

# Vista Safe Routes to School Master Plan



Prepared for the  
City of Vista  
in Collaboration with the  
Vista Unified School District



Prepared by



April 2016



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

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# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## INTRODUCTION

### BACKGROUND

The Safe Routes to School (SRTS) program is intended to improve the health of students through increased exercise and reduce greenhouse gas and emissions by reducing the number of vehicle miles traveled through accommodating an increase in the number of students walking and cycling to school. The SRTS program is both a federal and California initiative to enhance walkability and bicycling for students, kindergarten through 8th grade, but is also beneficial for secondary students as well. The program promotes safe walking and cycling through the five E's:

- Education – instruction in the benefits and opportunities of SRTS
- Encouragement – incentives for walking and biking to school
- Enforcement – methods for insuring compliance with regulations and ordinances
- Engineering – improvement of infrastructure to accommodate safe walking and biking
- Evaluation – comparison of pre-SRTS and post-plan implementation

The intent of including all five E's in a master plan development is that “build it and they will come” is not sufficient in and of its self to encourage walking and biking. Along with the need for improved infrastructure, parents are concerned about crime and security issues, distances to school, and other factors that cannot be addressed through the construction of sidewalks and bike paths.

The City of Vista commissioned a Safe Routes to School Strategic Plan in 2011 which provided study of six of the ten schools addressed in the current study. The Strategic Plan assessed the existing pedestrian and traffic environment adjacent to each school, reviewed pedestrian and bicycle collision experience, identified potential walking and biking issues, summarized community input, and recommended infrastructure improvements. The report contained two case study abstracts, a discussion on funding, and a brief explanation of education, encouragement, and enforcement. The City has desired that the previous work described in the Strategic Plan be amplified, and expanded to include the other four schools.

### SCOPE OF WORK

The Vista Safe Routes to School Master Plan included fourteen technical and management tasks.

#### Task I: Review Existing Documents

Existing documents were used as a starting point for the SRTS Master Plan and were expanded to include new and supplemental information. The Safe Routes to School Strategic Plan identified a number of strategies for enhancing the walking environment adjacent to six of the schools. Those recommendations were based on the results of walking audits and input from parent meetings. The recently completed Bicycle Master Plan identified potential locations for expanding the City-wide bicycle network. Parent surveys and student tallies were obtained previously from Maryland and Bobier Elementary Schools

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## INTRODUCTION

### Task 2: Carry out Project Initiation, Management, and Coordination

This task included monthly consultant progress meetings with the City Traffic Engineer and with the Vista Unified School District Safety and Environmental Manager to review in-progress work deliverables and monitor the study progress. Minutes of each meeting were prepared to document issues, action items, and decisions.

### Task 3: Review the Existing Operations Along Walking and Biking Routes

Circulation and safety observations were made adjacent to each school by the consultant team during the afternoon release period, including:

- Conflict points between vehicles and students
- Unsafe student loading practices
- Illegal vehicle movements
- Vehicle conflict points
- Vehicle queuing
- School District and/or parental monitoring practices
- Pedestrian dispersion patterns
- Signing and pavement marking adjacent to the school

### Task 4: Organize and Conduct Walk Audits

This task included coordination with each individual school and the preparation of bilingual materials to advertise and conduct walk audits with parents. The walk audits were structured to give parents the opportunity to tell and show the study team their concerns with the safety of children who walked to school. The results of the walk audit comments were summarized in a graphic exhibit for each school.

### Task 5: Develop and Conduct Parent Surveys and Student Tallies

Parent surveys and student tally forms developed by the National Center for Safe Routes to School published in English and Spanish were distributed to each school for collection of information on the behavior and attitudes towards walking and biking to school. The results were summarized in graphical form and used to help determine issues needing improvement.

### Task 6: Conduct Field Review, Document Existing Conditions and Collect Data

This task included compiling data and infrastructure inventory along primary walking routes, including locations of school and other traffic signs, sidewalks, lighting, and crosswalks.

### Task 7: Conduct Infrastructure Inventory Review Along Primary Walking and Biking Routes

This task entailed evaluating the primary walking routes for safety and compliance with current standards for traffic, bicycles and pedestrians.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## INTRODUCTION

### Task 8: Develop Solutions to the Identified Issues

Through previous tasks a number of opportunities for enhancing the pedestrian and bicyclist environments and infrastructure were identified. These improvements pertaining to each school were identified and depicted graphically. Probable construction, engineering, and administrative cost estimates were developed for each project.

### Task 9: Organize and Conduct Public Workshops

This task included coordination with each individual school and the preparation of bilingual materials to advertise and conduct an open house meeting at each school to present the enhancement concepts and receive comments. The results of each open house meeting were summarized for consideration.

### Task 10: Identify Education, Enforcement and Encouragement Programs

This task included identifying and summarizing strategies for education, enforcement and encouragement for walking and biking safety and enhancement.

### Task 11: Develop an Evaluation and Monitoring Plan

This task outlined a methodology to track changes in behavior and attitudes toward walking and biking to school.

### Task 12: Chapter/section Submittals

Draft documents of each of the report chapters were reviewed by the City as they were completed, and comments provided for revisions.

### Task 13: Develop the Final Report

The final report was compiled with electronic and hard copies delivered to the City.

