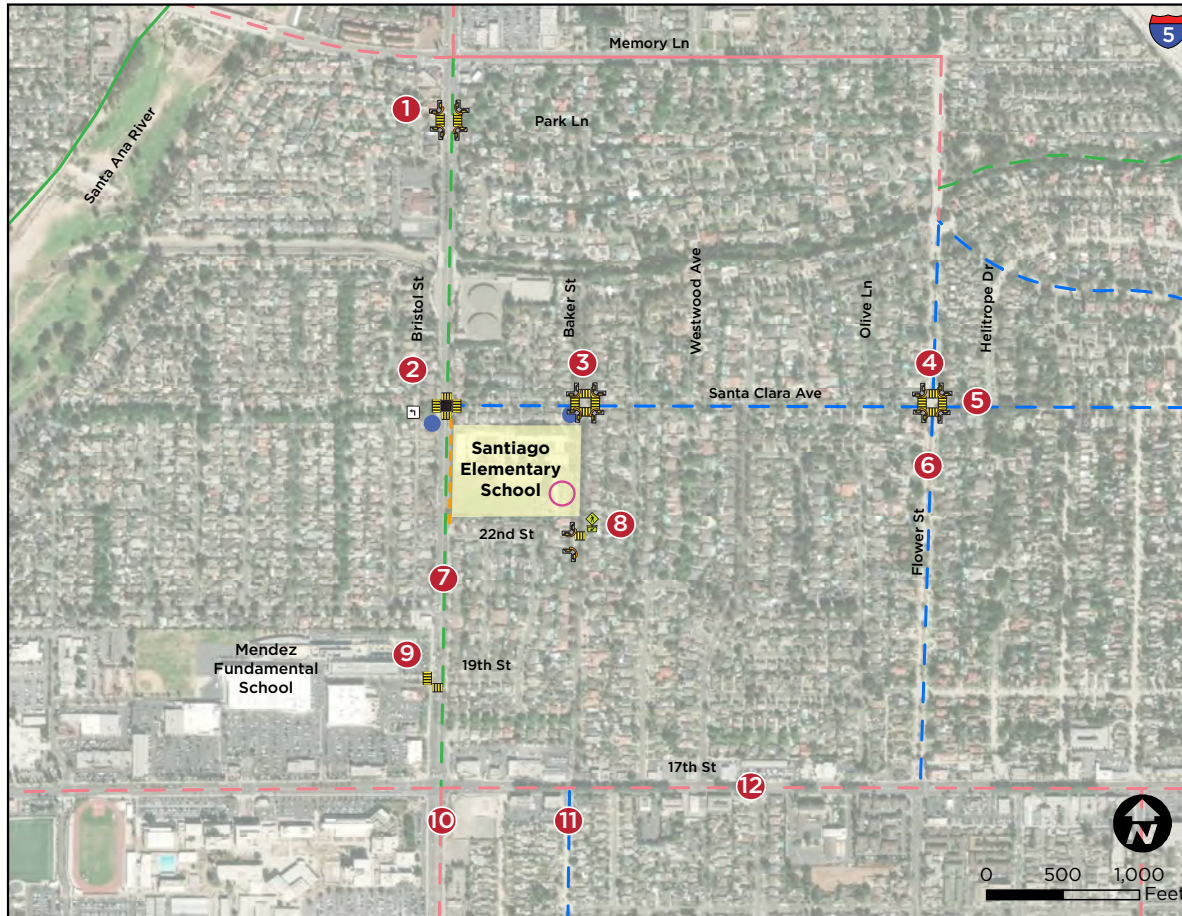
- Crossing guards are present on Baker Street and Santa Clara Avenue.
- Parents walk kids and kids walk by themselves on Santa Clara Avenue.
- There's no sidewalk on Baker Street north of Santa Clara Avenue.
- Better crossing is needed on Bristol Street and Santa Clara Avenue as a result of people running red lights. We recommend widening the crosswalk and adjusting the signal timing on Bristol Street.

General Safety

- Curbs are missing a detectable warning surface on the corner of 22nd Street and Baker Street.
- The City is trying to get funds to put in a left turn arrow on Bristol Street and Santa Clara Avenue.
- Santa Clara Avenue is a route for the fire department.

Recommended Safe Routes to School Improvements

Estimated Cost: \$6,618,083



Recommended Safe Routes to School Improvements

- 1 Bristol St / Park Ln**
 - Install two high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 2 Bristol St / Santa Clara Ave**
 - Install four high-visibility continental crosswalks.
 - Install left turn lane.
 - Install leading pedestrian interval / adjust signal timing.
- 3 Santa Clara Ave / Baker St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 4 Santa Clara Ave / Flower St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 5 Santa Clara Ave (Bristol St to Broadway)**
 - Install a Class III bike route.
- 6 Flower St (Park Blvd to Broadway)**
 - Install a Class III bike route.
- 7 Bristol St (Memory Ln to 17th St)**
 - Reconfigure to add Class I shared-use path.
- 8 Baker St / 22nd St**
 - Install one high-visibility continental crosswalk.
 - Construct curb extensions on NW and SW corners of the intersection.
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
- 9 Bristol St / 19th St**
 - Install two high-visibility continental crosswalks.
- 10 Bristol St (17th St to 1st St)**
 - Reconfigure to add Class II buffered bike lanes in both directions.
- 11 Baker St (17th St to 5th St)**
 - Install a Class III bike route.
- 12 17th St (Deodar St to Newhope St)**
 - Reconfigure to add Class II buffered bike lanes in both directions.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		Curb Extension
	Existing Crossing Guard Location		Proposed Bike Route		Rectangular Rapid Flashing Beacon
	Existing School Access Point				Lighting Enhancements
					Left-Turn Pocket
					Leading Pedestrian Interval
					Sidewalk Construction

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Segerstrom High School

Summary

- Audit Date: May 9, 2019
- Meet Time: 7:15 A.M.
- Address: 2301 W. MacArthur Boulevard, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: David Casper
- Enrollment: 2,435
- Grades: 9-12
- First Bell: 7:50 A.M. (warning bell) and 8:00 A.M (classes start).
- Mode Share: 15% walk + 1% bike
- Parental Involvement: Low

Attendees

Parents and Staff

- Deborah Vizcarra
- Jamie Bates
- Nick Canzone
- Regina Aguirre
- Stephanie Murray
- Tasha Correa
- Tiffany Margo

DSO

- Carlos Quezada
- Maria Gomez
- Oscar Hernandez

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Courtney Banker
- Jorge Cádiz

Walk Audit Notes

Segerstrom is a public high school bordered to the north by Alton Avenue, a rail track, and a single-family residential area; to the east by the Santa Ana Family YMCA; and to the south by MacArthur Boulevard and Griset Park. A lottery school, approximately 40% of students come from outside of the enrollment boundary. Most of these students arrive by car.

School Layout

- There are three entrances to the school: two along Alton Avenue and one at Jaguar Way.
- Staff parking is located on campus and is accessed from Jaguar Way, which is an extension of Raitt Street.
- No crossing guards serve Segerstrom High School. However, there is a crossing guard at Greenville Fundamental Elementary School at MacArthur Boulevard and Raitt Street that some Segerstrom students pass by.
- Three District Safety Officers serve the school (typically two at a time) and assist with morning drop off when possible.
- Student drop-off is concentrated at the north of the school where there are two entrances. Some parents also utilize the east entrance and exit through the north entrance.
- According to a school staff member 40% of kids are late for classes every day.
- Around 100 students have a parking permit inside the school.
- There are three spots in the school with lockers for skateboarding and one with bike parking facilities.

Passenger Vehicle Circulation

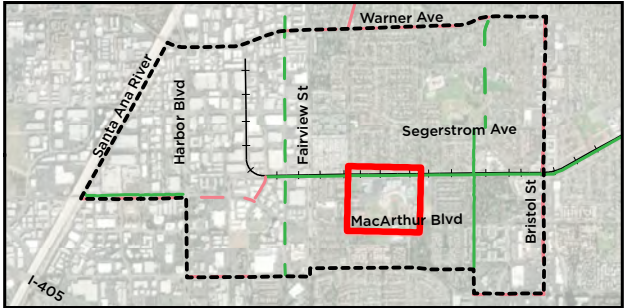
- The drop-off/pick-up area is very busy between 7:20 A.M. and 8 A.M. Parents take 15 minutes to go in and go out due to the bottleneck in both of the north access points. For this reason, many parents drop off illegally at Alton Avenue and also inside the YMCA. The same day of the audit, traffic authorities were giving tickets to those parents dropping-off at the YMCA.
- Vehicles going out after dropping off tend to occupy the middle lane of Alton Avenue, which is dangerous when other vehicles, in the counter-flow of the street, try to take the middle lane in order to turn left.

Pedestrian Circulation

- There are insufficient crossings in front of the school. Staff members stated that two pedestrians and one motorcyclist were involved in a collision and went to the hospital as a result.
- The west entrance has a special gate for pedestrian access and leads to a crosswalk inside the school. However, the east entrance does not have a pedestrian entrance, which forces a lot of kids to dodge cars when entering the property. There is a desire for an internal crosswalk in this part of the school.
- There is a lack of signals in the two north entrances, including enter/exit-only, directional signs, and speed limit signs. The school would like to see signs to help traffic flow and improve safety.
- There is a missing sidewalk on part of the western edge of Jaguar Way.
- Parents let kids out in the third lane east bound on Jaguar Way. Greenville Elementary School parents tend to park and make U-turns at Jaguar Way.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,726,349



Recommended Safe Routes to School Improvements

- 1 Alton Ave**
• Install left turn signal for westbound traffic.
- 2 Alton Ave / Parking Lot**
• Install Speed Limit sign.
- 3 Alton Ave / Parking Lot**
• Install Enter Only sign.
- 4 Alton Ave / Parking Lot**
• Install Exit Only sign.
- 5 Alton Ave / Parking Lot**
• Install one high-visibility continental crosswalk.
• Install pedestrian entrance.
- 6 Alton Ave**
• Install traffic control cones to restrict cars exiting property.
- 7 Parking Lot**
• Install Speed Limit sign.
- 8 Jaguar Way**
• Install missing sidewalk.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Use Path	High-Visibility Continental Crosswalk	Traffic Signal Modification
Existing Bike Lane	Proposed Bike Lane	Sidewalk Construction	Traffic Control
Existing School Access Point		School Entrance Sign	School Exit Sign

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Jose Andres Sepulveda Elementary School

Summary

- Audit Date: March 26, 2019
- Meet Time: 1:15 P.M.
- Address: 1801 S. Poplar Avenue, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: N/A
- Principal: Ana Gonzalez
- Enrollment: 369
- Grades: K-5
- First Bell: 8:00 A.M.
- Mode Share: 34% walk + 0.4% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Ana Gonzalez
- Diana Y. Reyes
- Guadalupe Mungia
- Jazmin Contreras
- Jovita Villalobos
- Maria Calderon
- Maria Ugalde
- Maritza Martinez
- Marta Patricia Torrez
- Maximina Beltran
- Perla Sanchez
- Rosario Andrade
- Sandra Barron
- Sandra E. Lopez

SAUSD

- Silvia Topete

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Courtney Banker
- Ryan Johnson

Walk Audit Notes

Sepulveda Elementary School is bordered to the north by the Universal Church of Santa Ana and a commercial strip mall, to the east by Bristol Street, to the south by St. Andrew Place, and to the west by Poplar Street. Most students come from the enrollment zone established by the SAUSD. Sepulveda Elementary staggers dismissal times based on grades, dismissing first through third grades first, and fourth and fifth grades last.

School Layout

- Staff parking is located on campus and is accessed from Poplar Street.
- There is a crossing guard at the intersection of Poplar Street and St. Andrew Place. Parents and staff members help direct traffic during drop-off/pick-up times. Some parents have even expressed interest in being trained as crossing guards.
- When it rains, the school opens the back gate on Bristol Street to accommodate additional traffic. Staff and buses are encouraged to use the back gate when open.
- Student drop-off/pick-up is located at the front entrance of the school on Poplar Street near the intersection of Occidental Street. A staff member communicates via walkie talkie which students are ready to be picked-up, and other staff members release students accordingly.

Passenger Vehicle Circulation

- The drop-off/pick-up area only allows for departing vehicles to travel westbound onto Occidental Street.
- There is speeding on Pacific Avenue and Occidental Street.
- It is difficult to turn onto Bristol from St. Andrew due to speed of traffic and size of the road.

Pedestrian Circulation

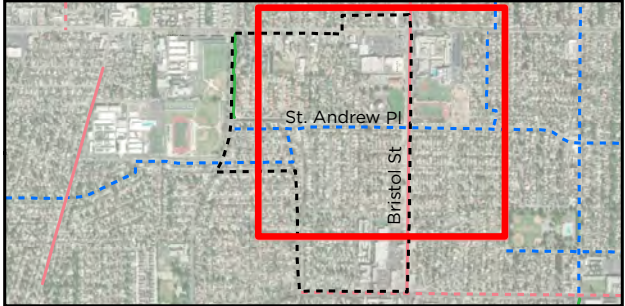
- There are insufficient crossings at the intersection in front of the school, although the existing curbs have already been “extended” using paint.
- Many sidewalks in the neighborhood lack curb ramps.
- When it rains, the intersection of St. Andrew and Poplar becomes flooded. Parents have to carry their children at times when water is too deep. Otherwise, children become soaked.
- Fruit trees create slippery walking conditions for students, particularly along Poplar Street. Overgrown vegetation along St. Andrew obstructs the walking path.
- Crossing Bristol Street at St. Andrew is extremely scary for parents, especially when their children are present.
- Many students walk from the apartments on Pacific Avenue south of the school.
- Part of the sidewalk on Pacific Avenue just south of Edinger uplifts and needs repair.

General Safety

- Bridges on the western edge of the enrollment zone are perceived as dangerous due to drug use and other activities
- People have jumped the school gate in front and have stolen school property, or consumed drugs on school property, particularly in the nursery playground on the western edge of campus.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,594,654



Recommended Safe Routes to School Improvements

- 1 Edinger Ave / Pacific Ave**
 - Install four high-visibility crosswalks.
 - Install bus stop shelters at both stop locations.
 - Repair sidewalk uplift.
- 2 Pacific Ave (Edinger St to Occidental St)**
 - Add center line and speed humps.
- 3 Pacific Ave / Stanford St**
 - Add stop sign on Stanford St approaching Pacific Ave.
 - Install two curb ramps on the NW and SW corners of the intersection.
- 4 Pacific Ave (Edinger St to Occidental St)**
 - Install school zone signage.
- 5 Occidental St / Spruce St**
 - Construct curb ramps on NE and NW corners of intersection.
- 6 Occidental St / Pacific Ave**
 - Install one high-visibility continental crosswalk.
 - Install 3-way stop sign.
 - Construct curb ramps at NE and NW corners of the intersection.
- 7 Occidental St / Poplar St**
 - Install two high-visibility continental crosswalks.
 - Install 3-way stop sign.
 - Construct curb extensions on the NW, NE, and SW corners of the intersection.
 - Add new crossing guard.
- 8 St. Andrew Pl / Poplar St**
 - Install four curb extensions.
 - Install three high-visibility continental crosswalks.
 - Enhance drainage and keep hedges trimmed to maintain safe visibility.
- 9 Bristol St / St. Andrew Pl**
 - Install full traffic signal with four high-visibility continental crosswalks.
- 10 Glenwood Pl / Pacific Ave**
 - Construct curb ramps on NE and SE corners of the intersection.
- 11 Glenwood Pl / Poplar St**
 - Construct curb ramps on NE and SE corners of the intersection.
- 12 Poplar St / St. Gertrude Pl**
 - Add stop sign on Poplar St approaching St. Gertrude Pl.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Shared-Use Path	High-Visibility Continental Crosswalk	Stop Sign
Existing Bike Lane	Proposed Bike Lane	School Zone Sign	Crossing Guard
Existing Bike Route	Proposed Bike Route	Curb Extension	Curb Ramp
		Traffic Signal	Speed Hump
			Bus Stop Improvement

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Sierra Preparatory Academy

Summary

- Audit Date: February 21, 2019
- Meet Time: 7:15 A.M.
- Address: 2021 N. Grand Avenue, Santa Ana, CA 92705
- Weather Conditions: Cloudy
- Events/Unique Conditions: None
- Principal: Ryan Ramirez
- Enrollment: 954 students
- Grades: 6-8
- First Bell: 7:55 A.M.
- Mode Share: 30% walk + 0.3% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Carlos Castro
- Cristina Aguilera
- Eloisa Magana
- Francisca Trujillo
- Gloria Ambriz
- Grace Rubalcava
- Juan Carlos Castro
- Kathleen Gil
- Nazaria Ibarra
- Ryan Ramirez
- Teresa Gonzalez

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Jessica Johnson
- Miguel Núñez

Walk Audit Notes

Sierra Preparatory Academy is in the Portola Park Neighborhood, bordered by Grand Avenue to the east, Linwood Avenue to the west, 17th Street to south, and 21st Street to the north. Nearby landmarks include Santa Ana United Methodist Church, Northeast Santa Ana Little League Stadium, and a Marie Callender's Restaurant. After observing multi-modal circulation patterns at student drop-off time, the Project Team conducted a walking audit around the school.

School Layout

- Sierra Preparatory shares a parking lot and driveway with Northeast Santa Ana Little League Stadium to the north.
- The front parking lot, including an area for parents and staff to park, and an area for drop-off/pick-up, has vehicular access on Grand Avenue.
- A crossing guard staffs the intersection of Grand Avenue and 21st Street during arrival/dismissal.
- School staff place traffic cones throughout the parking lot shared with Northeast Santa Ana Little League Stadium to control the circulation of vehicles during arrival/dismissal, while also separating the parking area from the vehicle circulation area.

Passenger Vehicle Circulation

- Drivers enter and exit through Grand Avenue during drop-off/pick-up.
- Some drivers were observed experiencing long delays attempting to make southbound left-turns and westbound left-turns at the intersection of Grand Avenue and 21st Street.
- Some parents were observed to drop off students at the shopping center directly across the street from the school and at the Marie Callender's restaurant south of the school, the school discourages this behavior due to complaints from business owners.

- Long vehicle queues were observed along the northbound direction of Grand Avenue into the driveway.
- Staff and parents expressed concerns regarding drivers blocking the crosswalks at the intersection of Grand Avenue and 21st Street while rushing to make westbound left-turns and eastbound right-turn.
- Staff and parents expressed concerns regarding left-turns onto the Grand Avenue from the school driveway and from Grand Avenue into the school driveway due to challenges at this location.
- Parents expressed concern regarding the visibility of the school zone sign and suggested the addition of new signs that include rapid flashing beacons to increase school zone area awareness for drivers.
- Staff and parents expressed concern about the reduced turning radius for drivers completing northbound right-turn into the school.
- At the intersection of Grand Avenue and 21st Street drivers were observed engaging in behavior such as:
 - Failure to yield to pedestrians
 - U-turns on Grand Avenue
 - Stopping and blocking crosswalk
 - Failure to obey "No Turn On Red" signs
 - Parking in travel lane to drop-off students

Pedestrian Circulation

- Landscaping along eastern leg of Grand Avenue was observed to be creating cracks and deformities in the sidewalk.
- Large number of pedestrians use the northern direction on Grand Avenue and the eastern direction of 21st Street to access the school.
- Pedestrians observed crossing at the intersection of Grand Avenue and 21st Street were generally compliant and obeyed the crossing guard, though some pedestrians were observed to cross mid-block or to quickly enter/exit the crosswalk.

Recommended Safe Routes to School Improvements

Estimated Cost: \$196,816



Recommended Safe Routes to School Improvements

- 1 **Grand Ave between 21st St and Northern School Boundary**
• Close current gaps in sidewalk.
- 2 **Grand St / 21st St**
• Install high-visibility crosswalks and advance stop bars on all legs.
• Add crossing apron and stop bar to the eastern leg.
- 3 **Grand Ave between 21st St and 17th St**
• Install speed feedback signs northbound and southbound.
- 4 **Grand Ave / 17th St**
• Install four high-visibility continental crosswalks.
- 5 **17th St / Lynnwood Ave**
• Install four high-visibility continental crosswalks.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing School Access Point	Proposed Bike Lane	High-Visibility Continental Crosswalk	Traffic Calming Measures
Existing Bike Lane	Proposed Separated Bikeway	School Zone Signage	Sidewalk Construction
Existing Shared-Use Path	Proposed Bike Route	Speed Feedback Sign	Lighting Enhancements
		Stop Bar	

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Spurgeon Intermediate School*

Summary

- Audit Date: March 29, 2018
- Meet Time: 2:00 P.M.
- Address: 2701 W. Fifth Street, Santa Ana, CA 92703
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Stuart Caldwell
- Enrollment: 1,100
- Grades: 6th – 8th
- First Bell: 7:55 A.M.
- Mode Share: Not Available
- Parental Involvement: Medium

**Note: Now part of Romero-Cruz Academy*

Attendees

Parents and Staff

- Jasmin Castañeda

City of Santa Ana

- Jorge Bernal
- Zdenek Kekula

OCHCA

- Maria Minaglia

SASPD

- DSO Ray Sandoval
- Officer Ruby Pena

Fehr & Peers

- Bryan Esparza
- Matt Benjamin

Walk Audit Notes

Spurgeon Intermediate is adjacent to Lydia Romero-Cruz Elementary School. To avoid major traffic congestion at student drop-off/pick-up, both schools coordinate to stagger arrival and dismissal periods.

School Layout

- Spurgeon Intermediate is located at the intersection of 5th Street and Fairview Street. Fairview Street is a six-lane road with a center median and 5th Street is a four-lane road with on-street parking on the north side. The main school entrance is located on 5th Street. The driveway to the student drop-off/pick-up area and parking lot is located on 5th Street. The Santa Ana River Trail and the OC Streetcar right-of-way are adjacent to campus.

Passenger Vehicle Circulation

- In general, traffic circulation at the student drop-off area is smooth.
- Sometimes parents who don't want to drive through the student drop-off/pick-up area use Fairview Street instead.
- Signage allows for 24 minute idling at on-street drop-off/pick-up areas. These areas back up at peak rush hour.
- Drivers constantly ignore right turn restrictions southbound on Fairview Street.
- According to parents and staff, more conflicts arise during pick-up time.
- Drivers run red lights all the time at the intersection of Fairview Street and 5th Street.

Pedestrian Circulation

- There is a lot of foot traffic at Fairview Street and 5th Street, particularly traveling from the northwest corner to southeast corner. Some drivers encroach into the crosswalk.
- Students are constantly crossing 5th Street at unsignalized intersections (5th Street and Sullivan Street and 5th Street and Nantucket Street).

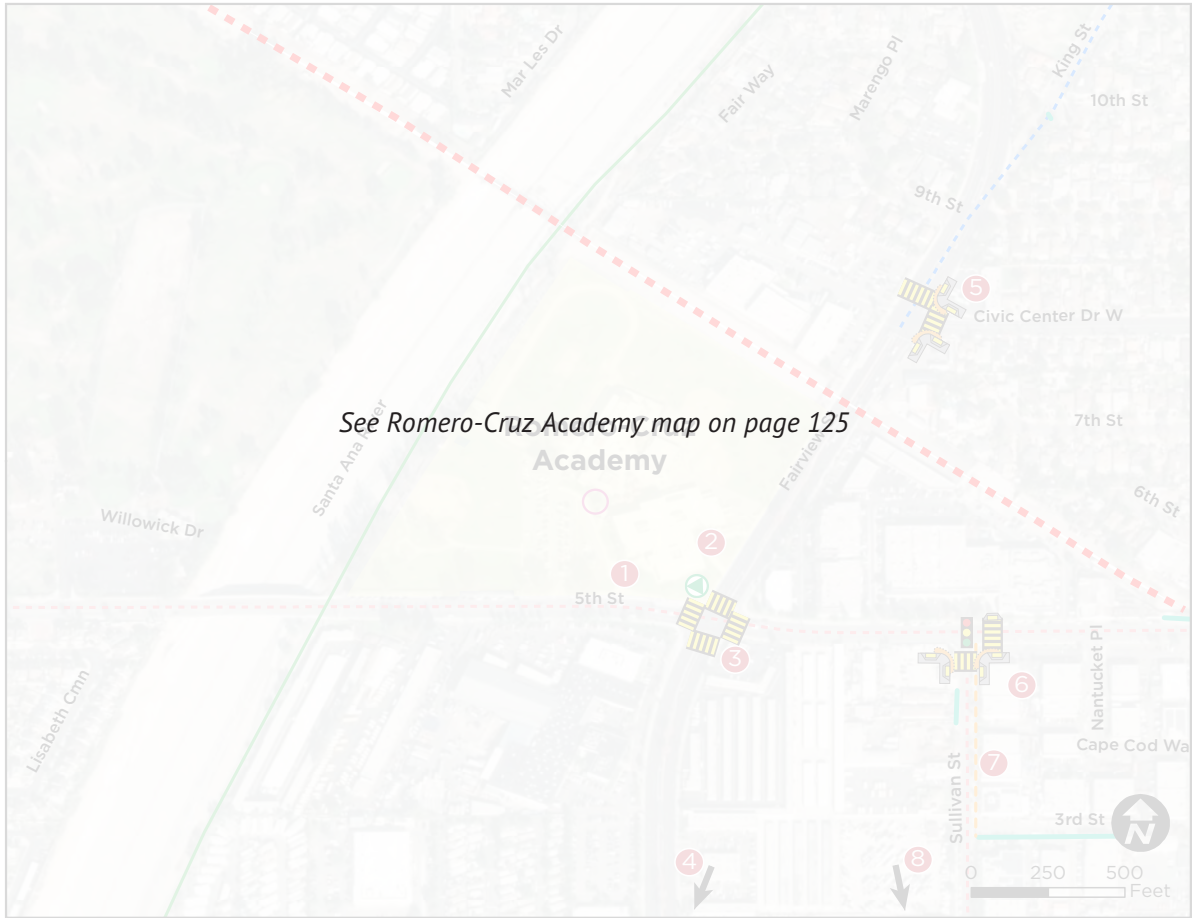
- There is a sidewalk gap along 5th Street at the OC Streetcar right-of-way.
- There is a sidewalk gap along Hawley Street south of Civic Center Street.
- People on bicycles ride on the sidewalk, which causes conflicts with pedestrians.
- Traffic calming at the parking lot is needed.
- Students seem not to pay much attention to the pedestrian countdown heads and enter the crosswalk to cross the streets when the countdown timer has nearly expired.

General Safety

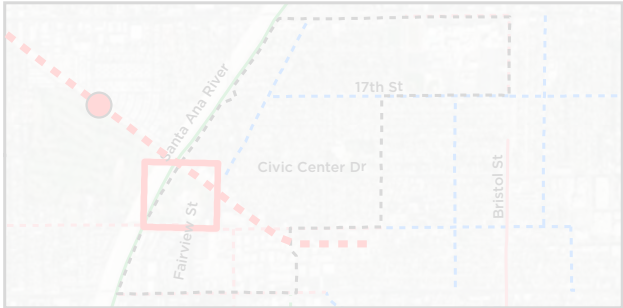
- Parents suggest an RRFB at Sullivan Street and 5th Street.
- Drivers traveling westbound on Civic Center Drive do not yield to pedestrians when turning left on Fairview Street.
- Parents suggest the installation of a scramble crosswalk at 5th Street and Fairview Street.
- Better lighting is needed at Sullivan Street and Lincoln Street, and at the ball field. Sullivan Street between 5th Street and 1st Street also needs better lighting.
- Parents suggest the implementation of a crossing guard program and bike bell distribution.
- Curb extensions were suggested at the corner of Fairview Street and 1st Street and Fairview Street and 5th Street.
- Curb ramps are missing at the northwest and northeast corners of Sullivan Street and 1st Street.
- Student pick-up/drop-off on Fairview Street floods on rainy days.
- The OCTA route 64 bus sometimes causes a backup of cars into the intersection. A similar situation occurs at the bus stop on the northeast corner of Fairview Street in the northbound direction.

Recommended Safe Routes to School Improvements

Estimated Cost: N/A



See Romero-Cruz Academy map on page 125



Recommended Safe Routes to School Improvements

- 1 **5th St / Fairview St**
•Install fence along sidewalk to channel pedestrians to crosswalk.
- 2 **5th St / Fairview St**
•Improve landscaping to enhance school sign.
- 3 **5th St / Fairview St**
•Install four high-visibility continental crosswalks.
•Install protected left turn signal.
- 4 **1st St / Fairview Street**
•Install four high-visibility continental crosswalks.
- 5 **Fairview St / Civic Center Dr**
•Install two high-visibility continental crosswalks.
•Install curb extensions on Civic Center Dr.
- 6 **5th St / Sullivan St**
•Install two high-visibility continental crosswalks.
•Install curb extensions on the SE and SW corners.
•Install new curb ramp on the NE corner.
•Install full traffic signal.
- 7 **1st St / Lacy St**
•Add additional lighting for enhanced visibility and safety along Sullivan St between 5th St and 3rd St.
- 8 **1st St / Sullivan St**
•Install four high-visibility continental crosswalks.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Route		Traffic Signal
	Existing School Access Point		Proposed OC Streetcar		Protected Left Turn Signal
			Proposed OC Streetcar Stop		Sidewalk Construction
					Lighting Enhancements
					Curb Extension

Taft Elementary School

Summary

- Audit Date: March 13, 2019
- Meet Time: 7:45 A.M.
- Address: 500 Keller Avenue, Santa Ana, CA 92707
- Weather Conditions: Sunny
- Events/Unique Conditions:
- Principal: Mr. Bautista
- Enrollment: 630 students
- Grades: TK-6
- First Bell: 8:30AM
- Mode Share: 15% walk + 0% bike
- Parental Involvement: None

Attendees

Parents and Staff

- Mr. Bautista

SAUSD

- Silvia Topete

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Taft Elementary School is located in the Sandpointe Neighborhood, surrounded by Keller Avenue to the north, Nobel Avenue to the east, Flower Street to the west, and Sunflower Avenue to the south. Nearby landmarks are Bomo Koral Park and Sand Pointe Park. After observing multi-modal circulation patterns at student drop-off time, the Project Team conducted a walking audit around the school.

School Layout

- Staff parking is located on Keller Avenue.
- Student entrances are located on Keller Avenue and Sunflower Avenue.
- There is a crossing guard located at Keller Avenue between Aurora Avenue and Pasteur Street.
- The student drop-off/pick-up area is located along Fuller Avenue.
- The school bus drop-off is at the front of the school along Keller Avenue.
- School access and parking is slated to be redesigned. There is the potential for a bridge and entry directly from Flower.

Passenger Vehicle Circulation

- School staff stands on the western end of Keller Avenue with stop signs to slow down vehicles traveling eastbound so that westbound vehicles can turn left into the school parking lot.
- Vehicles traveling eastbound along Keller Avenue speed and the curve of the street makes it difficult to see traffic.
- Cars queue along Keller Avenue as the bell time approaches.

Pedestrian Circulation

- Parents and students walk through the parking lot to get to the front of the school.
- There is no curb ramp on the northern leg of Keller Avenue marked crosswalk.

Recommended Safe Routes to School Improvements

Estimated Cost: \$508,397



Recommended Safe Routes to School Improvements

- 1 Keller Avenue/ Front Entrance to School**
 - Install curb extensions on northern and southern leg.
 - Install raised crosswalk.
- 2 Flower Street to Front Entrance to School**
 - Create bicycle and pedestrian connection between school and bike path adjacent to Flower Street.
 - Add bike parking near bike path access point, if possible.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing School Access Point		Proposed Shared-Used Path		Raised Crosswalk
	Existing Shared-Use Path		Proposed Bike Lane		Bicycle/Pedestrian Connection
			Proposed Bike Route		Curb Extension
			Proposed Separated Bikeway		

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Jim Thorpe Fundamental Elementary School

Summary

- Audit Date: March 27, 2018
- Meet Time: 1:45 P.M.
- Address: 2450 W. Alton Avenue, Santa Ana, CA 92707
- Weather Conditions: Sunny
- Events/Unique Conditions: None
- Principal: Mrs. Cindy Landsiedel
- Enrollment: 1,000 students
- Grades: K-5
- First Bell: 8:15 A.M.
- Mode Share: 6% walk + 0.1% bike
- Parental Involvement: Low

Attendees

Parents and Staff

- Karen Knecht

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Jessica Johnson
- Matt Benjamin

Walk Audit Notes

Jim Thorpe Elementary School is located in the Morning Sunwood Neighborhood, bordered by Alton Avenue to the north, Greenville Street to the west, MacArthur Boulevard to the south, and Segerstrom High School to the east. Nearby landmarks include Segerstrom High School, Santa Ana Family YMCA, and the Church of Jesus Christ of Latter-day Saints. After observing multi-modal circulation patterns during dismissal, the Project Team conducted a walking audit around the school grounds.

School Layout

- Staff parking is accessed from Alton Avenue.
- Student drop-off/pick-up area for K – 2 grade students and staff parking is accessed from Alton Avenue.
- Student drop-off/pick-up area for 3 – 5 grade students is accessed along Greenville Street.
- The school is adjacent to Segerstrom High School located to the east.
- School staff and volunteers assist with dismissal and notify students of the arrival of their ride.
- The bus turn out located on Alton Avenue in front of the school is not utilized by the school.

Passenger Vehicle Circulation

- Vehicles frequently queue along Greenville Street from Alton Avenue to MacArthur Boulevard. Parents queuing along Greenville Street during dismissal have been ticketed due to “No Stopping at Any time” signs posted in front of the Church of Latter-day Saints that borders the school directly south.
- Drivers often do not obey No Parking zones and red curbs.
- The large width of travel lanes along Greenville Street between MacArthur Boulevard and Alton Avenue allow for parked cars and one travel lane in each direction, and induces speeding along Greenville Street.

- Parents and drivers were observed engaging in the following behaviors:

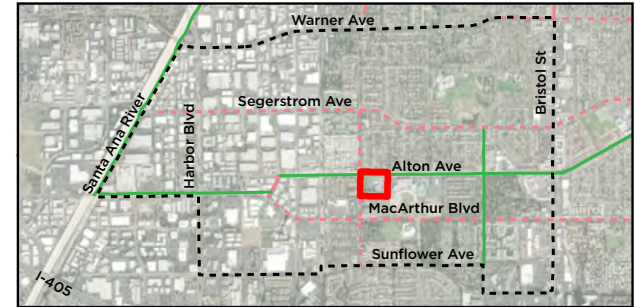
- Double Parking
- Failure to yield to pedestrians
- Completing U-turns along Greenville Street

Pedestrian Circulation

- School staff has expressed concerns about parents and students crossing Greenville street mid-block during dismissal.
- There are gaps in the sidewalk along the eastern edge of Greenville Street near MacArthur Boulevard.
- Pedestrians observed crossing at the intersection of Greenville Street and Alton Avenue were generally compliant.

Recommended Safe Routes to School Improvements

Estimated Cost: \$336,315



Recommended Safe Routes to School Improvements

- 1 Fairview St / Alton Ave**
 - Install high-visibility continental crosswalks on all four legs.
- 2 Greenville St (200 feet north of Alton Ave to Alton Ave)**
 - Install sidewalk to close gap north of rail tracks.
- 3 Greenville St / Alton Ave**
 - Install high-visibility continental crosswalks on all four legs.
 - Add advance stop bars on all legs.
 - Reduce curb radii on SW and SE corners.
- 4 Greenville St between Alton Ave and MacArthur Blvd**
 - Install "No U-Turn" signs.
- 5 Fairview St / MacArthur Blvd**
 - Install high-visibility continental crosswalks on all four legs.
- 6 Greenville St / MacArthur Blvd**
 - Install high-visibility continental crosswalks on all four legs.
 - Add left turn signal phase.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk
Existing Bike Lane		Sidewalk Construction
Existing School Access Point		Reduced Corner Radius
		No U-Turn
		Left Turn Signal Phase

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Valley High School

Summary

- Audit Date: October 24, 2018
- Meet Time: 7:30 A.M.
- Address: 1801 S. Greenville Street, Santa Ana, CA 92704
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Hector Galicia
- Enrollment: 2,113
- Grades: 9-12
- First Bell: 7:00 A.M.
- Mode Share: 35% walk + 3% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Alejandra Barcenas
- Alejandro Galibay
- Delfina Cortes
- Genoveva Diaz
- Honorina Pineda
- Jeremy Logan
- Ma de la Luz Armas
- Margarita Morales
- Maria Jimenez
- Maria Orellana
- Maria Sanchez
- Maricela Reyes
- Meliza Lozano-Scott
- Monica Apolonio
- Patricia Arroyo
- Silvina Núñez

City of Santa Ana

- Margarita Macedonio
- Zdenek Kekula

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

Valley High School is adjacent to Carl Harvey Elementary School. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Valley High School is located at the intersection of Glenwood Place and Greenville Street. Glenwood Place is a two-lane travel road with available on-street parking on one side. The main entrance is located on Glenwood Place.
- Student drop-off/pick-up is located on the corner on Glenwood Place.

Passenger Vehicle Circulation

- Parents drop off kids on the east side of Valley High School.
- Speed bumps exist on Glenwood Place near Center Street.
- The driveway located on Glenwood Place has poor visibility.
- Cars are concentrated southwest of Saint Andrew Place in front of the school entrance.
- The elementary school bus stop is located on Greenville Street and Pomona Street.
- There are tight turns on Greenville Street heading towards Edinger Avenue.
- Vehicles speed on Greenville Street near the front school entrance.

Pedestrian Circulation

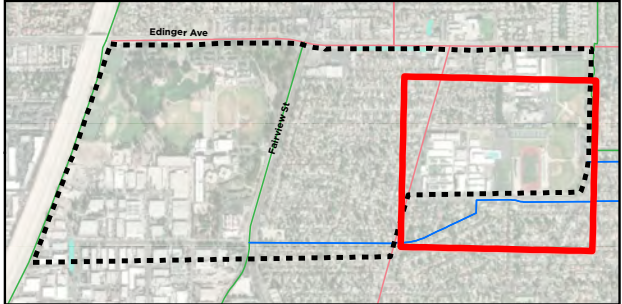
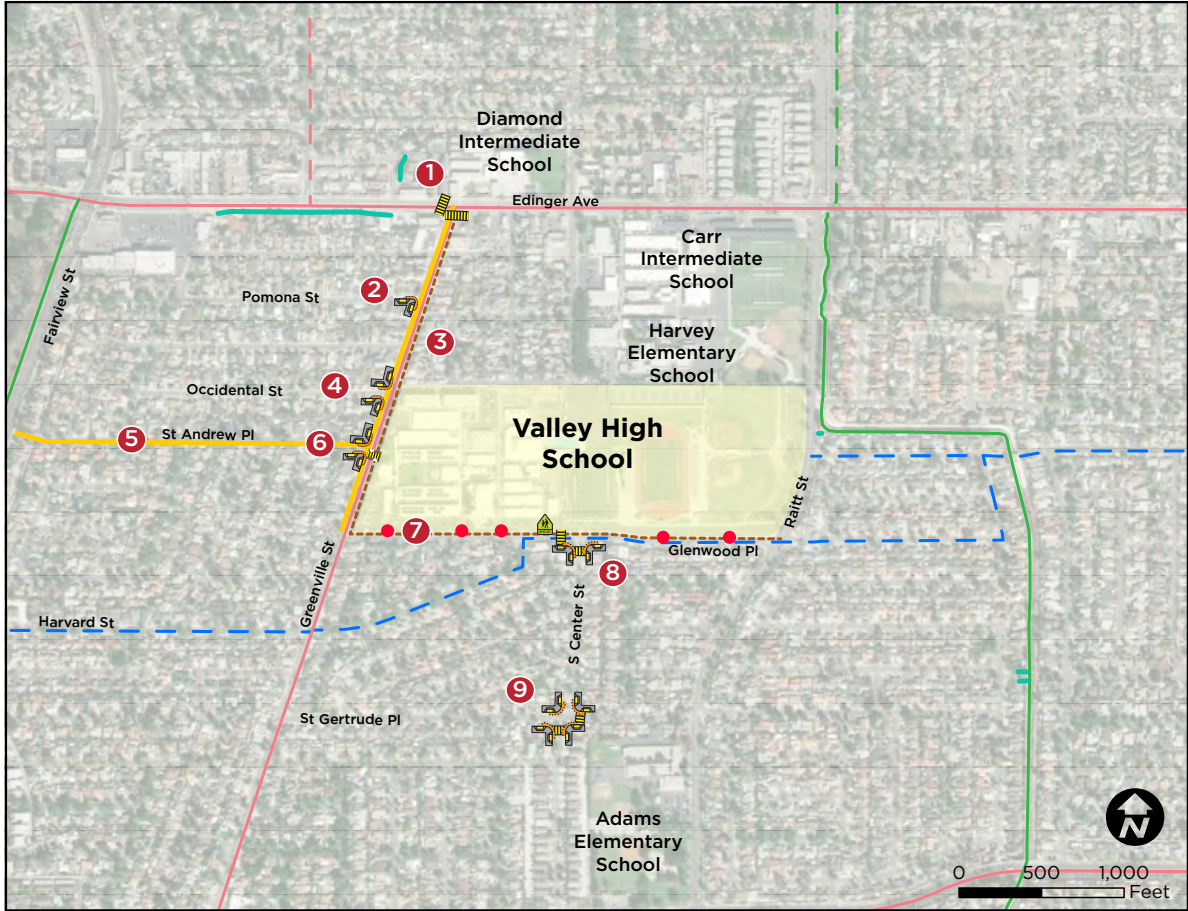
- The Greenville Street sidewalk is very narrow.
- Curb ramps are missing near the intersection of Saint Gertrude Place and Center Street.
- The sidewalk is narrow on Glenwood Place.
- There are no school signs between Harvard Street and Diamond Street at Glenwood Place.
- Crossing guard exists at the corner of Edinger Avenue and Greenville Street.
- City owned cones/signs are used on Townsend Street near Edinger Avenue.

