

**FEB
2021**



Oceanside Safe Routes to School Plan

ENVISIONING AN ACTIVE, HEALTHY OCEANSIDE

Acknowledgements

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Dedication

**The Oceanside Safe Routes to School Plan is respectfully
dedicated to the memory of Logan Lipton.**

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CHAPTER

1



The Vision **for Safe Routes to School in Oceanside**

Introduction + Background

The Oceanside Safe Routes to School (SRTS) Plan is the culmination of extensive outreach, engagement, and data collection and analysis that *envisions an Oceanside where all students and their families have access to safe, convenient, and healthy modes of transportation to and from school.*

With funding from the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program, the City of Oceanside and the SRTS Plan project teams spent more than two years developing its SRTS Plan, reviewing walking and biking conditions around 26 public elementary, middle, and high schools. The City and the SRTS Plan project team listened to school staff, parents and caregivers, residents, and students to understand mobility challenges around each school.



What is SRTS?

SRTS is a strategy that improves pedestrian and bicycle travel conditions around schools in order to increase opportunities for students and their families to use active modes of transportation to get to and from school. SRTS is typically divided into two categories- infrastructure and non-Infrastructure. Infrastructure, also called engineering, seeks to improve the physical built environment that makes active modes of travel safe, convenient, and comfortable. Infrastructure is an important part of SRTS because it allows communities to design and build sidewalks, paths, crossings, and streets that are safer for all users and more conducive for using active modes of transportation. Non-infrastructure, also called encouragement or education, complements infrastructure by promoting activities that make active modes of travel to school more attractive, fun, and interesting while also teaching skills to do so safely.

SRTS is a critical part of building healthier, safer, and more equitable communities. SRTS has myriad benefits including:



- Improved safety for pedestrians and bicyclists



- Reduced traffic congestion
- Improved air quality
- Improved health



- Improved academic achievement
- Fundamental and lifelong pedestrian skills learned



- Benefit to the local economy
- Better sense of community



- More transportation options for everyone
- Strengthened family bonds

How to Use This Plan

The SRTS Plan documents the activities, data collection, and analyses for the City of Oceanside that resulted in actionable infrastructure and non-infrastructure recommendations. Various stakeholders can use the SRTS Plan to identify the content that is important and relevant to them. The following are some examples:

Parents/Caregivers can use the SRTS Plan to understand the conditions at their student's school and to become familiar with suggested routes for walking and biking to school.

Oceanside Unified School District (OUSD) and Vista Unified School District (VUSD) staff can use the SRTS Plan to continue or develop programs that educate and encourage students and parents/caregivers to seek alternatives to automobile trips to school. They can also use the findings in the SRTS Plan to obtain grant funding or achievement awards.

City of Oceanside staff can use the 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.



CHAPTER

2



Oceanside Today

Introduction

Oceanside is located in the most northern part of San Diego County. Given its climate and connectivity to transit—the Oceanside Transit Center serves as a major mobility hub connecting riders to Downtown San Diego, the Inland Empire, Orange and Los Angeles Counties, and northeast San Diego County--Oceanside is ideal for walking and bicycling as daily modes of transportation for children, families, and residents. **Figure 1** shows the overall city and the location of each participating school.

Oceanside has a population of just over 175,000. Oceanside's residents are 46.8% White, 36.2% Hispanic or Latino, 7.4% Asian, 4.5% African American, 0.9% Native American and Alaska Native, 0.8% Native Hawaiian and Pacific Islander, and 3.4% Other (Source: Census, 2020). The following table shows the different population demographics in the City.

Oceanside has a median household income of \$72,697, with 10.2% of the population living below the federal poverty line. **Figure 2** shows the City's median household income by census tract.

Oceanside has demonstrated a commitment to improving health outcomes of its residents through its continued dedication to identifying, implementing, and sustaining active transportation strategies, including installing secured bike storage stations and increasing the number of Class 1 and Class 2 lanes throughout the City. In May 2019 the City adopted a Climate Action Plan that will help meet greenhouse gas (GHG) emissions reduction while maintaining quality of life, economic development, and social equity throughout the community. Furthermore, the City is beginning work on a Trails Master Plan and Active Transportation Plan.

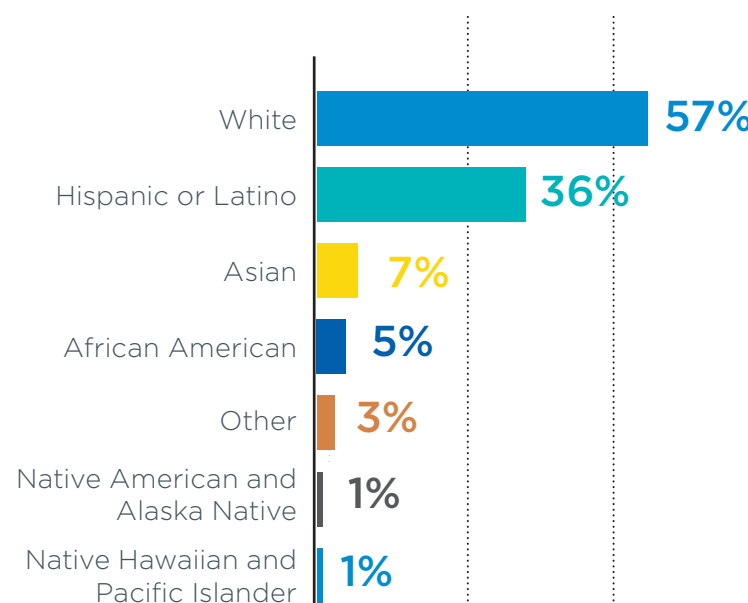


Figure 1. Project Location

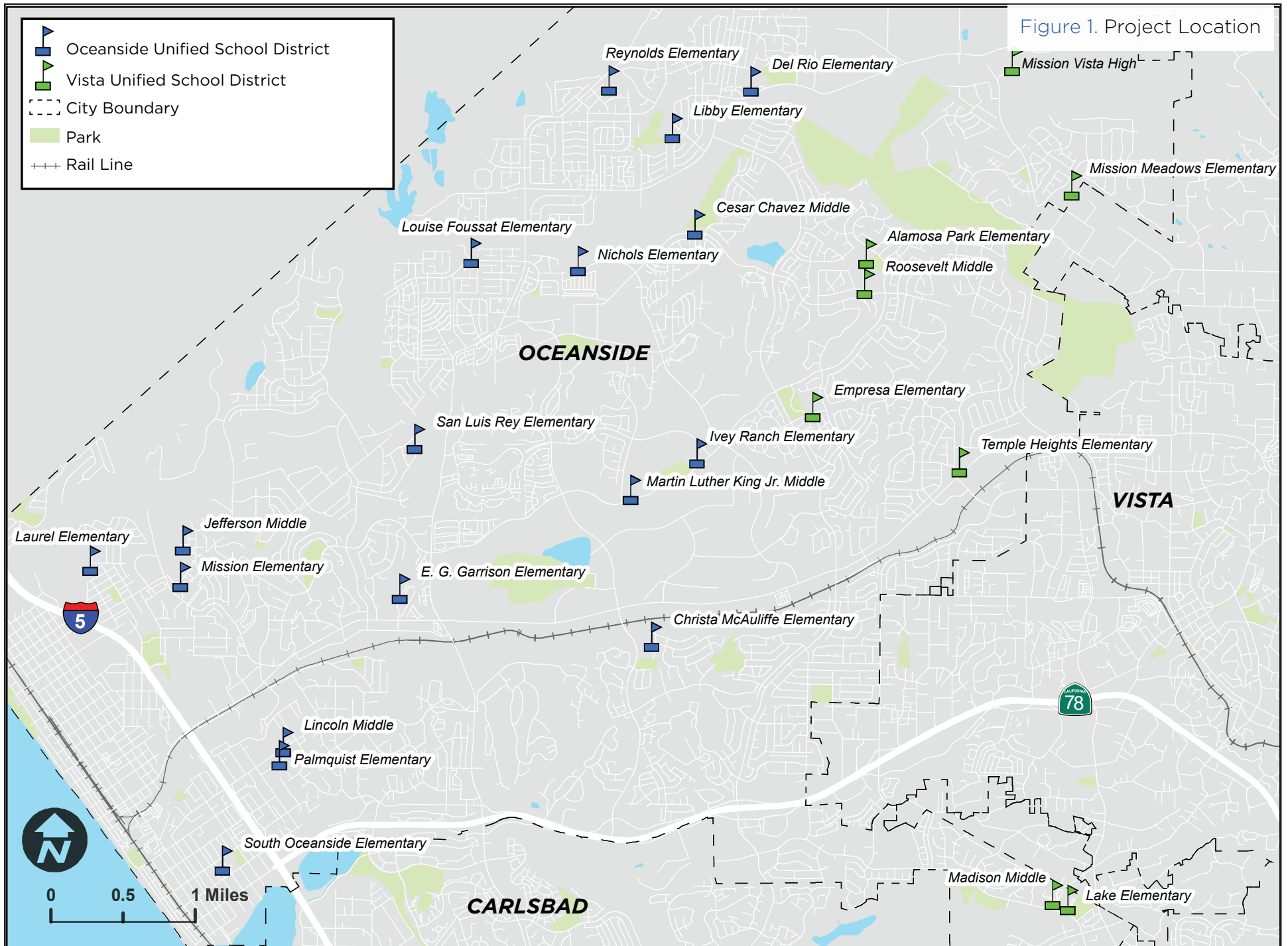
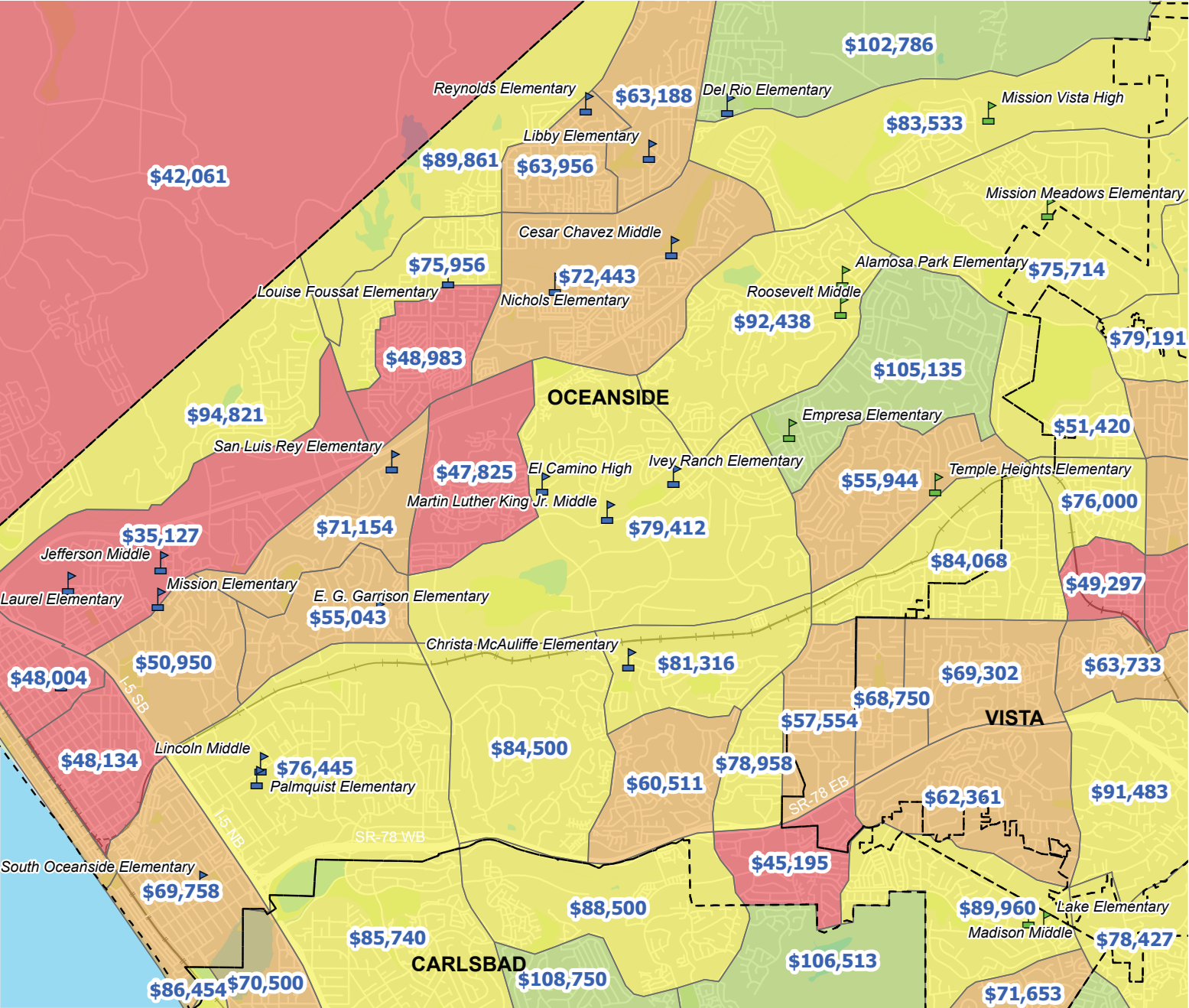


Figure 2. Median Household Income

MEDIAN HOUSEHOLD INCOME

Income

- <\$50,000
- \$50,001 - \$75,000
- \$75,001 - \$100,000
- \$100,001 - \$150,000
- >\$250,000
- Oceanside Unified Schools
- Vista Unified Schools
- City Boundary



Health Conditions

The California Healthy Places Index (HPI) is a tool that combines 25 community characteristics into a single score, which correlate to life expectancy at birth.

Figure 3 maps the different HPI scores by census tract Oceanside has a HPI score of 50.1. What this means is that Oceanside has better healthy community conditions than 49.9% of other California cities. For comparison purposes, the neighboring cities of Carlsbad and Vista have HPI scores of 84.6 and 34.9, respectively.

Collisions

Between 2012 and 2017, there were 126 collisions that involved a person riding a bicycle and 195 collisions that involved a person walking within a half mile of each Oceanside school (Source: Transportation Injury Mapping System). A bicycle or pedestrian-related collision may involve a second party (e.g. motor vehicle, pedestrian, bicycle, stationary object) or no second party (e.g. the person riding a bicycle has a solo crash due to slippery road conditions or rider error).

Figure 4 shows the concentration of bicycle and pedestrian involved collisions throughout the City. As the

map shows, there is a higher concentration of collisions along major corridors and within the downtown region of Oceanside.

Table 1 shows the top five intersections with the highest bicycle and pedestrian collisions and corresponding schools. **Figure 5** shows what the top five most common collisions were. The most common collision factor was a party violating the automobile right of way. The next most common collision factor was by a certain action by a pedestrian.

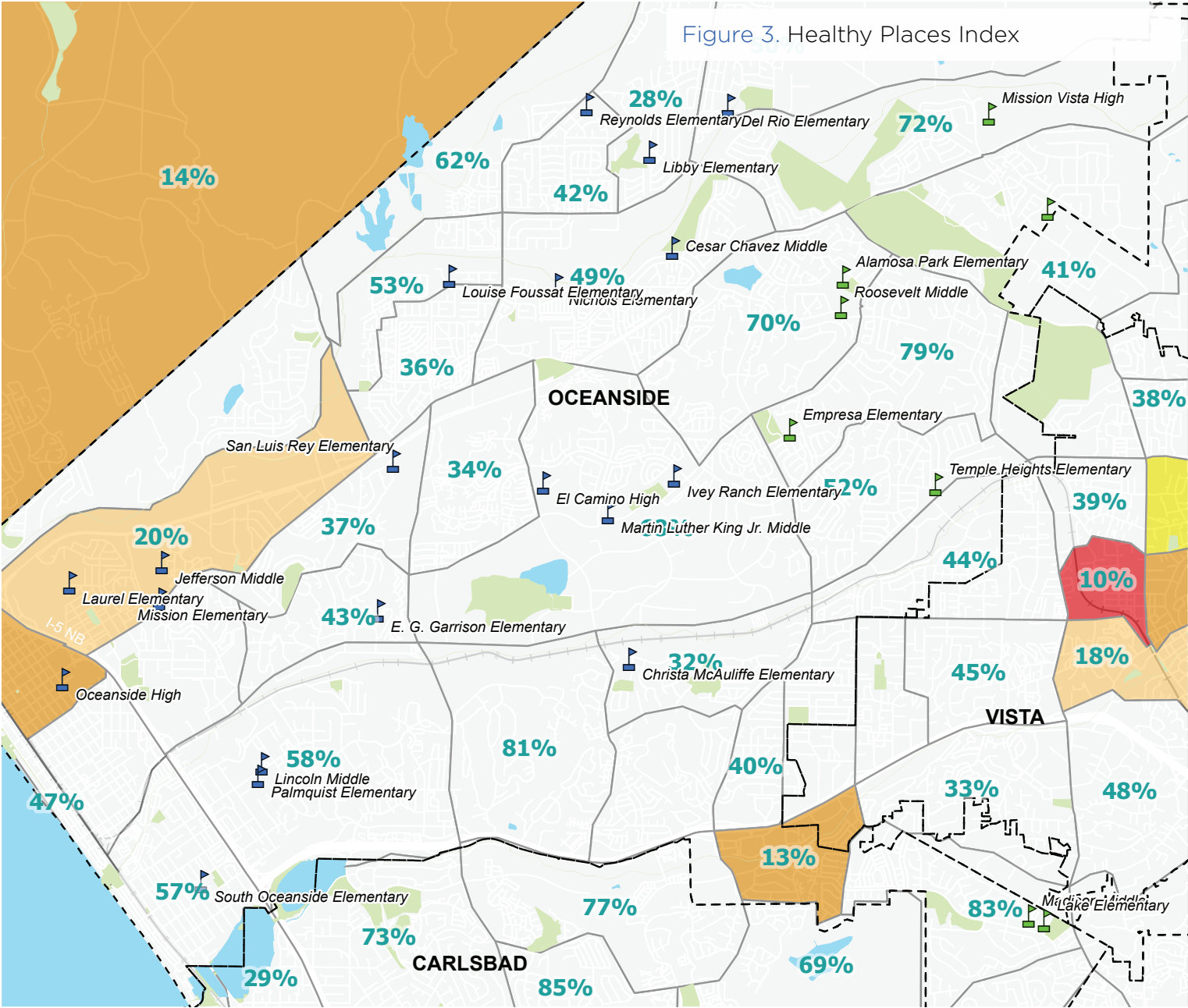
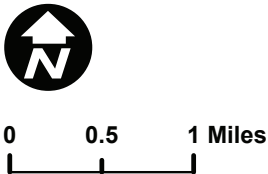
Appendix A shows the mapped collisions for each school.

Table 1. Pedestrian and Bicyclist Collision Analysis, 2012-2017

INTERSECTION	SCHOOL
Mission Avenue & Mesa Drive	Jefferson Middle School
Mission Avenue & Brooks Street	Laurel Elementary School
Mission Avenue & Brooks St	Mission Elementary School
N. Coast Highway & Pier View Way	Oceanside High School
Vista Way & Coast Highway	South Oceanside Elementary School

HEALTHY PLACES INDEX

- < 10%
- 11 - 15%
- 16 - 20%
- 20 - 25%
- > 25%
- Oceanside Unified Schools
- Vista Unified Schools
- City Boundary



BICYCLE AND PEDESTRIAN INVOLVED COLLISIONS (2012 - 2017)

- Bicycle and Pedestrian Collisions
- Low Concentration
 - High Concentration
 - Oceanside Unified Schools
 - Vista Unified Schools
 - City Boundary

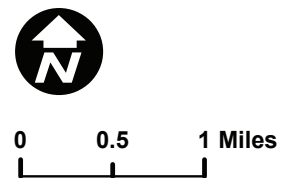


Figure 4. Bicycle and Pedestrian Involved Collisions

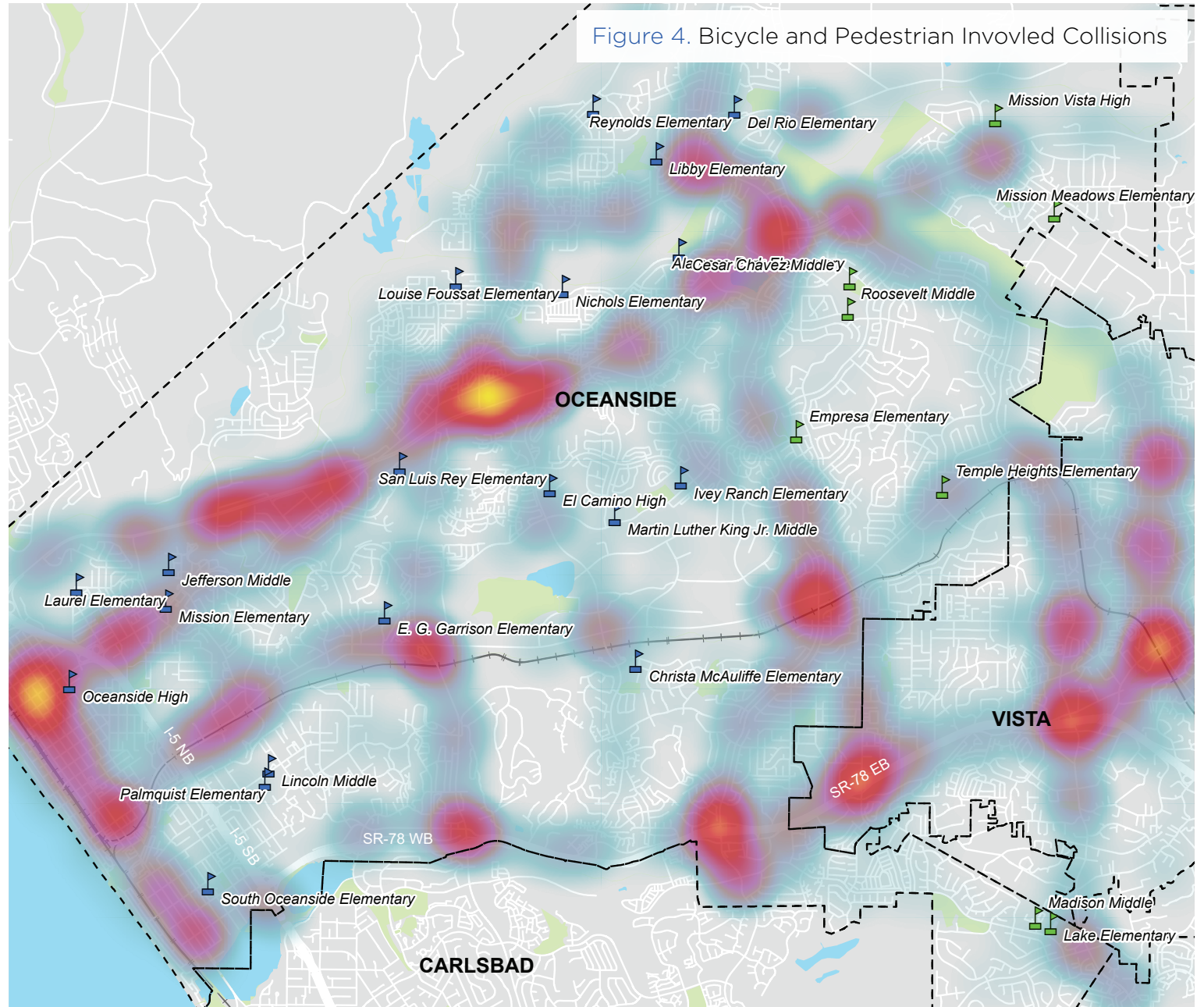
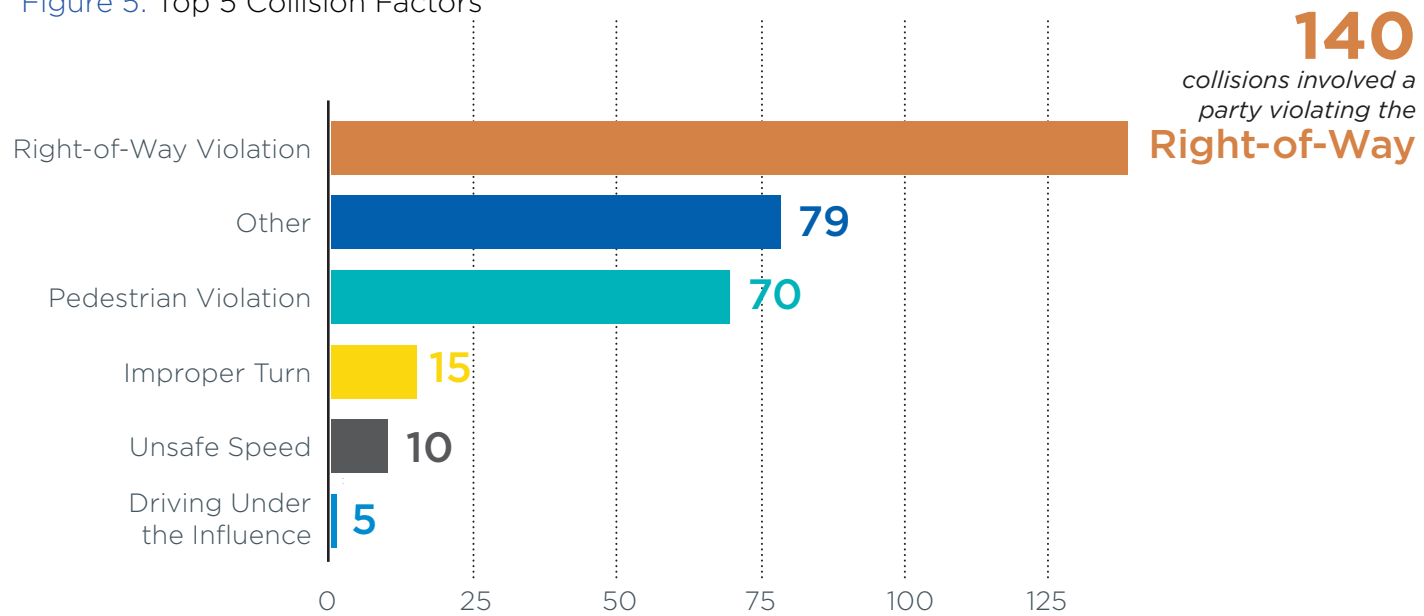


Figure 5. Top 5 Collision Factors



Level of Traffic Stress

The perception of a stressful or unsafe journey is often the greatest barrier to bicycling for most students. For this reason, it is important to understand how stressful different routes and roadway conditions are likely to be perceived by the average rider. In order to increase bicycle ridership, the routes that provide access to the most prominent destinations need to feel safe for all cyclists, not just the strong and fearless.

The Level of Traffic Stress (LTS) indicates the amount of traffic stress a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Transportation Institute, considers posted speed, number of travel lanes, presence of bicycle facility and land use context to calculate a bicyclist's comfort level.¹

The project team mapped LTS scores for Oceanside to illustrate the low-stress connections and gaps among each school. Street segments within neighborhoods were not scored and were assumed to be LTS 1.

¹ Maasa, Furth, and Nixon. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, May 2012.

In general, a separated bicycle facility, such as a trail or a cycle track, would qualify as a low-stress (LTS 1) bikeway, while roadway shared with motor vehicle traffic operating at high speeds would receive a higher-stress score. The results of the LTS analysis helps identify existing areas with a high level of service as well as focus areas for improvement.

LTS 1

- Low stress
- Suitable for all ages & abilities, including children

LTS 2

- Low stress, with attention required
- Indicates traffic stress that most adults will tolerate

LTS 3

- More stressful than Level 2
- Requires attention, suitable for adults with confidence to bicycle

LTS 4

- Most stressful
- Suitable only for the most experienced

LEVEL OF TRAFFIC STRESS FINDINGS

Roadways along residential streets typically provide lower stress travel for bicyclists as compared to larger corridors like Oceanside Boulevard and Mesa Drive. Based on the Mineta Transportation Institute Report, the only time a standard bike lane is considered for all ages and abilities is a 6-foot-wide bike facility on a roadway with a posted speed of 30 mph or lower. In some cases, however, if a Class I facility is located on a high stress street, it can provide a separated, low-stress connection for bicyclists. Where possible, the City should consider separation, especially along high-stress corridors.

Many schools within the project area are located on or near a high-stressed roadway, including high speeds and crossing conditions. Schools located on or near a high-stressed roadway include, but are not limited to:

- Alamosa Park Elementary School
- Ivey Ranch Elementary School
- Mission Elementary School
- Mission Vista High School

It is important to provide sufficient and safe crossings across high-stress roadways. Signalized intersections can help break stressful barriers for bicyclists and pedestrians. High-stress roadways effectively create barriers for travel among neighborhoods. The project team did not consider neighborhood roadways in this analysis because a low-speed, 2-lane roadway through a neighborhood will typically provide a low-stress pathway. However, unsignalized crossings at a high-stress roadway can limit the ability to comfortably cross the high-stress roadway. Examples of these roadways include:

- Melrose Drive
- Mesa Drive
- Mission Avenue
- Oceanside Boulevard

Signalized crossings can facilitate connections and should be located to help limit significant out-of-direction travel for bicyclists.

The level of traffic stress scores are mapped in

Appendix B.



Network Gaps

When thinking about bicycle and pedestrian network connectivity, natural and man-made elements are an important consideration, particularly when physical barriers impact route directness. The City of Oceanside has many natural constraints in terms on topography, especially in the central part of the City where a huge ravine bisects the northern part of Oceanside from the southern part. Other constraints include sidewalk breaks, bicycle network breaks, ADA compliance, as well as intersection design. Many schools are located on major arterial roads including Mesa Drive, Mission Avenue, and Melrose Drive, with limited crossings. These could create a huge barrier for students walking or biking to school.

The existing condition maps **(Appendix C)** identify where there are gaps within the network, causing barriers and challenges to students walking or biking within a half mile around the schools.

The following roadways create the largest physical barriers within the community:

- **California State Route 76** – This highway is used to travel east-west through Oceanside, connecting to major freeways including I-5 and I-15. Additionally, this highway connects to many of the project schools. Cesar Chavez Middle School, Mission Vista High School, Nichols Elementary School, San Luis Rey Elementary School are located on or near the highway, creating a barrier for students walking or biking to school and need to cross the roadway.
- **Mission Avenue** – This roadway is a major arterial that is also used to travel east-west through Oceanside and connects to I-5 and SR-76. Many project schools are located on or near this roadway including Mission Elementary School, Jefferson Middle School, Oceanside High School, Laurel Elementary School, and San Luis Rey Elementary School. Because of the high speed and the width of the street, this roadway creates a challenge for students walking or biking to or from school.
- **Oceanside Boulevard** – This roadway, similar to Mission Avenue, is a major roadway that is used to travel east-west through Oceanside. Oceanside Boulevard consists of four travel lanes, and moves up to 6 lanes at certain parts of the roadway. Project schools located on or near this major roadway include Christa McAuliffe Elementary School, and Temple Heights Elementary School.
- **Mesa Drive** – Mesa Drive is another example of a high speed, four-lane roadway that is a major roadway used for east-west travel. Many project schools are located on or near this roadway including Alamosa Park Elementary School, El Camino High School, Ivey Ranch Elementary School, Martin Luther King Middle School, and Roosevelt Middle School.



Sidewalk gaps can create a barrier for students walking or biking to school by forcing them to cross a major roadway or create unnecessary out of direction travel. The following schools have significant sidewalk gaps, creating challenges for bicyclists and pedestrians:

- Lincoln Middle School
- Palmquist Elementary School
- South Oceanside Elementary School
- Cesar Chavez Middle School

Bicycle network gaps can create additional stress for students biking to school. A complete bicycle network can encourage young bicyclists to ride their bike to school more often and feel safe throughout their travel. The following schools have significant bicycle network gaps:

- Laurel Elementary School
- Libby Elementary School
- Mission Meadows Elementary School

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CHAPTER

3



Outreach and Engagement

Outreach and Engagement

The most important work done during any planning process is outreach and engaging with stakeholders to ensure that the final plan addresses their priorities. For the Oceanside SRTS Plan, the project team worked closely with Oceanside city staff to identify key project stakeholders, as well as opportunities to engage with a breadth of community stakeholders. Families are the experts on how they get to school, and their input is invaluable to creating recommendations that will best serve future families. This work culminated into a comprehensive outreach and engagement approach that provided opportunities for stakeholders to learn about the SRTS Plan and its goals, share concerns about traffic safety around schools and neighborhoods, and inform the decision-making process and ultimate project recommendations. This chapter provides a summary of this approach as well as how stakeholder feedback was used to inform the final SRTS Plan.

Oceanside SRTS Advisory Committee

The City established an Oceanside SRTS Advisory Committee to be a guiding body for the SRTS Plan development process. Participants included representatives from:

- City of Oceanside
- Oceanside Unified School District (OUSD)
- Vista Unified School District (VUSD)
- County of San Diego Health and Human Services
- BikeWalk Oceanside
- Caltrans
- Oceanside Police Department
- San Diego County SRTS Coalition
- SRTS professionals

The SRTS Advisory Committee met six times over the course of the project. Each meeting gave participants an opportunity to learn about project activities, review and provide feedback on project deliverables, and inform project priorities. As a result, the SRTS Advisory Committee helped the project team effectively communicate with project schools, identify priority corridors for additional review, and keep project activities on schedule.



School Observations and Walk Audits

The project team observed school drop-off or pick-up at each of the 26 project schools. The purpose of these observations was to understand school circulation patterns, identify barriers to walking and biking, and document unsafe behaviors. Please note: observations and walk audits were not done for North Terrace and Santa Margarita Schools since they are physically located on Marine Corps Base Camp Pendleton.

Each school observation was coupled with a walk audit with school stakeholders, including parents/caregivers, principals, school staff, and others. The purpose of the walk audits was to introduce participants to the project goals, learn about SRTS infrastructure and non-infrastructure strategies, and provide opportunities for them give input on their needs and concerns, preferences, and observations that are barriers to safe walking, biking, skateboarding, and scooting to and from school. To ensure participation, each school publicized the walk audits through their communication channels (eblasts, web page, social media, flyers).

The project team gave participants pens, clipboards, and maps of their school that included existing conditions within one-quarter and one-half mile radius of the school. Along with a map, each map included questions to prompt observations and an area for participants to record input. All materials were provided in both English and Spanish and outreach was conducted in both English and Spanish, as needed. The project team invited participants to communicate verbally or via the paper walk audit map the deficiencies and safety concerns about routes to school. The project team was on hand to document the participants feedback and dialogue with them about potential solutions to improve active transportation conditions along the route to school. The feedback from walk audit participants heavily informed the infrastructure and non-infrastructure components of each school's project recommendations, as well as Suggested Routes to School Maps. Each school's observation and walk audit was summarized in a Walk Audit Report, which can be found in **Chapter 4**.

Stakeholders who were unable to participate in in-person walk audits could also fill-out an English/Spanish web-based mapping tool. Participants used the web-based mapping tool to “pin” locations on the map and write the issues or concerns for the marked location. The results of the mapping tool were added to the information



collected during the walk audit and collated into each Walk Audit Report.

Student Tallies and Parent Surveys

STUDENT TALLIES

The project team used the standard Student Travel Tally form developed by the National Center for SRTS to collect student travel modes at all project schools, once at the beginning of the project (Spring 2019) and once at the end (December 2020). The project team printed the forms along with instructions and coordinated with each school to have teachers administer the tallies and return the completed forms back to project schools.

The project team distributed electronic and paper Parent Surveys (derived from the National Center for SRTS survey and available in English and Spanish) once at the beginning of the project and once at the end. The information collected from these surveys informed the non-infrastructure programmatic recommendations.

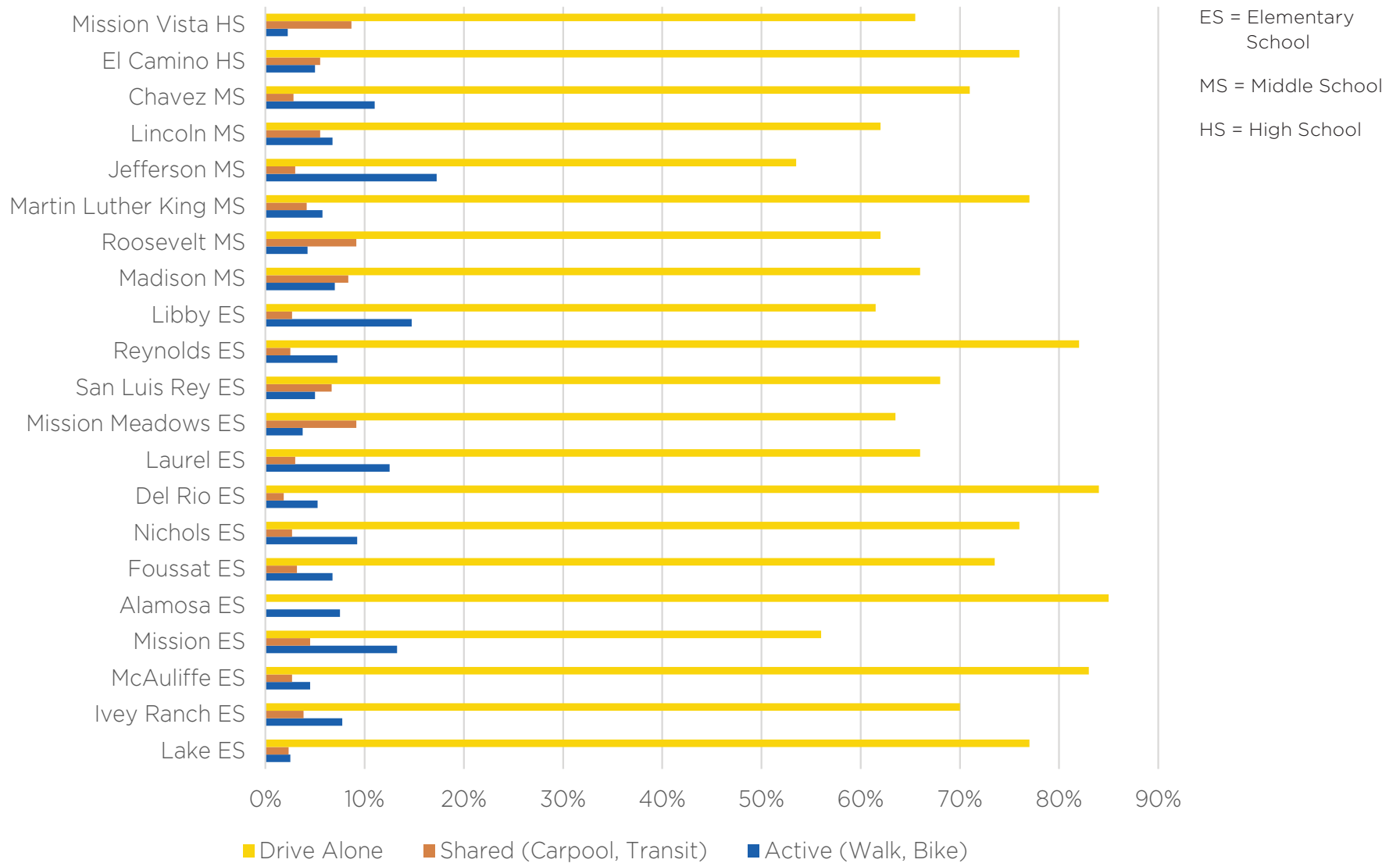
School staff collected student travel mode data using the SRTS Student Travel Tallies form developed by the National Center for Safe Routes to School. The project team distributed the tally forms to all classroom teachers at each project school. Teachers asked their students

which transportation mode they took to get to school and which mode they will take to get home. This process was repeated for three consecutive days.

Overall, 365 classrooms completed the student travel tallies and the results were uploaded to the National Center for Safe Routes to School database where it can be evaluated alongside national trends. Table 2 shows the different travel modes students took to and from school in the morning and in the afternoon.

In general, family vehicles are the most common mode of transportation among students. The schools with the highest walking and biking populations were Jefferson Middle School, Libby Elementary School, and Mission Elementary School, however, the data shows that most parents still drive their kids to school. This may be cause for high traffic levels around each school. It is important to understand why students are not walking or biking to school more and to address key issues in order to increase different active modes of transportation among students.

Table 2. Average Student Travel Modes To and From School

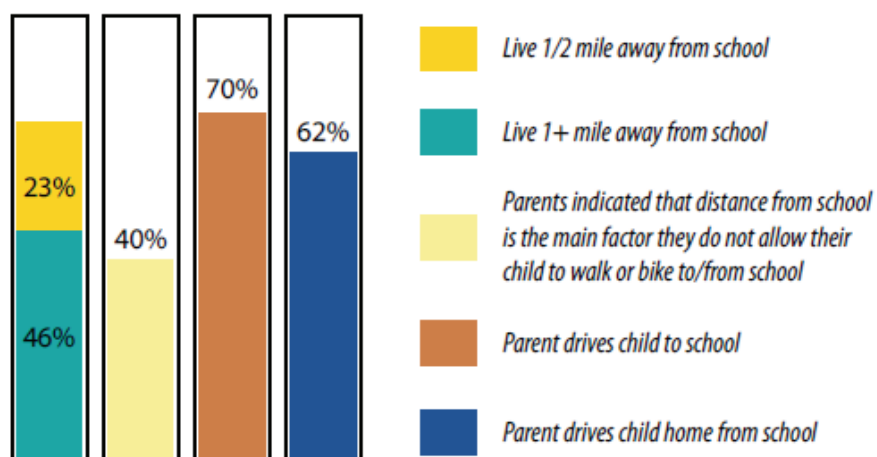


PRE-PROGRAM PARENT SURVEYS

Parents/guardians' knowledge and attitudes about their student's travel habits, including walking and biking to school were analyzed from the parent surveys collected at the beginning of the project. The survey was an online questionnaire sent to all parents in the Oceanside and Vista Unified School Districts. 815 surveys were submitted from 26 schools participating in the program which are listed below. The survey asked parents how their student currently travels to and from school, the distance their family lives from school, challenges associated with walking and biking, and their overall attitudes toward active modes of transportation.

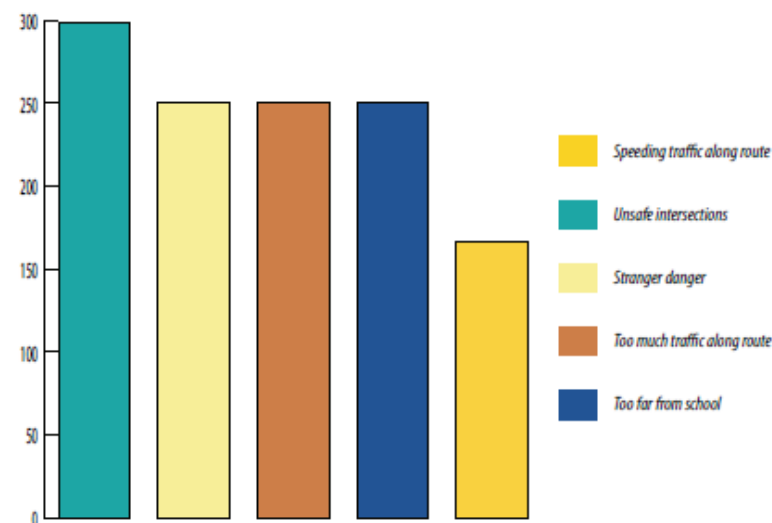


Figure 6. Distance as a Factor for Driving to School



As the **Figure 6** shows, 40% of parents shared that living too far away from school is the main reason they do not allow their student to bike and walk to/from school. 23% of respondents live 1/2 mile away from school, which is considered a comfortable walking distance. The data also showed that the vast majority of students arrived and departed school via a family vehicle.

Figure 7. Concerns for Walking or Biking to School



Parents also shared a number of other concerns influencing their decision to not allow their student to walk or bike to/from school. The biggest concern was unsafe intersections, indicating that there is a need for better intersection controls like new crosswalks, crossing guards, or other traffic calming efforts. On both the pre-program and post-program surveys, many parents also commented “Stranger Danger” as a reason to not allow their children to walk or bike to/from school.

POST-PROGRAM PARENT SURVEYS

The Oceanside SRTS Program sent out an online questionnaire to parents in the Oceanside and Vista Unified School Districts near the end of the program. 235 surveys were completed from schools listed below. Parent surveys were completed to determine student commute patterns and parent's perception of safety of walking and biking at the program completion period. Many of the same questions were asked from the pre-program survey.

Like in the pre-program survey, parents were asked how their student currently travels to and from school and the distance their family lives from school.

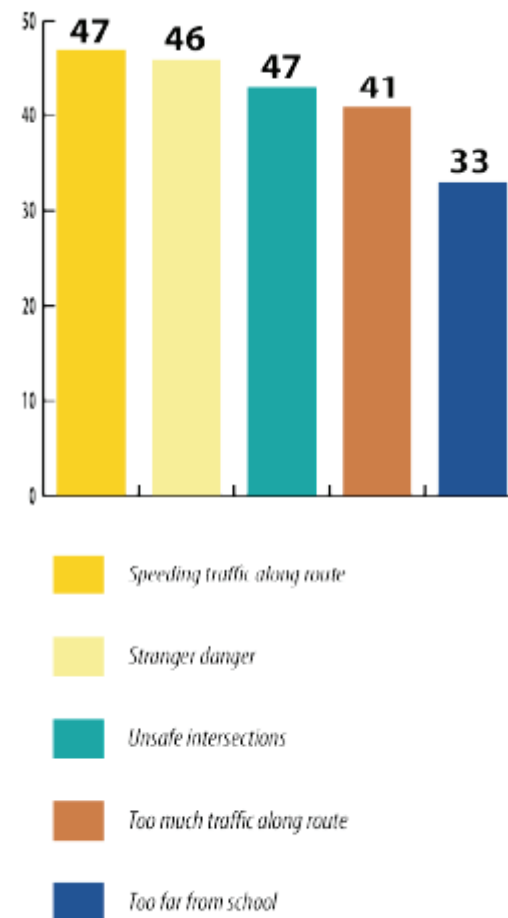


Similar to the pre-program results, almost half of the survey respondents live one or more miles from school. Living within 1/2 mile of your destination is referred to as a comfortable walking distance. Pre- and post-program results indicate that distance is one of the greatest factors when deciding to engage in active transportation options.

Family vehicle use appears to be the greatest percent of mode share among survey respondents. Most of those who drive their children to/from school in a family vehicle or participate in carpool live more than a mile from school.

In the pre-program survey, parents were asked what their main concerns were that influenced their decision to not allow their students to walk or bike to/from school. The biggest concern for parents in the pre-program survey were unsafe intersections. The post-program survey results indicate that the biggest concern for parents is vehicle speed. The data shows that concerns revolve around vehicular users, indicating a need for traffic calming measures on major walking/biking routes near the school.

Figure 8. Post-Program Parent Survey Concerns



School Community Engagement

The project team hosted an informational booth and gave a parent/caregiver workshop at the OUSD Parent Academy and Resource Fair on October 5, 2019. The information booth and workshop informed OUSD parent/caregivers about the Oceanside SRTS Plan development process, answer questions, and receive feedback on their safety concerns. The project team did not have an opportunity to host an informational booth for Vista Unified School District, but additional outreach was conducted.

The project team presented on the Oceanside SRTS Plan development process during OUSD School Wellness Council and VUSD School Wellness Council meetings. A school wellness council or committee is an advisory group that focuses on the health and well-being of students, staff, and families in a school community and helps implement a school district's wellness policy and leads other health-related initiatives. The project team presented to each school district's School Wellness Council to inform OUSD and VUSD stakeholders about the Oceanside SRTS Plan development process, answer questions, and solicit feedback on their safety concerns.

One of the major outcomes of the presentation for the OUSD School Wellness Council was them unanimously recommending that the OUSD Board of Education adopt the California Board of Education Board Policy (BP) 5142.2 Safe Routes to School Program. Adopting this BP solidifies OUSD's commitment to promoting active transportation as a safe and healthy way to get to and from school. VUSD had previously adopted this policy.



Community Engagement

To build community input and buy-in for the Oceanside SRTS Plan, the project team hosted two pop-up booths at Oceanside's Farmers Market during Summer 2019. Booth attendees marked-up a large aerial map of the Oceanside, which included all project school locations. Each pop-up booth had bilingual English/Spanish staff who facilitated the input and provided information about the SRTS Plan project.

Virtual Engagement

The project team coordinated with City staff to create an online presence for the Oceanside SRTS Plan using the City's existing virtual platforms (Instagram, Facebook, eNewsletter). Social media promoted the Oceanside SRTS Plan, solicited feedback on the project, and provided project updates.

Oceanside created a standalone webpage on the City's website (<https://www.ci.oceanside.ca.us/gov/pw/transit/srts.asp>) to provide project information and link to surveys. The webpage also linked back Oceanside's virtual platforms.



CHAPTER

4



Improving Safe Routes to School in Oceanside

Improving Safe Routes to School in Oceanside

The recommendations presented in this chapter are the result of more than two years of reviewing walking and biking conditions and listening to project stakeholders to understand mobility challenges around each of the twenty-six public elementary, middle, and high schools in Oceanside. This work culminated into infrastructure recommendations that, once implemented, will support access to safe, convenient, and healthy modes of transportation for students, families, and residents.

The project team reviewed the network gaps and opportunities, collisions, Healthy Places Index, and Level of Traffic Stress previously mentioned in chapter 2 and were able to develop recommendations around each participating school.

The infrastructure recommendations developed for each school in this SRTS Plan are physical design solutions that have been tailored to existing infrastructure conditions around each school. These considerations included; Right-of way, road widths, intersection geometry, and crosswalk orientation. Each school recommendation was drafted to include accurate measurements in order to confirm the feasibility and cost.



Recommended Bicycle Facility Types

Different types of bicycle facilities are better suited for different roadways, based on considerations such as vehicle speeds and volumes, the roadway width, and other types of transportation using the space. It is important to note that some facilities promote both bicycle and pedestrian use.



Class I Bike Path

Class I Bike Paths are off-street facilities located in a separate right-of-way from the roadway and for the exclusive use of bicycles and pedestrians. The Orange Blossom Trail is a Class I Facility.



Class II Bike Lane

Class II Bike Lanes are on-street facilities dedicated to bicycles and identified with lane striping and pole signs. Class II facilities may be further separated from vehicular lanes and/or parking lanes by buffers indicated with two to three foot diagonal painted striping.



Class III Bike Route

Class III facilities are on-street bike routes shared with motorists. They lack a dedicated striped lane, are identified with bike route signs, and often include the shared use marking, also known as a sharrow.



Class IV Protected Bike Lane

Class IV facilities are separated from traffic by a vertical barrier, such as a curb, median, or bollards. Also called a "cycle track" or "separated bikeway"

Class IV facilities are most helpful on streets with high traffic volume.

Recommended Pedestrian Infrastructure

While each school's infrastructure recommendations are different, this is a sampling of the types of improvements that were considered for each school.



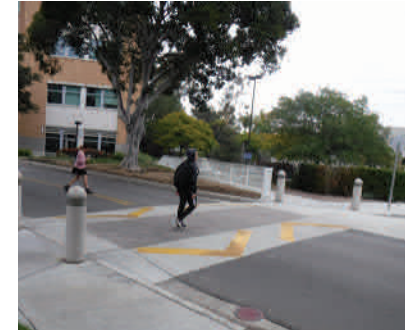
Curb Extensions

Provides more protected space for people to cross the roadway and tend to cause vehicles to slow.



High Visibility Crosswalk

Clearly delineates the right of way for those crossing the street.



Raised Crosswalk

Helps reduce vehicle speeds and provides more visibility to people crossing the street.



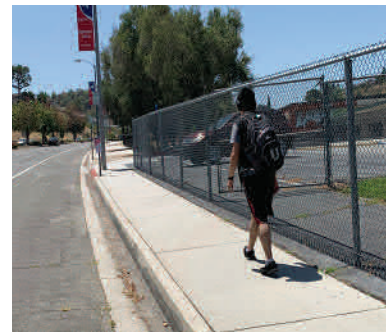
Rectangular Rapid Flashing Beacons (RRFB)

Alerts drivers to the presence of pedestrians.



Roundabout

Helps discourage drivers from speeding and lower emissions because cars don't come to a complete stop and therefore do not need to accelerate to continue on their way.



Sidewalk Gap Closure

Improves pedestrian connections making easier, safer, and more comfortable to choose walking.



Traffic Calming Median

Causes vehicles to slow down, without changing the speed limit.

Supporting Infrastructure

In order to ensure an enjoyable trip from beginning to end, supporting infrastructure is needed at intersections to make crossing easier, wayfinding signs along the way to help reach your destination, and secure parking once you reach your destination to store your bicycle.

Intersection Enhancements

A bicycle and pedestrian network is not complete without looking at how people cross challenging intersections and reduce conflicts between people driving, walking, and biking. New treatments can be added to retrofit intersections to better serve bicycling and walking moving across or through busy intersections.

Pedestrian-Scale Lighting

Pedestrian-scale lighting provides illumination of walking areas by installing frequent lamp posts at a low height. Pedestrian-scale lighting increases visibility to drivers and bicyclists, increases pedestrian comfort, perceived sense of safety, and helps to create an inviting and vibrant streetscape for those walking and biking throughout the city.

Bike Parking

Knowing you have a secure place to store your bike at your destination is an important part of making a bike trip feasible. The City has many bike parking facilities but more is needed, especially to accommodate cargo and other large bicycles.

Streetscape Amenities

Sidewalk amenities like benches, shade structures, parklets, water fountains, public art, and pedestrian signals can contribute to a safer, inviting, and more pedestrian-oriented community. These elements can greatly activate the City's sidewalks at popular destinations.

Wayfinding

Providing wayfinding signs for bicyclists and pedestrians that directs them to nearby destinations on the safest route is an important element to any bicycle and pedestrian network.

Oceanside Safe Routes to School Infrastructure Recommendations

The following maps present all of the participating school's recommendations based on two years worth of community outreach, project team coordination, existing conditions analysis, and walk audits. Below is a list of the participating school's recommendations and where they are located in this chapter:

- Alamosa Elementary School: p. 39 - 41
- Cesar Chavez Middle School: p. 43 - 44
- Del Rio Elementary School: p. 46- 48
- El Camino High School: p. 51
- Empresa Elementary School: p 53 - 54
- Foussat Elementary School: p. 57 - 59
- Ivey Ranch Elementary School: p. 61 -62
- Jefferson Middle School: p. 65 - 66
- Lake Elementary School & Madison Middle School: p. 69 - 71
- Laurel Elementary School: p. 73 - 74
- Libby Elementary School: p. 77- 678
- Martin Luther King Jr. Middle School: p. 81 - 82
- Christa McAullife Elementary School: p. 85-86
- Mission Elementary School: p. 89-90
- Mission Meadows Elementary School: p. 93-94
- Mission Vista High School: p. 97-98
- Nichols Elementary School: p. 101-103
- Oceanside High School: p. 105-106
- Palmquist Middle School & Lincoln Elementary School : p. 109-111
- Reynolds Elementary School: p. 113-114
- Roosevelt Middle School: p. 117-119
- San Luis Rey Elementary School: p. 121-122
- South Oceanside Elementary School: p. 125-127
- Temple Heights Elementary School: p. 129-131

FEASIBILITY OF IMPROVEMENT RECOMMENDATIONS

This is a planning document, providing a high-level blueprint to guide future bicycle and pedestrian improvements throughout Oceanside. This plan will show the recommended projects, the prioritized schools based on the schools prioritization methodology, and an implementation plan with funding opportunities.

Each project in this plan will require more detailed project-level analysis, community engagement, and engineering study. As the City proceeds with more detailed project-level planning, some projects identified in this plan may require refinement.

Walk Audit Summary | Alamosa Park Elementary School

Audit date: September 10, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Alamosa Park Elementary School - 580 Students

District: Vista Unified School District (VUSD)

Participants: 3 Parents/Stakeholders

Alamosa Park Elementary runs along Alamosa Park Dr adjacent to Mesa Dr in the Guajome Neighborhood.

Participant's main concerns expressed at the walk audit included:

- » The official drop-off zone in the school parking lot is working efficiently. Only comment was to remind parents and students throughout the year to exit on the right-hand side of the vehicle at drop-off.
- » Informal students drop-off is taking place throughout Alamosa Park Drive.
- » Congestion to enter school student drop-off area creates back up along Alamosa Park Drive.
- » The most pressing concerns for walking and biking safety at Alamosa Park Elementary School are vehicle speed and drivers failing to yield to pedestrians on Mesa Drive.



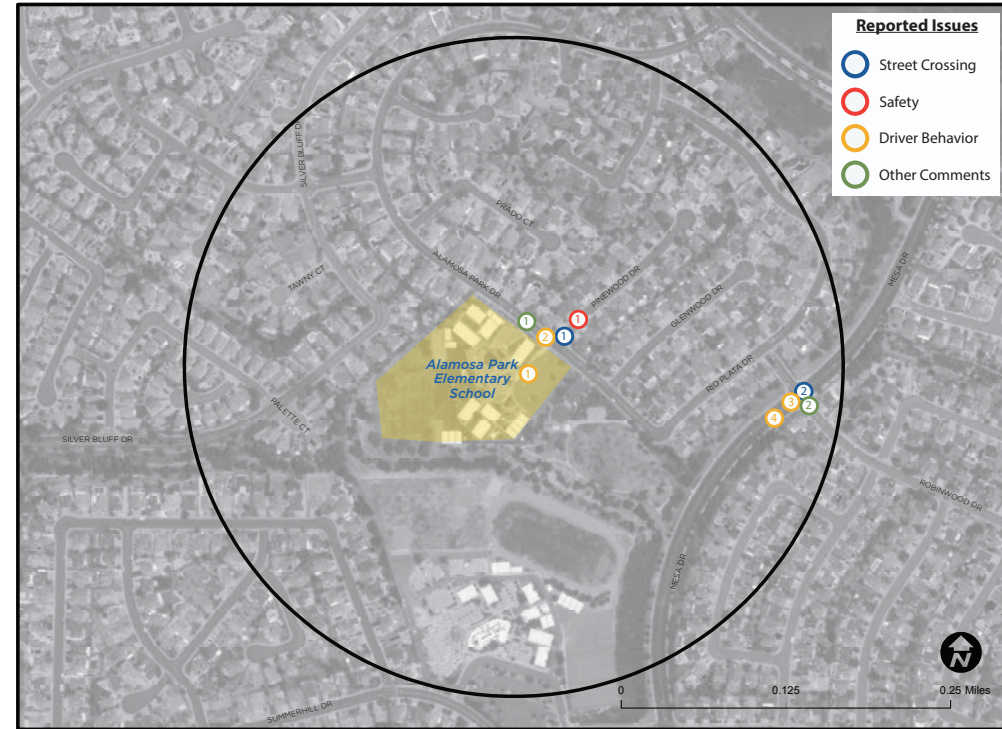
Vehicle Entrance and Crosswalk at Alamosa Park Elementary School



Pick-Up and Drop-Off Location at Alamosa Park Elementary School



Main Crosswalk at Alamosa Park Elementary School



Street Crossing

- 1
- 2

Crossing is difficult because of the lack of stop signs.

Road is too wide to cross easily

Safety

- 1

Students are using informal crossings.

Driver Behavior

- 1
- 2
- 3
- 4

Drivers park in drop-off zone and walk students to front of school.

Drivers do not yield to pedestrians.

Drivers appear to be distracted while driving.

Drivers appear to be speeding.

Other Comments

- 1
- 2

Remove parking on Southwest Alamosa Park Dr during drop-off and pick-up time and add dedicated lane for queue.

Add Leading Pedestrian Interval.