### Task 14: Conduct Quality Control and Quality assurance

Measures were taken to validate the content correctness of the of the final study report.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## INTRODUCTION

### USE OF REPORT

This report provides conceptual development of pedestrian and bicycle enhancements geared towards encouraging the safe and convenient walking and biking of children to school in the City of Vista. The report also provides data in support of the concepts. It is anticipated that the study report will be used to help establish priorities for infrastructure, signing, and marking improvements and will be used in support of grant applications for active transportation projects. Because of the conceptual nature of the enhancements as present in the report, the City may desire to prepare additional refinements of design and cost estimation in pursuit of funding for specific priority projects.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

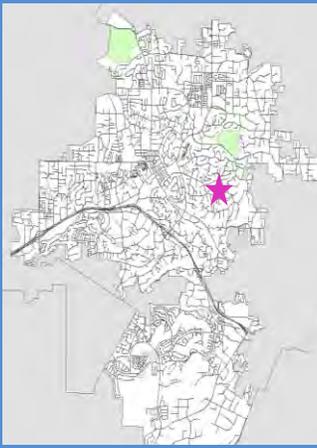
## BEAUMONT ELEMENTARY SCHOOL



### Get to Know Beaumont

520 students

45% Spanish-speaking  
families



### EXISTING CONDITIONS

Beaumont Elementary School is located on Beaumont Drive on the eastern side of Vista in a residential neighborhood characterized by narrow, curving roadways and cul-de-sacs. Posted speeds are generally 25 mph. A map of pedestrian infrastructure in the school vicinity is shown in Figure 2.1. The main safety issues that the project team identified were:

- Lack of sidewalks beyond school frontage
- Skewed intersection which presents a challenge for drivers and pedestrians

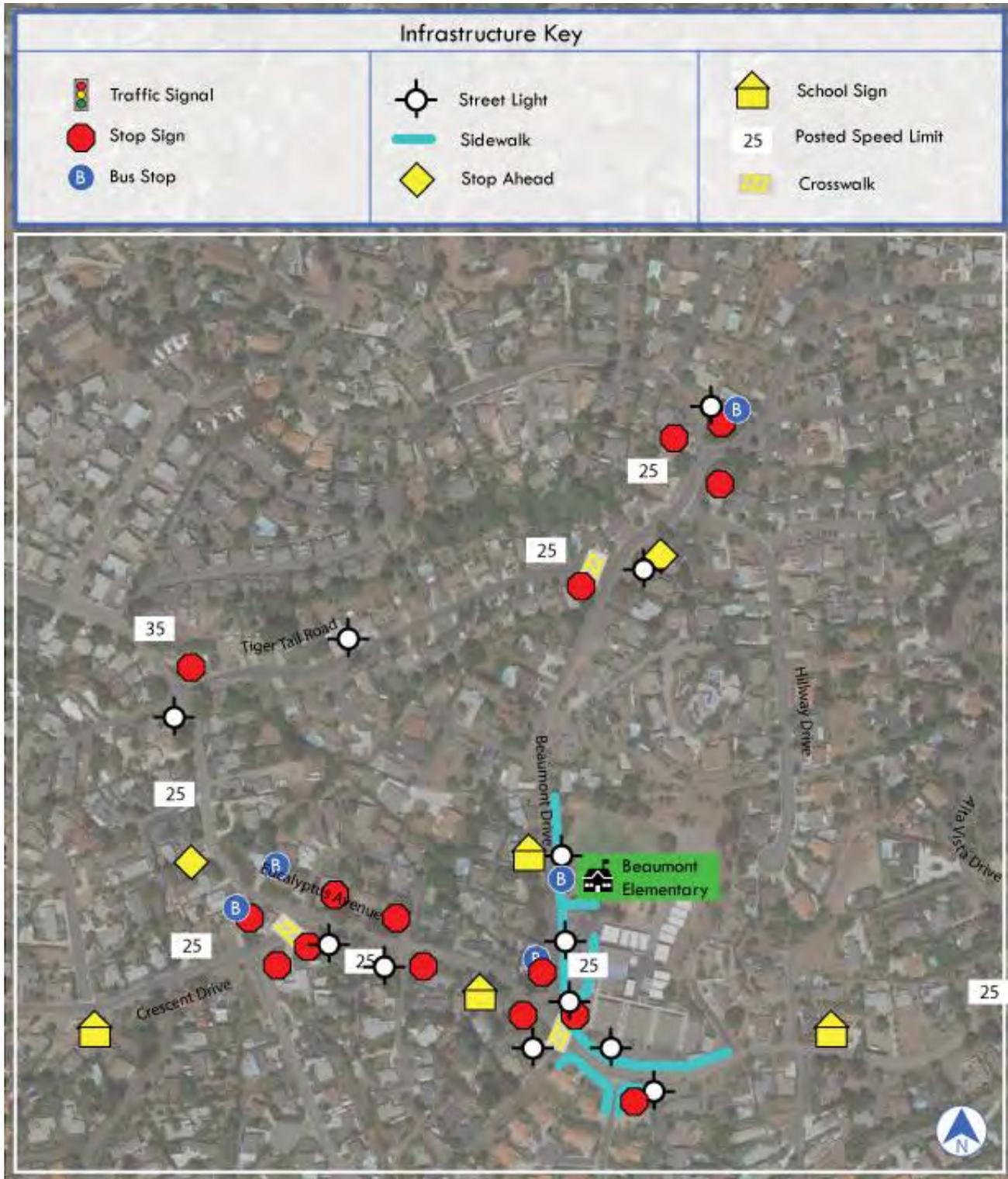
### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 16, 2015 during afternoon dismissal. Vehicles approach the school from the east and west on Eucalyptus Avenue and from the north on Beaumont Drive. Vehicles either park on the surrounding streets or queue in the school parking lot to drop off or pick up students. Pedestrian routes are shown on the map in Figure 2.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each item is shown in Figure 2.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