General Safety

- Further evaluation is needed for missing ramps throughout Center Street.
- The bus stop near Glenwood Place and Greenville Street needs to be improved, possibly with a bus shelter.
- A guava tree blocks sign/RRFB on Pomona Street near Greenville Street.
- The liquor store should become a safer place, which is located on Stanford Street and Greenville Street.
- Flooding is prone on Glenwood Place, between Center Street and Raitt Street.
- Local gang hangs out on Wood Street and Camden Place.
- Lighting should be added on Greenville Street near Occidental Street.
- Flooding occurs on Edinger Avenue near Raitt Street.
- People experiencing homelessness camp west of Edinger Avenue, which concerns parents.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,935,944



Recommended Safe Routes to School Improvements

- 1 Edinger Ave / Greenville St**
 - Install high-visibility continental crosswalks on south and west legs.
- 2 Pomona St / Greenville St**
 - Construct curb extension on southwest corner of the intersection.
- 3 Greenville St (Edinger St to Glenwood Pl)**
 - Widen existing sidewalk.
 - Install traffic calming measures.
- 4 Occidental St / Greenville St**
 - Construct curb extensions on the NW and SW corners of intersection.
- 5 St. Andrew Pl (Fairview St to Edinger St)**
 - Install traffic calming measures.
- 6 St. Andrew Pl / Greenville St**
 - Install high-visibility raised crosswalk.
 - Construct curb extensions on NW and SW sides of the intersection.
- 7 Glenwood Pl (Greenville St to Raitt St)**
 - Widen existing sidewalk.
 - Improve existing driveways to school parking lot.
- 8 Glenwood Pl / Center St**
 - Construct curb extensions on SW and SE corners of street intersection.
 - Install high-visibility continental crosswalks on the south and west legs.
- 9 Center St / St. Gertrude Pl**
 - Construct curb extensions on all four corners of the intersection.
 - Install high-visibility continental crosswalks on the south and east legs.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Shared-Use Path		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Lane		High-Visibility Raised Crosswalk
	Existing School Access Point		Proposed Bike Route		Curb Extension
					School Advanced Warning Sign
					Driveway Improvement
					Traffic Calming
					Sidewalk Construction
					Sidewalk Widening

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Villa Fundamental Intermediate School

Summary

- Audit Date: April 18, 2018
- Meet Time: 12:30 P.M.
- Address: 1441 E. Chestnut Avenue, Santa Ana, CA 92701
- Weather Conditions: Clear
- Events/Unique Conditions: None
- Principal: Dr. Sequeida
- Enrollment: 400
- Grades: 6th – 8th
- First Bell: 7:55 A.M.
- Mode Share: 36% walk + 0.7% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Principal Sequeida

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Alta Planning + Design

- Rodrigo García Reséndiz
- Ryan Johnson

Walk Audit Notes

Villa Fundamental Intermediate School is located in east Santa Ana and is surrounded by multiple arterials and the Interstate 5 freeway. The Project Team first joined Principal Sequeida, teachers, and parents in a meeting to discuss potential safety issues around the school area, particularly in the student drop-off period. After discussing issues and traffic patterns, the Project Team led a walk audit to observe built environment conditions and traffic patterns during the student pick-up period.

School Layout

- Villa Fundamental Intermediate School is located at the intersection of Chestnut Avenue and McClay Street. Fairview Street is a six travel lane road with a center median and Chestnut Avenue is a four travel lane road with a center left turn lane.
- The main entrance is located on Chestnut Avenue.
- The entrance to the student drop-off/pick-up area and parking lot is located on Chestnut Avenue. However, it is possible to access the student pick-up and drop-off area from Lyon Street.

Passenger Vehicle Circulation

- The student pick-up area gets very congested in the afternoon. This situation not only creates frustration among parents, but also impedes cars parked in the parking lot from going out because cars are blocking all through lanes.
- In the morning, parents drop off students southbound on McClay Street and westbound on Chestnut Avenue forcing students to cross the street in the middle with no traffic control.
- Parents suggest the installation of a protected left turn on Chestnut Avenue to turn left into McClay Street.
- Drivers on Chestnut Avenue do not respect the 25 MPH speed limit.

- Sometimes parents enter the student pick-up area from the entrance on Lyon Street (Police Department) and try to cut off the waiting line. This creates anger and even violence among drivers waiting.
- Drivers constantly make unsafe U-turns on McClay Street, right in front of the DMV.

Pedestrian Circulation

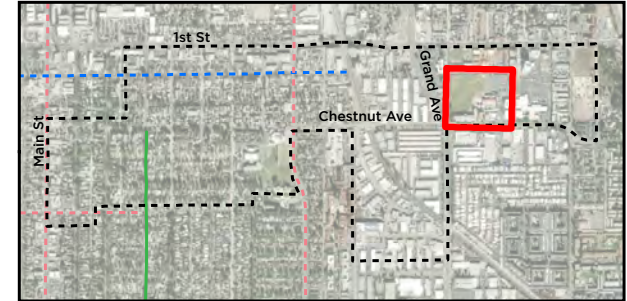
- There was a crossing guard a few years ago at the intersection of Chestnut Avenue and McClay Street. Parents are interested in reestablishing this program.
- Parents suggest the installation of a crosswalk on McClay Street and Grand Avenue.

General Safety

- Parents pointed out visibility issues at the railroad tracks.
- The fence at the lot where a gas station used to be is too close to the curb edge, limiting space for students walking and waiting for the bus.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,621,186



Recommended Safe Routes to School Improvements

- 1 1st St / Grand Ave**
 - Install four high-visibility continental crosswalks.
- 2 McClay St Mid-block**
 - Install a new school entrance along McClay St to ease crowding at Chestnut Ave.
- 3 Grand Ave / McClay St**
 - Install curb extensions on NE and SE corners of the intersection.
 - Prohibit left turns from McClay St onto Grand Ave.
 - Install one high-visibility continental crosswalk.
- 4 Chestnut Ave / Grand Ave**
 - Install curb extensions on all corners of the intersection.
 - Provide advance stop bars prior to all crosswalks.
 - Install four high-visibility continental crosswalks.
 - Install leading pedestrian interval signal.
- 5 Chestnut Ave Sidewalk Widening**
 - Widen the existing sidewalk on the north side of Chestnut Ave between Grand Ave and the SAUSD parking lot.
- 6 Chestnut Ave Mid-block**
 - Install electronic speed feedback signage.
- 7 1st St / Lyon St**
 - Install four high-visibility continental crosswalks.
- 8 Chestnut Ave**
 - Reconfigure to remove two automobile lanes and add Class II buffered bike lanes in each direction between Grand Ave and Elk Ln.
- 9 Chestnut Ave / Lyon St**
 - Install four high-visibility continental crosswalks.
 - Install advance yield markings prior to crosswalks within right turn slip lanes.

<p>Existing Conditions</p> <ul style="list-style-type: none"> — Existing Shared-Use Path ○ Existing School Access Point 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> - - - - Proposed Bike Lane - - - - Proposed Bike Route 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> High-Visibility Continental Crosswalk "No Left Turn" Sign Speed Feedback Sign ○ Proposed School Access Point Leading Pedestrian Interval Curb Extension Advanced Yield Markings — Sidewalk Construction - - - - Sidewalk Widening
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- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Walker Elementary School

Summary

- Audit Date: April 29, 2019
- Meet Time: 1:15 P.M.
- Address: 811 E. Bishop Street, Santa Ana, CA 92701
- Weather Conditions: Overcast
- Events/Unique Conditions: None
- Principal: Mariana Garate
- Enrollment: 401
- Grades: K-5
- First Bell: 8:10 A.M.
- Mode Share: 39% walk + 0.6% bike

Attendees

Parents and Staff

- Mariana Garate

Santa Ana Active Streets

- Danny Cortes

OCTA

- Marisol Gonzalez

City of Santa Ana

- Cory Wilkerson

Alta Planning + Design

- Kevin Johnson

Walk Audit Notes

Walker Elementary School is located in the Eastside Neighborhood, surrounded by Chestnut Avenue to the north, Standard Street to the east, Halladay Street to the west, and Bishop Street to the south. Nearby landmarks include Roosevelt Elementary School and two neighborhood churches. Additionally, the school is located less than half a mile from Edward B. Cole Senior Academy (to the north) and Kennedy Elementary School (to the south). The school staggers its bell times based on grades, and many students (about 40%) attend after-school programs.

School Layout

- Staff parking is located on Bishop Street.
- There is an existing crossing guard at the intersection of Standard Street and Bishop Street. An additional staff person facilitates the loading zone in front of the school and mid-block crossings across Bishop Street.
- The parking lot is small and for staff only.
- Two loading zones on the north side of Bishop Street in front of the school were installed about 4-5 years ago and help facilitate pick-ups.
- A large grassy area and triangular platform near the flagpole serve as a holding area where students wait to be picked up or parents wait with students.
- An alley to the west connects north to the roundabout and Camile Street.

Passenger Vehicle Circulation

- Most pick-ups and drop-offs occur on Bishop Street. The wide street is conducive to dangerous U-turning movements which persist despite "No U-turn" signage.
- Speeds on Bishop Street are high due to the excessive width of the street.
- Many parents arrive early and park in the loading zones for long periods of time. Principal Garate says she tries to talk with parents, but enforcement is difficult.

- There seems to be a conflict between the bus loading and passenger loading in the eastern loading spot.
- The intersection of Standard Avenue and Bishop Street is unsignalized and appears to present challenging turning movements for vehicles.

Pedestrian Circulation

- The enrollment boundary for Walker extends mainly south and to the east.
- Students were rarely observed to be walking alone, but some did walk with parents.
- The intersection of Standard Avenue and Bishop Street is unsignalized and appears to present long and challenging crossings for pedestrians. Only two legs of the crosswalk are striped, one in a yellow ladder-style.
- The sidewalk in front of the school is relatively new and wide; sidewalks further west on Bishop Street are narrow and older.

General Safety

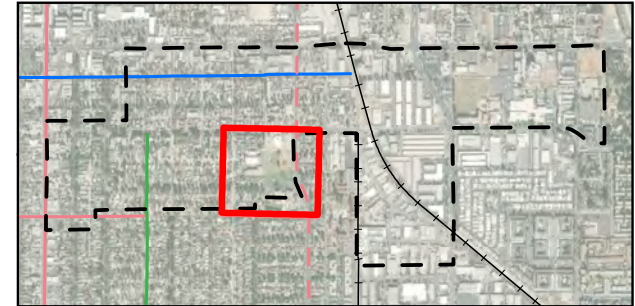
- The two largest traffic safety issues appear to be the excessive width of Bishop Street, and the unsignalized intersection of Bishop and Standard Avenue. Both of these issues are slated to be mitigated by existing grants/projects that the City is working on.
- Walker Elementary is planning for upgrades as part of the District's Modernization 2020 effort which would add a second entrance/exit to the school parking lot. The City is in touch with SAUSD about how that effort may intersect with his plans in the area.
- The Principal mentioned that the lack of shelter when it rains presents a problem.
- The Principal mentioned the rail right-of-way that bisects the block east of the school is often dirty and flooded.

Recommended Safe Routes to School Improvements

Estimated Cost: \$3,761,235



<p>Existing Conditions</p> <ul style="list-style-type: none"> — Existing Shared-Use Path — Existing Bike Lane ● Existing Crossing Guard Location ○ Existing School Access Point 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> - - - - Proposed Shared-Use Path - - - - Proposed Bike Lane 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> High-Visibility Continental Crosswalk Rectangular Rapid Flashing Beacon Curb Extension Sidewalk Construction Traffic Signal Lighting Enhancements High-Visibility Raised Crosswalk
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Recommended Safe Routes to School Improvements

- 1 Chestnut Ave / Halladay St**

 - Install four high-visibility continental crosswalks.
 - Install four curb extensions.
 - Fix flooding when it rains.
- 2 Chestnut Ave / Standard Ave**

 - Install four high-visibility continental crosswalks.
 - Install curb extensions on the SW, SE, and NE corners of the intersection.
- 3 Myrtle St / Halladay St**

 - Construct curb extensions on NW and SW corners of the intersection.
 - Install rectangular rapid flashing beacon to enhance crossing.
 - Install high-visibility raised crosswalk.
- 4 Camile St / Halladay St**

 - Install two high-visibility continental crosswalks.
 - Install rectangular rapid flashing beacon to enhance crossing.
 - Install curb extensions on the NW and NE corners of the intersection.
- 5 Bishop St / Halladay St**

 - Install three high-visibility continental crosswalks.
 - Install curb extensions on the NE and SE corners of the intersection.
- 6 Bishop St / Standard Ave**

 - Install a traffic signal.
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on NW and SW corners of the intersection.
- 7 Standard Ave (4th St to Warner Ave)**

 - Reconfigure to add Class II buffered bike lanes in each direction.

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Washington Elementary School

Summary

- Audit Date: March 25, 2018
- Meet Time: 7:15 A.M.
- Address: 910 W. Anahurst Place, Santa Ana, CA 92707
- Weather Conditions: Sunny
- Events/Unique Conditions: None
- Principal: Jackie Ochoa
- Enrollment: 760 K-5 students, 140 pre-school students
- Grades: pre-K through 5
- First Bell: 7:50 A.M.
- Mode Share: 44% walk + 0% bike
- Parental Involvement: High

Attendees

Staff

- Jackie Ochoa

OCTA

- Paul Martin

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Carolyn Vera
- Mike Samuelson

Walk Audit Notes

Washington Elementary School is located in the Memorial Park Neighborhood, surrounded by Anahurst Place to the north, Parton Street to the east, Flower Street to the west, and Warner Avenue to the south. Nearby landmarks are Memorial Park and Esqueda Elementary School. After observing multi-modal circulations patterns at student drop-off time, the Project Team spoke with parents and conducted a walking audit around the school grounds.

School Layout

- Staff parking is located on Flower Street. Additional parking is available in a lot with a driveway off Anahurst Place.
- There is an existing crossing guard at the intersection of Flower Street and Anahurst Place, and another at the intersection of Warner Avenue and Flower Street.
- Student drop-off/pick-up area is located along Anahurst Place. Four to five staff instruct parents to move to the front of the drop-off area in the morning to allow for more space for vehicles.
- The main entrance for all students is at the corner of Anahurst Place and Flower Street.

Passenger Vehicle Circulation

- Cars turning from Flower Street to Anahurst to drop off students queue back on Flower Street, both for vehicles making northbound right turns and southbound left turns.
- Southbound left, eastbound through, and northbound right queues last for several cycles along Flower Street and Anahurst Place as the first bell approaches.
- Some parents park at Memorial Park, which is located across Flower Street from the school, and walk kids to school.
- Pick-up/drop-off area is coned off during the arrival period, which encourages vehicles to enter and exit in designated areas.

- Staff and parents expressed an interest in more parking enforcement in the pick-up/drop-off area.

Pedestrian Circulation

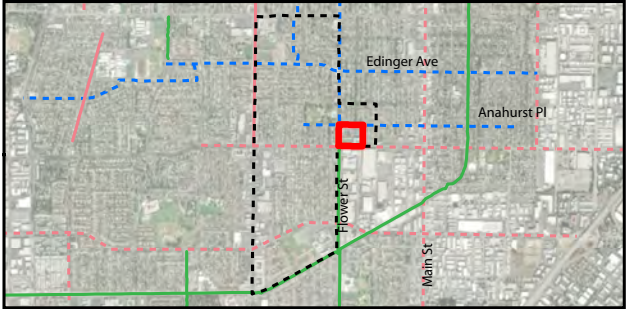
- Standard yellow crosswalks exist on all legs at Anahurst Place and Flower Street.
- Parents requested an additional crossing guard at Flower Street and Warner Avenue.
- Parents and staff requested a crossing guard at Anahurst Place and Garnsey Street, where a crossing guard had previously been present. The City recently added curb extensions and a high-visibility crosswalk at the west leg of this intersection.
- Staff requested curb extensions at Olive Street and Warner Avenue.
- Parents requested that the two-way stop at St. Andrew Place and Parton Street be converted to a four-way stop, and that high-visibility crosswalks be installed on all four legs.

General Safety

- Drivers do not honor traffic signals at Flower Street and Anahurst Place during congested drop-off time.
- Parents stated that drivers speed on St. Gertrude Place.

Recommended Safe Routes to School Improvements

Estimated Cost: \$1,321,669



Recommended Safe Routes to School Improvements

- 1 Flower St / Gertrude Pl**
•Install high-visibility crosswalks and advance stop bars on all four legs.
- 2 Anahurst Pl / Flower St**
•Install high-visibility crosswalks and install advance stop bars on all legs.
- 3 Anahurst Pl / Woodland Pl**
•Install high-visibility crosswalk and advance stop bar on northern leg.
- 4 Anahurst Pl / Garnsey St**
•Install high-visibility crosswalk and advance stop bar on northern leg.
- 5 Flower St / Warner Ave**
•Consider additional crossing guard.
•Restripe existing crosswalks to high-visibility crosswalks and install advance stop bars on all legs.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements
Existing School Access Point	Proposed Shared-Use Path	High-Visibility Continental Crosswalk
Existing Shared-Use Path	Proposed Bike Lane	Crossing Guard Location
Existing Bike Lane	Proposed Bike Route	
Existing Crossing Guard Location		
Missing Sidewalk		

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Willard Intermediate School

Summary

- Audit Date: October 22, 2018
- Meet Time: 7:45 A.M.
- Address: 1342 N. Ross Street, Santa Ana, CA 92706
- Weather Conditions: Overcast
- Events/Unique Conditions: None
- Principal: Amy Scruton
- Enrollment: 831
- Grades: 5-8
- First Bell: 8:15 A.M.
- Mode Share: 53% walk + 0.1% bike
- Parental Involvement: High

Attendees

Parents and Staff

- Amy Scruton
- Carmen Toscano
- Fabiola Soio
- Laura Castellanos
- Llanira Solis
- Maria Giles
- Marisol Guevara
- Rosa Cruz
- Sandra Hernandez

OCTA

- Paul Martin

City of Santa Ana

- Cory Wilkerson
- Zdenek Kekula

Fehr & Peers

- Caro Vera
- Miguel Núñez

Walk Audit Notes

Willard Intermediate is near the Civic Center and commercial activity on 17th Street. After observing traffic patterns during morning drop-off, the Project Team conducted a walking audit around the school.

School Layout

- Willard Intermediate is located at the intersection of Ross Street and Washington Avenue. Ross Street is a two-lane travel road with parking available on the west side of the street and a bike lane on the east side. Washington Avenue is a two-lane street with parking available on both sides of the street. The school's main entrance is located on Ross Street
- The student drop-off/pick-up is located on Ross Street.

Passenger Vehicle Circulation

- Washington Avenue is a loading zone.
- A red curb and No Stopping Any Time zone should be added to Washington from Van Ness to the alley.

Pedestrian Circulation

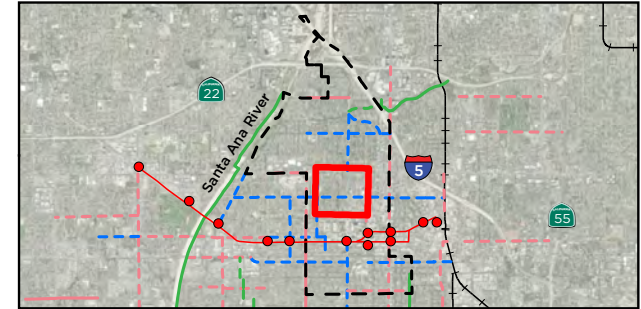
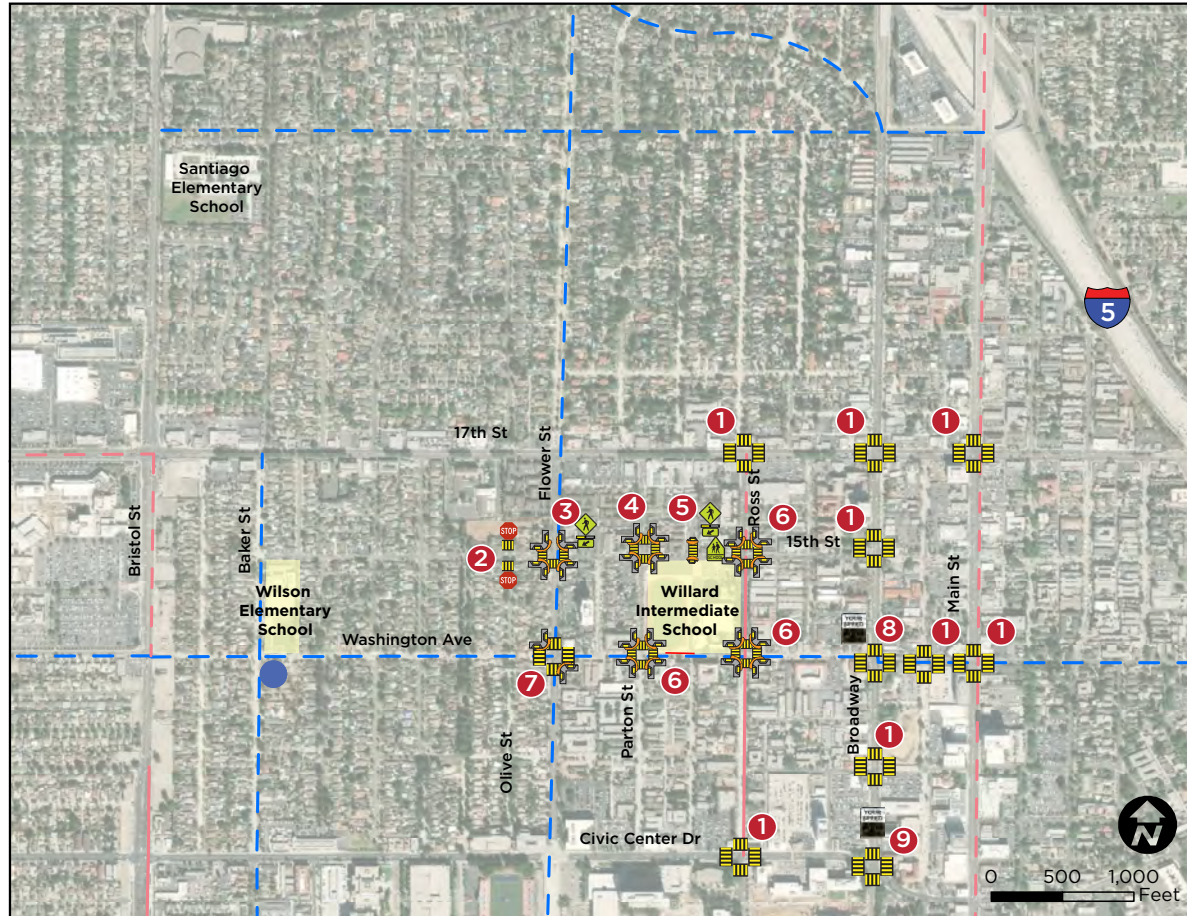
- At Washington/Ross students cross to get to food trucks. This intersection may be narrowed in the future.
- There are preschool crossings on 15th Street between Garnsey Street and Van Ness Avenue.
- At Ross Street/15th Street, only one leg has a marked crosswalk.

General Safety

- The Willard neighborhood has a lot of residents who walk – improvements will benefit all.
- Street lighting in the area is poor.

Recommended Safe Routes to School Improvements

Estimated Cost: \$6,365,941



Recommended Safe Routes to School Improvements

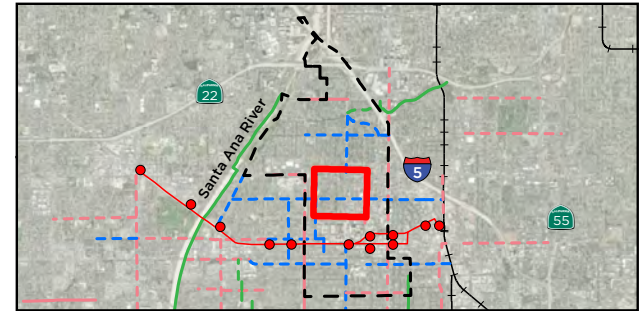
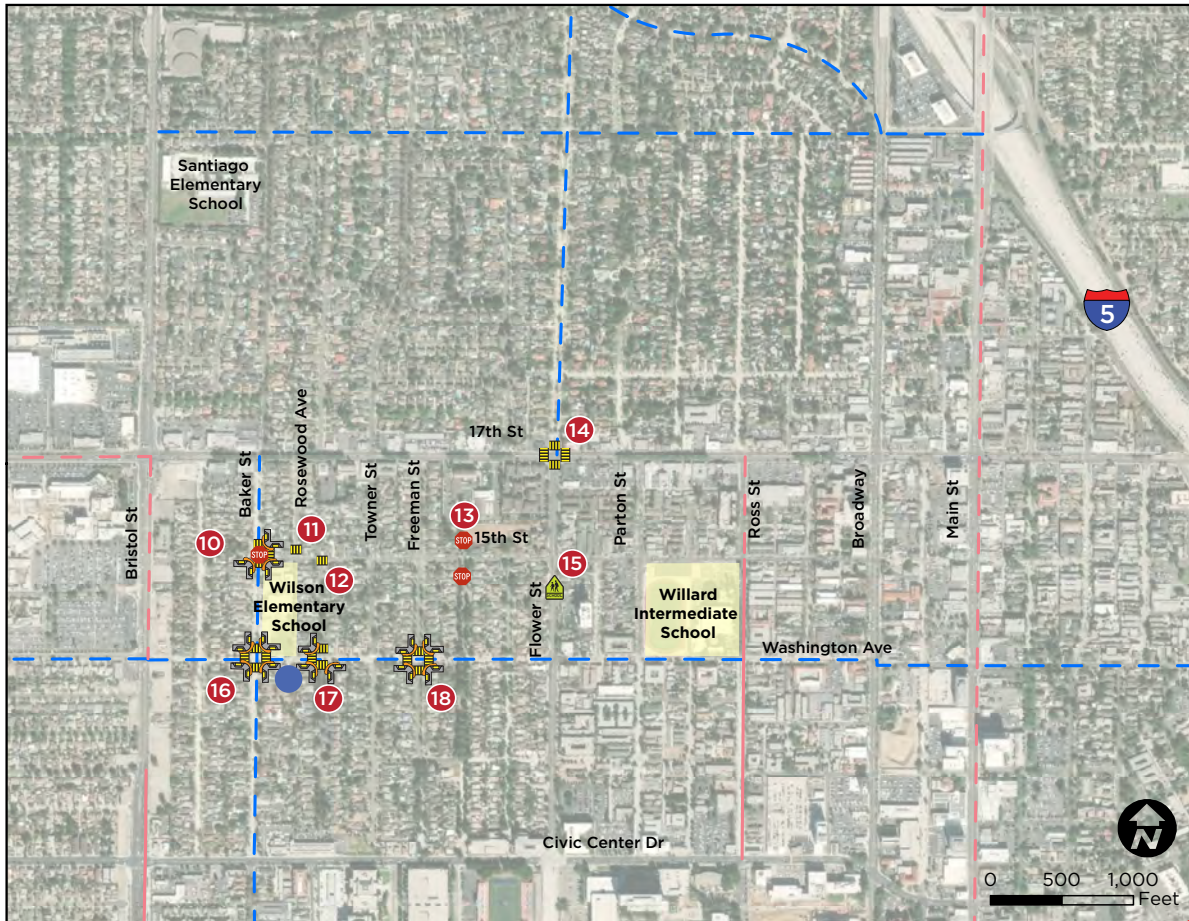
- 1 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
- 2 15th St / Olive St**
 - Install two high-visibility continental crosswalks.
 - Construct two stop signs on the north and south side of the intersection.
- 3 Flower St / 15th St**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
 - Install hybrid beacon to enhance crossing.
- 4 15th St / Parton St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 5 15th St / Van Ness Ave**
 - Install one high-visibility continental crosswalk.
 - Construct curb extensions on the north and south sides of the street.
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
 - Install school zone speed limit sign.
- 6 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 7 Washington Ave / Flower St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on the NW and SE corners of the intersection.
- 8 Washington Ave / Broadway**
 - Install four high-visibility continental crosswalks.
 - Install Radar Speed Feedback Sign.
- 9 Civic Center Dr / Broadway**
 - Install four high-visibility continental crosswalks.
 - Install Radar Speed Feedback Sign.

Existing Conditions	Previously Planned Facilities	Safe Routes to School Improvements	
Existing Shared-Use Path	Proposed Bike Lane	High-Visibility Continental Crosswalk	Sidewalk Construction
Existing Bike Lane	Proposed Bike Route	High-Visibility Raised Crosswalk	School Zone Signage
Existing Crossing Guard Location	Proposed OC Streetcar	Curb Extension	Stop Sign
	Proposed OC Streetcar Stop	Radar Speed Feedback Sign	Rectangular Rapid Flashing Beacon

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Willard Intermediate School



Recommended Safe Routes to School Improvements

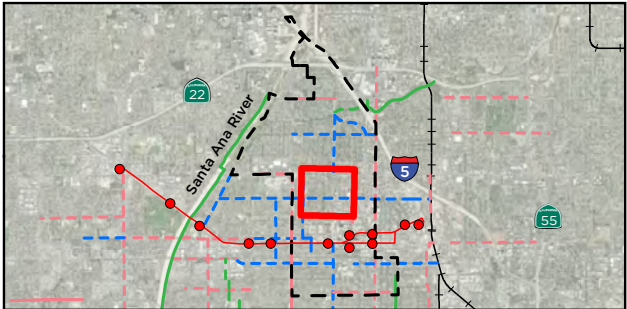
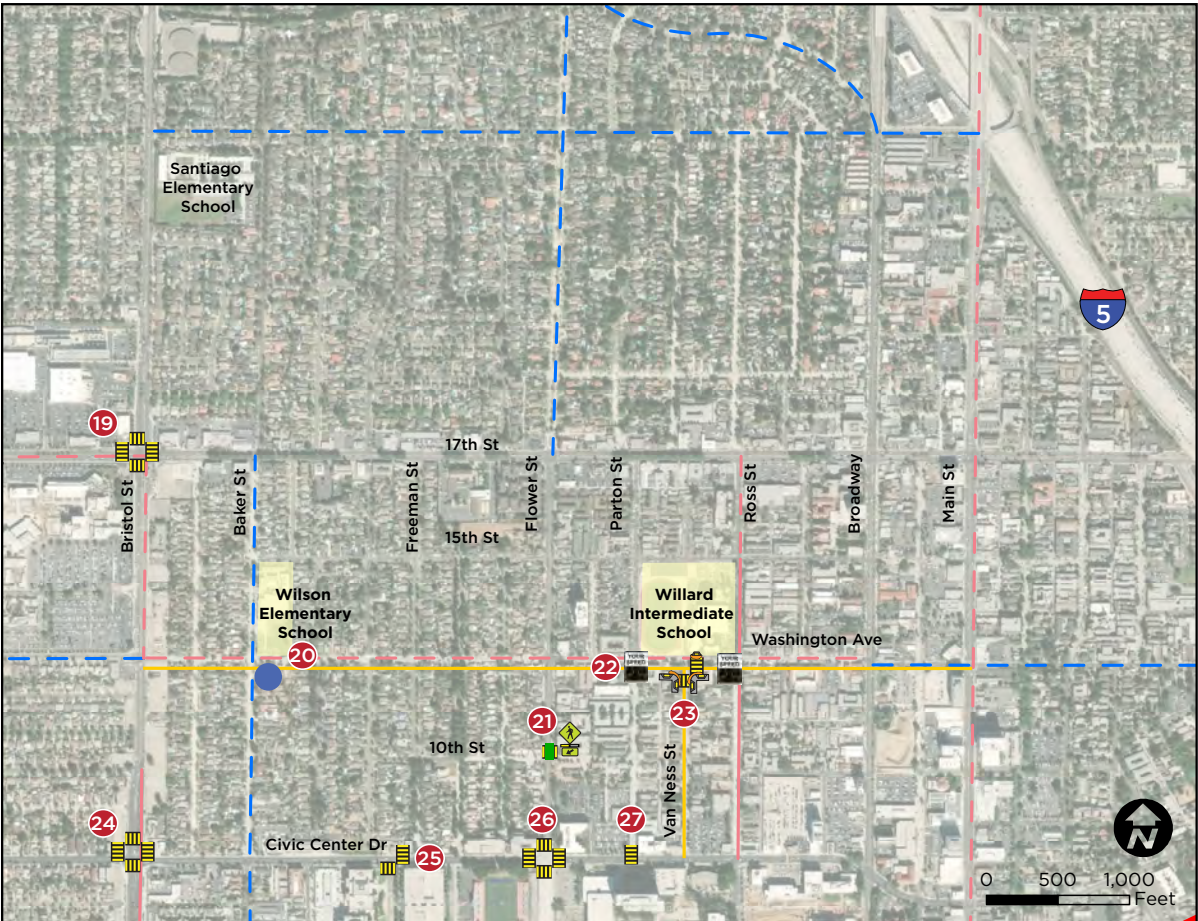
- 10 Baker St / 15th St**
 - Install three high-visibility raised crosswalks.
 - Construct curb ramps on the SW, SE, and NE corners of the intersection.
 - Install a three-way stop sign.
- 11 15th St / Rosewood Ave**
 - Install one high-visibility continental crosswalk.
- 12 15th St / Westwood St**
 - Install one high-visibility continental crosswalk.
- 13 15th St / Lowell St**
 - Install two stop signs on the north and south side of the intersection.
- 14 17th St / Flower St**
 - Install four high-visibility continental crosswalks.
- 15 Flower St (between 15th St and Washington Ave)**
 - Install school zone speed limit sign.
- 16 Washington Ave / Baker St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 17 Washington Ave / Westwood Ave**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on the NW, SW, and SE corners of the intersection.
- 18 Washington Ave / Freeman St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.

Existing Conditions		Previously Planned Facilities		Safe Routes to School Improvements	
	Existing Shared-Use Path		Proposed Bike Lane		High-Visibility Continental Crosswalk
	Existing Bike Lane		Proposed Bike Route		High-Visibility Raised Crosswalk
	Existing Crossing Guard Location		Proposed OC Streetcar		Curb Extension
			Proposed OC Streetcar Stop		Advanced Yield Markings
					Sidewalk Construction
					School Zone Sign
					Stop Sign

- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Willard Intermediate School



Recommended Safe Routes to School Improvements

- 19 Bristol St / 17th St**
• Install four high-visibility continental crosswalks.
- 20 Washington Ave (Bristol St to Van Ness Ave)**
• Reconfigure to add road diet.
- 21 Flower St / 10th St**
• Install one high-visibility continental crosswalk.
• Install a pedestrian refuge island to enhance crossing.
• Install Rectangular Rapid Flashing Beacon to enhance crossing.
- 22 Washington Ave (Baker St to Main St)**
• Install traffic calming measures such as speed bumps, traffic circles, and speed feedback signage.
- 23 Van Ness Ave / Washington Ave**
• Install curb extensions on northeast, southwest, and southeast corners.
• Install speed feedback signs on Washington Avenue.
- 24 Bristol St / Civic Center Dr**
• Install four high-visibility continental crosswalks.
- 25 Civic Center Dr / Boyd Way**
• Install two high-visibility continental crosswalks.
- 26 Civic Center Dr / Flower St**
• Install four high-visibility continental crosswalks.
- 27 Civic Center Dr / Parton St**
• Install one high-visibility continental crosswalk.

<p>Existing Conditions</p> <ul style="list-style-type: none"> — Existing Shared-Use Path — Existing Bike Lane ● Existing Crossing Guard Location 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> - - - Proposed Bike Lane - - - Proposed Bike Route - - - Proposed OC Streetcar ● Proposed OC Streetcar Stop 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> High-Visibility Continental Crosswalk High-Visibility Raised Crosswalk Curb Extension Traffic Calming Measures Sidewalk Construction Stop Sign Rectangular Rapid Flashing Beacon Pedestrian Refuge Island
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- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Woodrow Wilson Elementary School

Summary

- Audit Date:
November 9, 2018
- Meet Time: 1:30 P.M.
- Address: 1317 N.
Baker Street, Santa
Ana, CA 92706
- Weather Conditions:
Overcast
- Events/Unique
Conditions: None
- Principal: Erica
Graves
- Enrollment: 590
- Grades: K-5
- Dismissal Bell: 2:03
P.M.
- Mode Share: 34%
walk + 0.3% bike
- Parental
Involvement:
Medium

Attendees

Parents and Staff

- Claudia Hernández
- Dalia Lazaro
- Erica Graves
- Laura Castellanos
- Lisa Hoch
- Lorena Garcia
- Mark VanHorn
- Veronica Torres

Safe Routes to School National Partnership

- Michelle Lieberman

City of Santa Ana

- Cory Wilkerson

Fehr & Peers

- Caro Vera
- Mike Samuelson

Walk Audit Notes

Wilson Elementary is near Santa Ana College and a commercial center. Prior to observing traffic patterns at student pick-up time, the Project Team conducted a walking audit around the school.

School Layout

- Wilson Elementary is located at the intersection of Baker Street and Washington Avenue. Baker Street and Washington Avenue are two-lane travel roads with available on-street parking on both sides. The school's main entrance is located on Baker Street.
- Student drop-off/pick-up is located on Baker Street.

Passenger Vehicle Circulation

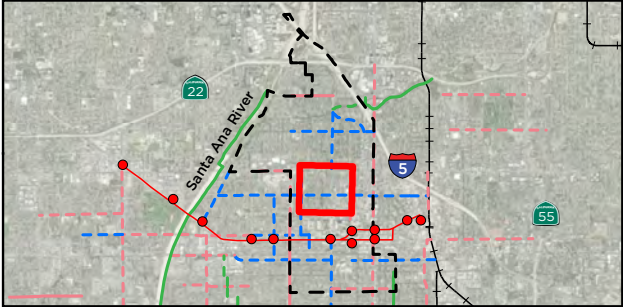
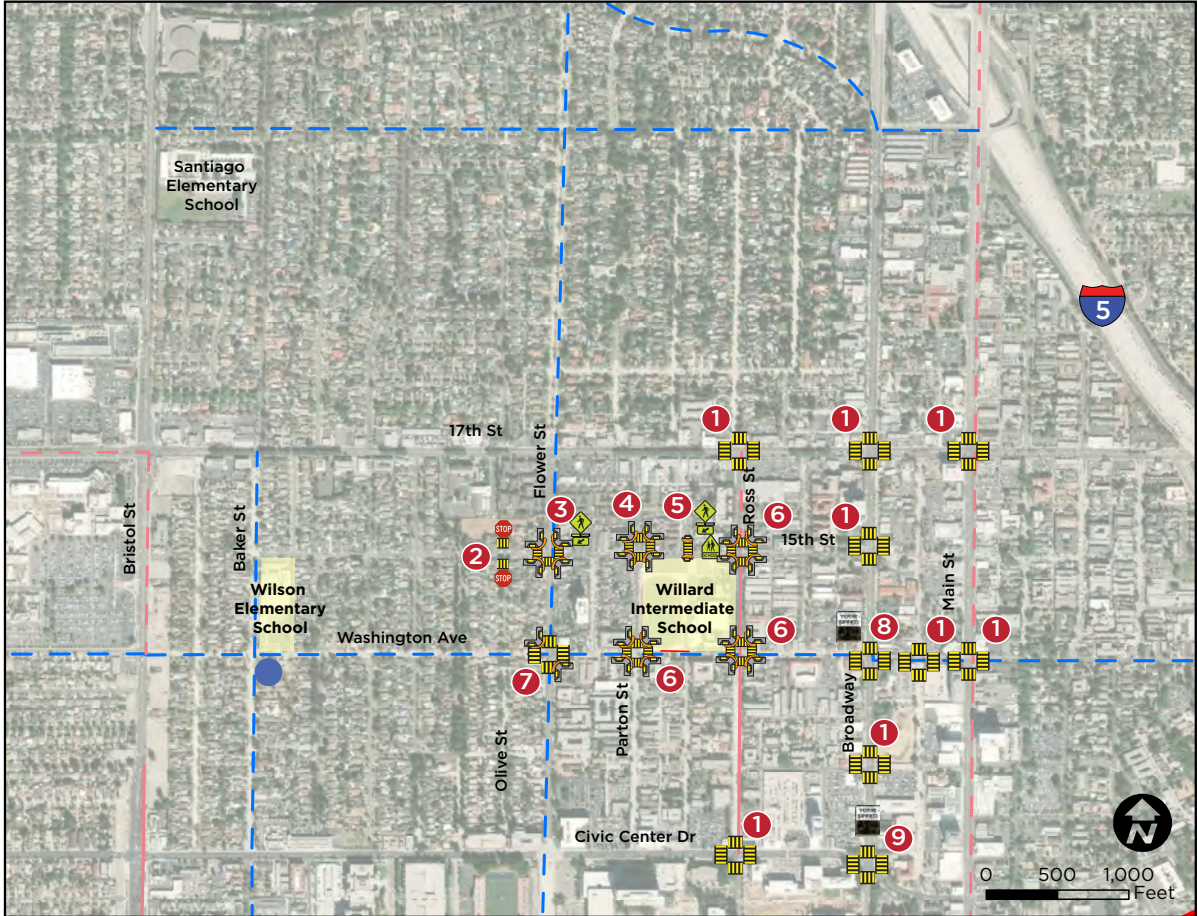
- There is a color-coded system for student dismissal. One color is for solo walkers, one for pick-up on-site, and one for car pick-up. There is a lot of staff assistance at pick-up/drop-off zones. There is one zone for K-3, one for 4-5. K-3 students are dropped off and picked up at the main gate and 4th and 5th graders are released at the upper playground gate area.
- Double parking present on Baker Street.
- Parking is an issue on Rosewood Avenue, and in the area in general – parents often park in front of driveways. Parking on Westwood Avenue is permit-only.
- The school has staff supervisors who assist with dismissal.
- Baker Street/15th Street cars run stop signs. School staff are interested in flashing stop signs.
- There is a state-run preschool entrance on 15th Street.
- U-turns are an issue on Baker Street.
- Speeding is an issue on Washington Avenue, Baker Street, and 15th Street.
- The queue of cars for drop-off/pick-up can spill off of Baker Street onto Washington Avenue.

Pedestrian Circulation

- The west side of Baker Street/Washington Avenue is missing a crosswalk.
- Crossing at Flower Street and 15th Street (off map) is an issue. The intersection is currently uncontrolled with a center median prohibiting left turns.
- The existing crossing at 15th Street/Baker Street is not very visible.