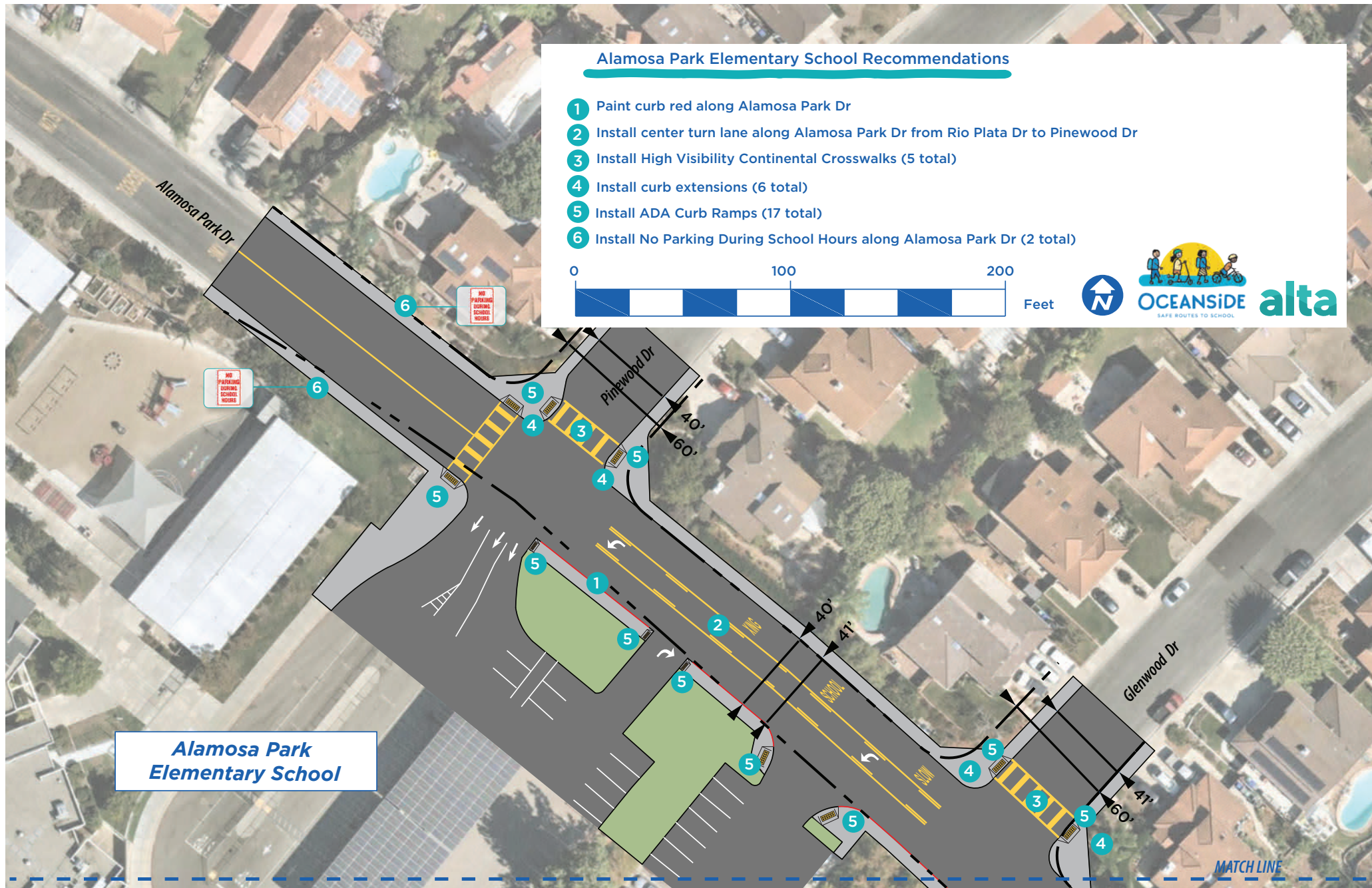
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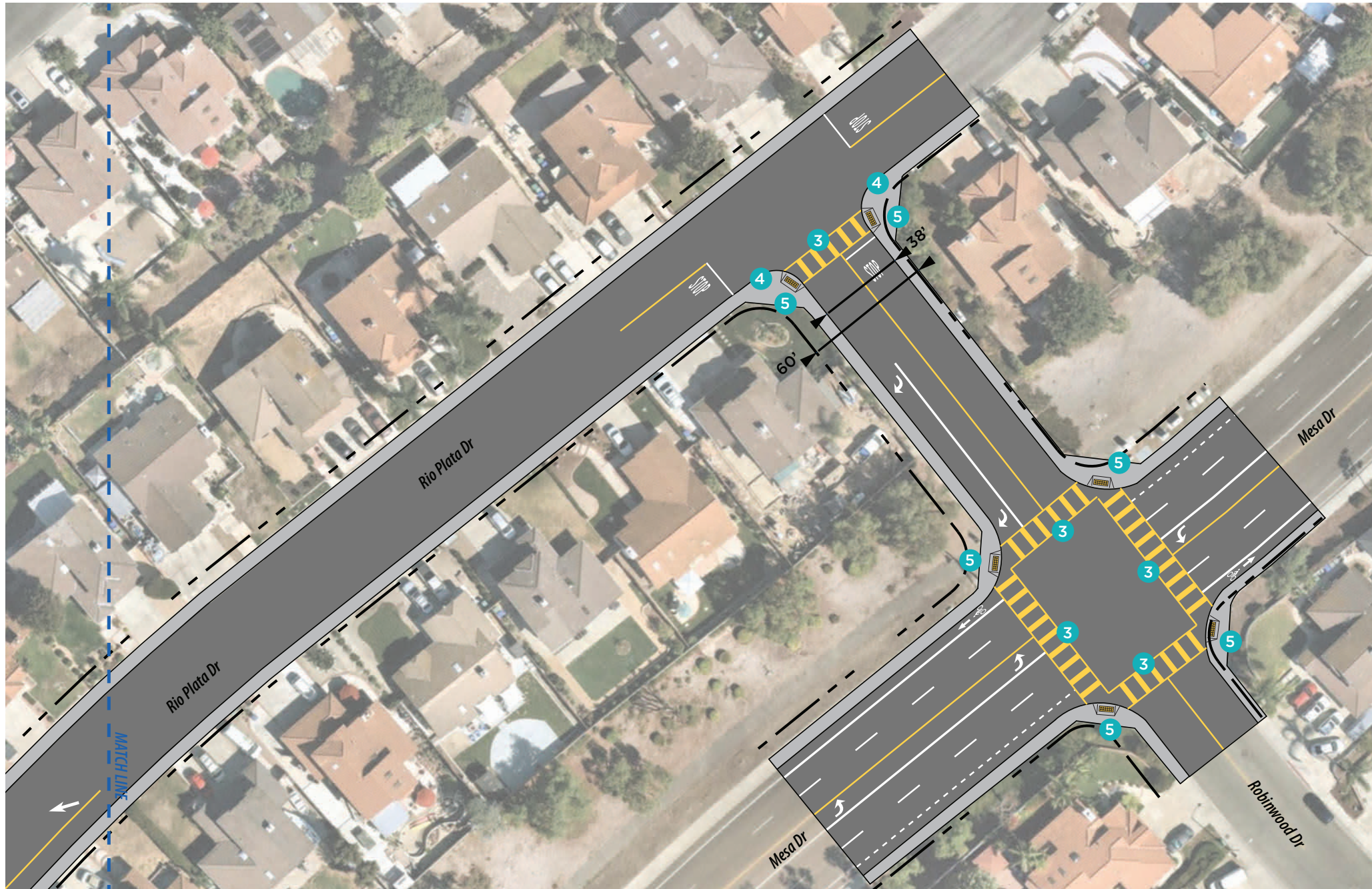
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Walk Audit Summary | Cesar Chavez Middle School

Audit date: December 10, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Cesar Chavez Middle School - 753 students

District: Oceanside Unified School District (OUSD)

Participants: 2 Parents/Stakeholders
10 students

Cesar Chavez Middle School is situated along Oleander Dr in the San Luis Rey neighborhood of Oceanside.

Participant's main concerns expressed at the walk audit included:

- » Lack of sidewalks along Mayflower Way and Montrose Way creates an unfriendly walking environment for pedestrians.
- » Vehicles speed on Frazee Road, just west of the school.
- » Drivers at the Frazee Road and Pala Road intersection do not respect pedestrians.



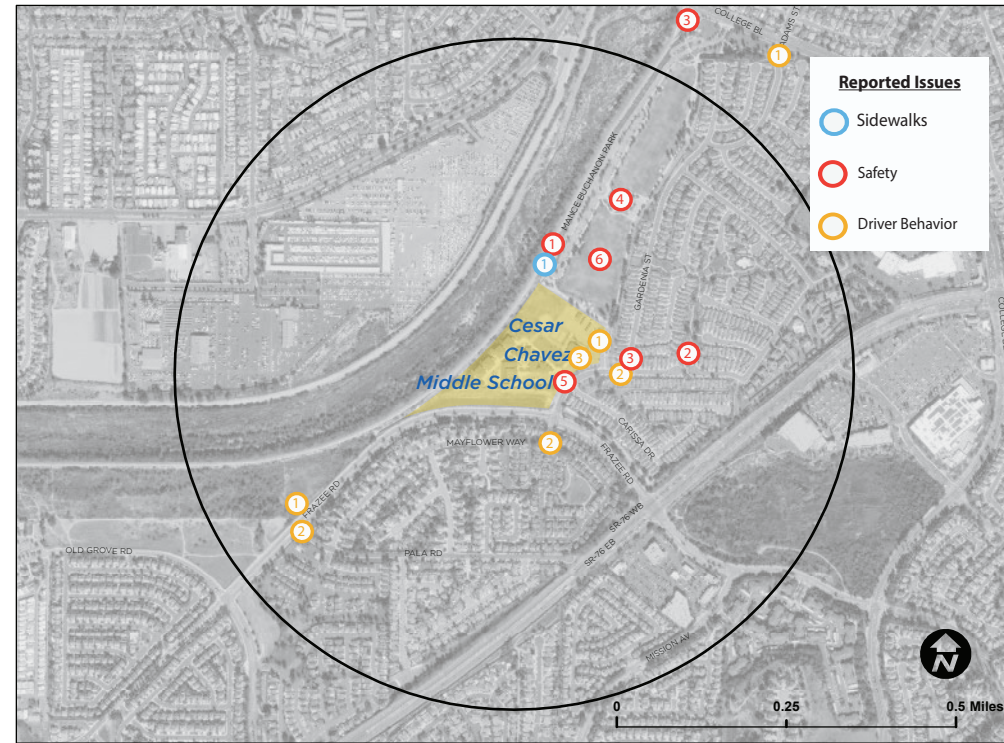
Existing entrance and crosswalk at Cesar Chavez Middle School



Drop-off vehicle circulation at Cesar Chavez Middle School



Parking lot at Cesar Chavez Middle School



Sidewalks

①

Students are using bike path as a sidewalk.

Driver Behavior

①

High speed traffic

②

Drivers do not yield to pedestrians

③

There are bottleneck issues during pick up times.

Safety

①

Students riding bicycles are often not wearing helmets.

②

Pedestrian path is obstructed from view.

③

There are people in the street who seem threatening.

④

Homeless encampment.

⑤

There is too much traffic.

⑥

Streetlights are few or not present.

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Walk Audit Summary | Del Rio Elementary School

Audit date: May 31, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Del Rio Elementary School - 457 Students **District:** Oceanside Unified School District (OUSD)

Participants: 8 Parents/Stakeholders, 1 School Vice-Principal

Del Rio Elementary School is located in the Moro Hills neighborhood of Oceanside, California.

Participant's main concerns during the student drop-off walk audits included the following:

- » At the back entrance of the school, there is lack of continuous sidewalks and the safety concerns with people who loiter in the park area during school hours.
- » At the front entrance of the school, along North River Road, parents and school staff shared that they no longer walk to school because of high speed traffic.
- » Drivers were reported as not yielding to pedestrians at just about every single crossing along North River Road.



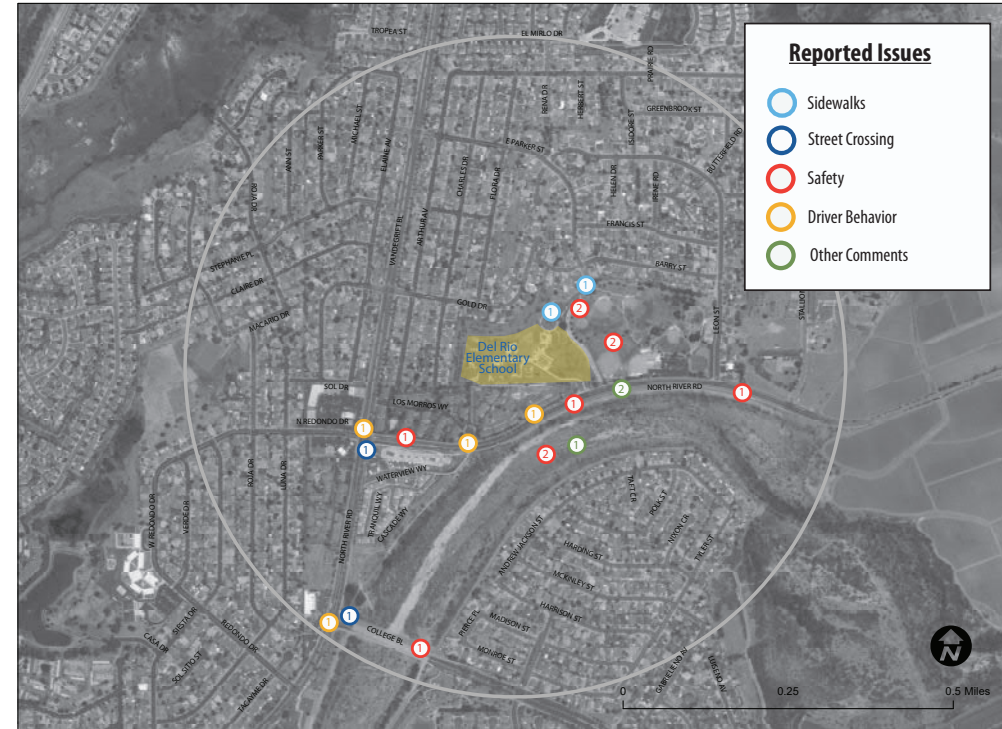
School Entrance on North River Road



School Parking Lot Circulation at Del Rio Elementary School



Sidewalk Gap at Parking Lot Entrance



Sidewalks

1

Sidewalks are broken, cracked, or have trip hazards.

Street Crossing

1

Road is too wide. Need pedestrian refuge

Safety

1

Car speeds are too fast

2

Issues with homeless individuals/encampments

Driver Behavior

1

Drivers do not yield to pedestrians.

Other Comments

1

"Wish for a pedestrian bridge connecting the neighborhood to the school and park."

2

Parents almost unanimously wished for speed interventions along N River Rd, whether it's enforcement, speed bumps, rumble strips, speeding cameras, etc.

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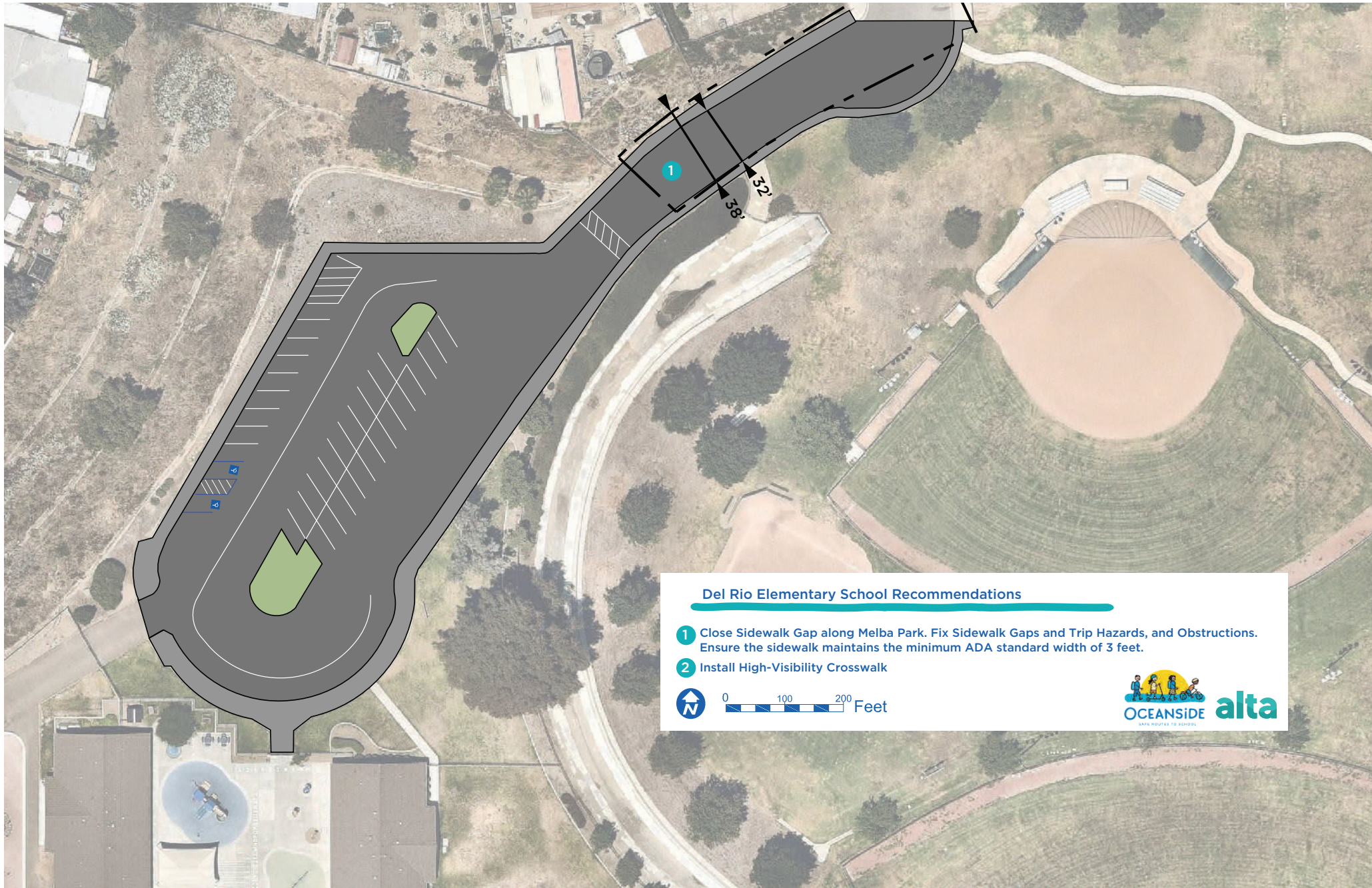
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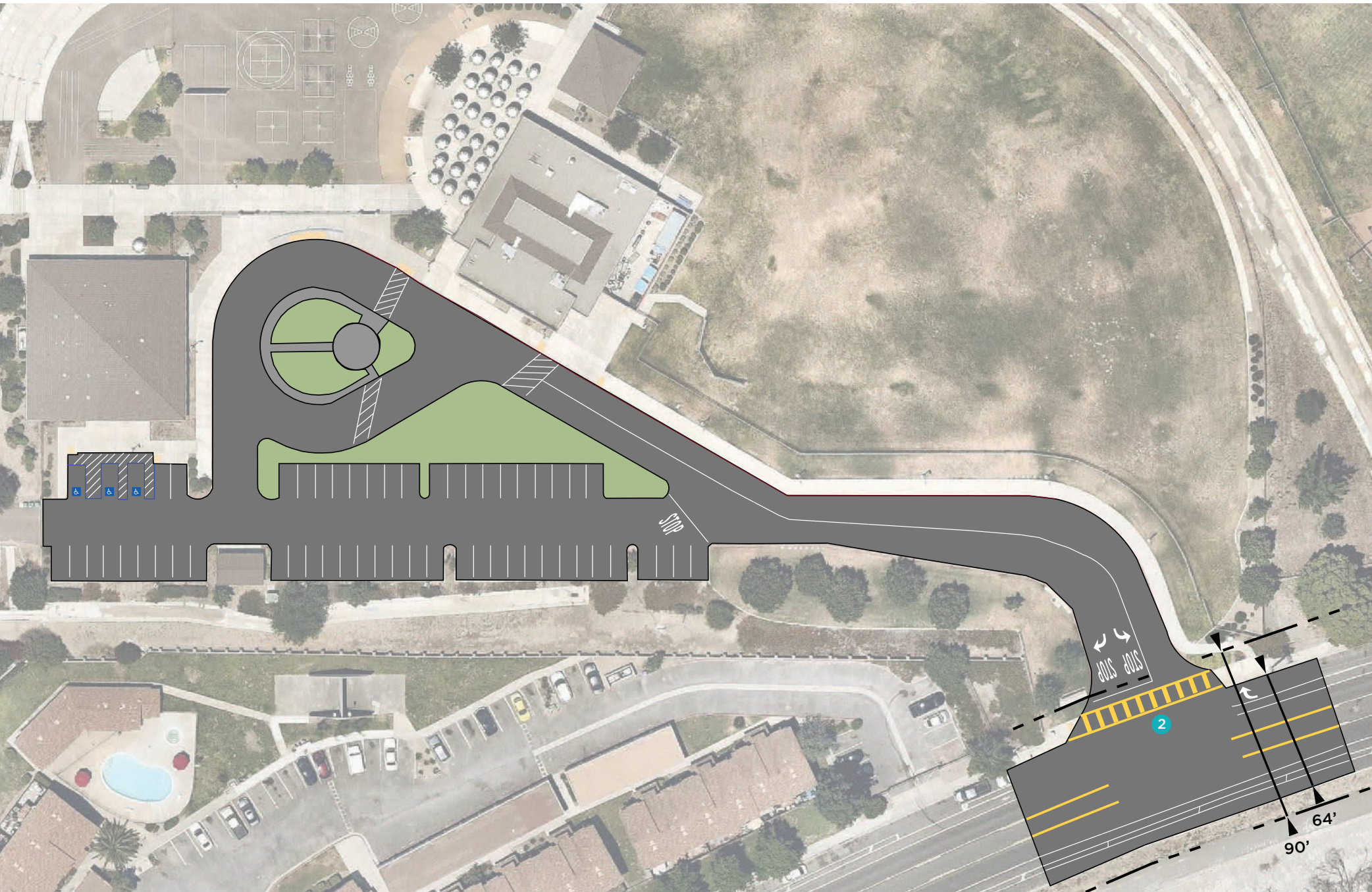
Del Rio Elementary School Recommendations

- 1 Close Sidewalk Gap along Melba Park. Fix Sidewalk Gaps and Trip Hazards, and Obstructions. Ensure the sidewalk maintains the minimum ADA standard width of 3 feet.
- 2 Install High-Visibility Crosswalk



0 100 200 Feet





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Walk Audit Summary | El Camino High School

Audit date: April 19, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: El Camino High School - 2800 students **District:** Oceanside Unified School District (OUSD)

Participants: 2 School Administrators

El Camino High School is located in the Ivey Ranch/Rancho Del Oro neighborhood in Oceanside, California.

A formal walk audit was not conducted at this school due to conflicting schedules. School staff had the opportunity to express their main concerns:

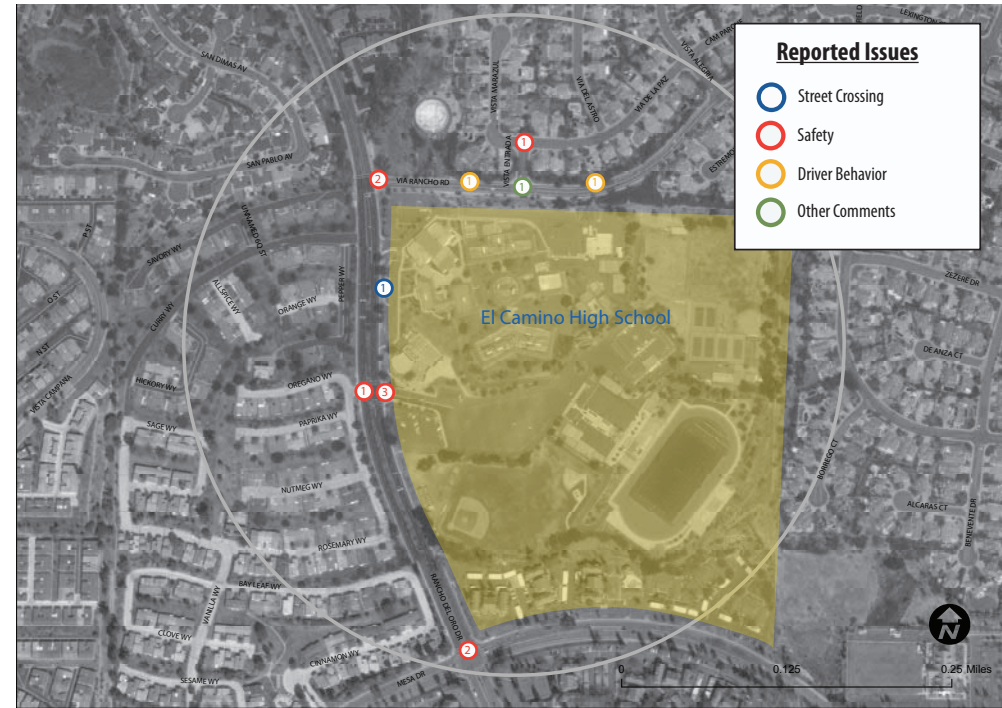
- » Congestion at the student drop-off in front of the school leads to poor conditions for students crossing.
- » Some students are not using designated sidewalks or crosswalks. Students were found walking through the school parking lot.
- » Drivers speeding and conducting illegal U-turns on Via Rancho Road causing an poor environment for students walking to and from school.
- » The Visitor Parking Lot in the front of the school on Rancho del Oro Drive could provide for better access to the sidewalk, such as including a crosswalk across the middle of the parking lot.
- » Look into installing bollards along the right side of the turning lane at the traffic signal at Via Rancho Road and Rancho del Oro Drive. This would help prevent vehicles from trying to queue into the turning lane from the Visitor Parking Lot exit (in front of school) and therefore blocking traffic for vehicles trying to go straight on Rancho del Oro Drive.



Existing crosswalk at El Camino High School



Morning drop-off at El Camino High School



Street Crossing

①

Informal crosswalk. Students walk through the parking lot.

Other Comments

①

Request to limit left turns onto Vista Entrada during school hours.

Safety

①

Students are being dropped off here.

②

There is too much traffic.

③

Wide turning radius allows for speeding right turns endangering students.

Driver Behavior

①

Drivers make illegal u-turns here

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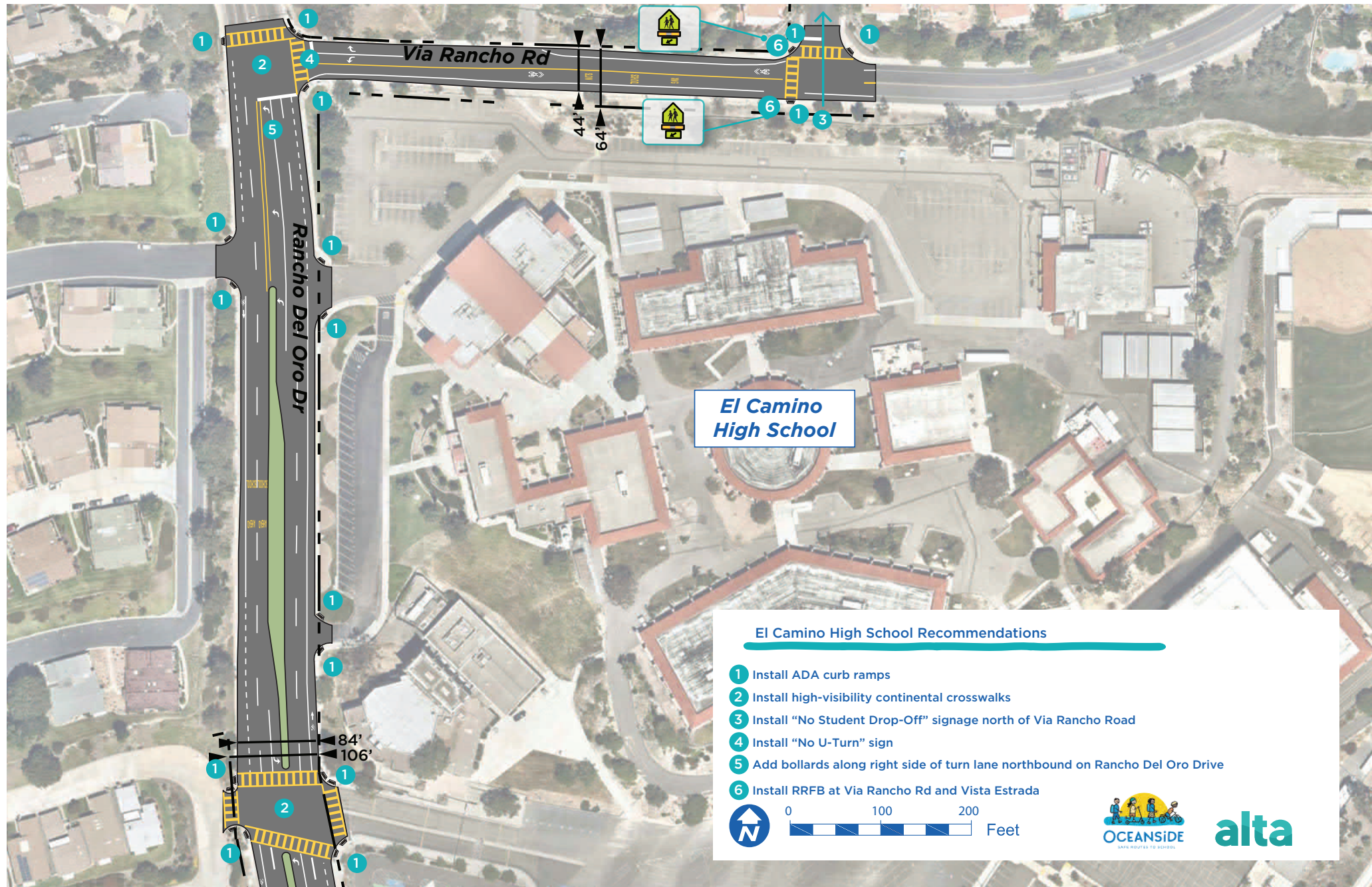
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Walk Audit Summary | Empresa Elementary School

Audit date: November 12, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Empresa Elementary School - 799 students

District: Vista Unified School District (VUSD)

Participants: 9 Parents/Stakeholders

Empresa Elementary is bounded between Avenida Empresa and Avenida de la Plata in the Ivey Ranch / Rancho del Oro neighborhood.

Participant's main concerns expressed at the walk audit included:

- » Pedestrian/vehicle conflict issues present at Rancho Del Oro Park & Avenida Empresa intersection during student pick-up.
- » Traffic congestion on Avenida Empresa during student pick-up.
- » On Avenida de la Plata, near Avenida Empresa, drivers create two informal lanes on a one-lane road going northbound. One lane is used for drivers turning left onto Avenida Empresa and the other to go straight on Avenida De La Plata.
- » Drivers are blocking the bicycle lane.



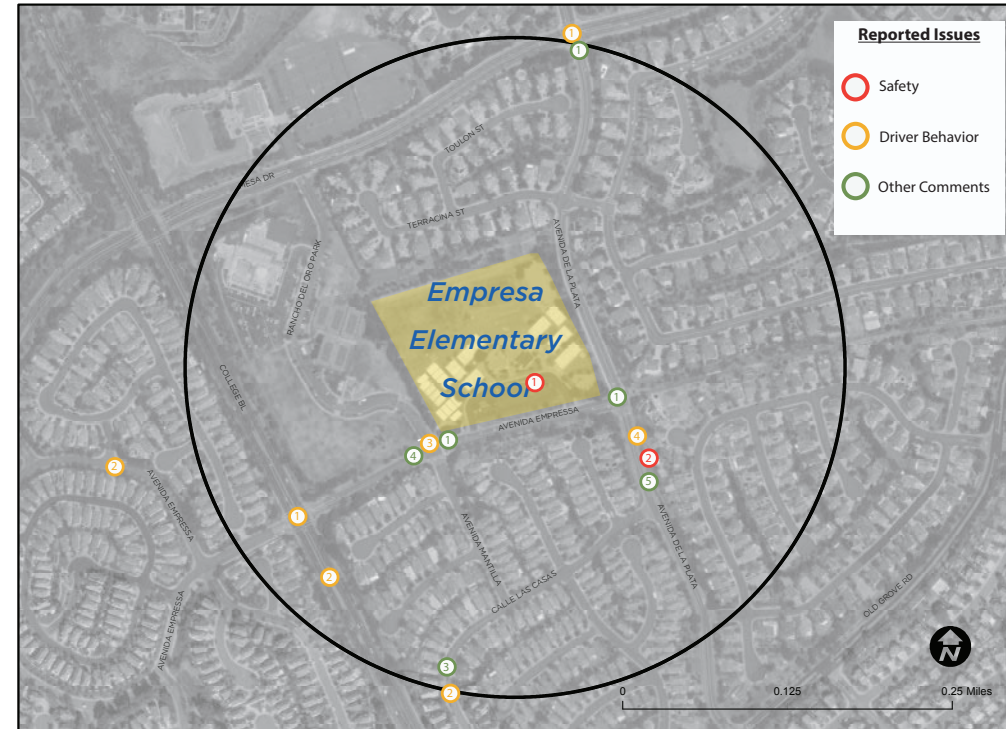
Crosswalk at Empresa Elementary School entrance



Student-led crossing at pick-up and drop-off zone



Intersection near Empresa Elementary School



Safety

- ① Parents reported multiple incidents involving dogs attacking students.
- ② Informal student drop-off zone.

Driver Behavior

- ① Drivers do not adhere to the traffic light rules.
- ② Drivers appear to be speeding.
- ③ Drivers fail to yield to pedestrians.
- ④ Drivers using bike lane as a second lane.

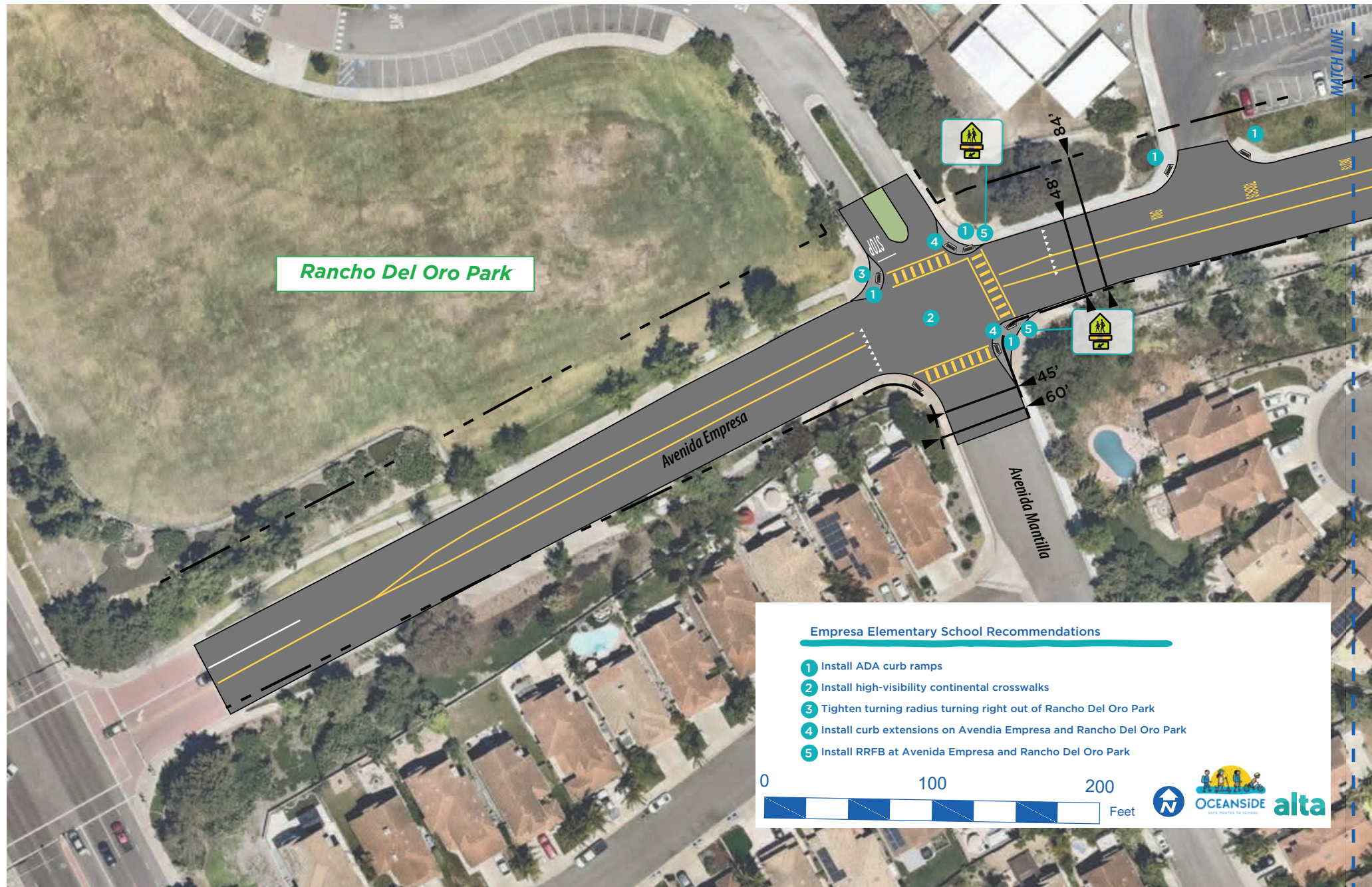
Other Comments

- ① Crossing guards are needed at this intersection.
- ② Install speed bumps to reduce driver speeds.
- ③ Install rapid-flashing beacon lights to assist student crossings.
- ④ Consider street reconfiguration as some drivers use the bike lane as an additional traffic lane.

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Walk Audit Summary | Foussat Elementary School

Audit date: October 17, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Foussat Elementary School - 685 students

District: Oceanside Unified School District (OUSD)

Participants: 11 Parents/Stakeholders

Foussat Elementary is situated along Pala Drive in the San Luis Rey neighborhood.

Participant's main concerns expressed at the walk audit included:

- » There is a need for improved crossings on Pala Road. Students are using informal crossings.
- » Speeding is one of the main concerns on Pala Road.
- » Coco Palms Drive is of concern for a number of reasons. Drivers speed, run through stop signs, and fail to yield to pedestrians. It was suggested to stripe a crosswalk at the Pala Road and Coco Palms Drive intersection.
- » Improvements are needed at the Baja Vista Drive drop-off area. Students use informal crossings between vehicles and vehicles are using the entrance improperly.



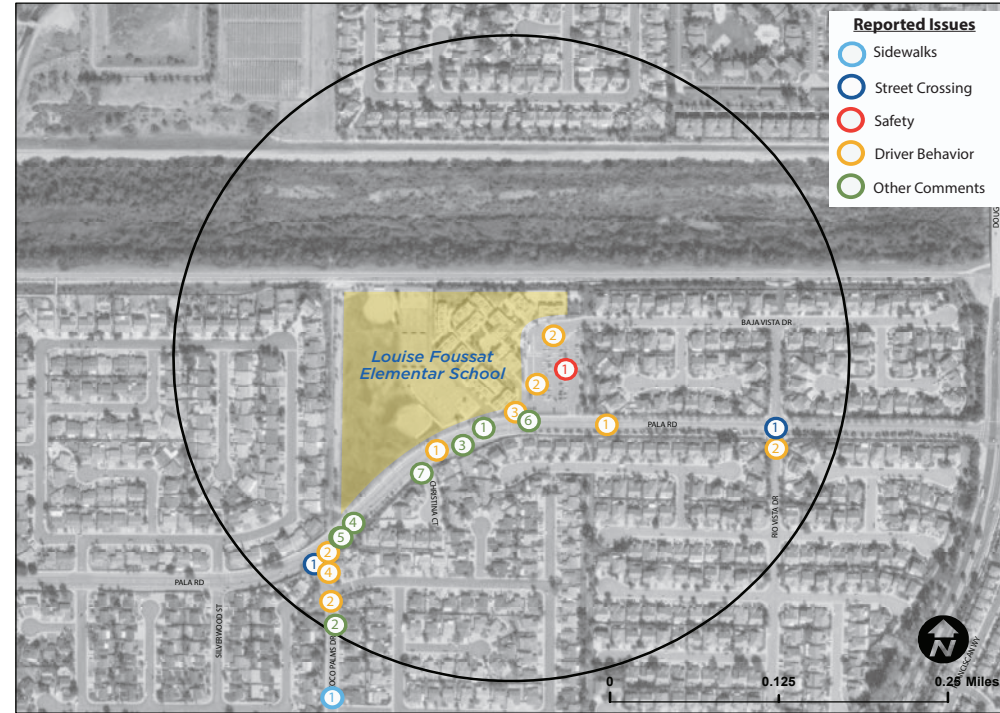
Baja Vista Dr entrance and drop-off circulation site at Foussat Elementary School



Pick-Up and Drop-Off Zone at Foussat Elementary School



Intersection of Pala Rd and Coco Palms Dr. at Foussat Elementary School



Sidewalks

①

Sidewalks are blocked by overgrown landscaping and light poles.

Street Crossing

①

There is no crosswalk or it is poorly marked.

Other Comments

①

Install speed humps around the school to reduce driver speeds.

②

Sidewalk issues along Coco Palms Dr.

③

Need for additional school zone traffic signs.

④

Need for better crossings and high visibility crosswalk.

⑤

Install curb extensions along Coco Palms Dr.

⑥

Install no turn on red signs at the three-way intersection of driveway exit.

⑦

Paint crosswalk at Christina Ct.

Safety

①

Students are using informal crossings and crossing between cars.

Driver Behavior

①

Drivers appear to be speeding.

②

Drivers do not yield to pedestrians.

③

Drivers are turning on red at traffic light.

④

Drivers do not stop at stop signs or stop behind the crosswalk.

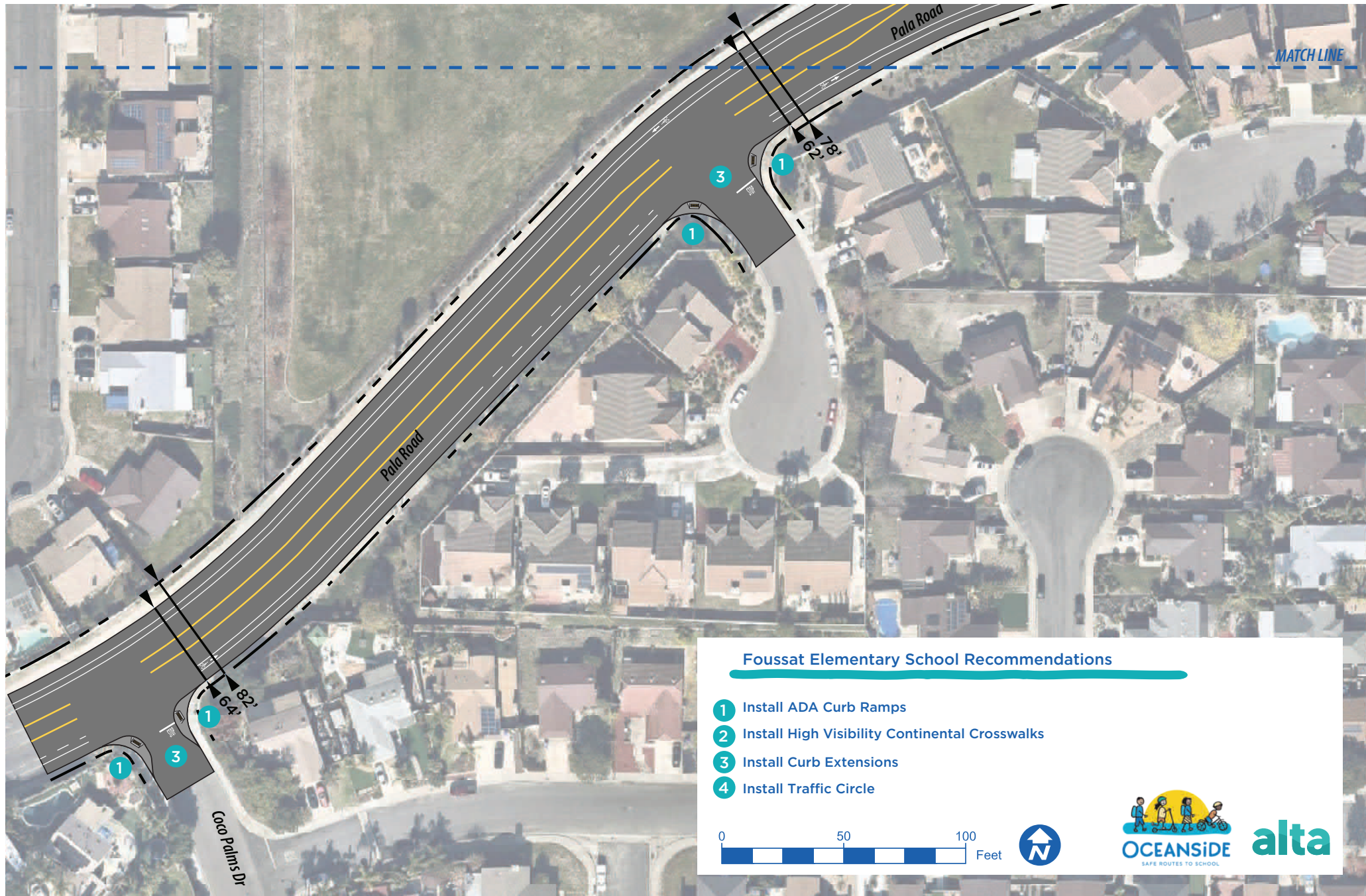
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**Foussat
Elementary School**

Pala Road

MATCH LINE

MATCH LINE



Walk Audit Summary | Ivey Ranch Elementary School

Audit date: April 23, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Ivey Ranch Elementary School - 700 students **District:** Oceanside Unified School District (OUSD)
Participants: 12 Parents/Stakeholders, 1 School Vice-Principal

Ivey Ranch Elementary School is located in the Rancho Del Oro neighborhood in Oceanside, California

Participant's main concerns during the student drop-off walk audits included the following:

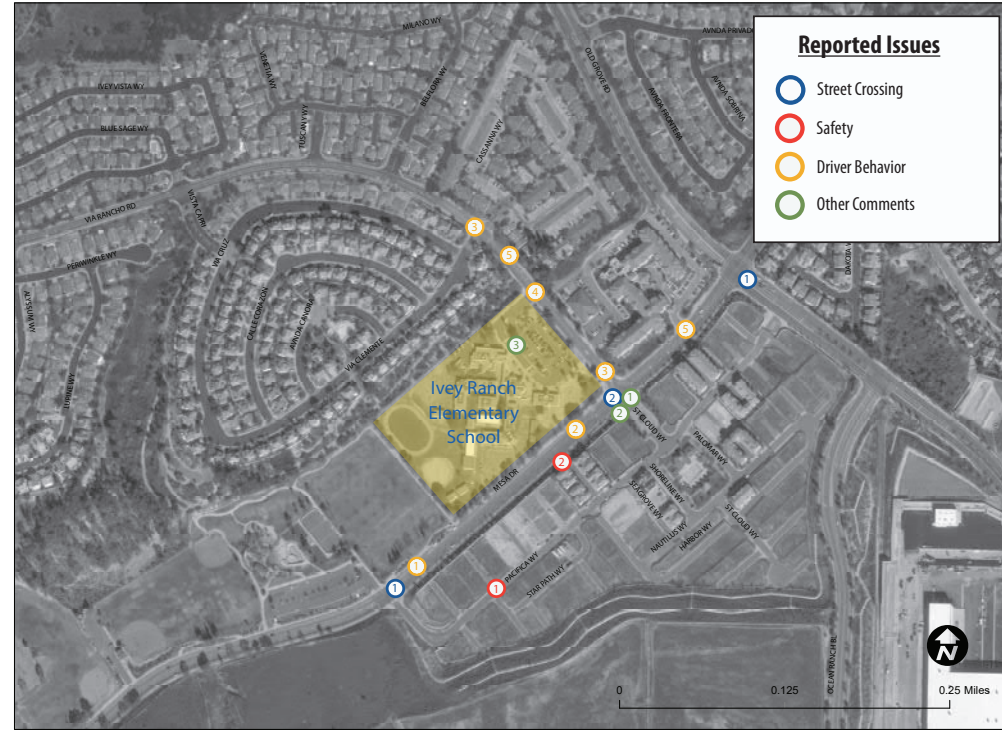
- » Driver behavior during official drop-off hours. High speed vehicles creates an unsafe environment for students during drop-off. Vehicles do not yield to pedestrians who are crossing at Mesa Road.
- » Student drop-off is occurring at many unofficial locations. Vehicles were found to be parking, queuing for an extended period of time, and making illegal u-turns along Mesa Road.
- » Pedestrian crossing time on Mesa Drive appears to be too short for pedestrians to fully cross the road. Signal crossing times should be reviewed at Mesa Drive and Via Rancho Road.
- » Vehicles at Mesa Drive and Via Rancho Road are not making a full stop before making a right turn on red.
- » Curbs should be painted red where there are existing no parking signs, such as along Mesa Road in front of the school.
- » Better signage and speed feedback signs may help address speeding along Mesa Road.
- » At the back entrance of school on Mesa Drive, there is no clear drop-off or pick-up area.



Morning drop-off traffic at Ivey Ranch Elementary School



Existing crosswalk at Ivey Ranch Elementary School



Street Crossing

①
②

Road is too wide for children to cross safely
 Crossing time is too short.

Safety

①
②

Students are being dropped off here.
 Unfriendly walking environment on this road, because drivers go too fast.

Driver Behavior

①
②
③
④
⑤

Driver make illegal u-turns here.
 Cars are double parking.
 Drivers do not yield to pedestrians.
 Drivers are using an informal second turning lane into school driveway
 Drivers appear to be speeding.

Other Comments

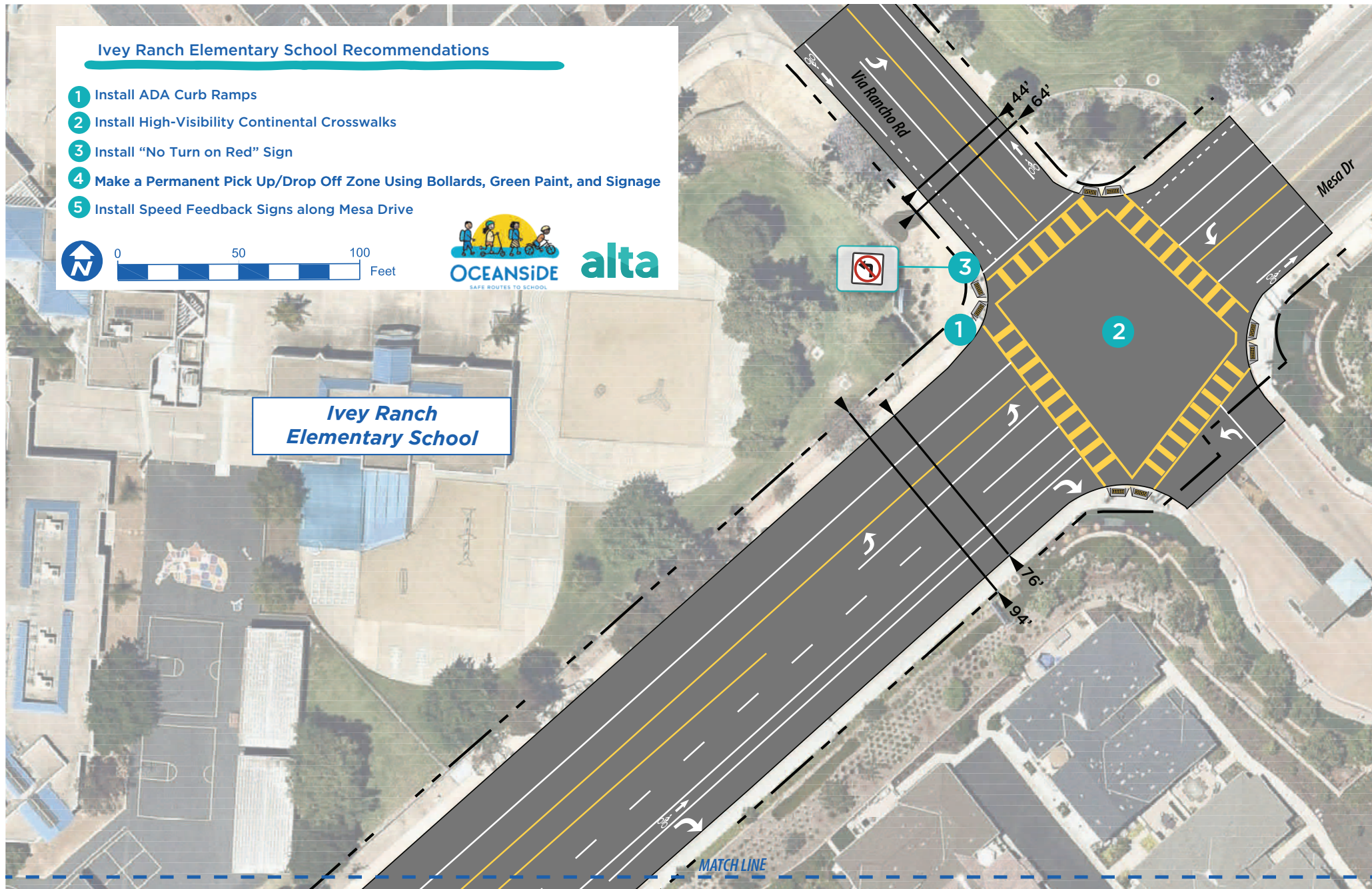
①
②
③

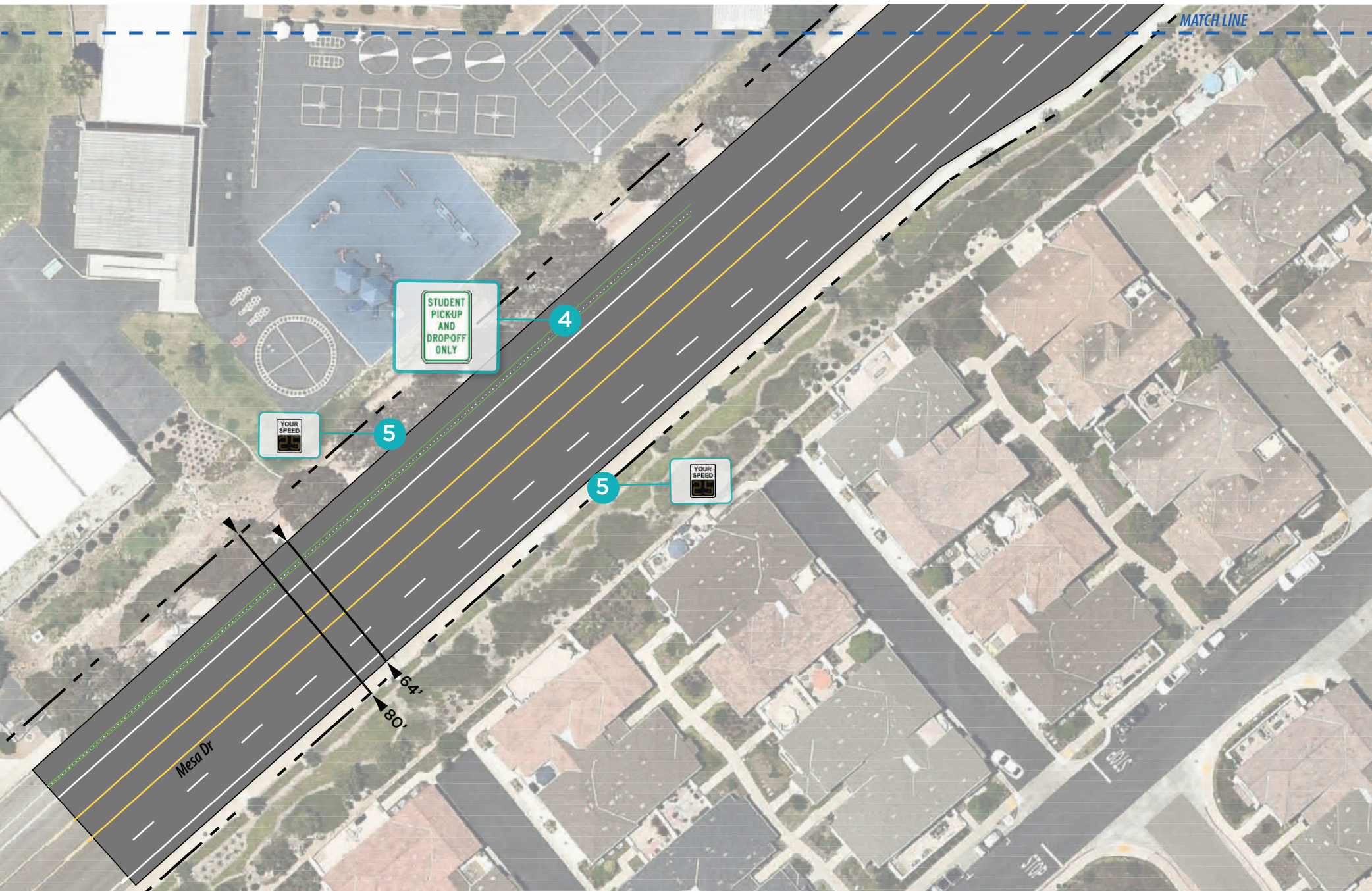
"We need a left hand turn arrow (from Via Rancho Rd onto Mesa Rd), not just a yield."
 "A leading pedestrian interval signal would help with crossing at this intersection."
 "Block crosswalk by the stairs and have only one way to cross at drop off."

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 or
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 kristinhaukom@altaplanning.com





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Walk Audit Summary | Jefferson Middle School

Audit date: December 5, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Jefferson Middle School - 648 students

District: Oceanside Unified School District (OUSD)

Participants: 1 Parent/Stakeholder

Jefferson Middle School is situated along Acacia Ave off Mission Ave in the East Side Capistrano District of Oceanside

Participant's main concerns expressed at the walk audit included:

- » Vehicles are double and triple parking causing stack up of traffic during student drop-off. Many parents shared that the drop-off area is chaotic for 15-minutes in the morning. Consider improving the circulation of official school drop-off areas.
- » Illegal long and short-term parking is occurring at the student drop-off zone.
- » Consider enhancing surrounding crosswalks to high-visibility continental crosswalks.



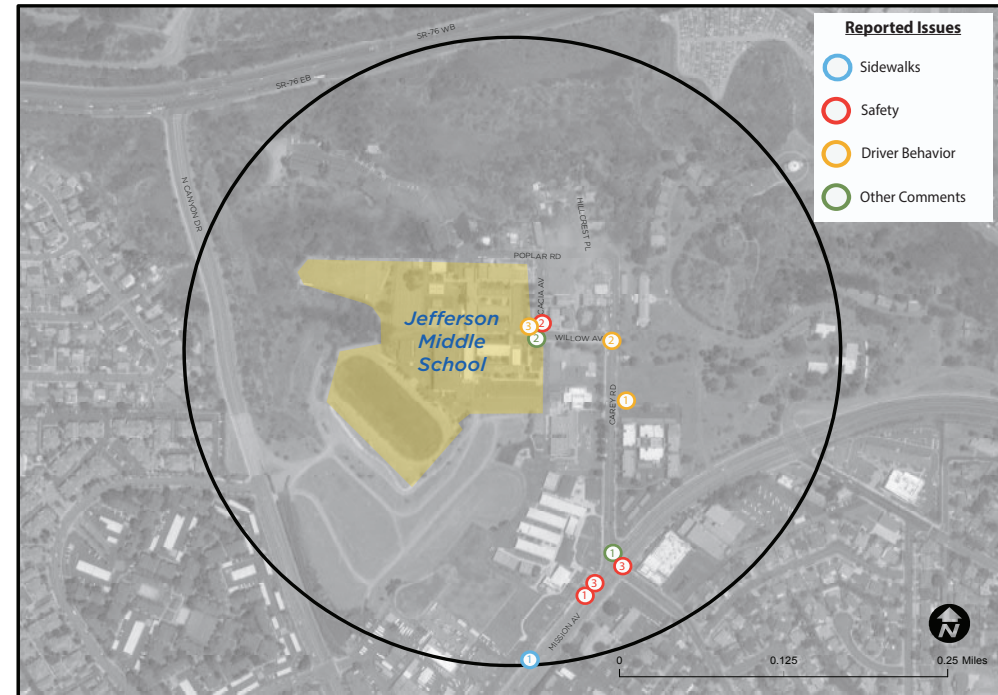
Student drop-off at Jefferson Middle School



Parking enforcement at Jefferson Middle School



Drop-off vehicle circulation at Jefferson Middle School



Sidewalks

①

Sidewalks are broken, cracked, or have trip hazards.

Other Comments

①

Crossing guard is needed at the Mission Ave and Carey Rd intersection.

②

Restripe handicap parking spaces.

Safety

①

Many students use this route to walk home after school despite safety issues.

②

Informal student drop-off zone.

③

Students are using informal crossings.

Driver Behavior

①

Drivers appear to be speeding.

②

Illegal U-turns.

③

Drivers do not respect handicap space.

Stay Connected!

Visit the Oceanside Safe Routes to School Project website:

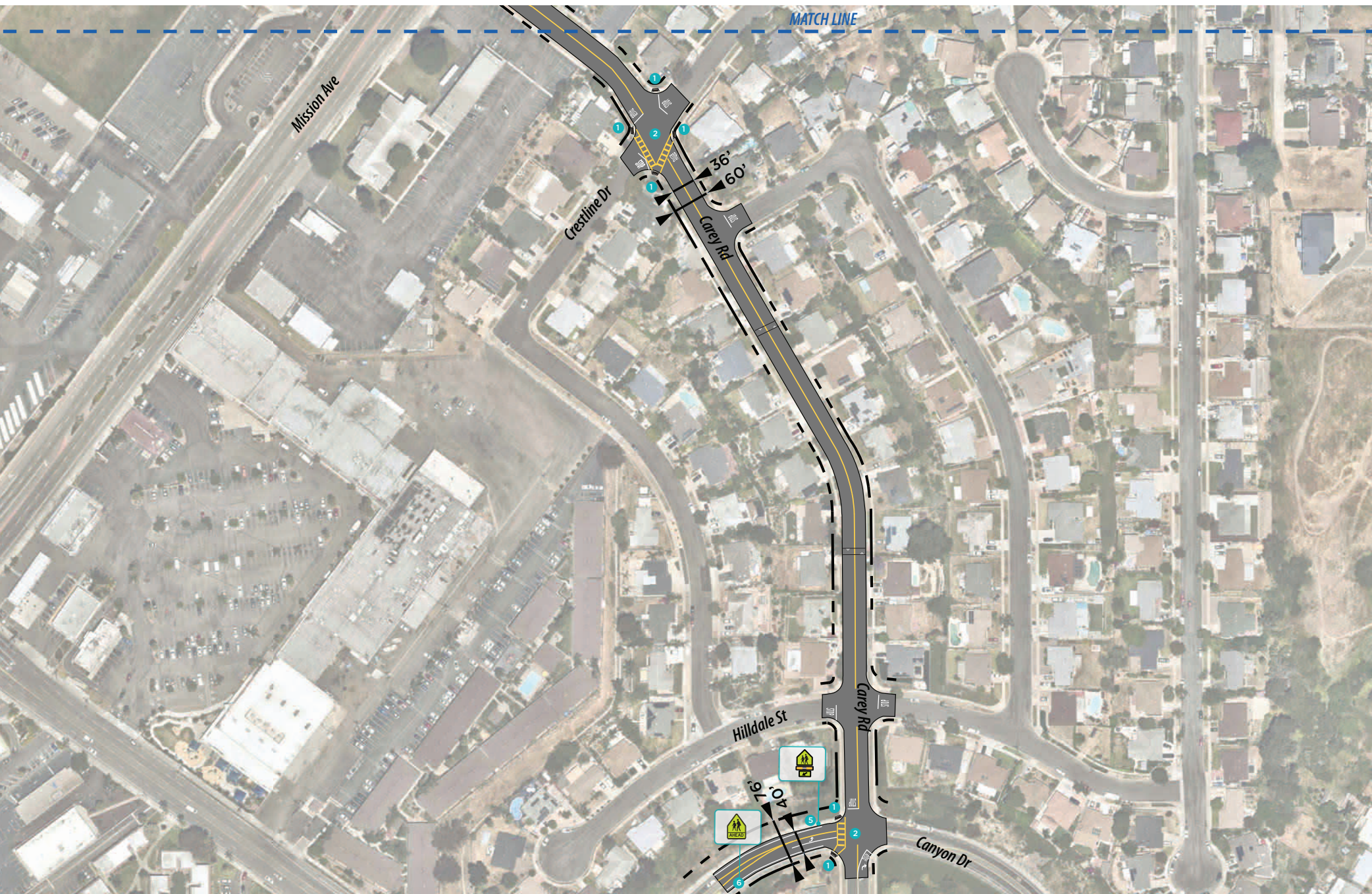
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Walk Audit Summary | Lake Elementary School & Madison Middle School

Audit date: April 3, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Lake Elementary and Madison Middle are neighboring schools on Lake Boulevard in the Ocean Hills Neighborhood.