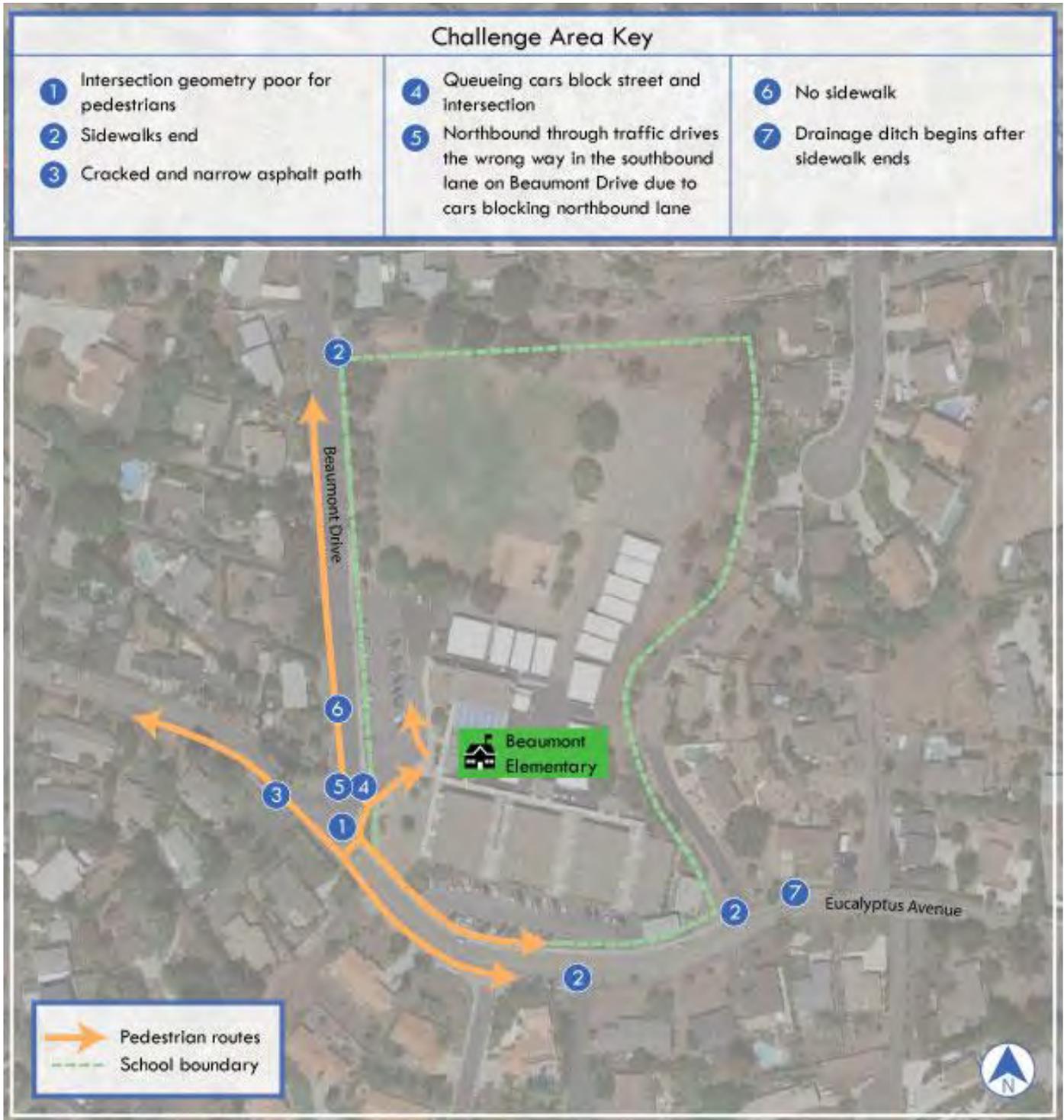
Figure 2.1 - Beaumont Elementary Existing Infrastructure



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.2 –Beaumont Elementary Safety and Circulation Challenge Areas



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.3 – Photos of Beaumont Elementary Challenge Areas

### Challenge Area 1 – Intersection Geometry Poor for Pedestrians



Geometry of the intersection of Eucalyptus Avenue and Beaumont Drive increases pedestrian crossing distances and makes it a challenge for drivers to see pedestrians at all legs of the intersection.

### Challenge Area 2 – Sidewalks End



This photo shows one location east of the school where the sidewalk ends abruptly. Sidewalk comes to a stop in many locations around the school.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### Challenge Area 3 – Cracked and narrow asphalt path



Pavement surface is degrading on asphalt path on the southern side of Eucalyptus Avenue. Path is also very narrow, challenging individuals walking with strollers or side-by-side with children.

### Challenge Area 4 – Queueing cars block street and intersection



Cars queue back from the school parking lot entrance blocking the southern end of Beaumont Drive. Queue can even extend to block the intersection of Beaumont Drive and Eucalyptus Avenue as the circled vehicle in the photo above shows.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### Challenge Area 5 – Cars turning left drive the wrong way in the southbound



Queue of cars waiting to enter the school parking lot blocks the northbound travel lane on Beaumont Drive. Because of this situation, northbound through drivers drive on the wrong side of Beaumont Drive

### Challenge Area 6 – No sidewalk



There is no sidewalk west of the school on Beaumont Drive or Eucalyptus Avenue.

### Challenge Area 7 – Drainage ditch begins after sidewalk ends



Large drainage ditch begins at the point where sidewalk ends east of school site on Eucalyptus Avenue.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### Beaumont Walk Audit Participation

18 adults

Walk route of almost 1 mile

Missing sidewalk emerged as the top concern

### WALK AUDITS

The walk audit for Beaumont Elementary was held on Tuesday October 13, 2015 from 7:45-9:00am. There were 18 members of the school community in attendance and the event was conducted mostly in Spanish.



*Group discussion*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators to see areas of concern in person. The walk began in front of the school on Beaumont Drive, headed west on Eucalyptus Avenue, east onto Tiger Tail Road, and south on Beaumont Drive to return to the school. A map summarizing the comments received from participants is shown in Figure 2.4.