Recommended Safe Routes to School Improvements

Estimated Cost: \$6,365,941



Recommended Safe Routes to School Improvements

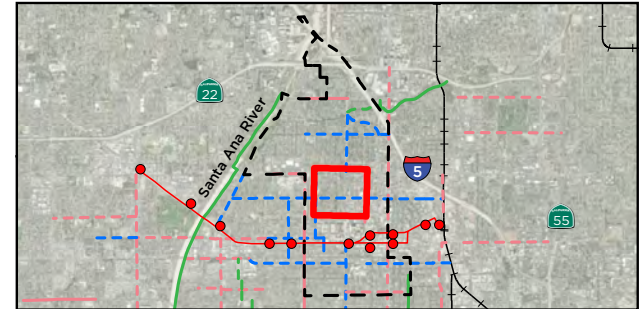
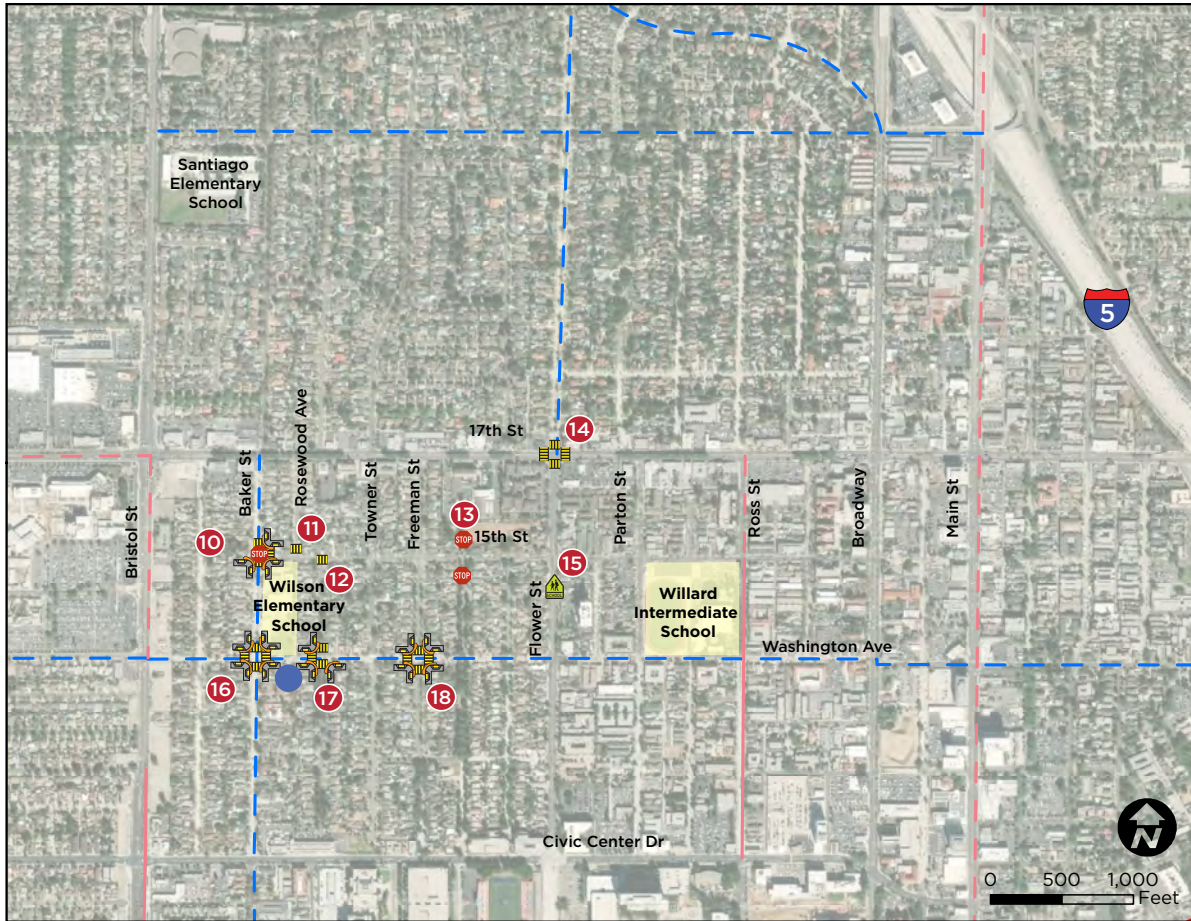
- 1 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
- 2 15th St / Olive St**
 - Install two high-visibility continental crosswalks.
 - Construct two stop signs on the north and south side of the intersection.
- 3 Flower St / 15th St**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
 - Install hybrid beacon to enhance crossing.
- 4 15th St / Parton St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 5 15th St / Van Ness Ave**
 - Install one high-visibility continental crosswalk.
 - Construct curb extensions on the north and south sides of the street.
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
 - Install school zone speed limit sign.
- 6 At All Marked Intersections**
 - Install four high-visibility continental crosswalks.
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- 7 Washington Ave / Flower St**
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 - Construct curb extensions on the NW and SE corners of the intersection.
- 8 Washington Ave / Broadway**
 - Install four high-visibility continental crosswalks.
 - Install Radar Speed Feedback Sign.
- 9 Civic Center Dr / Broadway**
 - Install four high-visibility continental crosswalks.
 - Install Radar Speed Feedback Sign.

<p>Existing Conditions</p> <ul style="list-style-type: none"> Existing Shared-Use Path Existing Bike Lane Existing Crossing Guard Location 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> Proposed Bike Lane Proposed Bike Route Proposed OC Streetcar Proposed OC Streetcar Stop 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> High-Visibility Continental Crosswalk High-Visibility Raised Crosswalk Curb Extension Radar Speed Feedback Sign Sidewalk Construction School Zone Signage Stop Sign Rectangular Rapid Flashing Beacon
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- Update all school signage around campus to comply with the CA MUTCD.
- All treatments involving stop signs, crosswalks, hybrid beacons, pedestrian signals, traffic signals, or bike lanes require further analysis by the City of Santa Ana.
- The City will use sidewalk inventory data to identify and address damaged or missing sidewalks and accessibility ramps.



Woodrow Wilson Elementary School



Recommended Safe Routes to School Improvements

- 10 Baker St / 15th St**
 - Install three high-visibility raised crosswalks.
 - Construct curb ramps on the SW, SE, and NE corners of the intersection.
 - Install a three-way stop sign.
- 11 15th St / Rosewood Ave**
 - Install one high-visibility continental crosswalk.
- 12 15th St / Westwood St**
 - Install one high-visibility continental crosswalk.
- 13 15th St / Lowell St**
 - Install two stop signs on the north and south side of the intersection.
- 14 17th St / Flower St**
 - Install four high-visibility continental crosswalks.
- 15 Flower St (between 15th St and Washington Ave)**
 - Install school zone speed limit sign.
- 16 Washington Ave / Baker St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.
- 17 Washington Ave / Westwood Ave**
 - Install three high-visibility continental crosswalks.
 - Construct curb extensions on the NW, SW, and SE corners of the intersection.
- 18 Washington Ave / Freeman St**
 - Install four high-visibility continental crosswalks.
 - Construct curb extensions on all four corners of the intersection.

Existing Conditions

- Existing Shared-Use Path
- Existing Bike Lane
- Existing Crossing Guard Location

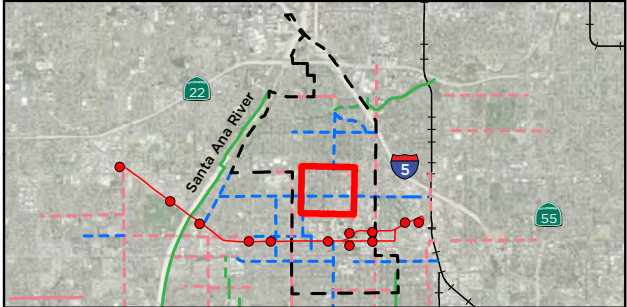
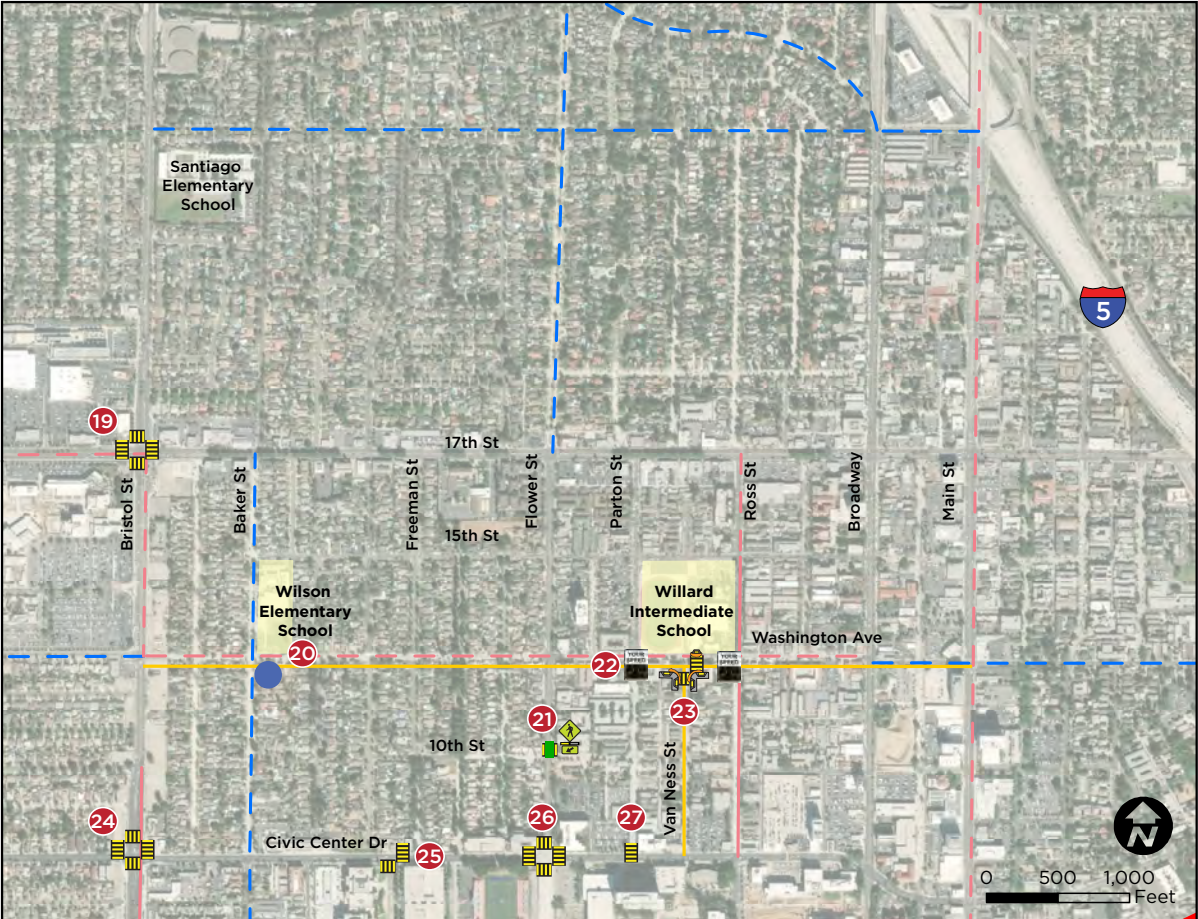
Previously Planned Facilities

- Proposed Bike Lane
- Proposed Bike Route
- Proposed OC Streetcar
- Proposed OC Streetcar Stop

Safe Routes to School Improvements

- High-Visibility Continental Crosswalk
- High-Visibility Raised Crosswalk
- Curb Extension
- Advanced Yield Markings
- Sidewalk Construction
- School Zone Sign
- Stop Sign

Woodrow Wilson Elementary School



Recommended Safe Routes to School Improvements

- 19 Bristol St / 17th St**
 - Install four high-visibility continental crosswalks.
- 20 Washington Ave (Bristol St to Van Ness Ave)**
 - Reconfigure to add road diet.
- 21 Flower St / 10th St**
 - Install one high-visibility continental crosswalk.
 - Install a pedestrian refuge island to enhance crossing.
 - Install Rectangular Rapid Flashing Beacon to enhance crossing.
- 22 Washington Ave (Baker St to Main St)**
 - Install traffic calming measures such as speed bumps, traffic circles, and speed feedback signage.
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<p>Existing Conditions</p> <ul style="list-style-type: none"> Existing Shared-Use Path Existing Bike Lane Existing Crossing Guard Location 	<p>Previously Planned Facilities</p> <ul style="list-style-type: none"> Proposed Bike Lane Proposed Bike Route Proposed OC Streetcar Proposed OC Streetcar Stop 	<p>Safe Routes to School Improvements</p> <ul style="list-style-type: none"> High-Visibility Continental Crosswalk High-Visibility Raised Crosswalk Curb Extension Traffic Calming Measures Sidewalk Construction Stop Sign Rectangular Rapid Flashing Beacon Pedestrian Refuge Island
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APPENDIX A

Prioritization Methodology



Table A-1: School Prioritization Methodology

Criteria	Description	Point Allocation	Maximum Points Possible
School Level	Prioritize elementary schools.	10 points for Elementary, 5 points for Intermediate/Middle, 0 points for High	10
School Enrollment	Prioritize schools with relatively large student populations.	10 points for 800+ students, 5 points for 500-799, 0 points for less than 500	10
Share of Students Walking, Bicycling, and Rolling to School (% Walk+Roll)	Prioritize schools with relatively high percentages of students walking, bicycling, and rolling to campus.	10 points for 41%+, 5 points for 21-40%, 0 points for 0-20%	10
Pedestrian- and Bicycle Rider-Involved Collision History	Prioritize schools with a relatively high number of pedestrian- and bicycle rider-involved crashes within ½-mile of campus (2014-2018).	10 points for 51+ crashes, 5 points for 30-50 crashes, 2 points for 1-29 crashes, 0 points for 0 crashes.	10
Free or Reduced Price Meals (% FRPM)	Prioritize schools with a relatively high percentage of students receiving free or reduced price meals.	10 points for 91-100%, 8 points for 86-90%, 6 points for 81-85%, 4 points for 75-80, 0 points for 0-74%	10
		Total Points Available	50

Table A-2: School Prioritization Results

School	Enrollment	% FRPM	% Walk+Roll	Pedestrian + Bicycle Collisions	School Level Score	Enrollment Score	% FRPM Score	% Walk+Roll Score	Pedestrian + Bicycle Collisions Score	Total Score	Ranking
Madison Elementary	989	91.9%	41.7%	53	10	10	10	10	10	50	1
Davis Elementary	512	95.7%	70.2%	94	10	5	10	10	10	45	2
Heroes Elementary	525	93.0%	44.0%	55	10	5	10	10	10	45	2
Julia C. Lathrop Intermediate	876	91.8%	50.0%	78	5	10	10	10	10	45	2
Theodore Roosevelt Elementary	556	95.0%	60.2%	77	10	5	10	10	10	45	2
Garfield Elementary	664	88.3%	55.6%	108	10	5	8	10	10	43	6
Lowell Elementary	630	88.3%	53.2%	54	10	5	8	10	10	43	6
Manuel Esqueda Elementary	1,039	88.7%	33.5%	53	10	10	8	5	10	43	6
Pio Pico Elementary	512	86.9%	51.2%	63	10	5	8	10	10	43	6
Gerald P. Carr Intermediate	1,424	91.3%	57.0%	33	5	10	10	10	5	40	10
Glenn L. Martin Elementary	620	90.5%	26.1%	61	10	5	10	5	10	40	10
Kennedy Elementary	581	94.7%	48.2%	31	10	5	10	10	5	40	10
Martin Luther King Jr. Elementary	609	91.8%	40.1%	70	10	5	10	5	10	40	10
Martin R. Heninger Elementary	1,113	91.8%	n/a	147	10	10	10	0	10	40	10
Russell Elementary	490	96.5%	57.4%	50	10	0	10	10	10	40	10
Washington Elementary	690	92.2%	44.0%	42	10	5	10	10	5	40	10
Willard Intermediate	658	93.6%	53.1%	100	5	5	10	10	10	40	10
Diamond Elementary	470	87.7%	55.0%	52	10	0	8	10	10	38	18
Jackson Elementary	672	88.7%	37.2%	53	10	5	8	5	10	38	18
Monte Vista Elementary	458	94.5%	56.0%	39	10	0	10	10	5	35	20

School	Enrollment	% FRPM	% Walk+Roll	Pedestrian + Bicycle Collisions	School Level Score	Enrollment Score	% FRPM Score	% Walk+Roll Score	Pedestrian + Bicycle Collisions Score	Total Score	Ranking
Abraham Lincoln Elementary	691	89.1%	34.0%	46	10	5	8	5	5	33	21
Century High	1,620	88.6%	43.5%	34	0	10	8	10	5	33	21
Edison Elementary	463	85.5%	38.1%	68	10	0	8	5	10	33	21
George Washington Carver Elementary	439	88.8%	43.2%	32	10	0	8	10	5	33	21
Lydia Romero-Cruz Academy	1,009	88.8%	n/a	31	10	10	8	0	5	33	21
Villa Fundamental Intermediate	1,375	89.9%	36.7%	45	5	10	8	5	5	33	21
Walker Elementary	399	86.7%	39.6%	57	10	0	8	5	10	33	21
Heritage Elementary	421	91.9%	50.6%	26	10	0	10	10	2	32	28
Edward B. Cole, Sr. Academy	393	92.9%	n/a	140	10	0	10	0	10	30	29
Harvey Elementary	399	91.2%	37.3%	43	10	0	10	5	5	30	29
Rosita Elementary	500	87.4%	22.7%	20	10	5	8	5	2	30	29
Stephen R. Fitz Intermediate	642	88.3%	51.0%	27	5	5	8	10	2	30	29
Woodrow Wilson Elementary	507	89.7%	34.3%	26	10	5	8	5	2	30	29
César E. Chávez High	366	88.8%	80.0%	51	0	0	8	10	10	28	34
Jose Andres Sepulveda Elementary	342	88.9%	34.4%	35	10	0	8	5	5	28	34
Monroe Elementary	272	85.3%	25.0%	46	10	0	8	5	5	28	34
Valley High	2,252	87.4%	38.0%	48	0	10	8	5	5	28	34
Sierra Preparatory Academy	673	93.0%	30.3%	24	5	5	10	5	2	27	39
Gonzalo Felicitas Mendez Fundamental Intermediate	1,428	86.3%	12.3%	19	5	10	8	0	2	25	40

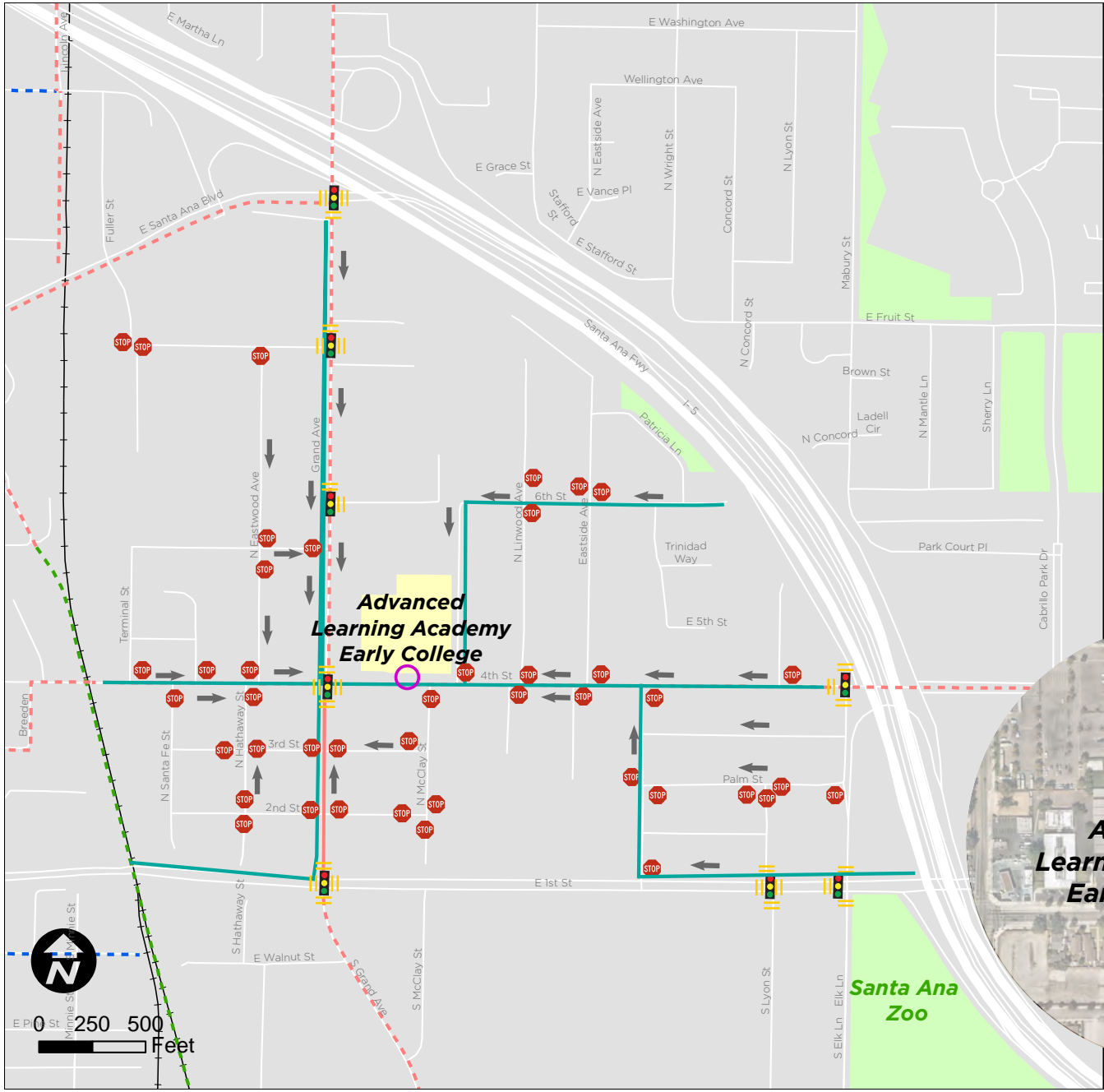
School	Enrollment	% FRPM	% Walk+Roll	Pedestrian + Bicycle Collisions	School Level Score	Enrollment Score	% FRPM Score	% Walk+Roll Score	Pedestrian + Bicycle Collisions Score	Total Score	Ranking
Hazard Elementary	432	89.4%	28.1%	24	10	0	8	5	2	25	40
McFadden Intermediate	1,140	86.6%	16.8%	8	5	10	8	0	2	25	40
Newhope Elementary	394	85.3%	32.5%	26	10	0	8	5	2	25	40
Jefferson Elementary	660	75.6%	14.1%	32	10	5	4	0	5	24	44
Advanced Learning Academy - Early College	211	85.3%	19.0%	54	5	0	8	0	10	23	45
Hector Godinez Fundamental High	2,355	86.0%	n/a	45	0	10	8	0	5	23	45
Hoover Elementary	334	86.5%	5.1%	30	10	0	8	0	5	23	45
Saddleback High	1,525	83.3%	24.5%	20	0	10	6	5	2	23	45
Greenville Fundamental Elementary	1,002	64.1%	5.3%	7	10	10	0	0	2	22	49
Jim Thorpe Fundamental Elementary	886	60.7%	6.1%	13	10	10	0	0	2	22	49
Santiago Elementary	1,103	64.5%	20.6%	19	10	10	0	0	2	22	49
Fairhaven Elementary	517	78.5%	17.0%	17	10	5	4	0	2	21	52
Taft Elementary	513	77.0%	15.0%	18	10	5	4	0	2	21	52
Advanced Learning Academy - Elementary	150	85.3%	19.1%	21	10	0	8	0	2	20	54
Douglas MacArthur Fundamental Intermediate	1,190	64.9%	2.0%	26	5	10	0	0	2	17	56
John Muir Fundamental Elementary	787	62.5%	3.1%	17	10	5	0	0	2	17	56
Lorin Griset Academy	331	88.2%	n/a	49	0	0	8	0	5	13	58
Segerstrom High	2,480	70.0%	16.0%	7	0	10	0	0	2	12	59
Kenneth E. Mitchell Child Development Center	n/a	n/a	0.5%	43	0	0	0	0	5	5	60

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APPENDIX B

Suggested Route Maps

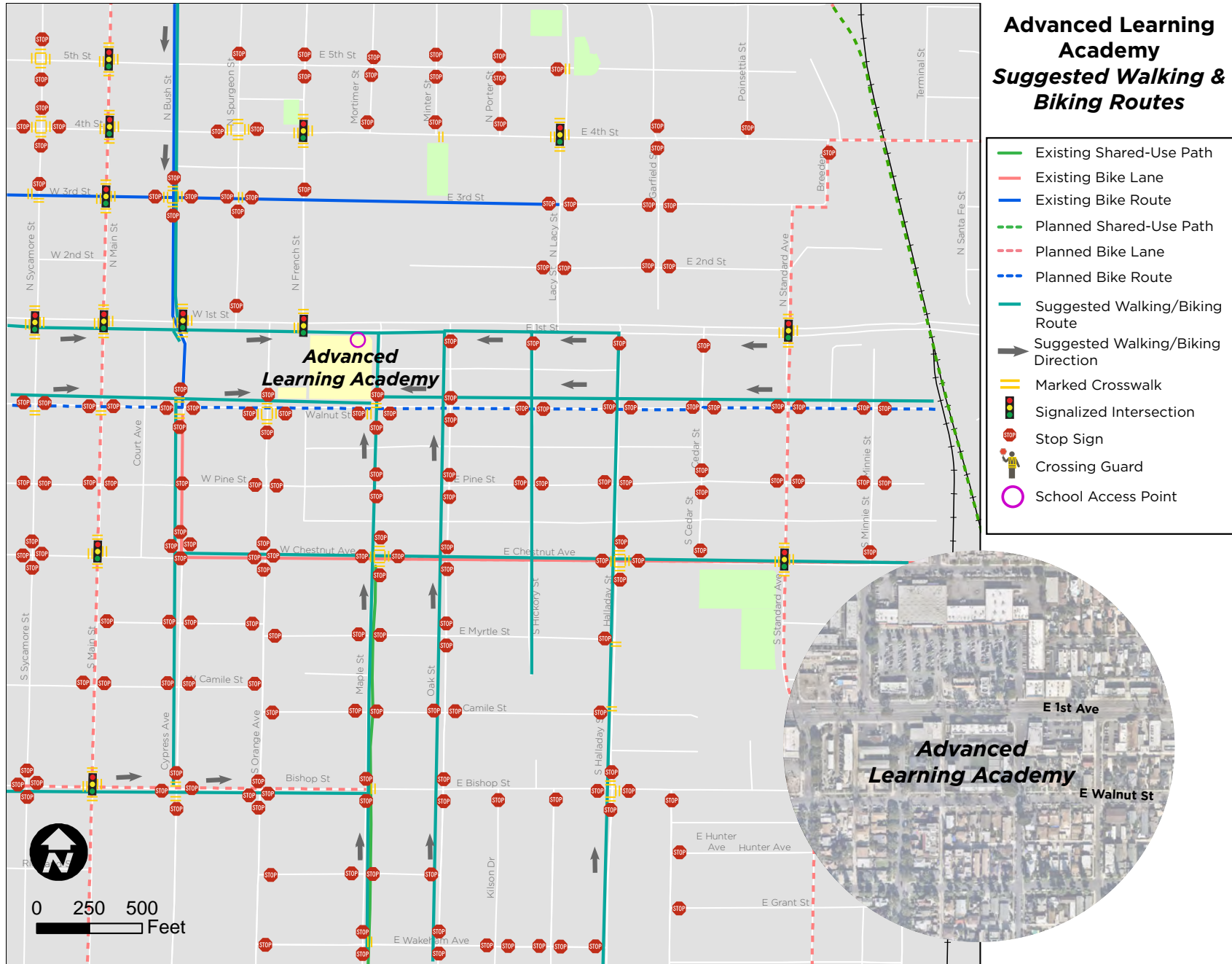


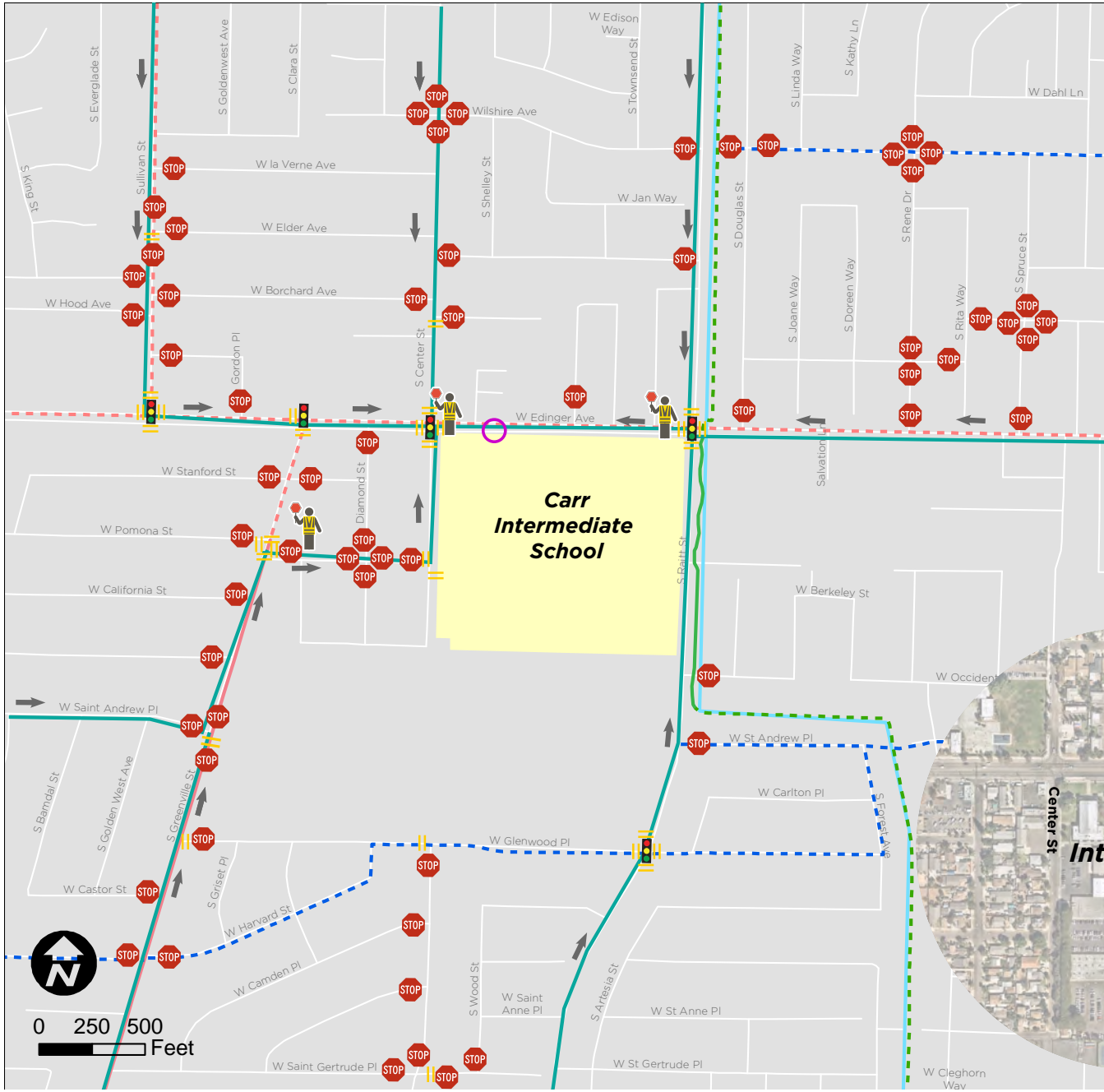


**Advanced Learning Academy Early College
Suggested Walking & Biking Routes**

- Existing Bike Lane
- - - Planned Bike Lane
- - - Planned Shared-Use Path
- Rail
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- School Access Point



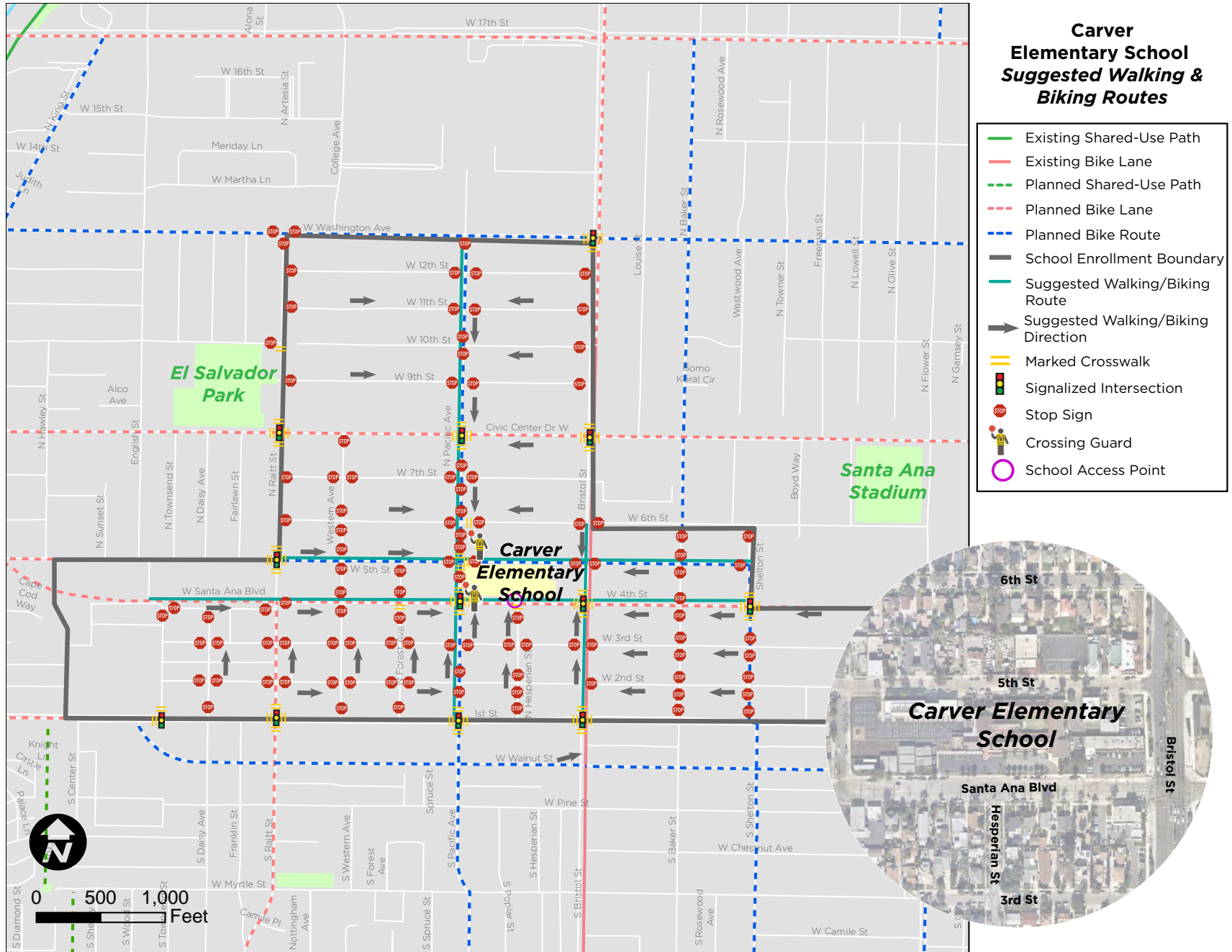




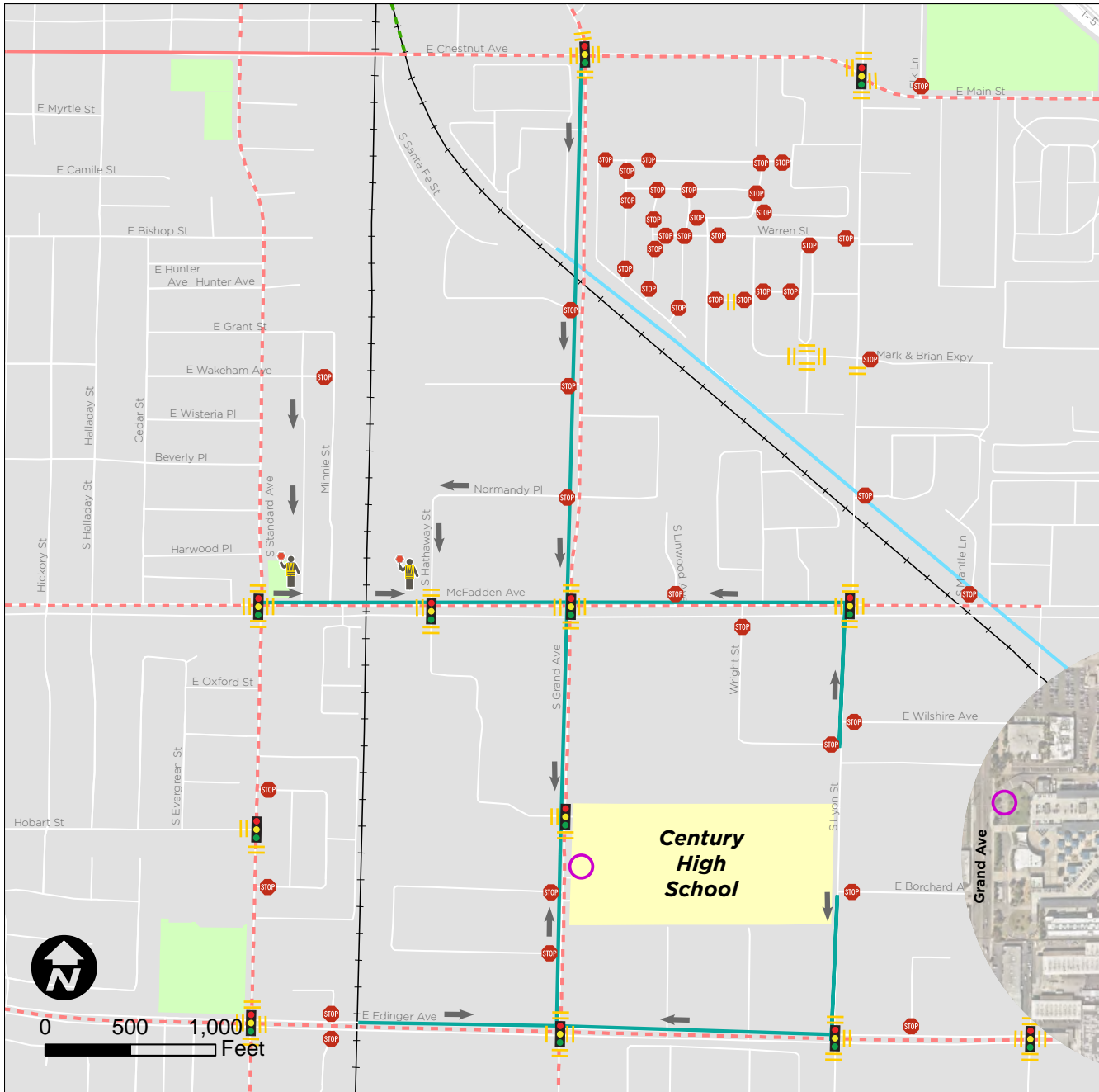
Carr Intermediate Suggested Walking & Biking Routes

- Existing Shared-Use Path
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

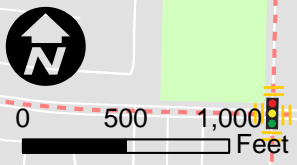
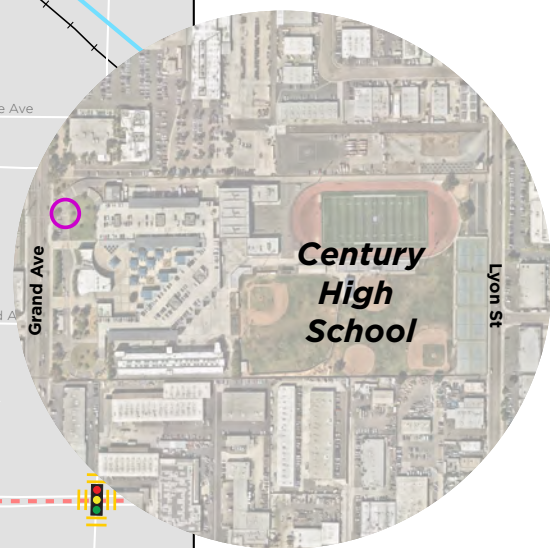


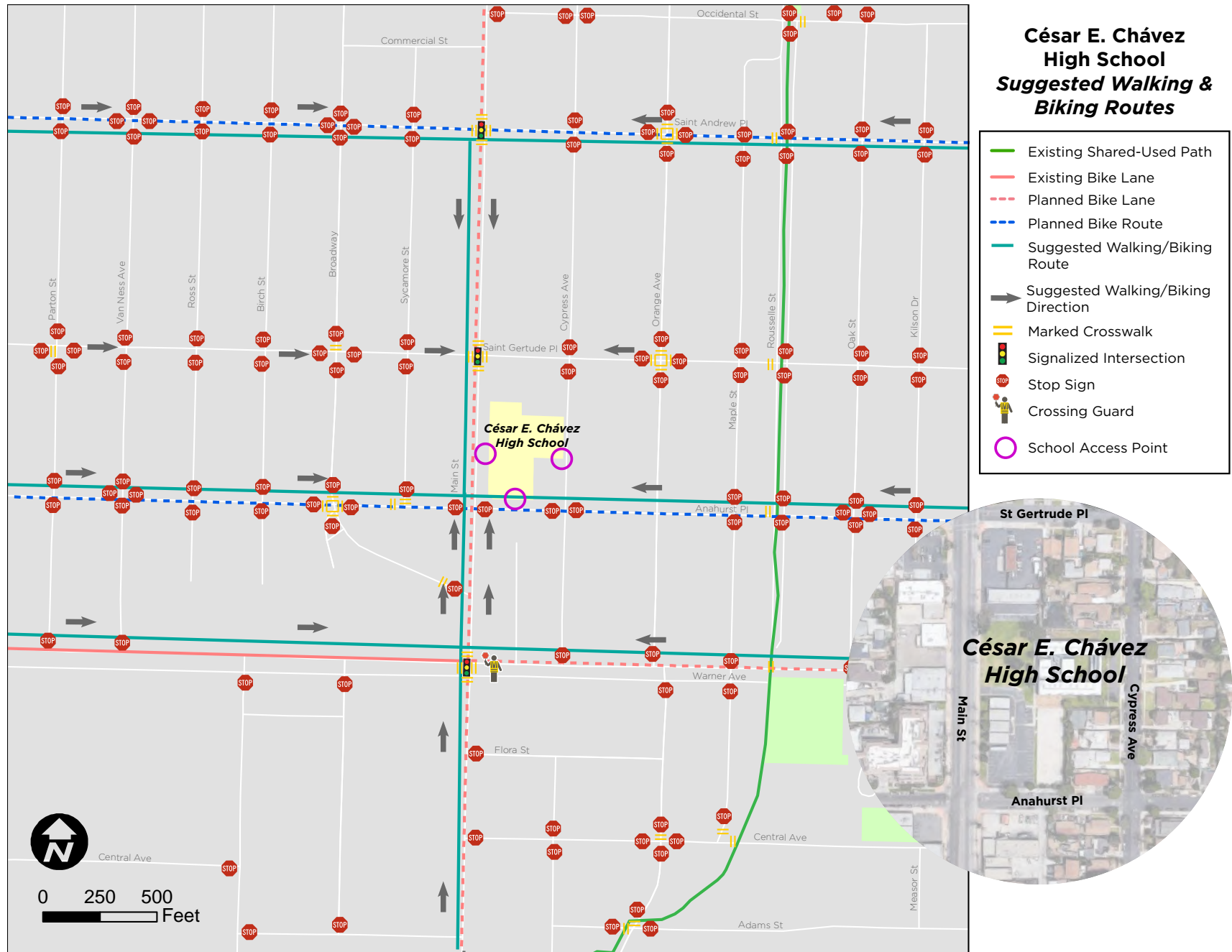


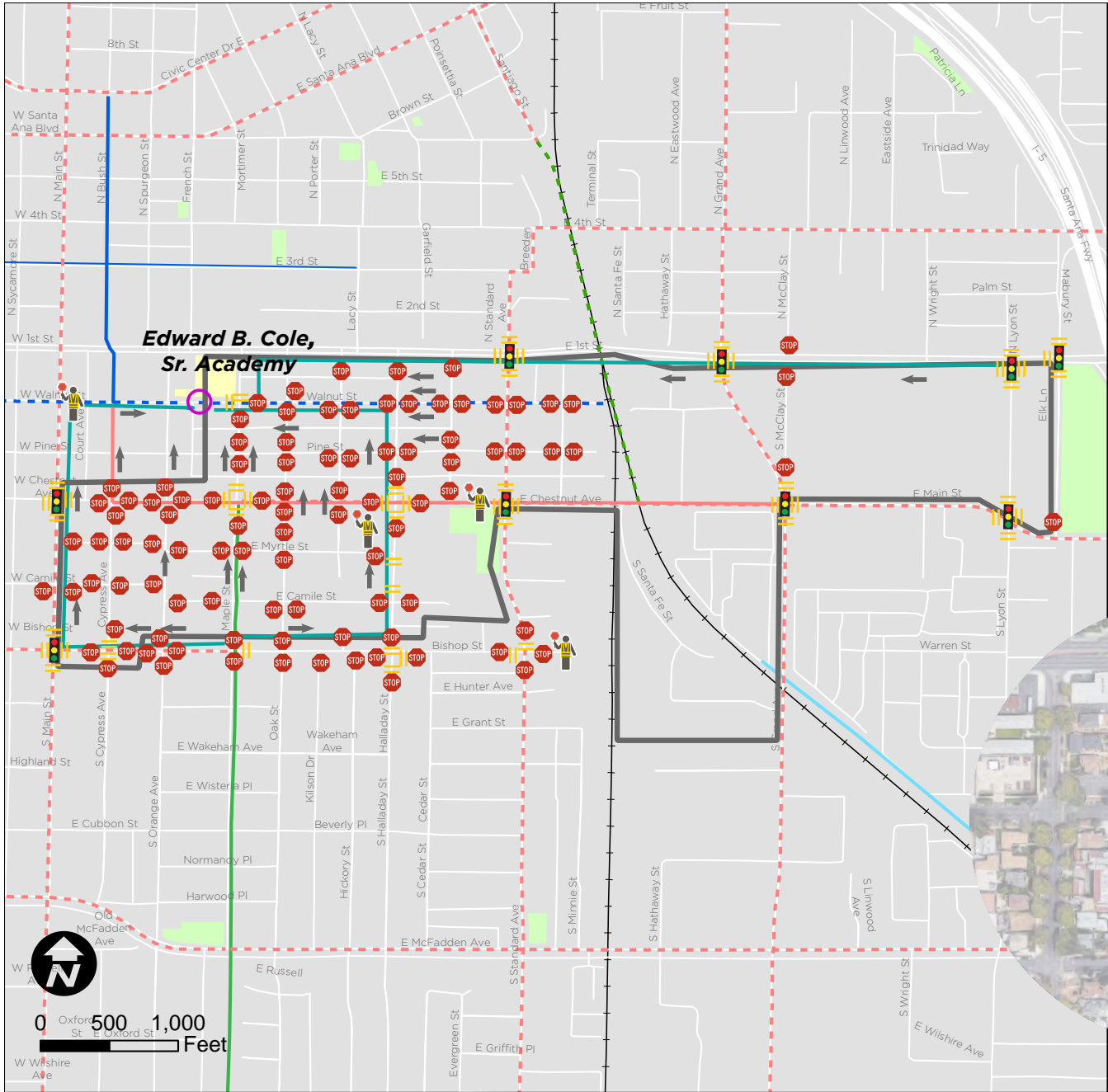
Century High School Suggested Walking & Biking Routes