Enrollment: Lake Elementary School - 831 students
Madison Middle School - 1,077 students

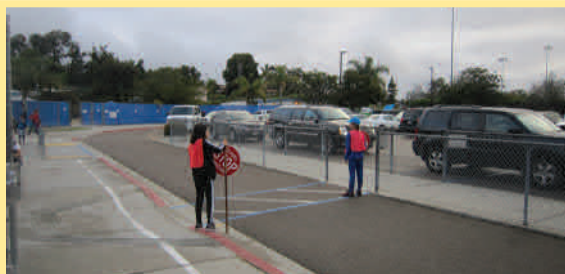
District: Vista Unified School District (VUSD)
Participants: 9 Parents/Stakeholders, 2 School Principals,
1 VUSD Employee

Participant's main concerns during the student drop-off walk audits included the following:

- » Official drop-off zones at both schools are highly congested. As a result, student drop-off is occurring at many unofficial and unsafe locations such as the nearby shopping center, Lake Park, and along Lake Boulevard.
- » Some students are not using designated sidewalks or crosswalks. Students from both schools were found walking through the school and park parking lots.
- » Congestion at the student drop-off leads to drivers queuing up on Lake Boulevard to turn right into the school, blocking the bike lane and forcing bicyclists onto the sidewalk or into the automobile lane.
- » Excess congestion at Lake Elementary is caused by vehicles attempting to make a left hand turn on Lake Boulevard upon exiting the school.



Existing crosswalk at Madison Middle School



Student-led crossing at Lake Elementary School entrance



Afternoon pick-up traffic at Lake Elementary School



Reported Issues

- Sidewalks
- Street Crossing
- Safety
- Driver Behavior
- Other Comments

Sidewalks

- 1 Uneven sidewalks along Lake Blvd
- 2 Student cut through shopping center parking lot

Street Crossing

- 1 Crossing is unsafe, drivers do not yield for pedestrians
- 2 Missing or poorly marked crosswalk

Safety

- 1 Student drop-off area (unofficial)

Driver Behavior

- 1 Drivers appear to be speeding
- 2 Drivers exiting making a left turn causes traffic to back up
- 3 Drivers are parked in the bike lane
- 4 Drivers do not yield to pedestrians

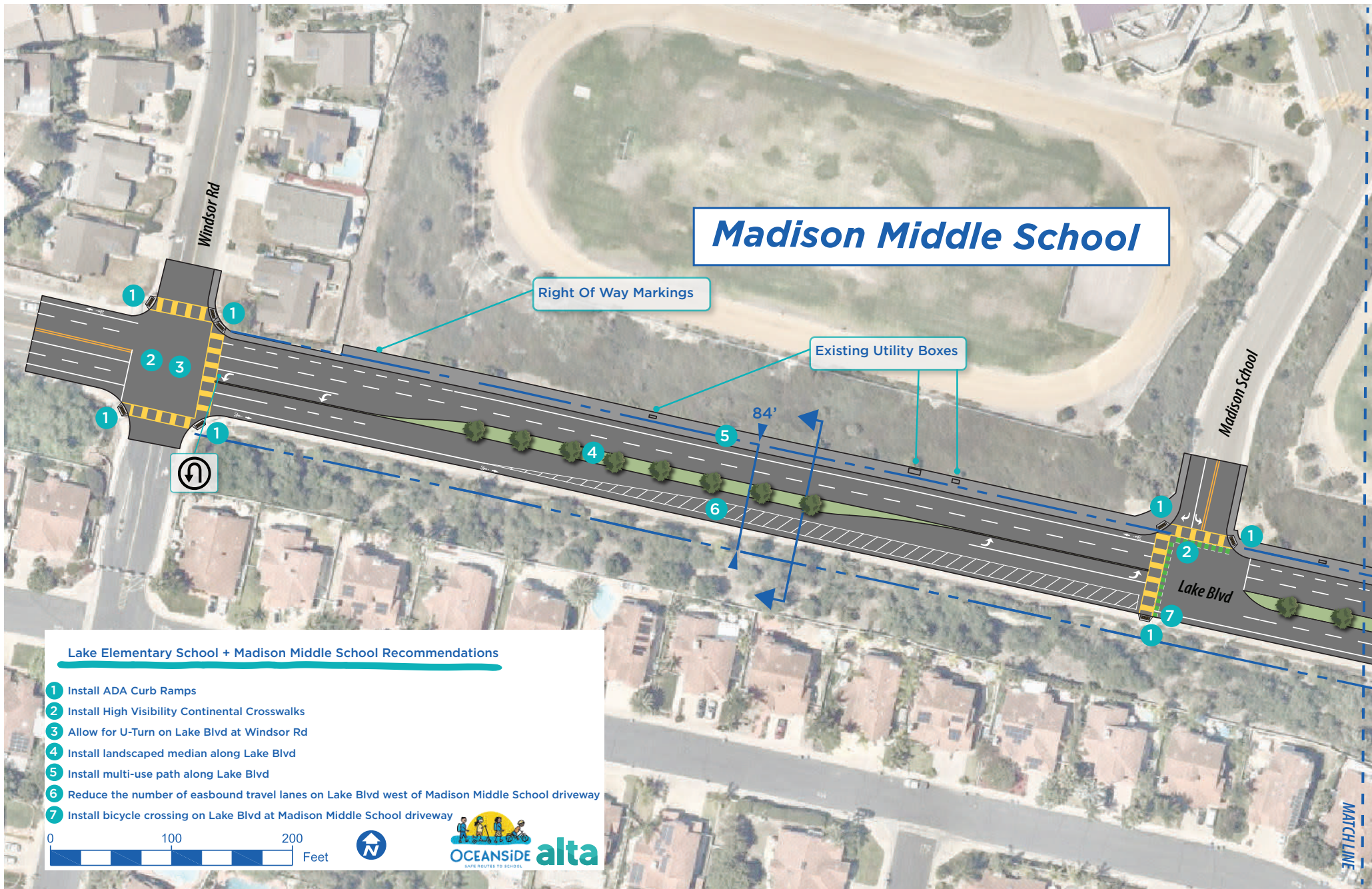
Other Comments

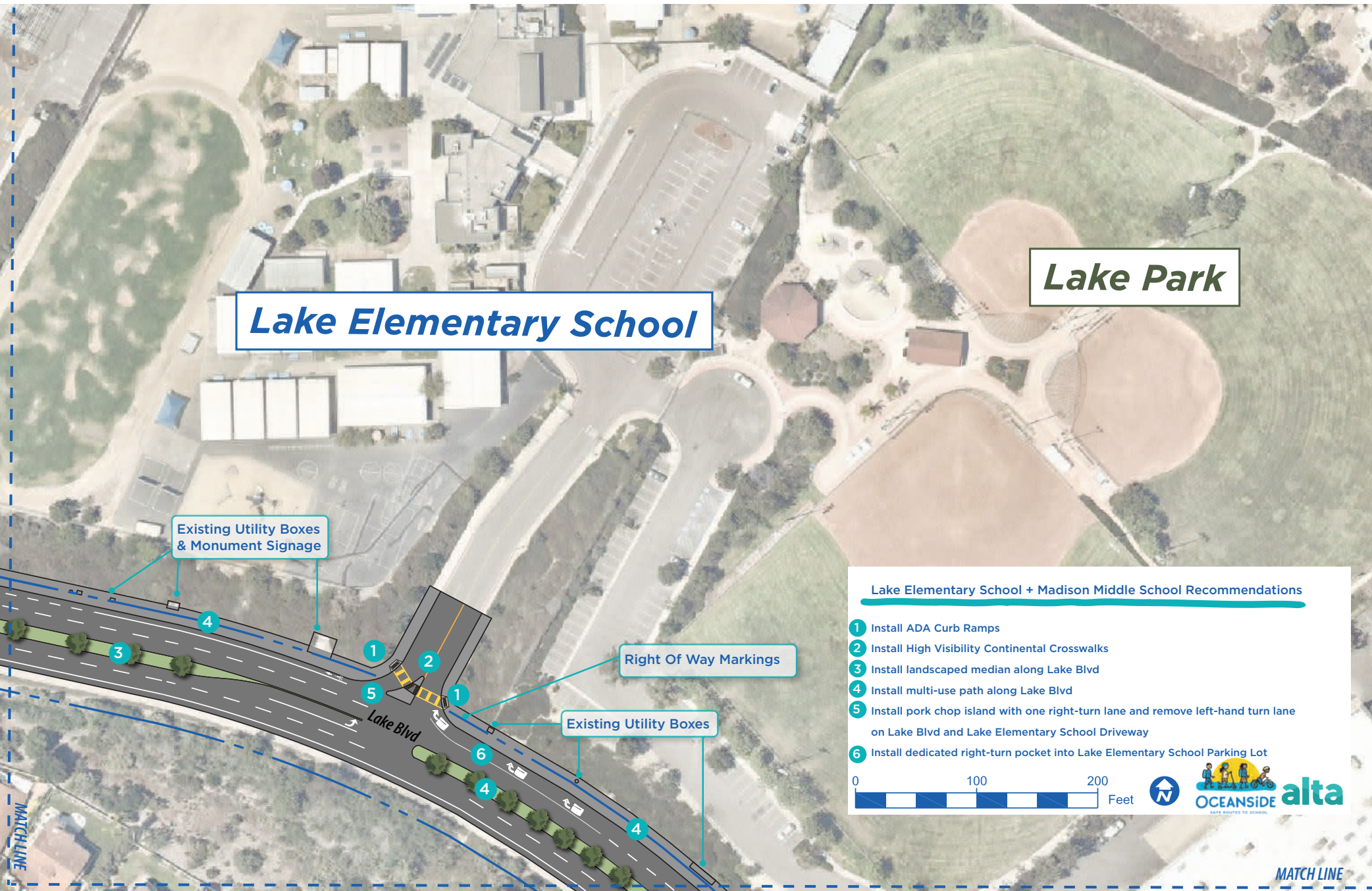
- 1 High-visibility crosswalk needed at 4-way signalized intersection on Lake & Alameda
- 2 Make right-turn only out of Lake E.S.
- 3 Add 'No street drop-off signs'
- 4 Sidewalks and crosswalks are needed from the shopping center to Lake Park
- 5 High-visibility crosswalk needed here, student bicyclist was hit here last year
- 6 Montesorri School of Oceanside

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Lake Elementary School

Lake Park

Existing Utility Boxes
& Monument Signage

Right Of Way Markings

Existing Utility Boxes

Lake Elementary School + Madison Middle School Recommendations

- 1 Install ADA Curb Ramps
- 2 Install High Visibility Continental Crosswalks
- 3 Install landscaped median along Lake Blvd
- 4 Install multi-use path along Lake Blvd
- 5 Install pork chop island with one right-turn lane and remove left-hand turn lane on Lake Blvd and Lake Elementary School Driveway
- 6 Install dedicated right-turn pocket into Lake Elementary School Parking Lot



MATCH LINE



Walk Audit Summary | Laurel Elementary School

Audit date: December 18, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Laurel Elementary School - 430 students

District: Oceanside Unified School District (OUSD)

Participants: 22 Parent/Stakeholder, 1 Principal

Laurel Elementary School is situated on the intersection of Laurel Street and San Diego Street in the East Side Capistrano District of Oceanside

Participant's main concerns expressed at the walk audit included:

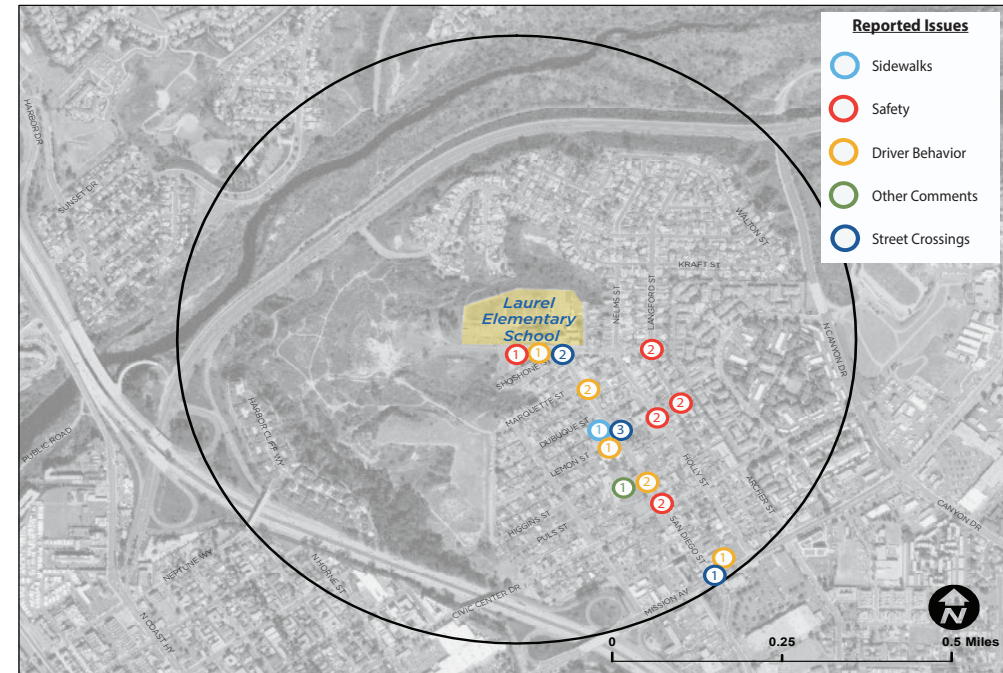
- » Student drop-off and pick-up creates traffic congestion and back-up on Laurel Street.
- » Drivers speed and do not yield to pedestrians along San Diego Street.
- » There needs to be a high-visibility crosswalk at Laurel Street and San Diego Street to increase pedestrian visibility.
- » High volume of commuter traffic at the San Diego Street and Bush Street intersection is an area of concern for elementary school age pedestrian traffic.
- » A number of issues were shared outside the half-mile school buffer zone (outside the map on page 2). The sidewalk on Country Club Lane at the I-5 overpass is too narrow and there is no pedestrian buffer from fast vehicle traffic. Vehicle speed, lack of stop sign, sidewalk trip hazards, and lighting were all issues reported at Division Street and Brooks Street intersection.



Existing crosswalk at Laurel Elementary School



Student drop-off zone at Laurel Elementary School



Sidewalks

1

Sidewalks are broken, cracked, or have trip hazards.

Safety

1

Students are being drop off Informal student drop-off zone.

2

Crossing is difficult because of vehicle speed and drivers failing to yield to pedestrians.

Driver Behavior

1

Drivers are not yielding to pedestrians.

2

Drivers are speeding.

Other Comments

1

Park's bathroom is too dark.

Street Crossing

1

Crossing is difficult, not enough pedestrian signal times to cross (several people). High-Visibility crosswalk needed at all sides of intersection.

2

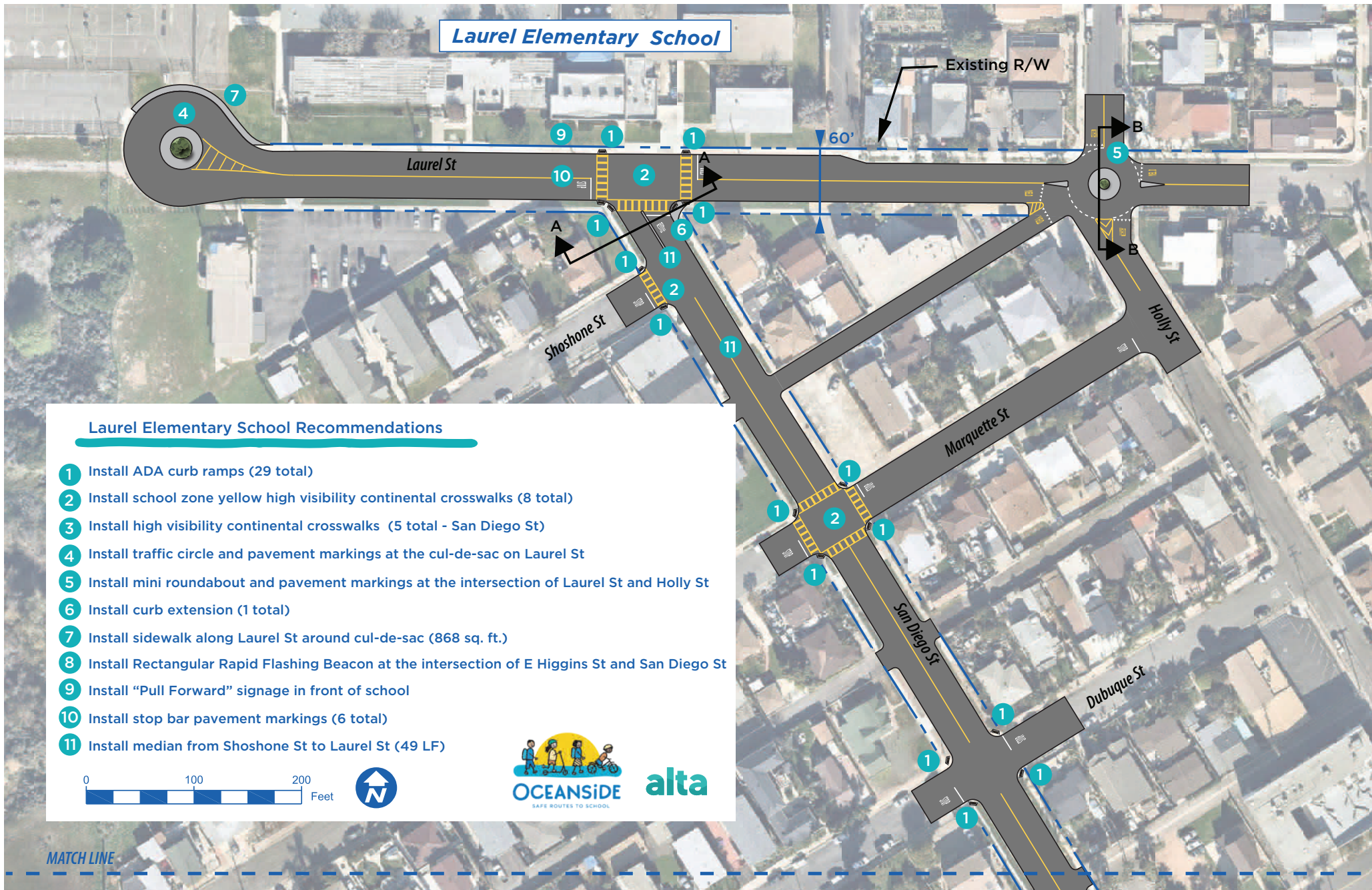
3

Crosswalk needed at all sides of intersection.

Stay Connected!

Visit the Oceanside Safe Routes to School Project website:

For more information, please contact:
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HLaGrange@oceasideca.org
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Walk Audit Summary | Libby Elementary School

Audit date: November 6, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Libby Elementary School - 561 students

District: Oceanside Unified School District (OUSD)

Participants: 18 Parents/Stakeholders

Libby Elementary is situated along West Redondo Drive in the North Valley District of Oceanside.

Participant's main concerns expressed at the walk audit included:

- » Vehicle speed and traffic congestion on W Redondo Drive.
- » Drivers stop on the crosswalk located at the W Redondo Drive and Verde Drive intersection creating conflicts for pedestrians.
- » Residents would like a stop sign on W Redondo Drive & Verde Drive intersections because drivers do not yield to pedestrians.
- » There are a number of safety issues at Libby Lake Park.



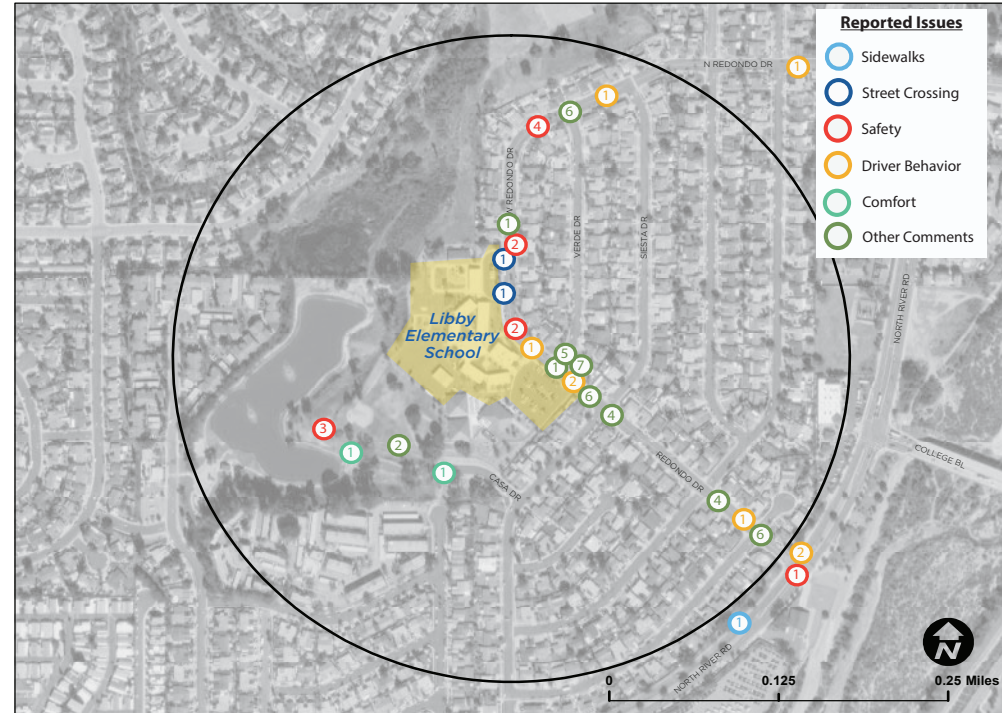
Existing conditions at Libby Elementary School



Pick-Up and Drop-Off Zone at Libby Elementary School



Existing crosswalk at Libby Elementary School



Sidewalks

- 1 Sidewalk is missing.

Street Crossing

- 1 There is no crosswalk or it is poorly marked.

Safety

- 1 Review traffic signal timing.
- 2 There is too much traffic.
- 3 There is too much traffic, several people have been killed in past years.
- 4 Sharp turn creates visibility issues.

Driver Behavior

- 1 Drivers appear to be speeding.
- 2 Drivers do not yield to pedestrians.

Comfort

- 1 Trash and debris.

Other Comments

- 1 Install pedestrian activated crossing and stop signs.

Other Comments (continued)

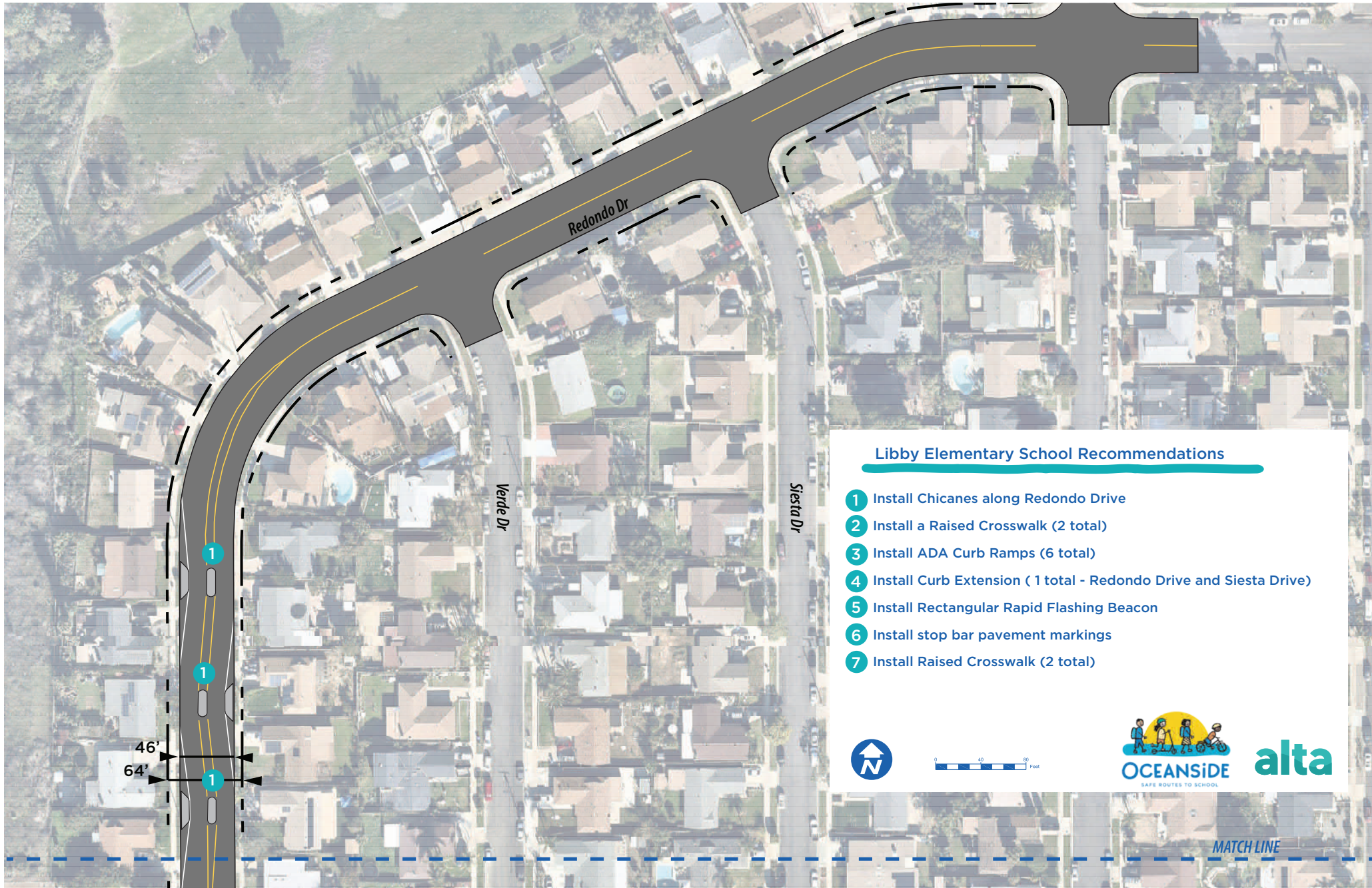
- 2 Increase gate height.
- 3 Vigilance watch is needed around school grounds.
- 4 Install speed bumps.
- 5 Install bulb-outs at the intersection of Verde Dr. and W Redondo Dr.
- 6 Install signage for drivers to slow down.
- 7 Install crosswalk.

Stay Connected!

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MATCH LINE



**Libby Elementary
School**

Verde Dr

Siesta Dr

Redondo Dr

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Walk Audit Summary | Martin Luther King Middle School

Audit date: May 30, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Martin Luther King, Jr. Middle School - 1200 students

District: Oceanside Unified School District (OUSD)

Participants: 2 Parents/Stakeholders

Martin Luther King Middle School is a school located in the Ivey Ranch/Rancho Del Oro neighborhood of Oceanside, California.

Participant's main concerns during the student drop-off walk audits included the following:

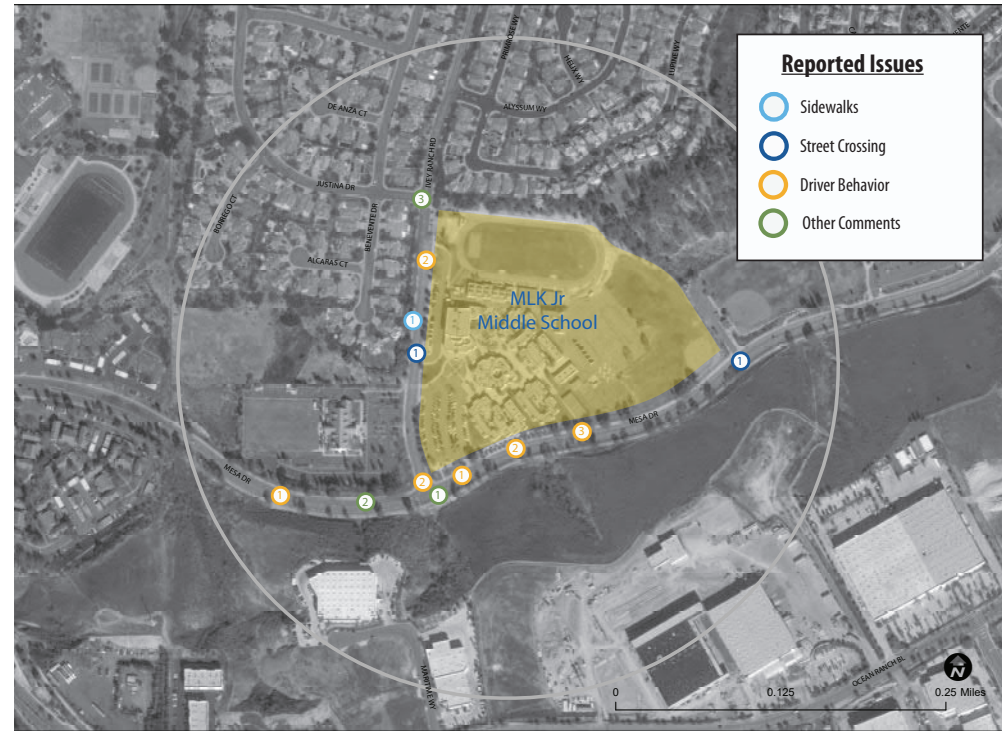
- » Driver behavior along Mesa Drive is poor. Participants noted that drivers are found speeding, making illegal u-turns, and not yielding to pedestrians, creating an unfriendly environment for students and parents.
- » The intersection at Justina Drive and Ivey Ranch Road has multiple conflict points between vehicles and pedestrians.
- » Lack of crosswalks were noted at the back entrance adjacent to Martin Luther King Park.
- » Congestion at the student drop-off leads to drivers queuing up to turn into the school parking lot, blocking the driveway to exit the school.
- » A major cause for congestion at the official drop-off zone is the difficulty to make a left turn on Mesa Drive to exit the school.
- » Vehicles are having a difficult time existing the drop-off area in front of the school and then try to get onto Ivey Rancho Road to go south and get onto Mesa Avenue.



Morning drop-off at Martin Luther King Middle School



Existing crosswalk at Martin Luther King Middle School



Sidewalks

①

Sidewalks are broken, cracked, or have trip hazards.

Street Crossing

①

There are no sidewalks or they are poorly marked.

Driver Behavior

①

Driver make illegal u-turns here.

②

Drivers do not yield to pedestrians.

③

Drivers appear to be speeding.

Other Comments

①

"Crossing guard is not always present."

②

Wish for a safer bikeway design on Mesa Drive.

③

Wish for a stop sign, raised crosswalk, or a RFB/PHB.

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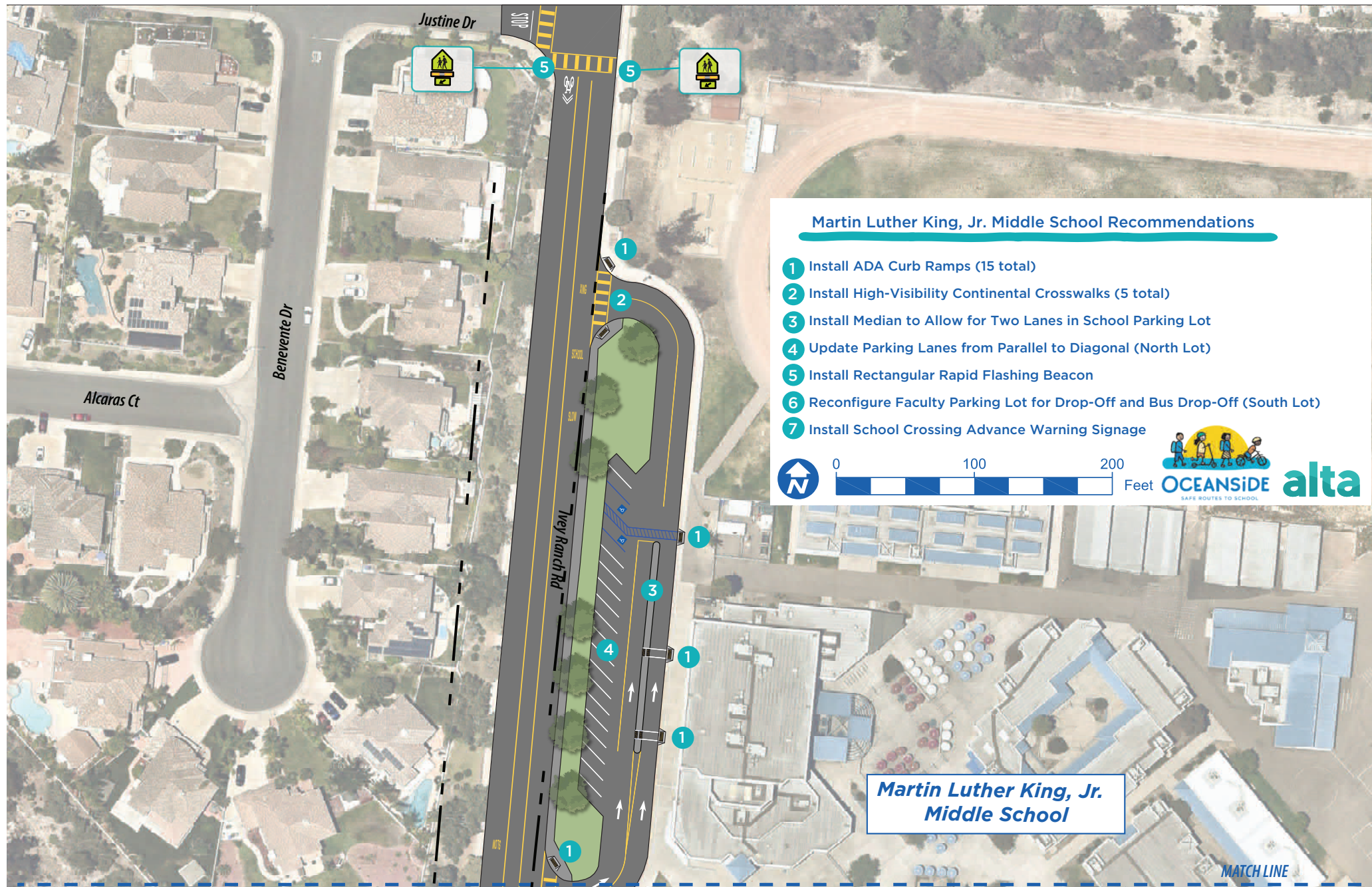
Visit the Oceanside Safe Routes to School Project website:
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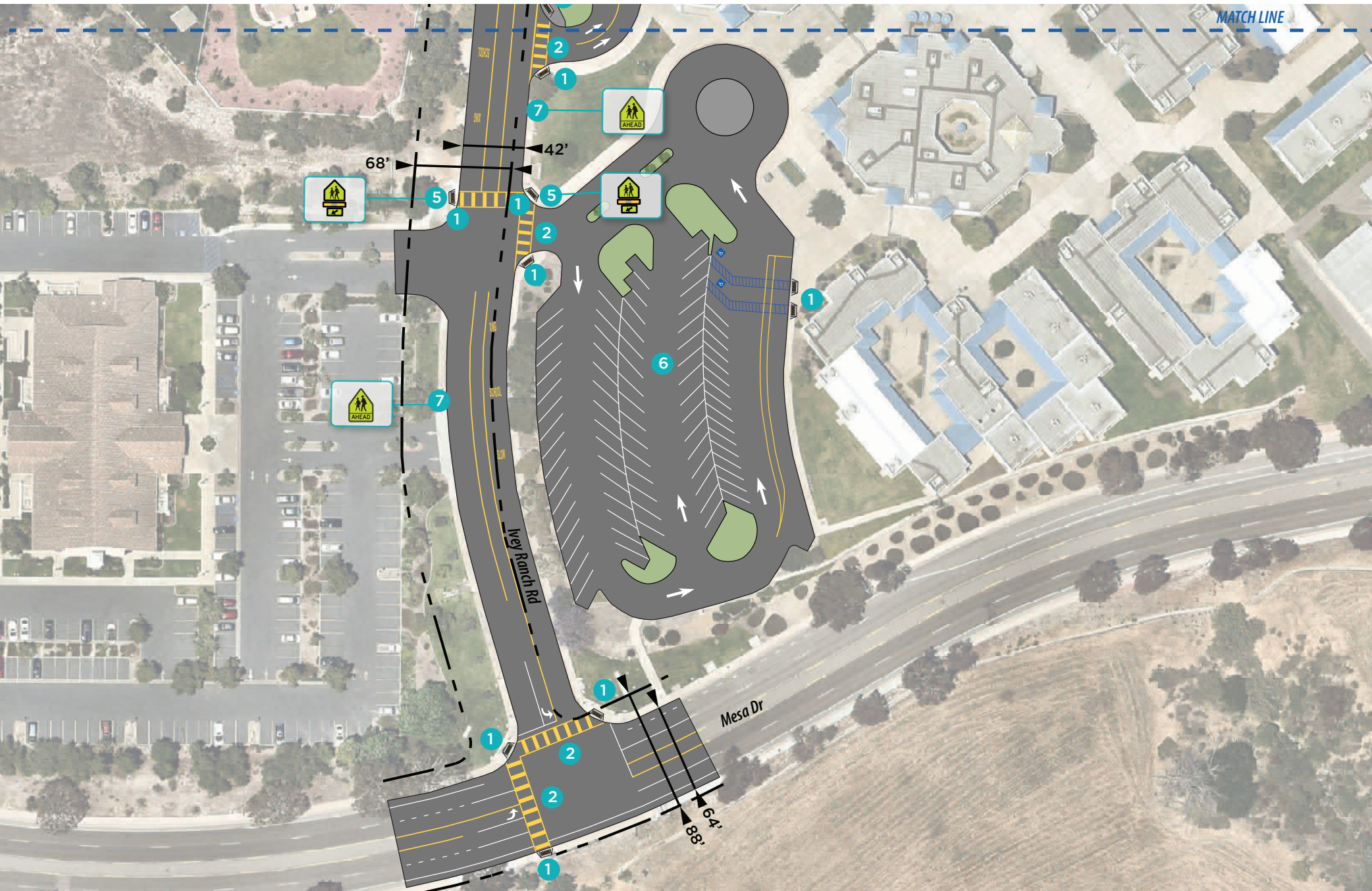
For more information, please contact:

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or

Kristin Haukom, OSRTS Team Leader
kristinhaukom@altaplanning.com





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Walk Audit Summary | Christa McAuliffe Elementary School

Audit date: May 23, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Christa McAuliffe Elementary School is located in the Mira Costa neighborhood of Oceanside, California.

Enrollment: Christa McAuliffe Elementary School - 573 Students **District:** Oceanside Unified School District (OUSD)
Participants: 5 Stakeholders, 1 School Principal

Participant's main concerns during the student drop-off walk audits included the following:

- » A major cause for concern is driver behavior along Rancho del Oro and throughout the neighborhood, but especially on Brandeis Drive and Carnegie Drive.
- » Vehicles are not yielding to students crossing Rancho del Oro at Vista del Oro Drive.
- » Student pick-up takes place outside of school property along Kelton Drive, Brandeis Drive, and Carnegie Drive, where drivers are seen speeding and do not yield to pedestrians.
- » Students can access the school at the south gate at Palisades Park. However, vehicles entering the park parking area creates congestion and safety issues attempting to exit the lot.



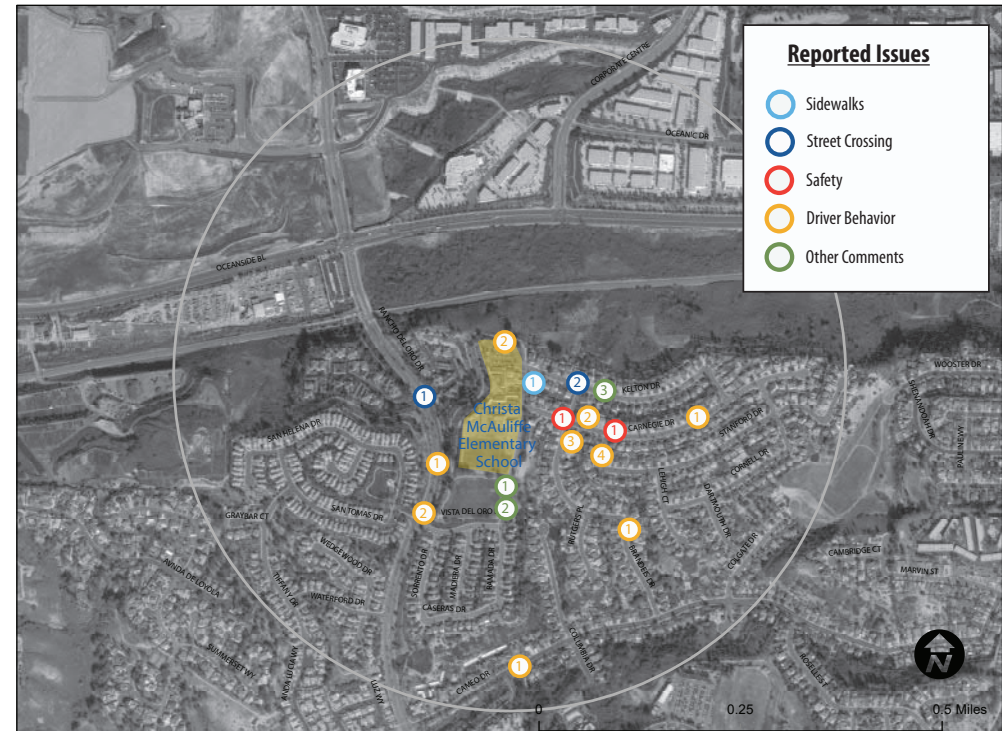
Existing crosswalk at Christa McAuliffe Elementary School



Drop-off and pick-up signs at Christa McAuliffe Elementary School



Morning drop-off traffic at Christa McAuliffe Elementary School



Sidewalks

- ① Sidewalks lack curb cuts.

Street Crossing

- ① Road is too wide to cross safely.
- ② There is no crosswalk or it is poorly marked.

Safety

- ① Students are being dropped off and/or picked up here.

Driver Behavior

- ① Drivers appear to be speeding.
- ② Drivers do not yield to pedestrians.
- ③ Issue with double parking and cars blocking visibility.
- ④ Issue with illegal U-turns.

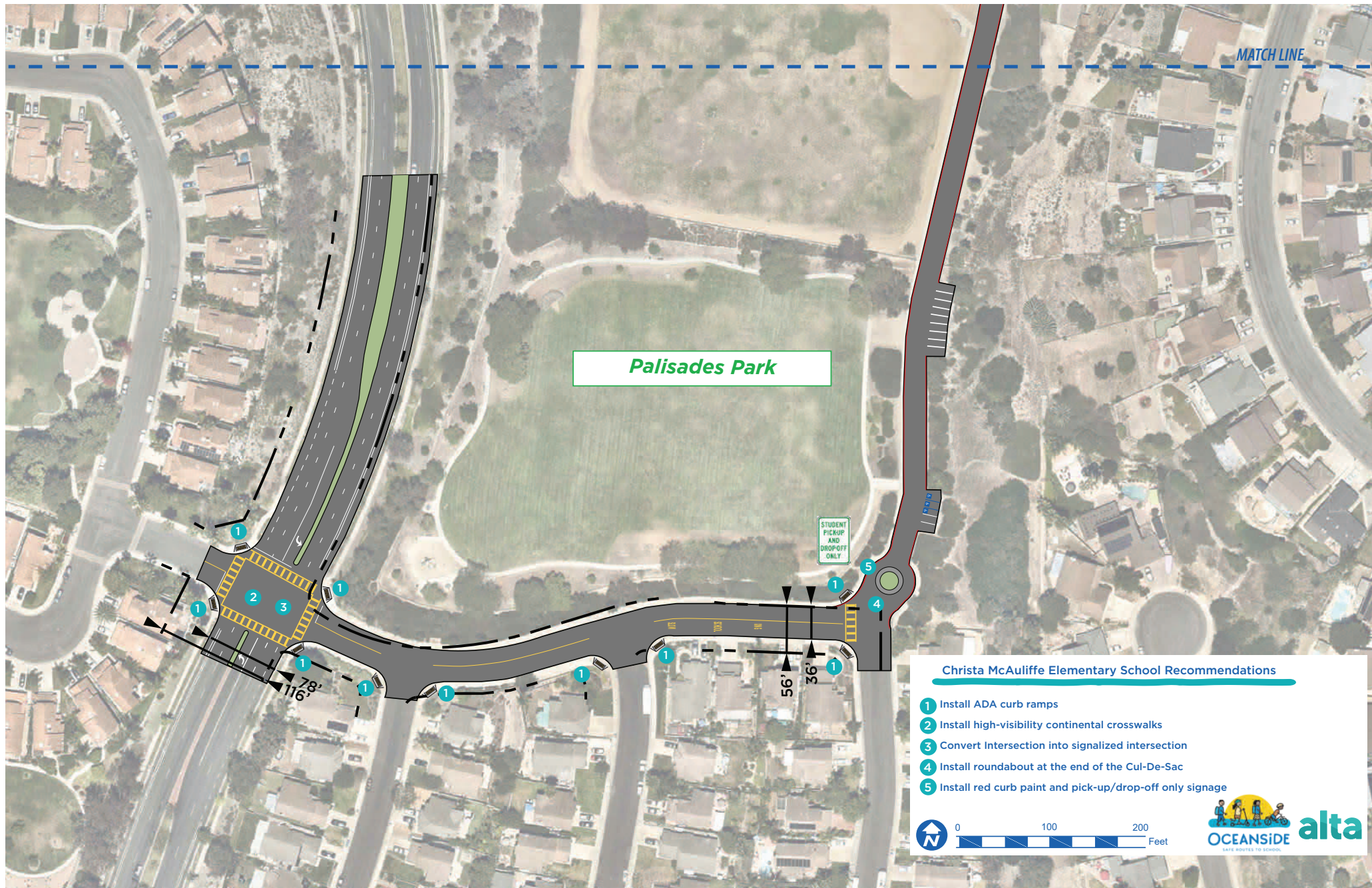
Other Comments

- ① There are people on the street that seem threatening.
- ② "Crosswalk is not flush with the street."
- ③ Common concerns with uncontrolled intersections near the school in the community. With high volumes of cars dropping off and picking up kids from the school, these uncontrolled intersections create chaos and make crossings difficult for children.

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Walk Audit Summary | Mission Elementary School

Audit date: May 21, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Mission Elementary School - 575 students **District:** Oceanside Unified School District (OUSD)
Participants: 17 Parent/Stakeholders, 1 School Principal

Mission Elementary School serves students from the East Side Capistrano and Mission Mesa neighborhoods.

Participant's main concerns during the student drop-off walk audits included the following:

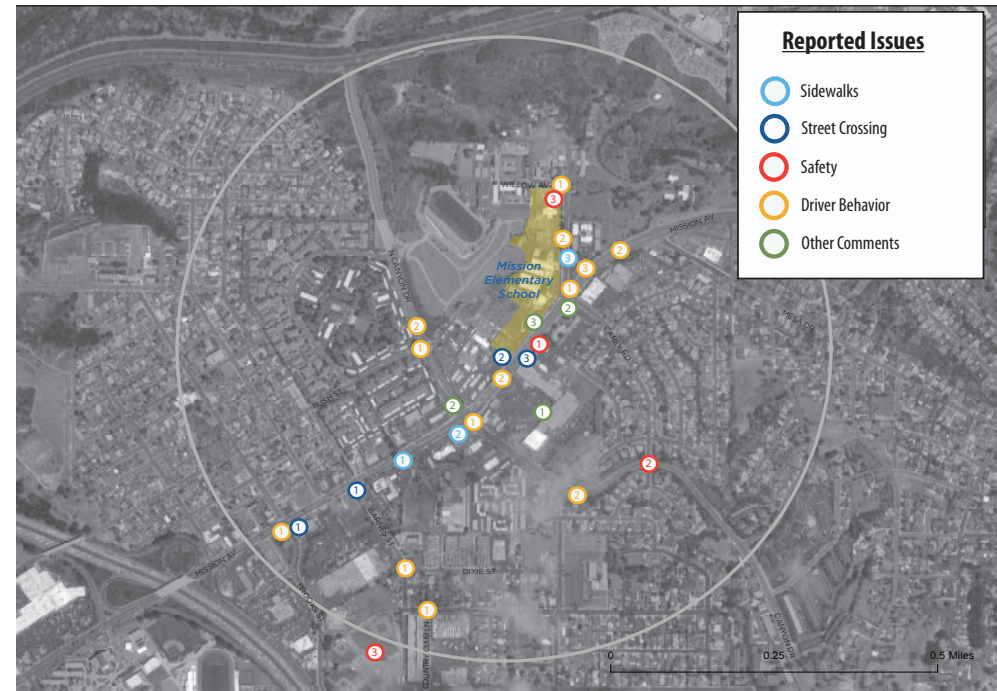
- » Many students and parents are not using designated sidewalks and crosswalks. Students and parents were found walking through the school parking lot and using informal crosswalks along Mission Avenue.
- » The official drop-off zone is not working properly and is highly congested. Parents are using the parking lots at the school and OUSD offices instead.
- » Parents using the unofficial drop-off locations at the two parking lots creates a lot of conflict between vehicles and pedestrians. Drivers were found not yielding to pedestrians and pedestrians were found walking between cars in the parking lot.
- » Driver behavior along Mission Avenue creates an unfriendly environment for students and parents crossing Mission Avenue.
- » Crossing guard assigned at Canyon Drive and Carey Road may be more beneficial next to the school at Mission Avenue and Carey Road.



Existing bus drop-off/pick-up location at Mission Elementary School



Morning walk audit at Mission Elementary School



Sidewalks

- ① Sidewalks are broken, cracked, or have tripping hazards.
- ② Sidewalks are blocked by overgrown landscaping, poles, etc.
- ③ Sidewalks are not continuous.

Street Crossing

- ① Pedestrian crossing time is too short.
- ② There are no crosswalks at any of the Unified School Districts driveways.
- ③ Too far to the nearest safe marked crosswalk.

Safety

- ① Students are being dropped off here.
- ② There is no stop sign here which allows cars to speed and crossing unsafe.
- ③ There are people on the street who seem threatening.

Driver Behavior

- ① Driver make illegal u-turns here.
- ② Drivers do not yield to pedestrians.
- ③ Cars driving in bike lane.

Other Comments

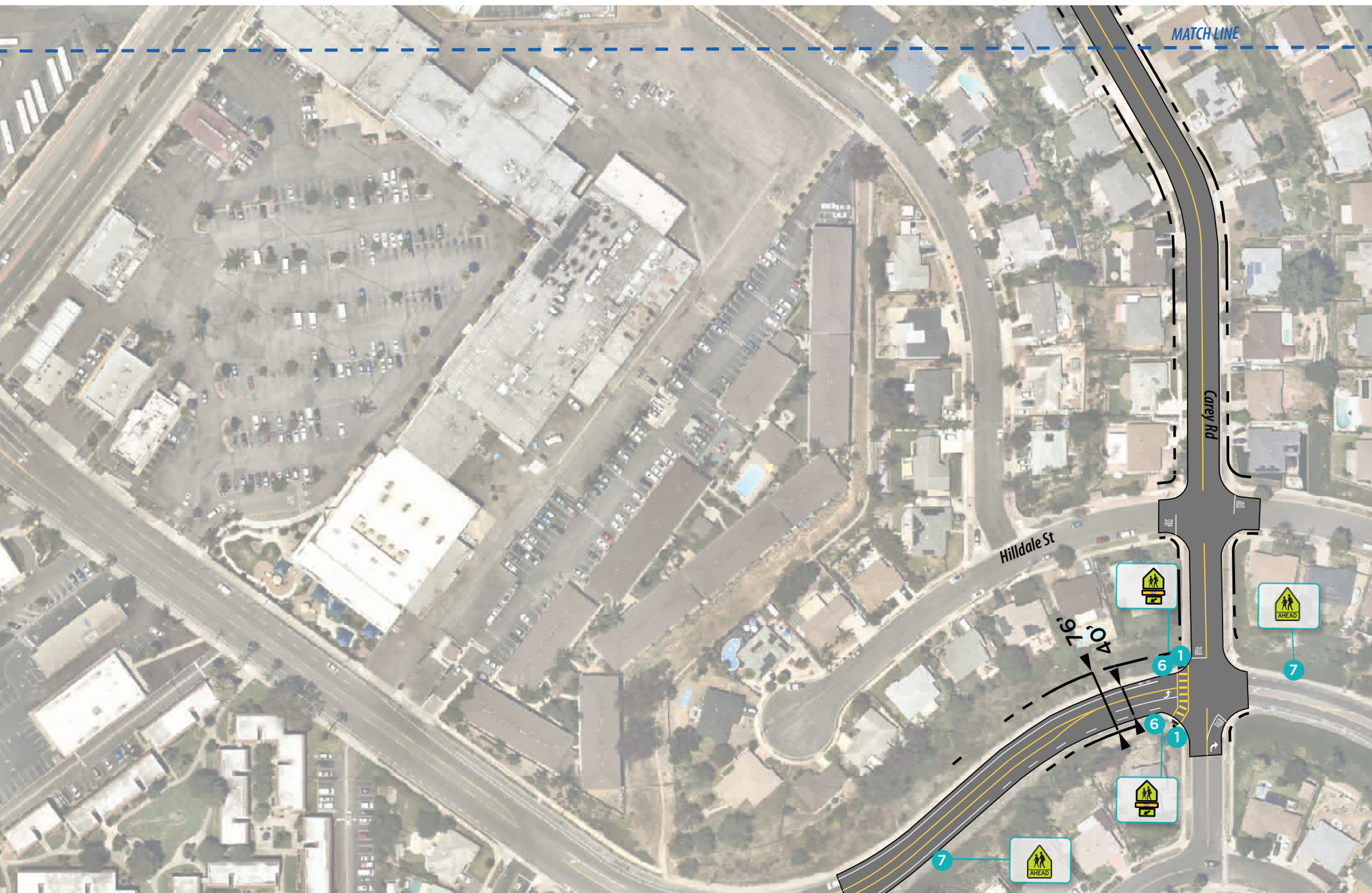
- ① There are vacant lots or rundown buildings.
- ② Request for a no-right-turn-on-red during school hours.
- ③ Request for an elevated mid-block crossing or signalized intersection.

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Walk Audit Summary | Mission Meadows Elementary School

Audit date: November 13, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Mission Meadows Elementary School - 585 students

District: Vista Unified School District (VUSD)

Participants: 13 Parents/Stakeholders

Mission Meadows Elementary is situated along Spur Avenue and the Guajome neighborhood.

Participant's main concerns expressed at the walk audit included:

- » High vehicle speeds along Spur Avenue (between Melrose Drive and Mission Meadows Elementary School), Old Ranch Road (between Arabian Way & Spring Creek Lane), and Jeffries Ranch between Old Ranch Road & Wagon Wheel Drive.
- » Drivers are notorious for rolling through stop signs and not yielding to pedestrians at the following two intersections: Dartmoor Circle & Spur Avenue and Mission Meadow Drive & Spur Avenue.
- » Visibility issues are present on Old Ranch Road between Arabian Way & Spring Creek Lane.



Sidewalk connectivity issues at Mission Meadows Elementary School



Pick-up and drop-off zone at Mission Meadows Elementary School



Main vehicle entrance at Mission Meadows Elementary School



Street Crossing

①

Crosswalks are difficult to cross.

Safety

①

Cars parked near intersection block line of sight of crosswalk.

②

Homeless encampment.

③

Visibility issues at intersection.

Driver Behavior

①

Drivers appear to be speeding.

②

Drivers do not always stop at stop signs, nor do they always yield to pedestrians.

Other Comments

①

Add "School Zone" signs around Mission Meadows Dr and Spur Ave to encourage driving at lower speeds.

②

Add red curbs along the intersection of Mission Meadows Dr and Spur Ave to increase line of sight. Curb extension were mentioned during the discussion.

③

Report of a stop sign that has fallen over. (Confirmed and notified HOA)

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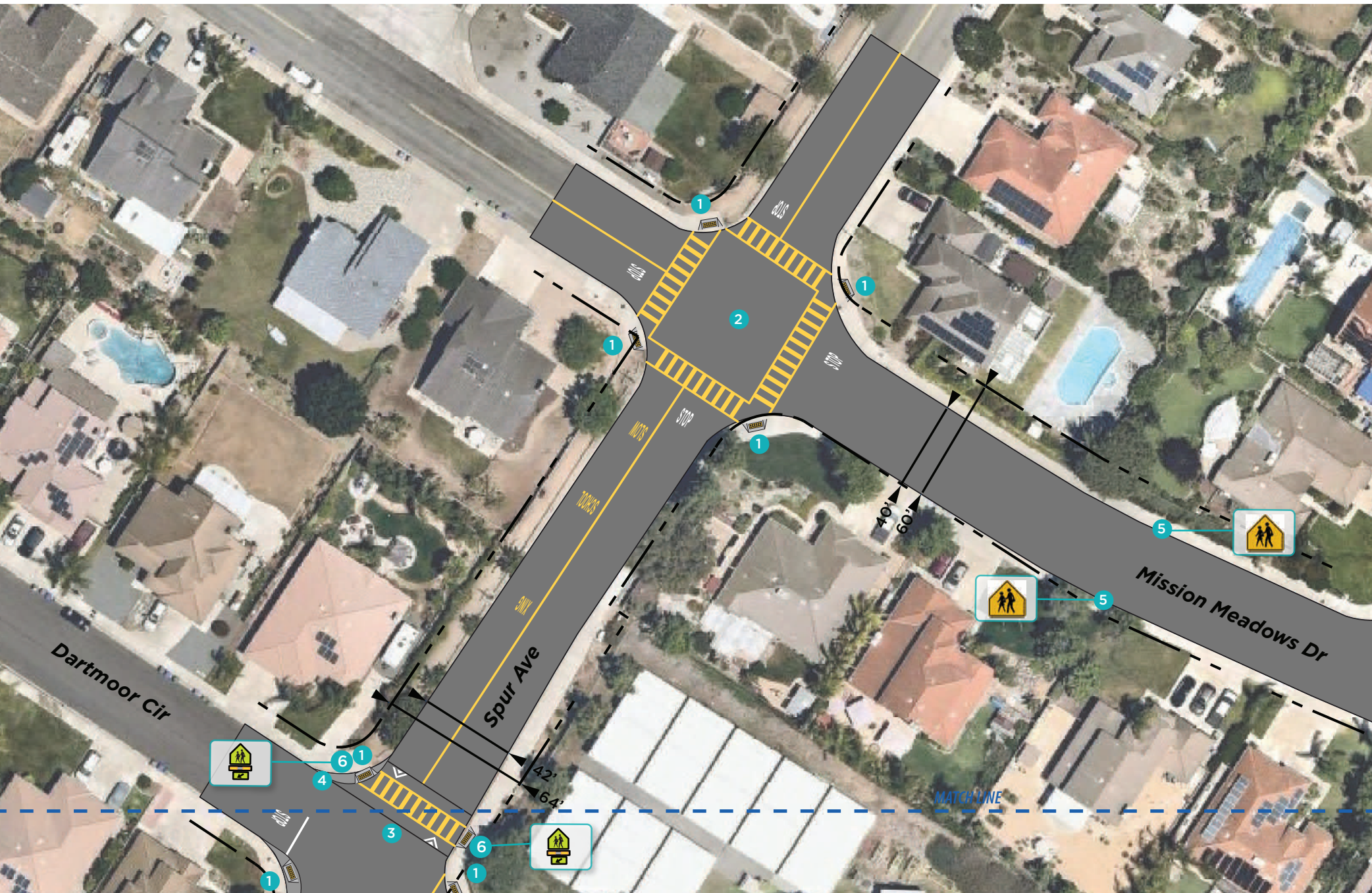
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Walk Audit Summary | Mission Vista High School

Audit date: May 29, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Mission Vista is a magnet school located in the Guajome neighborhood of Oceanside, California.

Enrollment: Mission Vista High School - 1650 Students

District: Vista Unified School District (VUSD)

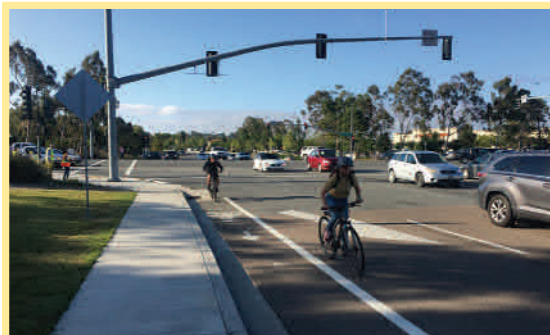
Participants: 1 Stakeholders, 1 School Vice-Principal, 1 School Principal

A formal walk audit was not conducted at this school but school staff had the opportunity to express their main concerns:

- » Congestion at the student drop-off leads to drivers queuing up on Melrose Road. As a result, student drop-off is occurring at unofficial drop-off locations outside of the school campus.
- » There are no official sidewalks that connect from Melrose Drive to the entrance of the school. (After the walk audit was conducted, the school constructed a walkway to the school).
- » Driver behavior creates an unfriendly environment for pedestrians walking across Highway 76. Vehicles were found not yielding to pedestrians while turning onto Melrose Drive.