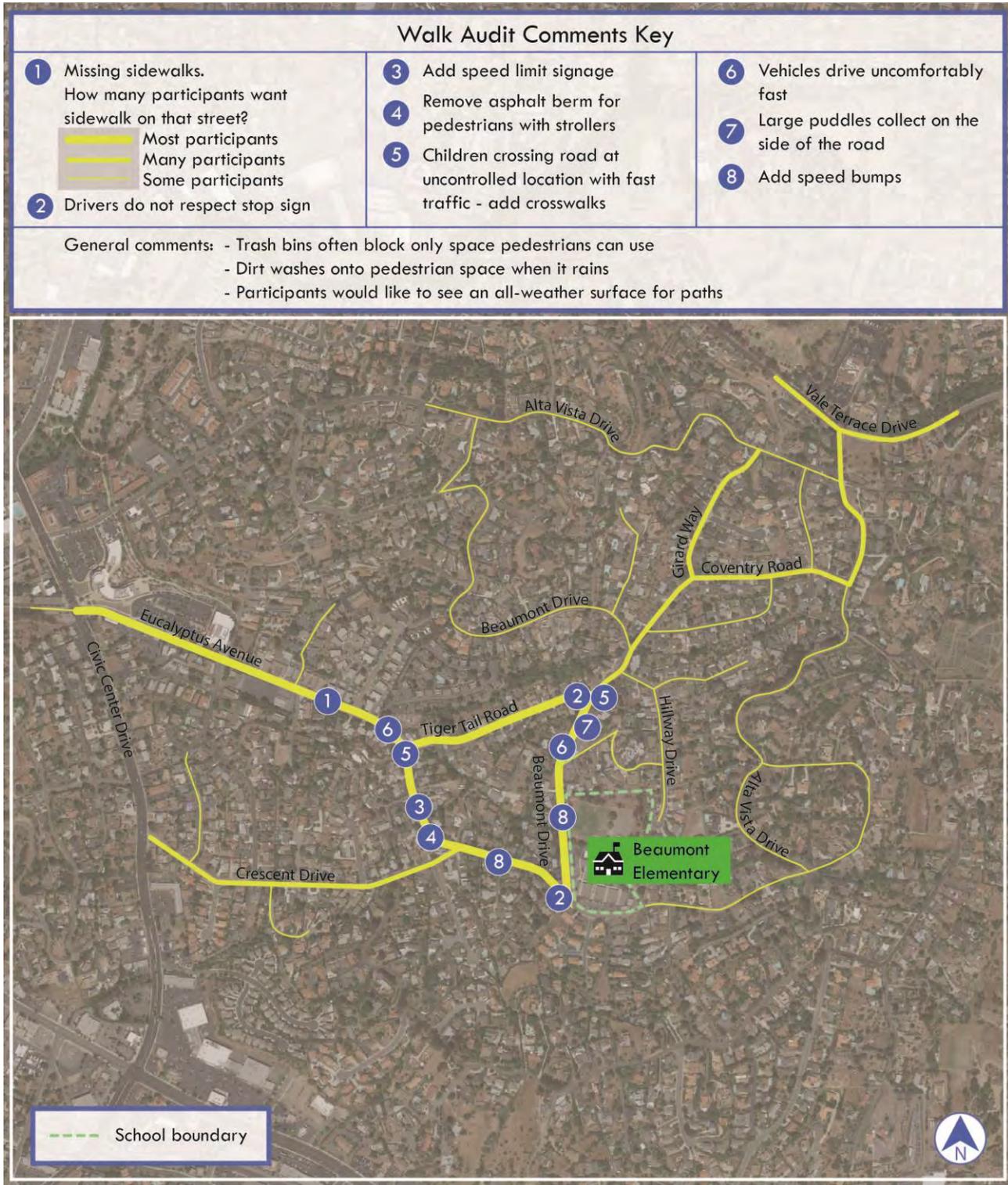


*Walking with community members*

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.4 –Beaumont Elementary Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### Survey at Beaumont

Enrollment: 520 students

Number of questionnaires

Distributed: 539

Month and Year Collected:

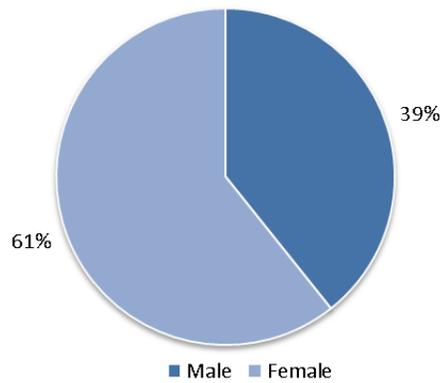
October 2015

Questionnaires Analyzed:

186

### PARENT SURVEY

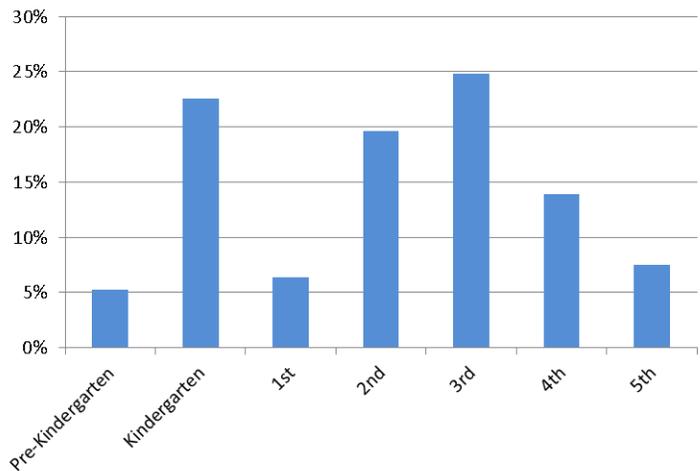
This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	9	5%
Kindergarten	39	23%
1st	11	6%
2nd	34	20%
3rd	43	25%
4th	24	14%
5th	13	8%