- Existing Bike Lane
- - - Planned Bike Lane
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- = Marked Crosswalk
- Signalized Intersection
- Stop Sign
- School Access Point

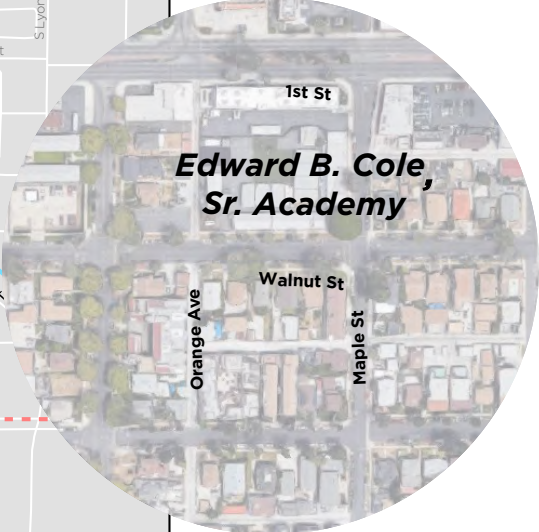


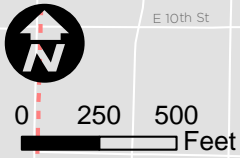
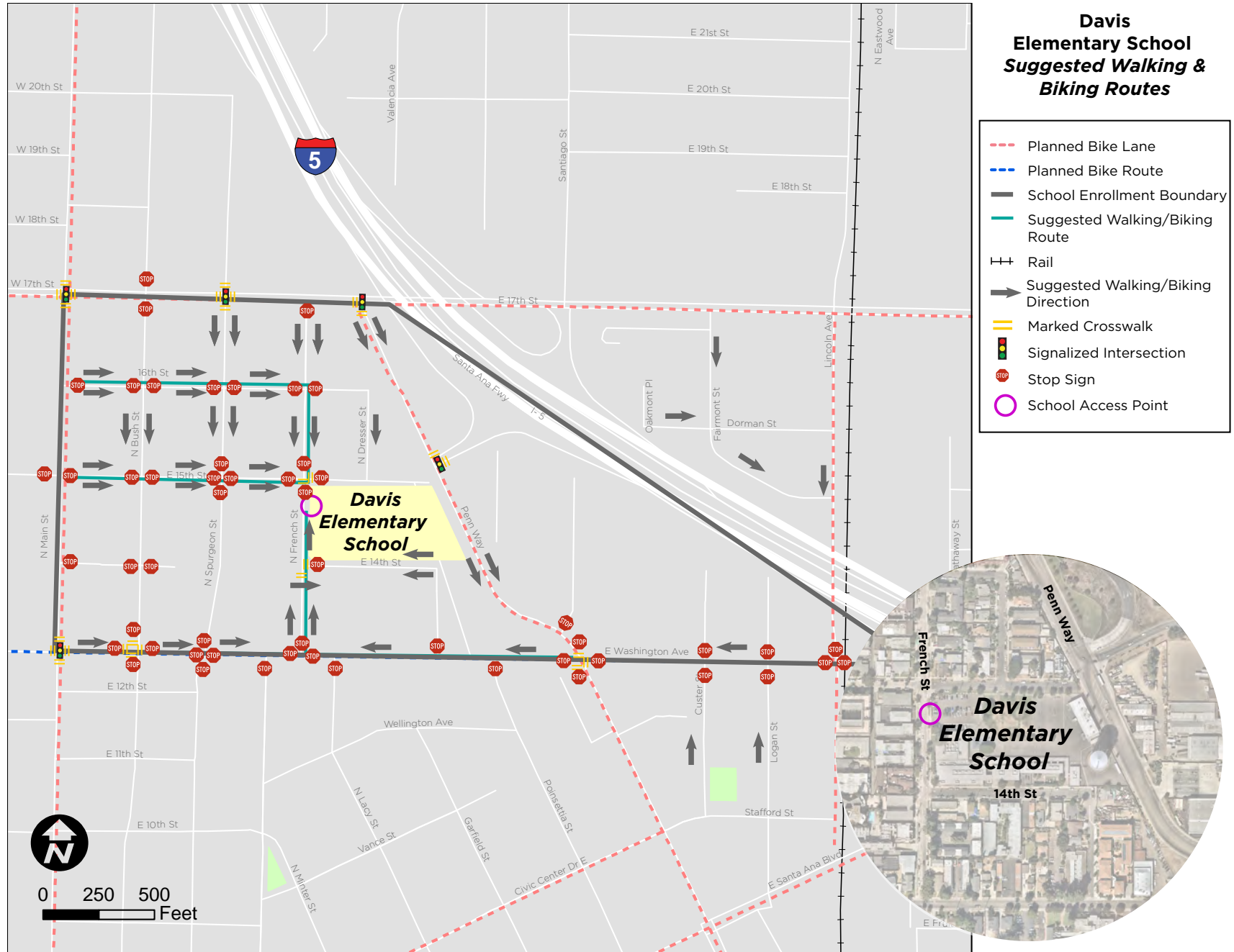




**Edward B. Cole,
Sr. Academy
Suggested Walking &
Biking Routes**

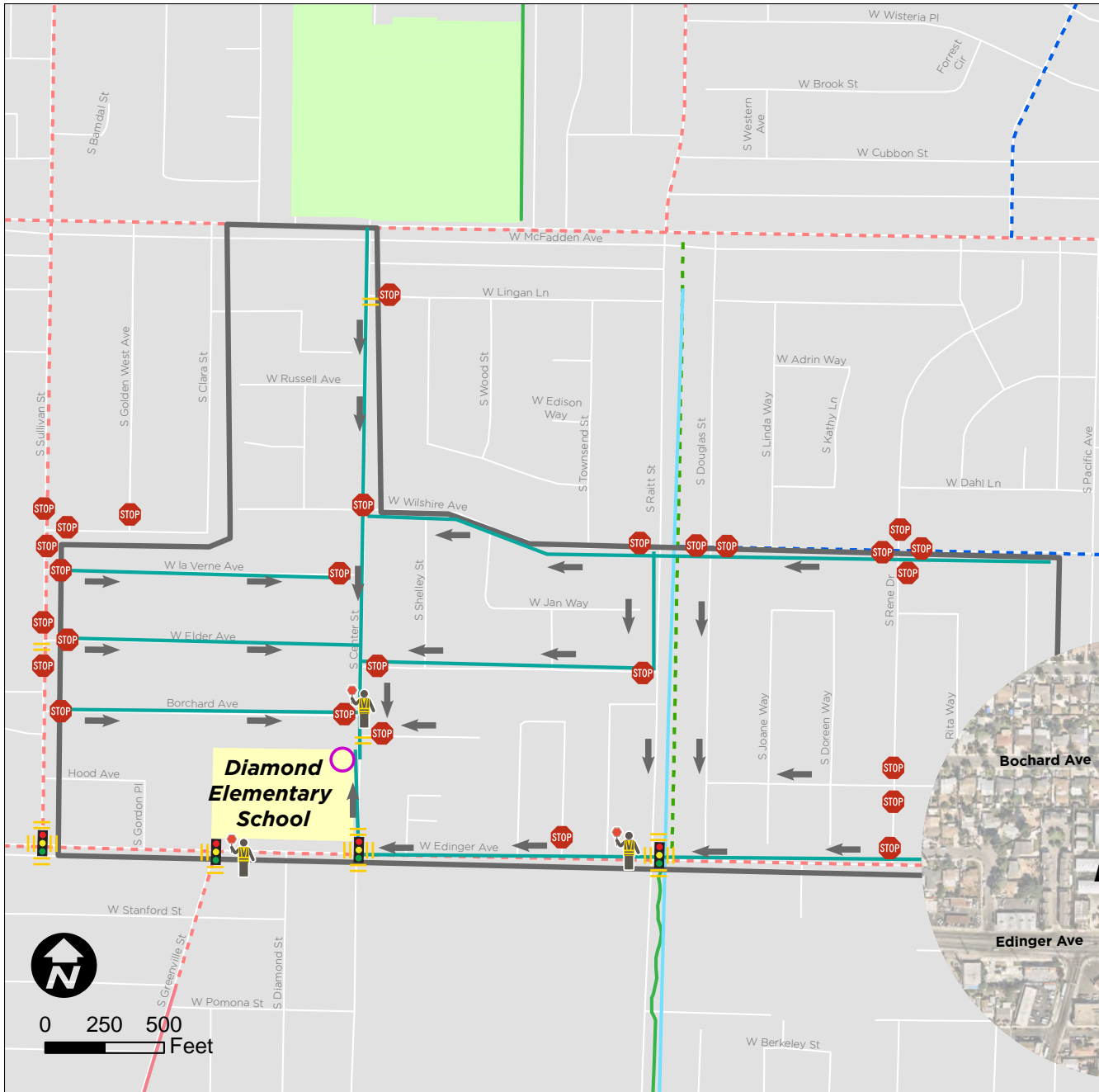
- Existing Shared-Used Path
- Existing Bike Lane
- Existing Bike Route
- Planned Bike Lane
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

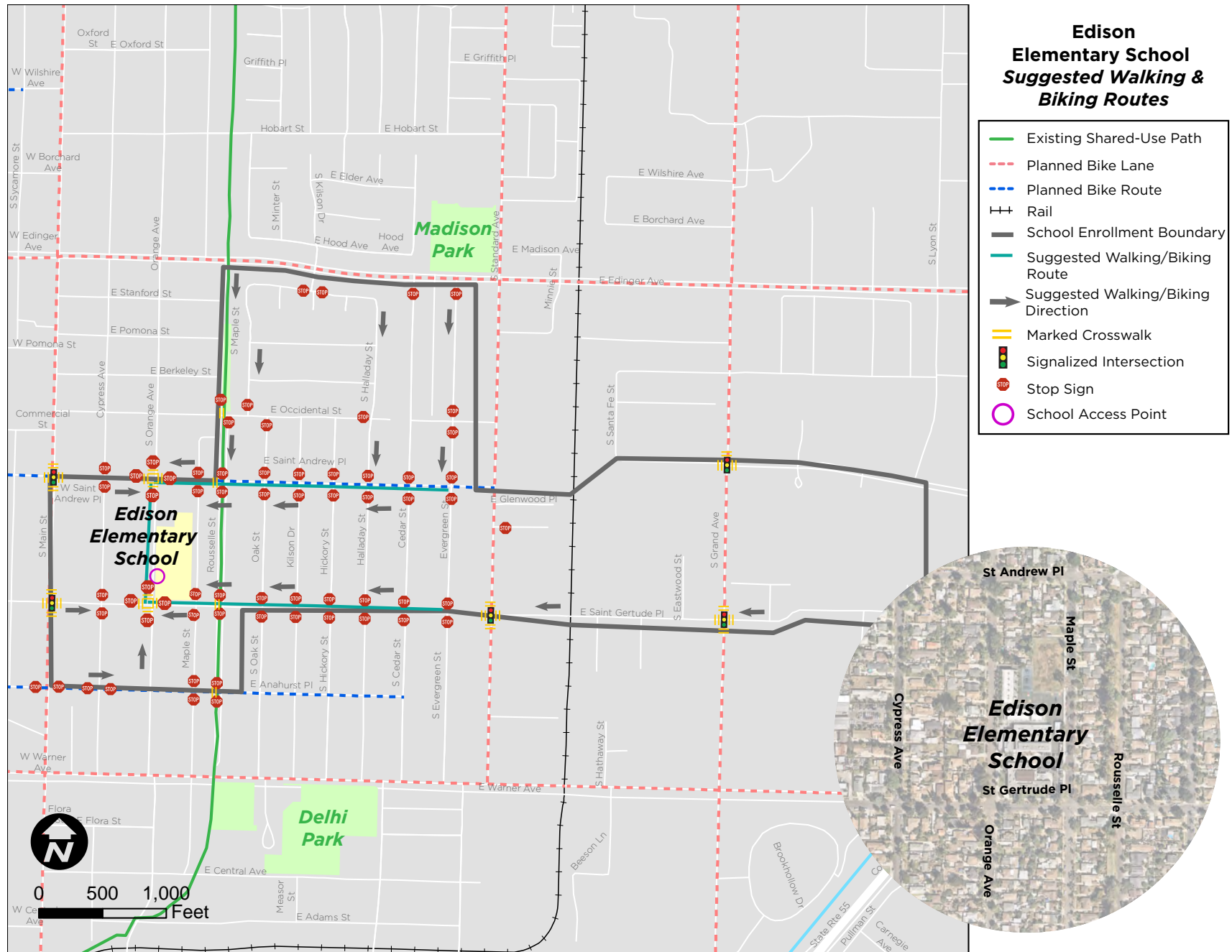

















Diamond Elementary School Suggested Walking & Biking Routes

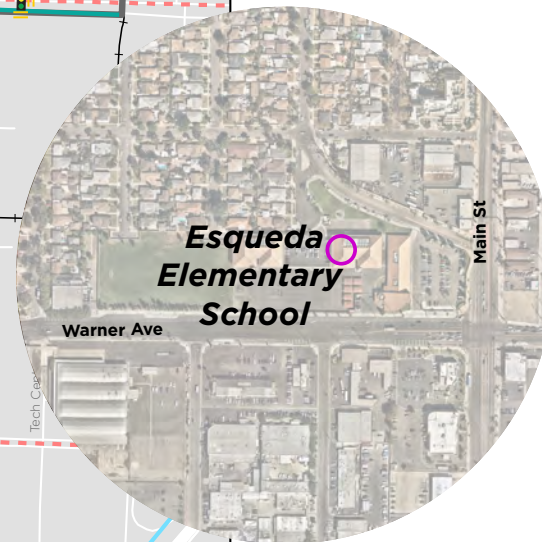
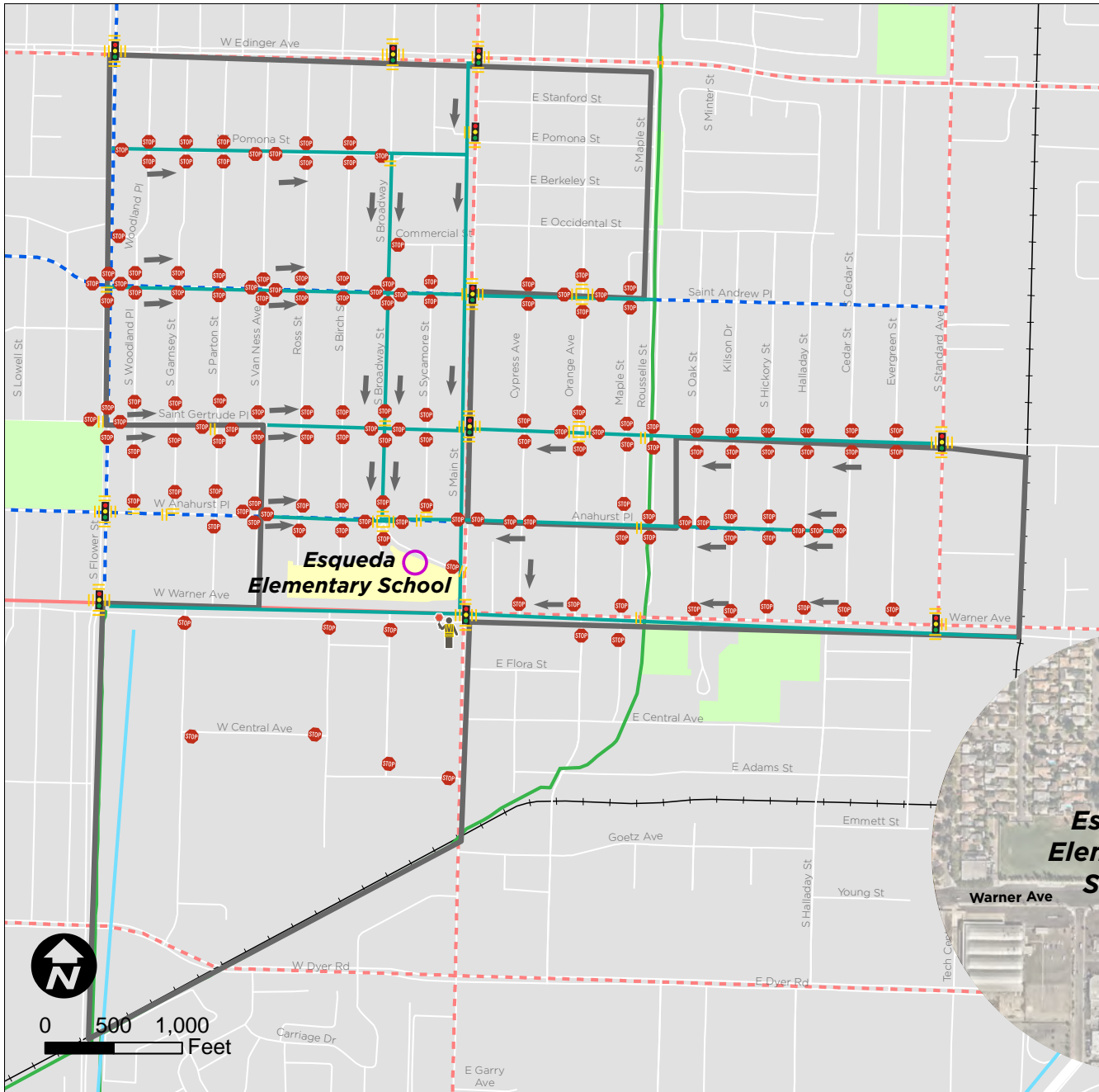
- Existing Shared-Use Path
- Planned Bike Lane
- Planned Shared-Use Path
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point





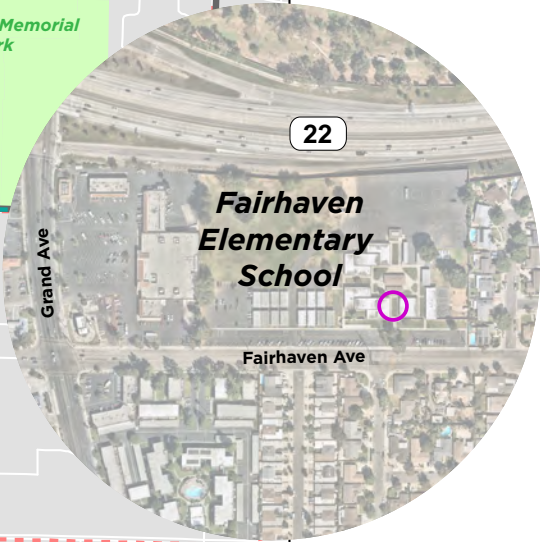
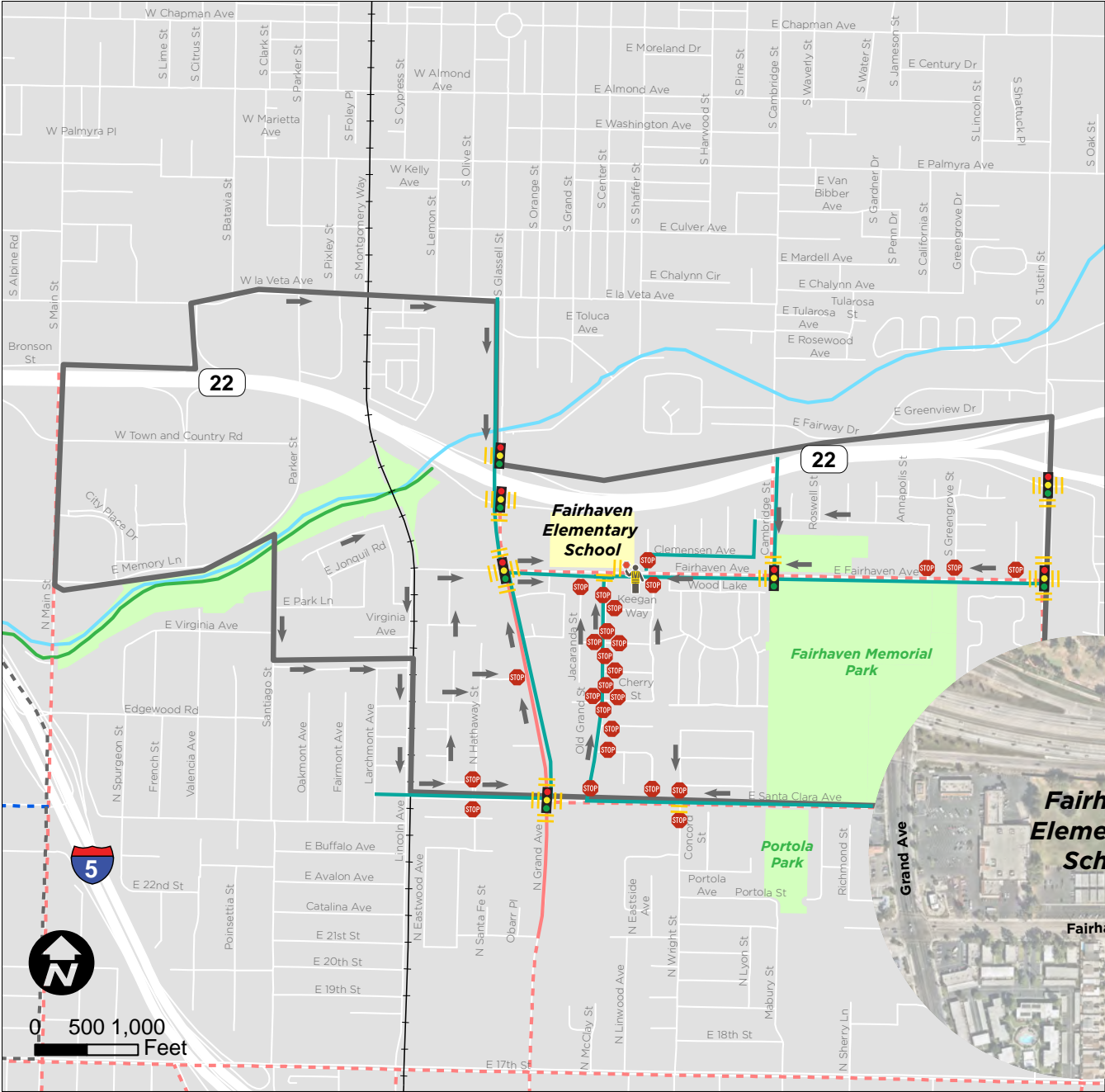
Esqueda Elementary School Suggested Walking & Biking Routes

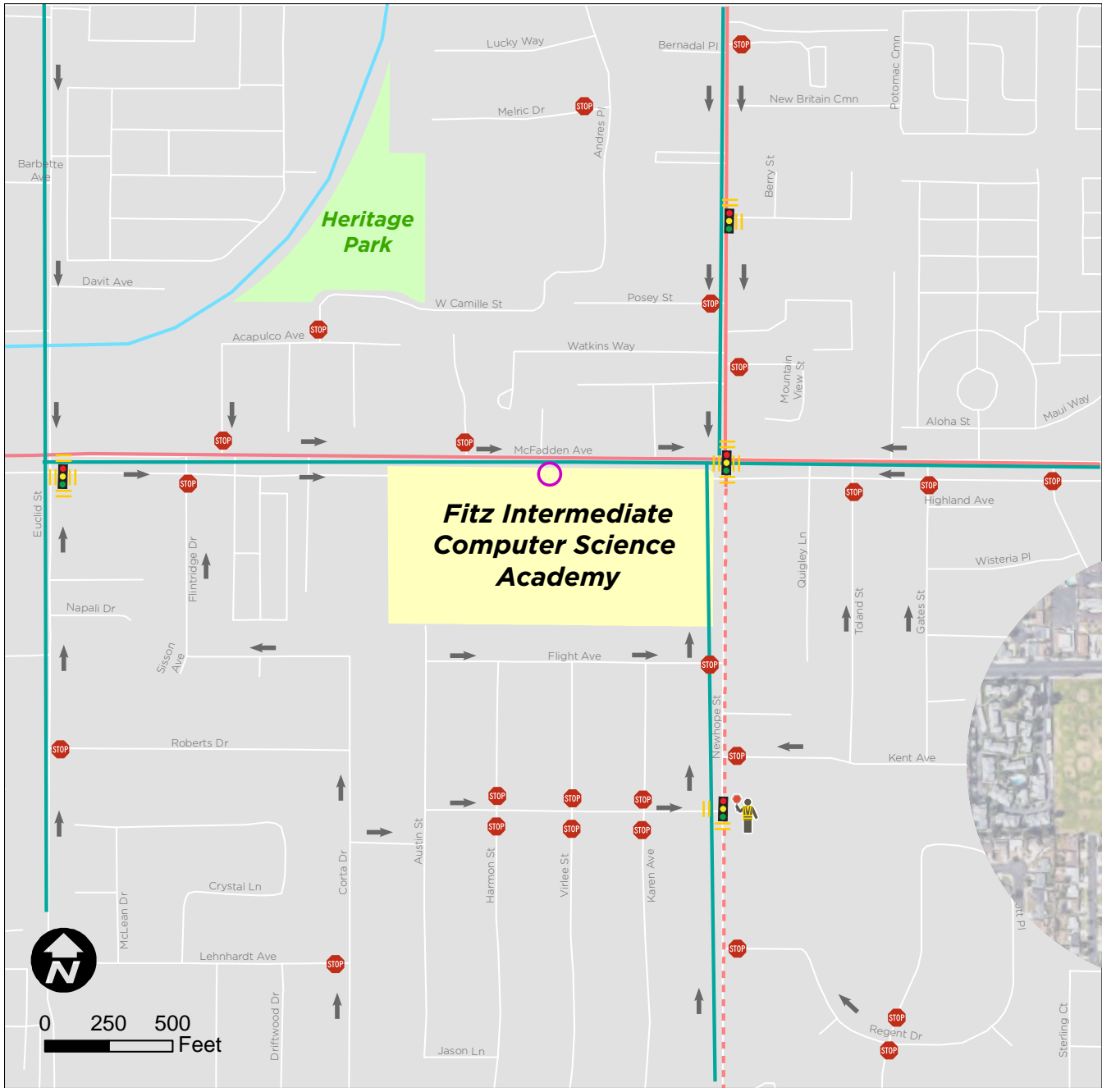
-  Existing Shared-Use Path
-  Existing Bike Lane
-  Planned Shared-Use Path
-  Planned Bike Lane
-  Planned Bike Route
-  School Enrollment Boundary
-  Suggested Walking/Biking Route
-  Suggested Walking/Biking Direction
-  Marked Crosswalk
-  Signalized Intersection
-  Stop Sign
-  Crossing Guard
-  School Access Point



Fairhaven Elementary School Suggested Walking & Biking Routes

- Existing Shared-Use Path
- Existing Bike Lane
- - - Planned Bike Lane
- School Enrollment Boundary
- Suggested Walking/Biking Route
- ⋯ Rail Line
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

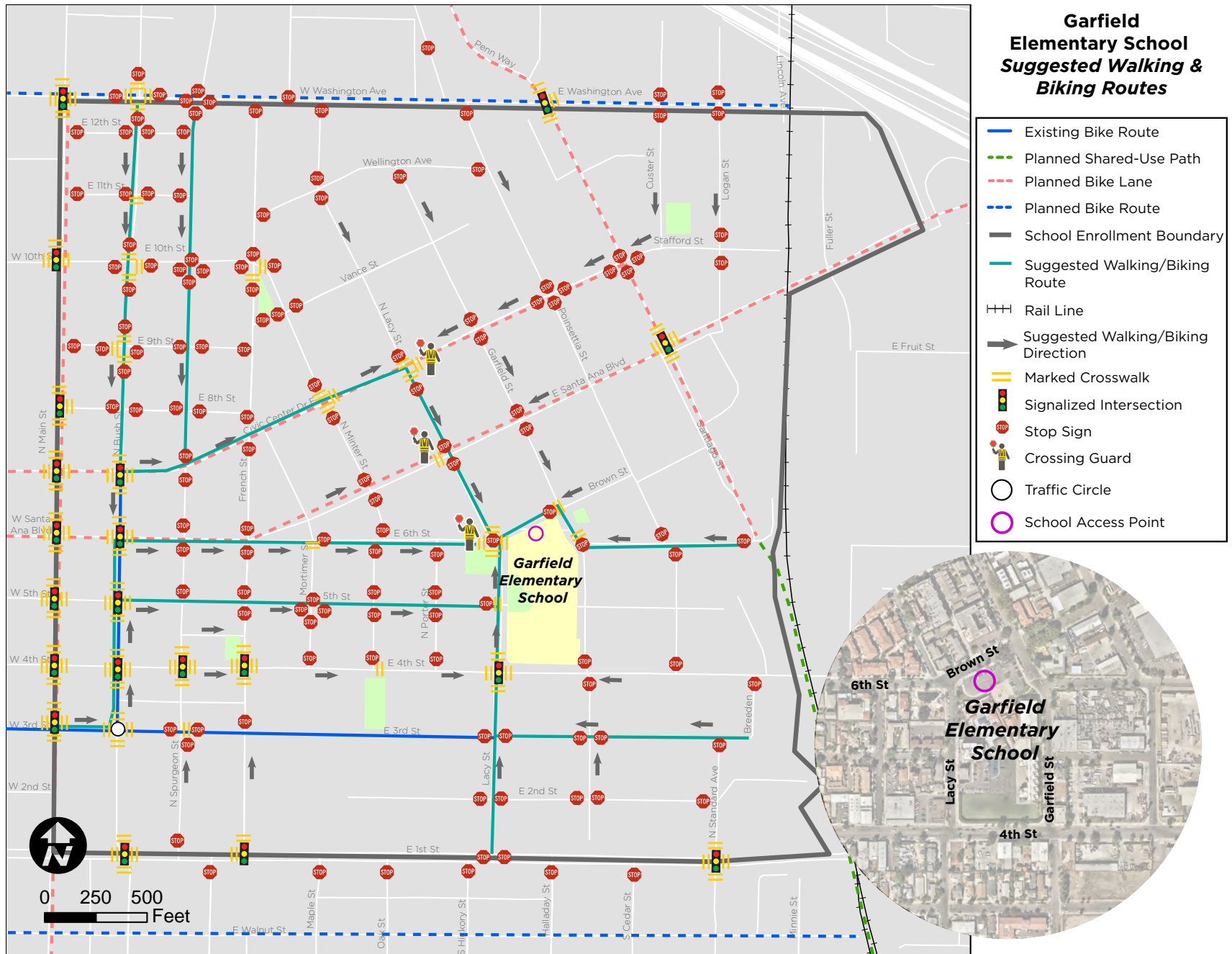


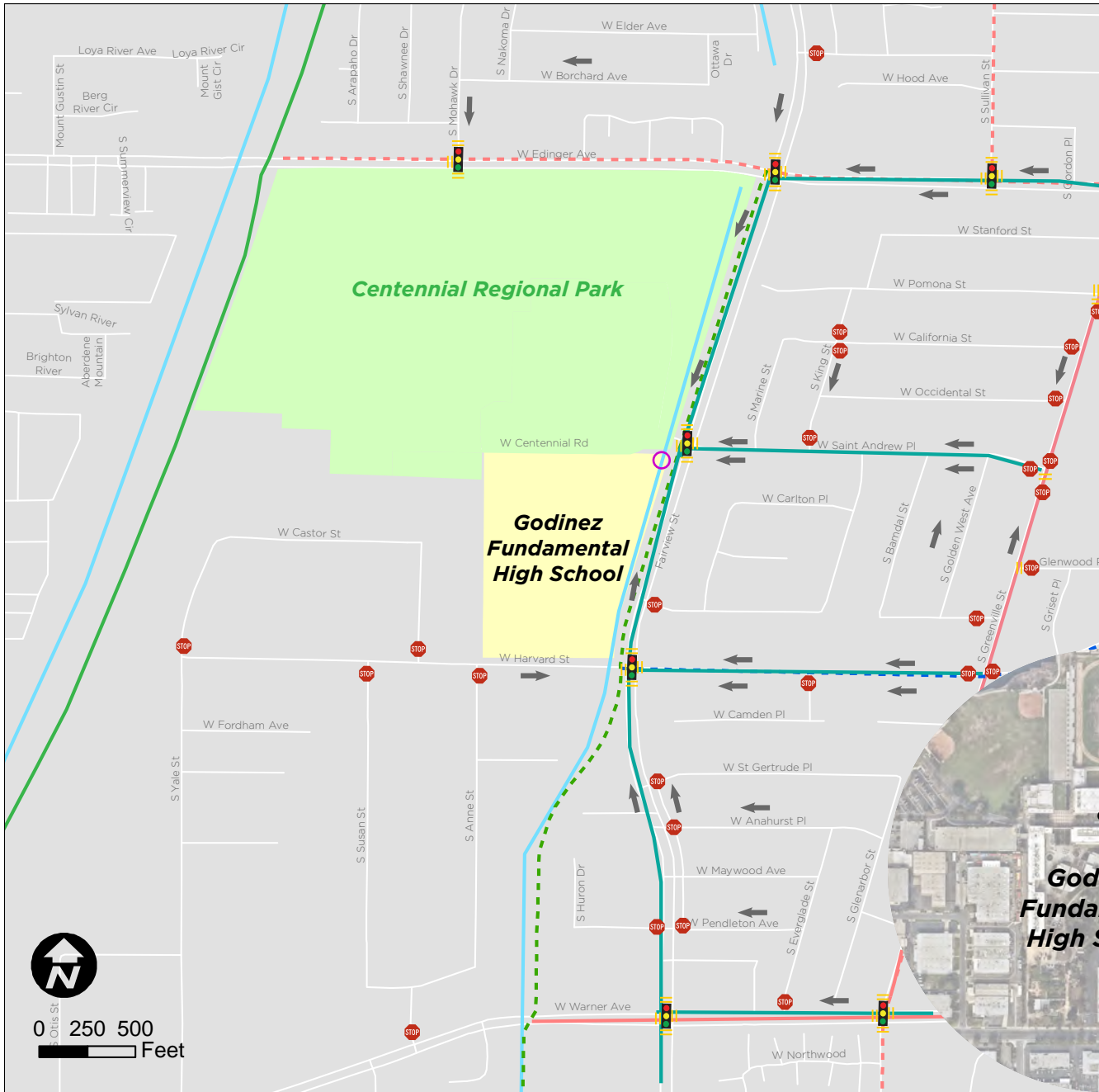


Fitz Intermediate Computer Science Academy
Suggested Walking & Biking Routes

- Existing Shared-Used Path
- Existing Bike Lane
- - - Planned Bike Lane
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- ▬▬▬ Marked Crosswalk
- 🚦 Signalized Intersection
- ⊘ Stop Sign
- 🚶 Crossing Guard
- ⊘ School Access Point

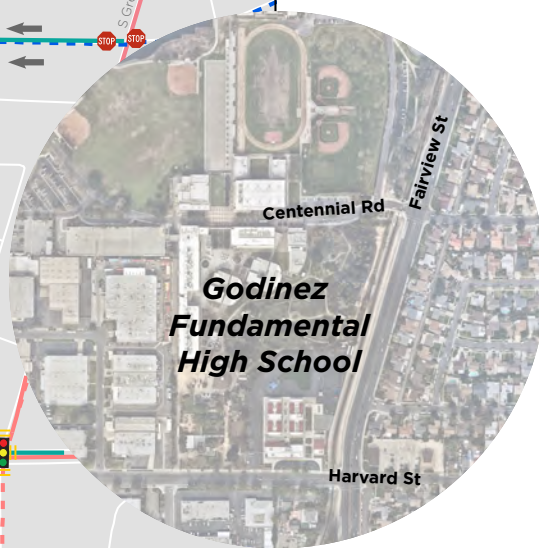


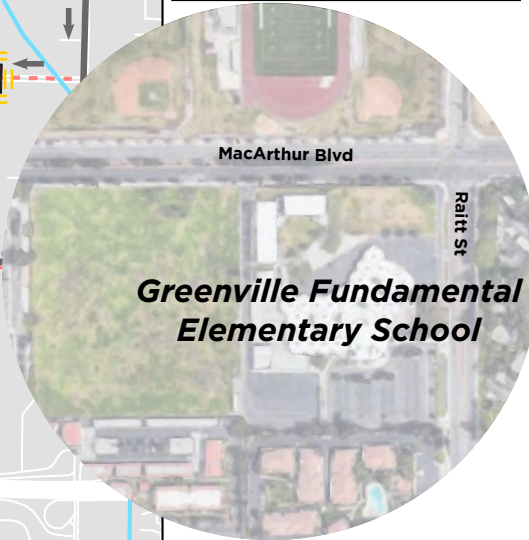
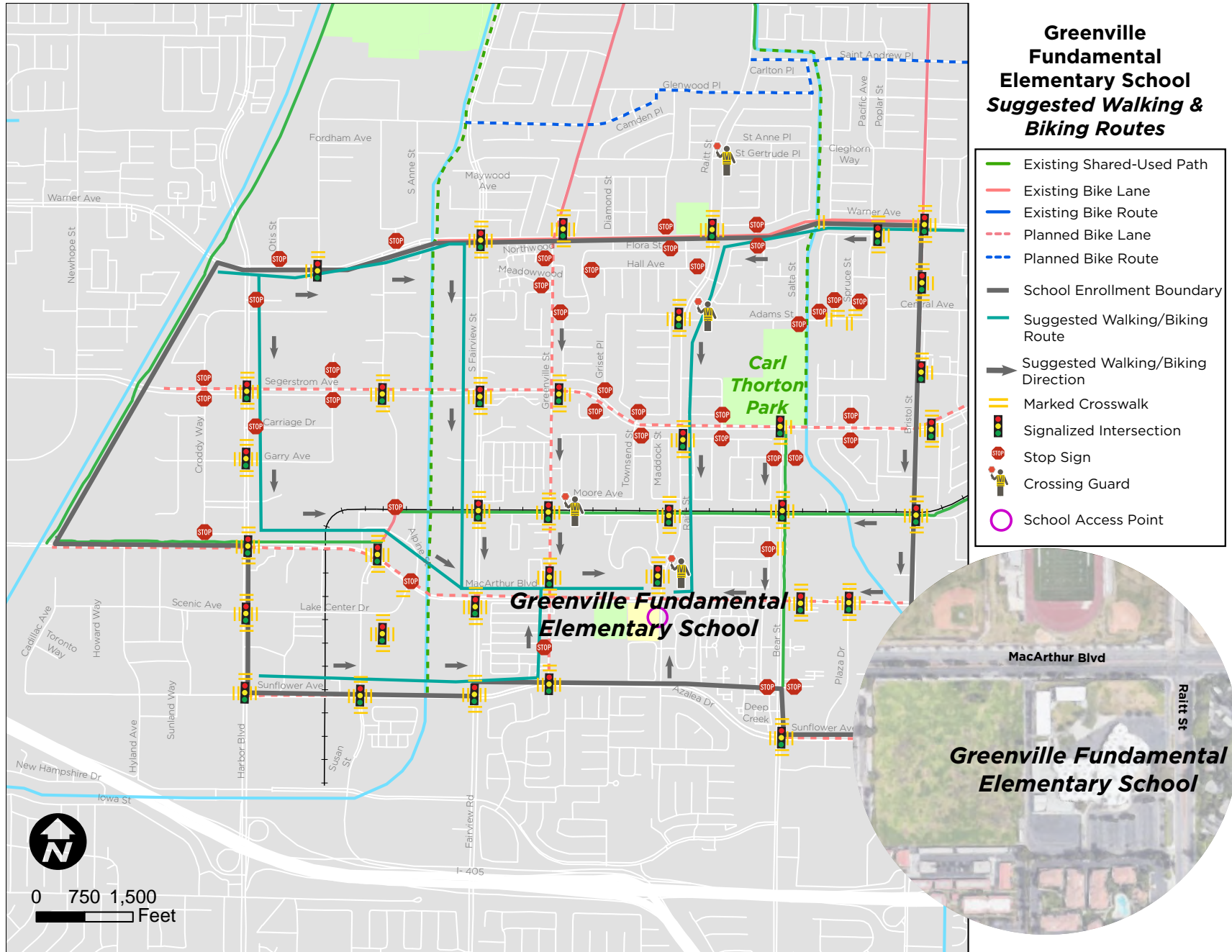