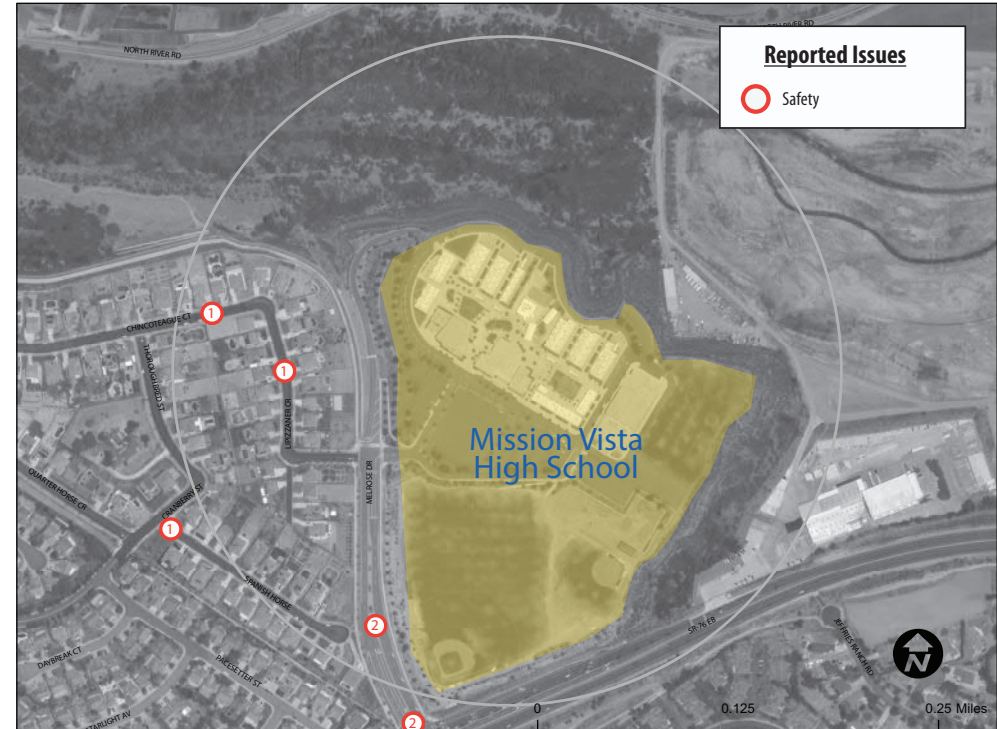
Existing crosswalk at Mission Vista High School



Existing bike lane at Mission Vista High School



Morning drop-off traffic at Mission Vista High School



Safety

①
②

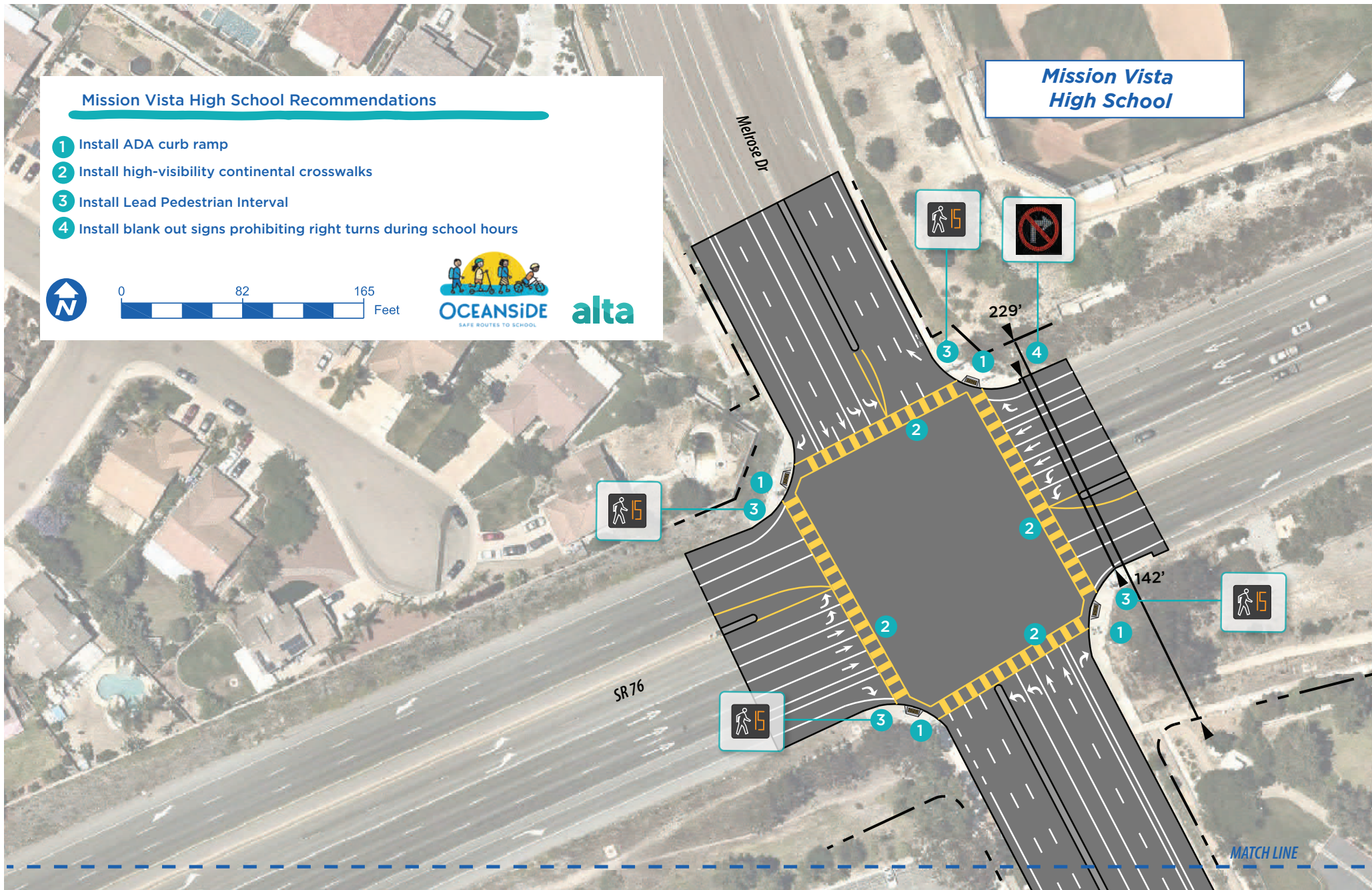
Students are being dropped off here

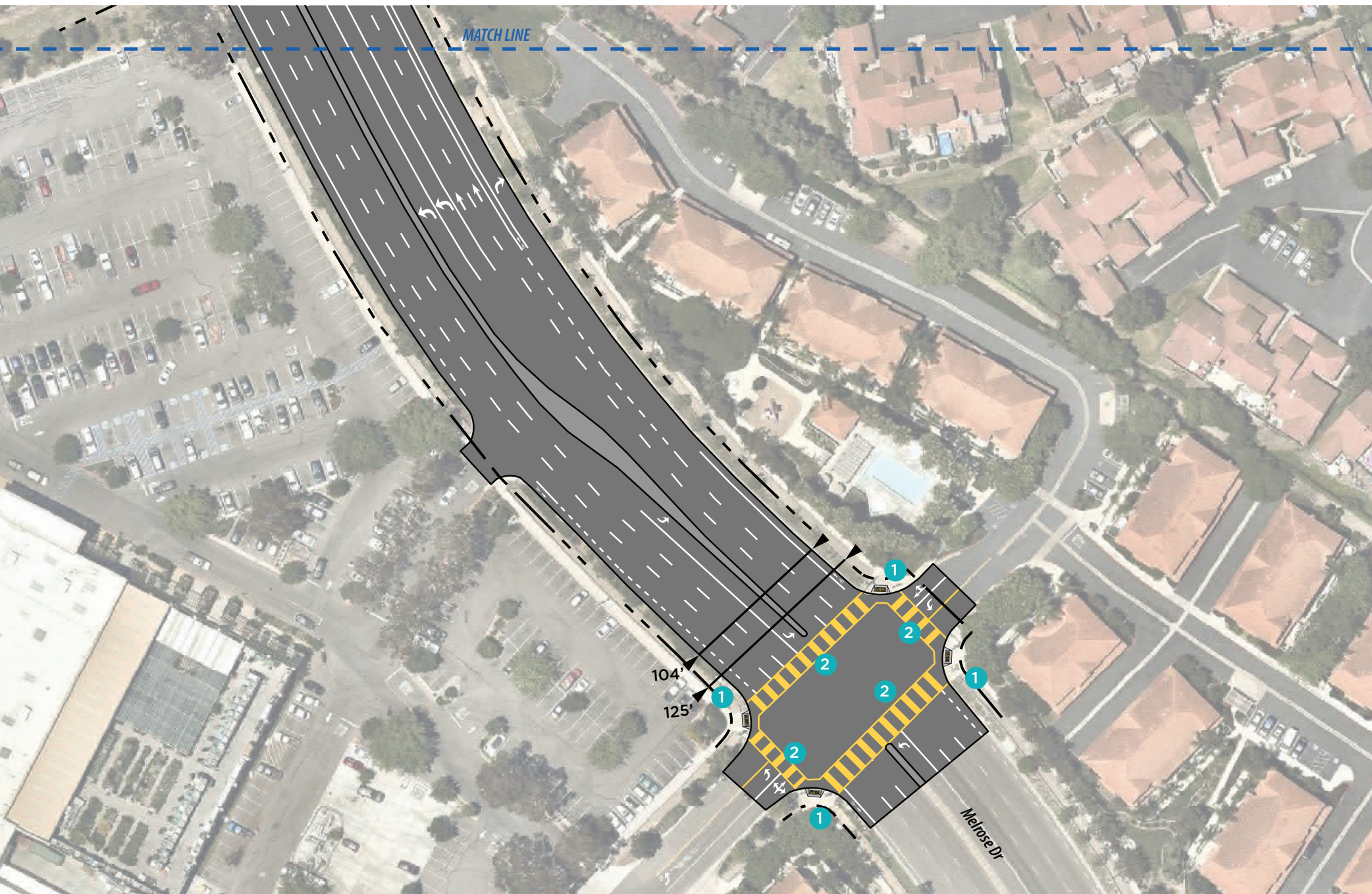
There is too much traffic. Concerns regarding students crossing SR-76.

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Walk Audit Summary | Nichols Elementary School

Audit date: September 24, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Nichols Elementary School - 688 students

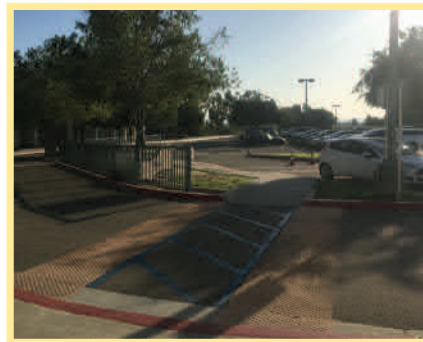
District: Oceanside Unified School District (OUSD)

Participants: 9 Parents/Stakeholders, 1 School Principal

Nichols Elementary is situated along Old Grove Rd in the San Luis Rey Neighborhood.

Participant's main concerns expressed at the walk audit included:

- » One of the greatest concerns for walking and biking at this school is the crossings along Old Grove Road at Frazee Road and Echo Canyon Way. Parents coming from the east side of the school are choosing to walk through the dirt pathway instead of the adjacent sidewalk to avoid the high speed crossings on the other side of the street.
- » The lack of a sidewalk on the north side of Old Grove Road hinders people's ability to walk or bike to school.
- » Participants recommended enhancements to crossings at the front of the school, such as better signage and more visibility.



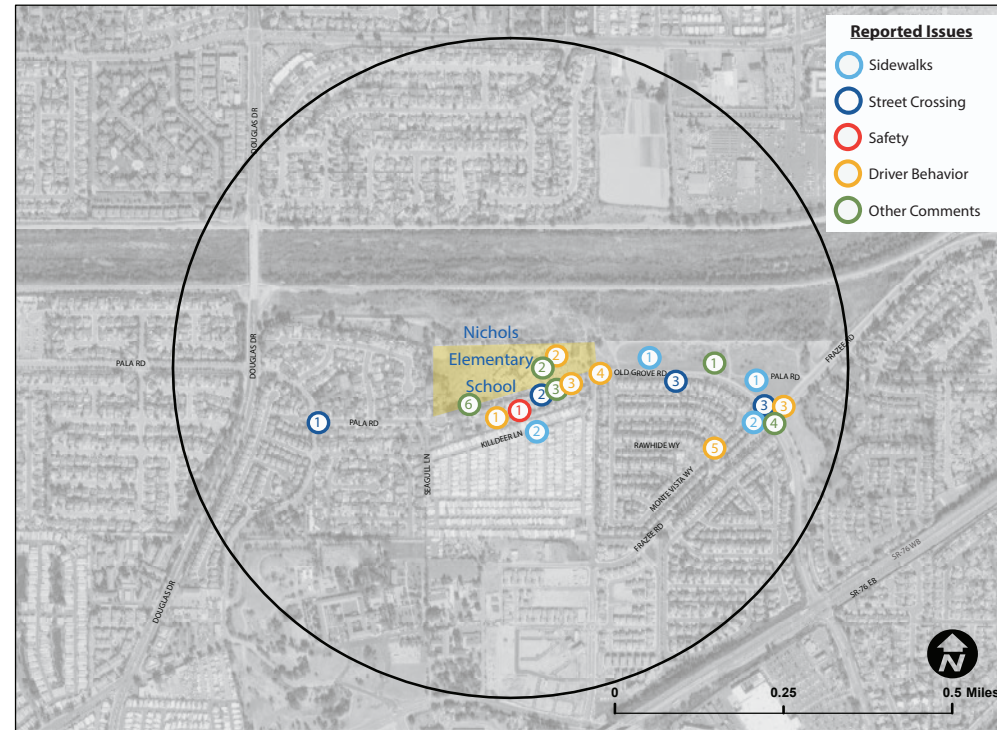
Drop-off and pick-up loading zone at Nichols Elementary School



Dirt Pathway at Nichols Elementary School



Existing crosswalk at Nichols Elementary School



Sidewalks

- ① No sidewalk present.
- ② Uneven sidewalks.

Street Crossing

- ① Lack of stop sign makes crossing difficult.
- ② Missing or poorly marked crosswalk.
- ③ Crosswalk is difficult to cross.

Safety

- ① Informal drop-off is occurring here.

Driver Behavior

- ① Drivers are making illegal U-turns here.
- ② Drivers are using bus only lanes.
- ③ Drivers do not stop at stop signs or behind crosswalks.
- ④ Drivers block driveway exit.
- ⑤ Drivers are parking in the bike lane.

Other Comments

- ① Ensure new development proposal plans for sidewalk on Old Grove Road.
- ② Enforce no U-turn in front of the school.
- ③ Install stop sign to accompany the crosswalk in front of the school.
- ④ Install a dedicated traffic light between Old Grove Road and Frazee.
- ⑤ Crosswalk safety education is needed.
- ⑥ Add no parking signs on Old Grove Rd during school hours.

Stay Connected!

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Kristin Haukom, OSRTS Team Leader
kristinhaukom@altaplanning.com





Nichols
Elementary School

Old Grove Rd

MATCH LINE

Nichols Elementary School Recommendations

- 1 Install ADA curb ramps (27 total)
- 2 Install high visibility continental crosswalks (3 total)
- 3 Install curb extensions (3 total)
- 4 Install No U-turn signage
- 5 Install raised crosswalk
- 6 Install sidewalk north side of Old Grove Rd (5,268 sq. ft.)
- 7 Install roundabout at Old Grove Rd and Frazee Rd





Walk Audit Summary | Oceanside High School

Audit date: November 6, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Oceanside High School - 2,189 Students

District: Oceanside Unified School District (OUSD)

Participants: 2 School Administrators

Oceanside High School runs along Mission Ave adjacent to Horne St just east of the Oceanside Pier

A formal walk audit was not conducted at this school. School staff had the opportunity to express their main concerns:

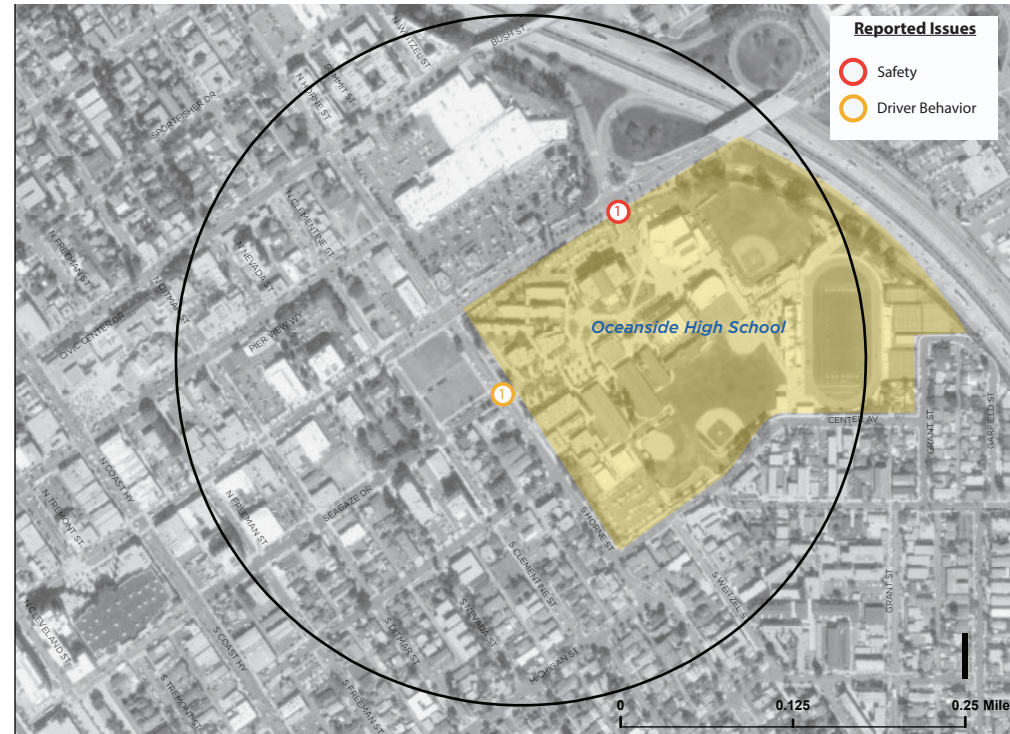
- » There is heavy drop-off traffic which is managed well by school security staff.
- » Large number of drop offs and student walkers coming from the east side of the school across the Mission Avenue bridge across the I-5. Caltrans recently repainted crosswalks across the on ramps and added pedestrian warning signs. There are also yellow flashing warning lights on the existing northbound I-5 off-ramp.
- » The biggest issue raised by the security staff was the difficulty of vehicles exiting the drop-off area. Most departing vehicles desire to turn right exiting the parking area going east. Security staff noted that the green light is not long enough to help clear departing traffic.



Existing Crosswalk at Oceanside High School



Bus Drop-Off at Oceanside High School



Safety

①

There is too much traffic.

Driver Behavior

①

Drivers do not stop at stop signs or stop behind the crosswalk.

②

Drivers do not yield to pedestrians.

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Oceanside High School Recommendations

- 1 Install ADA curb ramps (24 total)
- 2 Install school zone yellow high visibility continental crosswalks (17 total)
- 3 Install raised crosswalk at south crosswalk

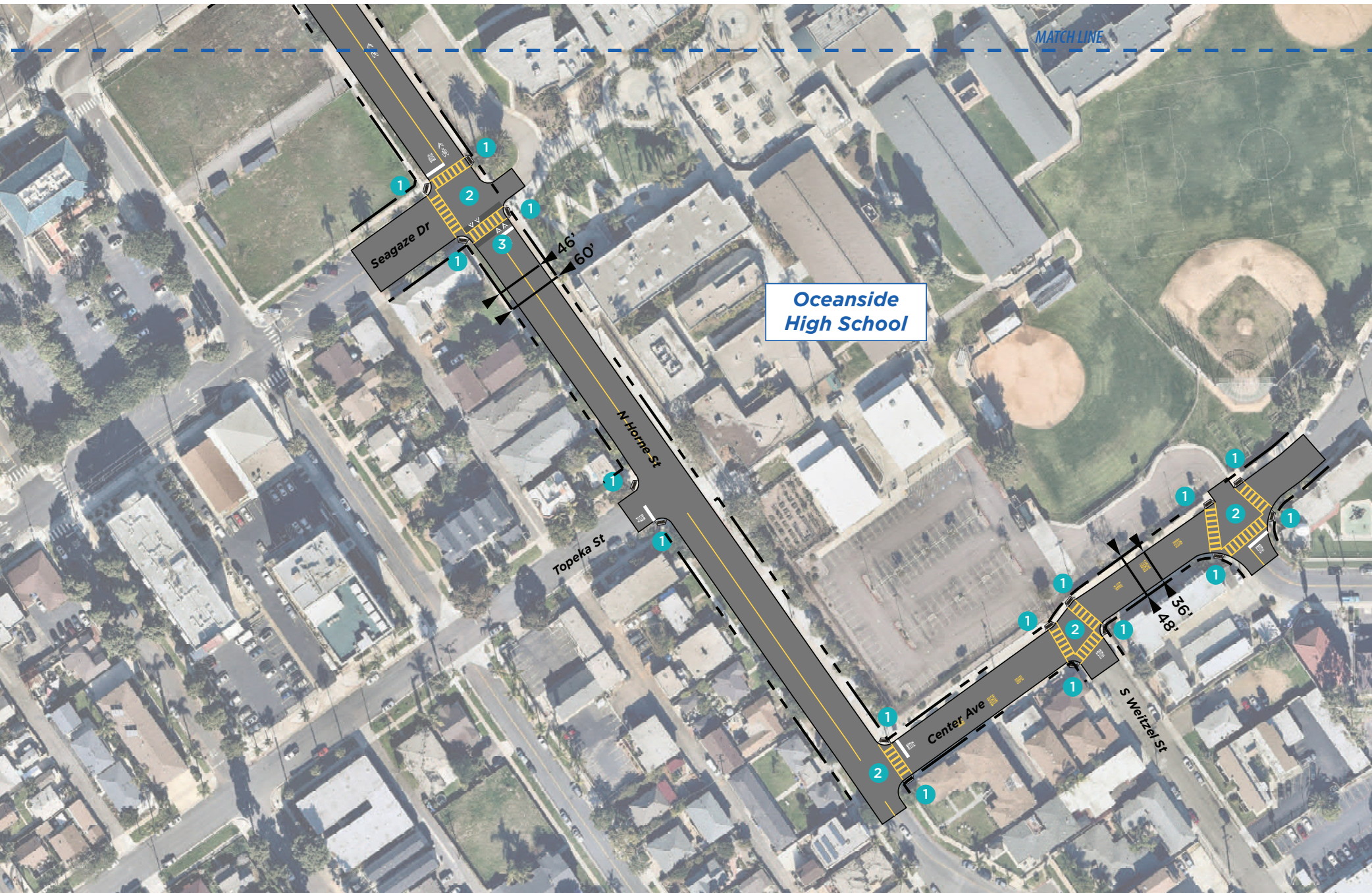


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Walk Audit Summary | Palmquist Elementary School & Lincoln Middle School

Audit date: October 16, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



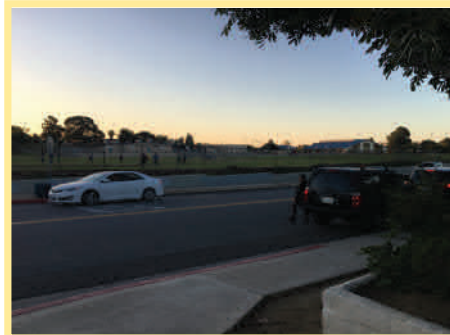
Enrollment: Palmquist Elementary School - 661 students
Lincoln Middle School - 836 students

District: Oceanside Unified School District (OUSD)
Participants: 11 Parents/Stakeholders

Palmquist Elementary and Lincoln Middle are neighboring schools on California Street in the Fire Mountain community.

Participant's main concerns expressed at the walk audit included:

- » The overall lack of sidewalks in the neighborhood greatly impacts the community's ability to safely walk to school.
- » Crossings along California Street are of concern at Kurtz Street and Downs Street. These crosswalks are not visible and drivers are failing to yield to pedestrians.
- » Speeding is also a main concern on California Street and Grandview Street at the back entrance of Lincoln Middle School.
- » The drop-off and pick-up zone at Lincoln Middle School can become problematic, consider reversing the flow of traffic.
- » There is concern of parents dropping off students attending Palmquist Middle on the north side of California Street and crossing mid-block to the school.



Back entrance at Lincoln Middle School



Existing crosswalk at Lincoln Middle School



Sidewalks

①

Sidewalks are missing here, but also throughout the neighborhood.

Street Crossing

①

There is no crosswalk or it is poorly marked.

Safety

①

There is too much traffic.

②

Visibility of stop sign is obscured.

Driver Behavior

①

Parents parking illegally .

②

Drivers are speeding.

Other Comments

①

Add flashing red lights to stop sign encourage drivers to stop.

②

Utilize Lincoln Middle School parking lot as a secondary drop-off zone to improve overall circulation of Palmquist Elementary School.

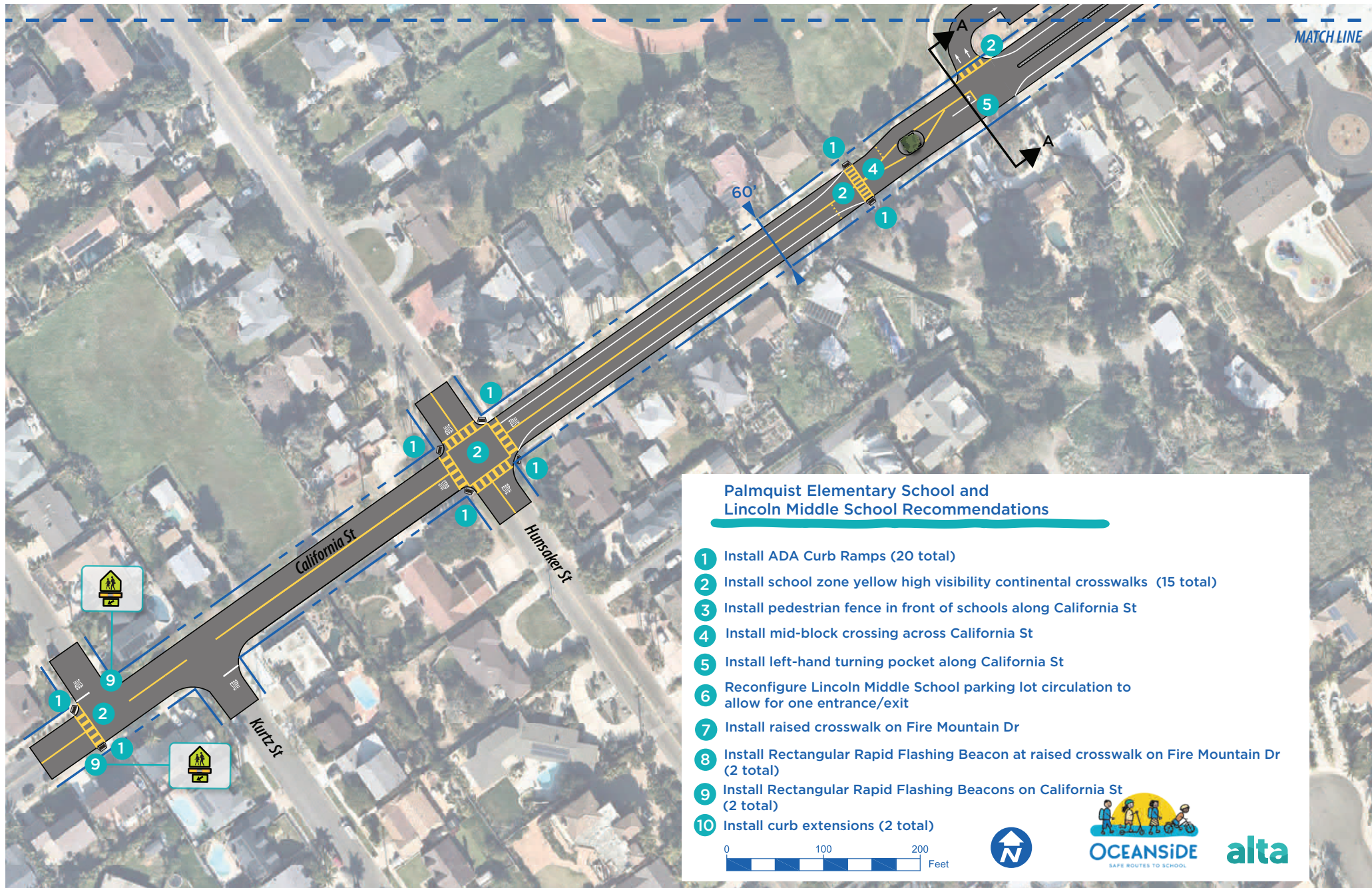
③

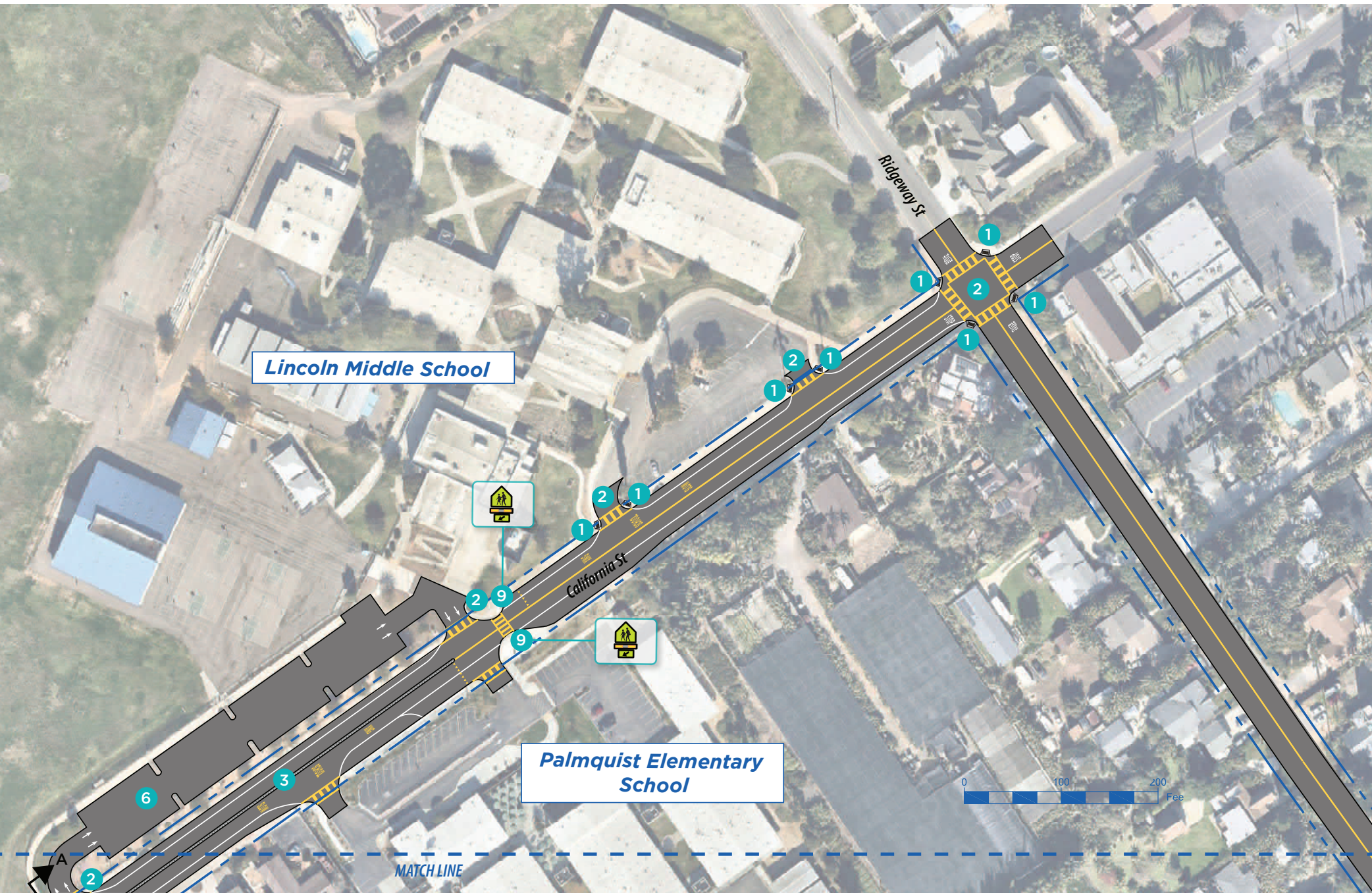
Add a crosswalk.

Stay Connected!

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Walk Audit Summary | Reynolds Elementary School

Audit date: December 3, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Reynolds Elementary School - 624 students

District: Oceanside Unified School District (OUSD)

Participants: 14 Parents/Stakeholders

Reynolds Elementary is situated on Douglas Drive between Catalina Drive & Cardiff Bay Drive.

Participant's main concerns expressed at the walk audit included:

- » Speed is an issue on Douglas Drive. The community is wary of walking/biking on this street because of the number of incidents they have heard about between Point Degada and Via Cibola.
- » Vehicles travel at excessive speeds when turning from Douglas Drive onto Cardiff Bay Drive.
- » Speeding is also an issue on Trunks Bay between Douglas Drive & Marblehead Bay Drive and Coronado Drive.
- » The traffic signal at Catalina Drive & Douglas Drive intersection does not provide enough time for pedestrians to cross.
- » The Northwest and Southwest sidewalks on the Catalina Drive & Douglas Drive intersection are very narrow. Students end up walking in the street due to sidewalk congestion after school.



Drop off at Reynolds Elementary School



Existing conditions of crosswalk at Reynolds Elementary School



Sidewalks

①

Sidewalk is too narrow.

Street Crossing

①

Road is too wide to cross easily and not enough time to cross intersection.

Safety

①

School zone flashing indicator is not working. Need to check operation.

②

Visibility issues.

③

Unsafe u-turns.

Driver Behavior

①

Drivers do not yield to pedestrians.

②

Drivers are speeding.

Other Comments

①

Install a pedestrian protected walkway.

②

Install "School Zone" signage.

③

Repaint crosswalk striping and improve signage for better visibility of crosswalk.

④

Evaluate possibility to add on street parallel parking on street.

Stay Connected!

Visit the Oceanside Safe Routes to School Project website:

For more information, please contact:

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Walk Audit Summary | Roosevelt Middle School

Audit date: May 9, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Roosevelt Middle School is located in the Guajome neighborhood in Oceanside, California.

Enrollment: Roosevelt Middle School - 1100 students **District:** Vista Unified School District (VUSD)
Participants: 6 Stakeholders, 1 VUSD Employee, 1 School Principal

A walk audit was not conducted around the school due to rain, but a table discussion was conducted with school staff and stakeholders had the opportunity to express their main concerns:

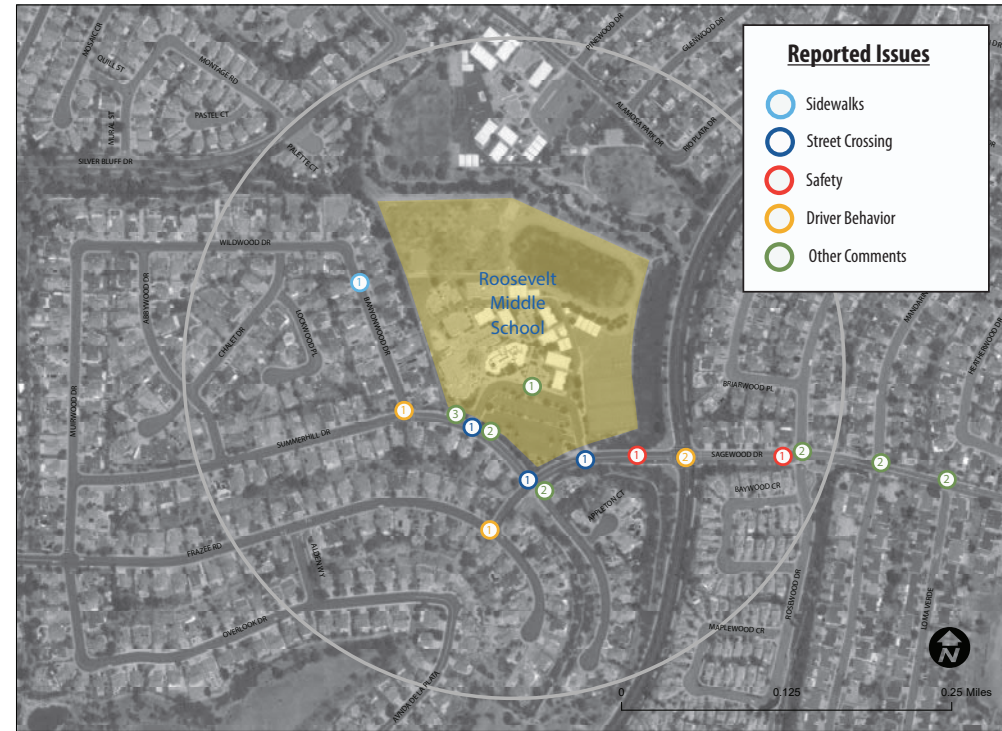
- » A major cause for congestion at the official drop-off zone is due to vehicles parking on Summerhill Drive, blocking visibility for cars turning out of the school parking lot.
- » Some students are not using designated crosswalks due to the lack of crosswalks and visibility of crosswalks on Sagewood Drive and Summerhill Drive.
- » Official drop-off zones are highly congested. As a result, student drop-off is occurring at unofficial locations at Banyonwood Drive.
- » Vehicle speed along Sagewood Drive was noted as a concern, creating an unfriendly walking environment for students.
- » A 4-way stop sign should be explored at Banyonwood Drive and Summerhill Drive to allow vehicles to exit onto Summerhill Drive and decrease congestion in drop-off and pick-up zone.



Morning drop-off traffic at Roosevelt Middle School



Existing crosswalk at Roosevelt Middle School



Sidewalks

- ① Sidewalks are broken, cracked, or have trip hazards.

Street Crossing

- ① Crosswalk is poorly marked.

Safety

- ① High speed traffic on Mesa Drive.

Driver Behavior

- ① Driver make illegal u-turns here.
- ② Drivers do not yield to pedestrians.

Other Comments

- ① "Bus zone signage isn't clear. Cars use this area which causes traffic when they get out."
- ② Desired spot for a stop signs.
- ③ Visibility issues. Consider extending "red zone" on east side of Summerhill Dr approaching vehicle school exit.

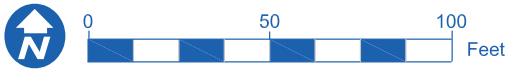
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<https://www.ci.oceanside.ca.us/gov/pw/transit/srts.asp>

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 or
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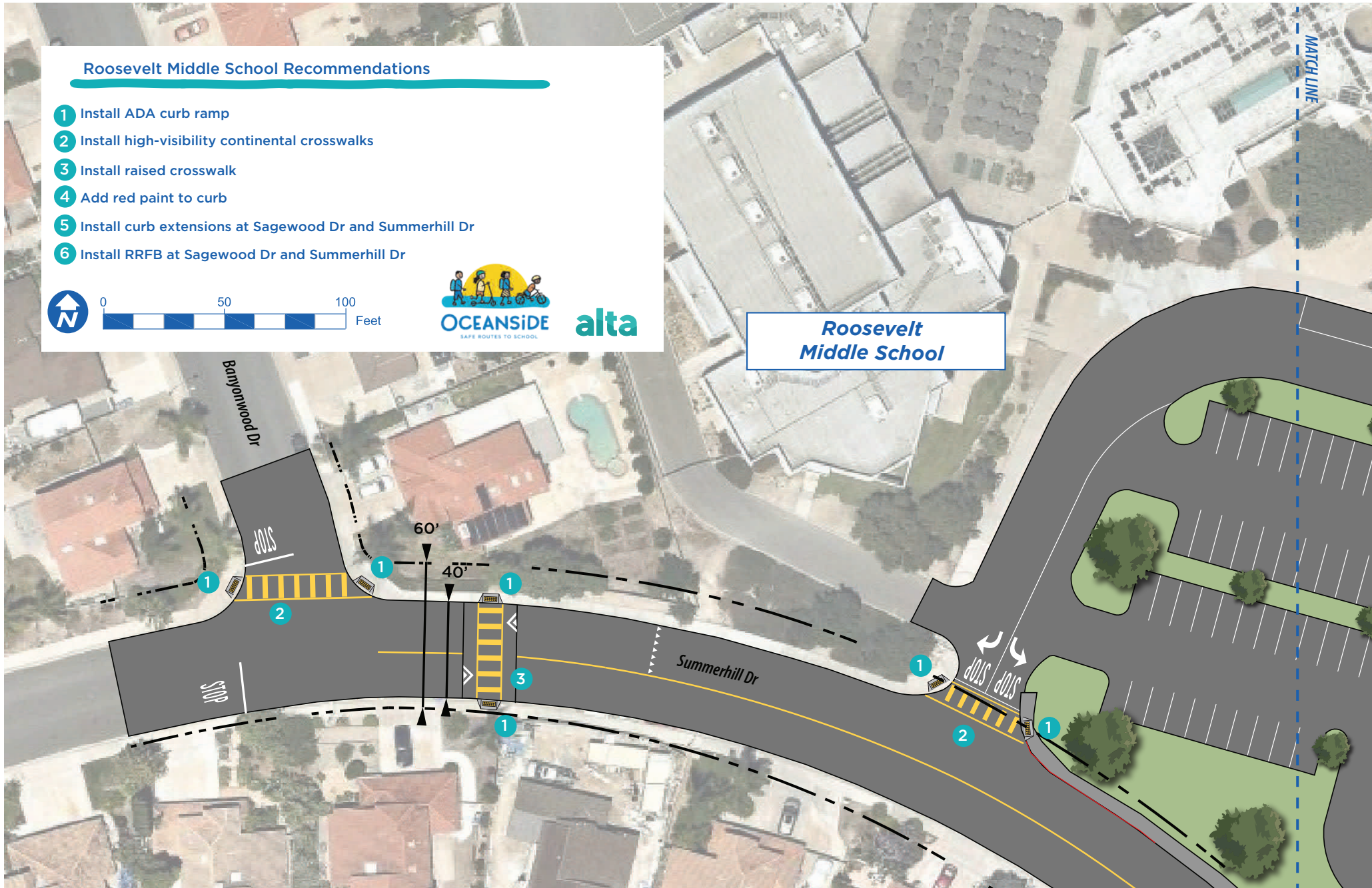
Roosevelt Middle School Recommendations

- 1 Install ADA curb ramp
- 2 Install high-visibility continental crosswalks
- 3 Install raised crosswalk
- 4 Add red paint to curb
- 5 Install curb extensions at Sagewood Dr and Summerhill Dr
- 6 Install RRFB at Sagewood Dr and Summerhill Dr



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**Roosevelt
Middle School**





Walk Audit Summary | San Luis Rey Elementary School

Audit date: October 10, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: San Luis Rey Elementary School - 344 students

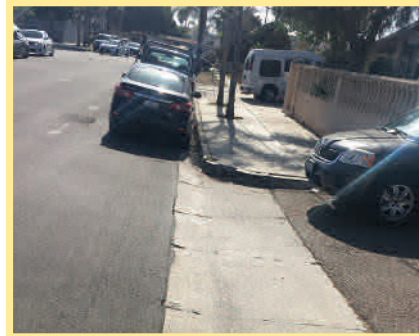
District: Oceanside Unified School District (OUSD)

Participants: 12 Parents/Stakeholders

San Luis Rey Elementary is situated at the end of Hacienda Drive in the Loma Alta district.

Participant's main concerns expressed at the walk audit included:

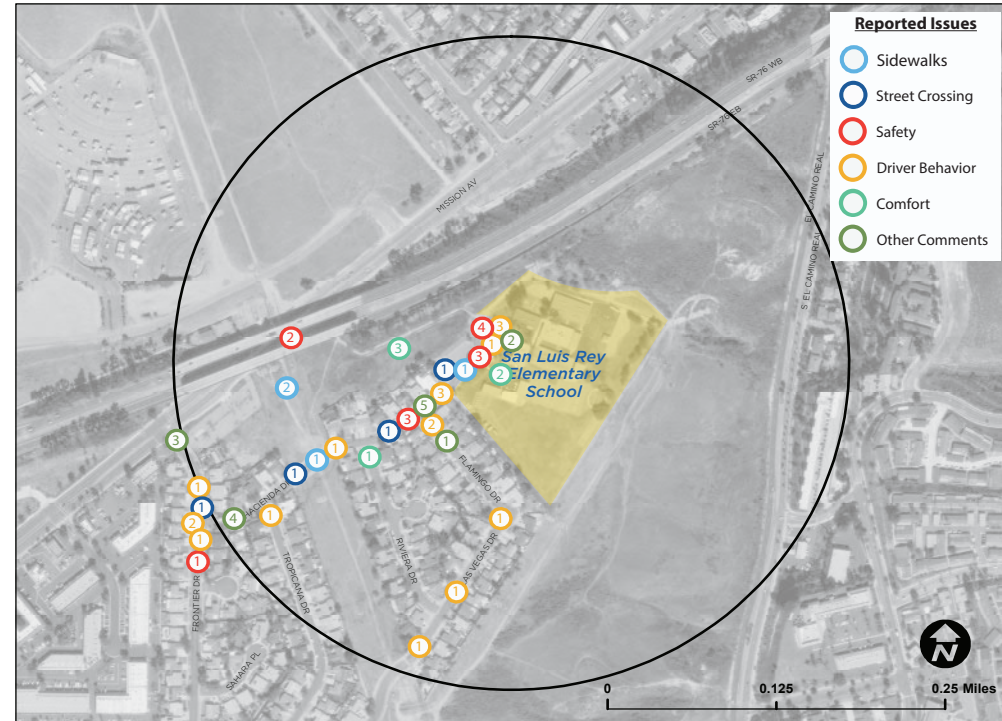
- » The school parking lot has a number of issues: there is not enough teacher parking so teachers park in "visitor" spots, drivers double-park during pick-up, and students are using informal crossings throughout the parking lot.
- » Participants emphasized the danger of crossing at the following intersections: Flamingo Drive & Hacienda Drive and Riviera Drive & Hacienda Drive. Crossing is of concern because of poor driver behavior and high traffic volume during drop-off/pick-up hours.
- » High traffic volume is one of the main concerns on Hacienda Drive. Traffic congestion has increased as a result of Garrison Elementary School student's recent transfer.
- » Drug and alcohol paraphernalia is often littered on the sidewalks of Hacienda Drive between Riviera Drive and Tropicana Drive. Parents do not feel safe allowing their students to walk or bike to and from school.
- » Enforcement is needed in the "No Parking" zone on Hacienda Drive. Parking is not allowed on school days between 8 am and 4 pm, but parking and student pick-up are both occurring here.



Crossing at San Luis Rey Elementary School



Parking lot during morning drop-off at San Luis Rey Elementary School



Sidewalks

- | | |
|---|--|
| 1 | Sidewalk is not wide enough. |
| 2 | Sidewalks are broken, cracked, or have trip hazards. |

Street Crossing

- | | |
|---|---|
| 1 | There is no crosswalk or it is poorly marked. |
|---|---|

Safety

- | | |
|---|--|
| 1 | There are people on the street who seem threatening. |
| 2 | Students are walking under bridge to go to school. |
| 3 | There is too much traffic. |
| 4 | Staff parking in undesignated spaces. |

Driver Behavior

- | | |
|---|--------------------------------------|
| 1 | Drivers are driving unsafely. |
| 2 | Drivers do not yield to pedestrians. |
| 3 | Drivers are parking illegally. |

Comfort

- | | |
|---|--|
| 1 | Limited parking for staff and parents. |
| 2 | There is a presence of stagnant water. |
| 3 | Overgrown shrubs, broken glass, and homeless debris. |

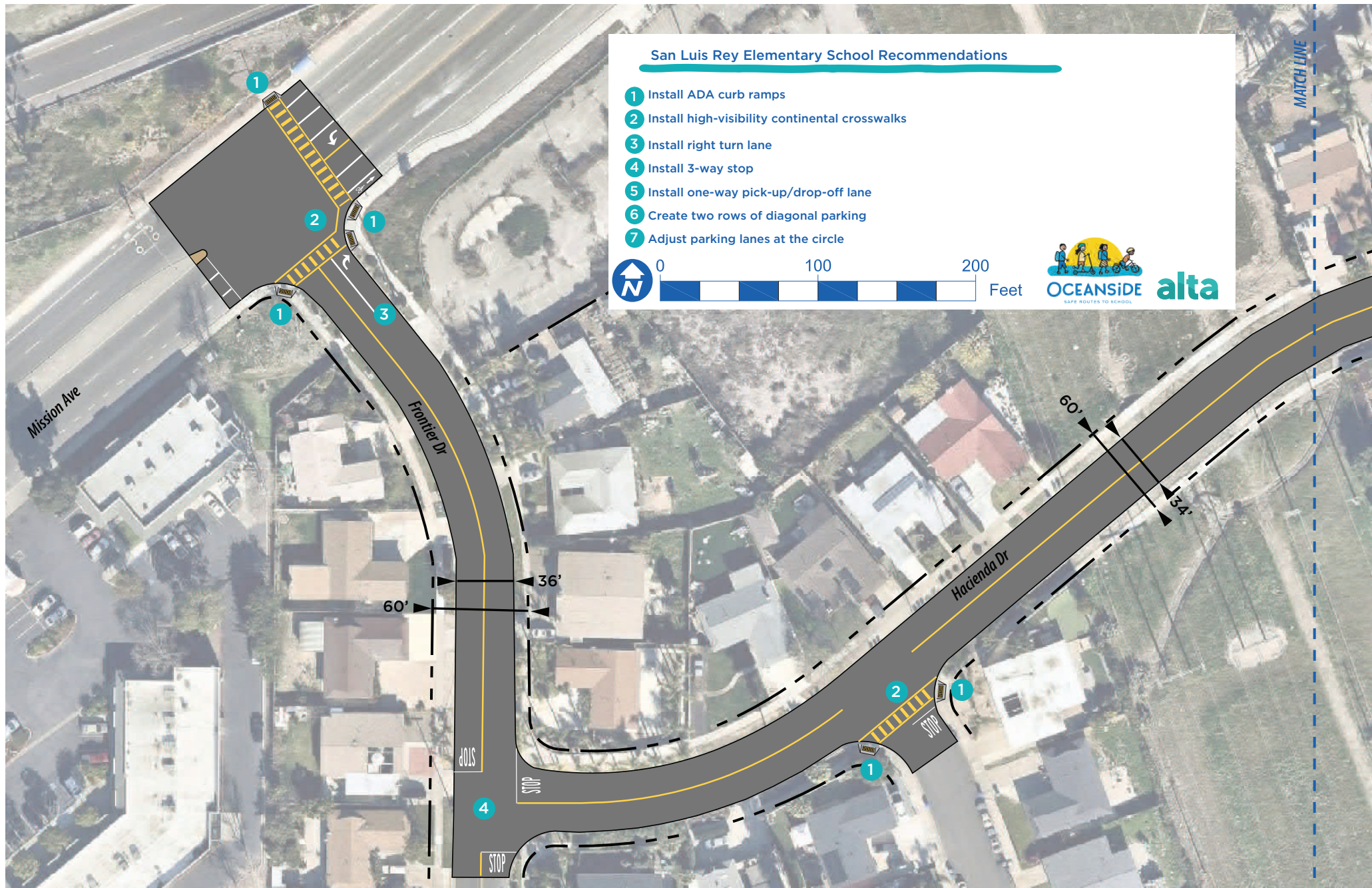
Other Comments

- | | |
|---|---|
| 1 | Install curb extensions at Flamingo Dr & Hacienda Dr. |
| 2 | Add 'No street drop-off signs.' |
| 3 | Install a dedicated right-turn lane . |
| 4 | Bike lanes are currently not present in neighborhood but desired. |
| 5 | A school crossing guard is needed; students have been hit, drivers block the crosswalk. |
| 6 | Street parking is limited on trash day because of garbage cans in the street and traffic increases. |

Stay Connected!

Visit the Oceanside Safe Routes to School Project website:
<https://www.ci.oceanside.ca.us/gov/pw/transit/srts.asp>

For more information, please contact:
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 or
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Walk Audit Summary | South Oceanside Elementary School

Audit date: May 22, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



South Oceanside Elementary School is located in the South Oceanside neighborhood of Oceanside, California.

Enrollment: South Oceanside Elementary School - 739 students

District: Oceanside Unified School District (OUSD)

Participants: 9 Parents/Stakeholders

Participant's main concerns during the student drop-off walk audits included the following:

- » Drivers were found approaching the intersection at Cassidy Street and Stewart Street at high speeds and often rolling through the intersection to access Interstate 5. Curb extensions could decrease crossing times and promote traffic calming.
- » Drivers double park in front of the school on Cassidy Street, resulting in visibility issues for pedestrians crossing Cassidy Street.
- » Driver behavior along Cassidy Street was noted being poor. Drivers were found speeding and not yielding to pedestrians.
- » Some students are not using designated crosswalks or sidewalks. Students were found to be walking across Stewart Street and not using designated crosswalks.



Morning walk audit at South Oceanside Elementary School



Existing school bus loading zone at Oceanside Elementary School



Existing crosswalk at South Oceanside Elementary School



Street Crossing

①

There are no sidewalks or they are poorly marked.

Safety

①

Car speeds are too fast

Driver Behavior

①

Drivers appear to be speeding.

②

Drivers frequently run the stop sign and fail to yield to pedestrians.

Other Comments

①

Sidewalks are blocked by overgrown landscaping, pole, etc.

②

Double parking causes visibility issues.

③

Wish for more stop signs along Morse st. & Whaley st.

④

Wish for a RFB/PHB.

⑤

Wish for a raised crosswalk.

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Visit the Oceanside Safe Routes to School Project website:
<https://www.ci.oceanside.ca.us/gov/pw/transit/srts.asp>

For more information, please contact:

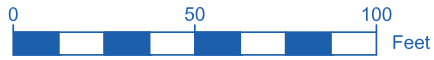
Howard LaGrange, City of Oceanside
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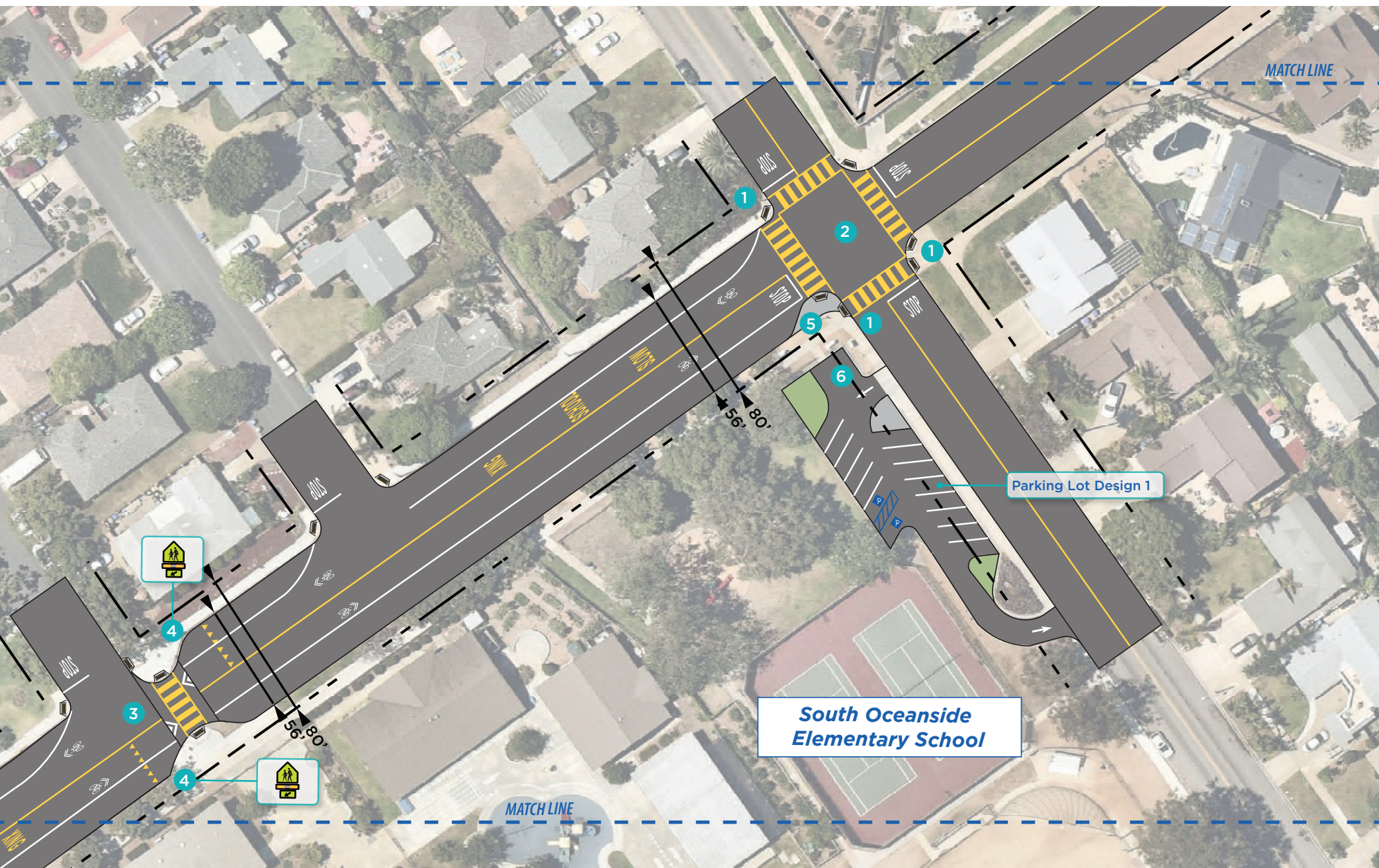
South Oceanside Elementary School Recommendations

- 1 Install ADA Curb Ramps (3 total)
- 2 Install High Visibility Continental Crosswalks (4 total)
- 3 Install raised crosswalk
- 4 Install RRFB at raised crosswalk
- 5 Install curb extensions (1 total)
- 6 Change parking lot entrance/exit direction



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Walk Audit Summary | Temple Heights Elementary School

Audit date: November 5, 2019

Observations/Comments by School Staff, Parents, Alta Planning, and City Staff



Enrollment: Temple Heights Elementary School - 646 students

District: Vista Unified School District (VUSD)

Participants: 3 Parents/Stakeholders

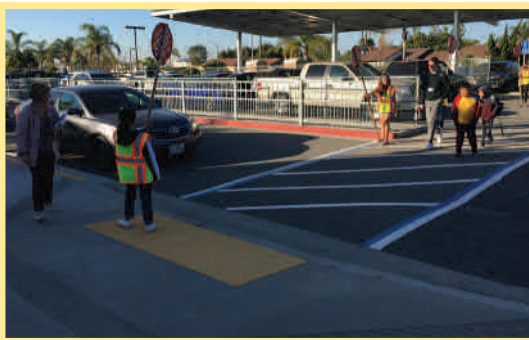
Temple Heights Elementary is situated along Temple Heights Drive in the Peacock community of Vista.

A formal walk audit was not conducted at this school, however, parents and staff shared the following feedback with the team during the morning student drop-off:

- » Speeding is of concern on Oceanside Blvd. Parents reported a number of speed-related collisions here that have resulted in them feeling this street is not safe for pedestrians.
- » A number of cars lane split on Temple Heights Drive due to congestion caused by drop-off and pick-up. Parents requested more enforcement of this area.
- » Speed bumps installed on Meadowbrook Drive only relocated the fast traveling vehicles to Glenhaven Drive. Consider implementing more speed bumps throughout the neighborhood.



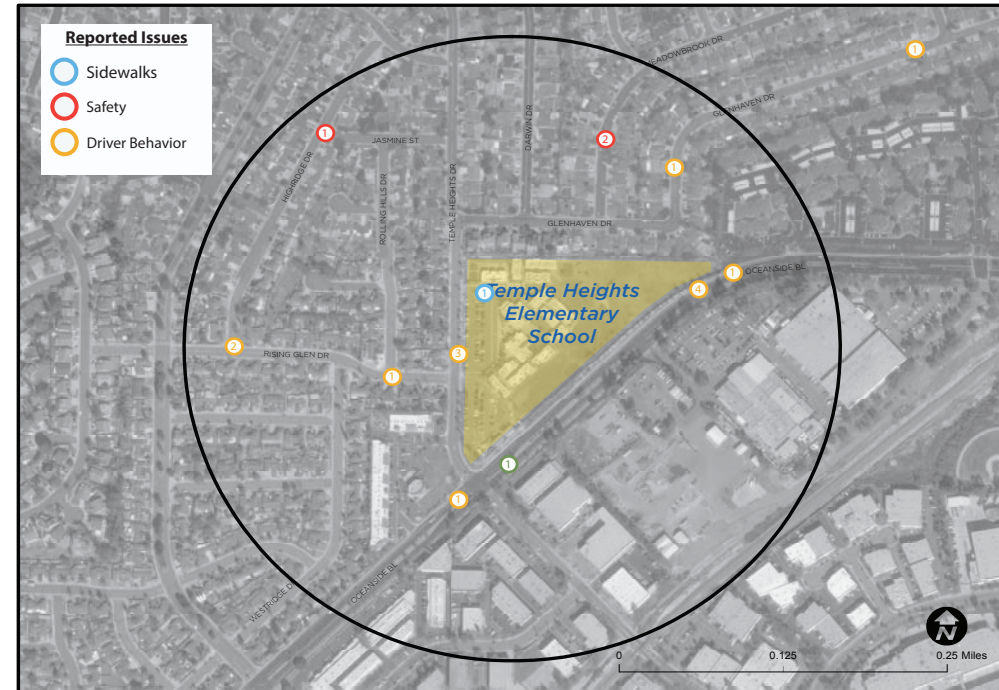
Primary crosswalk on Temple Heights Drive



Student-led crossing at the school entrance



Passenger Loading Zone on Temple Heights Drive



Sidewalks

1

Sidewalk challenges present in the Kindergarden drop-off area.

Driver Behavior

1

Drivers appear to be speeding on Oceanside Blvd.

2

Drivers do not yield to pedestrians at crosswalk.

3

Drivers are lane splitting on Temple Heights Dr.

Safety

1

Missing stop sign.

2

Speed bumps were recently implemented here. This only relocated all the fast driving vehicles to Glenhaven Dr. where there are no speed bumps.