Note: Percentages may be higher than 100% due to rounding



### GRADE LEVEL OF CHILDREN

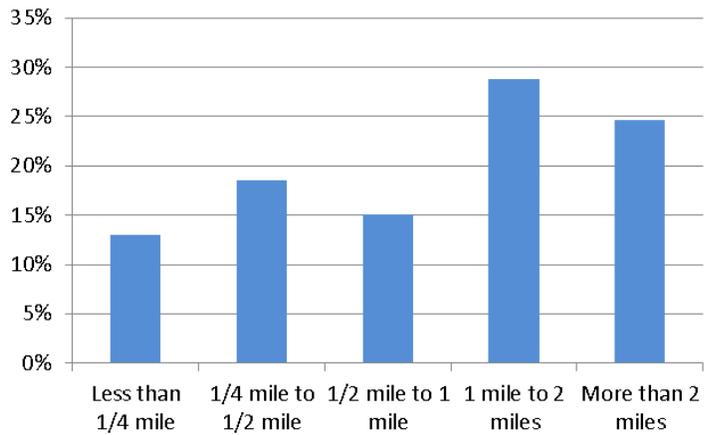
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

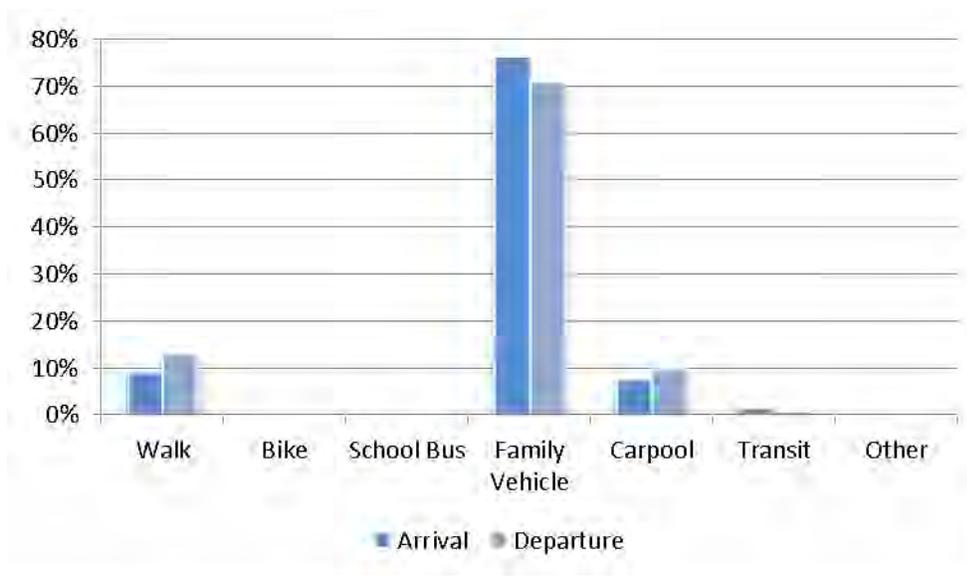
Distance between school and home	Number	Percent
Less than 1/4 mile	19	13%
1/4 mile to 1/2 mile	27	18%
1/2 mile to 1 mile	22	15%
1 mile to 2 miles	42	29%
More than 2 miles	36	25%

No response or Don't know: 40

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	186	9%	0%	0%	76%	8%	2%	0%
Afternoon	186	13%	0%	0%	71%	10%	1%	0%

No Response Morning: 10

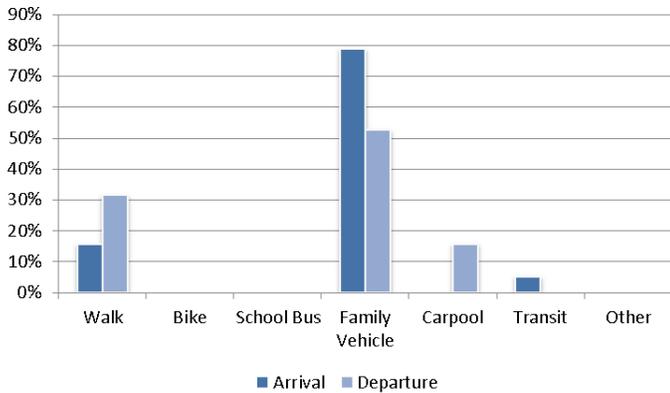
No Response Afternoon: 11

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

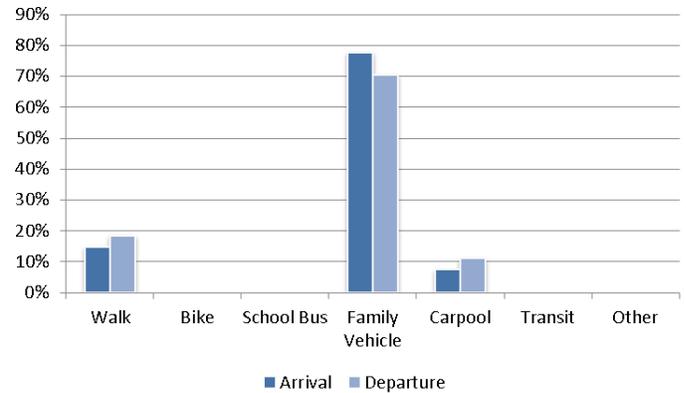
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