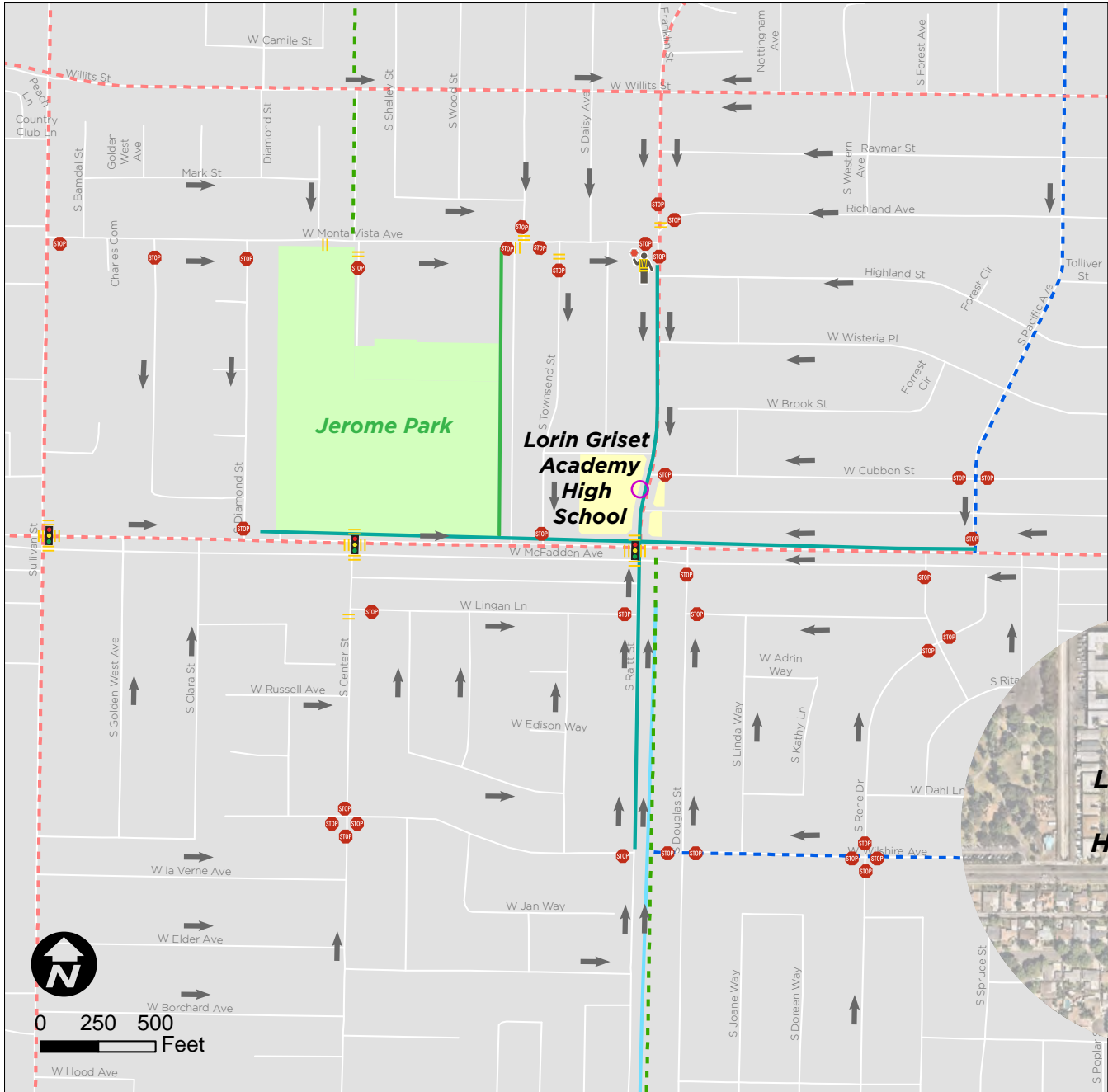


Godinez Fundamental High School Suggested Walking & Biking Routes

- Existing Shared-Use Path
- Existing Bike Lane
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point



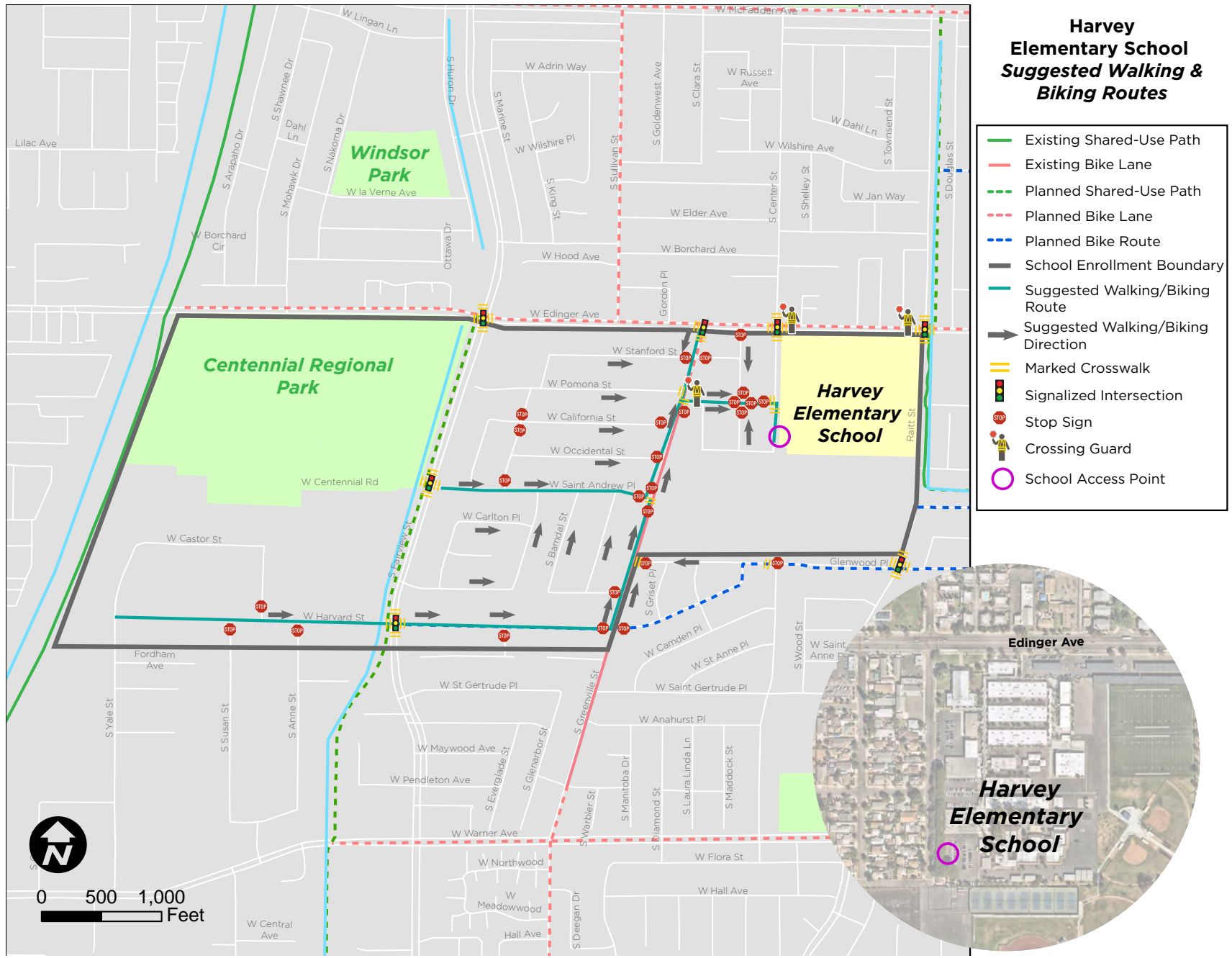


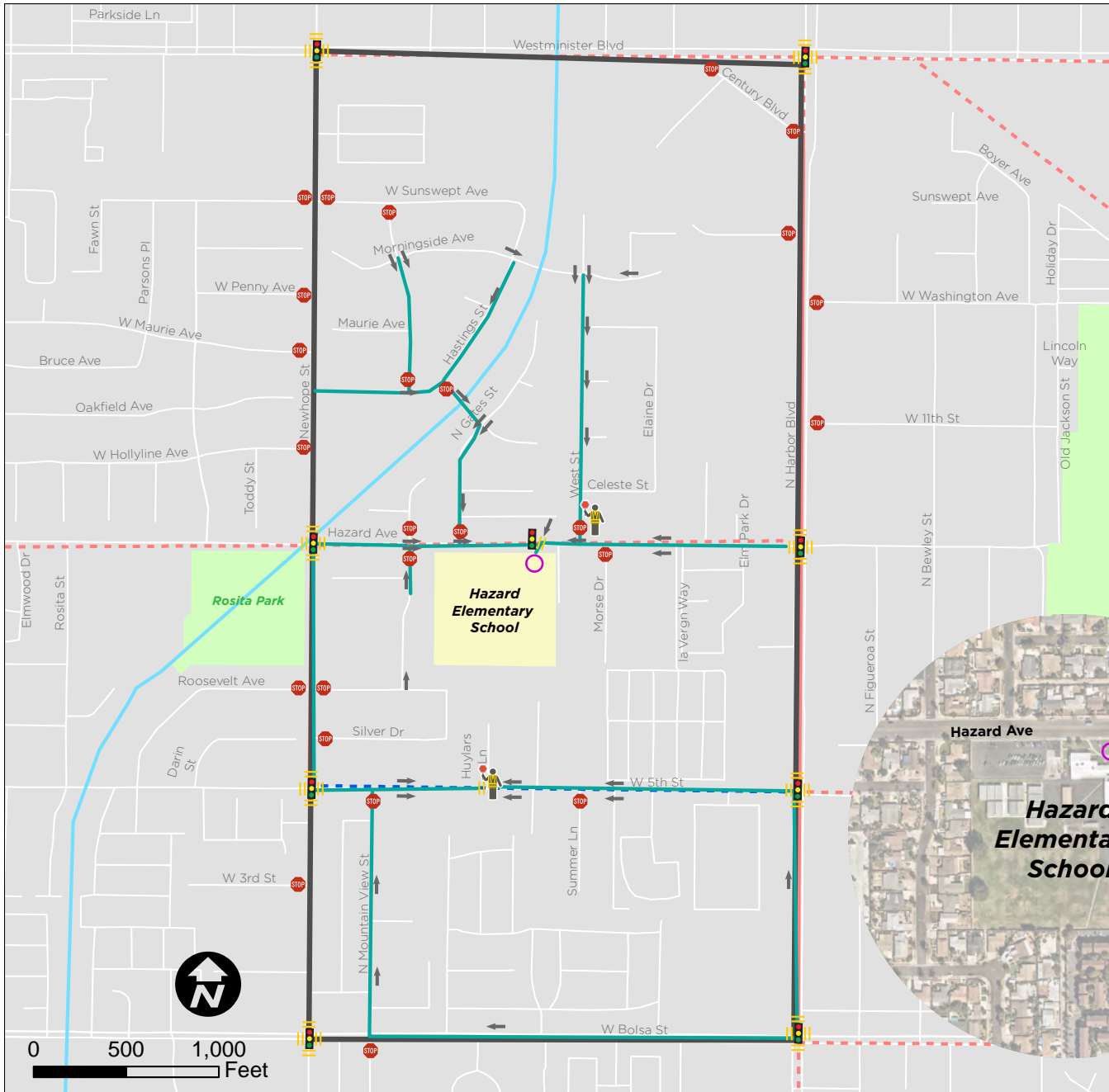


Lorin Griset Academy High School
Suggested Walking & Biking Routes

- Existing Shared-Use Path
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

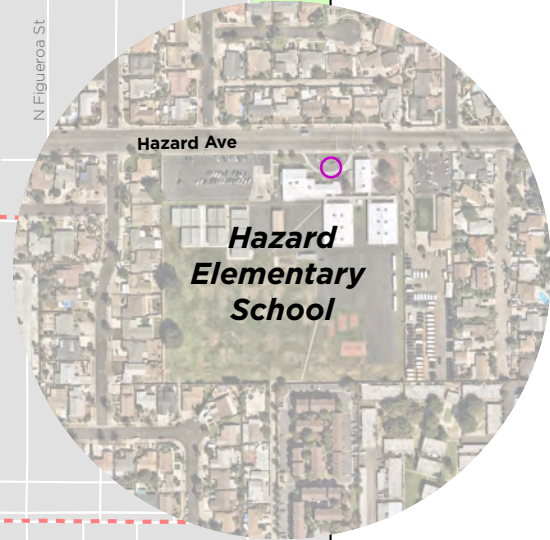


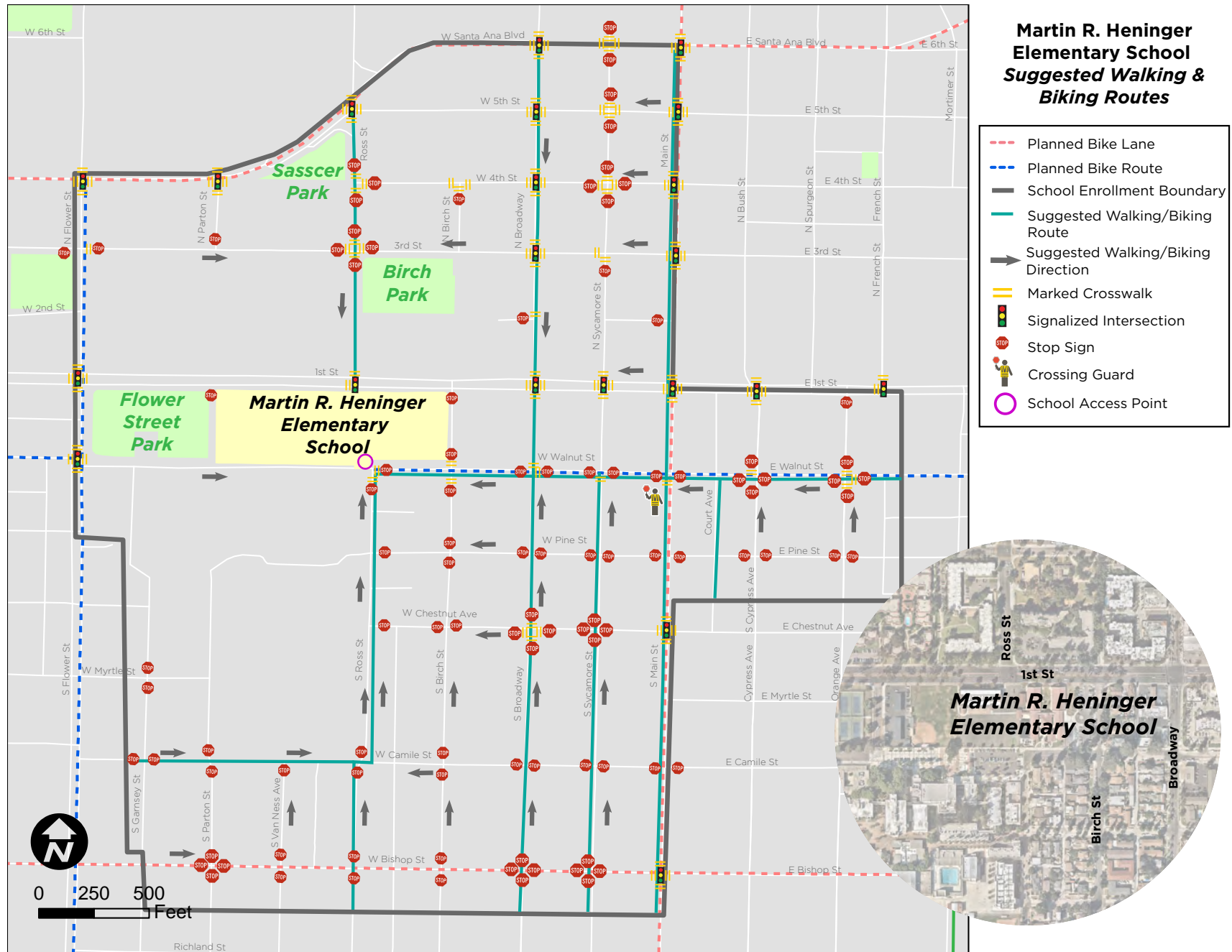




Hazard Elementary School Suggested Walking & Biking Routes

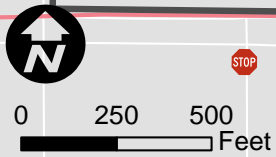
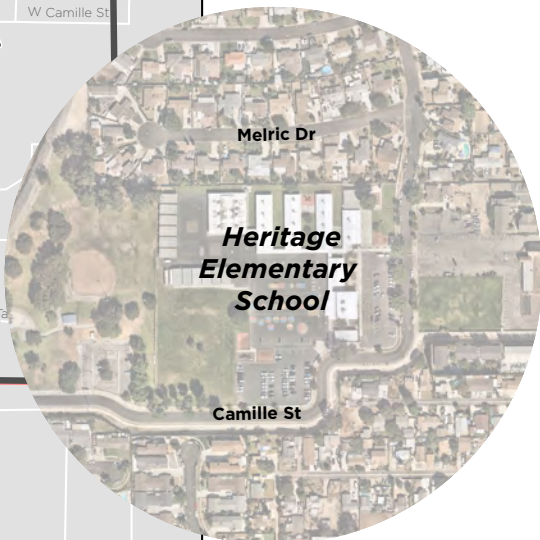
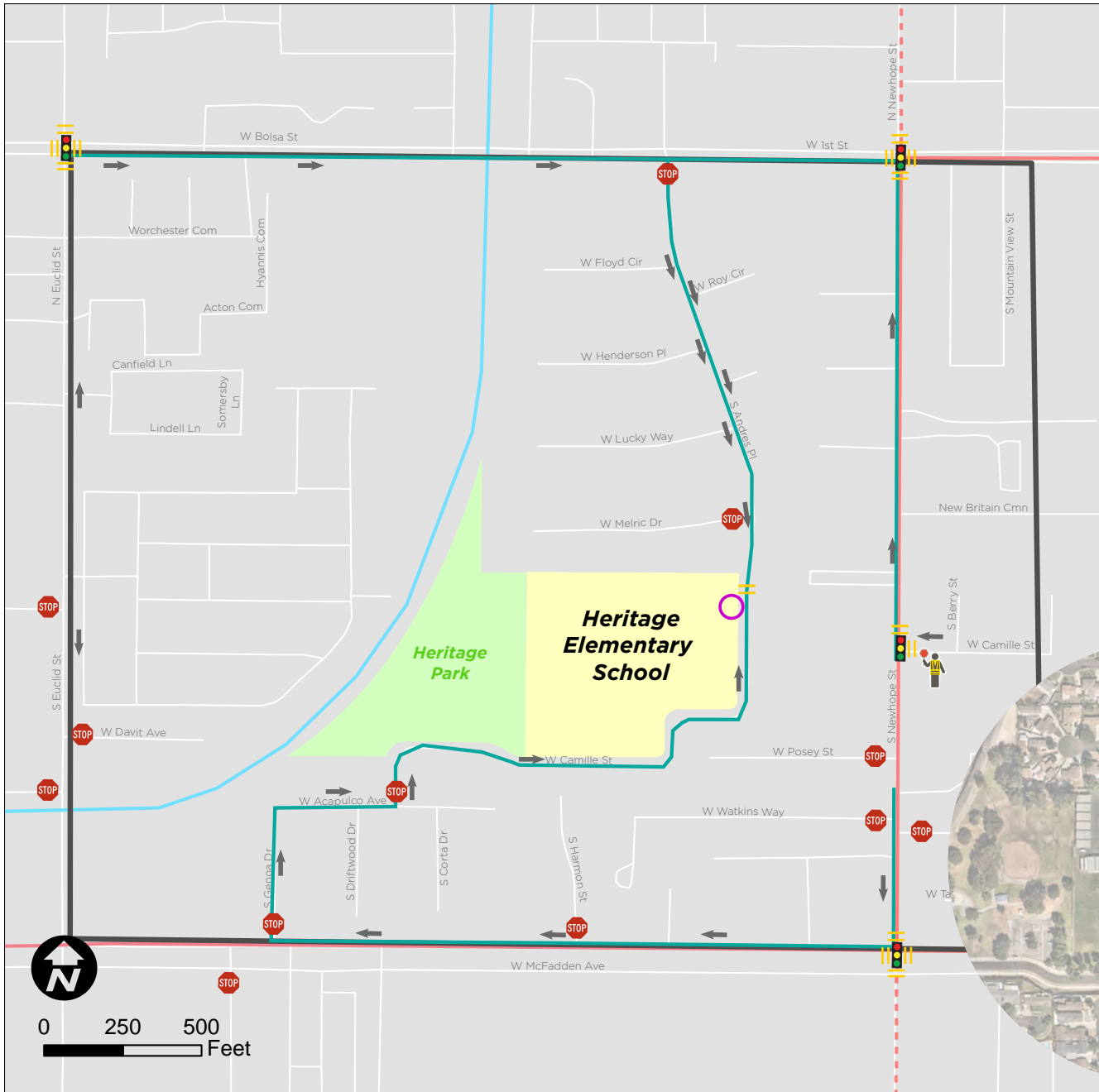
- Existing Bike Lane
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

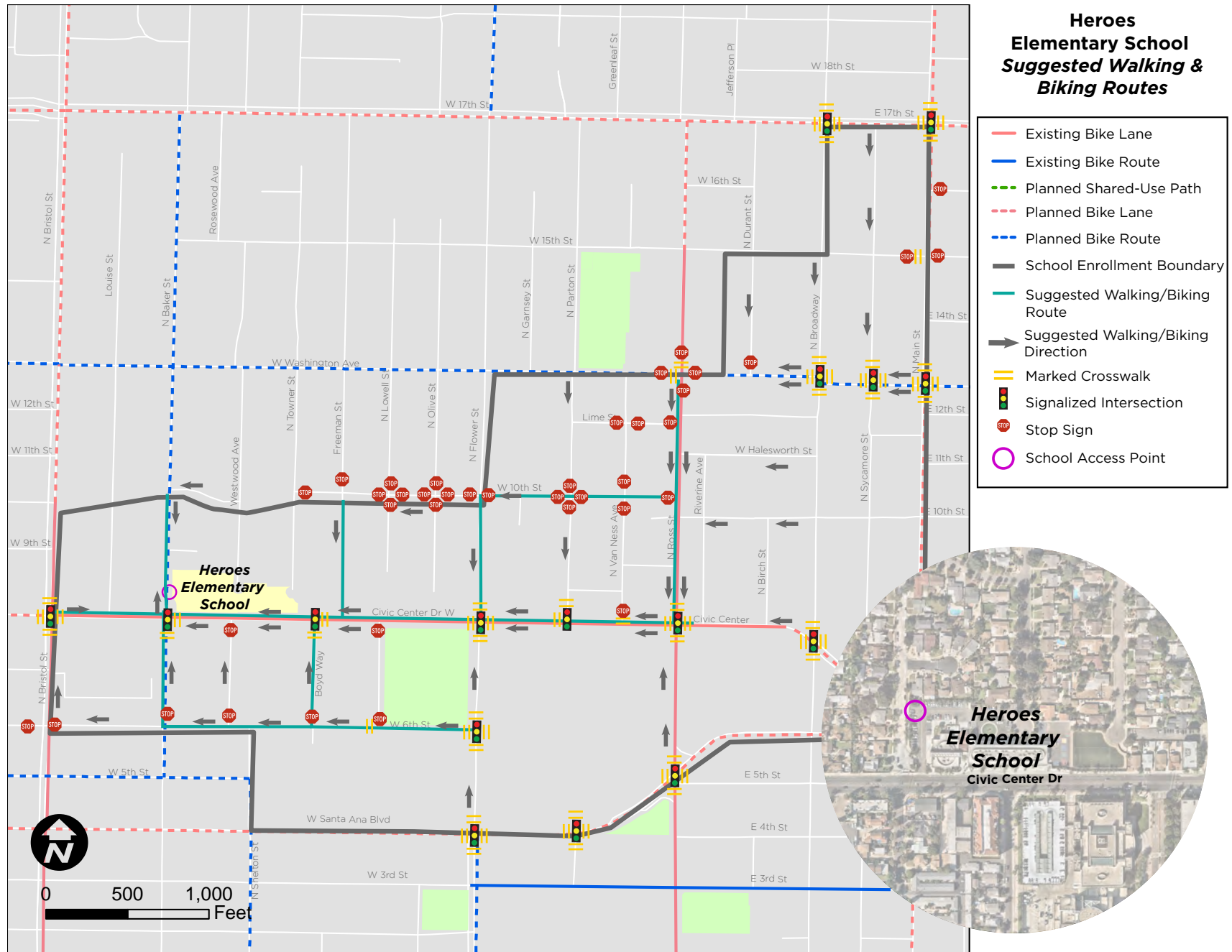


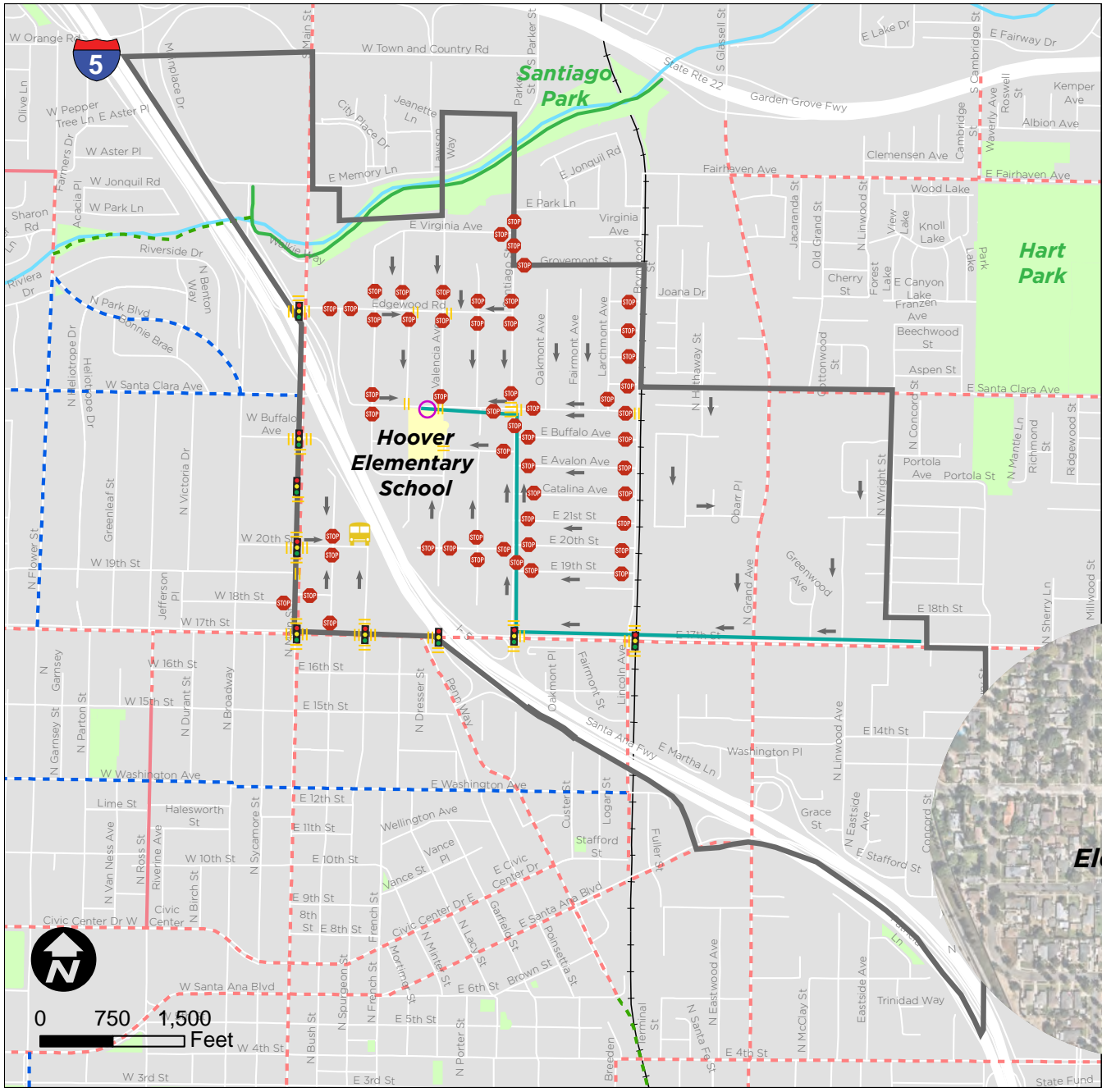


Heritage Elementary School Suggested Walking & Biking Routes

- Existing Bike Lane
- - - Planned Bike Lane
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

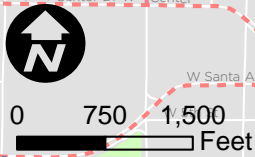
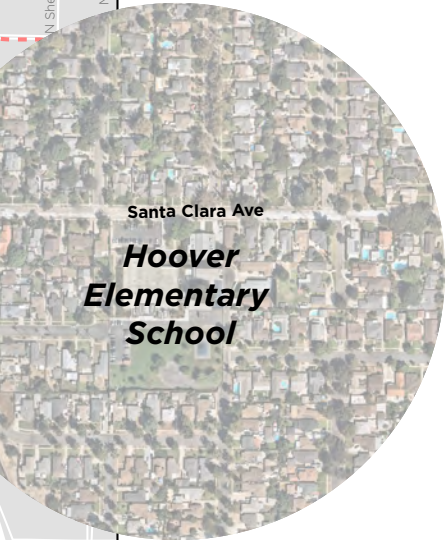






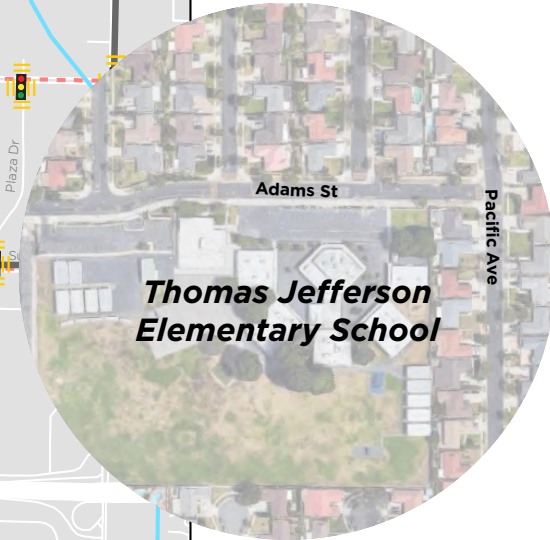
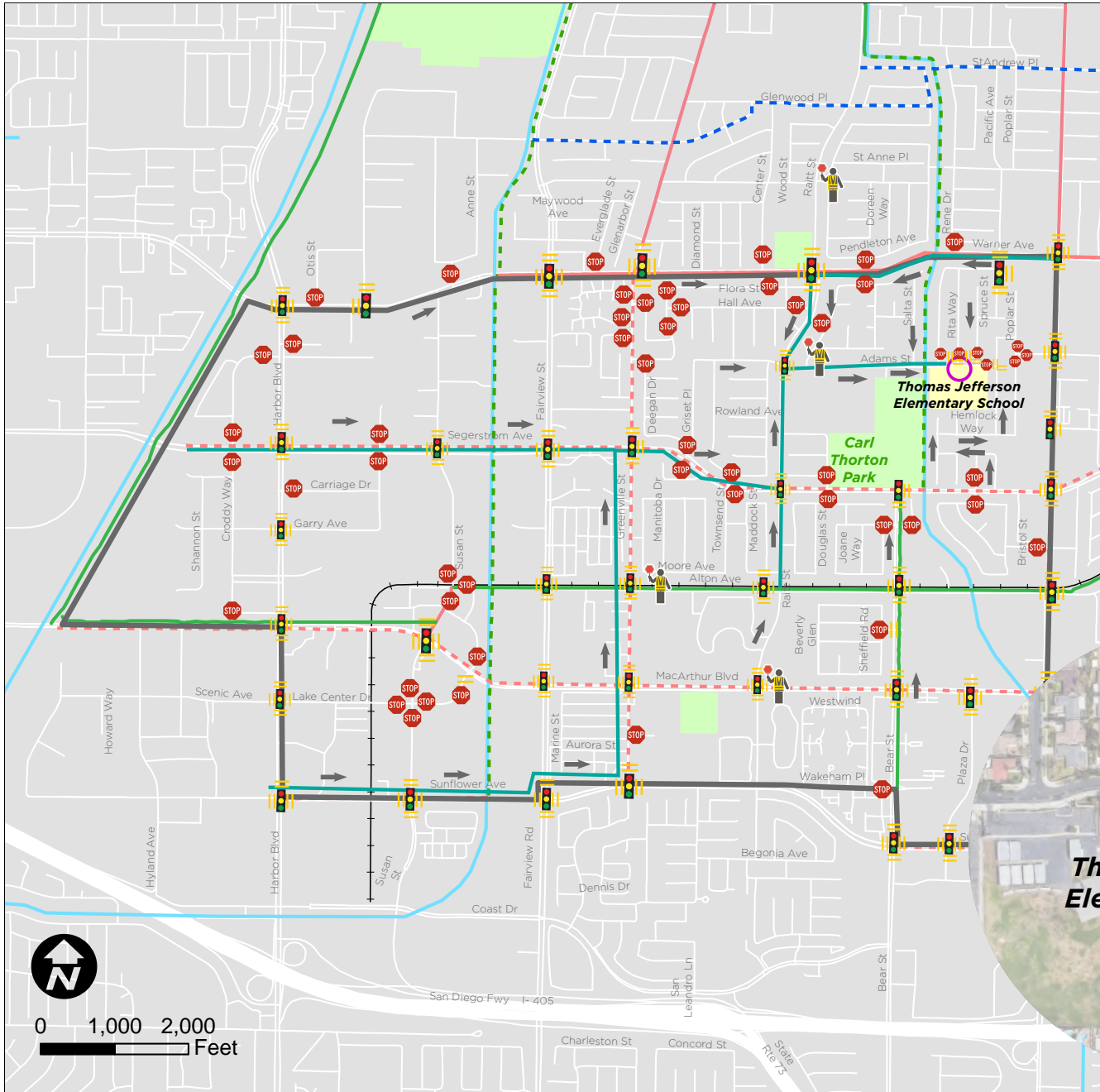
Hoover Elementary School Suggested Walking & Biking Routes

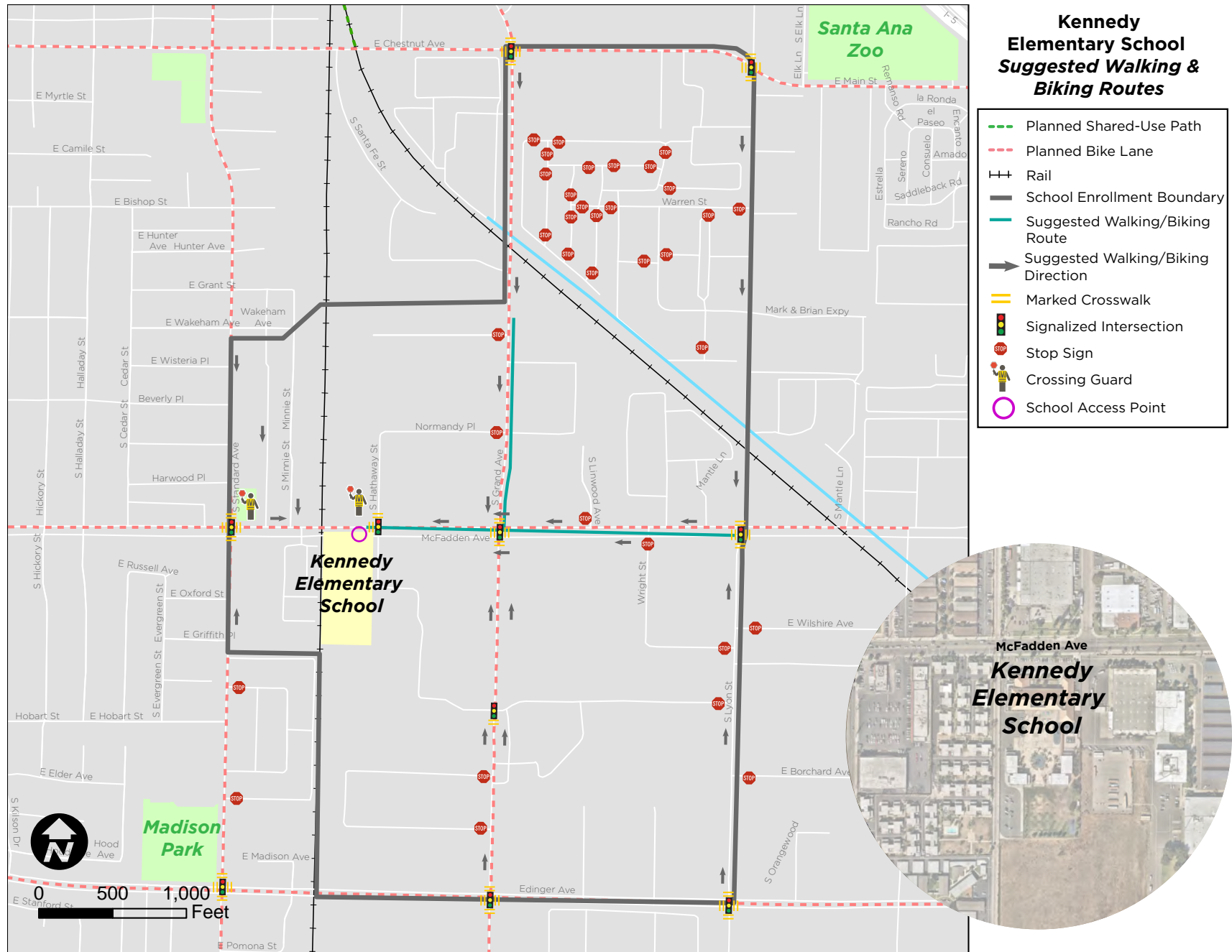
- Existing Shared-Use Path
- Existing Bike Lane
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- Rail
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- School Bus Stop
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- School Access Point

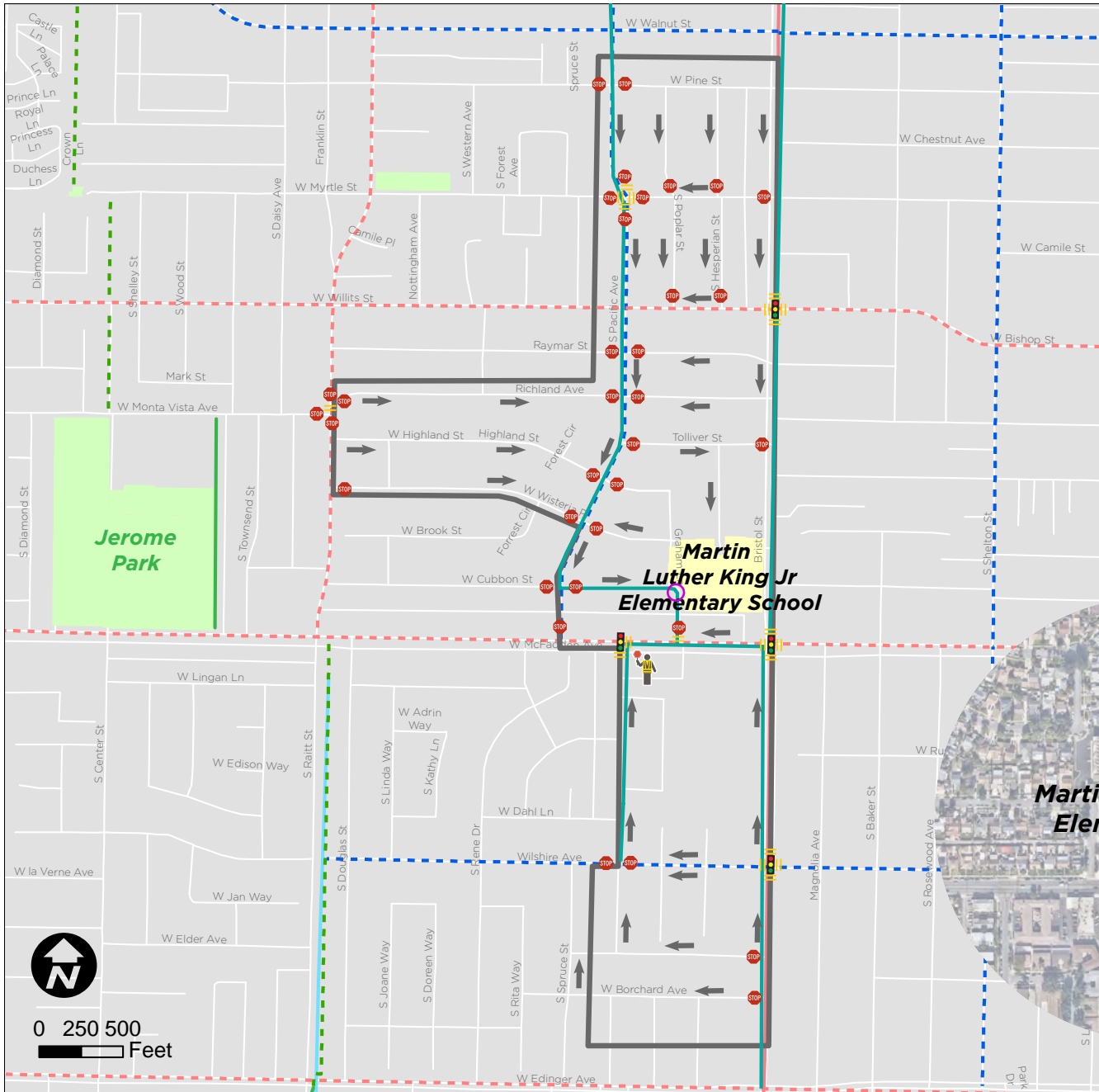


Thomas Jefferson Elementary School Suggested Walking & Biking Routes

-  Existing Shared-Used Path
-  Existing Bike Lane
-  Planned Shared-Use Path
-  Planned Bike Lane
-  Planned Bike Route
-  School Enrollment Boundary
-  Suggested Walking/Biking Route
-  Suggested Walking/Biking Direction
-  Marked Crosswalk
-  Signalized Intersection
-  Stop Sign
-  Crossing Guard
-  School Access Point

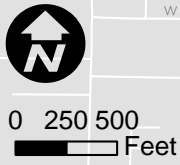
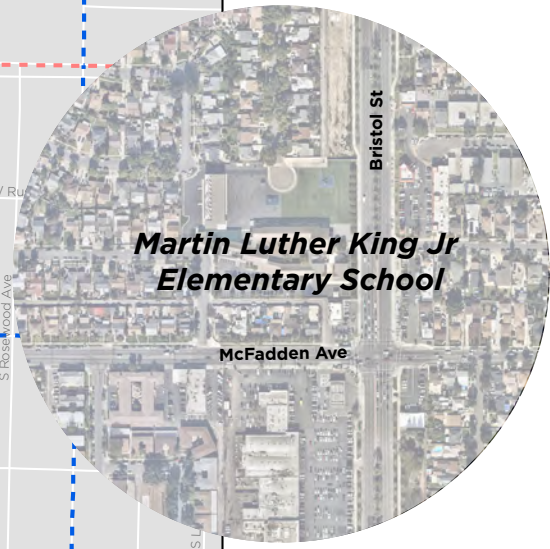