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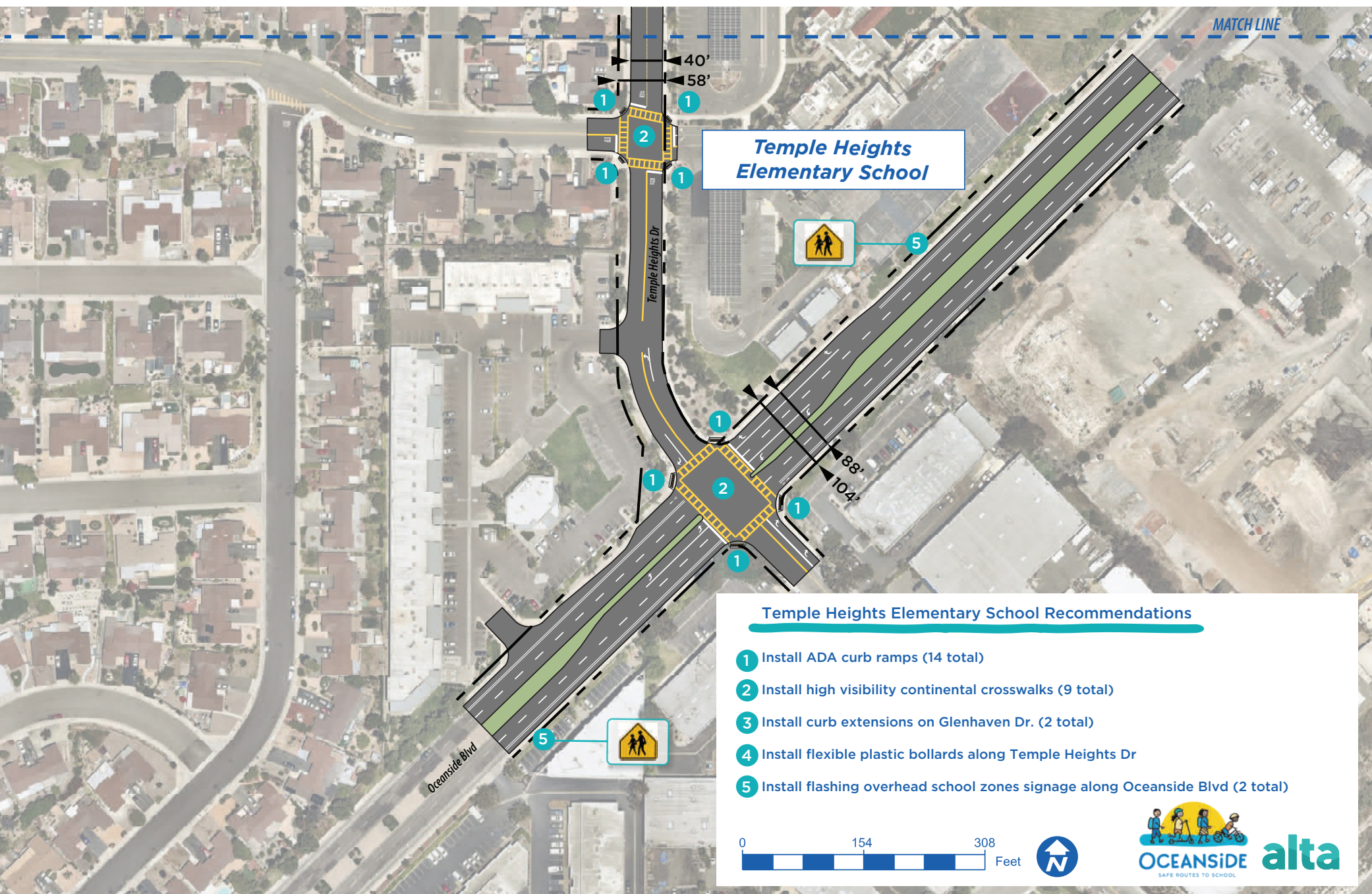
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CHAPTER

5

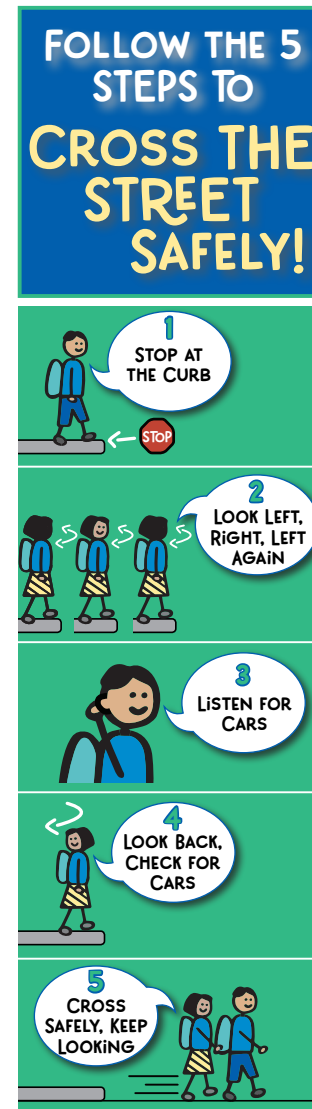


Encouraging Safe Routes to School in Oceanside

Encouraging Safe Routes to School in Oceanside

Non-infrastructure strategies are an important part of a comprehensive SRTS program. While infrastructure improvements provide safer and more comfortable routes, non-infrastructure SRTS programmatic activities like traffic safety education and walking and biking celebrations encourage students and their families to choose active modes to get to and from school. In addition, SRTS programs with non-infrastructure components build enthusiasm and support for active transportation and can be an important first step towards implementing more costly infrastructure improvements.

This chapter outlines programmatic recommendations for Oceanside. These programmatic recommendations provide an opportunity to identify routes, collect insight on travel patterns, behaviors, issues, and potential improvements, and present ways that stakeholders and community members can participate in SRTS activities. The Oceanside SRTS project team compiled a comprehensive menu of programmatic activities (shown in **Table 3**) based on school and community needs and priorities, available resources, and SRTS best practices.





OCEANSIDE
SAFE ROUTES TO SCHOOL

CAN YOU WRITE OUT THE 5 STEPS TO CROSS THE STREET SAFELY WITHOUT LOOKING AT THE OTHER SIDE?

STEP 1. _____

STEP 2. _____

STEP 3. _____

STEP 4. _____

STEP 5. _____

HOW MANY TIMES DO YOU CROSS THE STREET TO GET TO SCHOOL FROM YOUR HOUSE?

I CROSS _____ STREETS






Table 3. Recommended Programmatic Activities

ACTIVITY	DESCRIPTION
Bike and Traffic Safety for Kids (Online Module)	In this virtual presentation, the San Diego County Bicycle Coalition provides a three-part module for students. Lessons include rules of the road, signs and symbols, helmets and safety, and riding skills. Each module includes a video and quiz and can be completed in under 10 minutes. Adult supervision/assistance is advised for students younger than 10. www.icommutesd.com/school/walk-ride-and-roll-to-school Resources: www.icommutesd.com/school/walk-ride-and-roll-to-school
Bike/Pedestrian Education	School-based skills and traffic safety instruction conducted during PE or an afterschool program. Emphasizes development of pedestrian and bicycle traffic safety skills, bike handling skills, safe riding practices (“street smarts”), helmet fit, and bike prep. Resources: Marin County Safe Routes to Schools Safety Curriculum, Marin County Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum, Bike Alliance of Minnesota Teen Driving Curriculum, Marin County

ACTIVITY	DESCRIPTION
Contests & Challenges	Students track walking and biking trips to school towards some kind of goal or reward. Trips can be tallied for individuals, classrooms, grades, or school-wide. Track trips using punch cards, tally sheets, or an app towards individual or group rewards. Resources: Marin County SRTS Contests
Crossing Guards	Crossing guards are adults who assist children in safely crossing the street near schools. They typically receive specific training, and may be paid or volunteers. Resources: California Crossing Guard Training
Demonstration Projects	Demonstration projects are temporary, short-term, low-cost roadway projects that are used to test, evaluate, and refine potential changes to the street before investing in long-term solutions. They use inexpensive materials such as paint and flexible bollards to try things like curb extensions, median refuge islands, protected bike lanes, and more. Resources: Demonstration Project Implementation Guide, Minnesota Department of Transportation Tactical Urbanist's Guide to Materials and Design, Street Plans Collaborative
Park & Walk	School buses and caregivers drop students at an established location a few blocks from school where students are greeted by school staff or other volunteers and supervised on their walk to school. Park & Walk programs can also follow a dispersed model using nearby neighborhood streets for drop-off and pick-up. Resources: Park and Walk, Marin County

ACTIVITY	DESCRIPTION
Safe Routes to School Campaign	Safe Routes to School Campaigns are meant to educate parents, neighbors, and others to drive slowly and attentively, and watch out for students walking and biking near schools. Campaigns may use a range of strategies to share messaging including yard signs, banners, school communications, and more. Resources: A Guide to Starting a Safe Routes to School Campaign at Your School, Seattle Department of Transportation
School Champion Toolkit	Resource guide to help parents/caregivers or other champion information on how to start and/or grow walking/biking programs at their school sites. Resources: Team Leader Toolkit, Marin County Volunteer Toolkit, Safe Routes to School National Partnership
School Communications	Promote safe walking, bicycling, and driving behavior and encourage families to walk and bike to school through school communication channels such as newsletters, social media, websites, and in-person events. Customized, high resolution graphics and messaging ready to share through electronic platforms or in print. Resources: Safe Routes to School Messaging for Pros, Safe Routes to School National Partnership
Student Safety Patrol	Student volunteers from upper elementary, middle, and junior high school can complete a traffic safety training and learn to direct children to safely cross vehicle traffic on and adjacent to campus. Typically, patrols are appointed by a teacher or principal with parent approval. Resources: AAA School Safety Patrol
Suggested Routes to School Maps	Customized maps showing suggested walking (and biking for older students) routes to school along with key information including crossing guard locations, signalized or stop-controlled intersections, approximate route times, key landmarks, and more. Resources: Guide to Creating Walking Route Maps for Safe Routes to School, Safe Routes to School National Partnership

ACTIVITY	DESCRIPTION
Virtual Safety Assembly	This 40-minute virtual assembly, provided by the San Diego County Bicycle Coalition, can be tailored for grades K-3, 4-6, or above. The presentation includes a helmet fitting demonstration and teaches students the basics of walking and biking safely. Resources: www.icommutesd.com/school/walk-ride-and-roll-to-school
Walk to School Day or Bike to School Day	One-day, one-time, before school walking or biking event involving all students. Students will be encouraged to walk to school on a particular day (chosen by the school) and will receive incentives for participation. Other events, such as Cocoa for Carpools, can be incorporated into Walk and Bike to School Days for older students. Resources: Marin County Bike to School Day Marin County Teen Events
Walk/Bike Field Trips	Students travel to a field trip destination on foot or by bike, or the field trip could be the walk or bike itself. Possible destinations could be nearby parks or natural areas, city hall, a fire department, museum, library, theater, and more. Resources: Minneapolis Public Schools Walking and Biking Field Trip Guide
Walking School Bus	A walking school bus is a safe and fun way for students to travel to and from school with adult supervision. Each “bus” walks along a set route with one or more adults leading it, picking students up at designated stops along a predetermined route and walking them to school. Walking school buses are great ways to address concerns about stranger danger. Resources: Safe Routes to School National Partnership Step by Step: How to Start a Walking School Bus at Your School

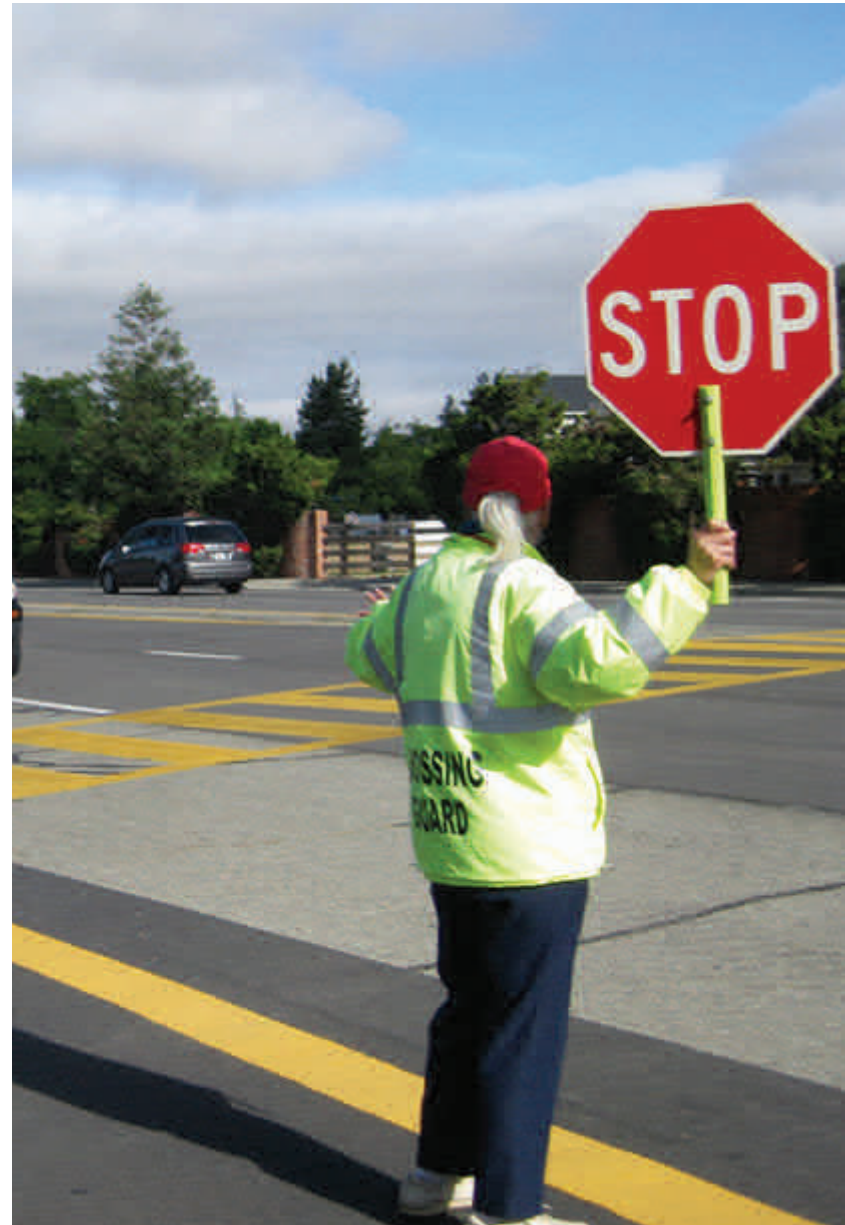
ACTIVITY	DESCRIPTION
Workshops	30-60-minute workshop for parents, guardians, school staff, city engineers and planners, law enforcement, and other SRTS stakeholders. Workshop goals, activities, and audiences can vary, and may include identifying issues, brainstorming opportunities, sharing information and resources, and more. Resources: Engaging Stakeholders in the Safe Routes to School Planning Process
Pedestrian Safety Video for Grades PK-2 and 3-6*	30-40-minutes lunchtime or recess event featuring four (4) activity stations that will teach students bike maintenance, helmet use, walking skills, and the benefits of active travel. Resources: www.octa.net/Walk/Safe-Routes-to-School/OC-Step/

*This activity can supplant a learning activity or physical education instruction

School Crossing Guards

Crossing Guards play an integral role in fostering a safe and comfortable environment for students walking and bicycling to school. Crossing Guards can create gaps in traffic on busier neighborhood collector roads, remind drivers of the presence of families walking and bicycling, help reinforce safe walking and bicycling skills in students and their families, and indicate when people driving should yield to those walking and bicycling.

Currently, the City of Oceanside (City) allocates funds to Oceanside Unified School District (OUSD) and Vista Unified School District (VUSD) to hire and deploy Crossing Guards at schools within city limits. In an effort to help the City prioritize the quantity and locations of Crossing Guards and to continue to maximize the City's resources for Crossing Guard allocations, the project team conducted an analysis of existing and potential new Crossing Guard placement locations. This memorandum summarizes the methodology used to vet and prioritize existing and potential new Crossing Guard locations and provides recommendations for the ongoing monitoring and training needs for Crossing Guards.



CROSSING GUARD PRIORITIZATION METHODOLOGY

Many factors contribute to the need for a Crossing Guard at a particular crossing location. The California Manual on Uniform Traffic Control Devices Revision March 29, 2019 (CAMUTCD) provides general guidance for their use. Other data can additionally indicate locations that could benefit from Crossing Guard presence. This analysis used the factors below to review existing and potential new placement locations for reallocation or allocation of a Crossing Guard. Factors specifically from the CAMUTCD are noted.

1. Age of Students. Younger students have a harder time judging the safety of an intersection, as developmentally they have more difficulty determining the speed and distance of approaching vehicles. They may be more tempted to cross during an unsafe gap in traffic. High schools were not assessed because, in general, high school students are better able to determine when there are sufficient gaps in vehicle traffic to safely cross a roadway.
2. Bicycle and pedestrian volumes. Per guidance from the CAMUTCD, Crossing Guards may be assigned at a crossing where at least 40 school pedestrians daily use the crossing while going to or from school for

each of any two hours (not necessarily consecutive). Traffic counts around Oceanside schools were collected and tabulated in May 2019. For purposes of this analysis, students who were pushing or riding a bicycle through the crosswalk were considered to be student pedestrians.

3. Collision data. SWITRS collision data during a five-year period from 2014 to 2018 was analyzed to better understand the existing conditions at school intersections. A history of collisions may reveal high levels of walking and biking (i.e. greater exposure), as well as indicating less-safe locations. Pedestrian and bicycle collisions were considered in particular since the presence of a Crossing Guard may assist in preventing these types of collisions.
4. Traffic control type. Streets have three traffic control types:
 - Uncontrolled crossings have no traffic lights or signs to indicate the right-of-way. Pedestrians crossing at uncontrolled crossings, even when there is a high-visibility crosswalk, may be harder for people driving to see, due to on street parking, higher vehicle speeds, and/or the absence

of a signal or stop sign. A Crossing Guard at uncontrolled crossing locations can assist in providing adequate gaps in traffic for pedestrians wanting to cross.

- Stop sign-controlled crossings feature stops signs to control vehicular traffic, either on one street or all legs of an intersection (all-way stop controlled). With a Crossing Guard stationed at intersections with stop sign-controlled crossings, Crossing Guards reinforce that drivers must stop for pedestrians.
 - Traffic signal-controlled crossings have power-operated traffic control devices by which traffic is warned or directed to take some specific action. Traffic signal-controlled crossings are permissive for all vehicular movements—drivers turning left or right through a crosswalk—but the law still requires vehicles to yield to conflicting pedestrian movements. At signalized crossings, Crossing Guards can reinforce street crossing practices and ensure drivers yield to pedestrians.
- 5.** Proximity to school. In general, crosswalks that abut a school or are within 1/4-mile of the school entrance are more likely to receive higher volumes of students

walking and bicycling to school. Student use of these crosswalks may be increased by the presence of a Crossing Guard, especially if the crosswalk is uncontrolled. For this analysis, school entrances were used as the center point to review crosswalks at or within 1/4- mile radius.

- 6.** Vehicular traffic volumes. Per guidance from the CAMUTCD, Crossing Guards may be used at:
- Uncontrolled crossings in urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school.
 - Stop sign-controlled crossings where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
 - Traffic signal-controlled crossings where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school.

CROSSING GUARD LOCATION ANALYSIS

Factors 1 through 6 as described in the previous section were used to assess existing and proposed Crossing Guard locations at 23 elementary and middle schools in Oceanside. A summary of this analysis with justification for reallocation or allocation of a Crossing Guard is available in Table 4.

Table 4. Oceanside Crossing Guard Location Recommendations

SCHOOL	LOCATION	EXISTING OR PROPOSED?	KEEP/ADD?*	JUSTIFICATION
Alamosa Park Elementary (VUSD)	In front of school on Alamosa Park Dr.	Existing	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school) • Traffic control type (uncontrolled crossing) • Vehicular traffic volumes for uncontrolled crossing
	Mesa Dr. and Robinwood Dr.	Existing	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Collision history (bicycle collision) • Proximity to school (< ¼ mile) • Vehicular traffic volumes for traffic signal-controlled crossing
Chavez Middle (OUSD)	Oleander Dr. and Carissa Dr.	Proposed	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school) • Vehicular traffic volumes for stop sign-controlled crossing
	Oleander Dr. and Frazee Rd.	Proposed	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school) • Vehicular traffic volumes for traffic signal-controlled crossing
Del Rio Elementary (OUSD)	In front of school on North River Rd.	Existing	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school) • Vehicular traffic volumes for traffic signal-controlled crossing
	Parker St. and Barry St.	Existing	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school)
Empresa Elementary (VUSD)	Avenida Mantilla and Avenida Empresa	Existing	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school) • Traffic control type (uncontrolled crossing) • Vehicular traffic volumes for uncontrolled crossing
	Avenida de la Plata and Avenida Empresa	Existing	Yes	• Proximity to school (< ¼ mile) • Bicycle, pedestrian, and vehicular traffic volumes were not collected for this location.
Foussat Elementary (OUSD)	In front of school at Pala Rd.	Existing	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (abuts school) • Vehicular traffic volumes for traffic-signal controlled crossing
	Pala Rd. and Coco Palms Dr.	Proposed	Yes	• Bicycle and pedestrian volumes (> 40/2 hours) • Proximity to school (< ¼ mile) • Vehicular traffic volumes for stop-sign controlled crossing

SCHOOL	LOCATION	EXISTING OR PROPOSED?	KEEP/ADD?*	JUSTIFICATION
Ivey Ranch Elementary (OUSD)	Via Clemente and Via Ranchero Rd.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (< ¼ mile) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
	Mesa Dr. and Via Ranchero Rd.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Vehicular traffic volumes for traffic signal-controlled crossing
Jefferson Middle (OUSD)	Mission Ave and Carey Rd.	Proposed	Yes (Potential to share with Proposed at Mission Elementary)	- Bicycle and pedestrian volumes (> 40/2 hours) - Collision history (pedestrian collisions) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for traffic signal-controlled crossing
King Middle (OUSD)	Mesa Dr. and Ivey Ranch Rd.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Collision history (pedestrian collision) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for traffic signal-controlled crossing
	In front of school on Ivey Ranch Rd.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
Lake Elementary (OUSD)	In front of school on Lake Blvd.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Vehicular traffic volumes for stop-sign controlled crossing
	Lake Blvd. and Cannon Rd.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Collision history (pedestrian collision) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for traffic signal-controlled crossing
Laurel Elementary (OUSD)	Laurel St. and San Diego St.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Vehicular traffic volumes for stop-sign controlled crossing
	Laurel St. and Langford St.	Proposed	No	- Bicycle and pedestrian volumes (< 40/2 hours) - Vehicular traffic volumes for stop-sign controlled crossing (> 500/hr)
Libby Elementary (OUSD)	In front of school on Redondo Dr.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
Lincoln Middle (OUSD)	In front of school California St.	Existing	Yes (Potential to share with Palmquist)	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing

SCHOOL	LOCATION	EXISTING OR PROPOSED?	KEEP/ ADD?*	JUSTIFICATION
Madison Middle (VUSD)	In front of school on Lake Blvd.	Proposed	Yes (Potential to share with existing at Lake Elementary)	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Vehicular traffic volumes for stop-sign controlled crossing
	Lake Blvd. and Cannon Rd.	Proposed	Yes (Potential to share with proposed at Lake Elementary)	- Bicycle and pedestrian volumes (> 40/2 hours) - Collision history (pedestrian collision) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for traffic signal-controlled crossing
McAuliffe Elementary (OUSD)	In front of school on Kelton Dr.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
	Rancho Del Oro Dr. and Vista Del Oro	Proposed	Yes	- Collision history (pedestrian collision) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for stop-sign controlled crossing
	Vista Del Oro and Ramada Dr.	Existing (PM)	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (< ¼ mile) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
Mission Elementary (OUSD)	Carey Rd. and Canyon Dr.	Existing	No	- Proximity to school (> ¼ mile) - Bicycle and pedestrian volumes (< 40/2 hours)
	Mission Ave and Carey Rd.	Proposed	Yes (Potential to share with proposed at Jefferson Middle)	- Bicycle and pedestrian volumes (> 40/2 hours) - Collision history (pedestrian collisions) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for traffic signal-controlled crossing
Mission Meadow Elementary (VUSD)	In front of school on Spur Ave.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
	Mission Meadows Dr. and Spur Ave.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for uncontrolled crossing
Nichols Elementary (OUSD)	In front of school on Old Grove Rd.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
	Old Grove Rd. and Frazee Rd.	Existing	Yes	- Proximity to school (~ ¼ mile) - Vehicular traffic volumes for stop-sign controlled crossing

SCHOOL	LOCATION	EXISTING OR PROPOSED?	KEEP/ ADD?*	JUSTIFICATION
Palmquist Elementary (OUSD)	In front of school California St.	Existing	Yes (Potential to share with Lincoln)	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for stop-sign controlled crossing
	At back of school on Fire Mountain Dr.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
Reynolds Elementary (OUSD)	In front of school at Douglas Dr.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Vehicular traffic volumes for traffic signal-controlled crossing
Roosevelt Middle (VUSD)	Mesa Dr. and Sagewood Dr.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for traffic signal-controlled crossing
San Luis Rey Elementary (OUSD)	Hacienda Dr. and Flamingo Dr.	Proposed	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (< ¼ mile)
South Oceanside Elementary (OUSD)	Stewart St. and Cassidy St.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for stop-sign controlled crossing
	Cassidy St. and Serrano St.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Collision history (pedestrian collision) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
T.H.E. Leadership Academy (VUSD)	Temple Heights Dr. and Rising Glen Dr.	Existing	Yes	- Bicycle and pedestrian volumes (> 40/2 hours) - Proximity to school (abuts school) - Traffic control type (uncontrolled crossing) - Vehicular traffic volumes for uncontrolled crossing
	Temple Heights Dr. and Oceanside Blvd.	Proposed	Yes	- Collision history (pedestrian collision) - Proximity to school (< ¼ mile) - Vehicular traffic volumes for stop-sign controlled crossing

* Pending a prioritization review.

FUTURE CONSIDERATIONS FOR CROSSING GUARDS

Training

Regardless of who is serving the role of a Crossing Guard—school staff performing this role as a part of their duties, paid contractors, or volunteers—proper training is essential. This project opened a dialogue between OUSD, VUSD, and the City about the need for ongoing collaboration to identify resources that would support Crossing Guard staffing and training needs. Early conversations have yielded promising ideas for institutionalizing training and assessments of those serving the role of a Crossing Guard. In the meantime, OUSD and VUSD can use the California School Crossing Guard Program's online courses, tests, and additional training materials available through California's Active Transportation Resource Center. These free training resources, though not mandated, provide consistent operating standards to assist local school communities in training existing and new Crossing Guards. Additionally, a Crossing Guard Tip Sheet was created for OUSD and VUSD that highlights the key steps to crossing students and their families. The Crossing Guard Tip Sheet is available in [Appendix A](#).

Furthermore, while Caltrans Active Transportation Program funds cannot be used to pay Crossing Guard salaries, they may be used to assess Crossing Guard locations, train new and existing Crossing Guards, and pay for Crossing Guard equipment.

Monitoring

The City should monitor crossing locations to assess the need for a Crossing Guard on a scheduled basis, such as every two years, and based on the key factors detailed in this memorandum. Additional reasons that may require reassessing a Crossing Guard location may include:

- Schools opening or closing
- Consolidation of schools or changing of grades included
- New traffic control improvements
- Major developments increasing traffic on a roadway near a school

As locations are monitored year after year, the City can enact appropriate changes based on the assessed need.

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Implementing Safe Routes to School in Oceanside

Implementing Safe Routes to School in Oceanside

Funding for 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. Funding streams are increasingly becoming more competitive, requiring justifications that focus on equity, feasibility, and greenhouse gas emission reduction goals.

Determining the most cost-effective use of limited infrastructure funds is a challenging. It is especially difficult when considering the number of schools that are located in the City of Oceanside that may be eligible for SRTS project funds through the Caltrans Active Transportation Program, or other funding programs. To help position Oceanside well for future funding opportunities, the project team created a methodology that prioritizes recommendations developed as part of the Oceanside SRTS Plan. As funding becomes available, an established prioritization methodology of proposed SRTS recommendations can be used to establish a funding schedule for the implementation of said recommendations. Depending on when funds become available and the City of Oceanside's preferences, SRTS project recommendations can be planned for implementation based on the priority levels.

SRTS SCHOOL PRIORITIZATION METHODOLOGY

The SRTS prioritization process takes into account several data sources that were used to inform the final SRTS prioritization. The following is the school specific data that was taken into consideration:

- Percent of student population enrolled in Free & Reduced Priced Meals Program
- Student population density within 1/2 mile of school
- Number of pedestrian and/or bicycle collisions within 1 mile of school
- City population density within 1/2 mile of school
- Median household income within 1/2 mile of school site
- Number of carless households within census block where school is located
- School density – number of schools within within 1 mile of one another
- CalEnviroScreen 3.0 percentile within census block where school is located
- School recommendations project cost
- Local support from advisory committee, school staff, and community members/parents
- Age range of students

Justification and criteria for the prioritization of each SRTS project recommendation can be found in Table 5 on the following page.

Table 5. Scoring Criteria for School Ranking

CRITERIA	SCORE VALUE	MAX SCORE
Free and Reduced Priced Meals Eligibility (%)	75%- 100% = 20 < 74% = 0	20
½ Mile Student Population Density within Boundary at School	Above 300 = 5 101- 300 = 3 Under 100 = 0	5
# Ped and Bike Collisions < 1 Mile (past 5years)	10 or greater = 10 1 - 5 = 5 0 = 0	10
½ Mile City Population Density (#)	8k - 10k = 10 6k - 8k = 8 4k - 6k = 6 2k - 4k = 4 0 - 2k = 0	5
Median Household Income within ½ Mile (\$)	\$29k or less = 15 \$30k - \$39k = 12 \$40k - \$49k = 10 \$50k - \$59k = 5 \$60k or above = 0	15
Carless households within school census block	1 - 25 percentile = 10 26 - 50 percentile = 7 51 - 75 percentile = 3 76 - 100 percentile = 0	10
# of Schools within 1 Mile (buffer overlap)	3 or more = 10 2 = 7 1 = 0	10
CalEnviroScreen 3.0 within census block school is located in (%)	Top 25% of census tracts (disadvantaged community) = 5 Top 25 % - 50% of census tracts = 3 Bottom 50% of census tracts = 0	5
Cost	< \$1 million = 5 \$1 million to \$1.5 million = 3 > \$1.5 million = 0	5
Local Support	High = 5 Med = 3 Low = 0	5
Age of Students	Elementary = 10 Middle = 5 High School = 0	10
		Total: 100

Funding

This section identifies sources of funding for 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 of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.



CALTRANS ACTIVE TRANSPORTATION PROGRAM

With the consolidation of federal funding sources in MAP-21 and again under the FAST Act, the California State Legislature has consolidated a number of state-funded programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) consolidated the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Capand- Trade Program in the future. The Statewide Competitive ATP has \$240 million available through the 2020/2021 fiscal cycles. The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance.

More information: www.dot.ca.gov/hq/LocalPrograms/atp/index.html

CALTRANS HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans. More information: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>

TRANSNET KEEPS SAN DIEGO MOVING

Since 1988, TransNet, the half-cent sales tax for local transportation projects has been instrumental in expanding the transportation system, reducing traffic congestion, and bringing critical transit projects to life. The 2015 TransNet Update brochure serves as an annual snapshot of the program's progress. In November 2004, 67 percent of voters approved a 40-year extension of

TransNet, which will generate funds for public transit, highway, and local street and road improvements. SANDAG leverages these funds with state and federal resources to improve the region's transportation infrastructure and tackle growing traffic congestion head-on.

Partnering with Caltrans, MTS, and NCTD, SANDAG is advancing several projects. Through the aggressive Early Action Program, a variety of high-priority transportation projects have been accelerated. These major construction and infrastructure projects include I-5; I-15; I-805; SR 52 and SR 76; the Mid-Coast Corridor Transit Project (Trolley) from Old Town to the University of California, San Diego campus and the University City community; the Super Loop Transit Project, also in the University City community; the I-15 Managed Lanes and Bus Rapid Transit (BRT) service from Escondido to San Diego; and the South Bay BRT from Otay Ranch to downtown San Diego via I-805.

During the life of this 40-year extension, major highway projects along Interstates 5, 8, 15, and 805 as well as State Routes 52, 54, 56, 67, 75, 76, 78, 94, 125, and 905 will receive funding. TransNet also will support a robust

public transit system. An \$850 million environmental mitigation program and a \$280 million smart growth incentive program make TransNet a truly comprehensive funding mechanism.

A key component of TransNet is public accountability. The revolutionary TransNet Dashboard gives residents timely information on how their tax dollars are being spent. This interactive tool is a key element of the comprehensive KeepSanDiegoMoving.com website — the region's window to in-depth information on the TransNet Early Action Program.

The Independent Taxpayer Oversight Committee was created to monitor the expenditure of TransNet funds. In addition, SANDAG issues an annual report to keep the public updated on the progress of TransNet funded projects.

SANDAG GRANTS

As the regional planning agency, SANDAG allocates millions of dollars each year in local, state, and federal funds through several competitive grant programs. Grants awarded range from infrastructure projects

to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each individual grant program maintains a particular focus, all work together to enhance our region's quality of life. Current active grant programs are listed below. For information regarding a specific program, please visit the individual program page and/or contact the appropriate staff member(s).

SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM

The TransNet Smart Growth and TransNet Active Transportation Grant Programs fund local capital and planning projects that increase opportunities for biking, walking, and transit usage throughout the region. The TransNet Smart Growth Incentive Program supports transportation investments that create more compact, walkable, bikeable, and transit-oriented communities. The TransNet Active Transportation Grant Program provides funding for projects that improve safety and prioritize access for people biking and walking.

For more information please contact:

Tracy Ferchaw, Associate Grant Analyst

Phone: (619) 699-1977, Email: tracy.ferchaw@sandag.org

TRANSNET ENVIRONMENTAL MITIGATION GRANT PROGRAMS

The TransNet Environmental Mitigation Grant Programs fund land management and land acquisition projects that help to maintain and enhance the integrity and size of regional habitat preserves.

For more information please contact:

Keith Greer, Senior Regional Planner

Phone: (619) 699-7390, Email: keith.greer@sandag.org

Sarah Pierce, Regional Environmental Planner

Phone: (619) 699-7312, Email: sarah.pierce@sandag.org

SPECIALIZED TRANSPORTATION GRANT PROGRAMS

The SANDAG Specialized Transportation Grant Program funds projects and programs that expand mobility options for seniors and individuals with disabilities with two unique funding sources. Federal Transit Administration Section 5310 grant program provides federal funding for transportation projects that enhance the mobility of seniors and individuals with disabilities. The Senior Mini-Grant Program authorized under the TransNet Extension Ordinance funds innovative transportation services for seniors.

For more information please contact:

Zachary Rivera, Business Analyst I

Phone: (619) 699-4892 Email: zachary.rivera@sandag.org

BUILD

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The BUILD program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

More information: <https://www.transportation.gov/BUILDgrants>



OCEANSIDE
SAFE ROUTES TO SCHOOL

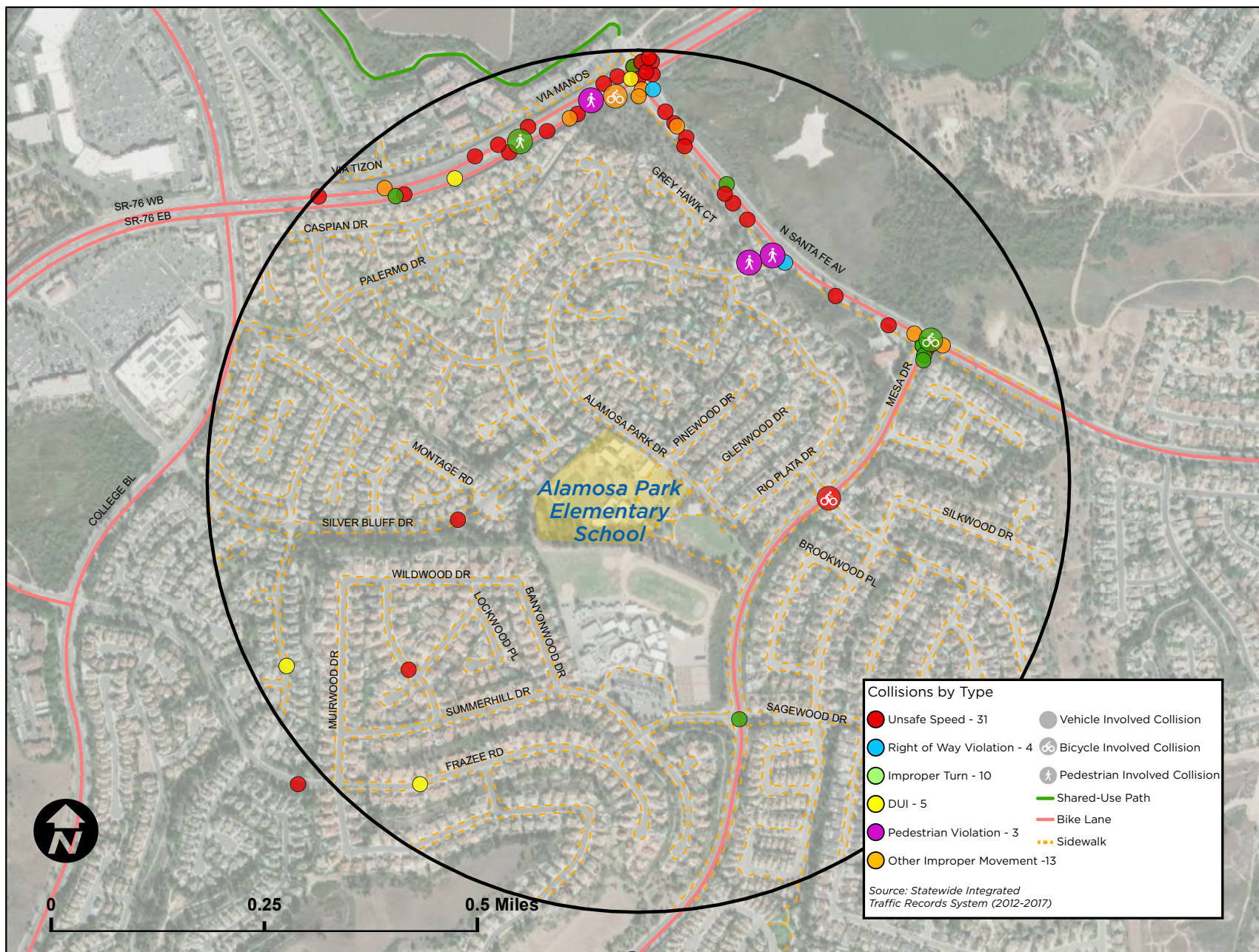


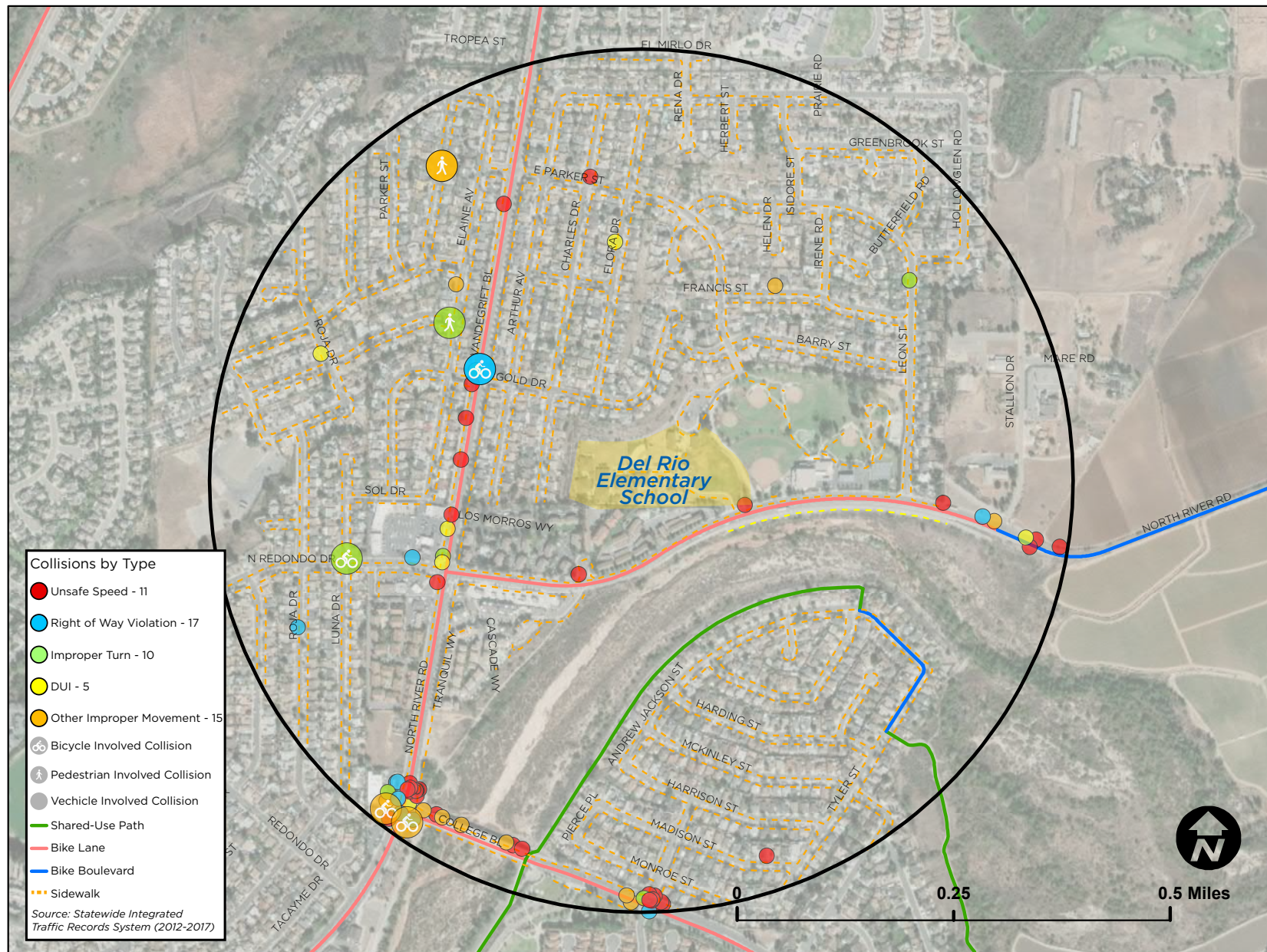
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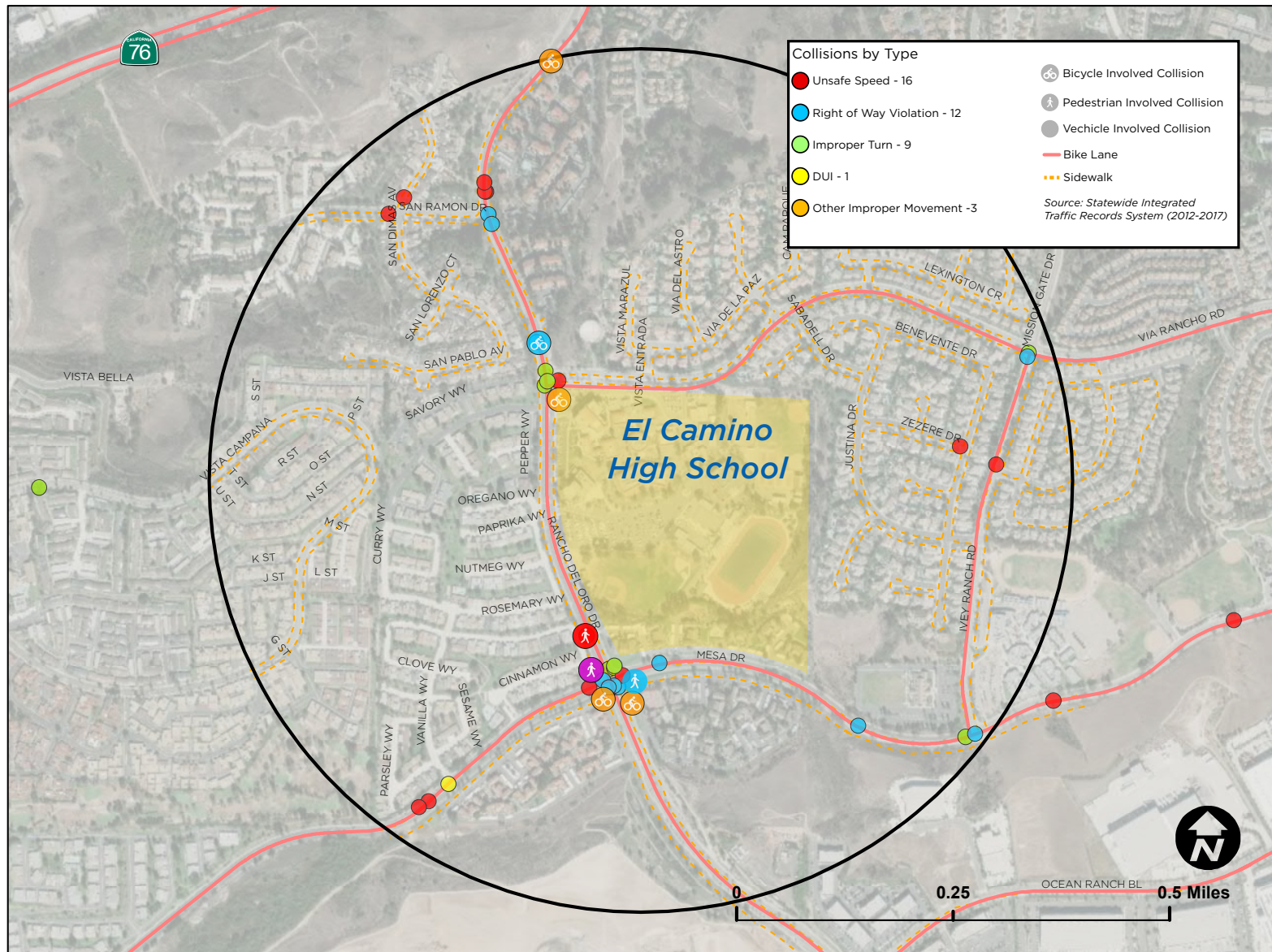


Appendix A

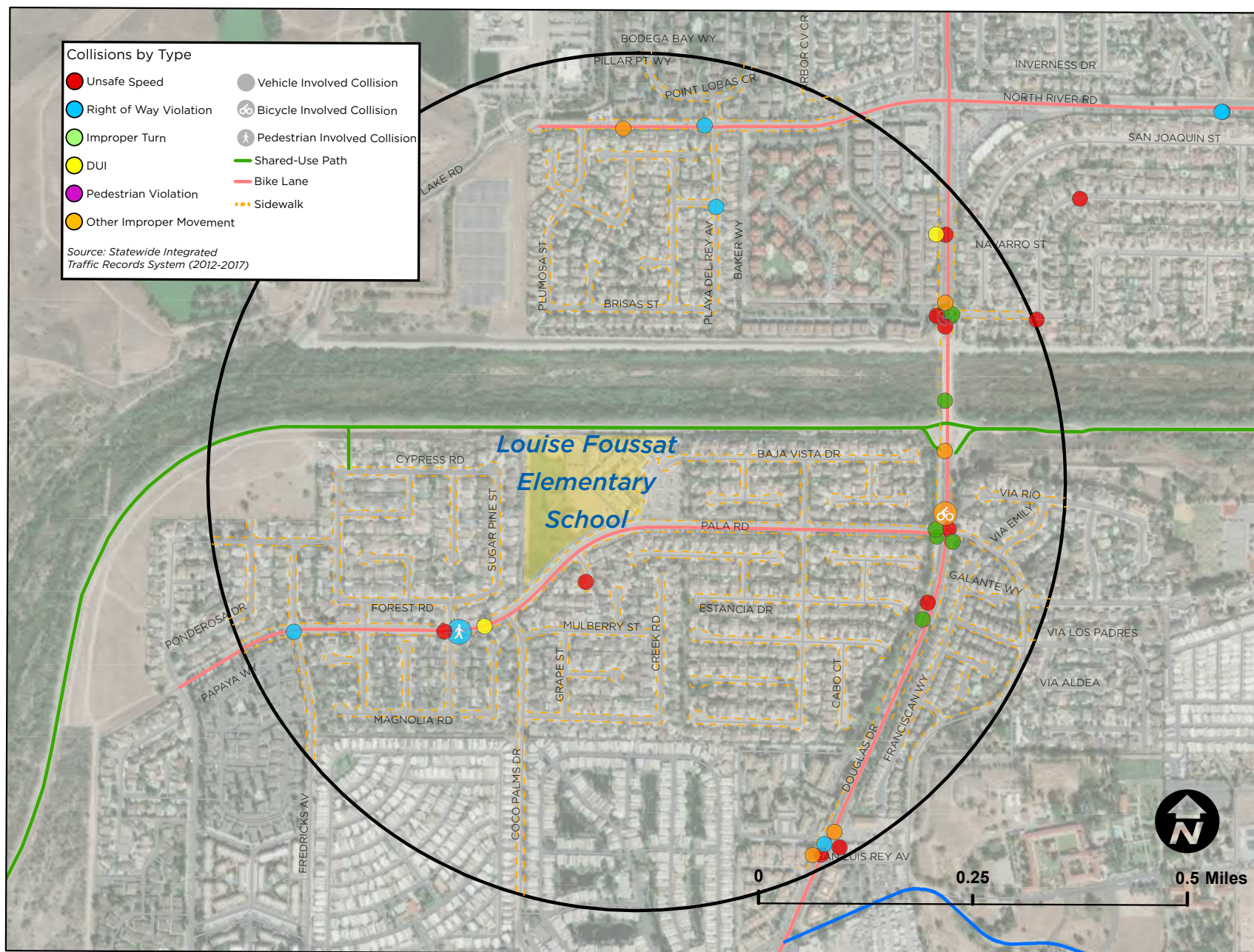
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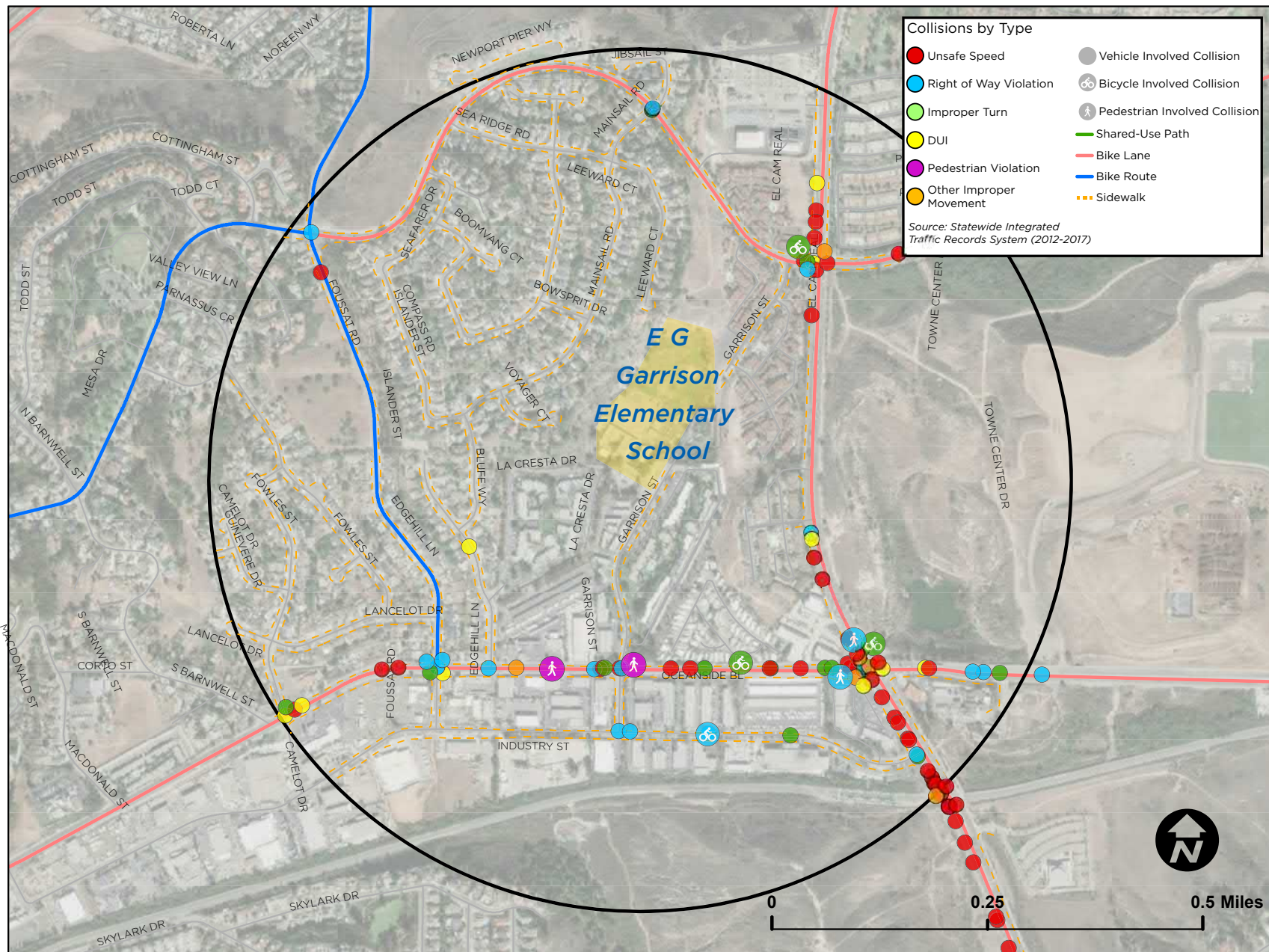