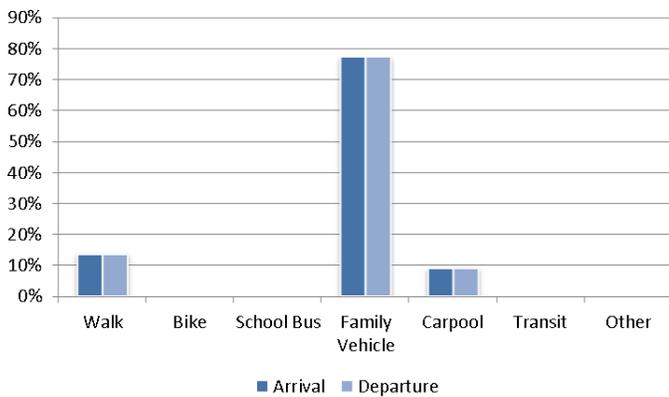
### Less than ¼ mile



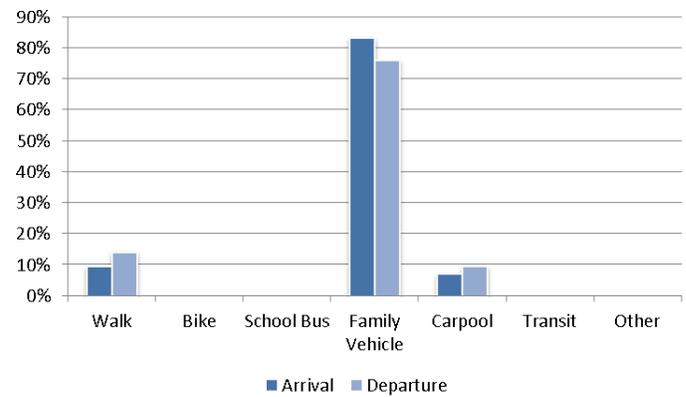
### ¼ mile to ½ mile



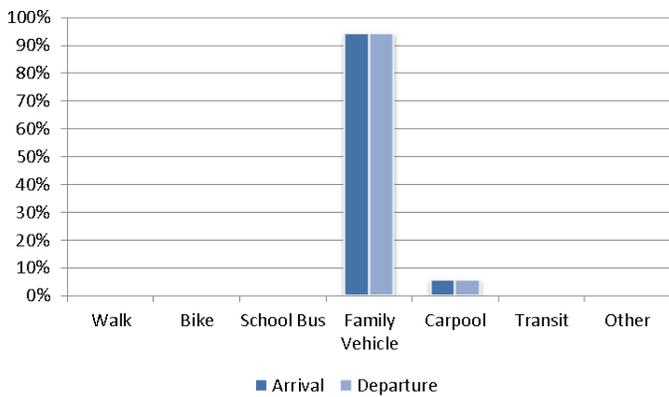
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	19	16%	0%	0%	79%	0%	5%	0%
1/4 mile to 1/2 mile	27	15%	0%	0%	78%	7%	0%	0%
1/2 mile to 1 mile	22	14%	0%	0%	77%	9%	0%	0%
1 mile to 2 miles	42	10%	0%	0%	83%	7%	0%	0%
More than 2 miles	36	0%	0%	0%	94%	6%	0%	0%

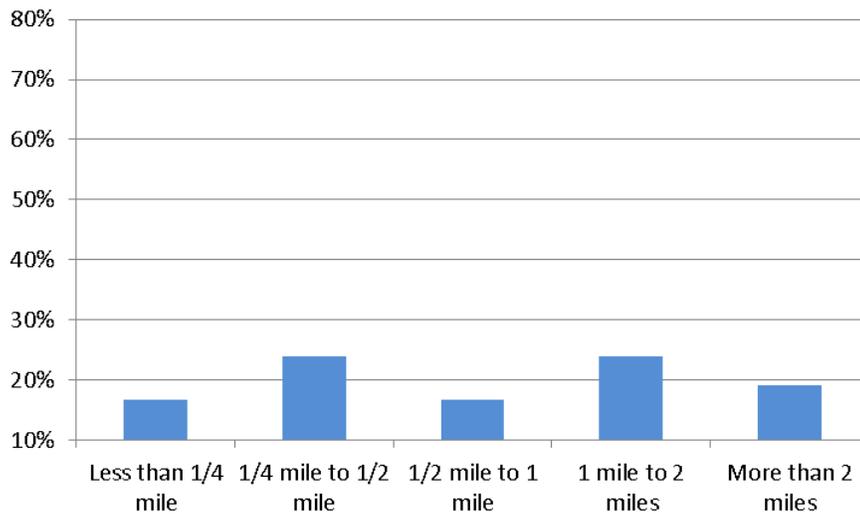
No Response, Don't Know, Blank: 38

### School Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	19	32%	0%	0%	53%	16%	0%	0%
1/4 mile to 1/2 mile	27	19%	0%	0%	70%	11%	0%	0%
1/2 mile to 1 mile	22	14%	0%	0%	77%	9%	0%	0%
1 mile to 2 miles	42	14%	0%	0%	76%	10%	0%	0%
More than 2 miles	36	0%	0%	0%	94%	6%	0%	0%

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN BEAUMONT ELEMENTARY SCHOOL