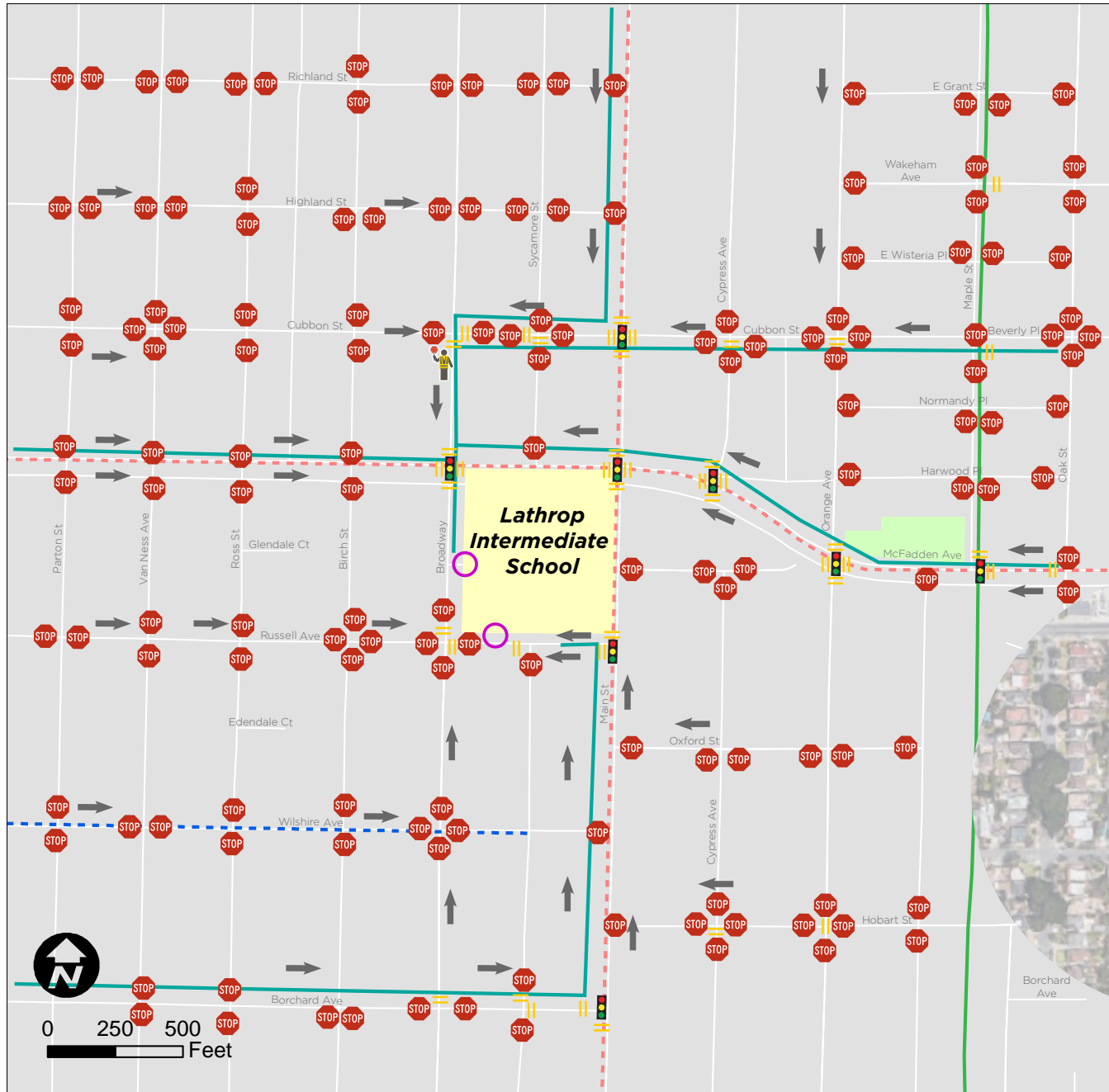




**Martin Luther King Jr
Elementary School
Suggested Walking &
Biking Routes**

- Existing Shared-Use Path
- Existing Bike Lane
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- 🚦 Signalized Intersection
- STOP Stop Sign
- 🧑 Crossing Guard
- School Access Point





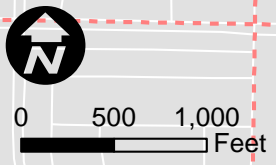
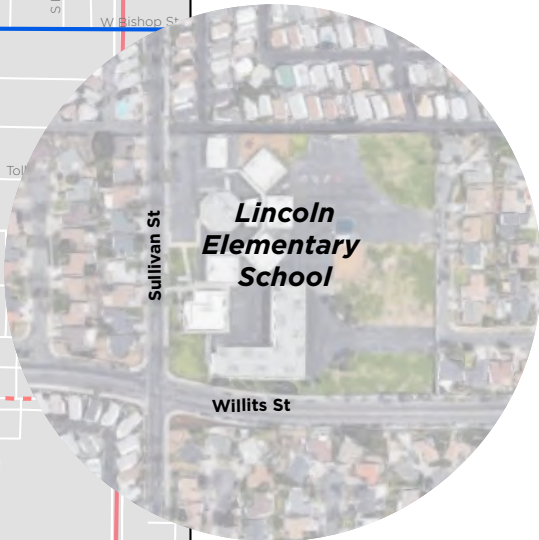
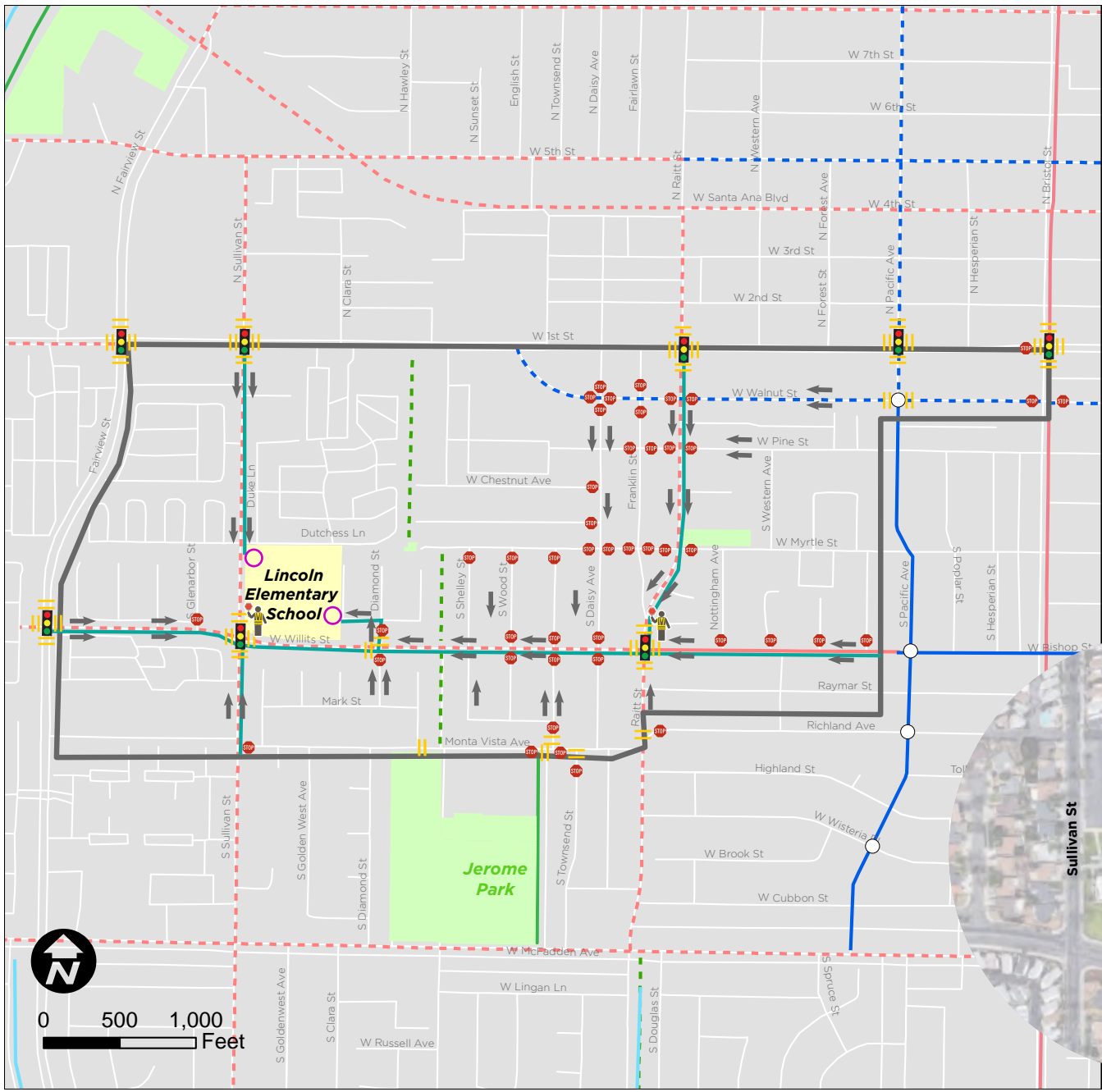
Lathrop Intermediate Suggested Walking & Biking Routes

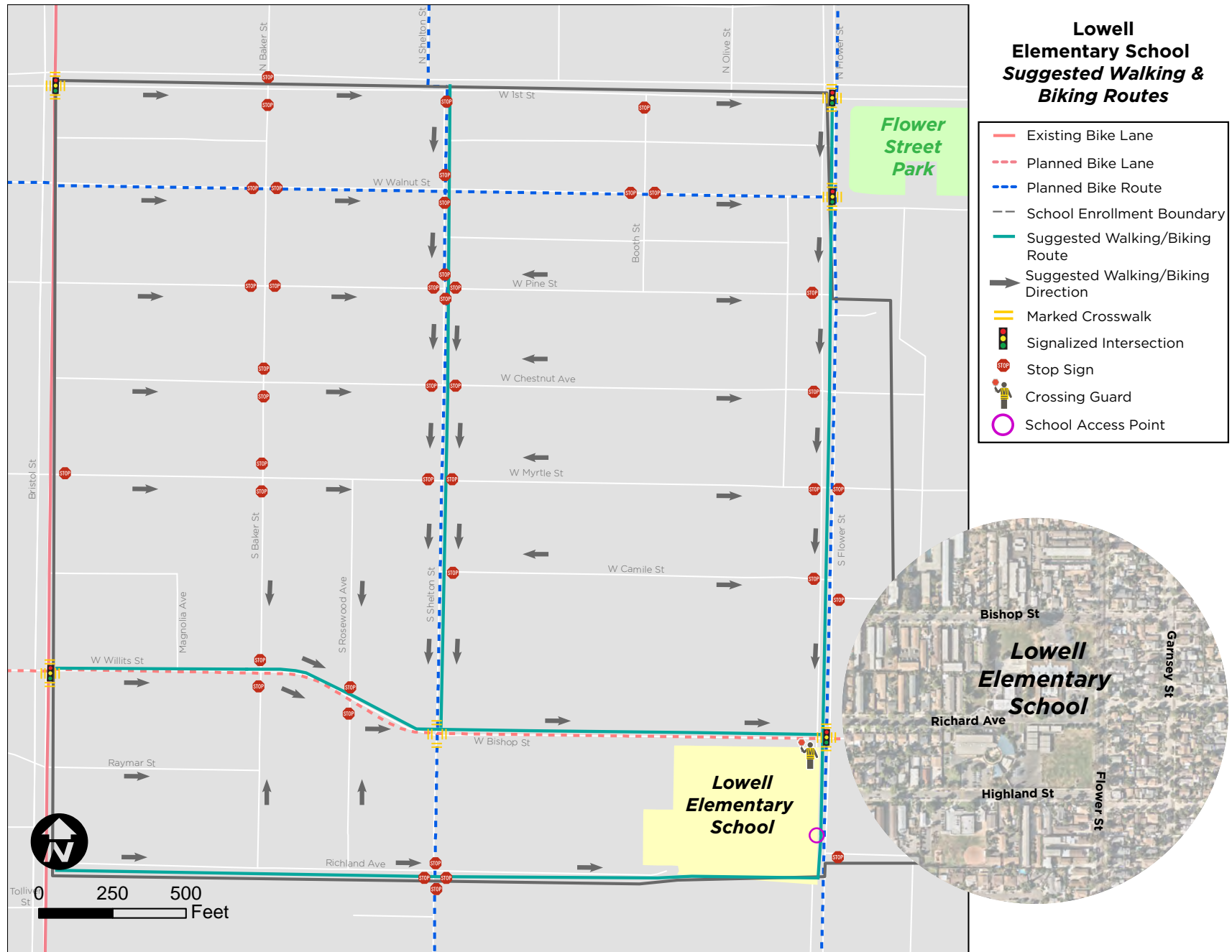
- Existing Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point



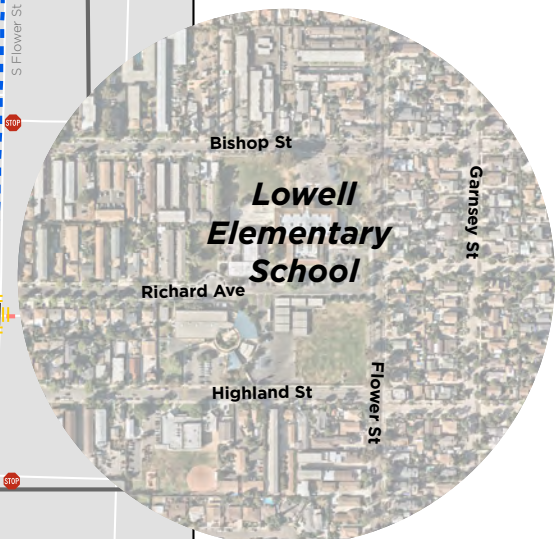
Lincoln Elementary School Suggested Walking & Biking Routes

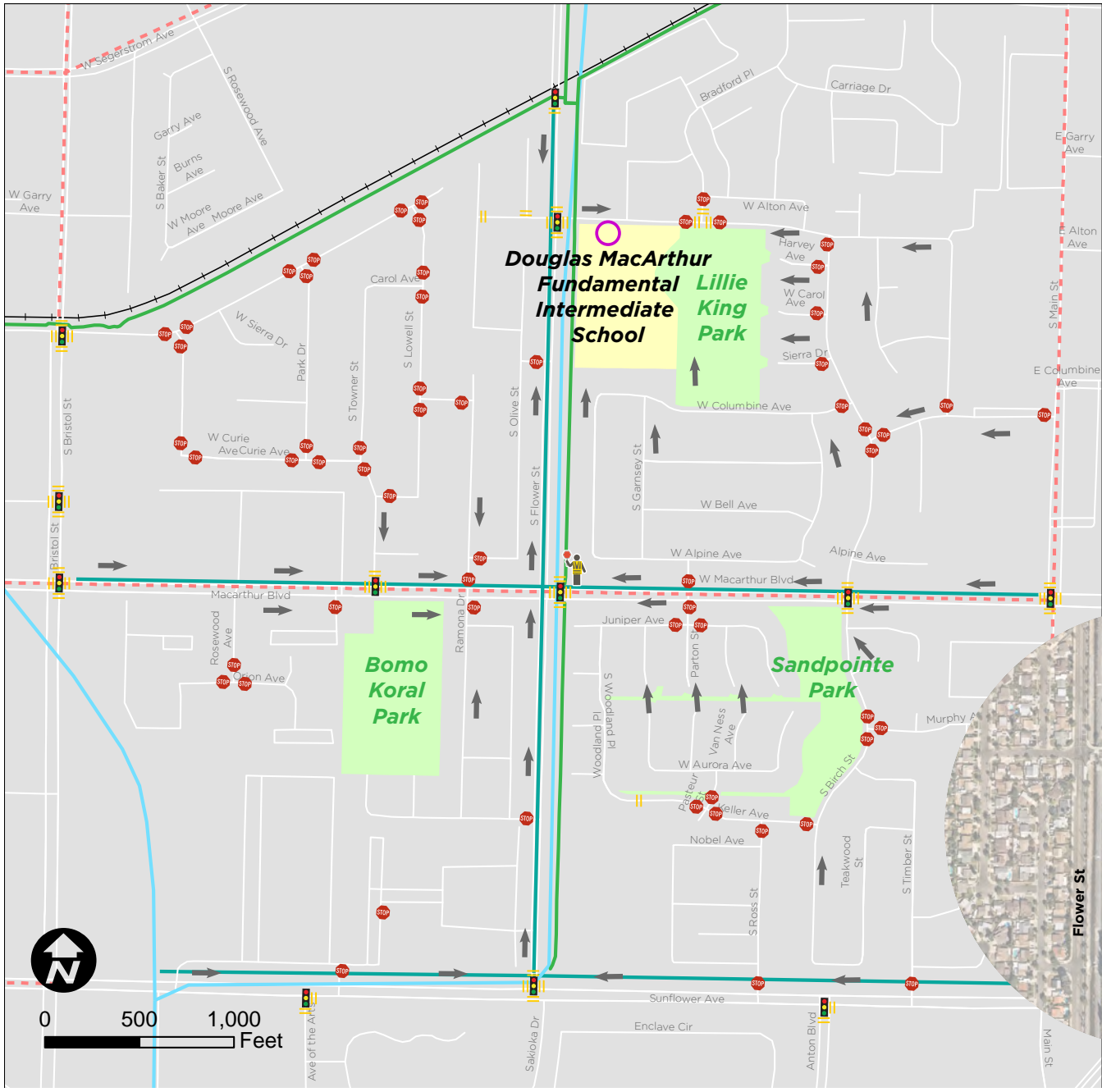
- Existing Bike Lane
- Existing Bike Route
- Planned Bike Lane
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- Traffic Circle
- School Access Point





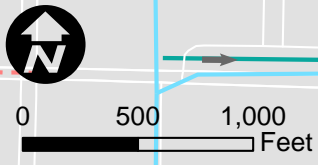
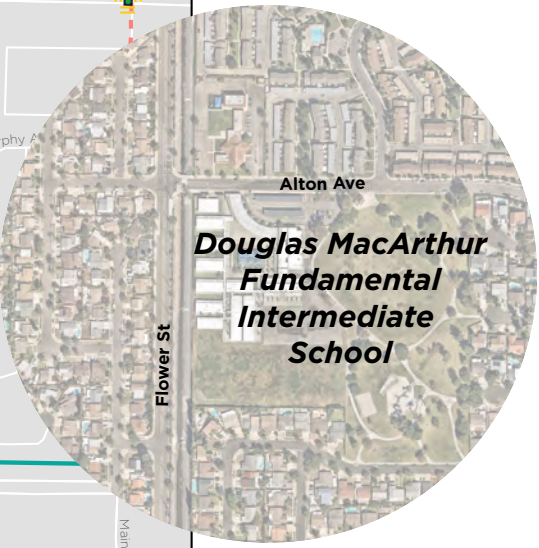
- Existing Bike Lane
- - - Planned Bike Lane
- - - Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- 🚦 Signalized Intersection
- Stop Sign
- 🧑 Crossing Guard
- School Access Point

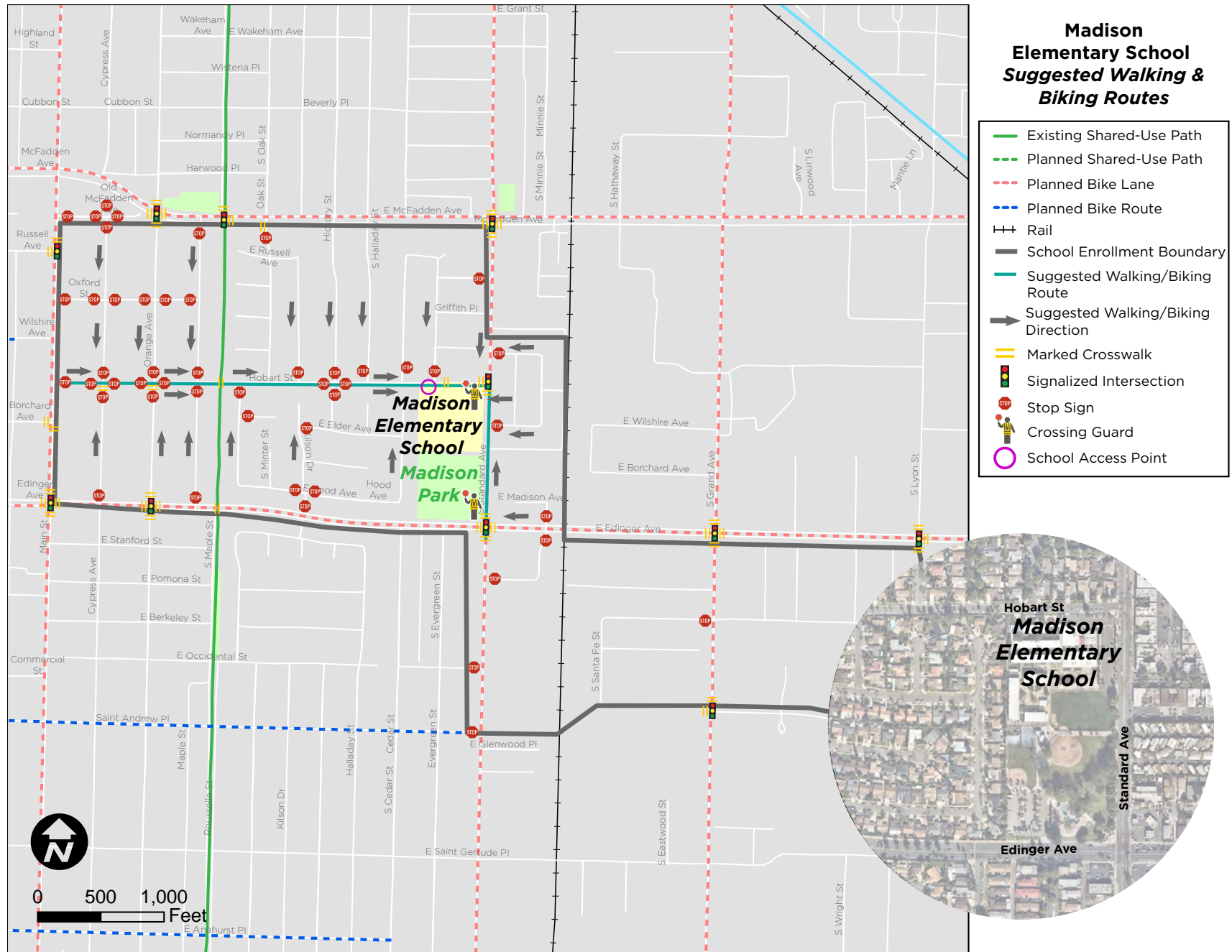




**Douglas MacArthur
Fundamental
Intermediate School
Suggested Walking &
Biking Routes**

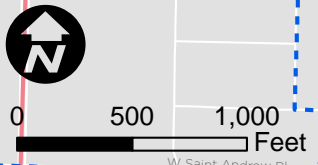
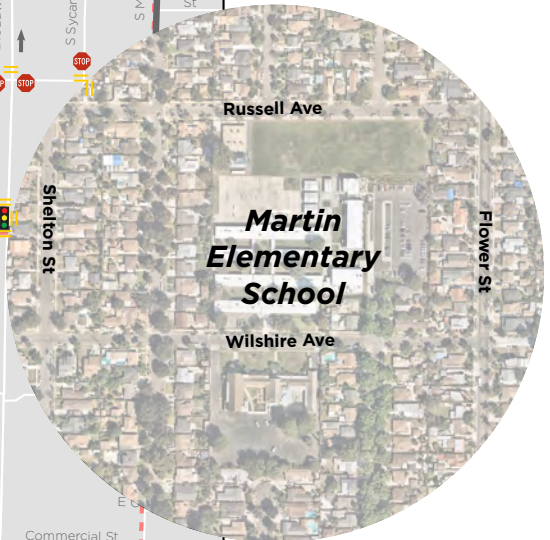
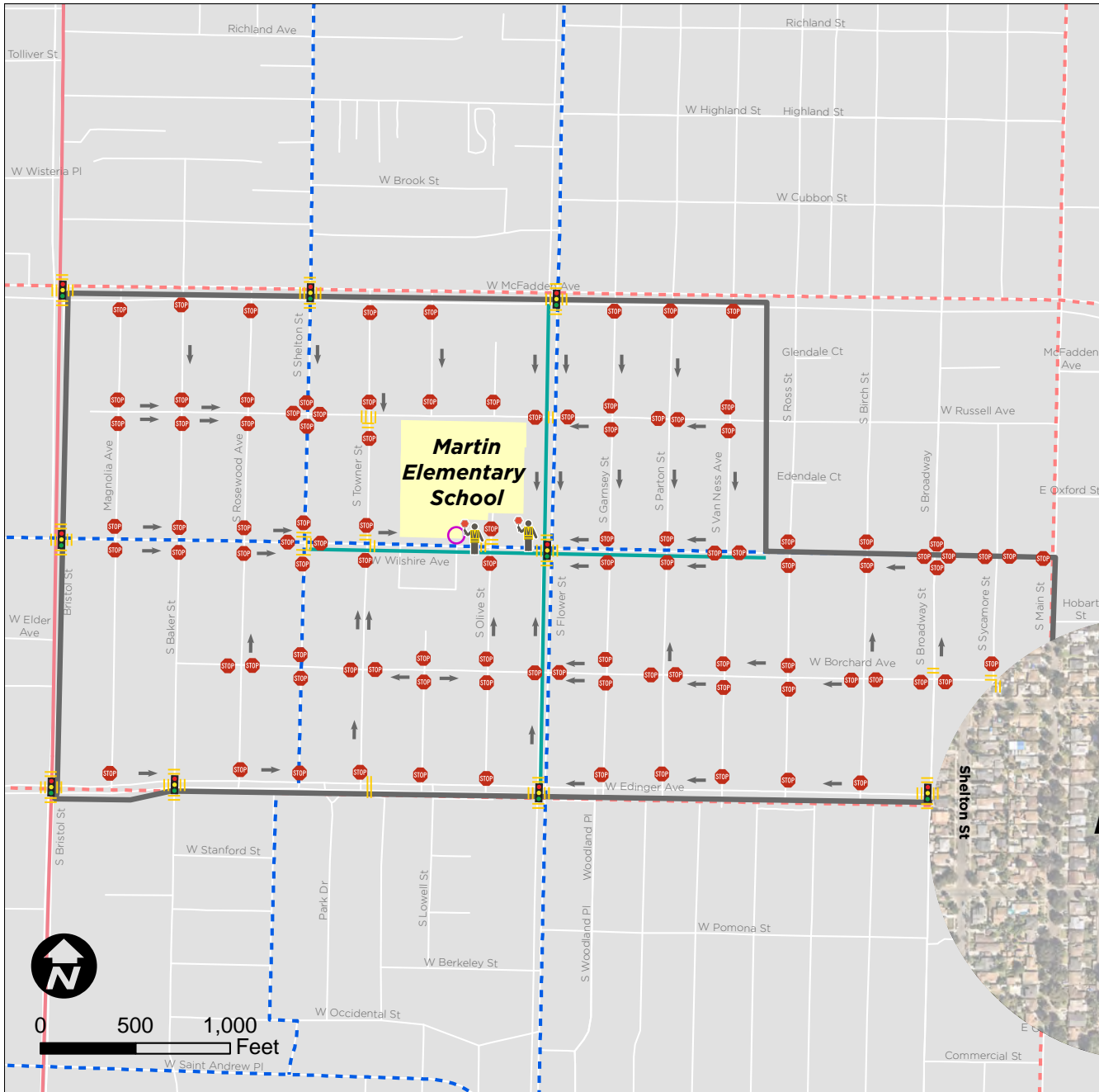
- Existing Shared-Use Path
- Planned Bike Lane
- Suggested Walking/Biking Route
- ⊥⊥ Rail
- ➔ Suggested Walking/Biking Direction
- ⚡ Marked Crosswalk
- 🚦 Signalized Intersection
- 🛑 Stop Sign
- 🧑 Crossing Guard
- 🟡 School Access Point

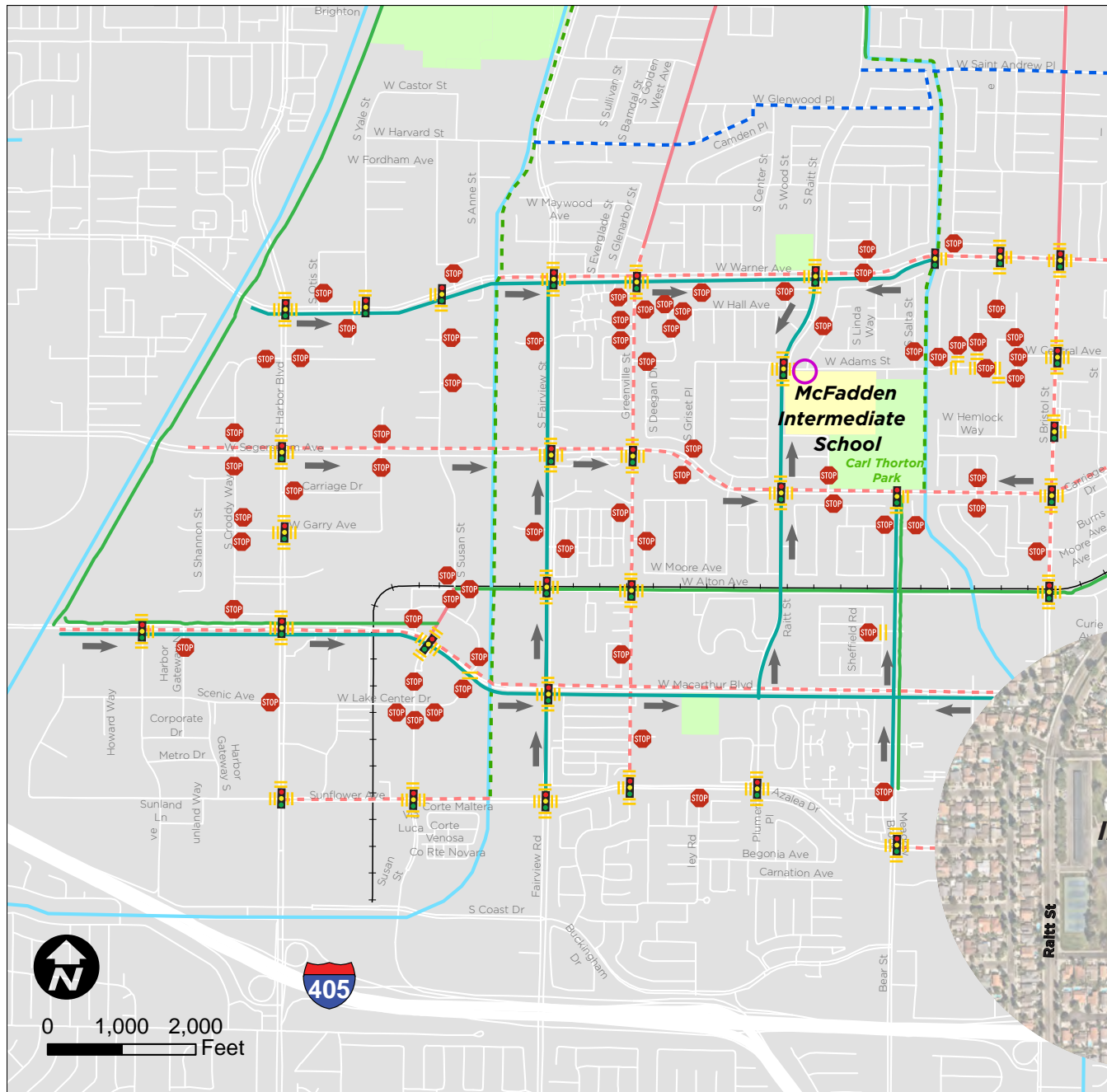




Martin Elementary School Suggested Walking & Biking Routes

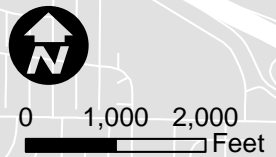
- Existing Bike Lane
- - - Planned Bike Lane
- - - Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

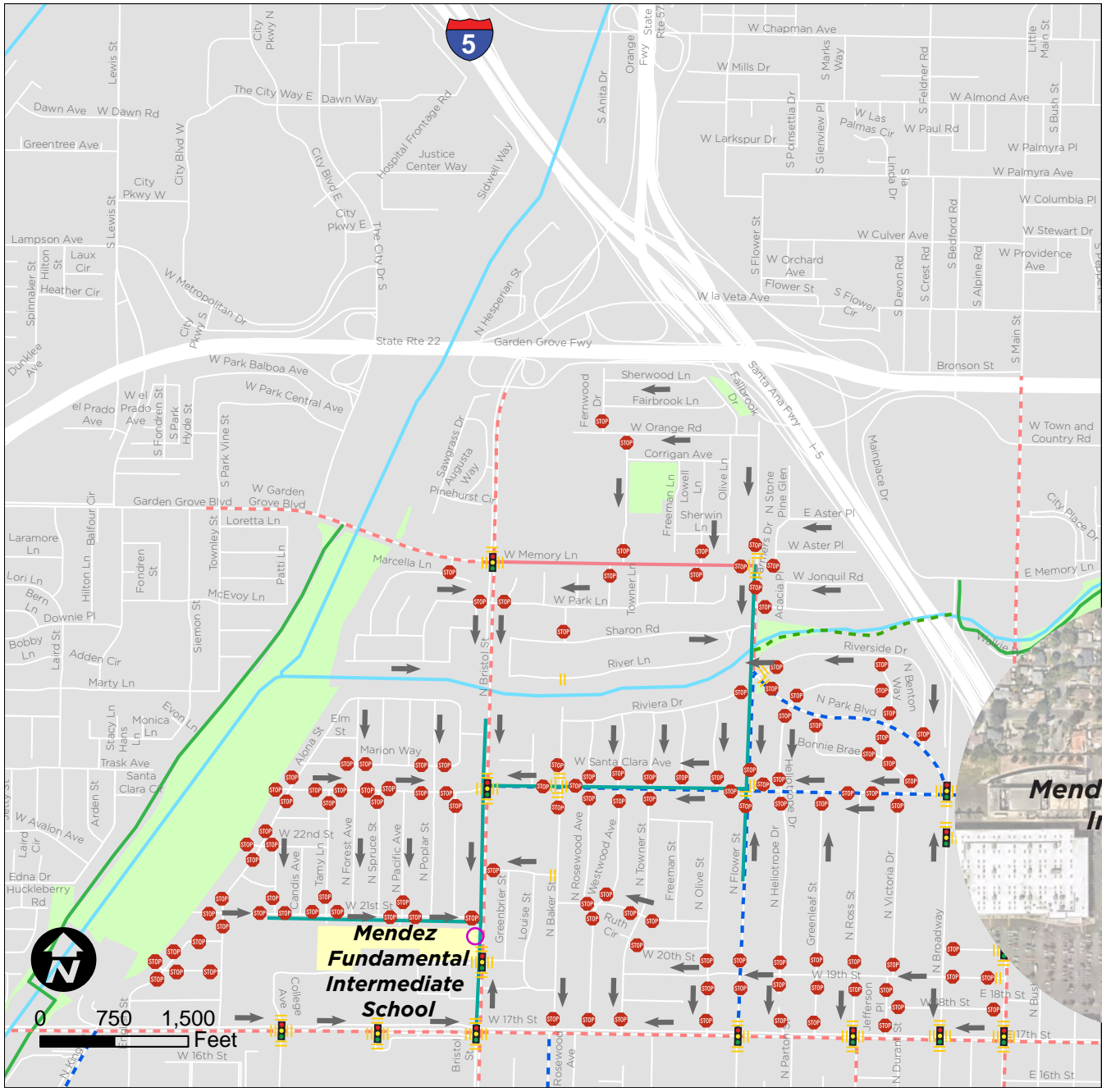




McFadden Intermediate School
Suggested Walking & Biking Routes

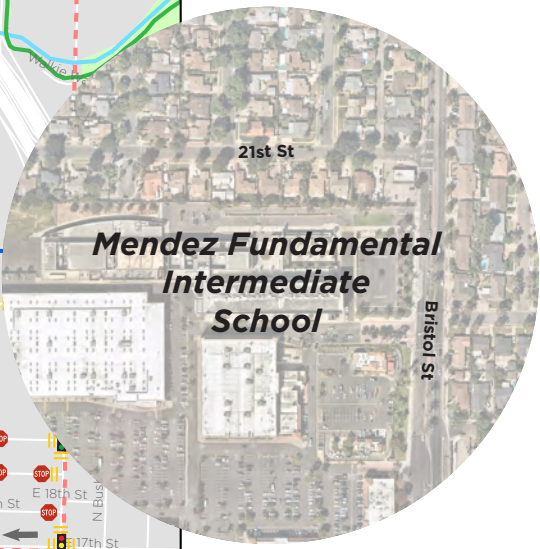
- Existing Shared-Use Path
- Planned Bike Lane
- Planned Shared-Use Path
- Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- School Access Point

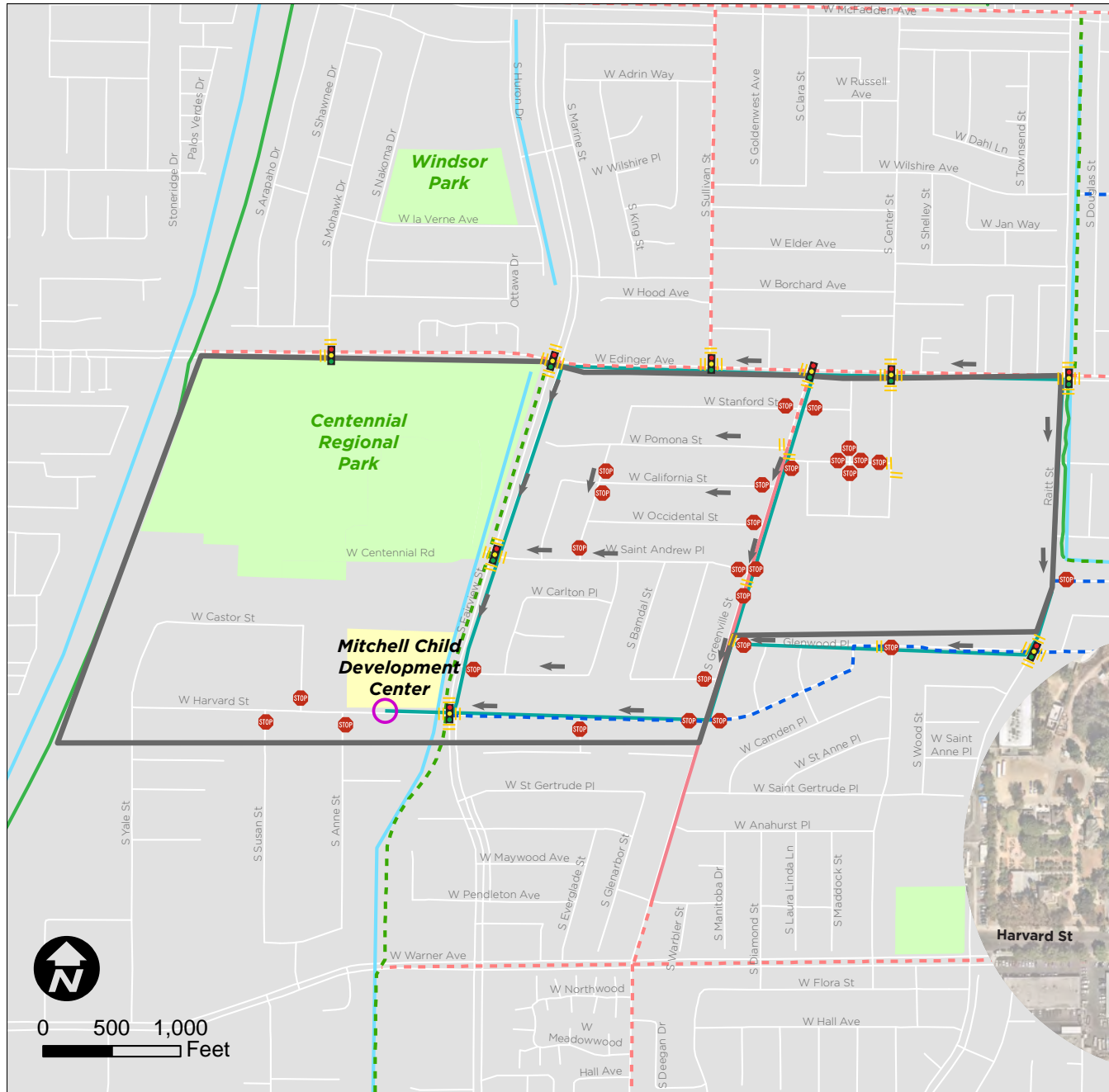




**Mendez Fundamental Intermediate School
Suggested Walking & Biking Routes**

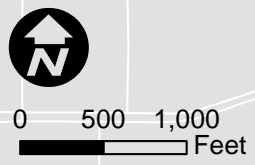
- Existing Shared-Use Path
- Existing Bike Lane
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- Suggested Walking/Biking Route
- ➔ Suggested Walking/Biking Direction
- Marked Crosswalk
- 🚦 Signalized Intersection
- 🛑 Stop Sign
- School Access Point