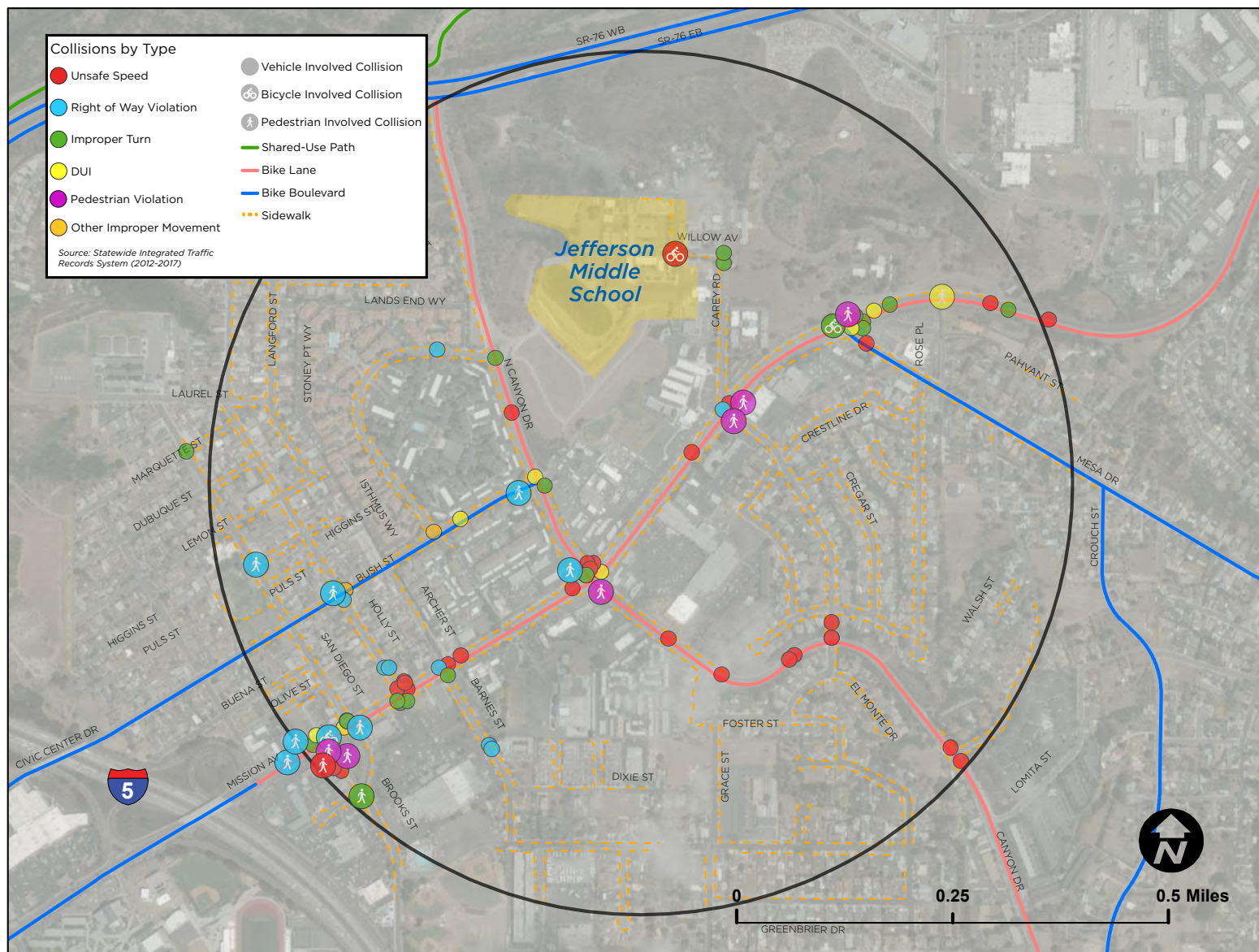


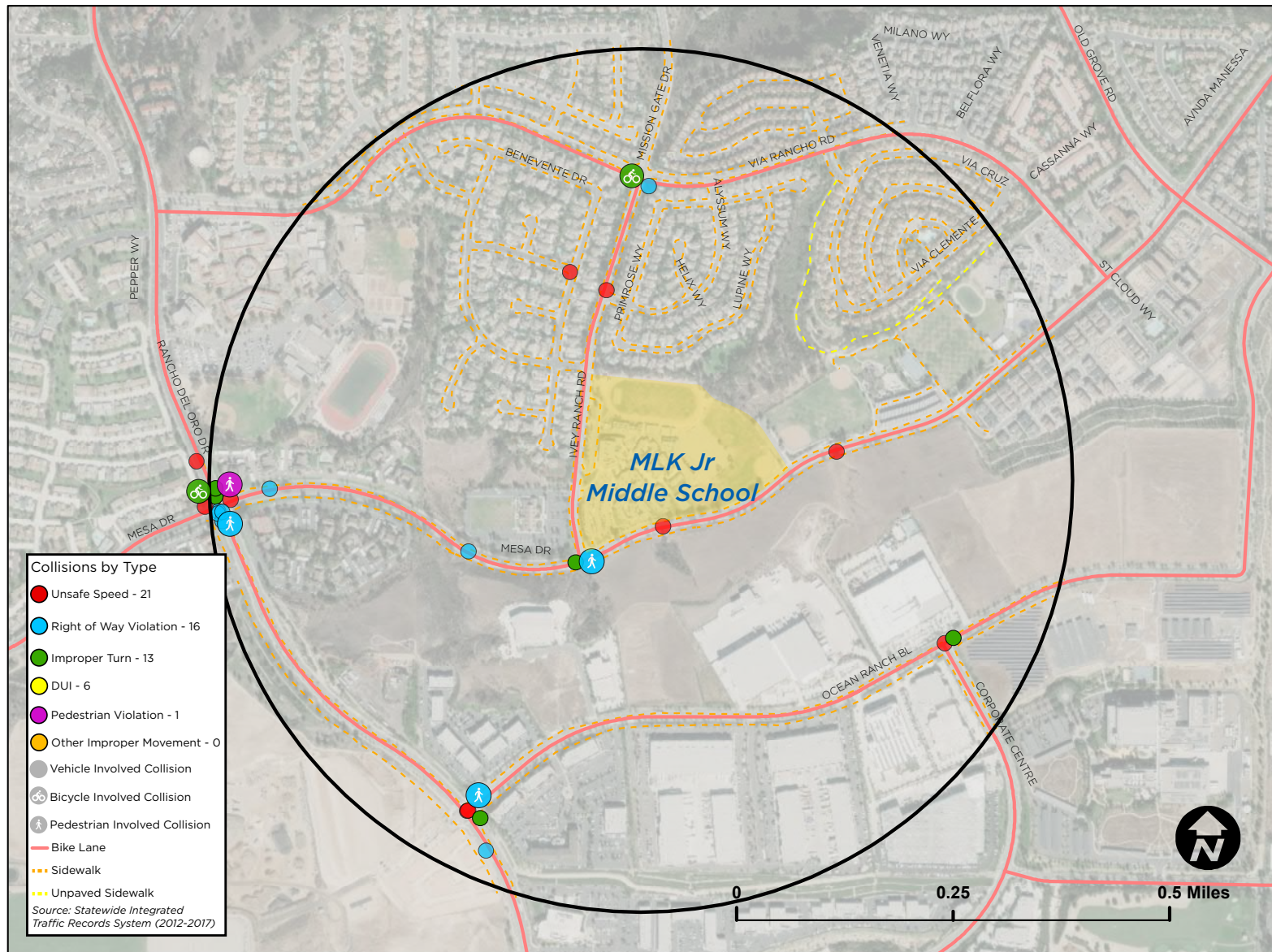


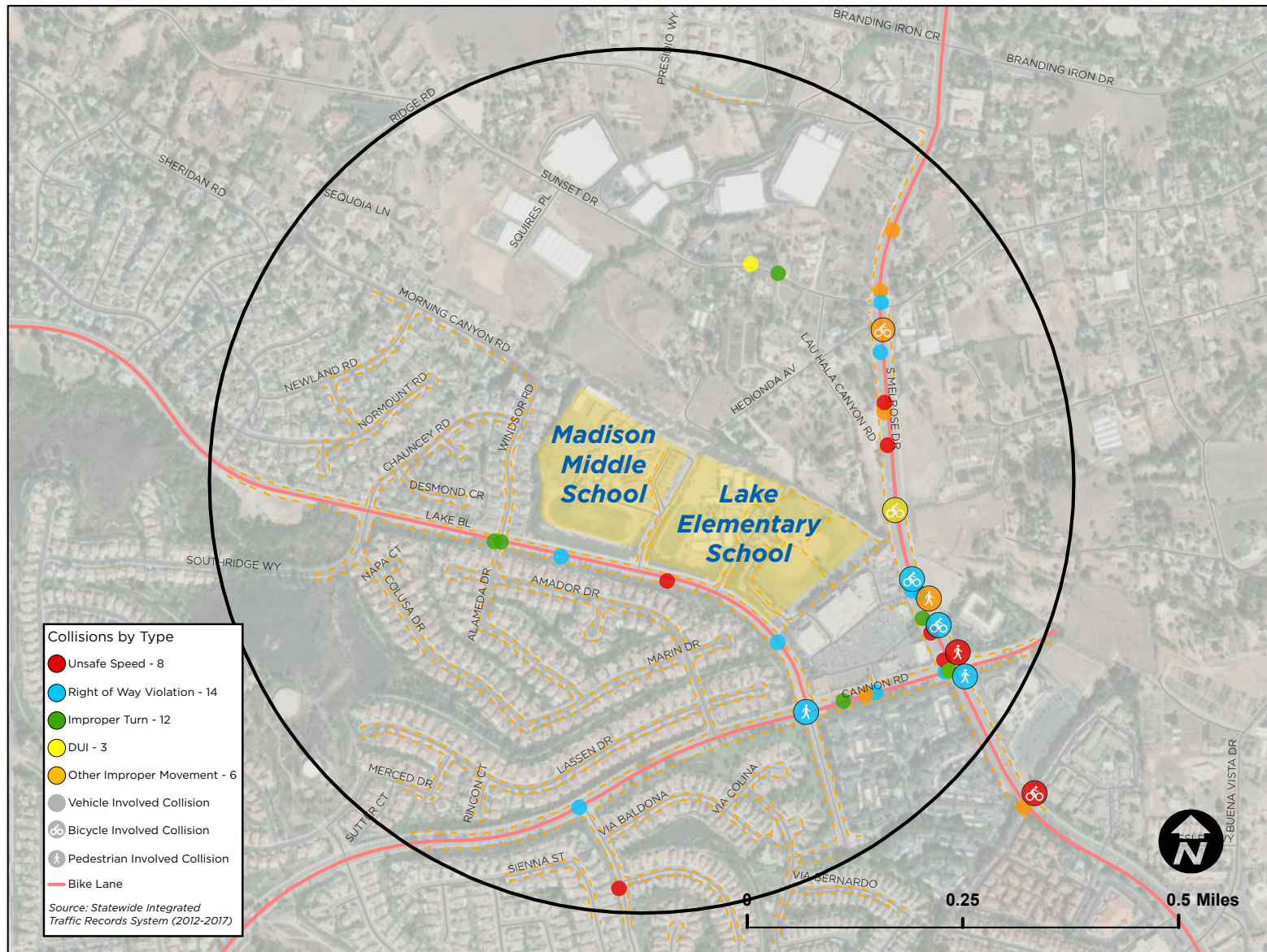


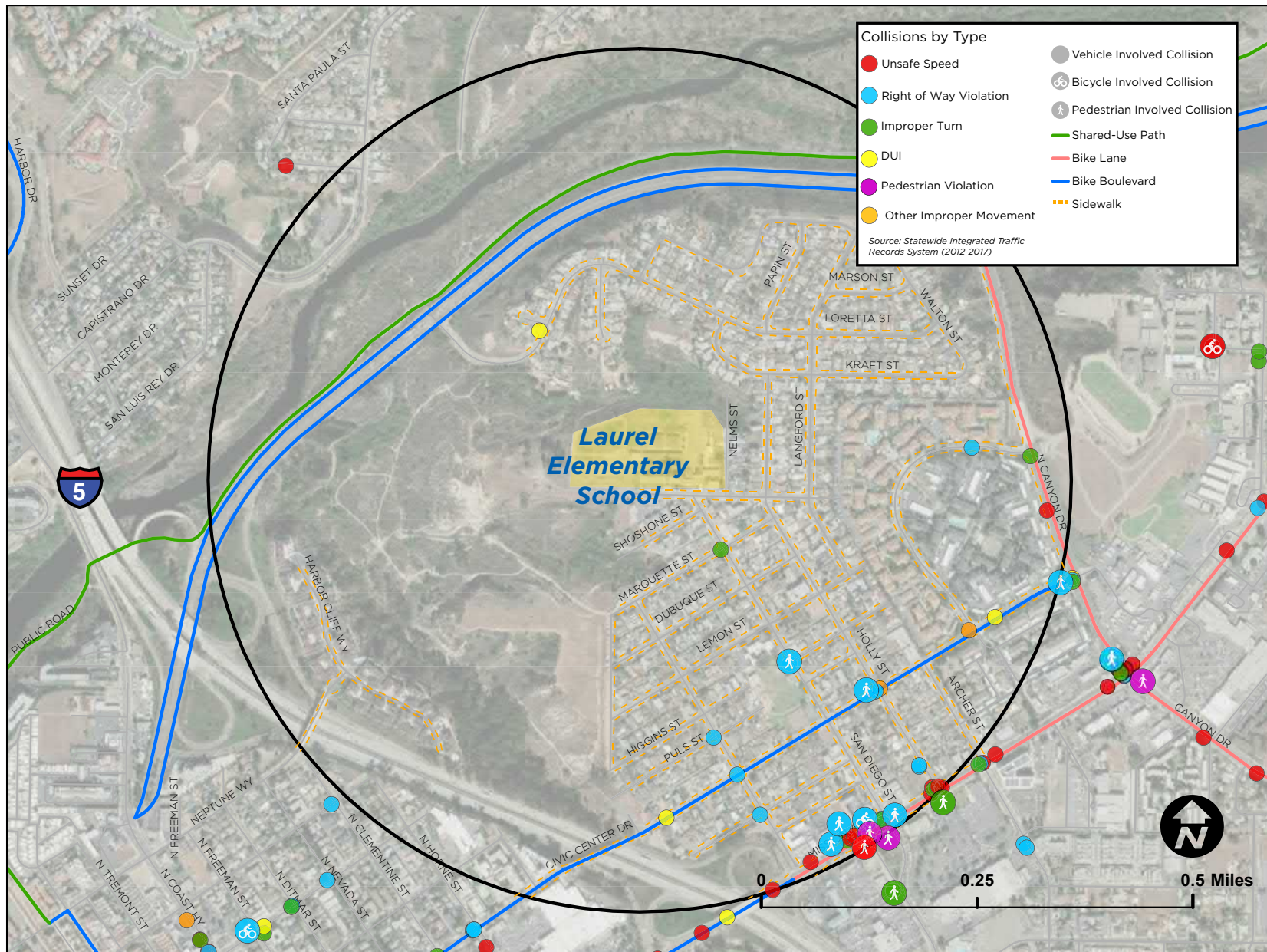


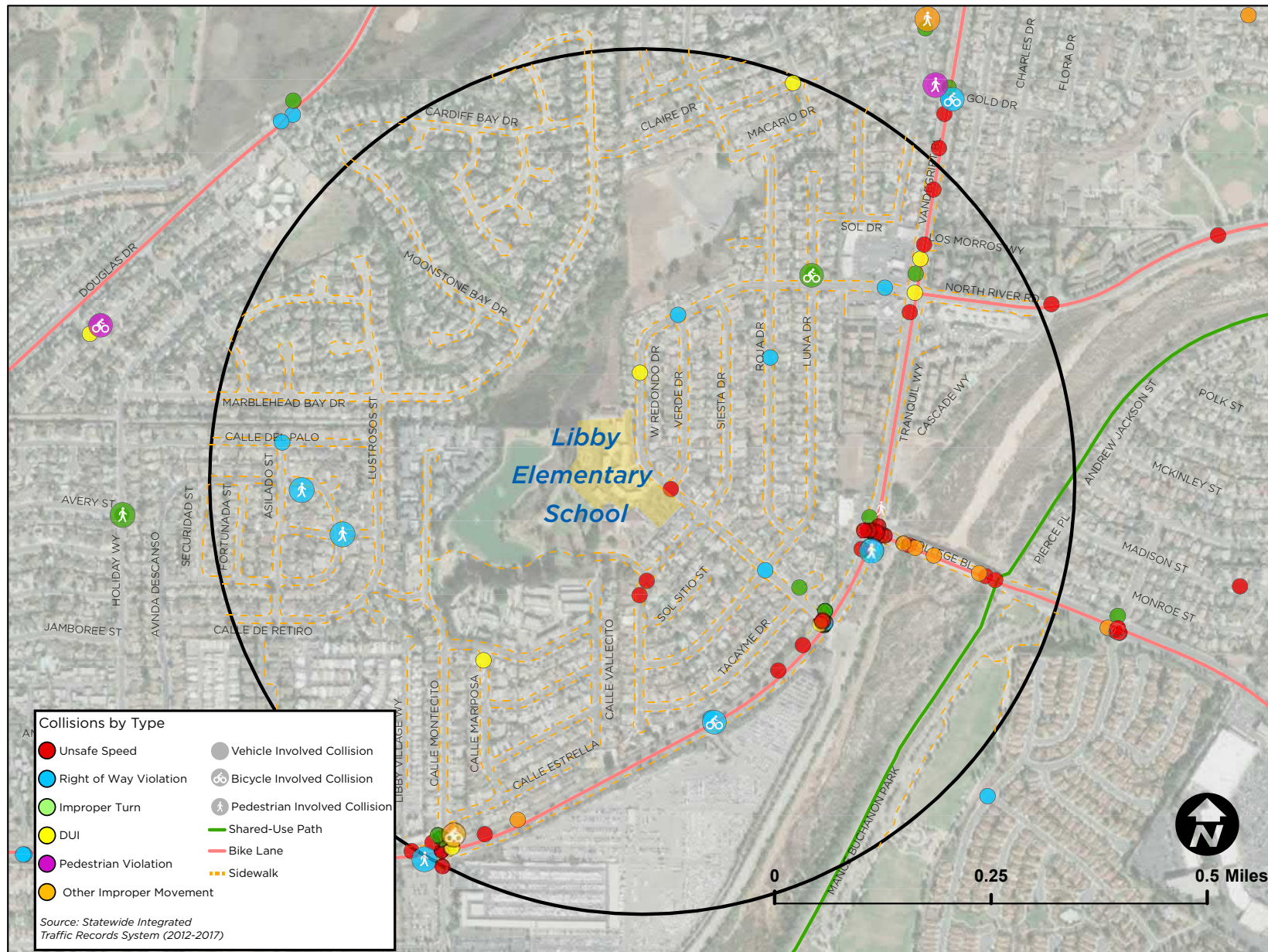


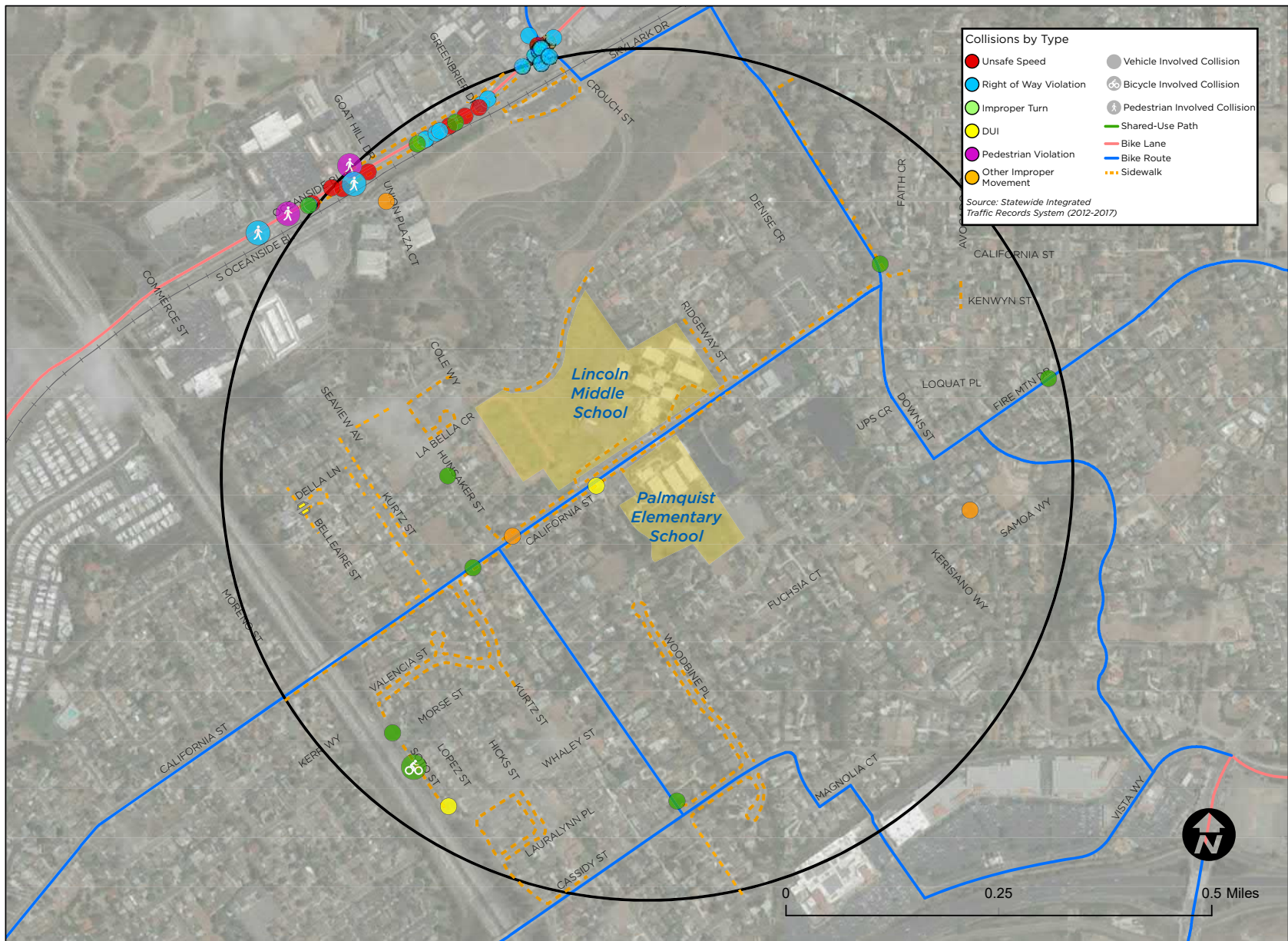


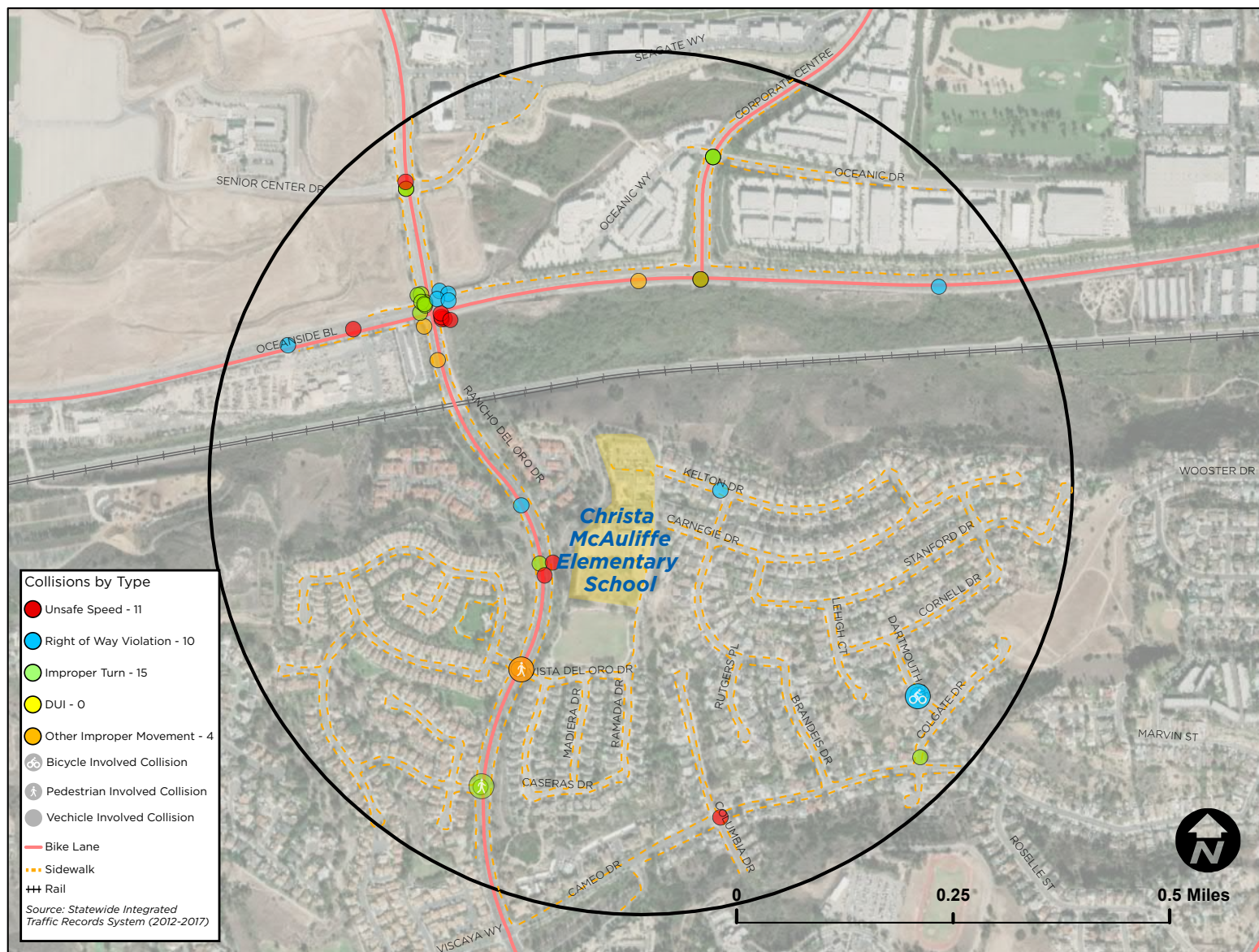


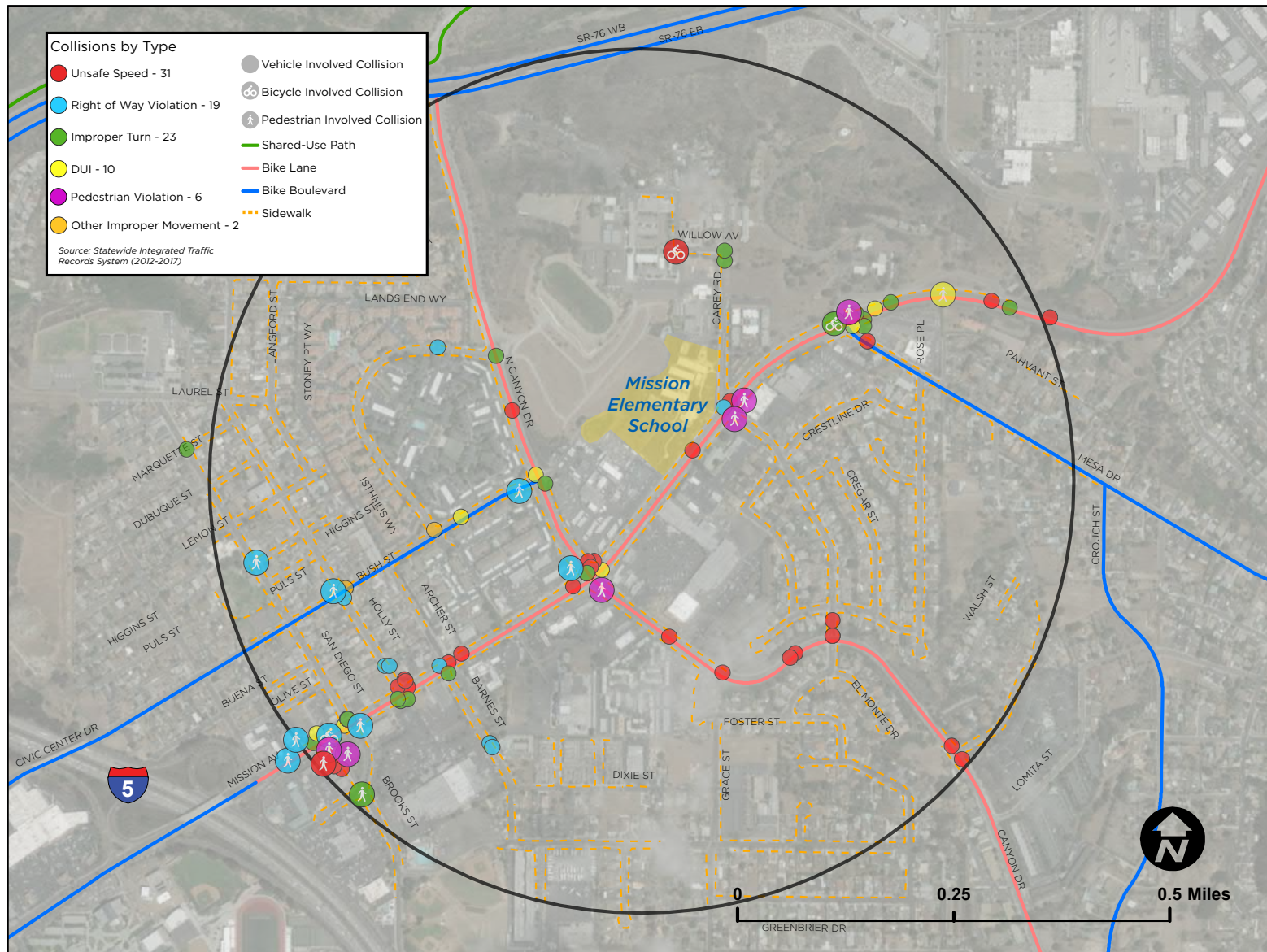


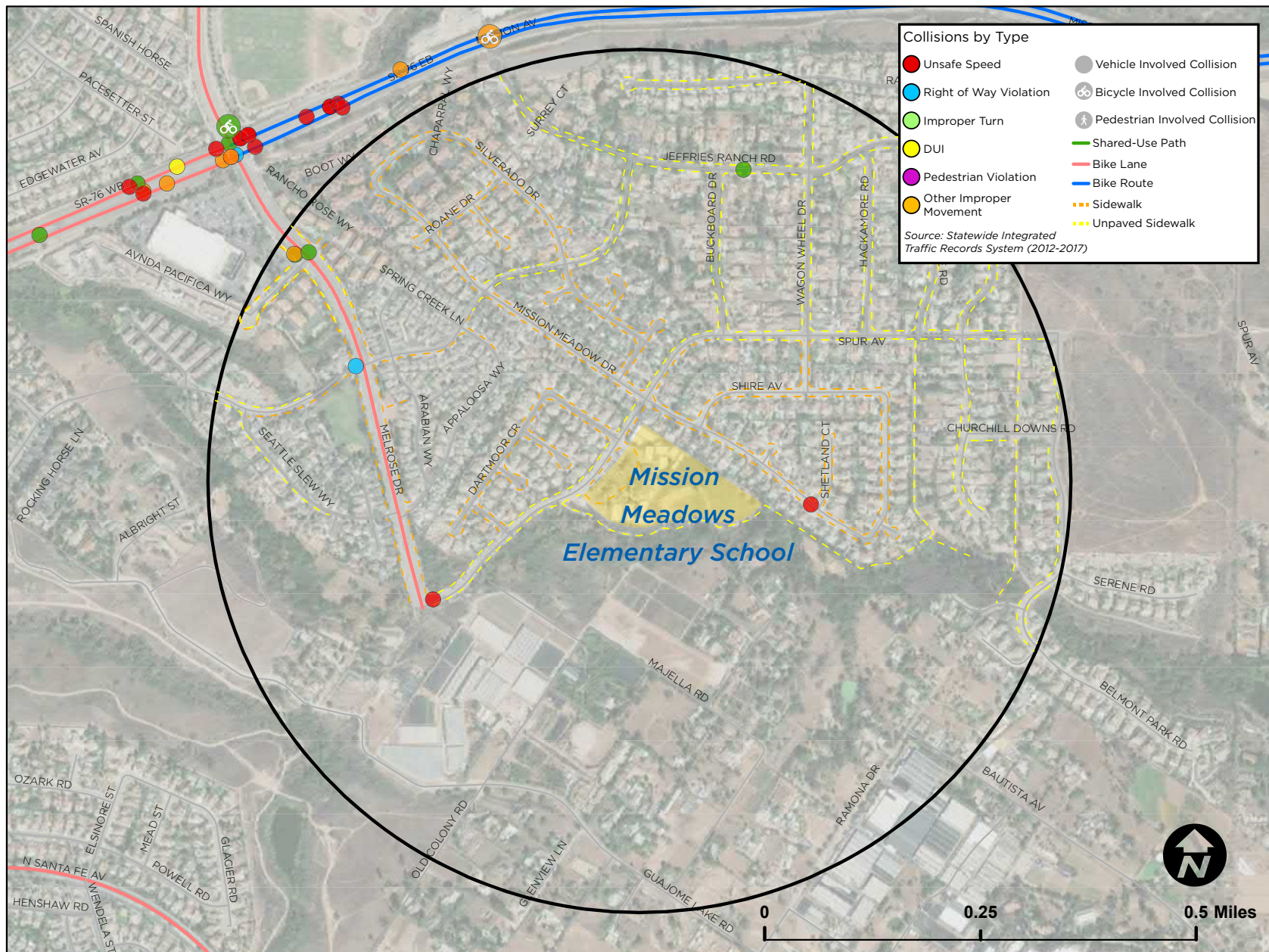


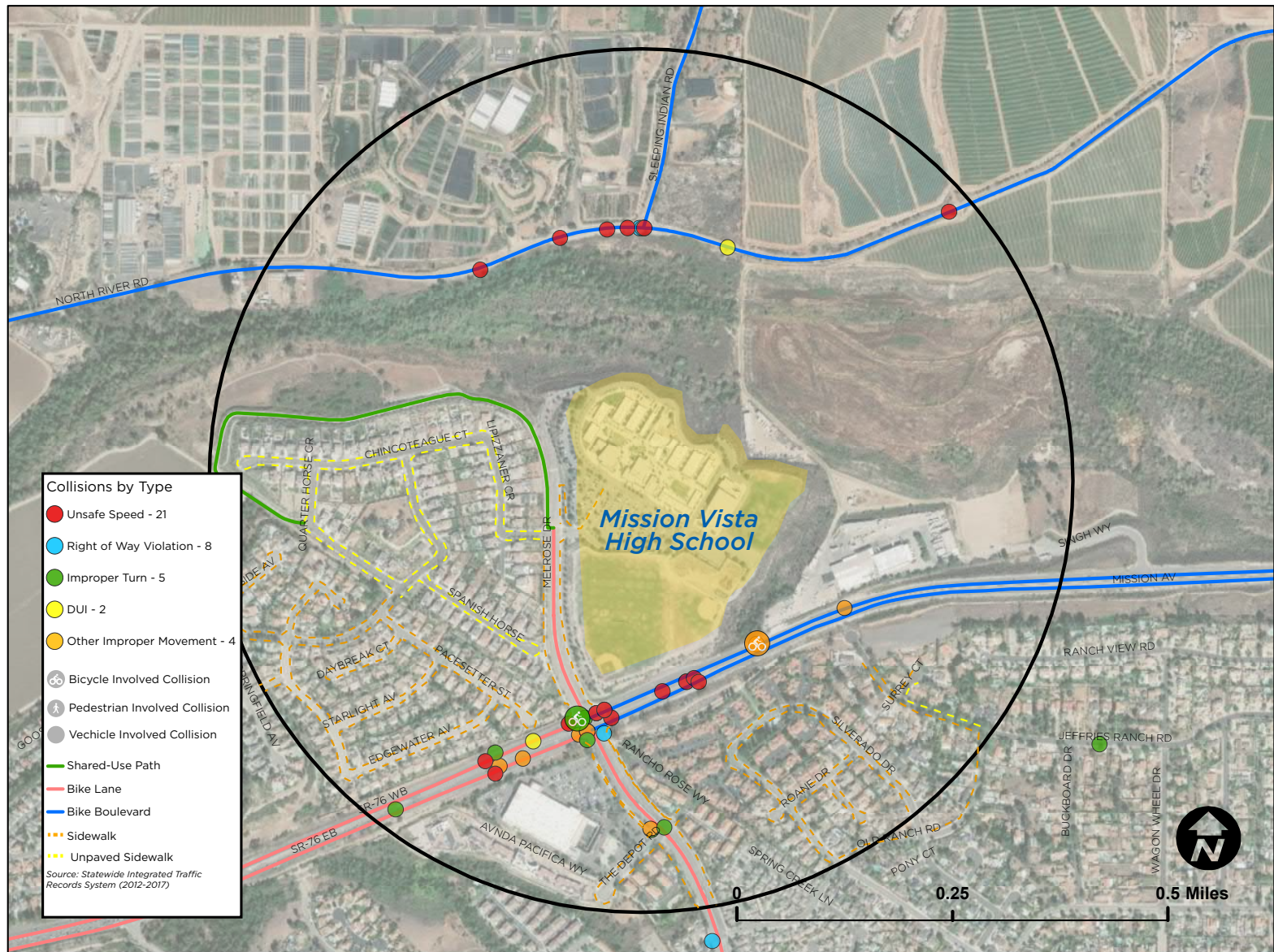


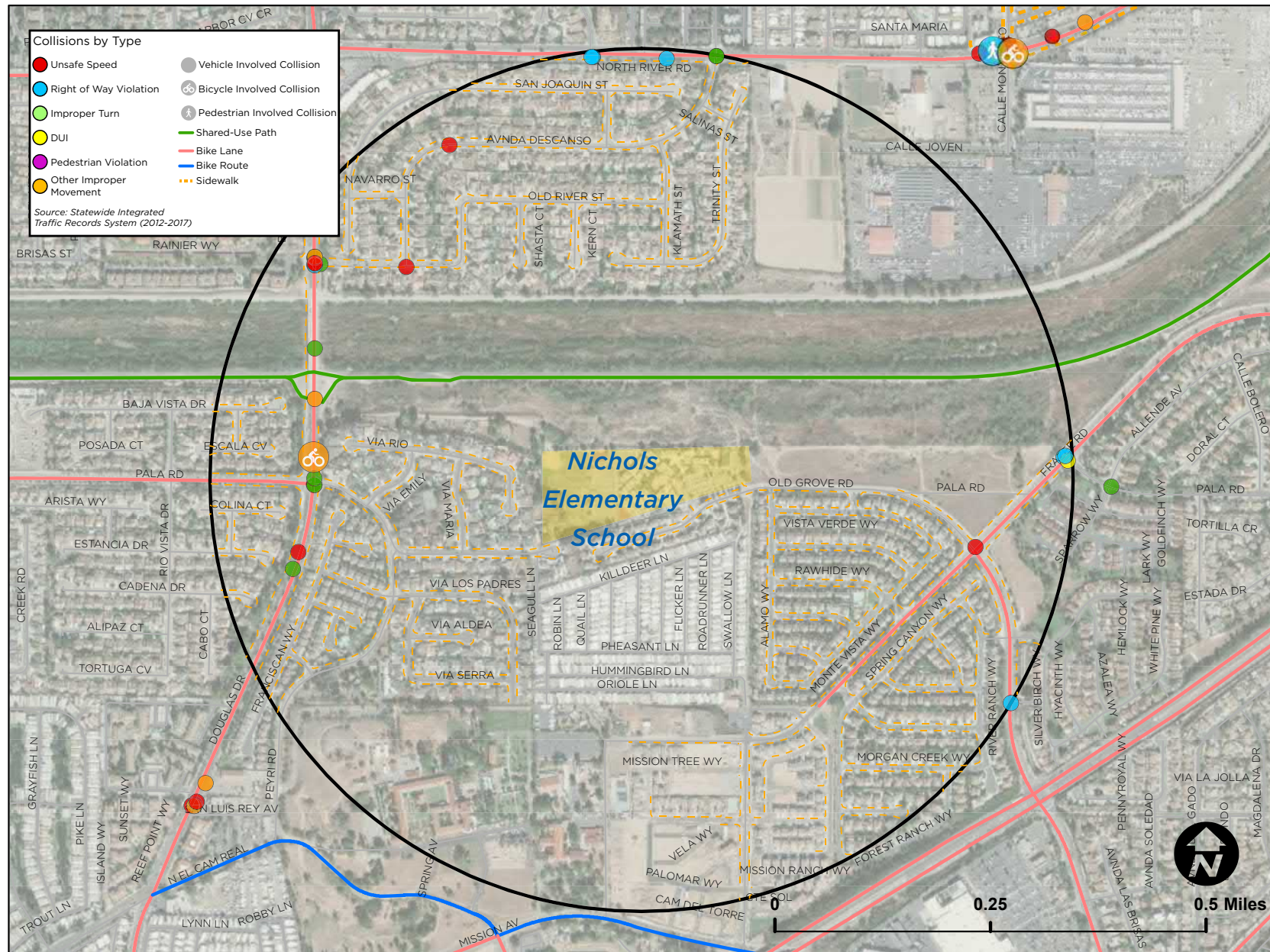


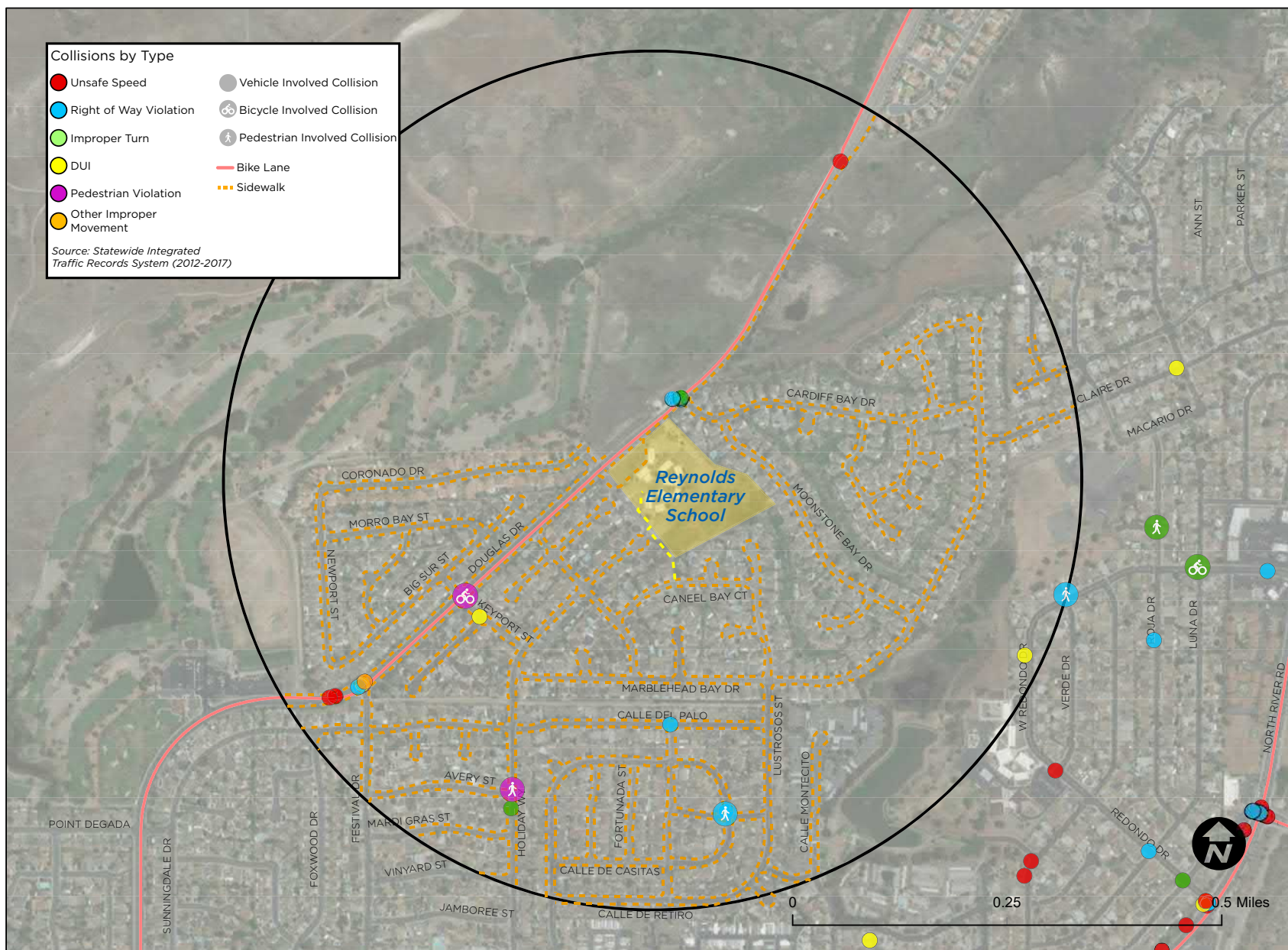




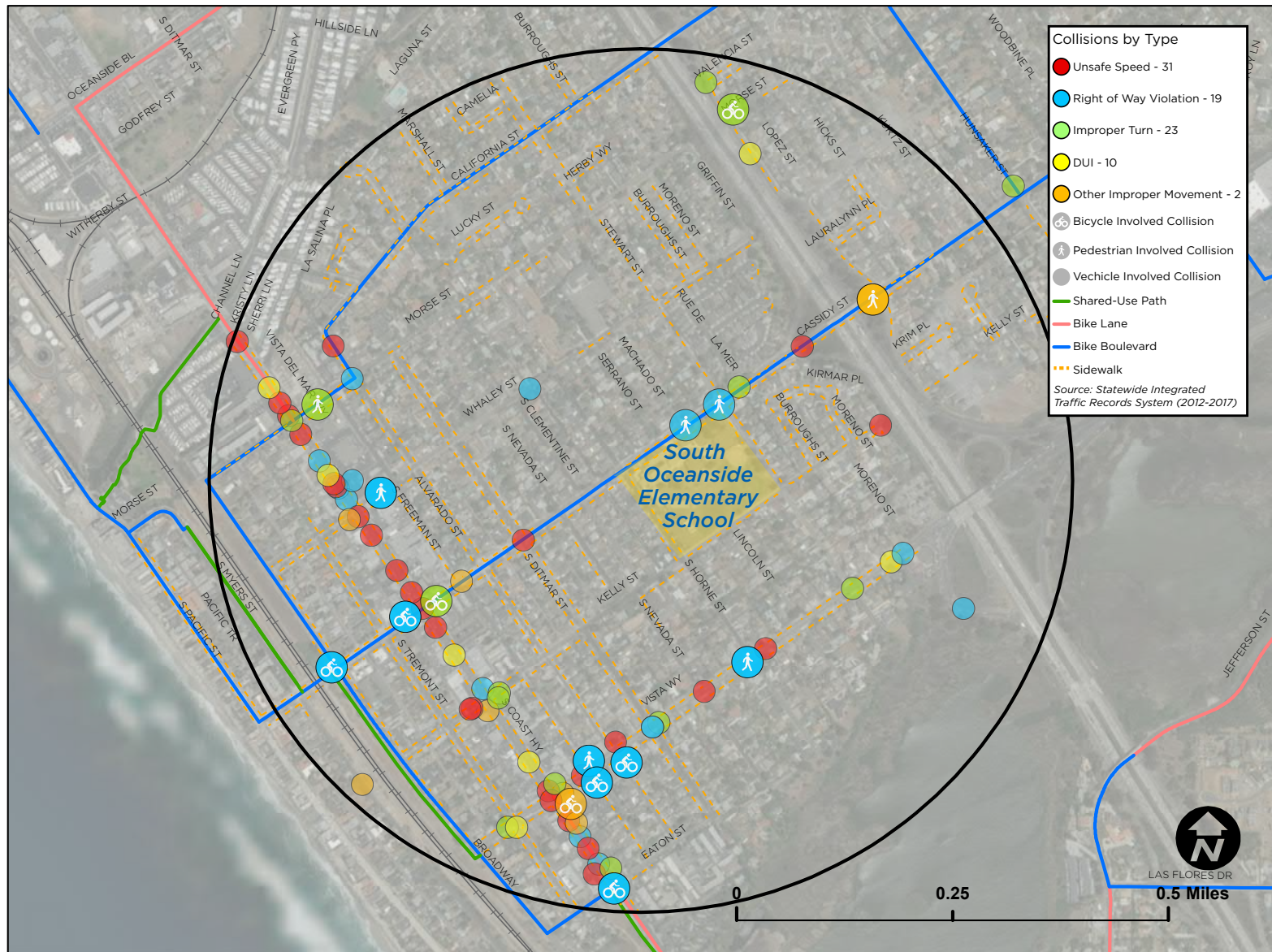


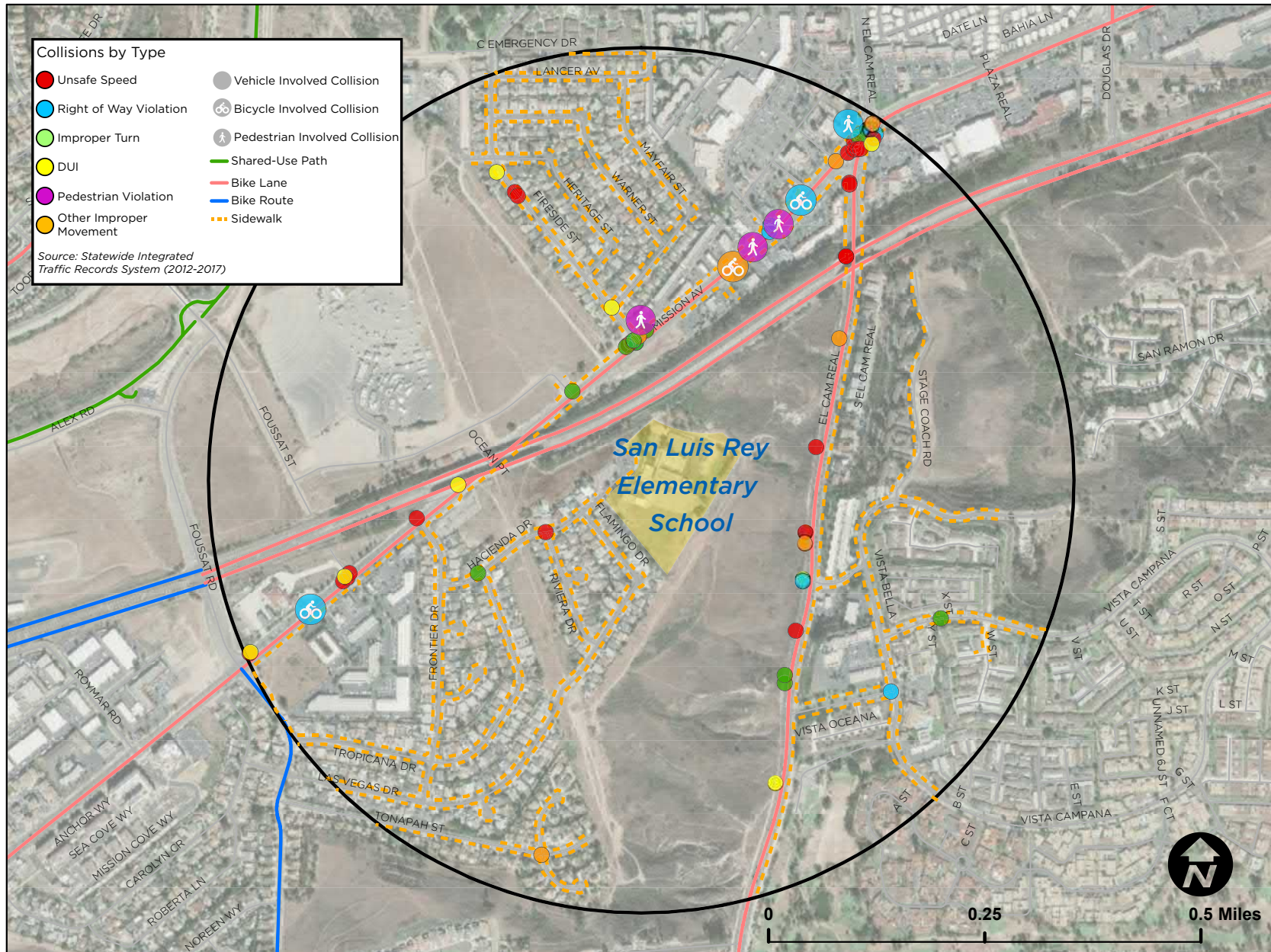


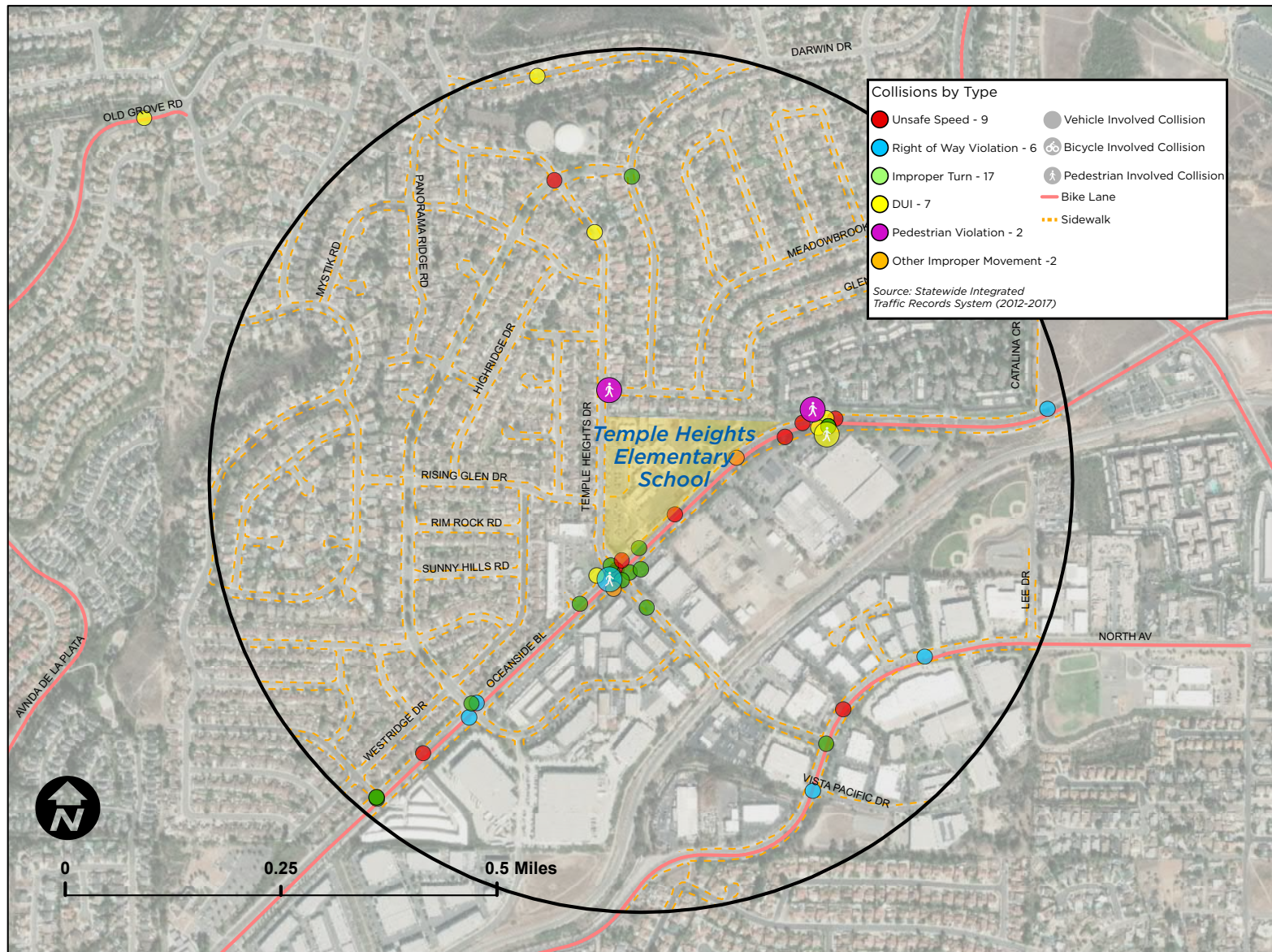










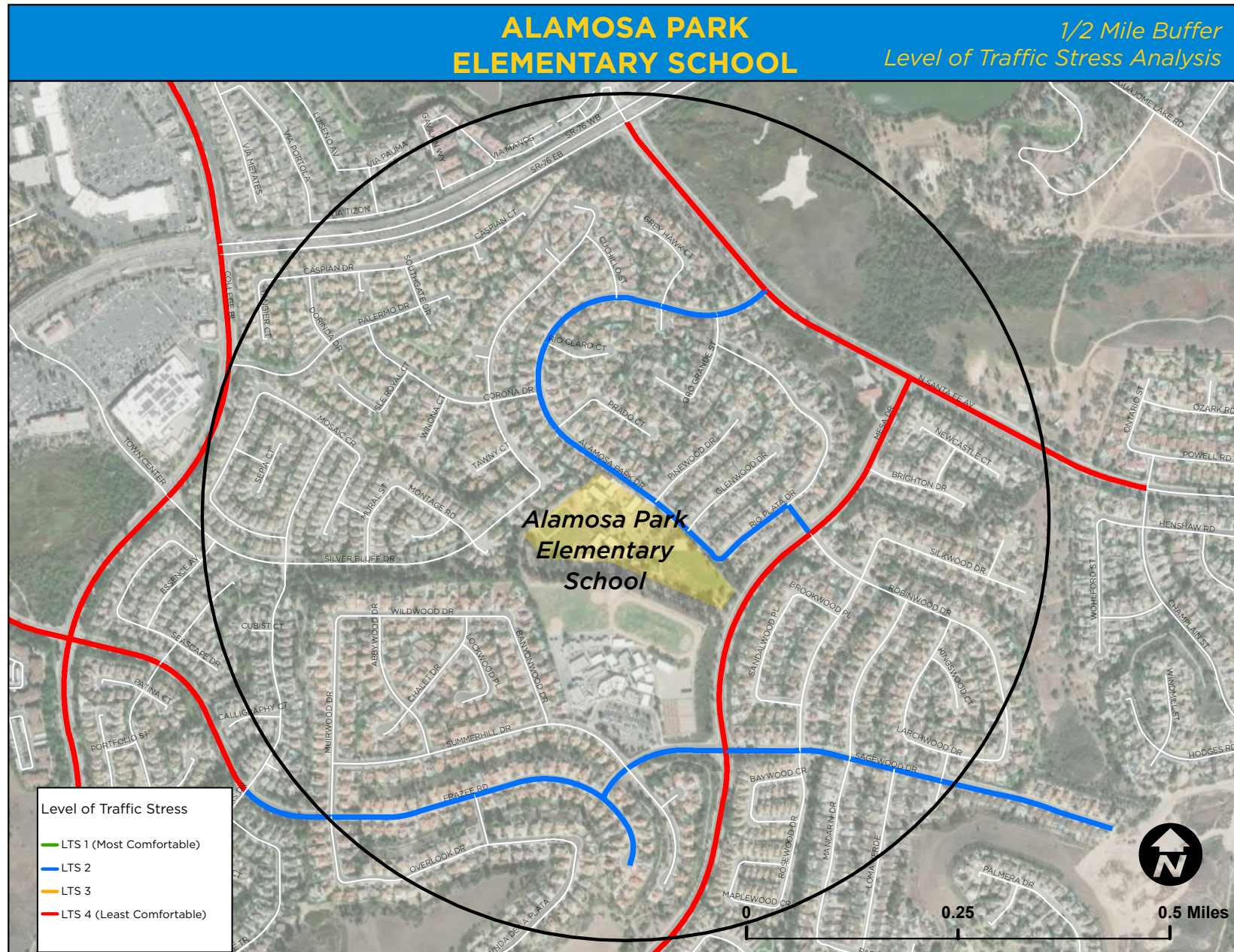


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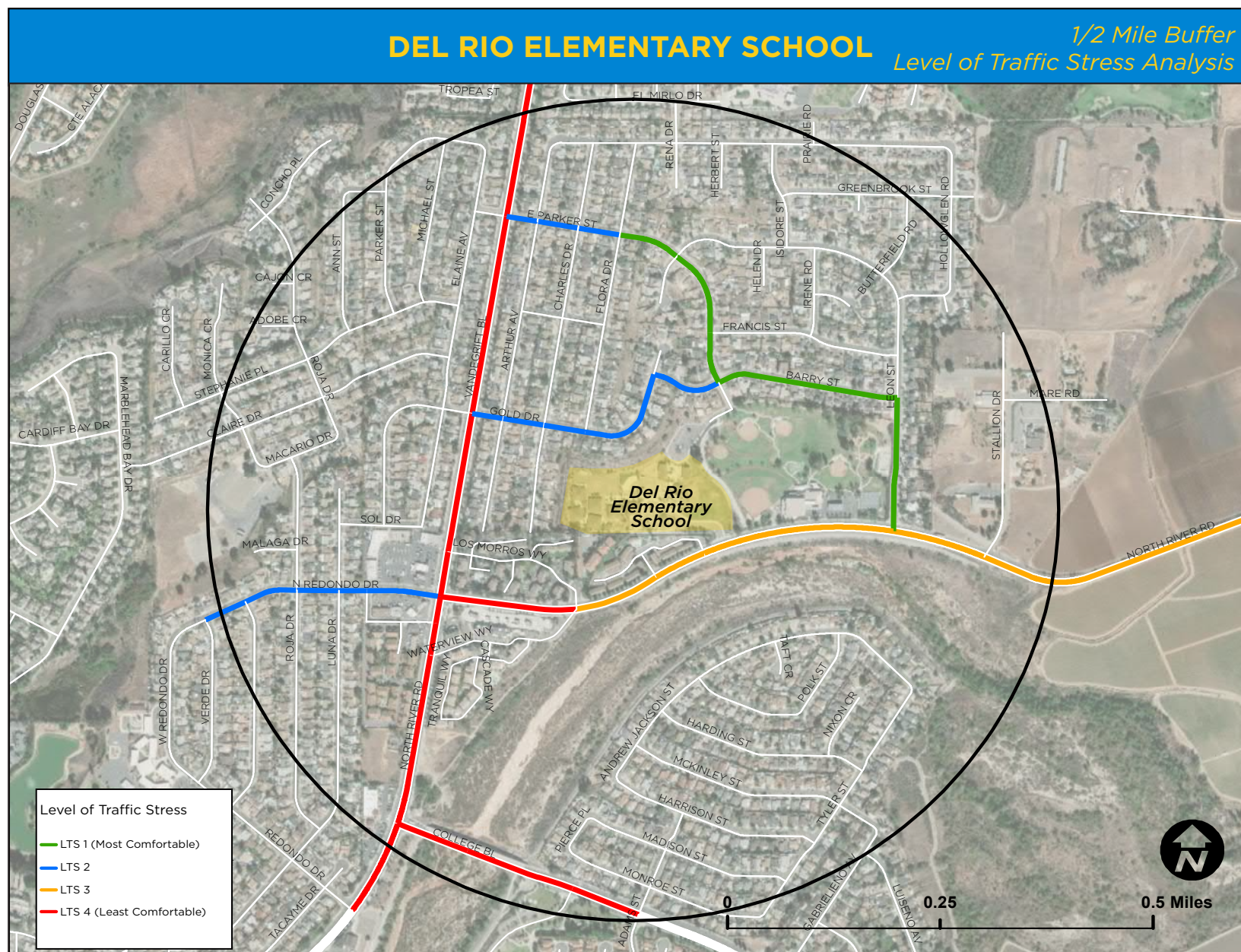
Appendix B Level of Traffic Stress



CESAR CHAVEZ MIDDLE SCHOOL

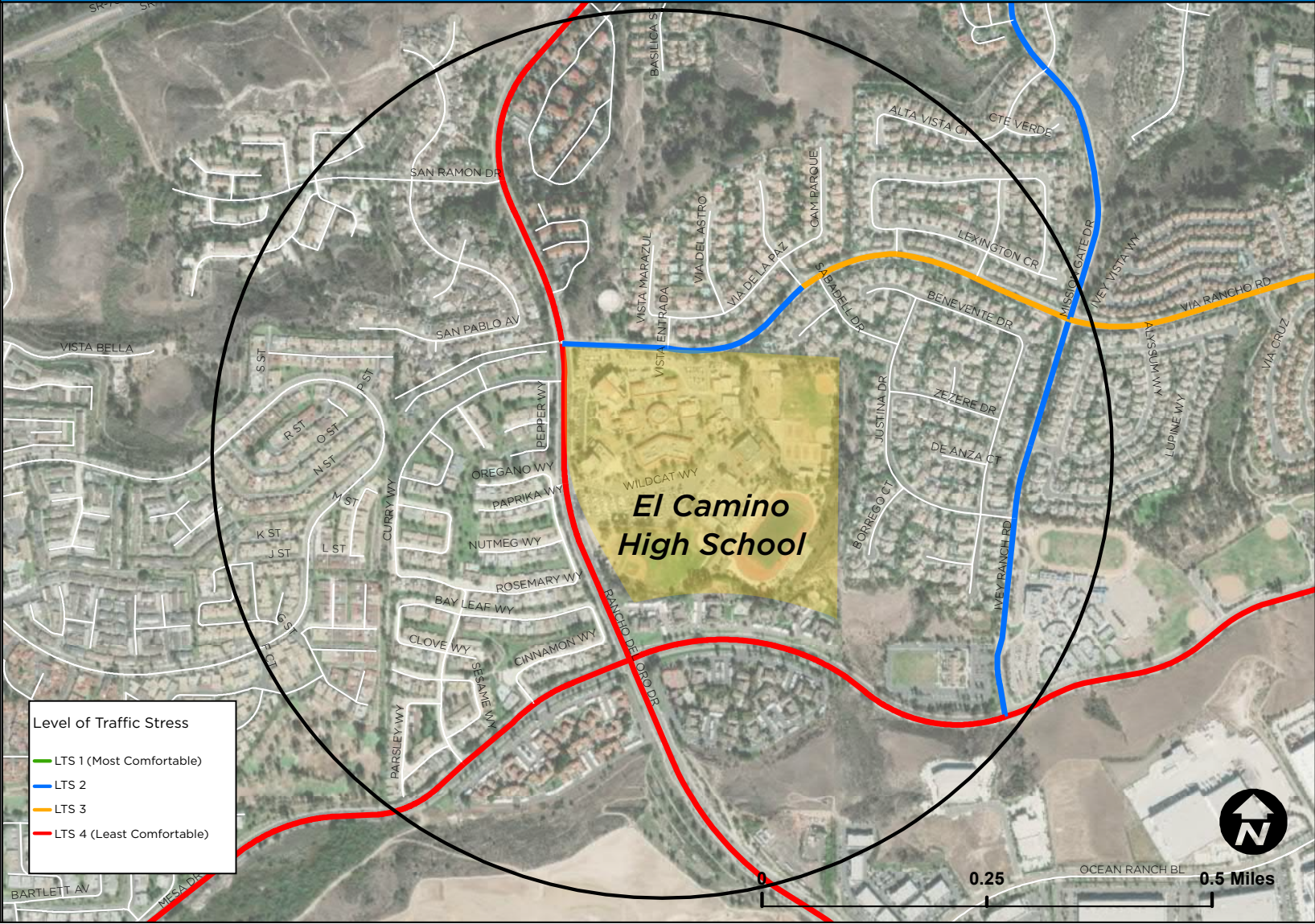
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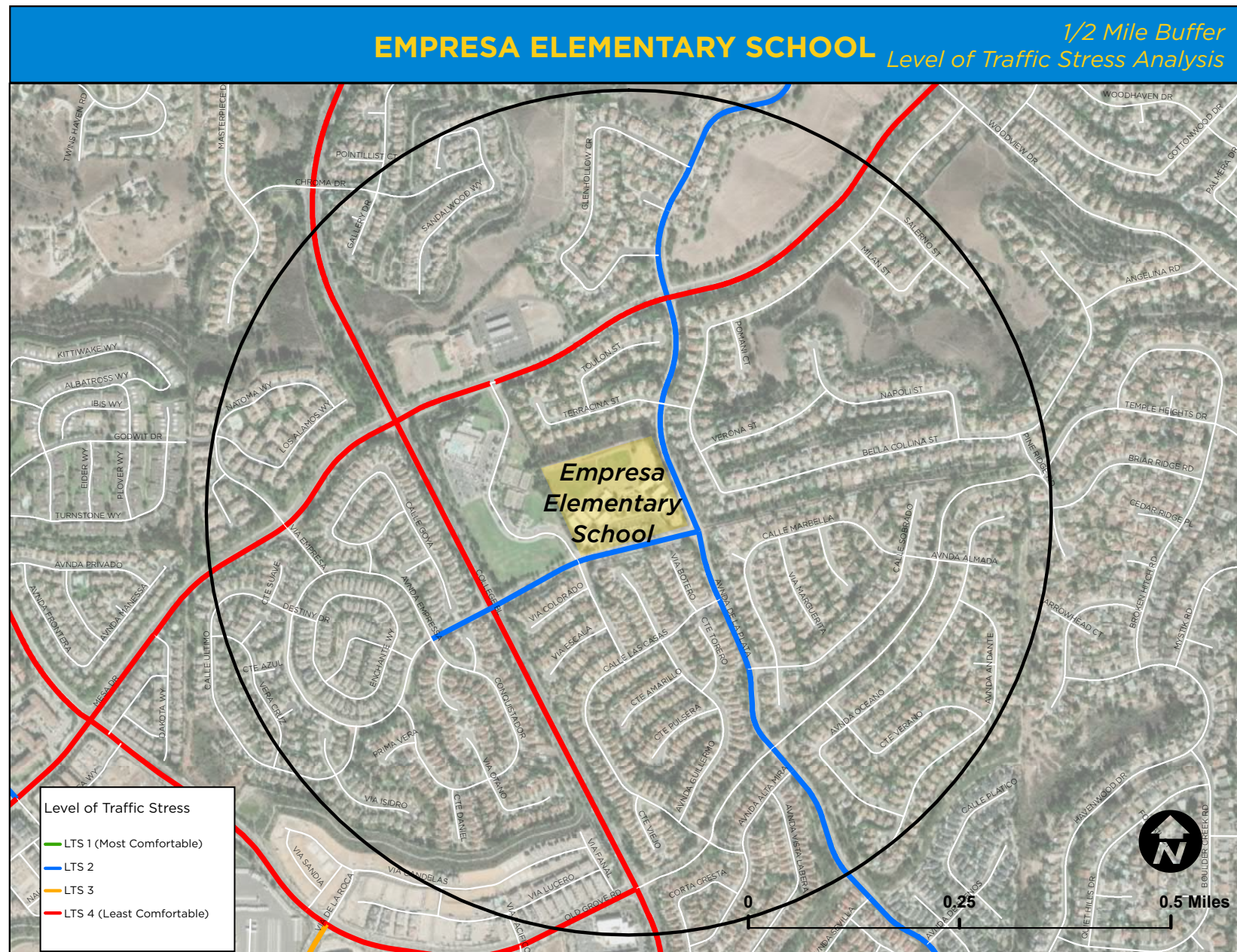