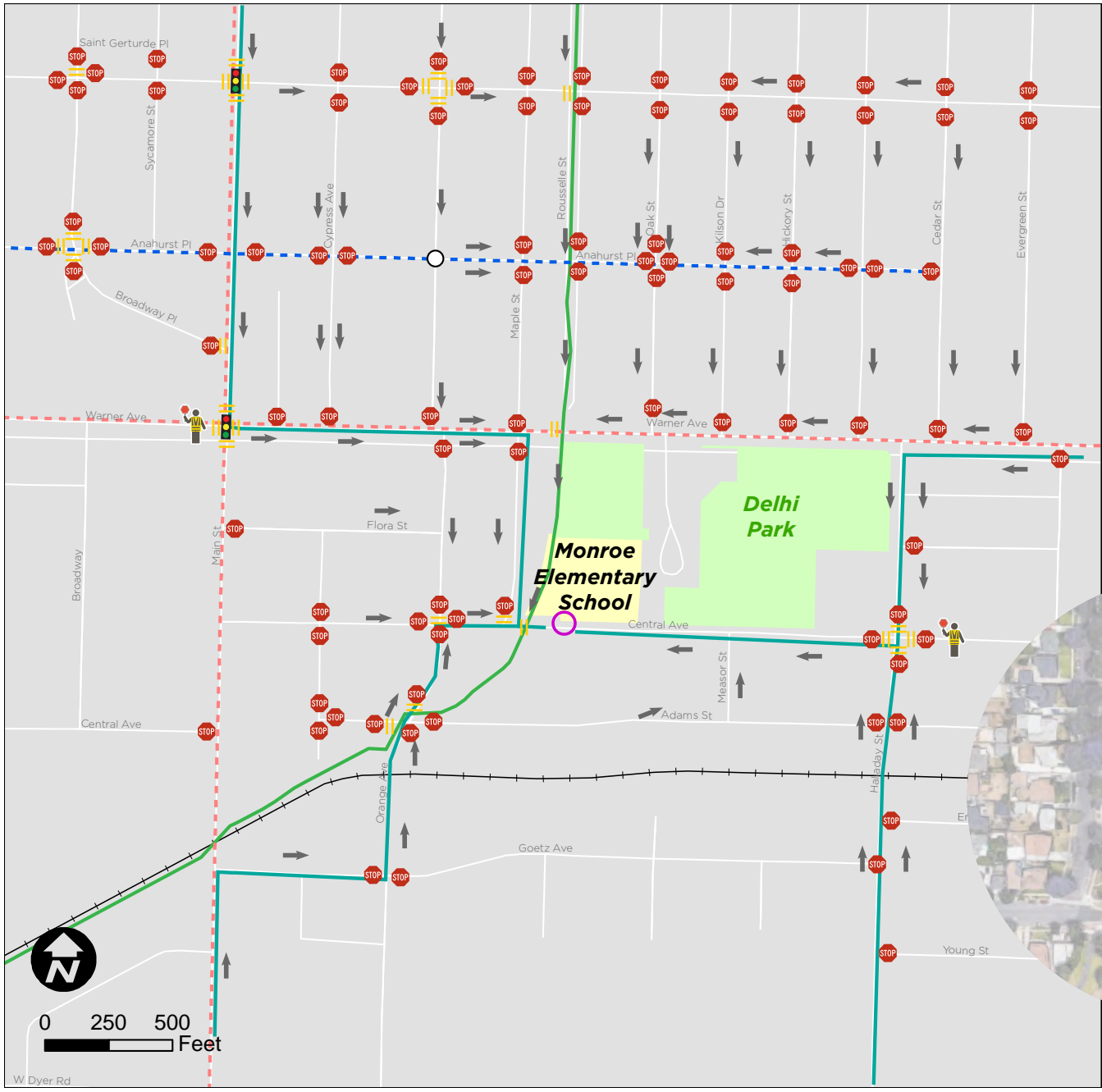




Mitchell Child Development Center Suggested Walking & Biking Routes

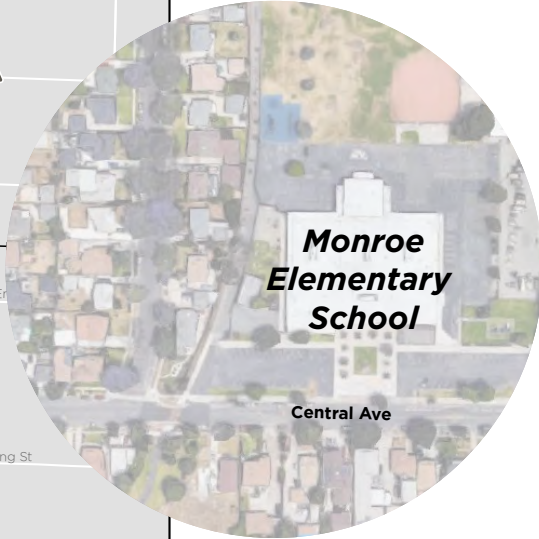
- Existing Shared-Use Path
- Existing Bike Lane
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- School Access Point





Monroe Elementary School Suggested Walking & Biking Routes

- Existing Shared-Used Path
- Planned Bike Lane
- Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- Traffic Circle
- School Access Point

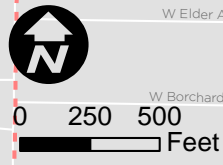


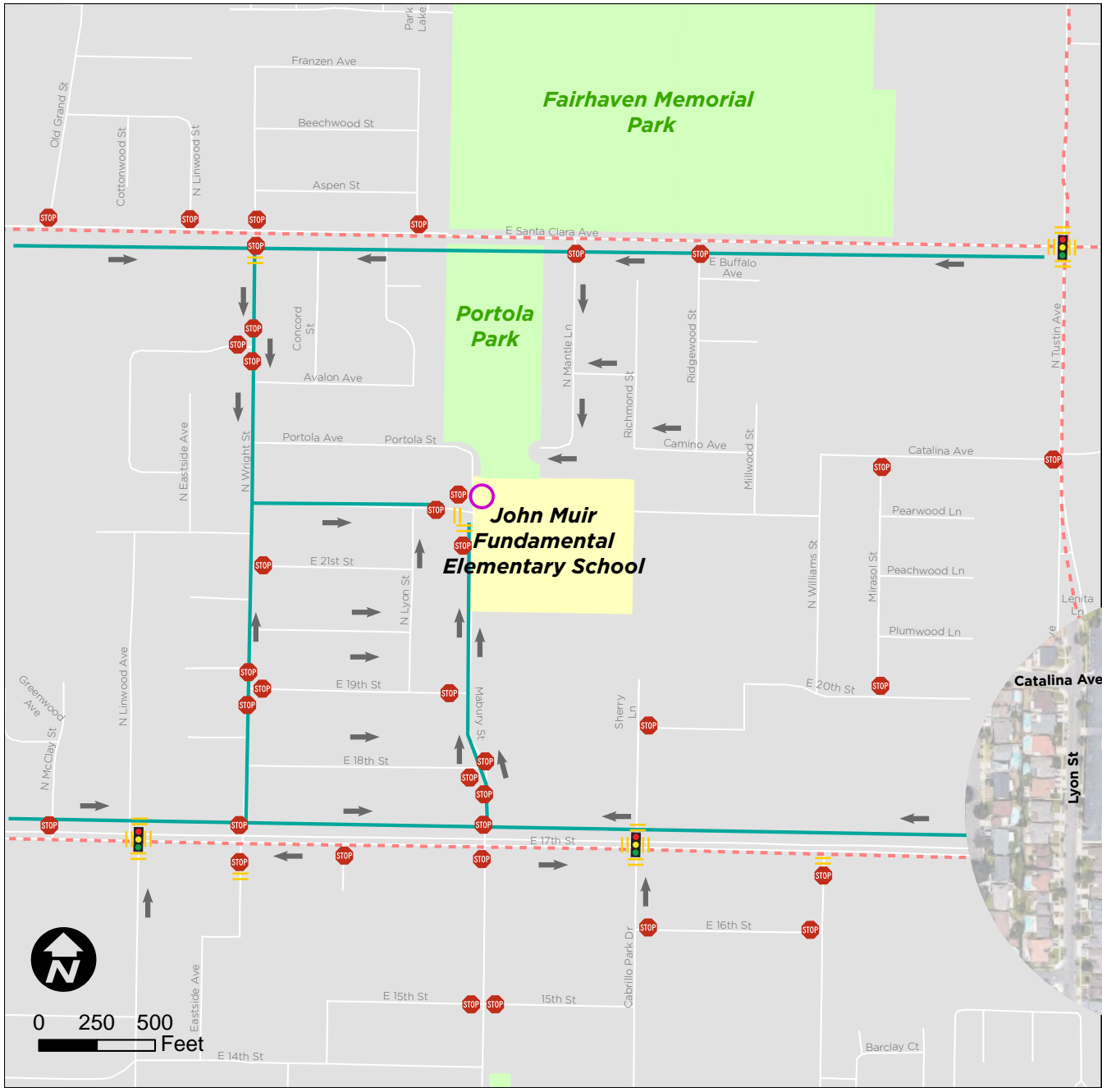


**Monte Vista Elementary School
Suggested Walking & Biking Routes**

- Existing Shared-Use Path
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

Monta Vista Ave
Monte Vista Elementary School
Townsend St

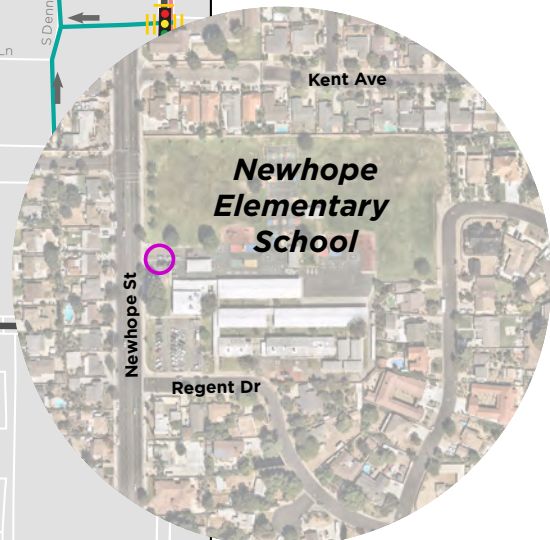
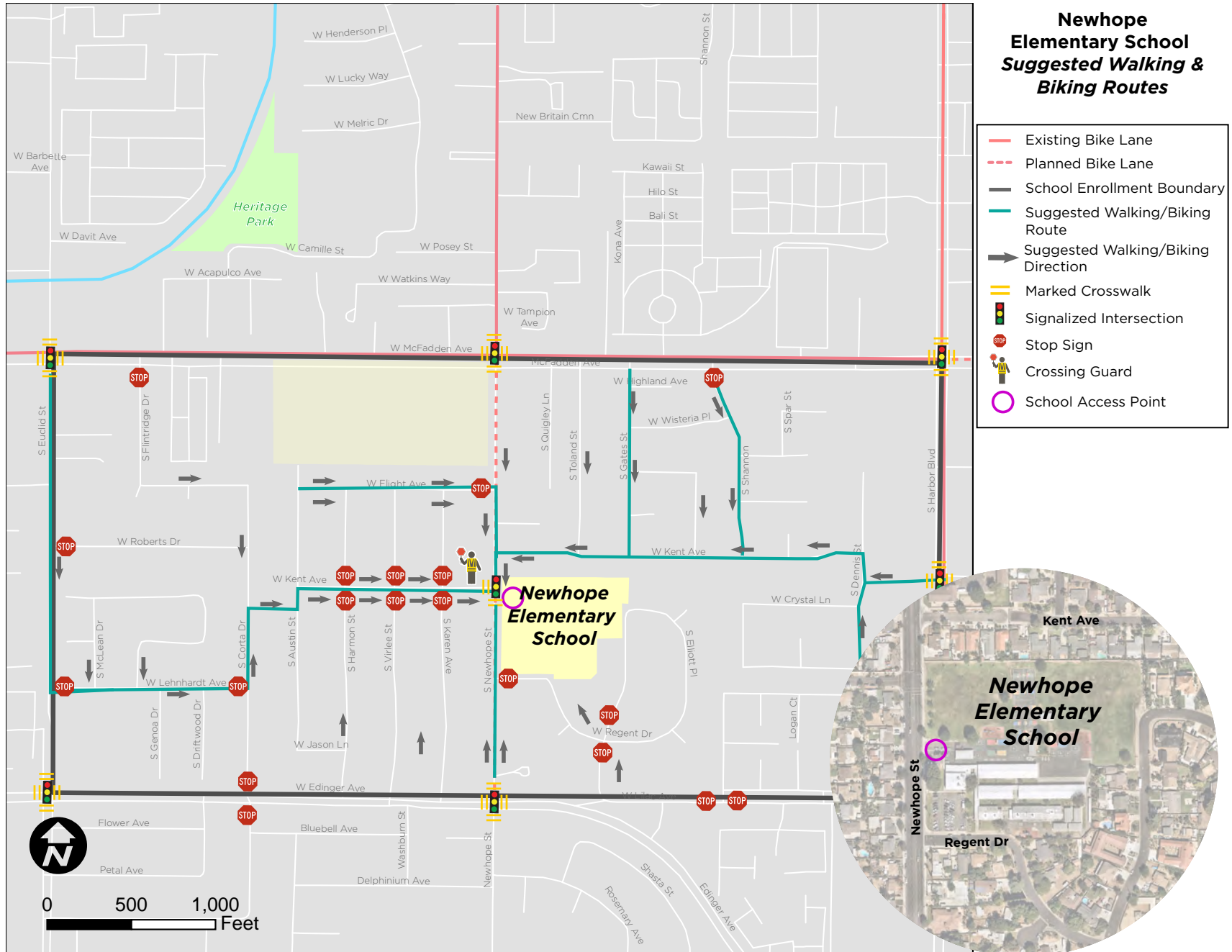




**John Muir Fundamental Elementary School
Suggested Walking & Biking Routes**

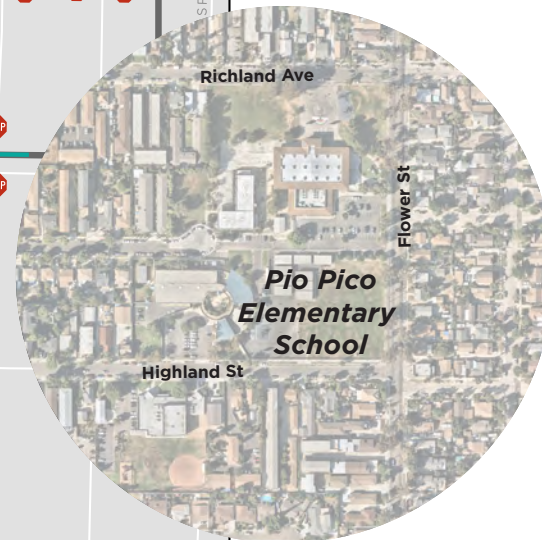
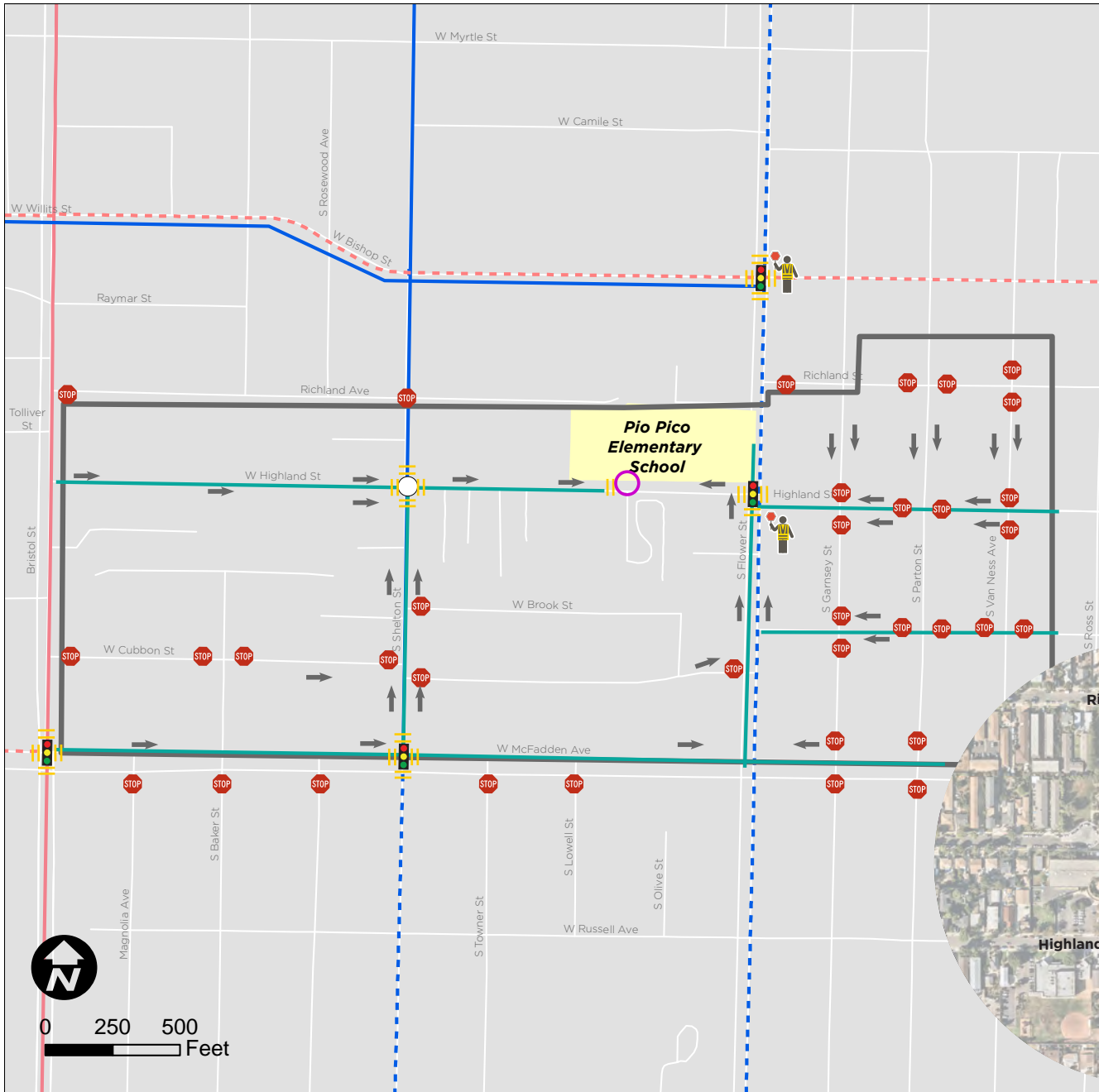
- - - Planned Bike Lane
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- = Marked Crosswalk
- Signaled Intersection
- Stop Sign
- School Access Point

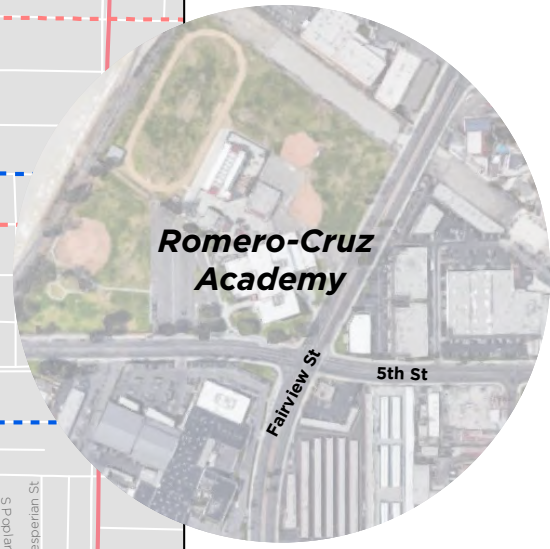
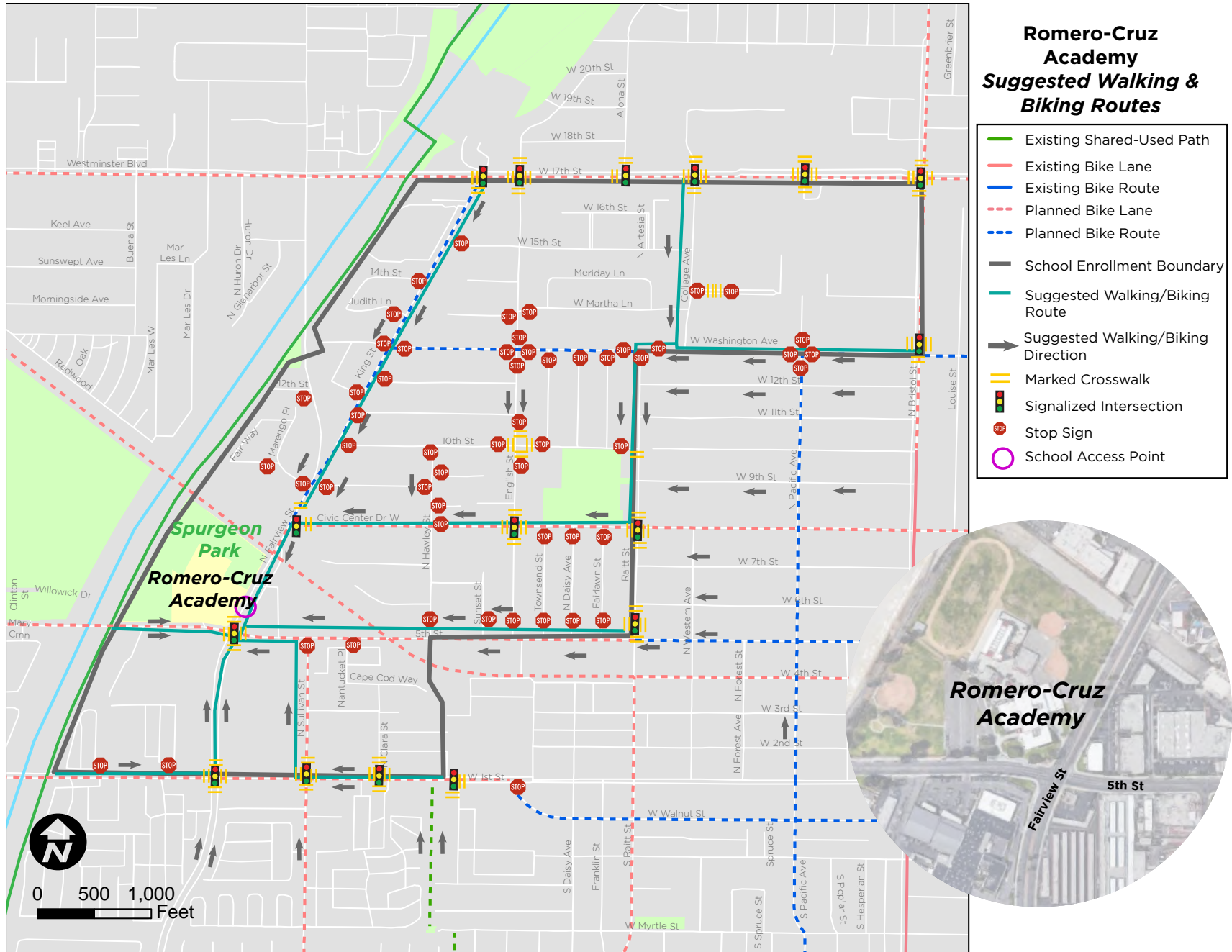


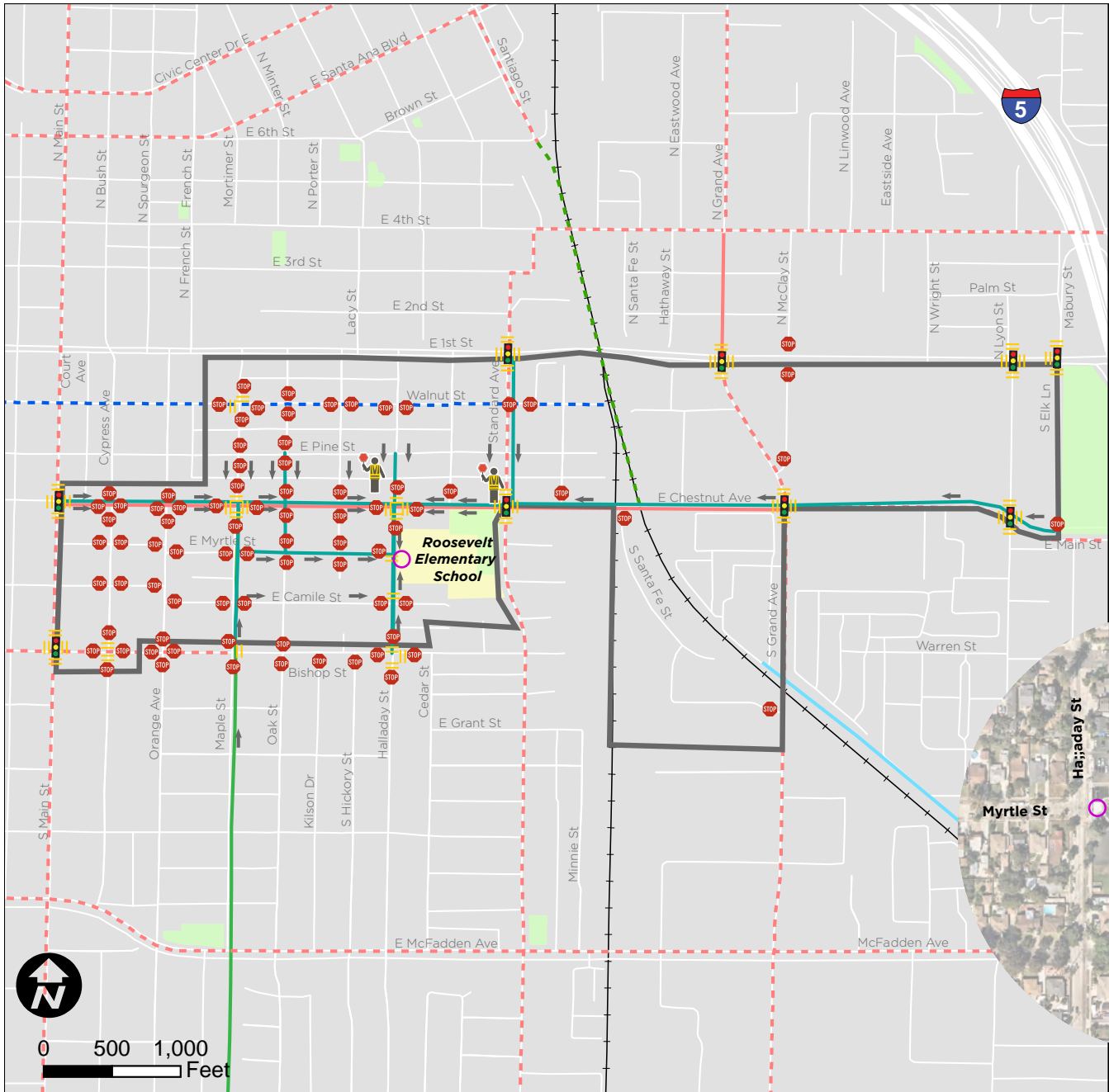


Pio Pico Elementary School Suggested Walking & Biking Routes

- Existing Bike Route
- Planned Bike Lane
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- Traffic Circle
- School Access Point

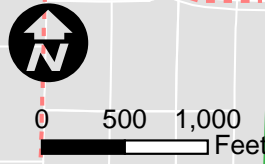
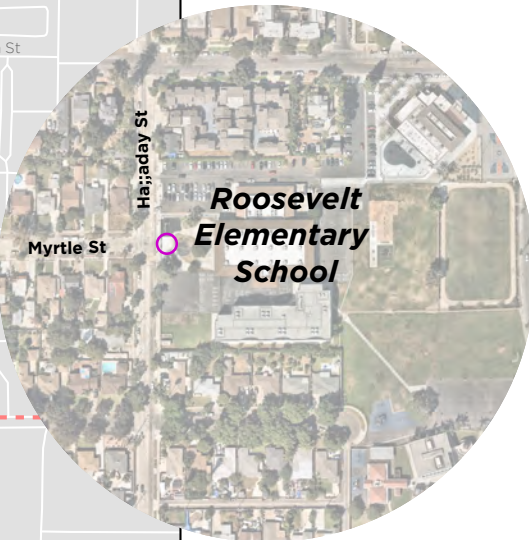


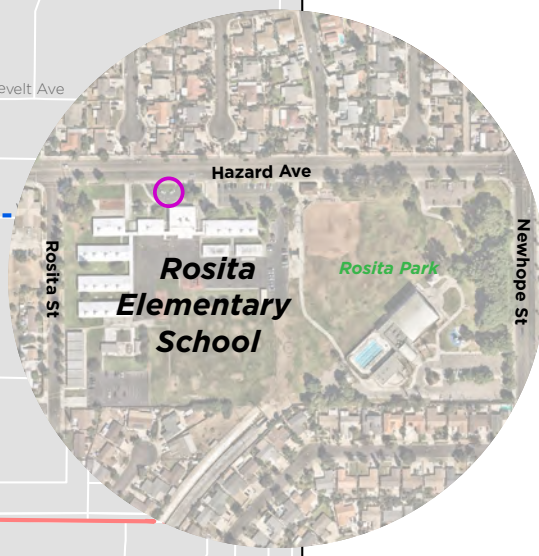
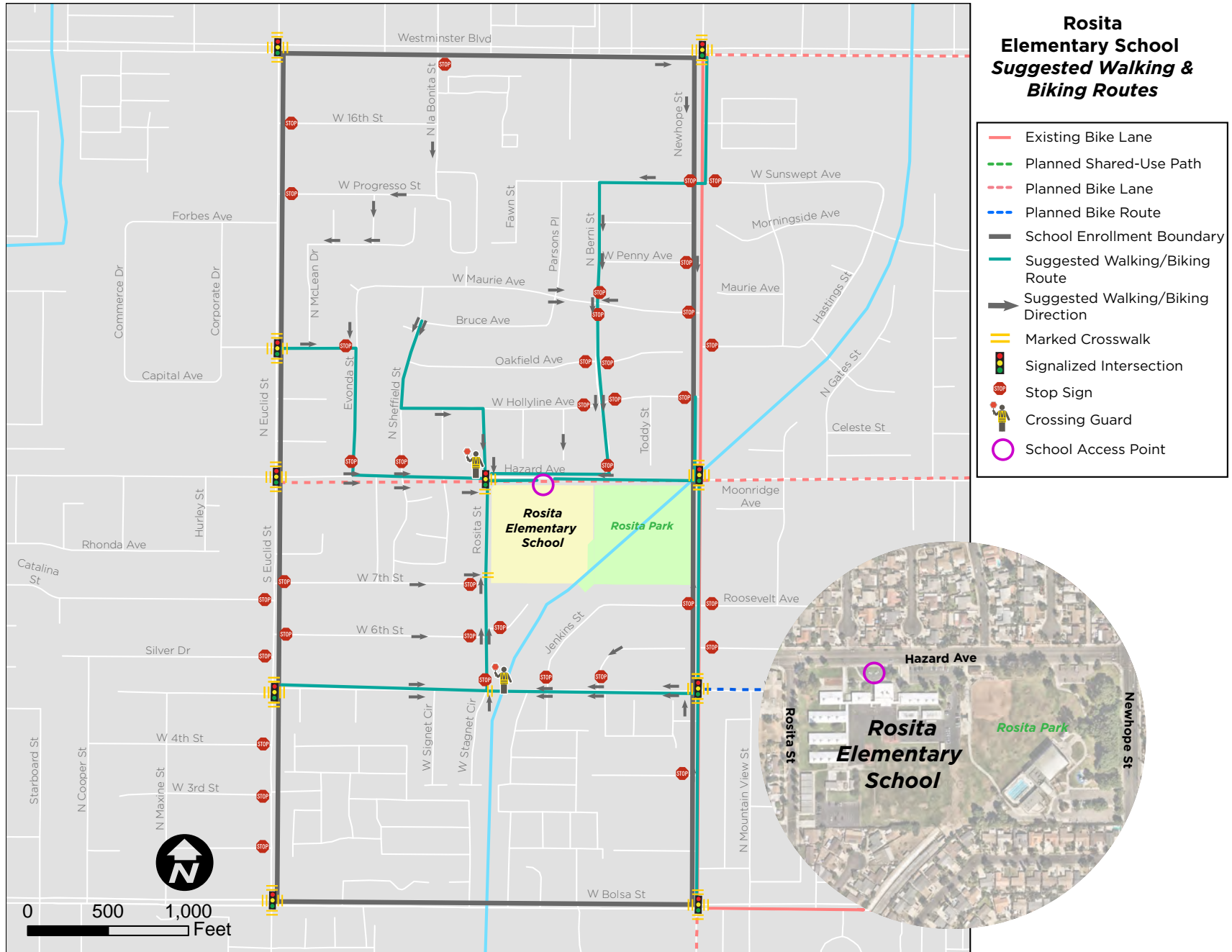





Roosevelt Elementary School Suggested Walking & Biking Routes

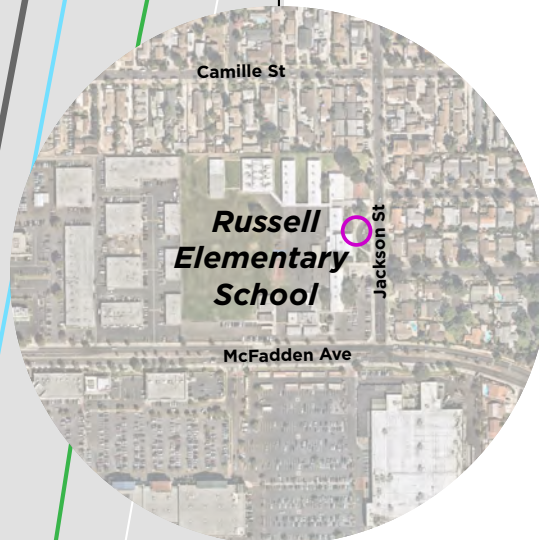
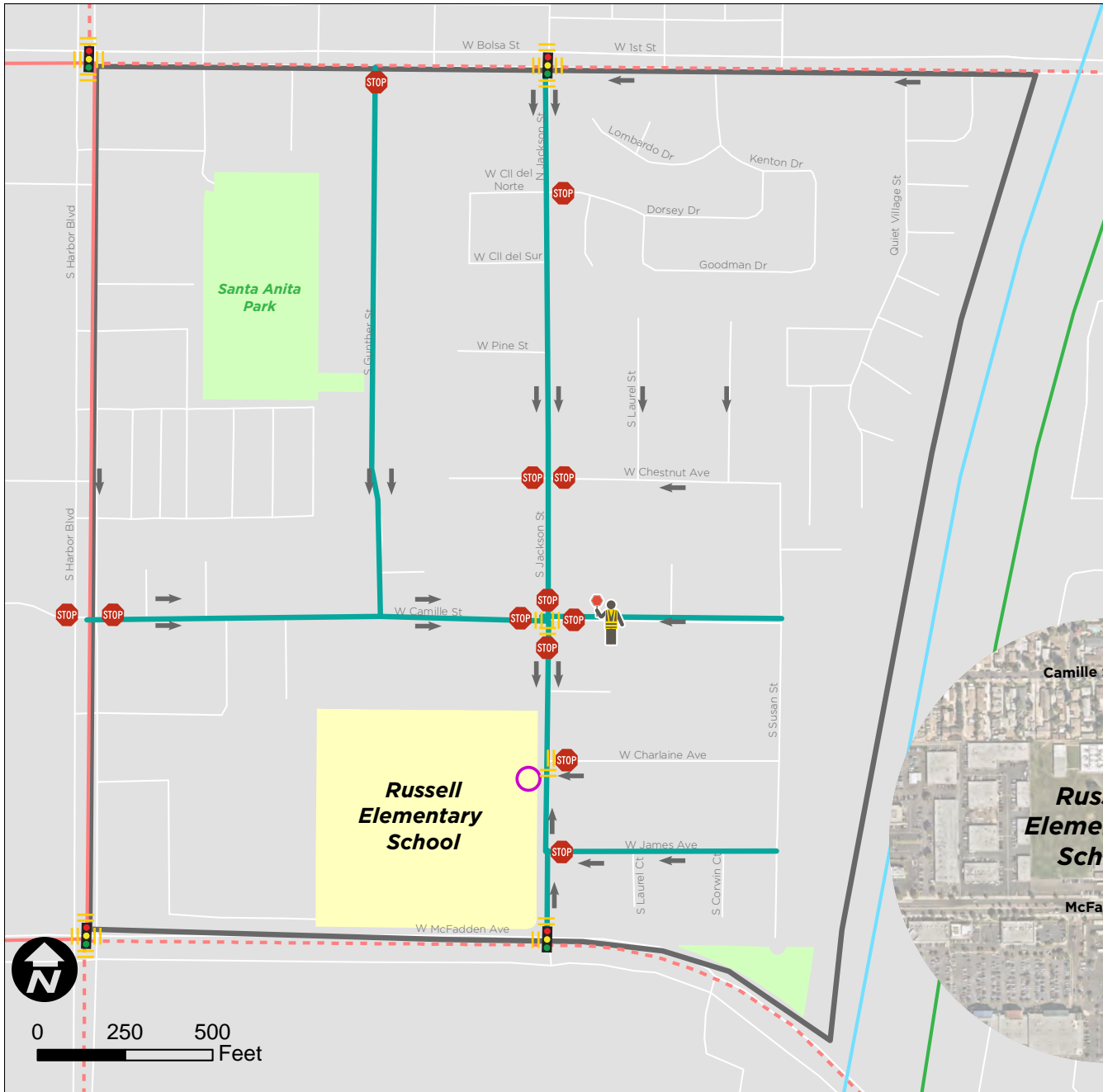
- Existing Shared-Use Path
- Existing Bike Lane
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

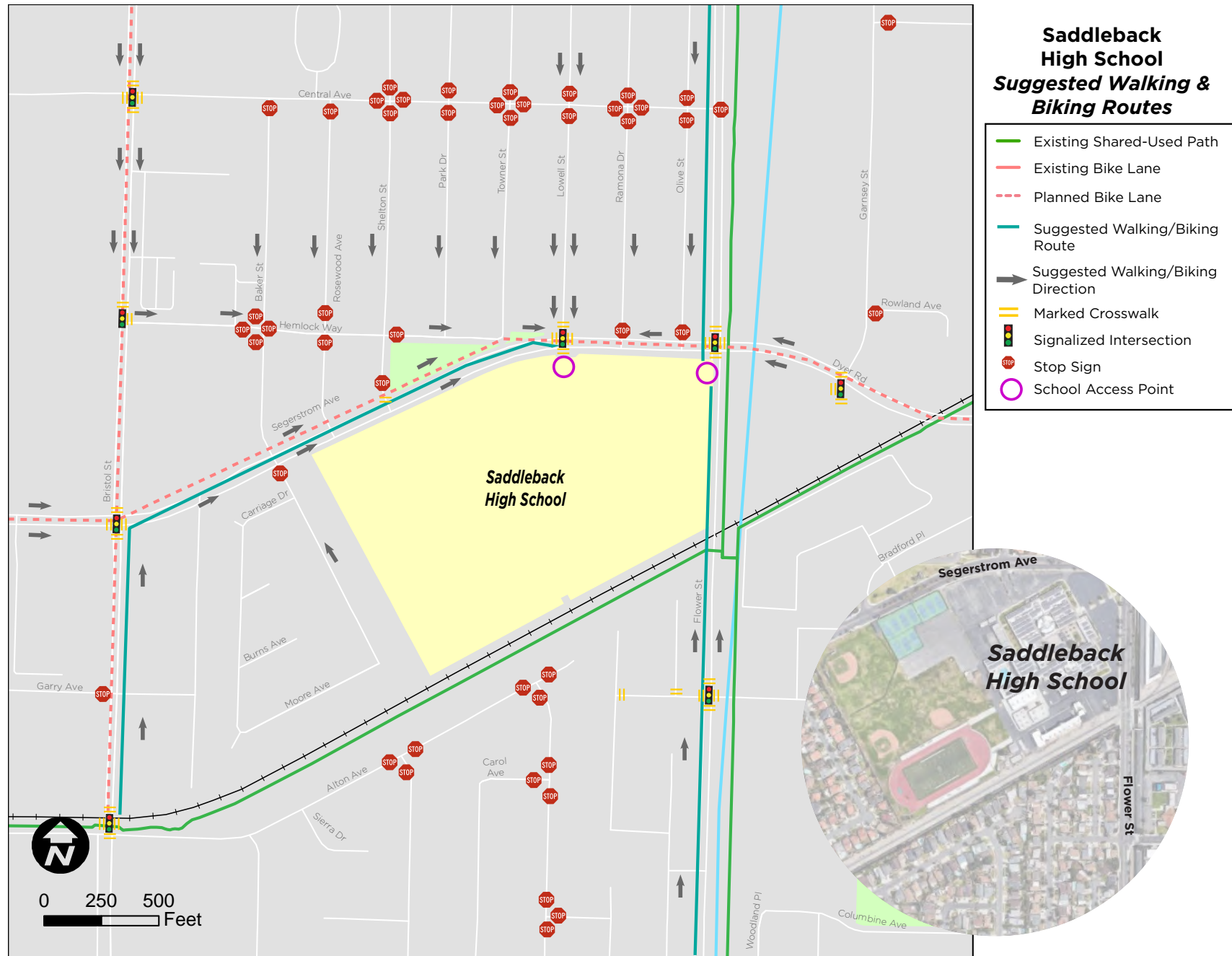


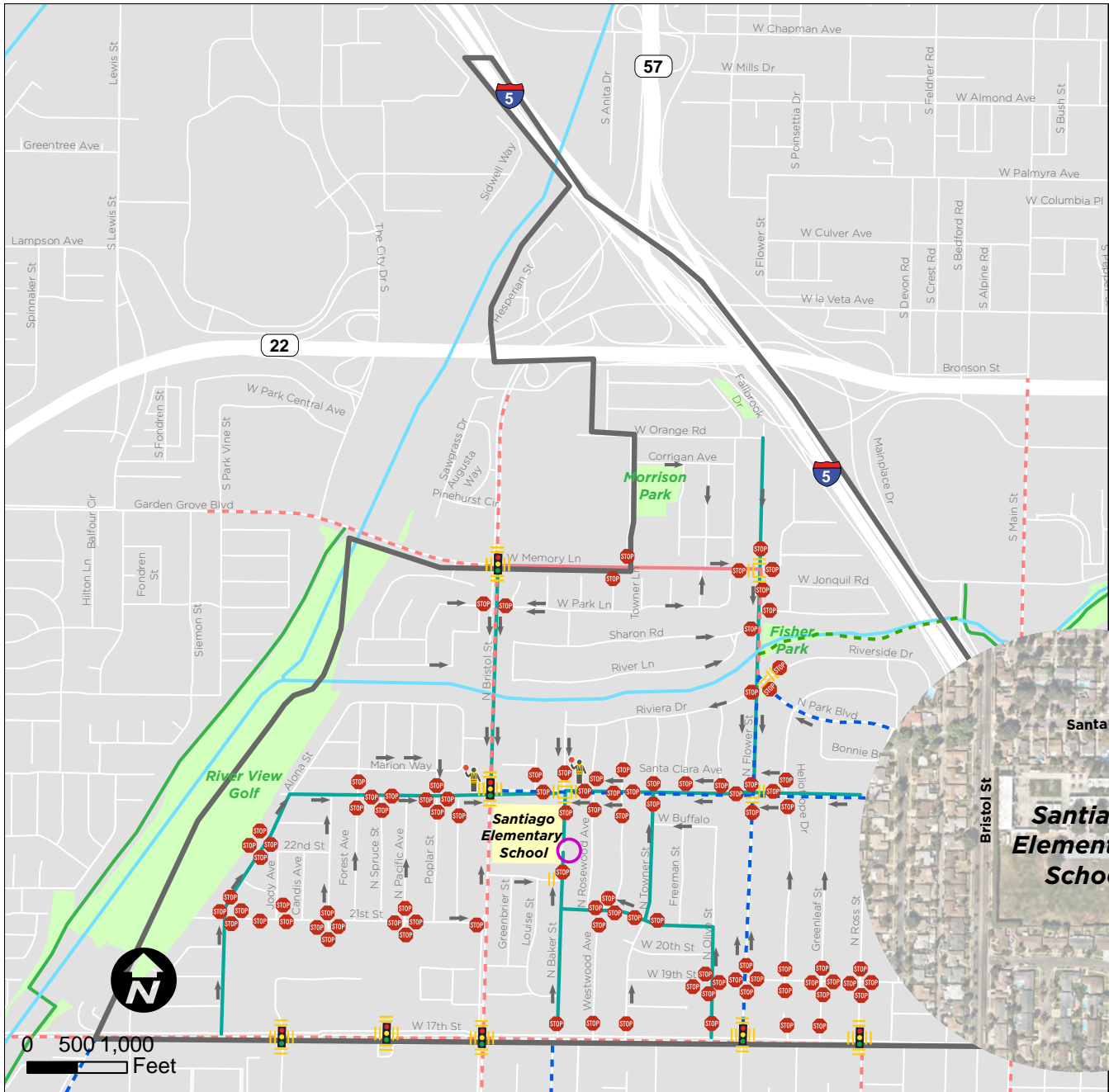


Russell Elementary School Suggested Walking & Biking Routes

-  Existing Shared-Use Path
-  Existing Bike Lane
-  Planned Shared-Use Path
-  Planned Bike Lane
-  School Enrollment Boundary
-  Suggested Walking/Biking Route
-  Suggested Walking/Biking Direction
-  Marked Crosswalk
-  Signalized Intersection
-  Stop Sign
-  Crossing Guard
-  School Access Point