EL CAMINO HIGH SCHOOL

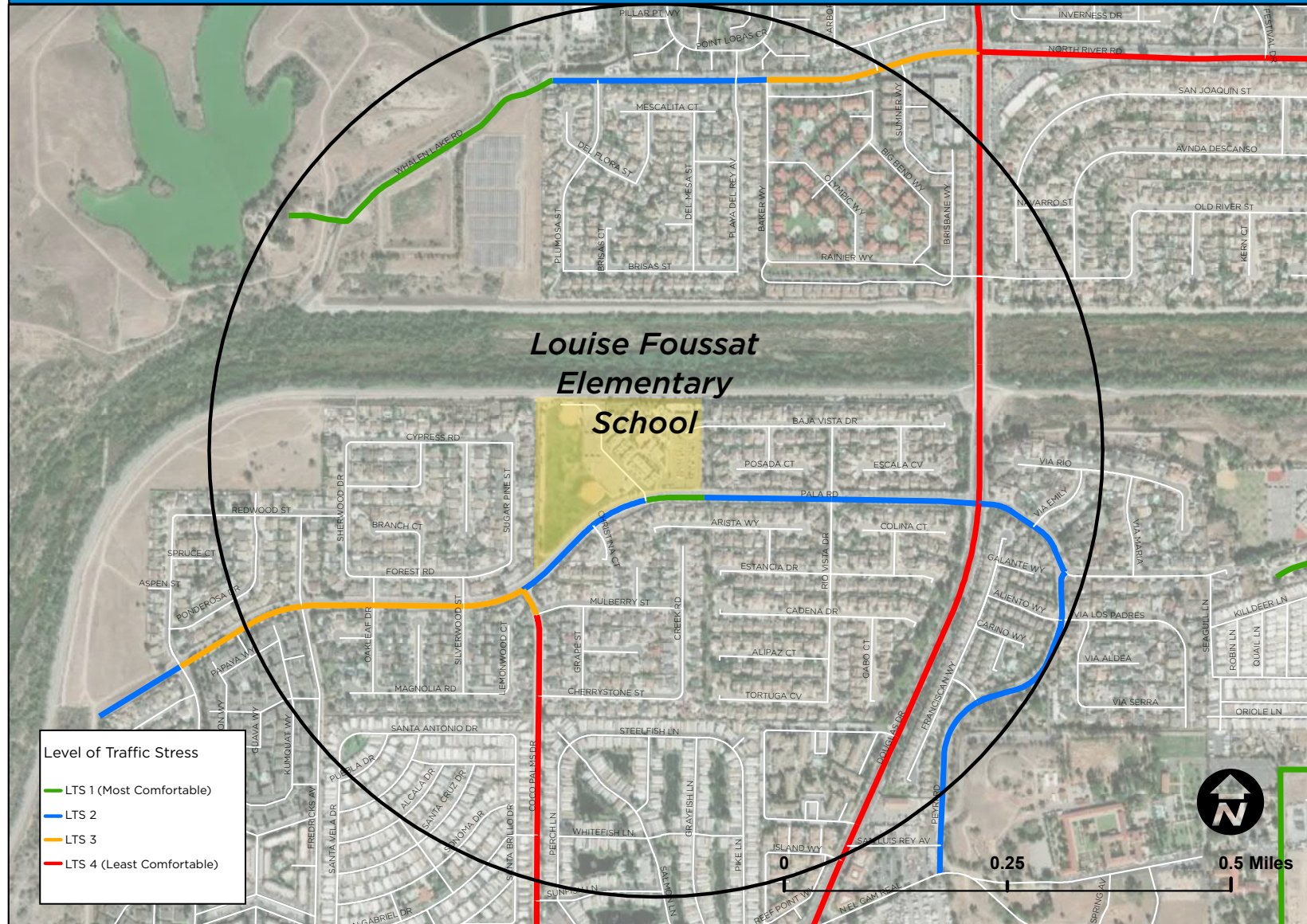
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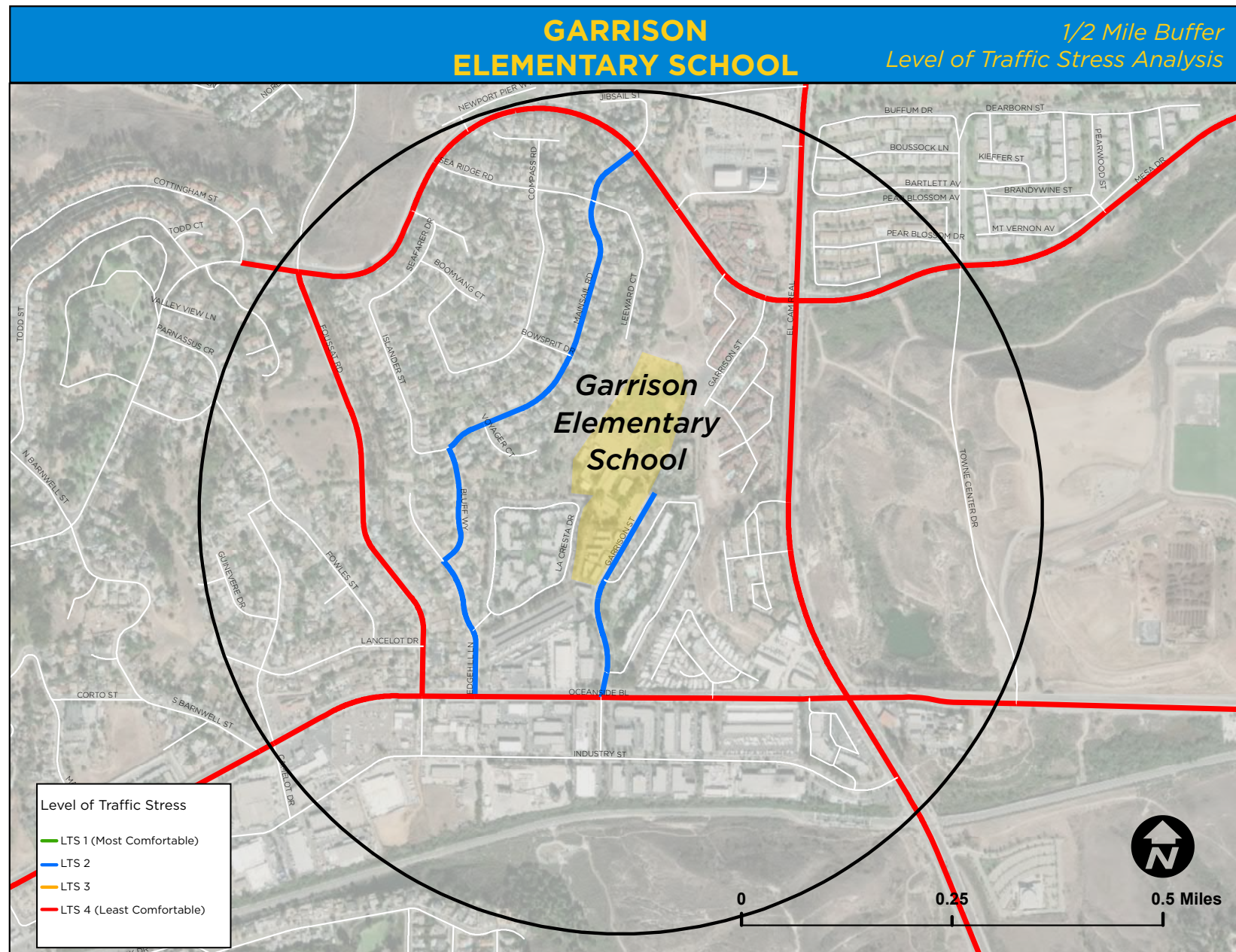




LOUISE FOUSSAT ELEMENTARY SCHOOL

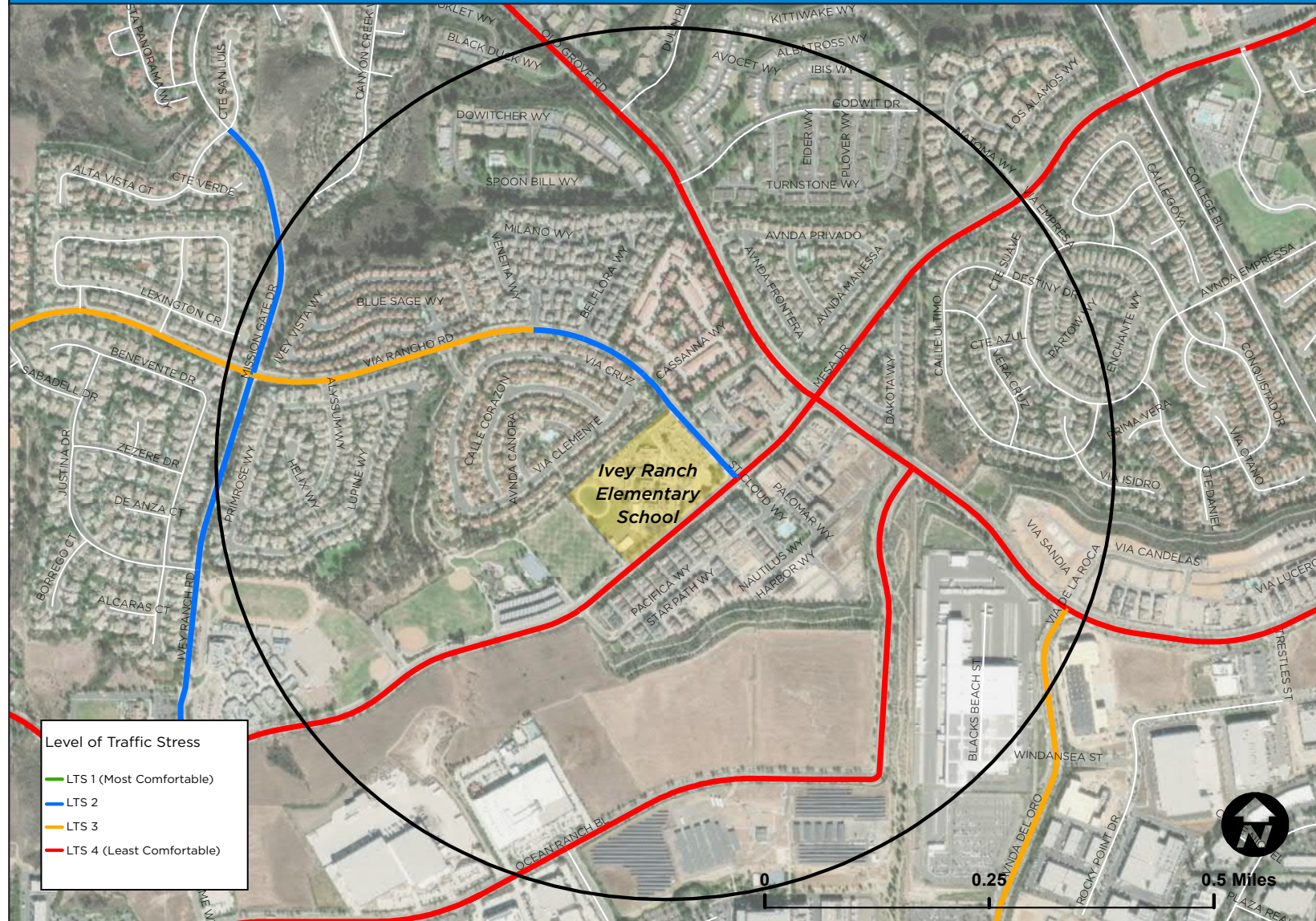
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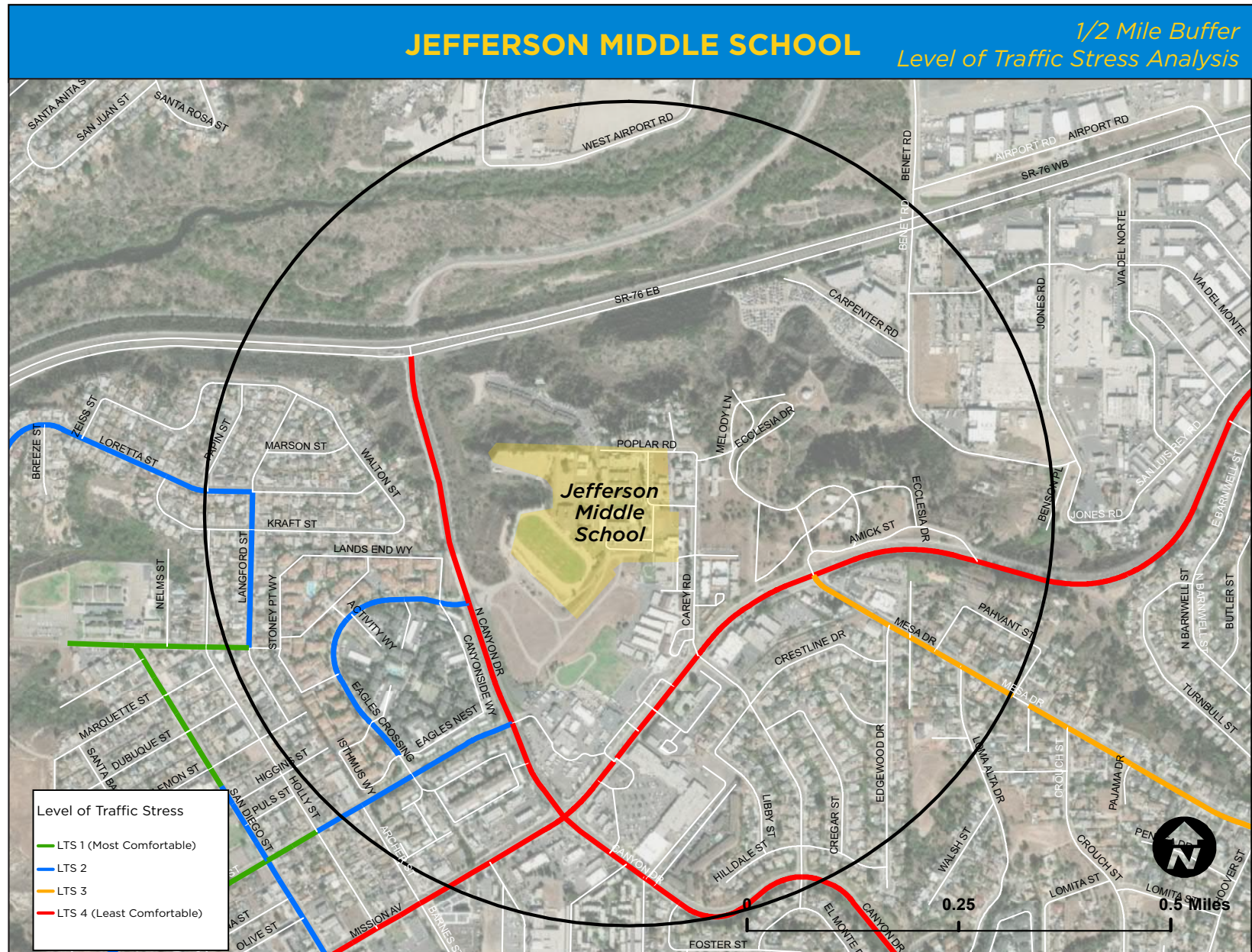




IVEY RANCH ELEMENTARY SCHOOL

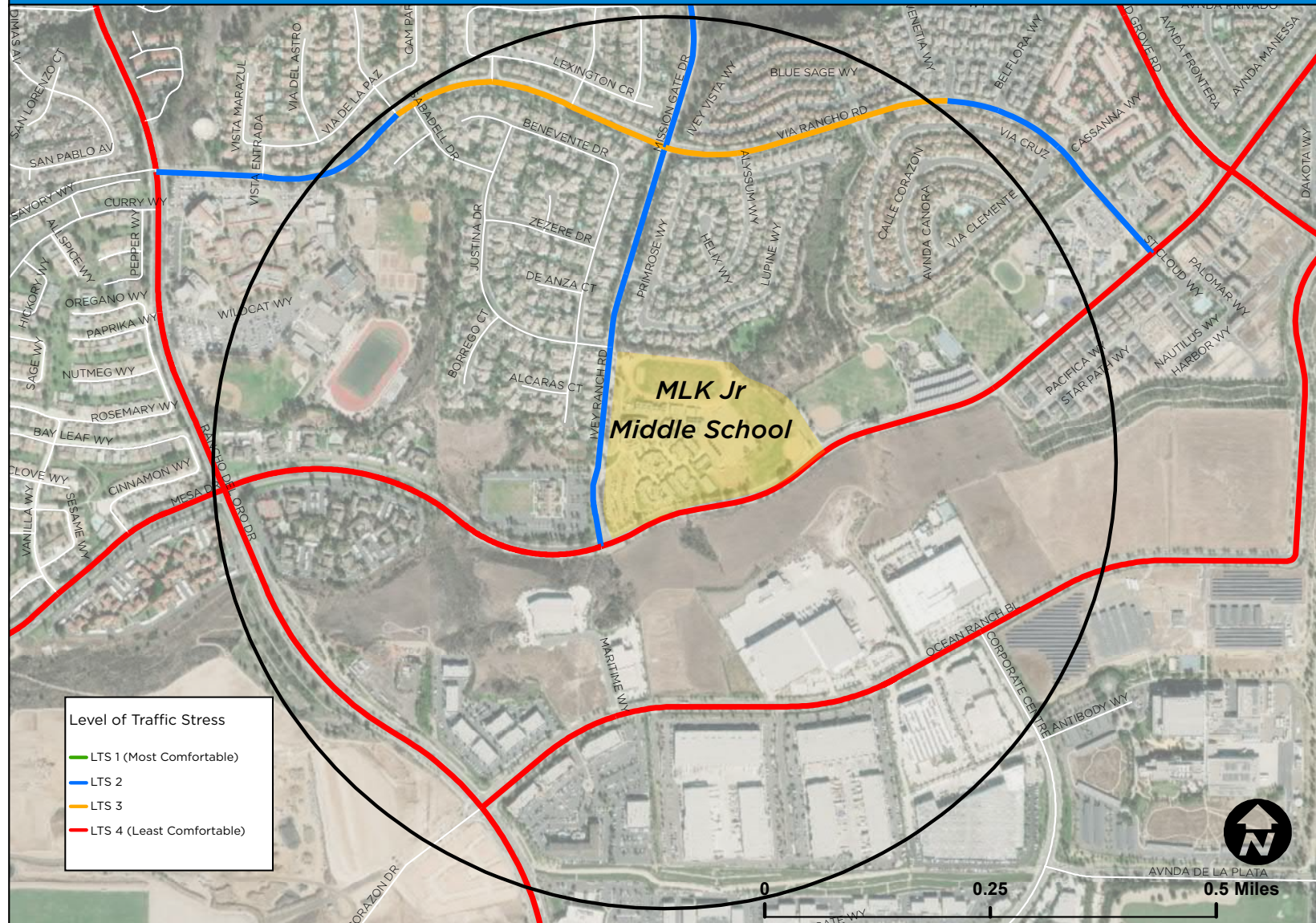
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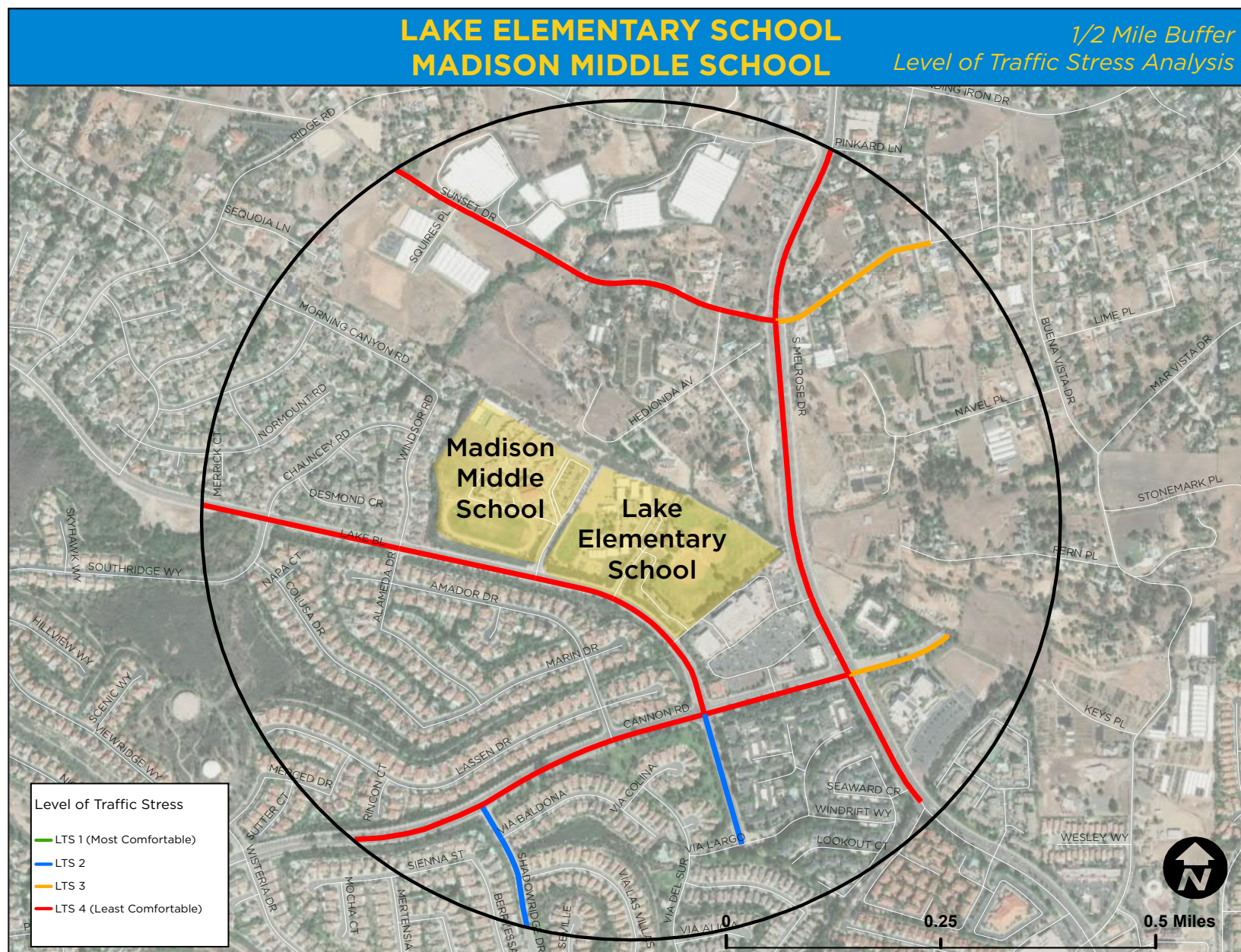




MARTIN LUTHER KING JR. MIDDLE SCHOOL

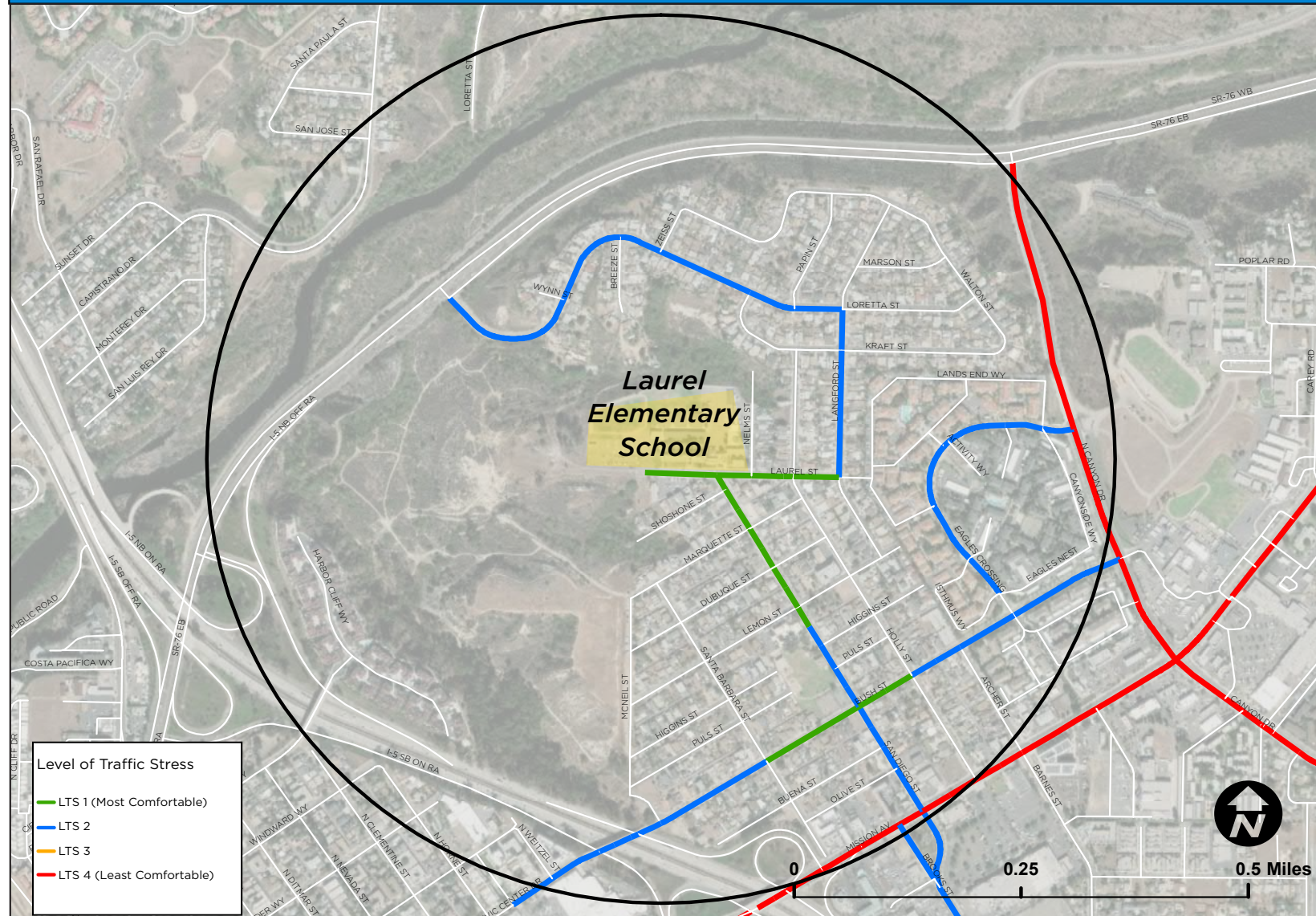
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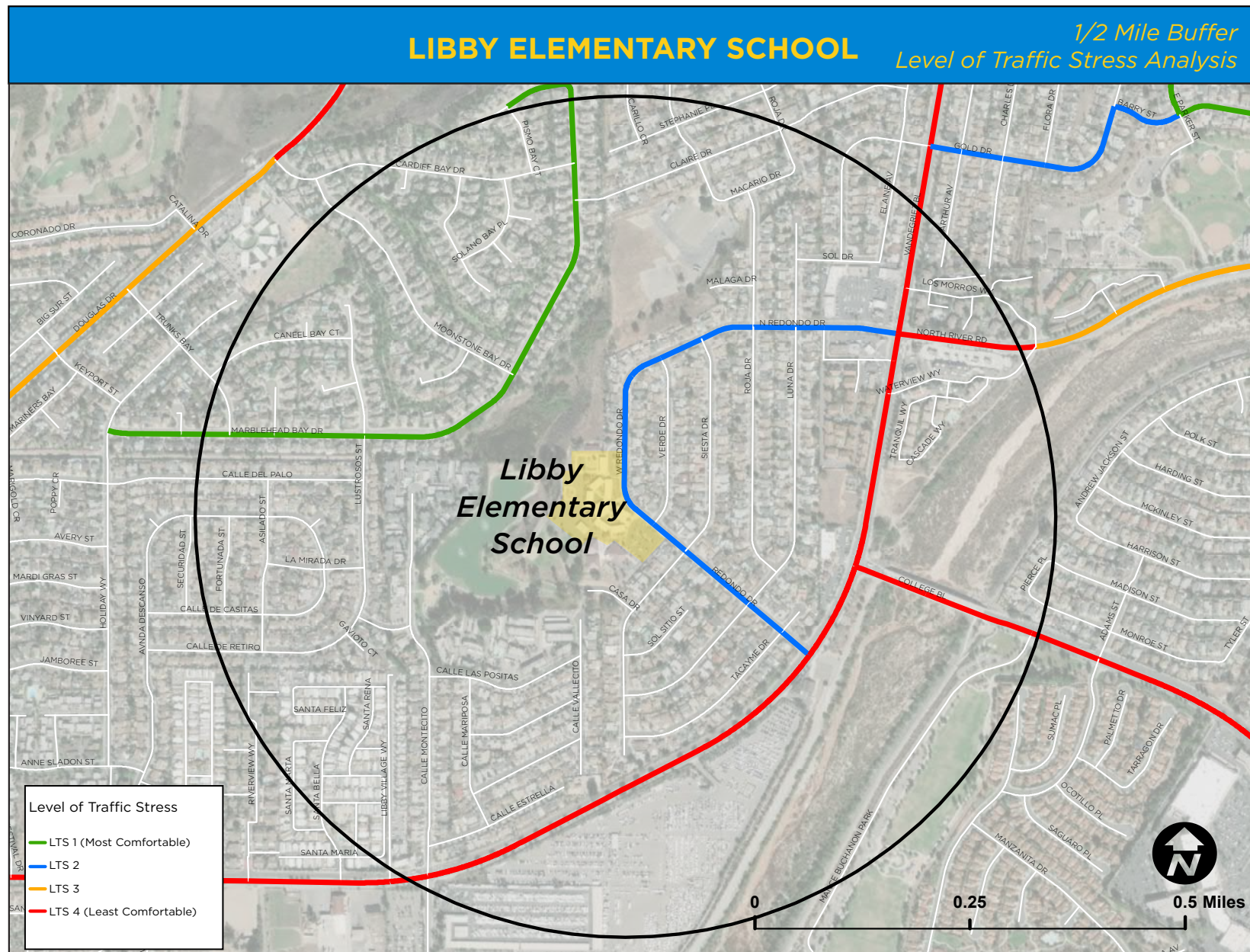




LAUREL ELEMENTARY SCHOOL

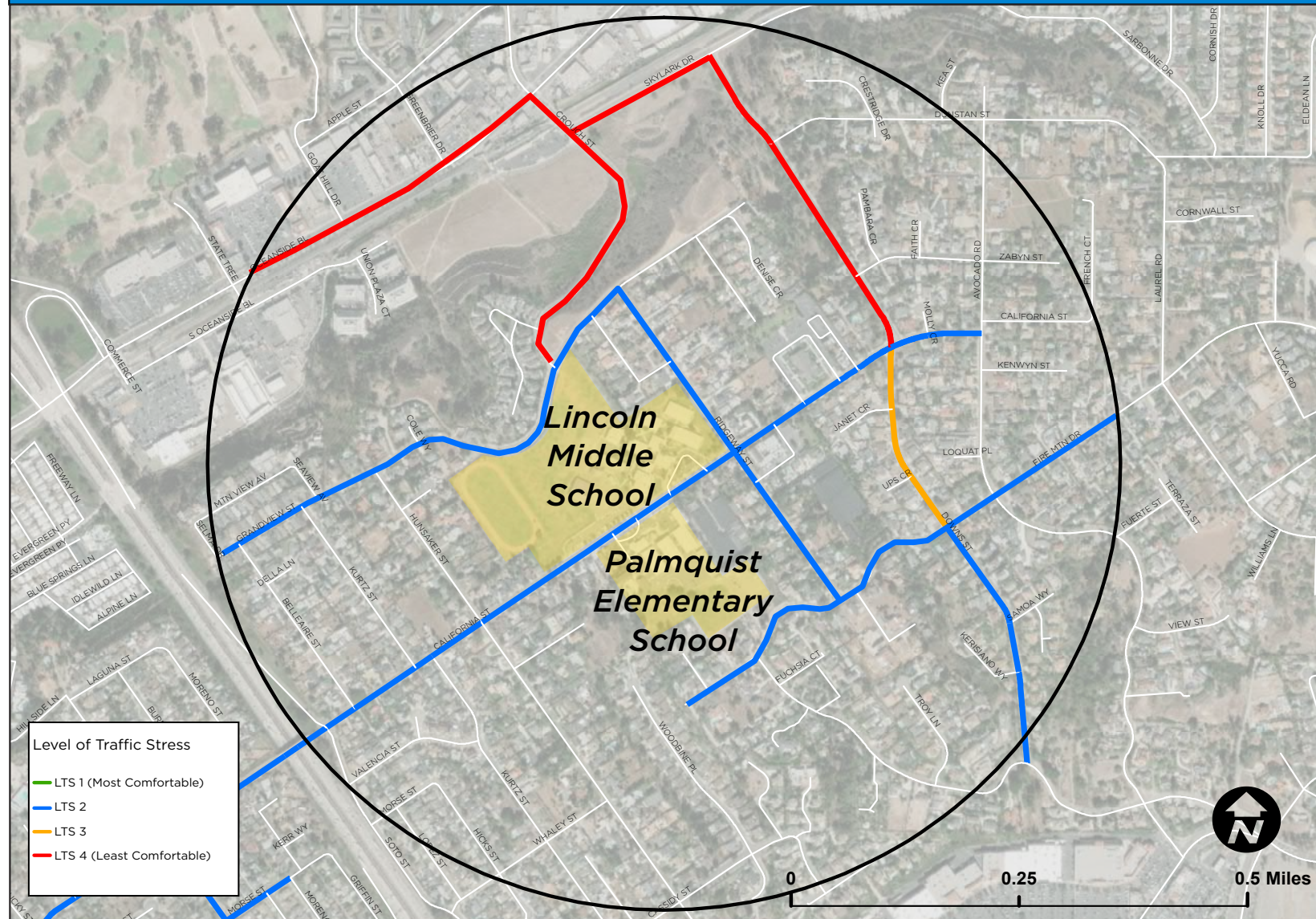
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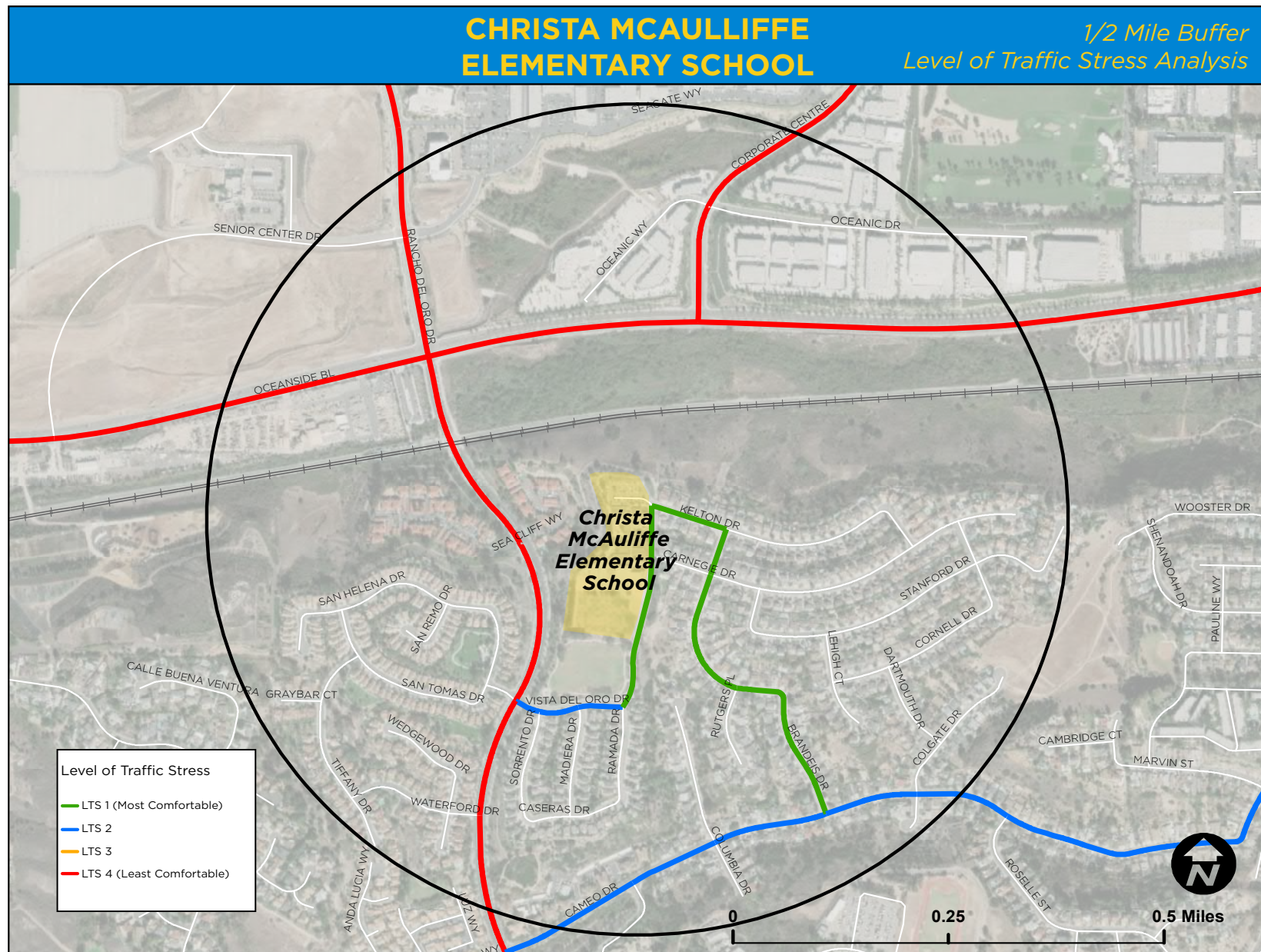




LINCOLN MIDDLE SCHOOL PALMQUIST ELEMENTARY SCHOOL

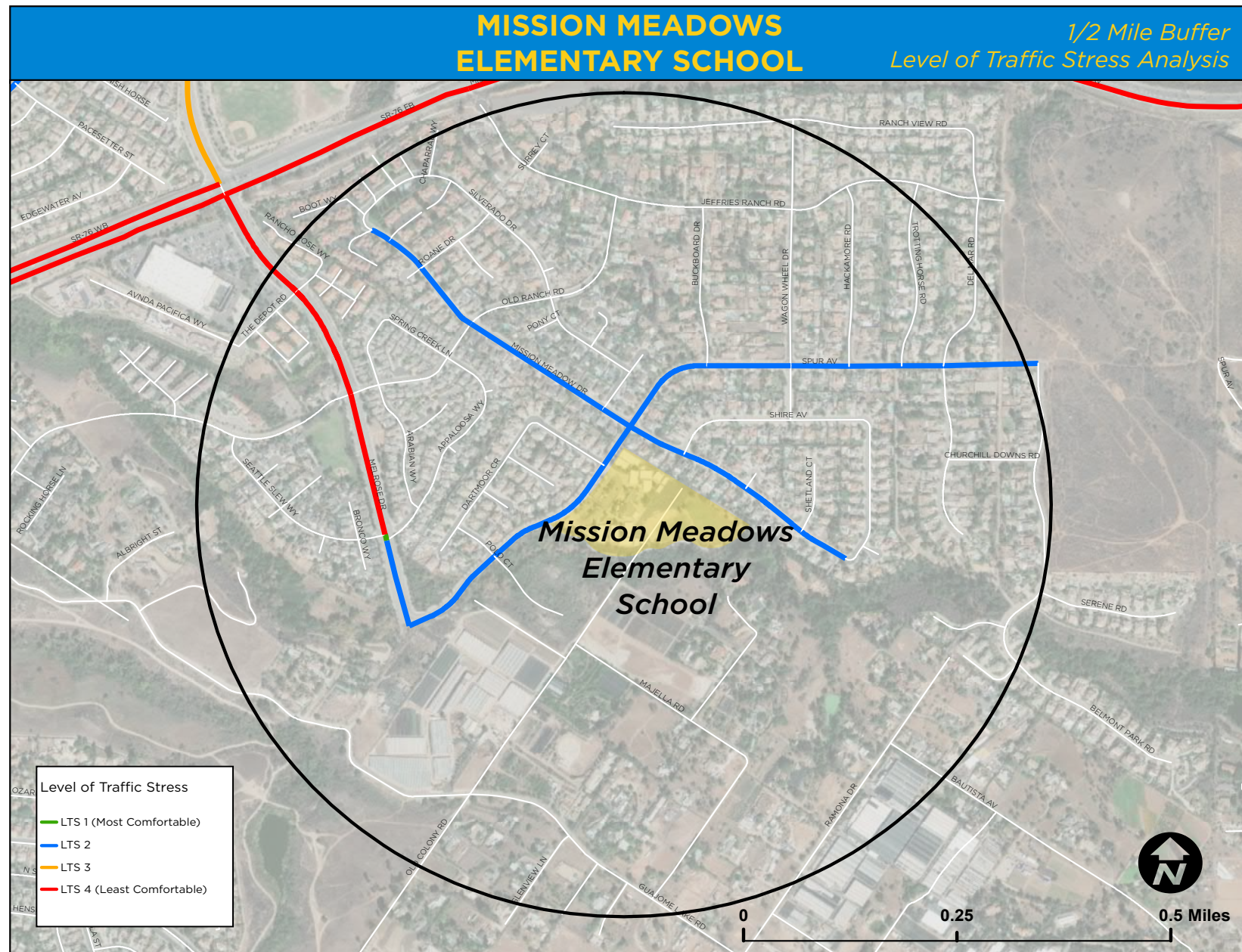
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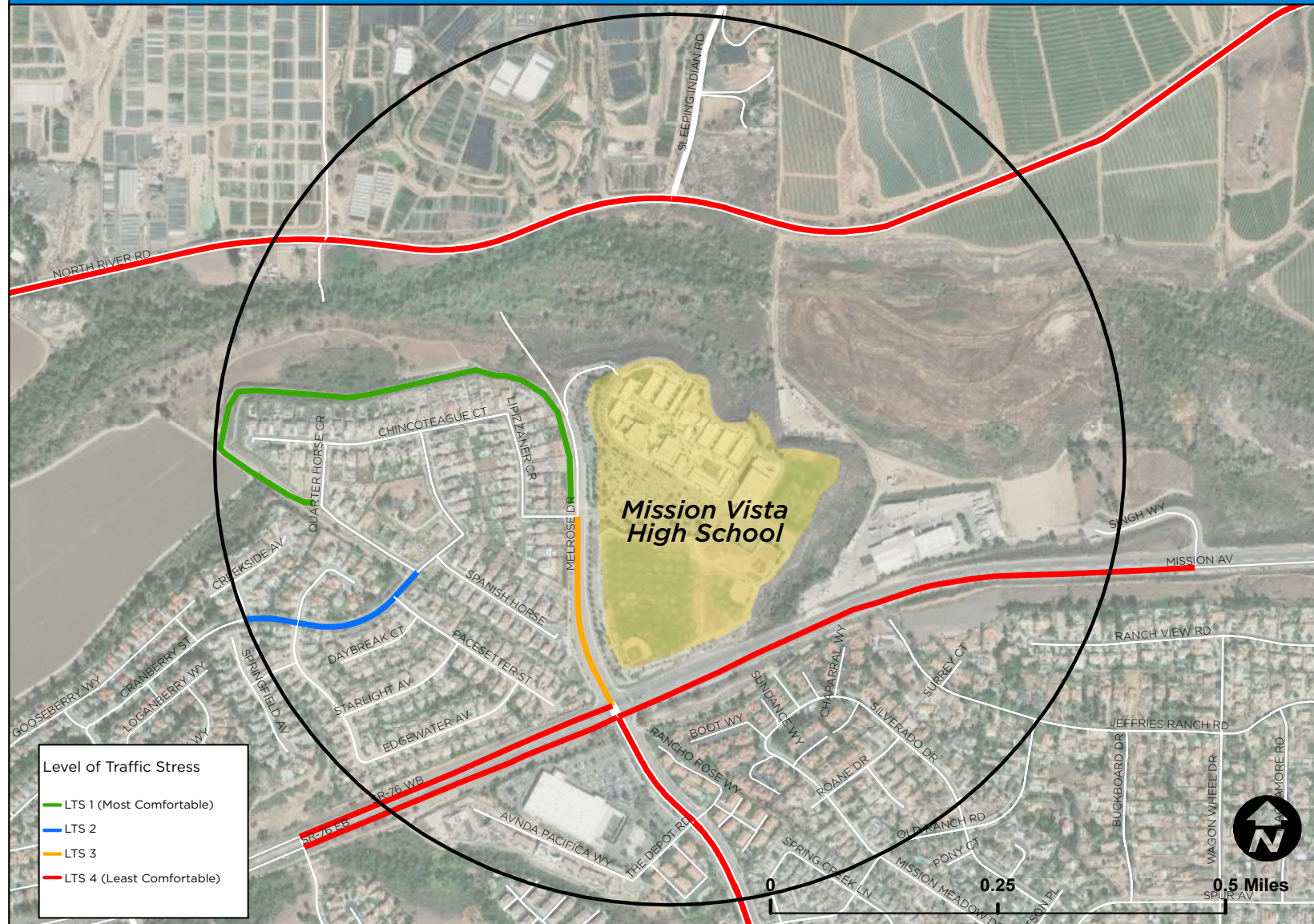
1/2 Mile Buffer Level of Traffic Stress Analysis

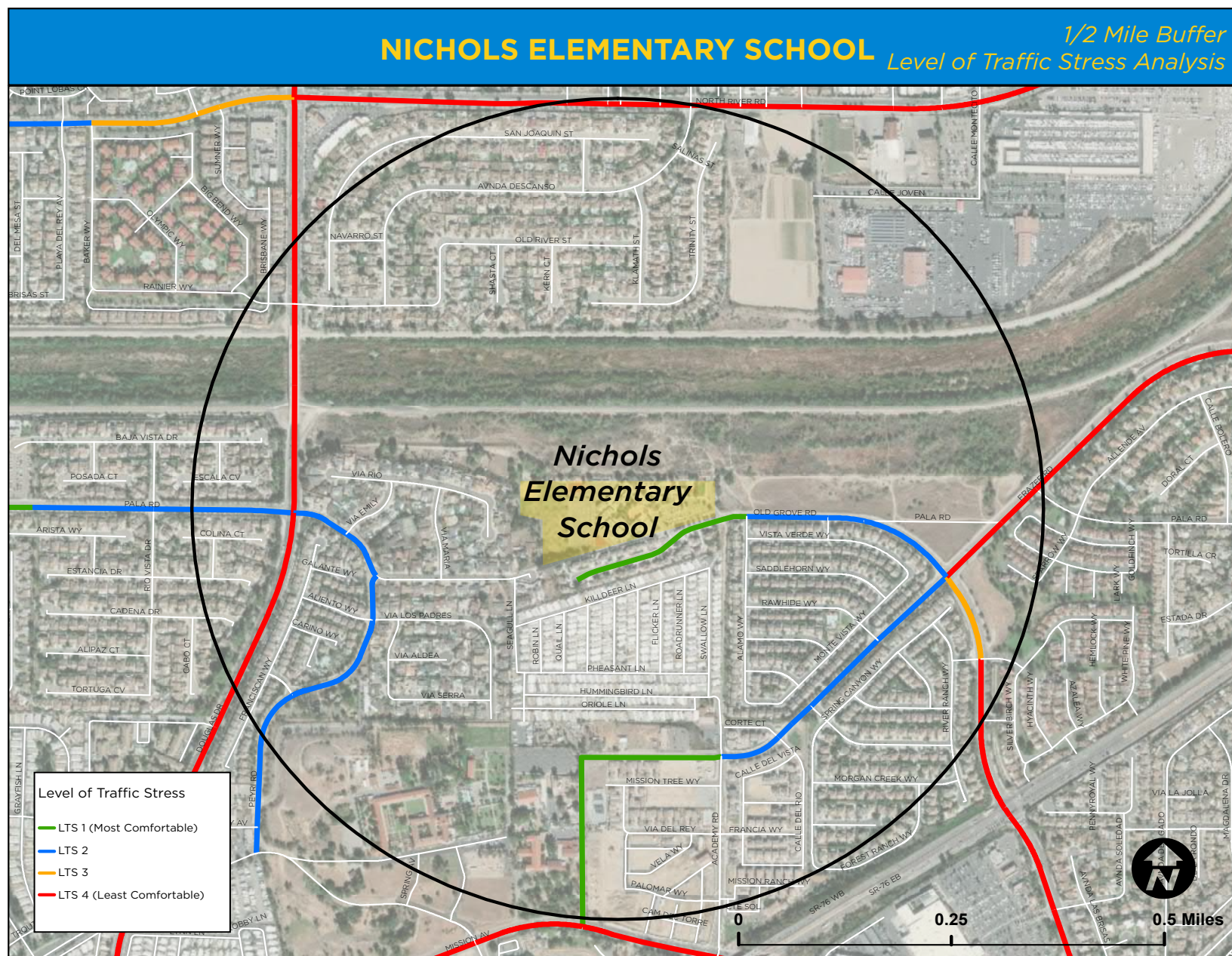




MISSION VISTA HIGH SCHOOL

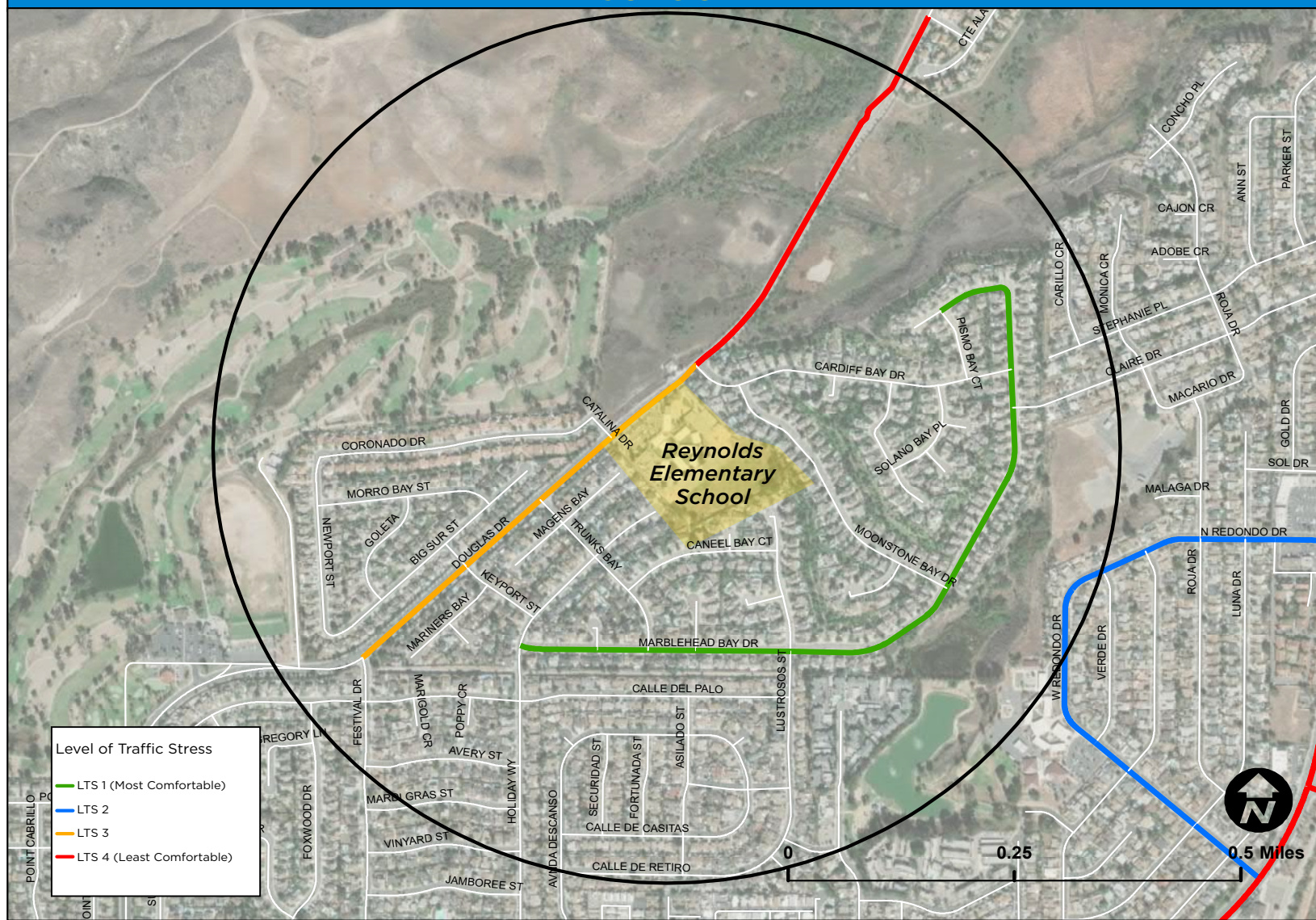
1/2 Mile Buffer
Level of Traffic Stress Analysis

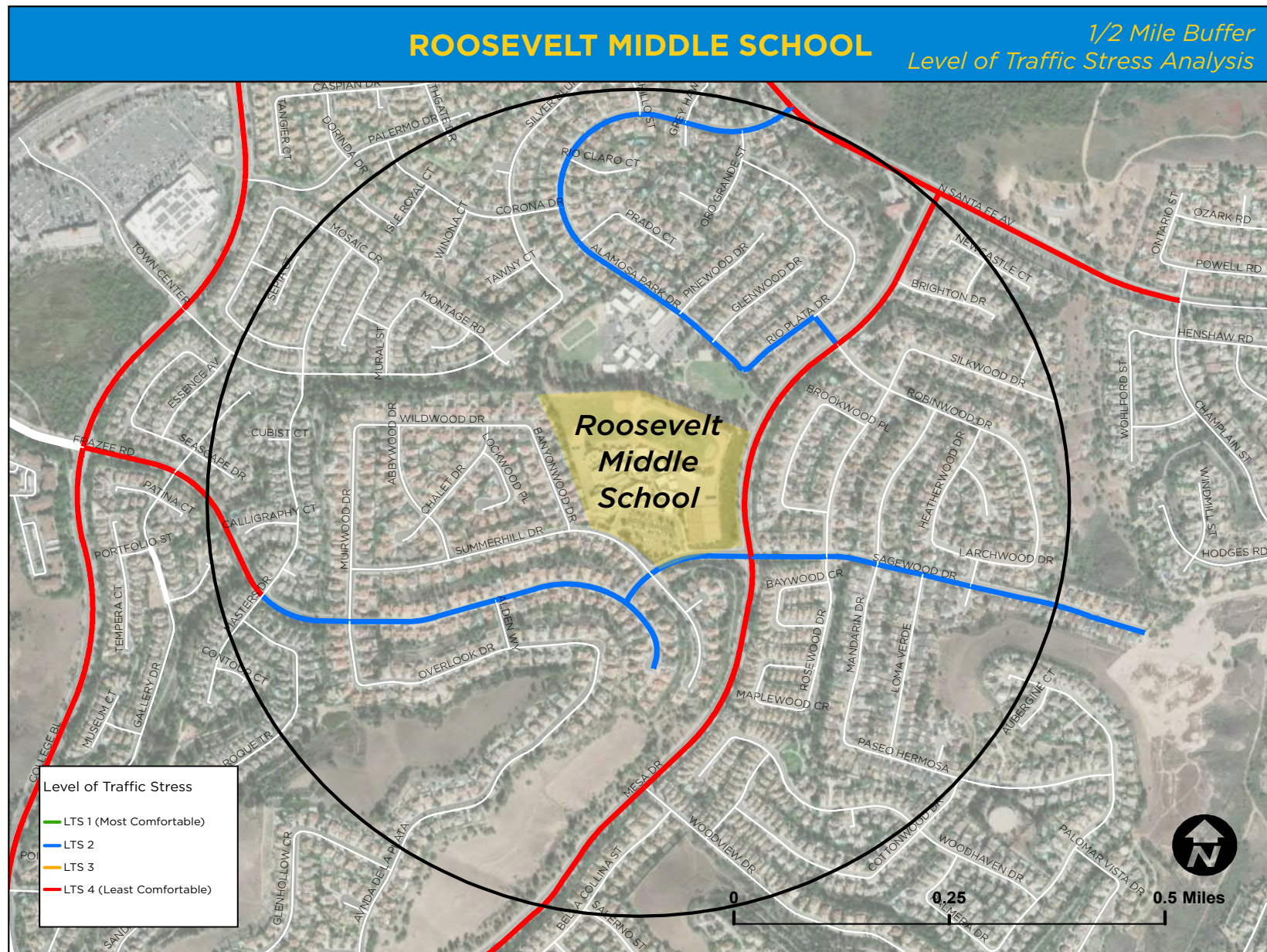




REYNOLDS ELEMENTARY SCHOOL

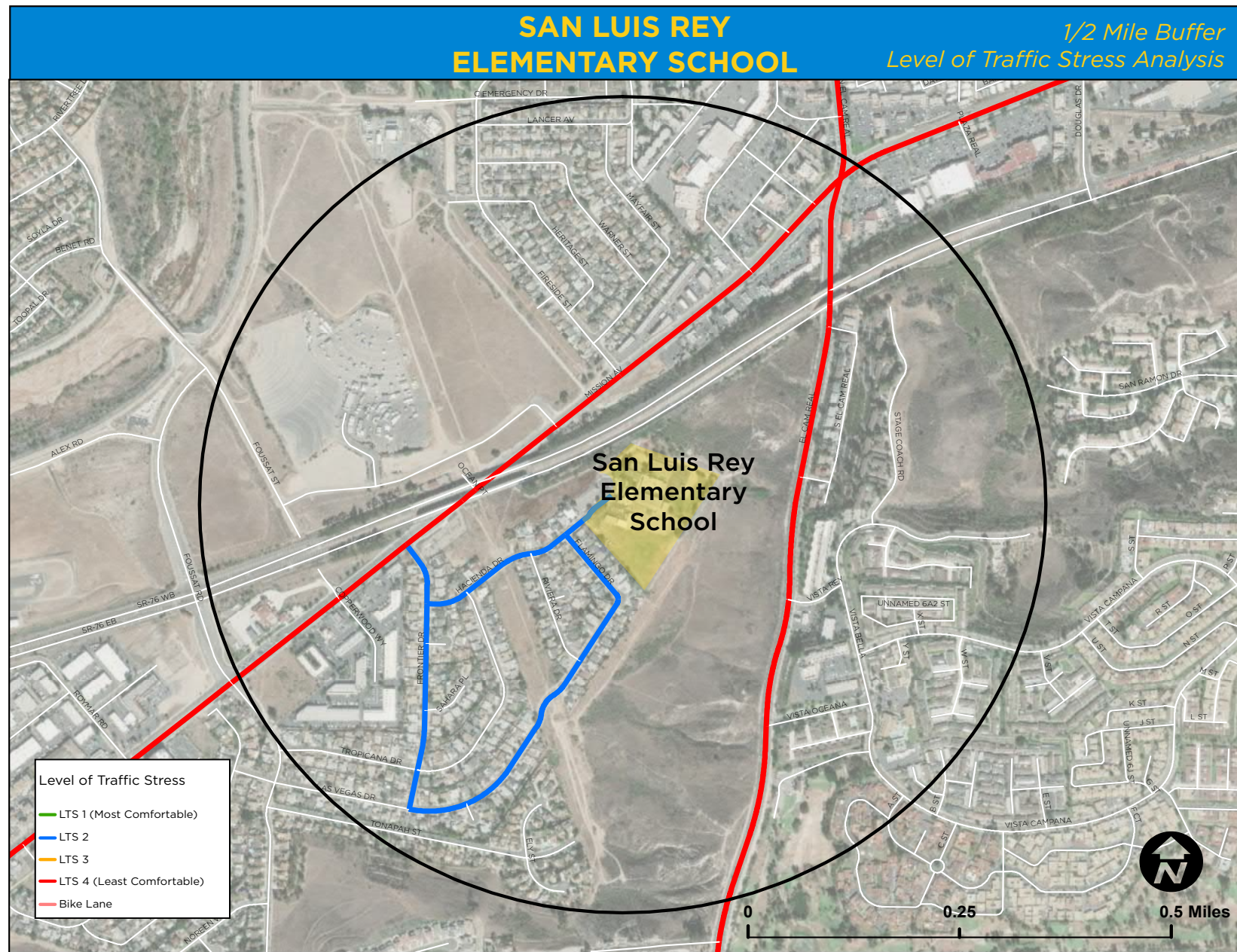
1/2 Mile Buffer
Level of Traffic Stress Analysis





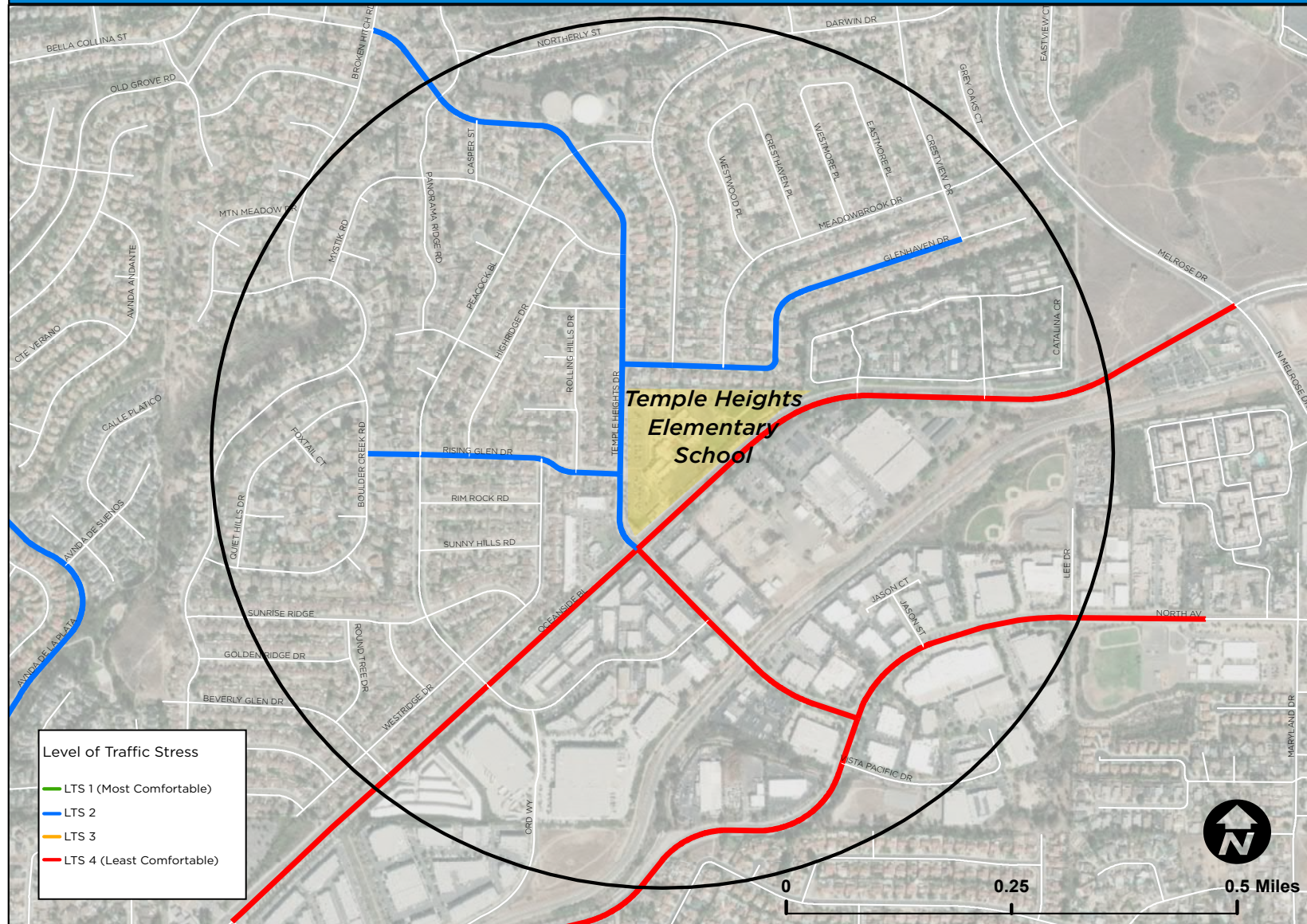
1/2 Mile Buffer Level of Traffic Stress Analysis