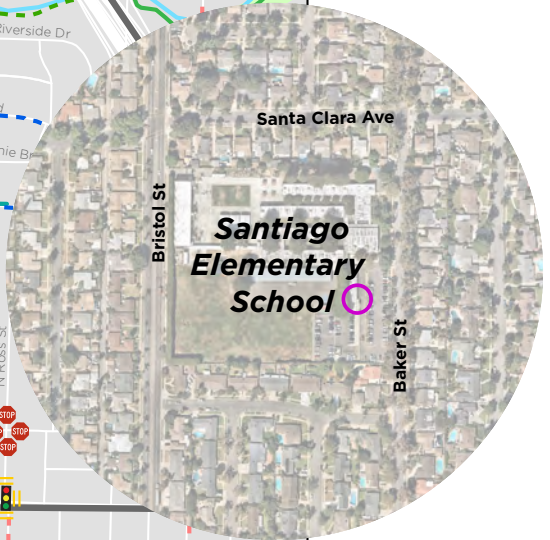


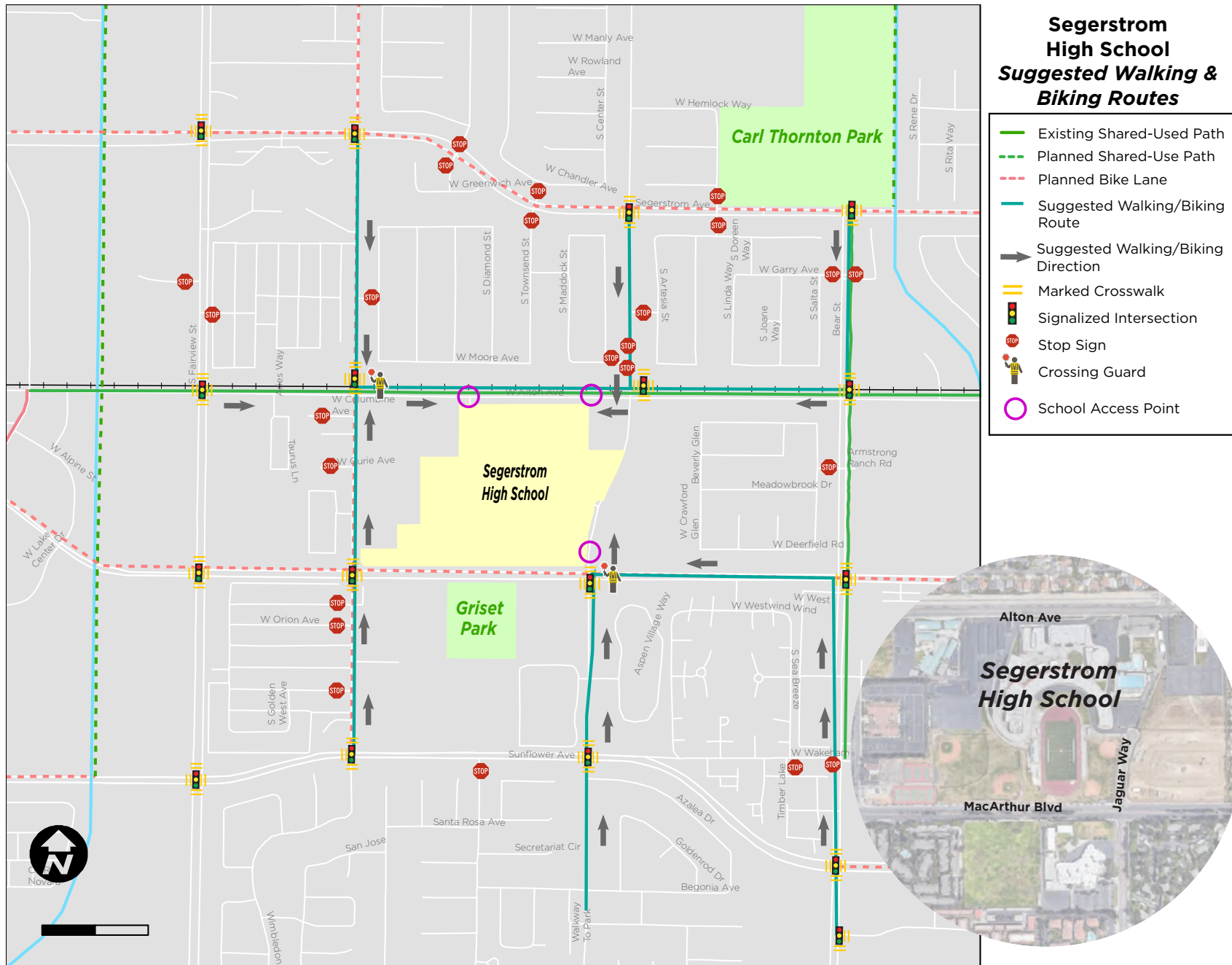




**Santiago Elementary School
Suggested Walking & Biking Routes**

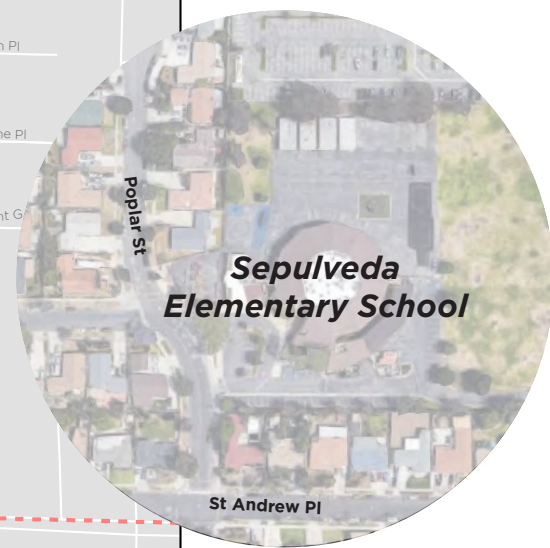
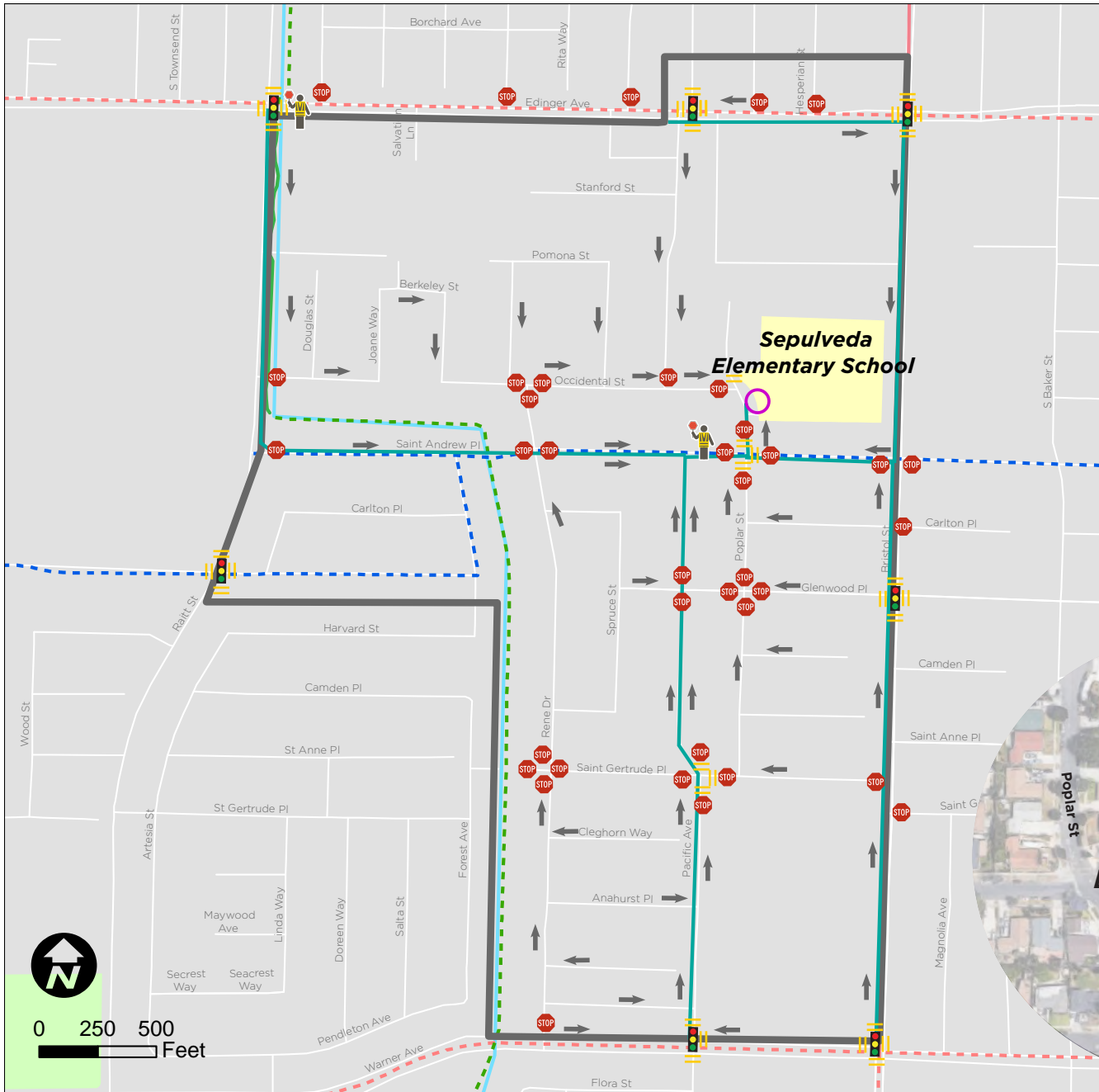
- Existing Shared-Use Path
- Existing Bike Lane
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point



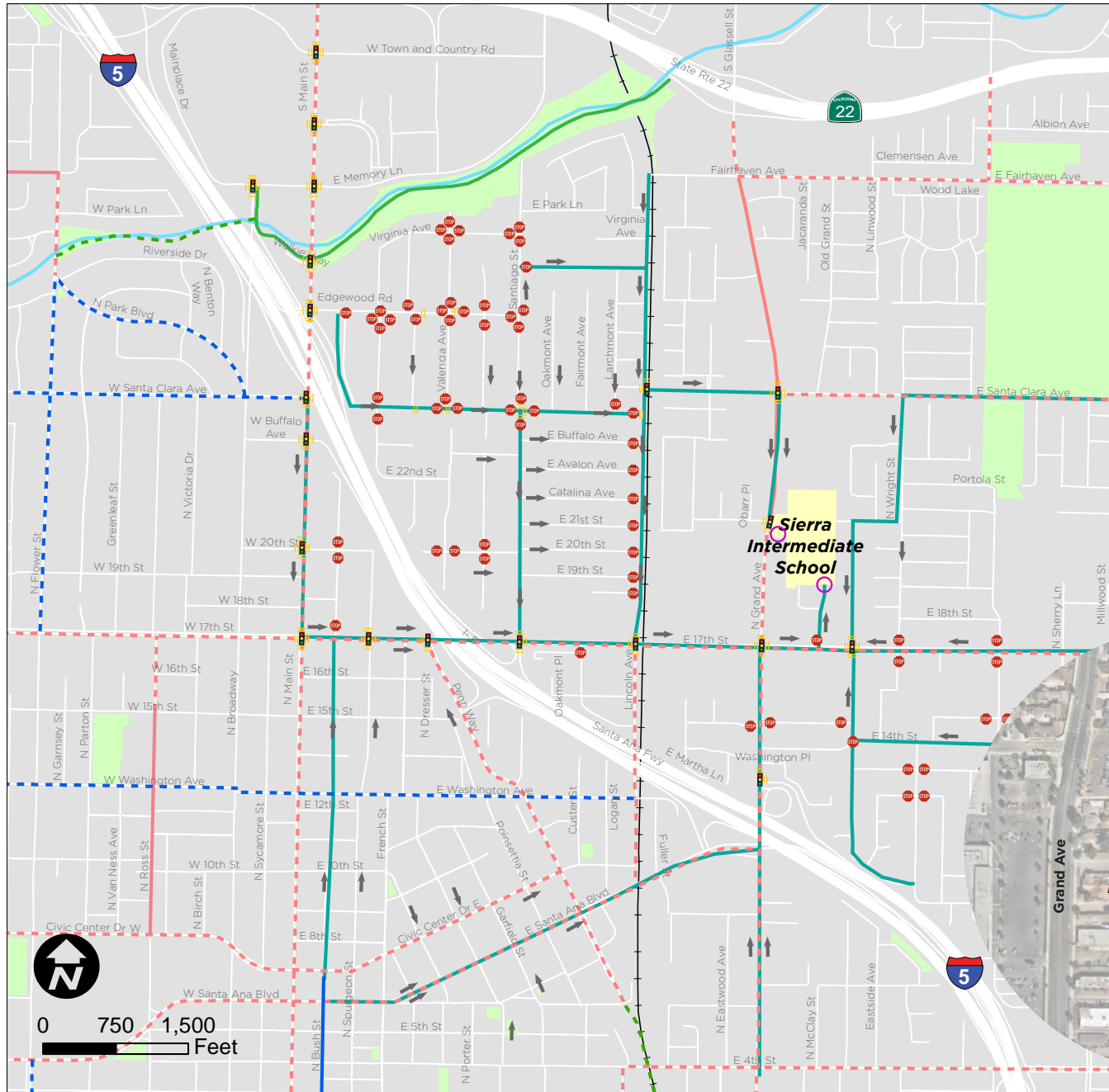


Sepulveda Elementary School Suggested Walking & Biking Routes

- Existing Bike Lane
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

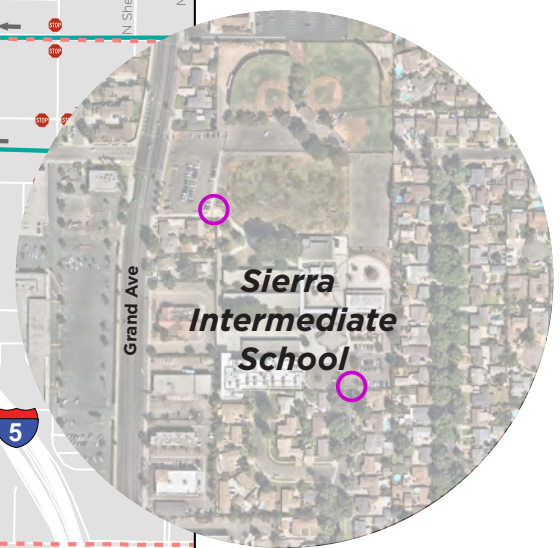


0 250 500 Feet



**Sierra Intermediate School
Suggested Walking & Biking Routes**

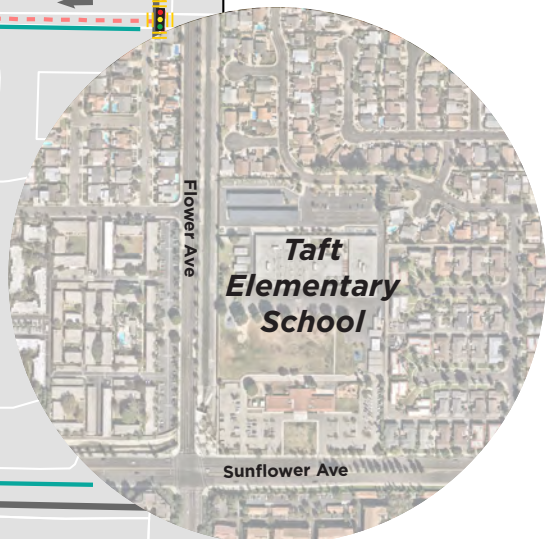
- Existing Shared-Use Path
- Existing Bike Lane
- Existing Bike Route
- Planned Shared-Use Path
- Planned Bike Lane
- Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- School Access Point

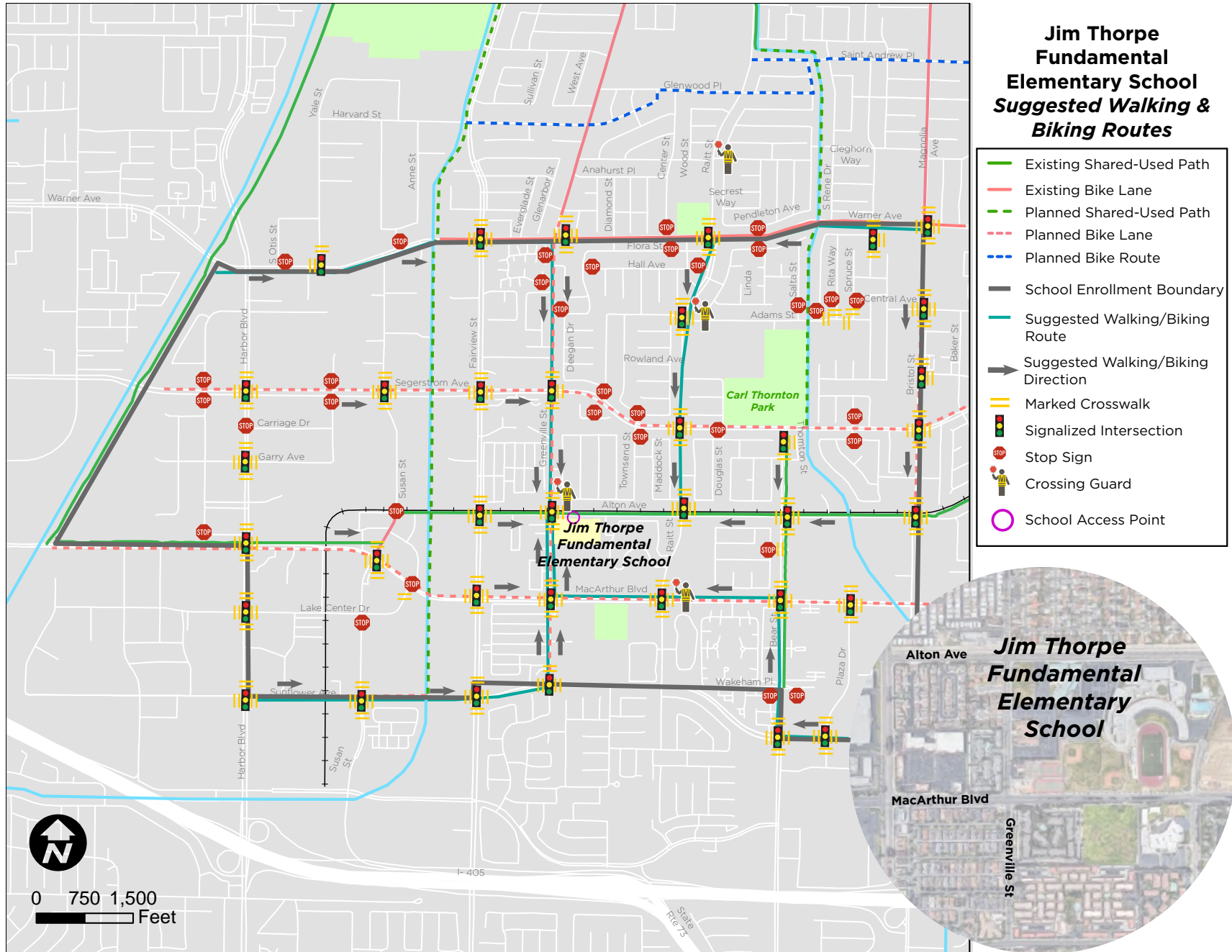


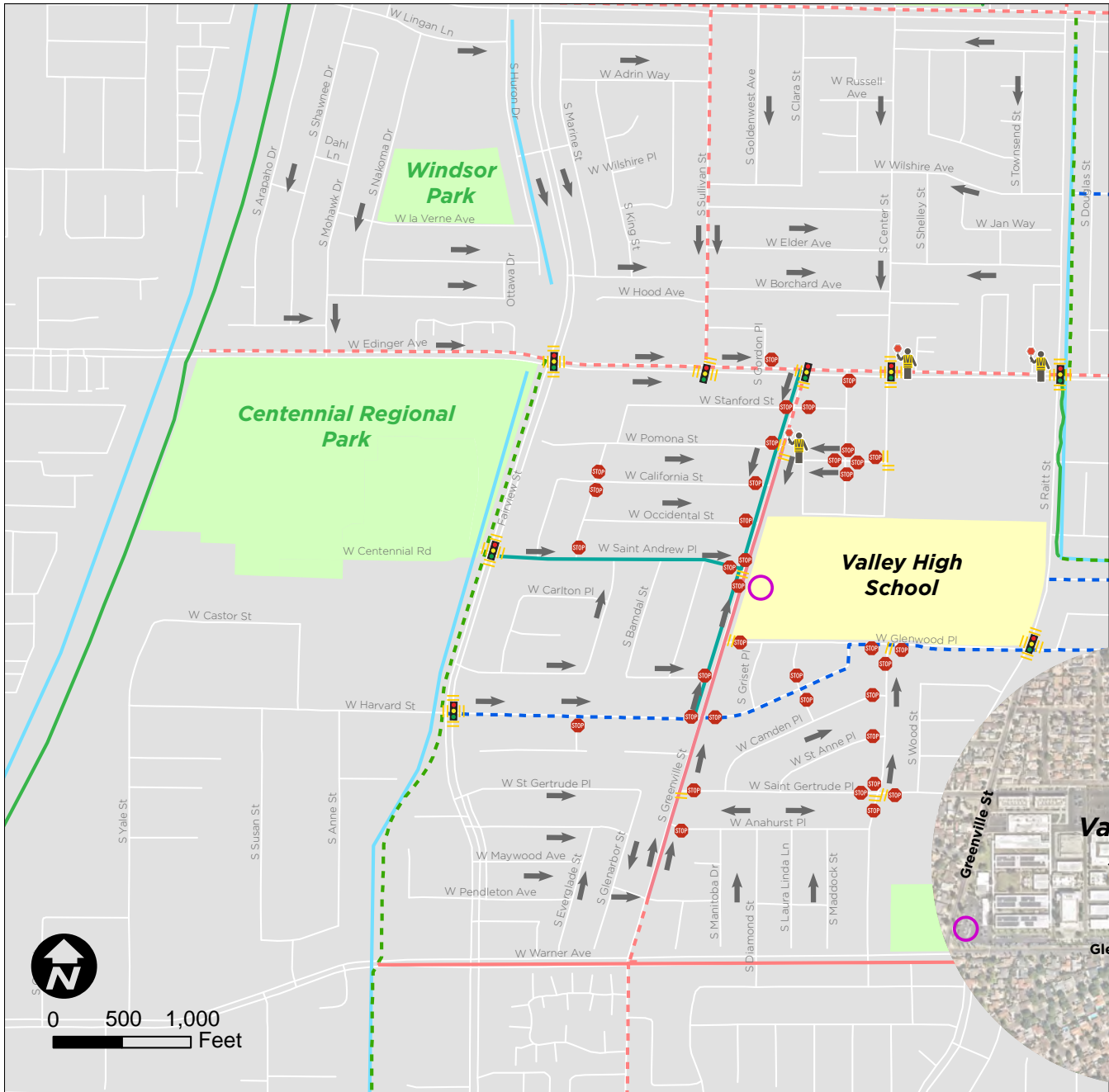
Sierra Intermediate School

Taft Elementary School Suggested Walking & Biking Routes

- Existing Shared-Use Path
- Planned Bike Lane
- School Enrollment Boundary
- + + Rail
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

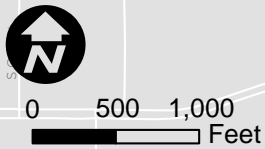
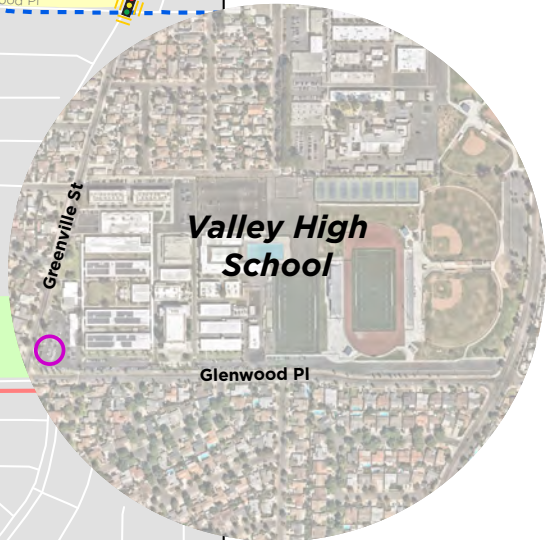


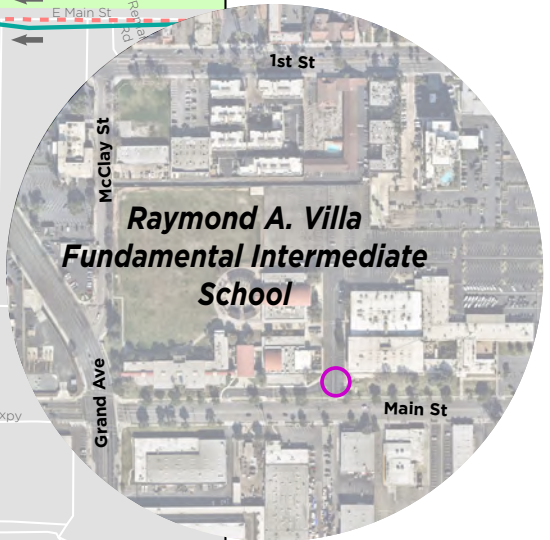
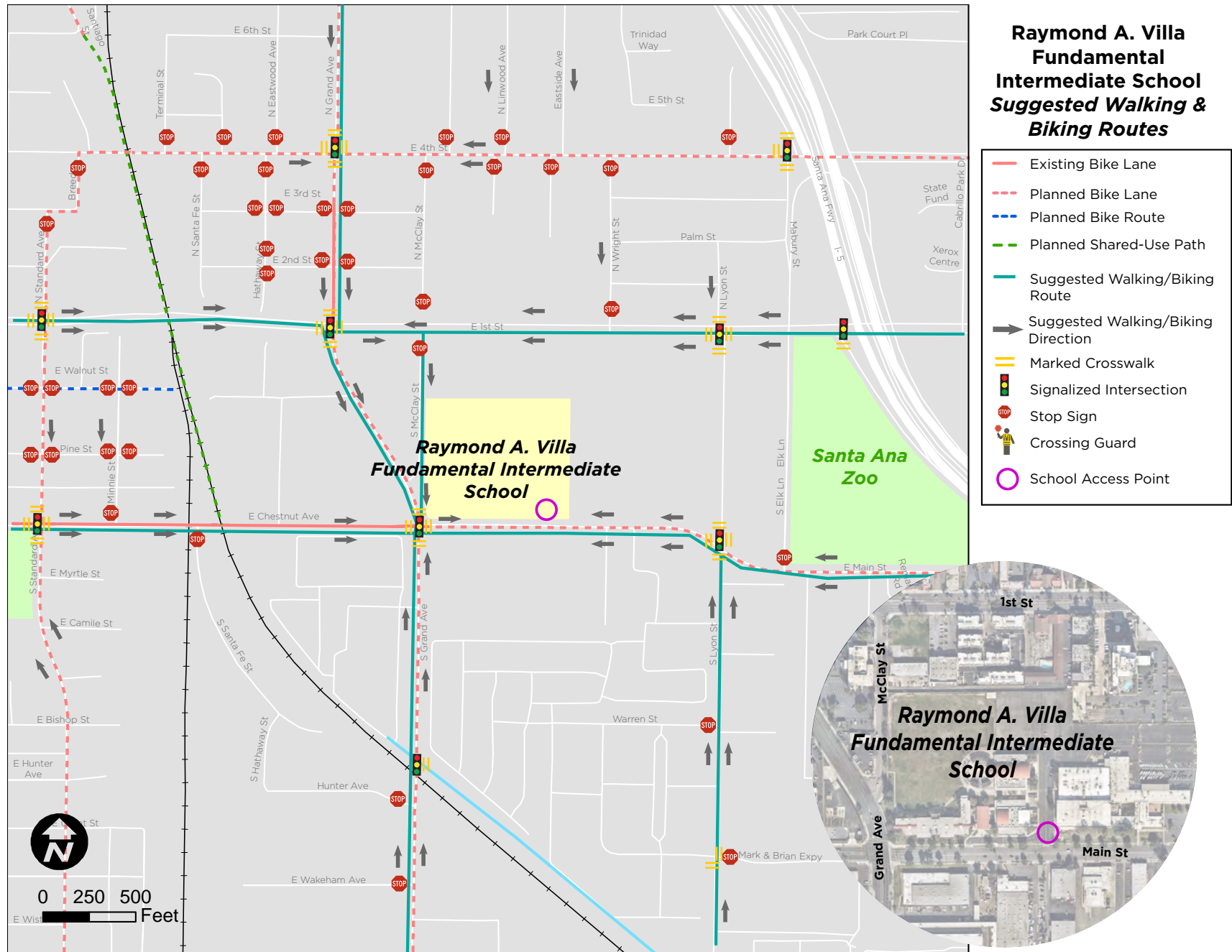


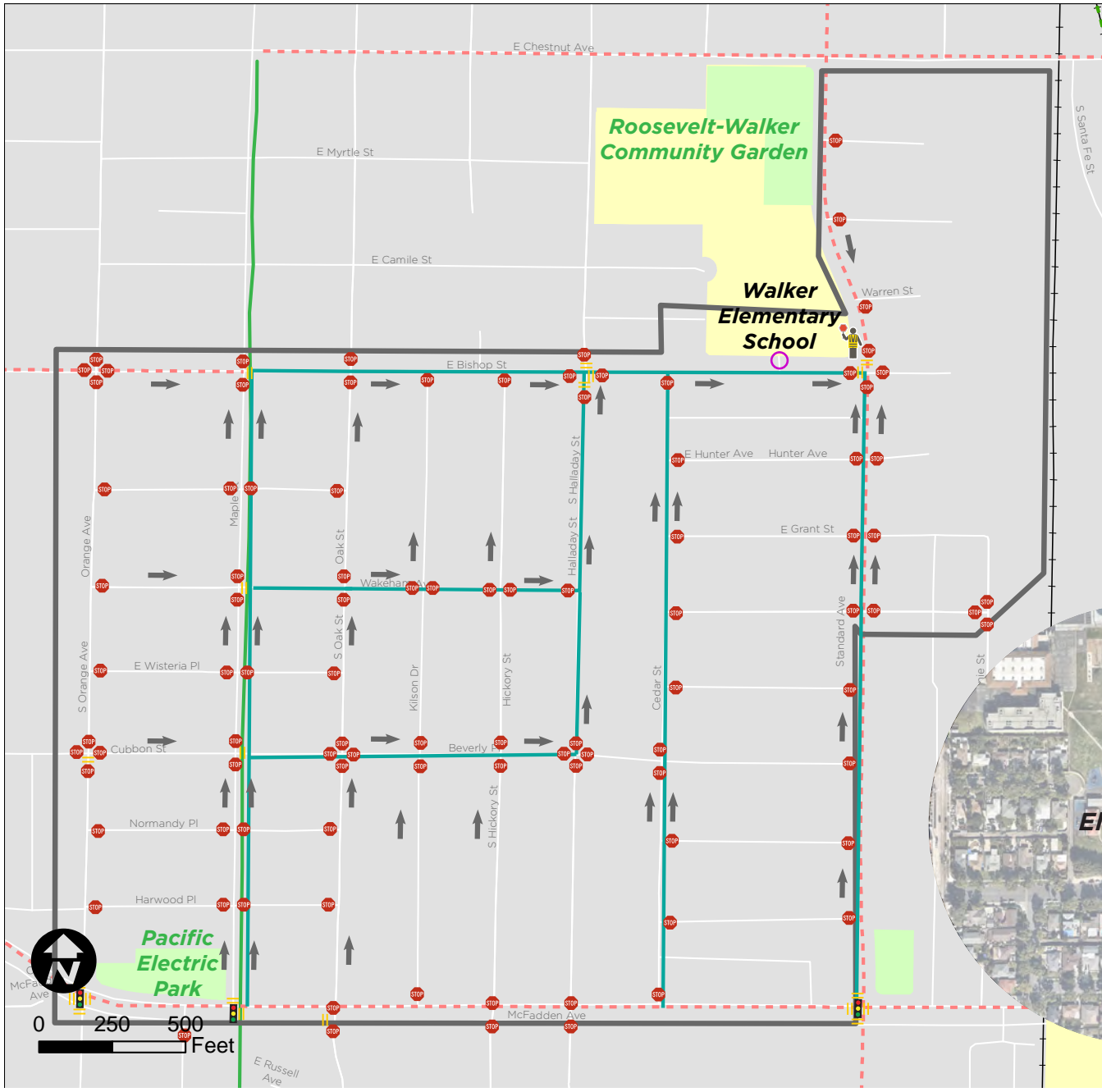


Valley High School Suggested Walking & Biking Routes

- Existing Shared-Use Path
- Existing Bike Lane
- - - Planned Shared-Use Path
- - - Planned Bike Lane
- - - Planned Bike Route
- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point

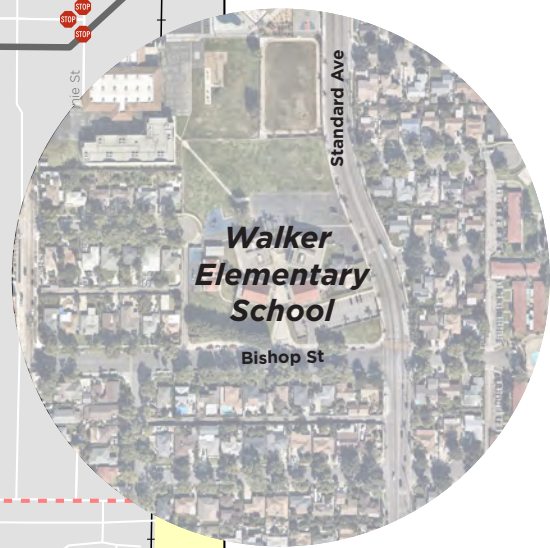


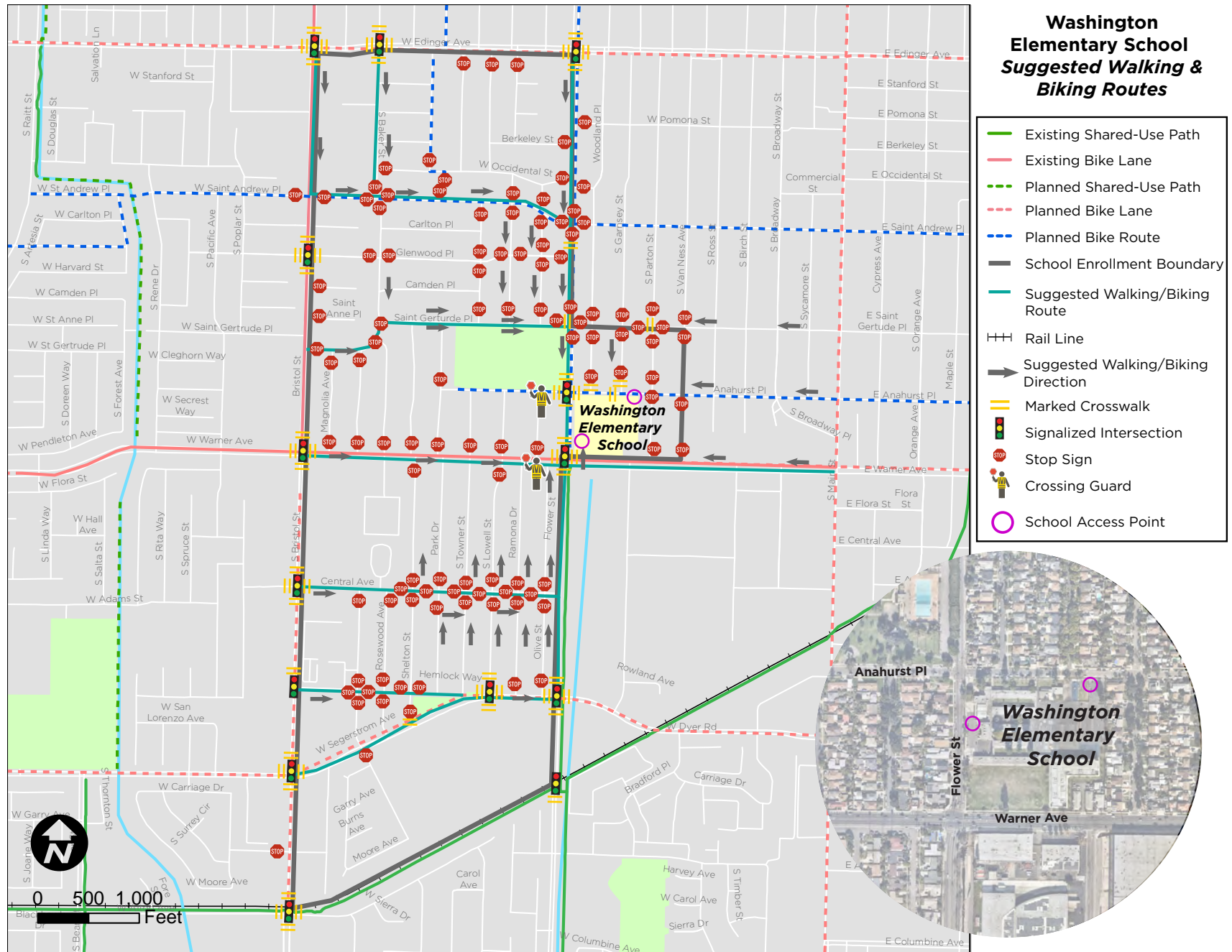




**Walker
Elementary School
Suggested Walking &
Biking Routes**

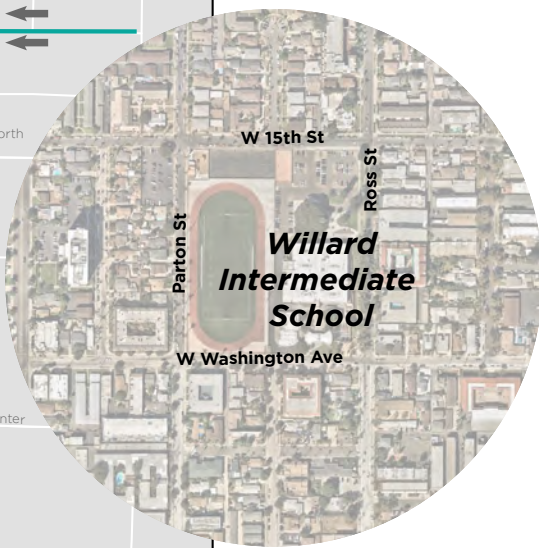
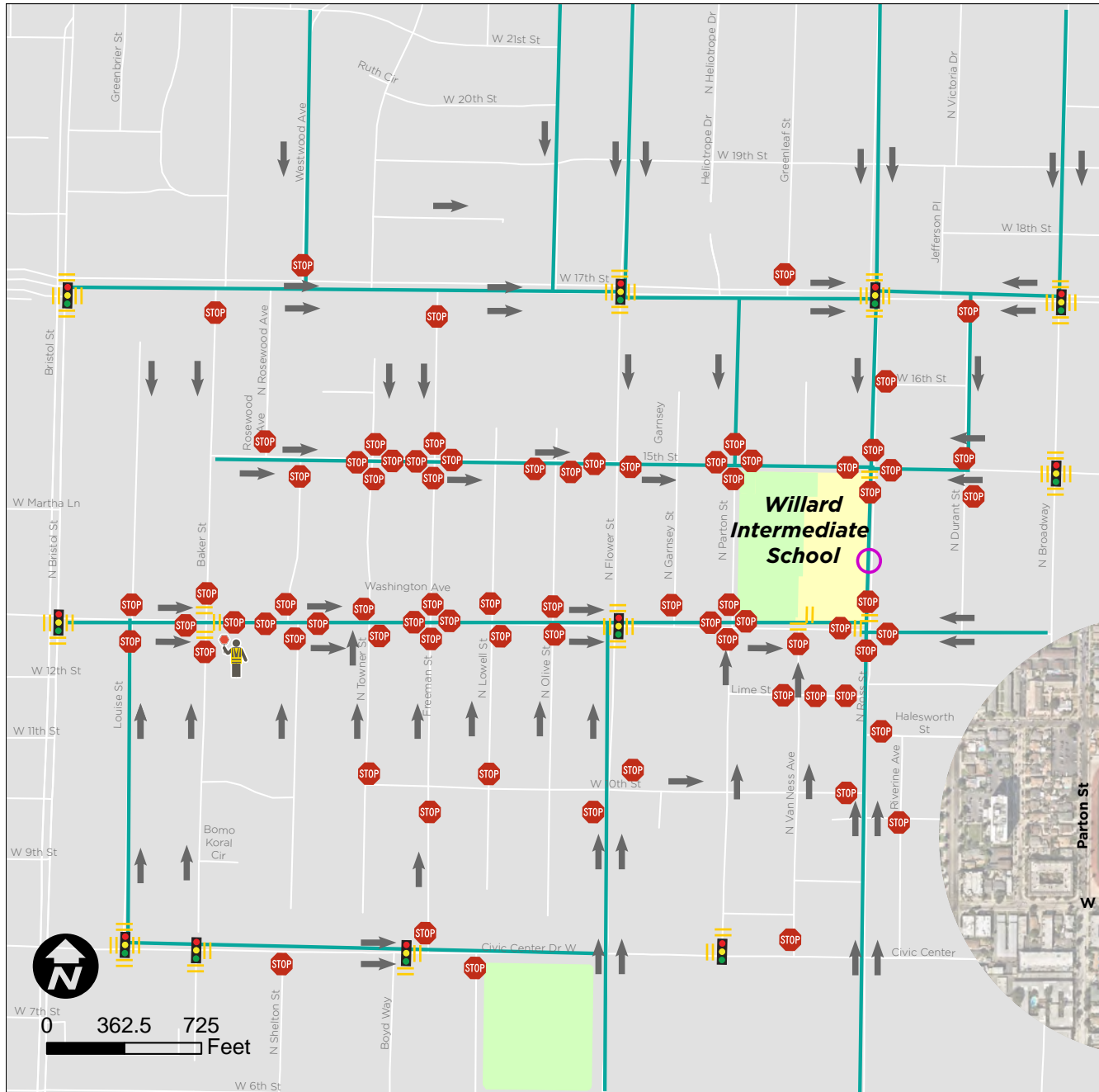
- Existing Shared-Use Path
- Planned Bike Lane
- School Enrollment Boundary
- Suggested Walking/Biking Route
- Rail Line
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point





Willard Intermediate School Suggested Walking & Biking Routes

- Suggested Walking/Biking Route
- Suggested Walking/Biking Direction
- Marked Crosswalk
- Signalized Intersection
- Stop Sign
- Crossing Guard
- School Access Point



0 362.5 725 Feet