TEMPLE HEIGHTS ELEMENTARY SCHOOL

1/2 Mile Buffer
Level of Traffic Stress Analysis



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Appendix C Existing Conditions

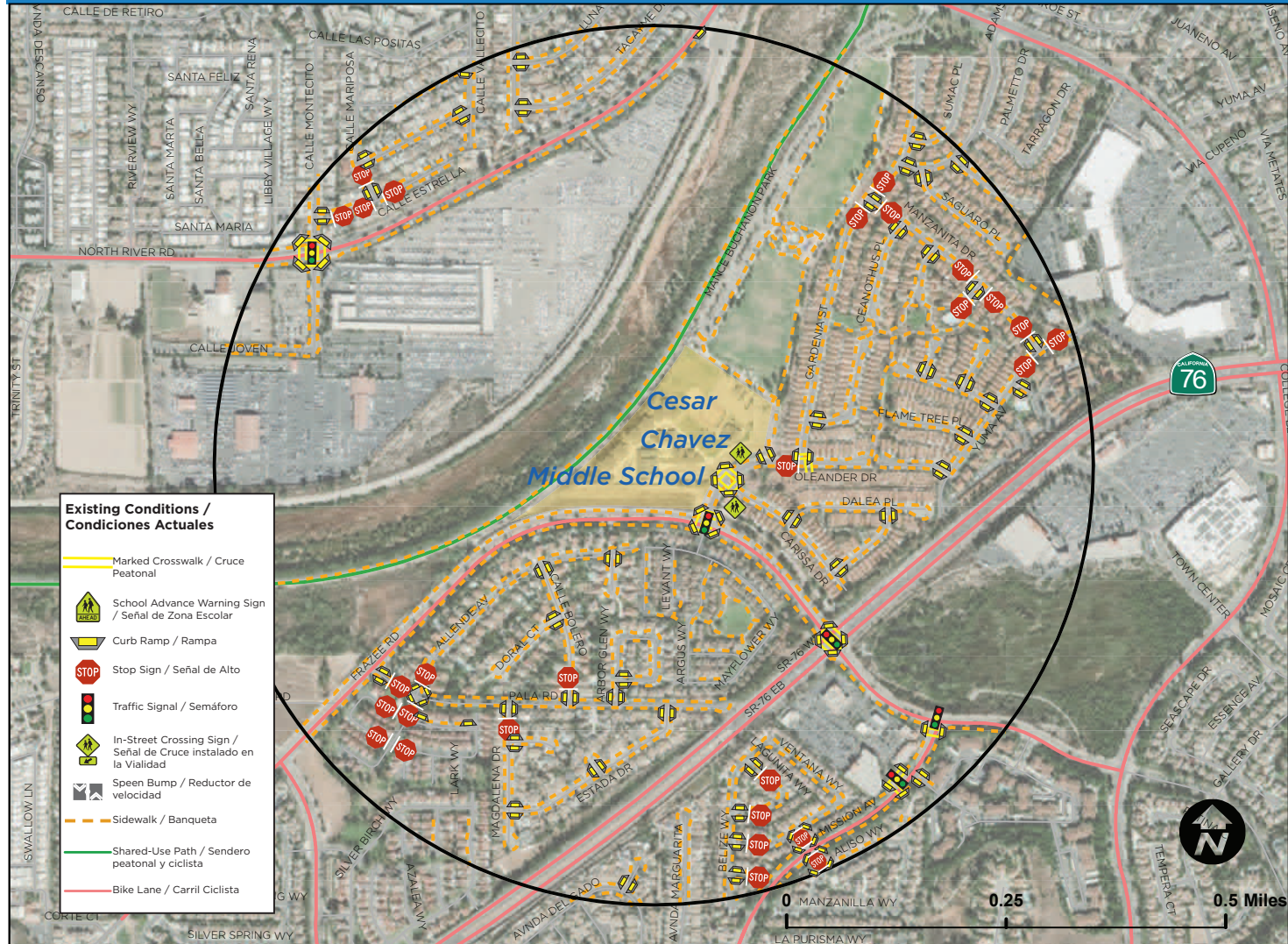
ALAMOSA PARK ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



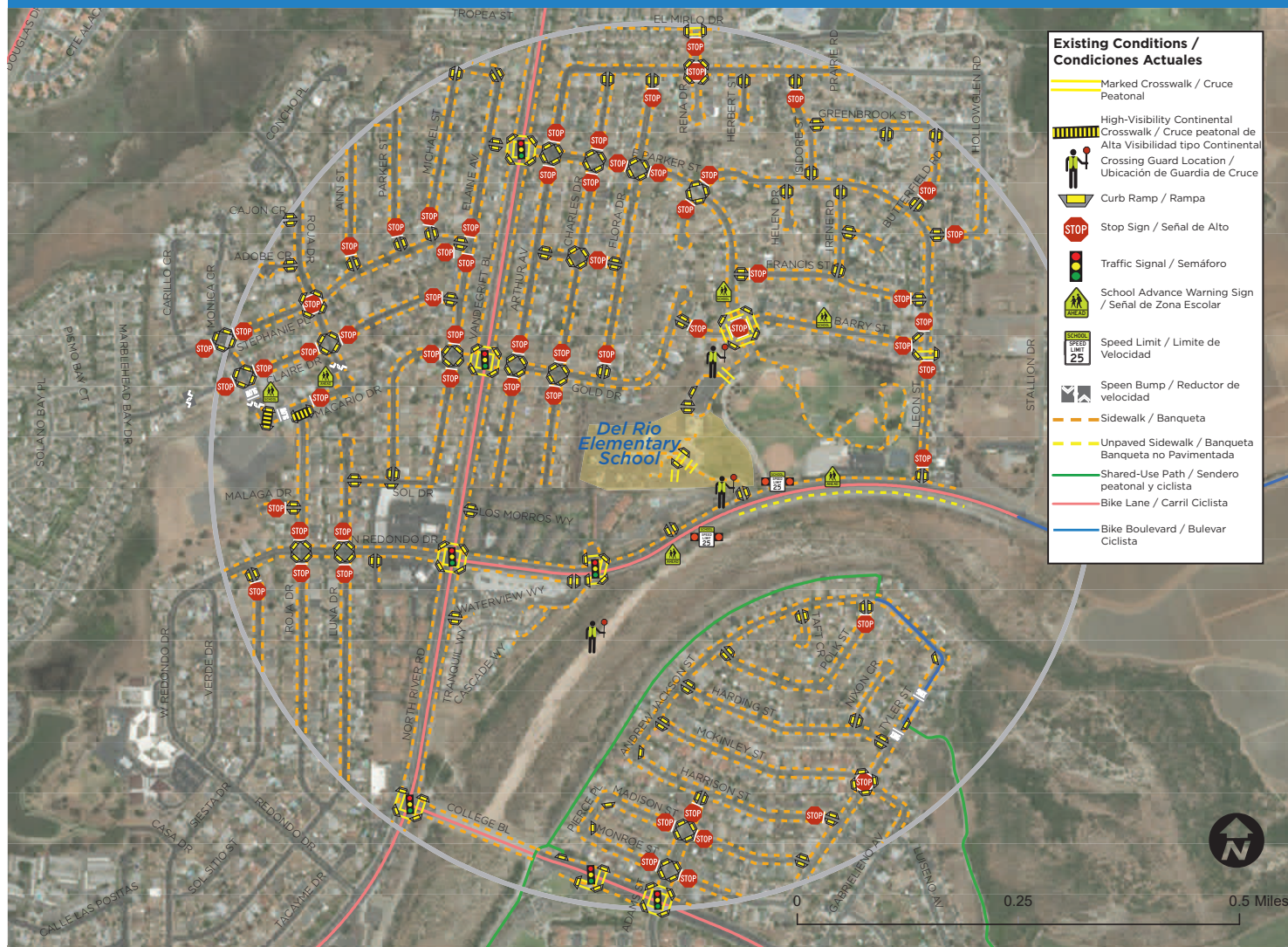
CESAR CHAVEZ MIDDLE SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



DEL RIO ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



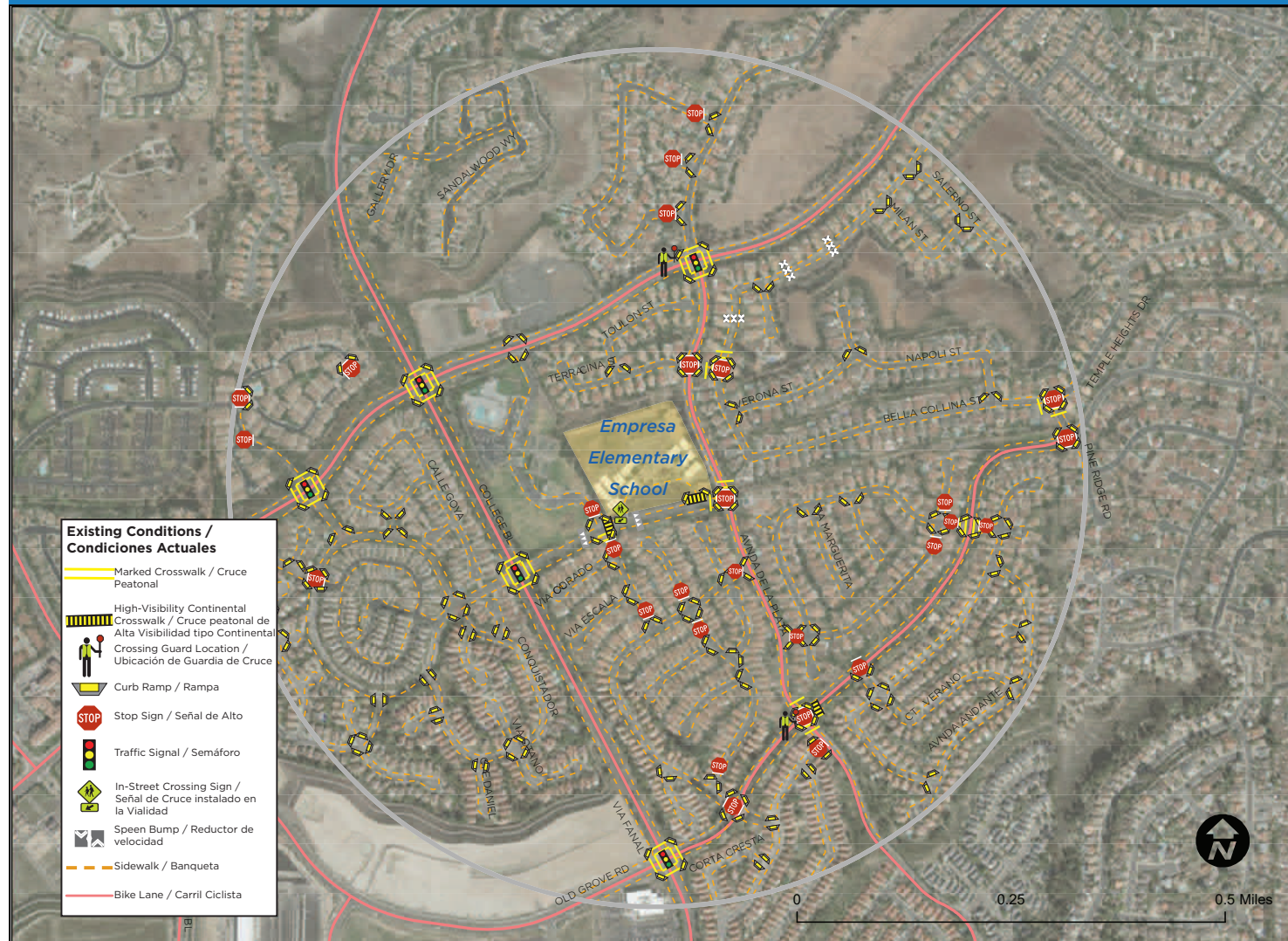
EL CAMINO HIGH SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



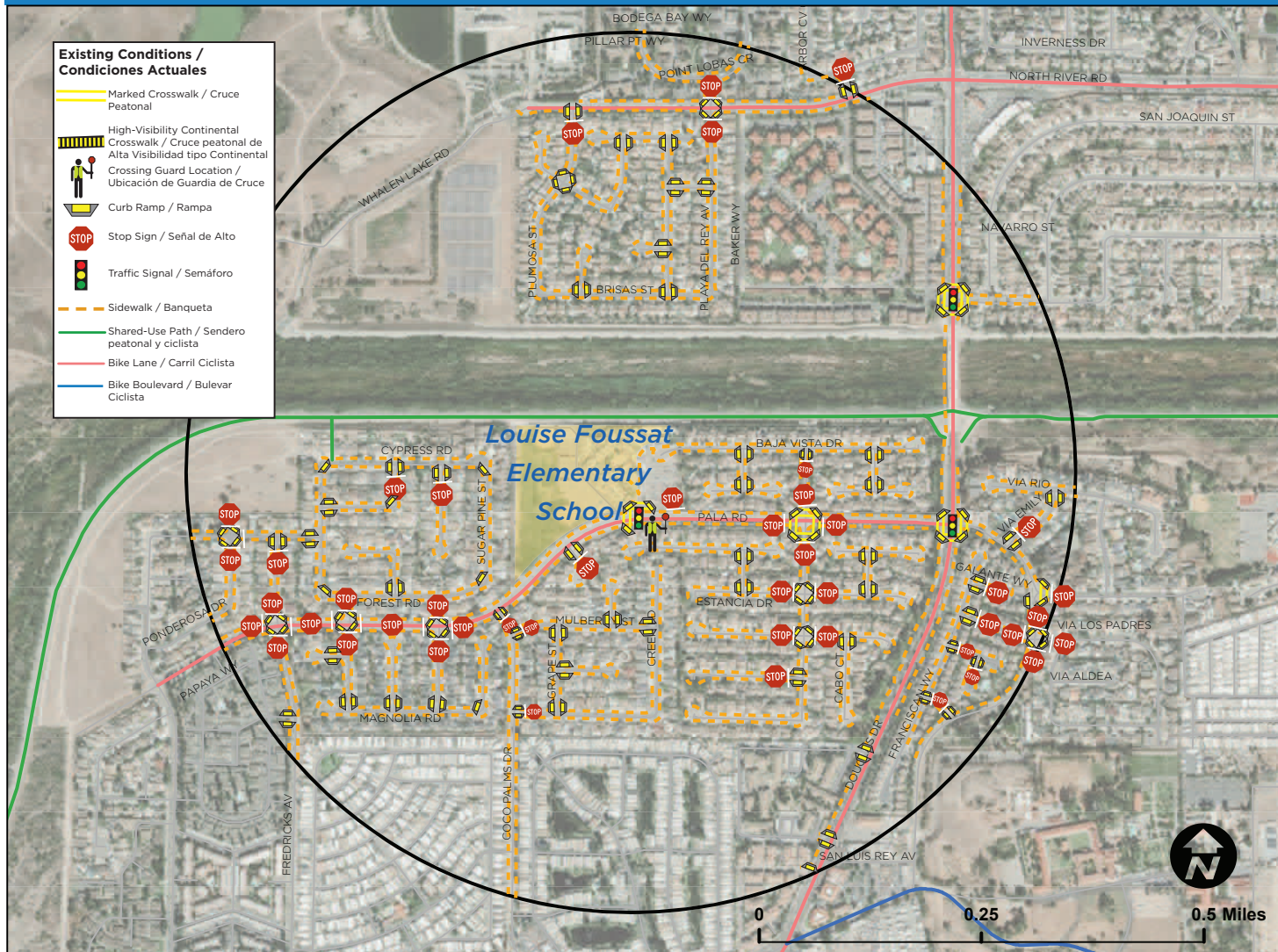
EMPRESA ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



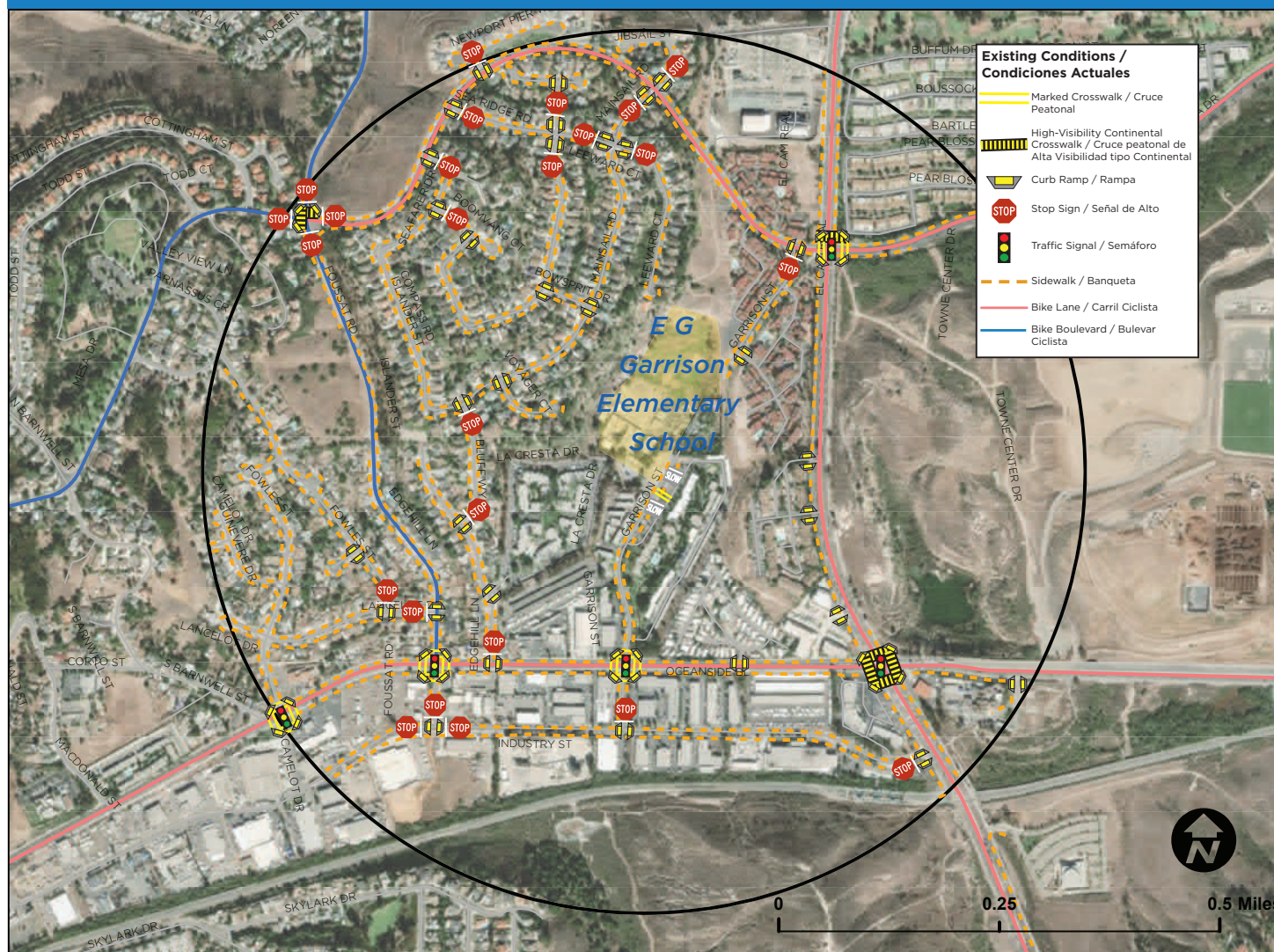
FOUSSAT ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



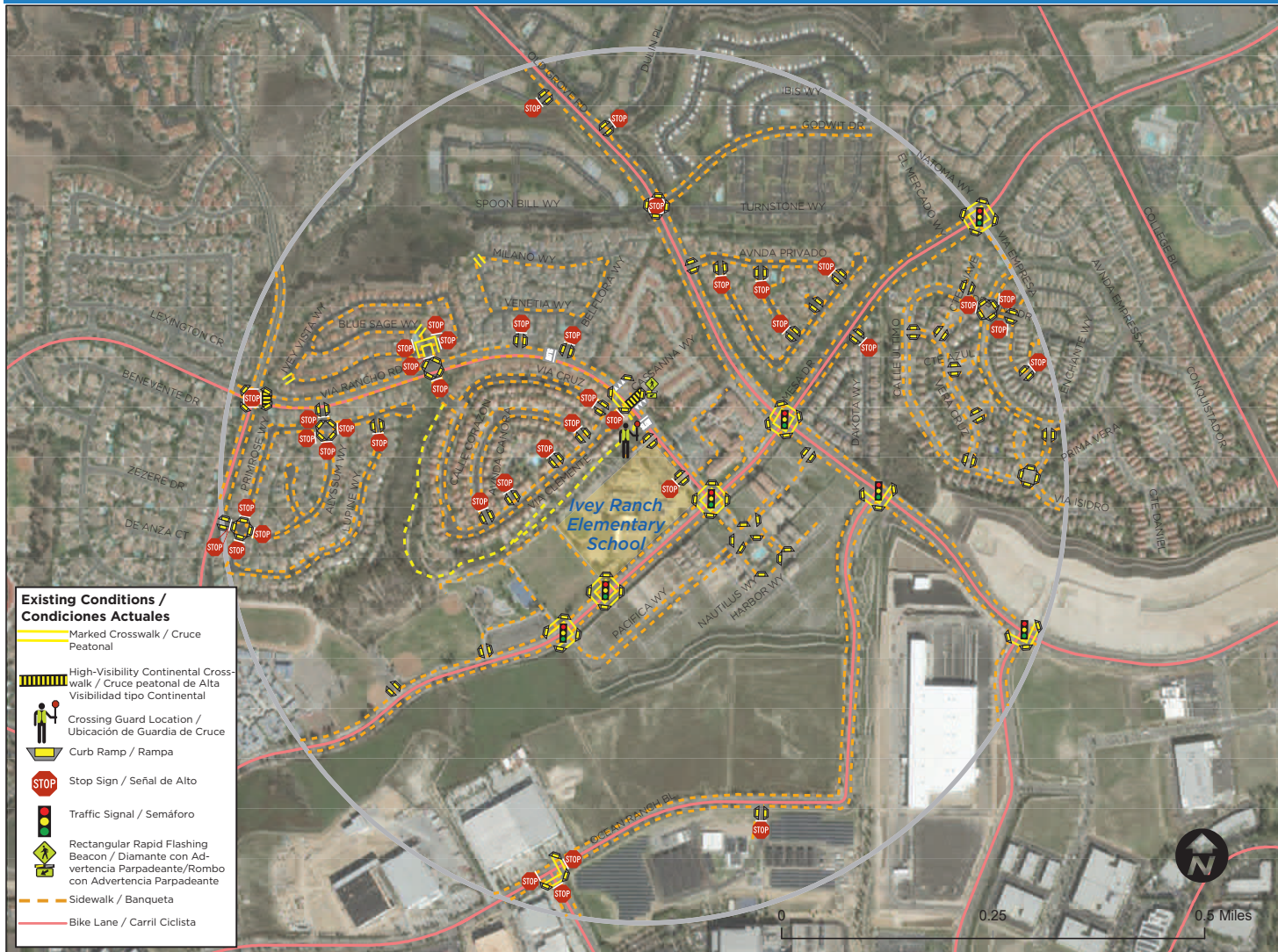
GARRISON ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla

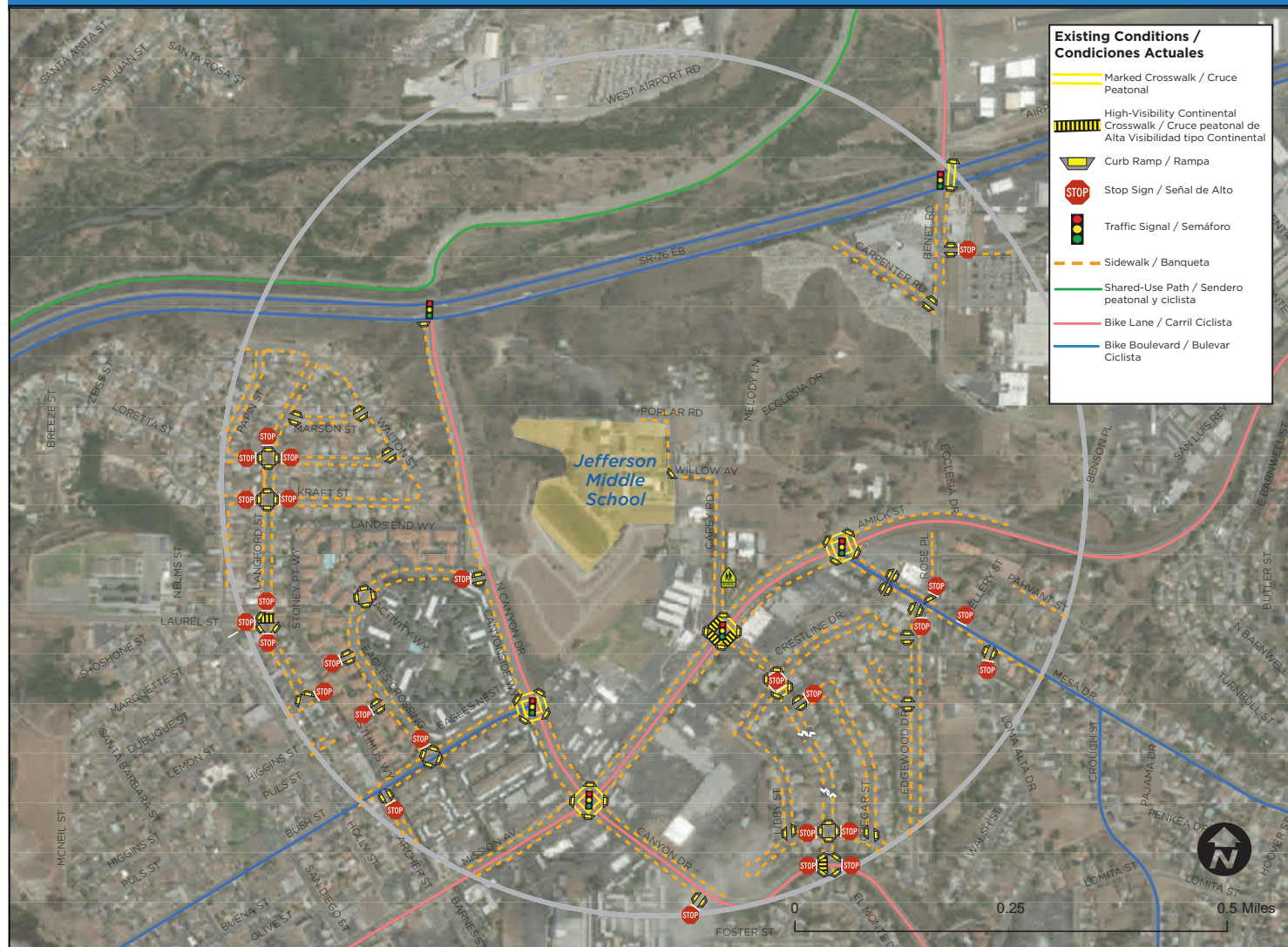


IVEY RANCH ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



JEFFERSON MIDDLE SCHOOL



MARTIN LUTHER KING, JR. MIDDLE SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



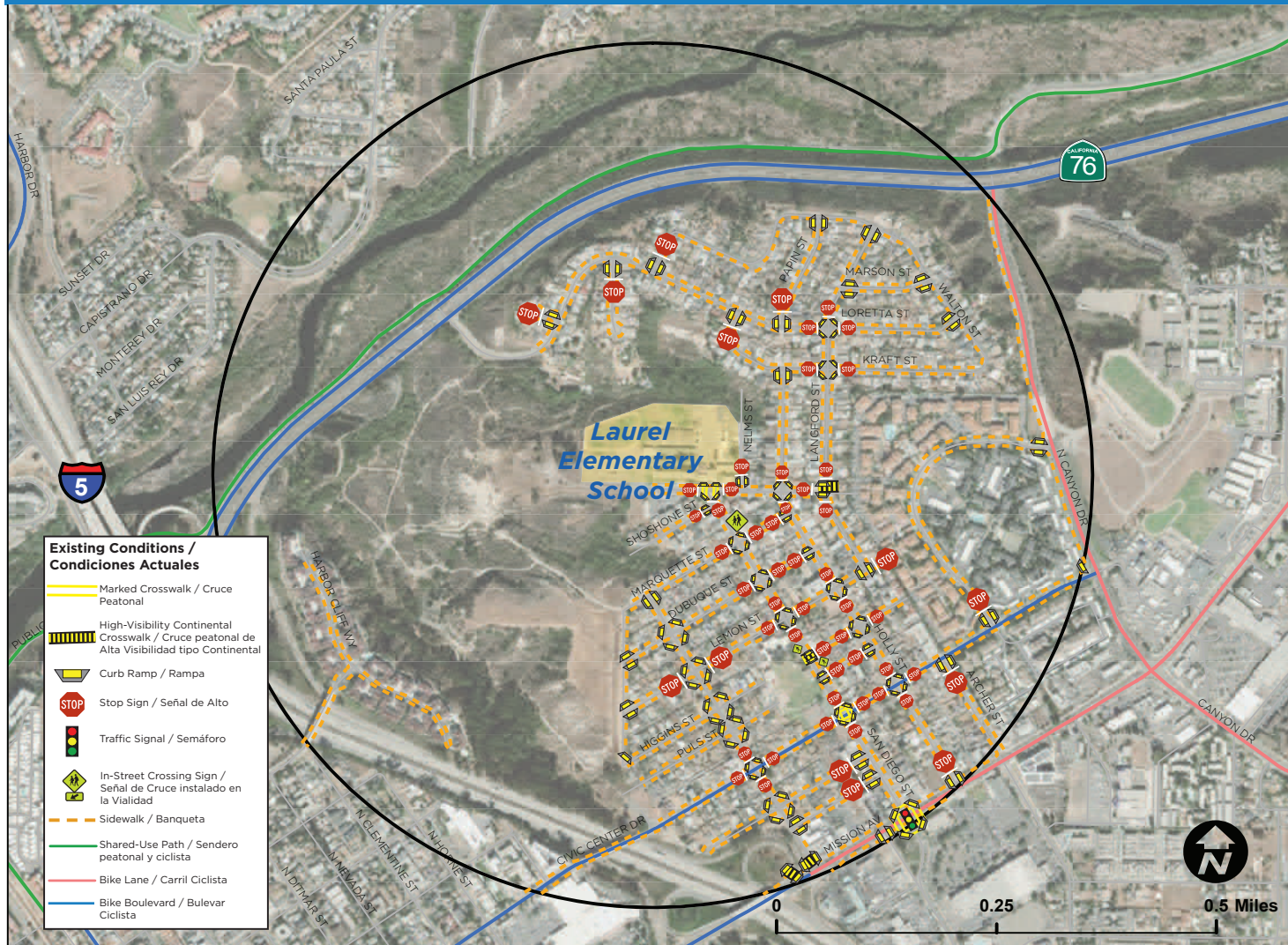
LAKE ELEMENTARY SCHOOL MADISON MIDDLE SCHOOL

Walk Audit Map 1/2 Mile Buffer



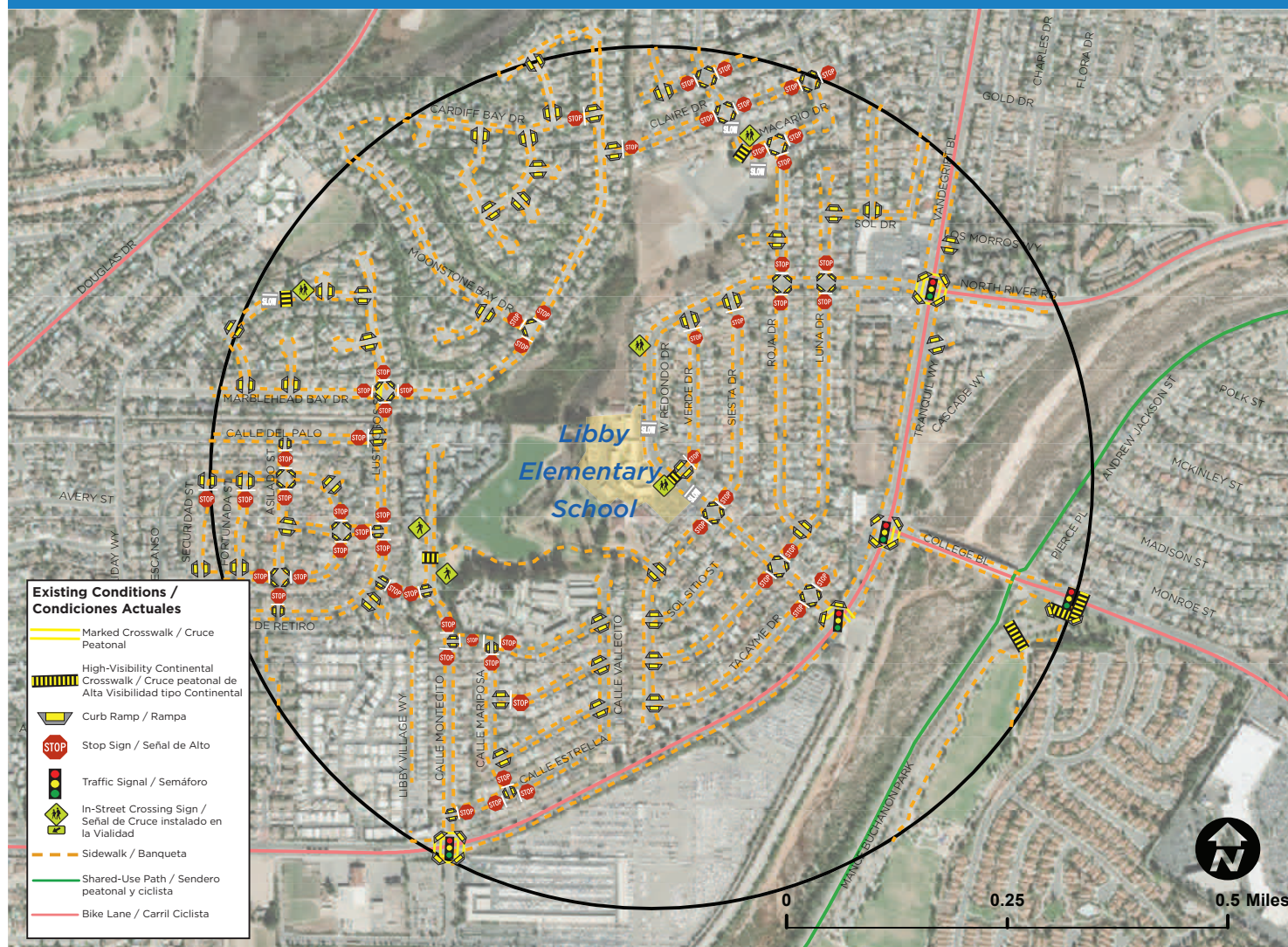
LAUREL ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
Mapa para Evaluar la Calle Límite de 1/2 Milla



LIBBY ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
Mapa para Evaluar la Calle Límite de 1/2 Milla



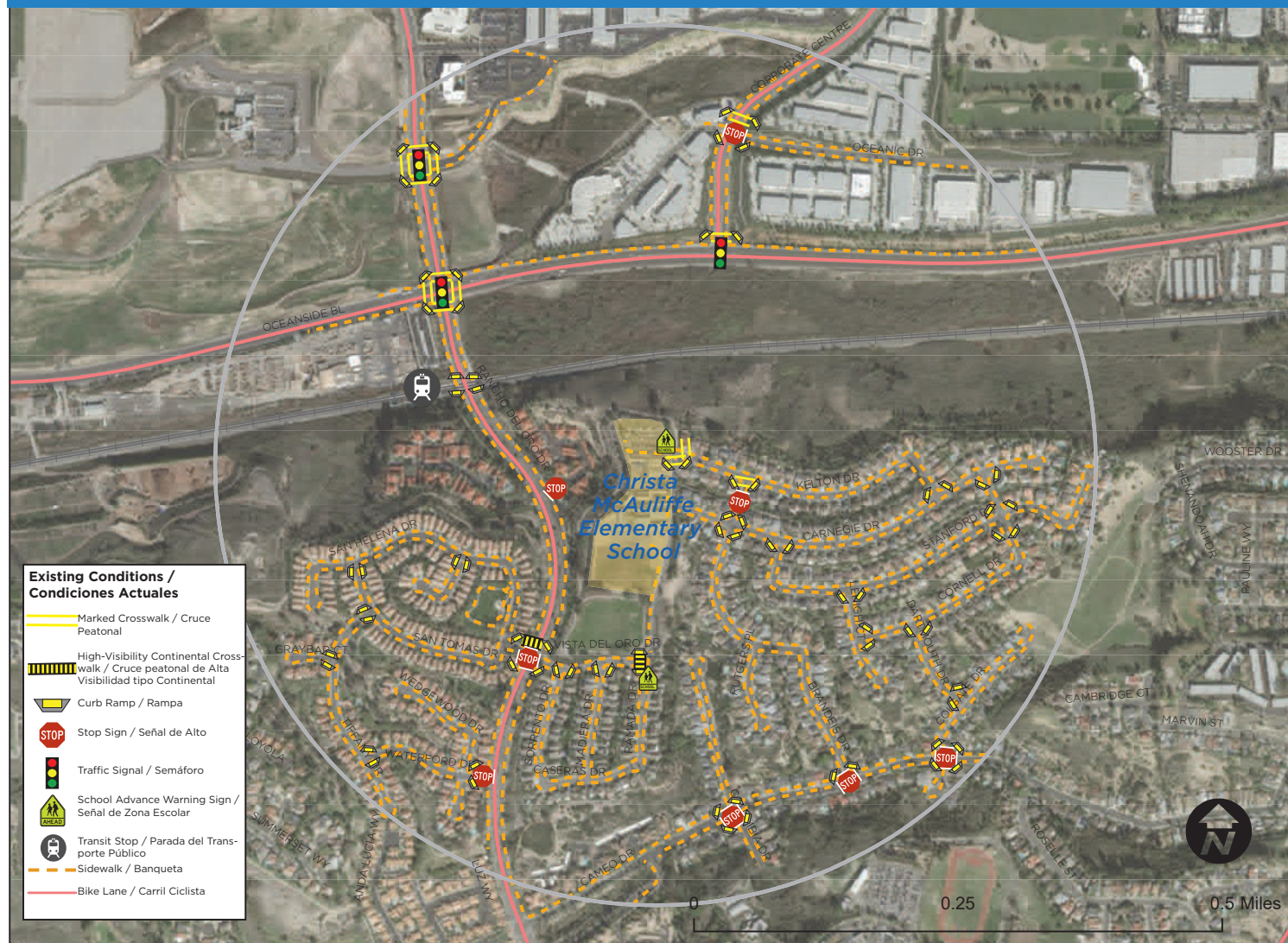
PALMQUIST ELEMENTARY SCHOOL LINCOLN MIDDLE SCHOOL

Walk Audit Map 1/2 Mile Buffer
Mapa para Evaluar la Calle Límite de 1/2 Milla



CHRISTA MCAULIFFE ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla





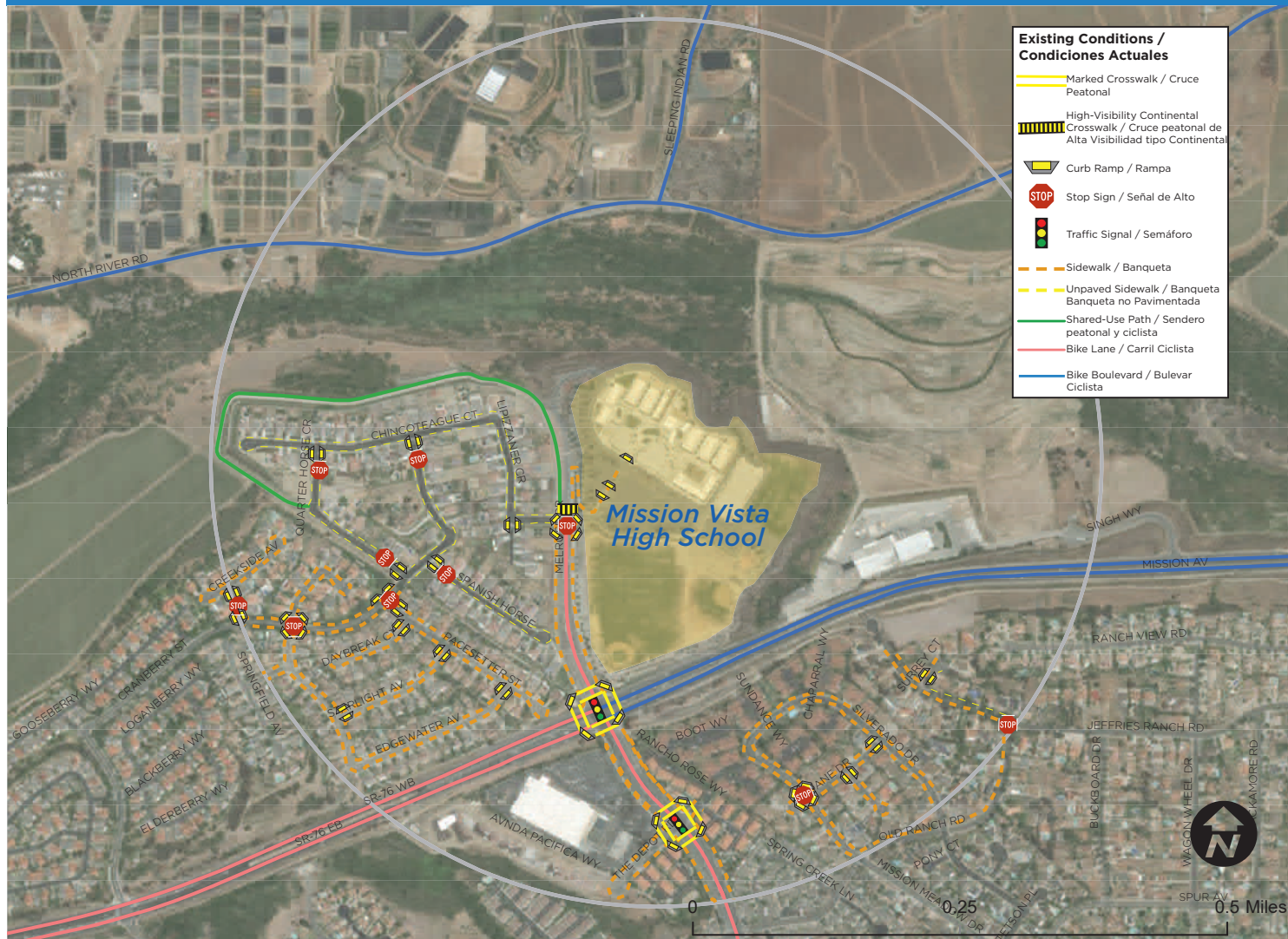
MISSION MEADOWS ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



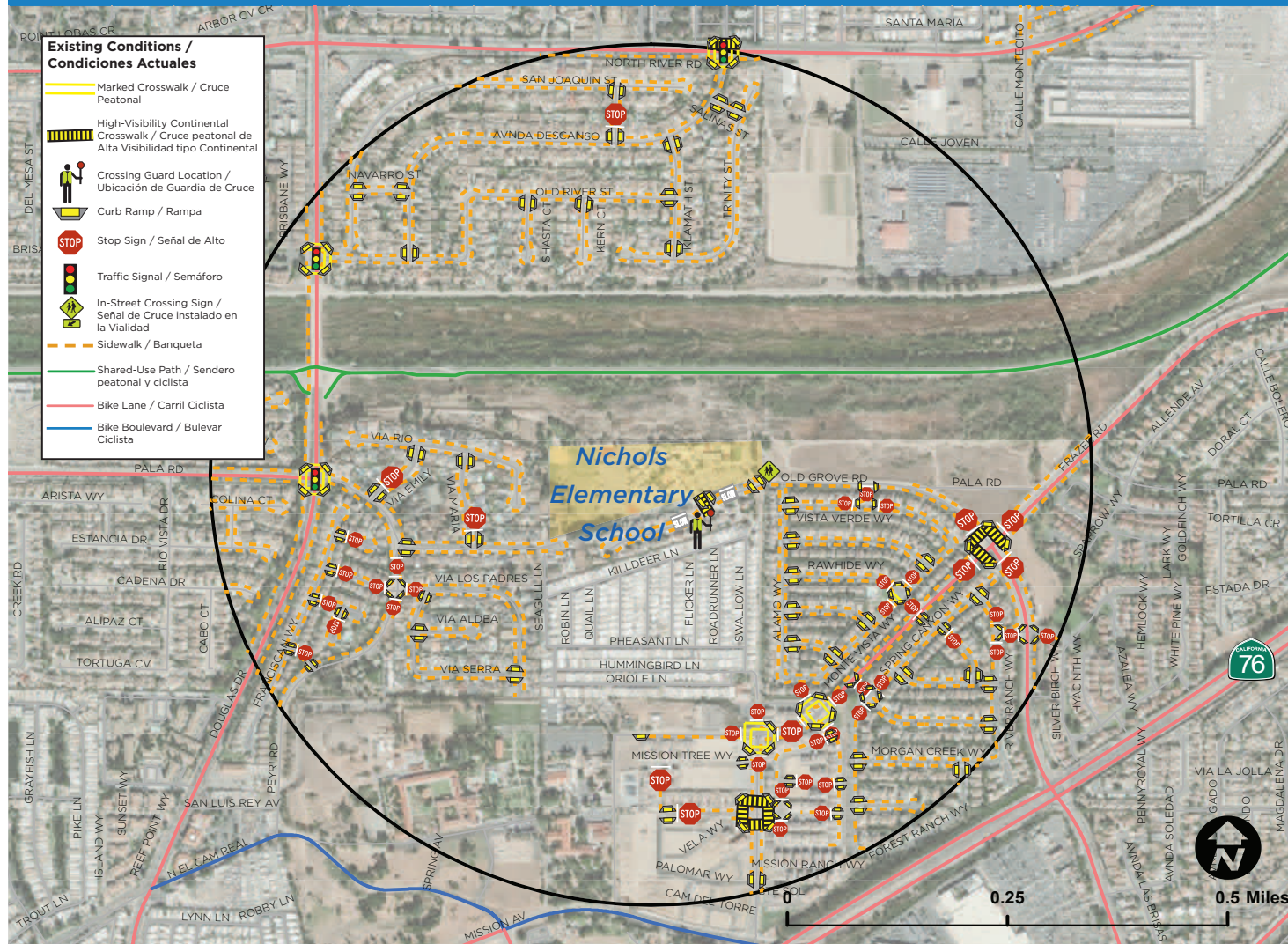
MISSION VISTA HIGH SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



NICHOLS ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla

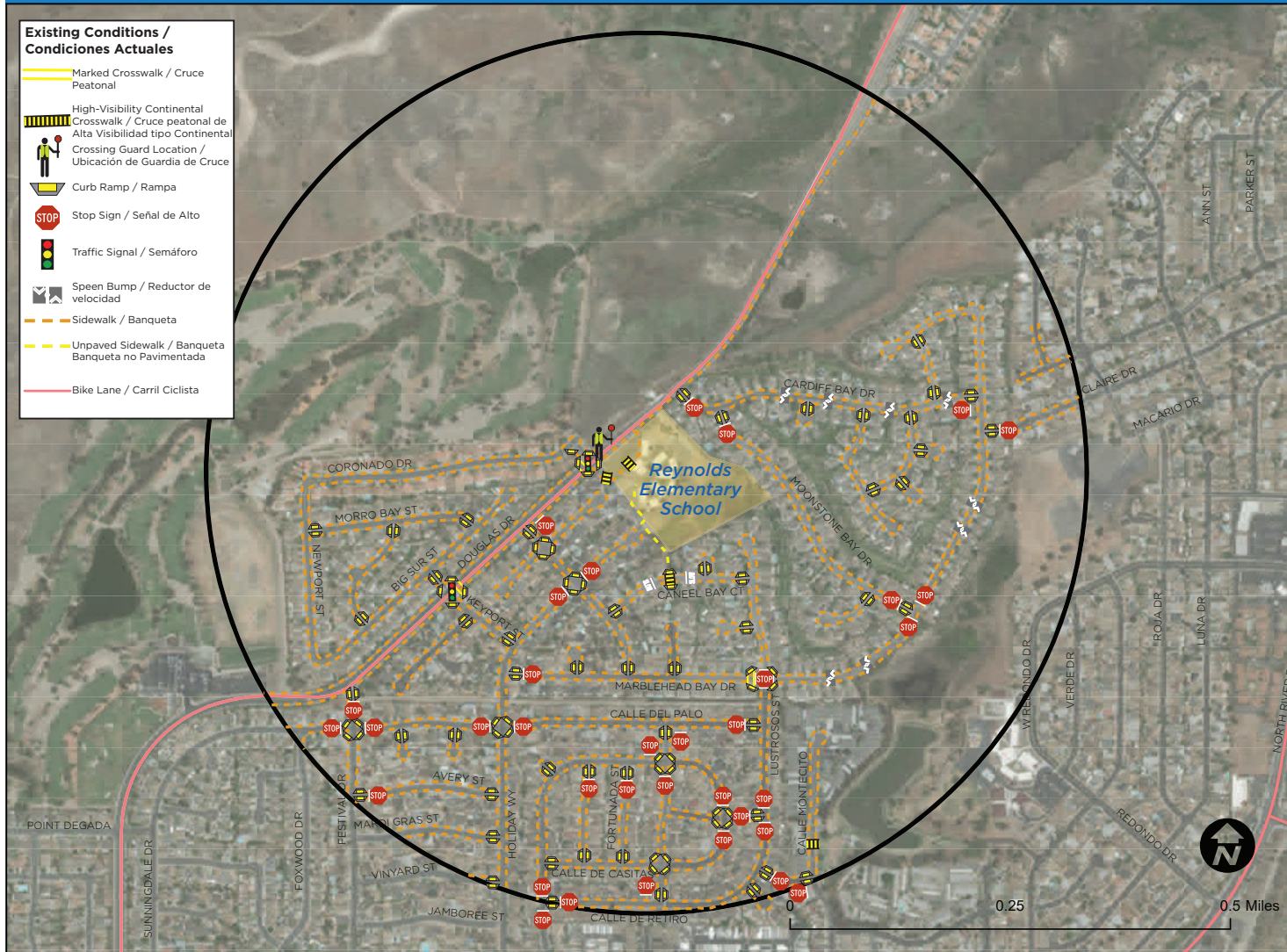


REYNOLDS ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla

**Existing Conditions /
 Condiciones Actuales**

- Marked Crosswalk / Cruce Peatonal
- High-Visibility Continental Crosswalk / Cruce peatonal de Alta Visibilidad tipo Continental
- Crossing Guard Location / Ubicación de Guardia de Cruce
- Curb Ramp / Rampa
- Stop Sign / Señal de Alto
- Traffic Signal / Semáforo
- Speed Bump / Reductor de velocidad
- Sidewalk / Banqueta
- Unpaved Sidewalk / Banqueta no Pavimentada
- Bike Lane / Carril Ciclista



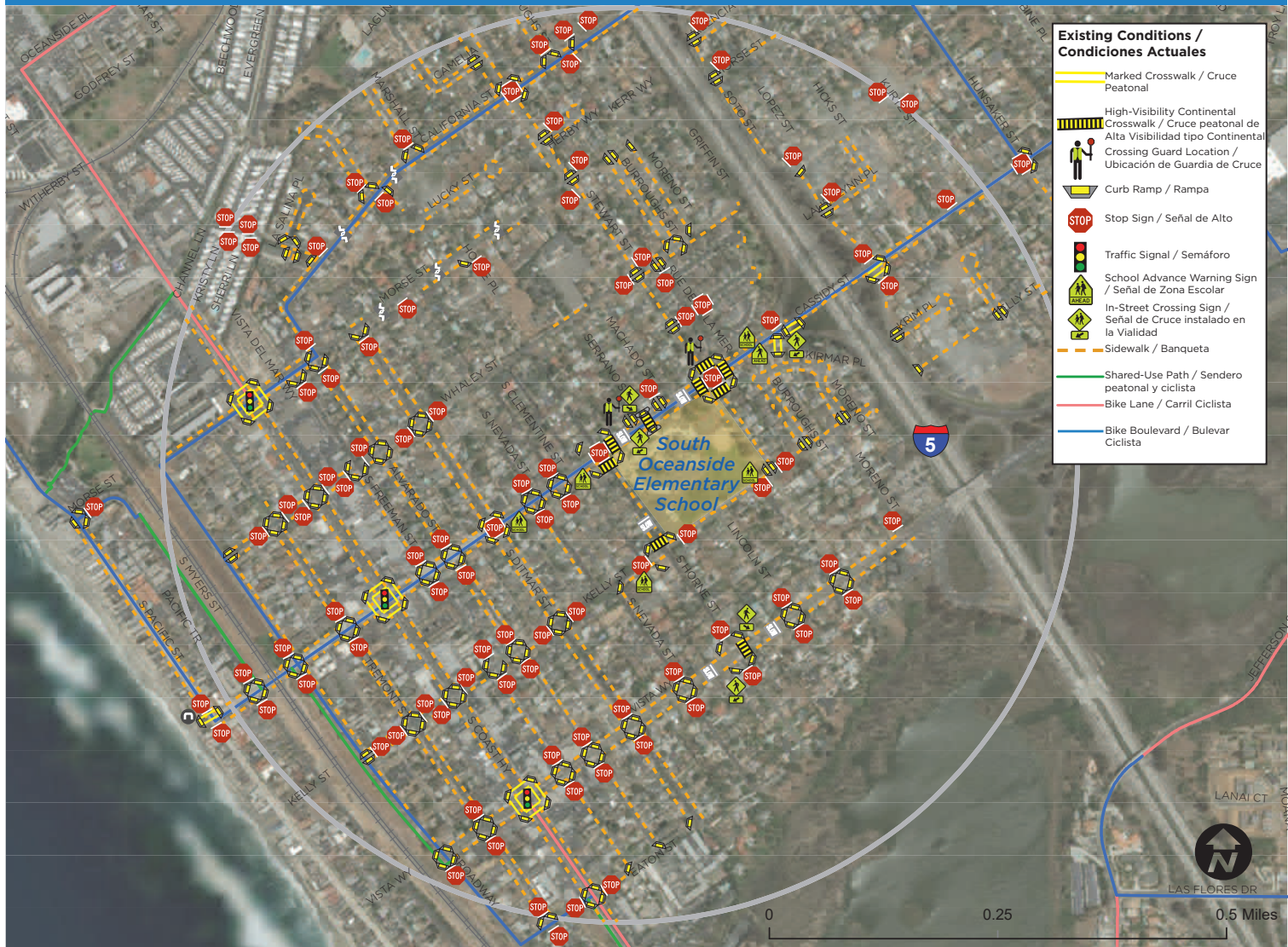
ROOSEVELT MIDDLE SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



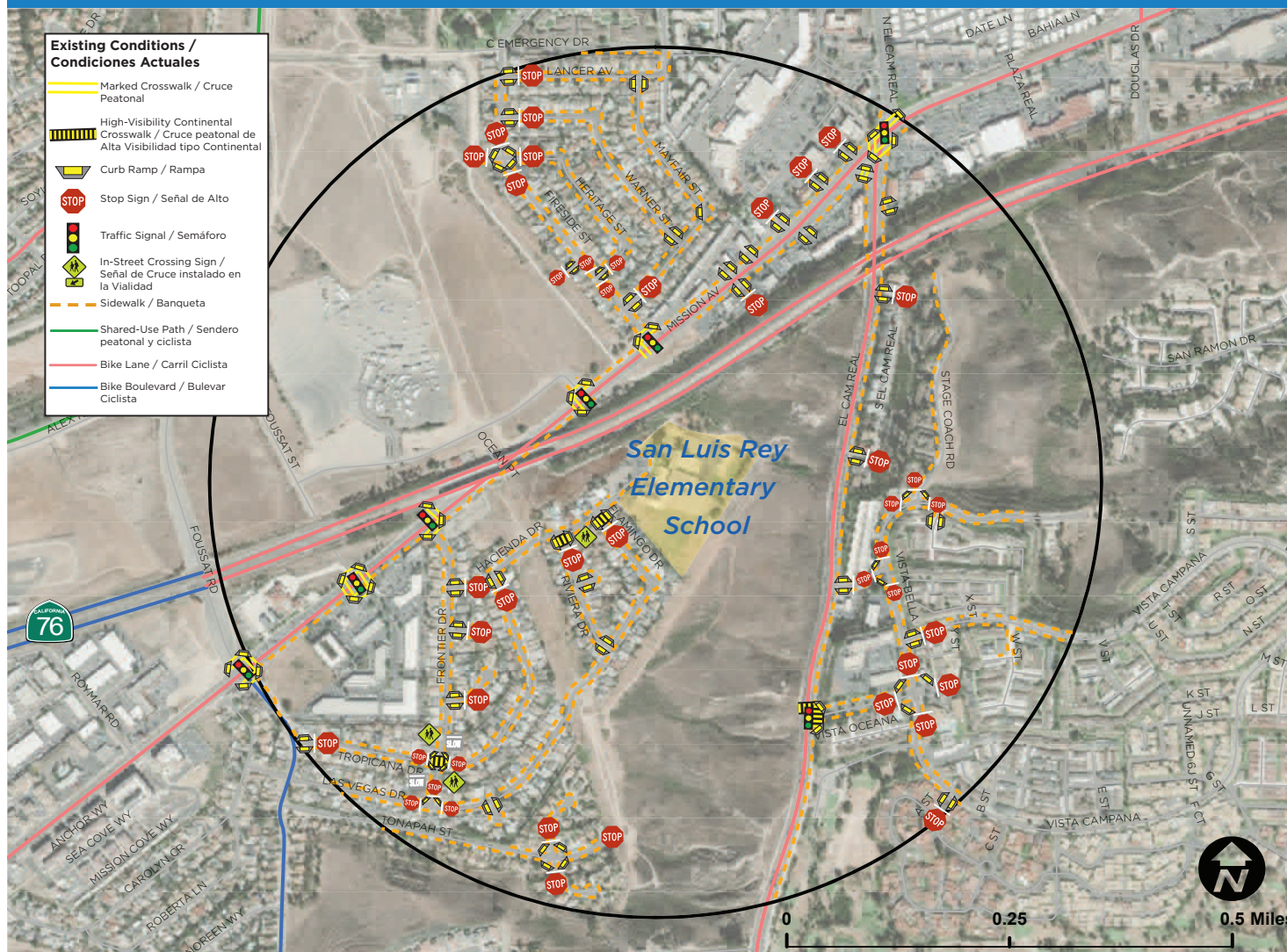
SOUTH OCEANSIDE ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Limite de 1/2 Milla



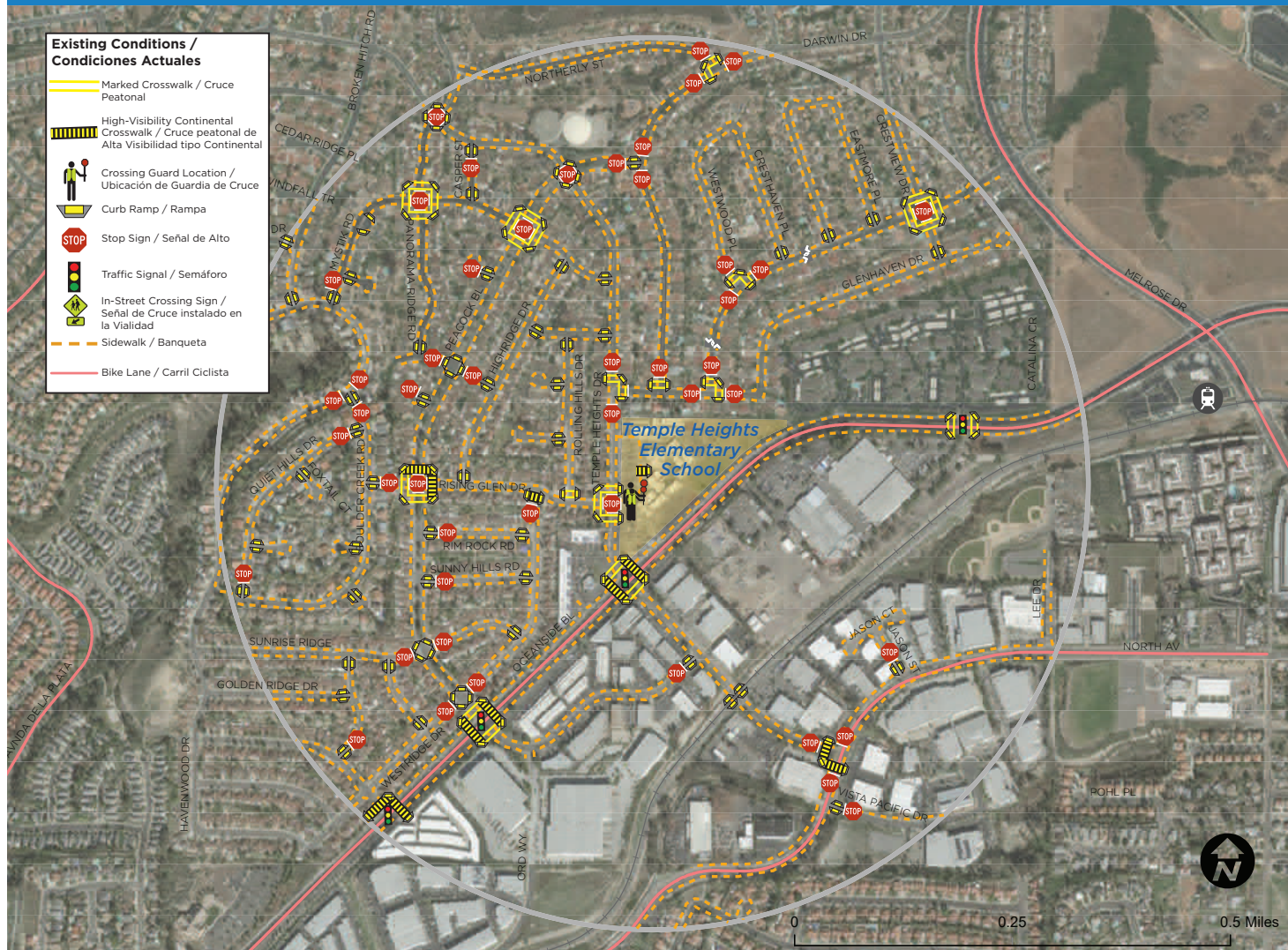
SAN LUIS REY ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



TEMPLE HEIGHTS ELEMENTARY SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla



OCEANSIDE HIGH SCHOOL

Walk Audit Map 1/2 Mile Buffer
 Mapa para Evaluar la Calle Límite de 1/2 Milla