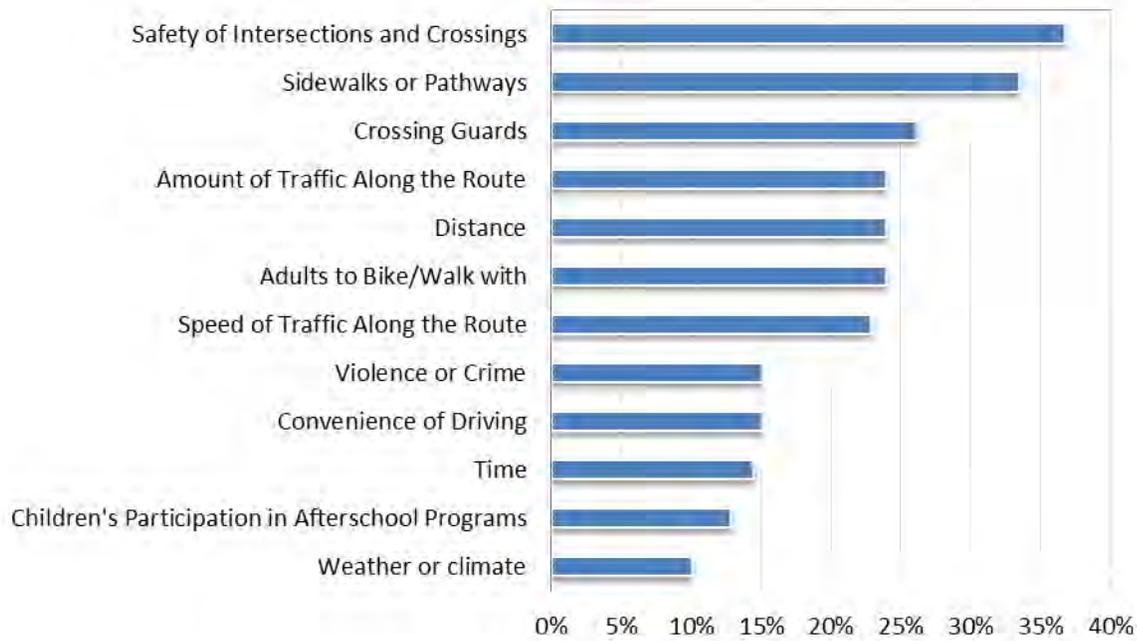
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	97	12%	16%	13%	32%	26%
Yes	42	17%	24%	17%	24%	19%

No Response, Don't Know, Blank:: 20

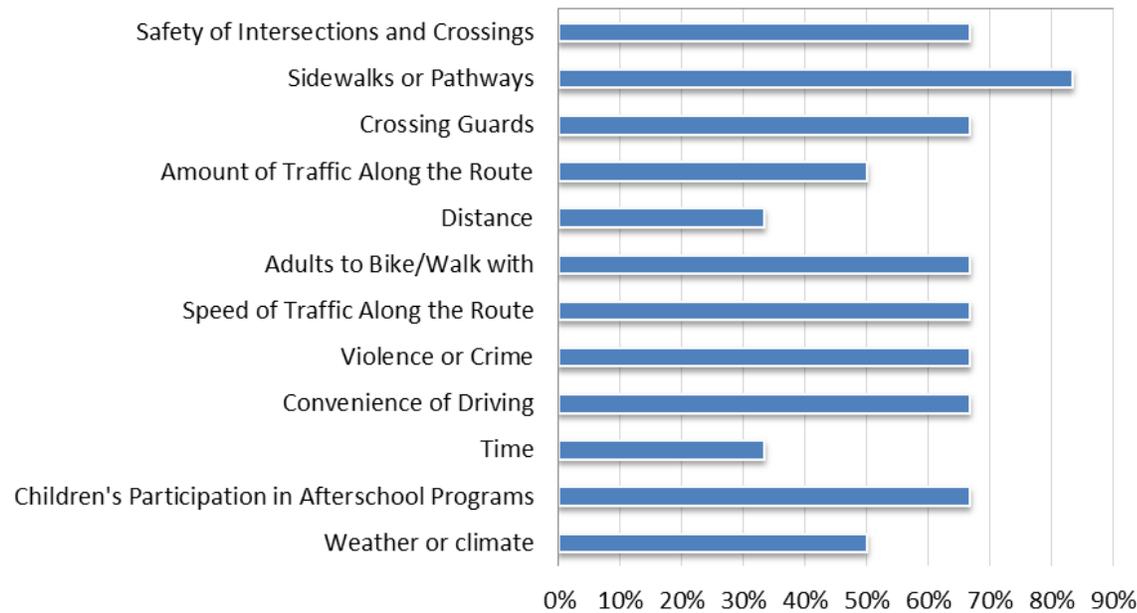
## PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL WHO DO NOT WALK TO SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL WHO ALREADY WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

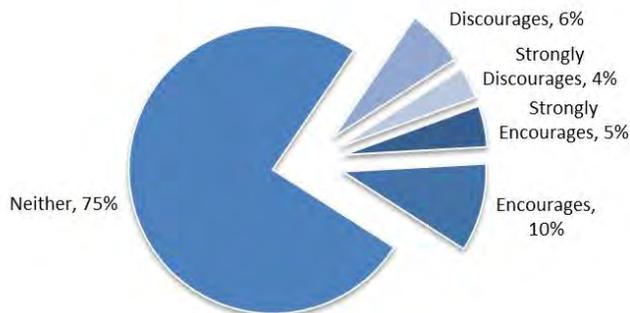
## BEAUMONT ELEMENTARY SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	37%	67%
Sidewalks or Pathways	33%	83%
Crossing Guards	26%	67%
Amount of Traffic Along the Route	24%	50%
Distance	24%	33%
Adults to Bike/Walk with	24%	67%
Speed of Traffic Along the Route	23%	67%
Violence or Crime	15%	67%
Convenience of Driving	15%	67%
Time	14%	33%
Children's Participation in Afterschool Programs	13%	67%
Weather or climate	10%	50%
<b>Number of Responses</b>	<b>180</b>	<b>6</b>

Note:

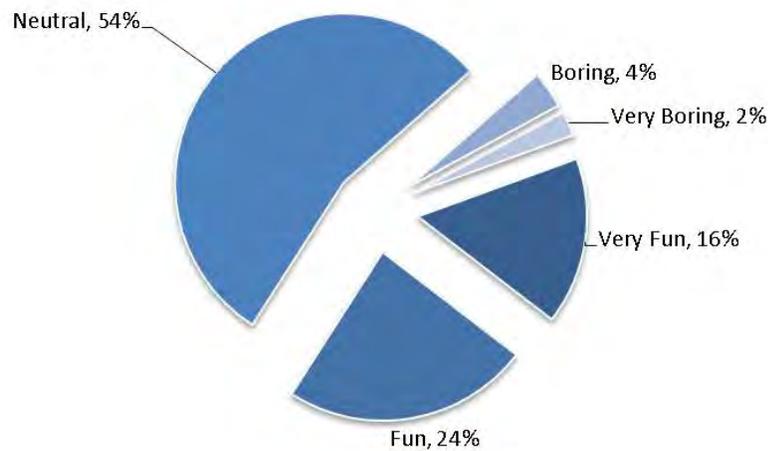
1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

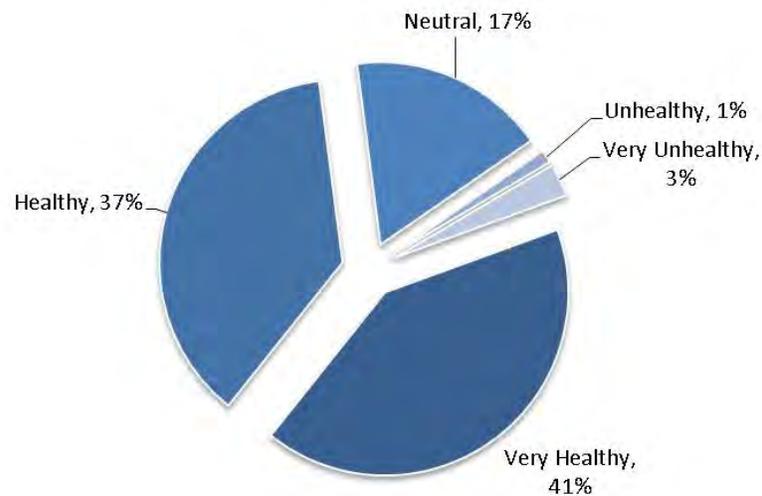


### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN BEAUMONT ELEMENTARY SCHOOL



## PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD



## PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

### Observations:

- Low percentage of students walk.
- Top issues of concern are related to traffic safety.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### Survey at Beaumont

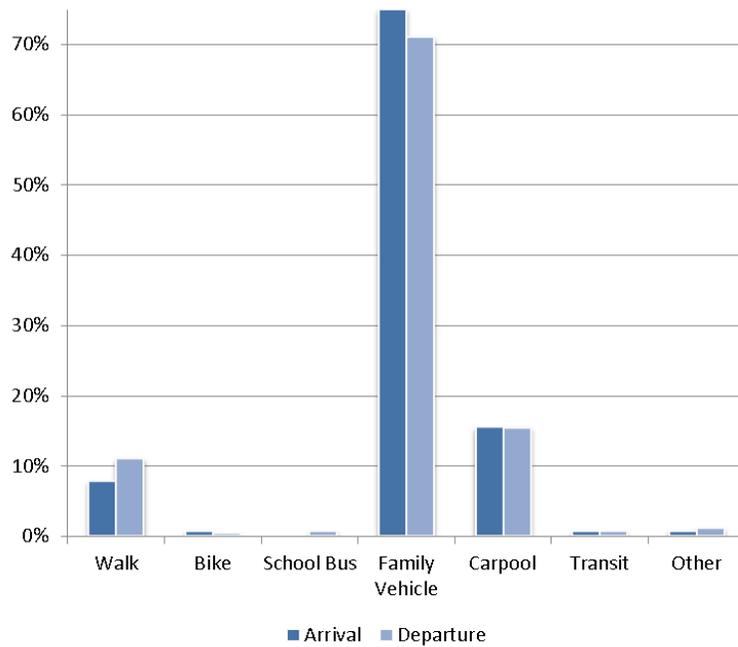
Enrollment: 520 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 13

### STUDENT TRAVEL TALLY

This report contains data from Beaumont Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

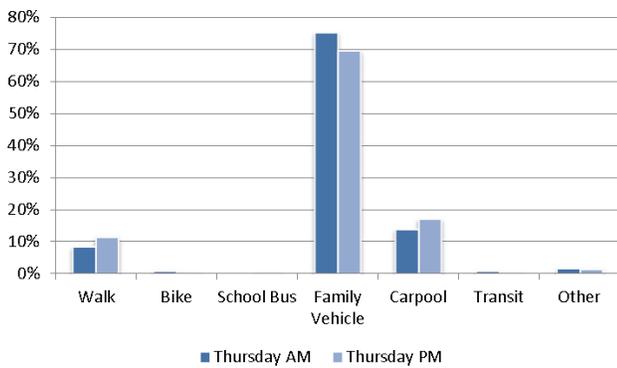
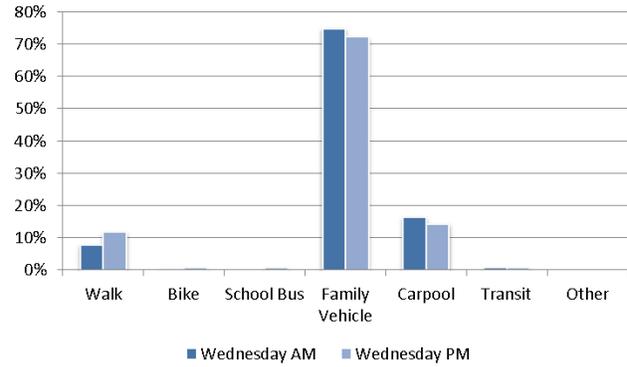
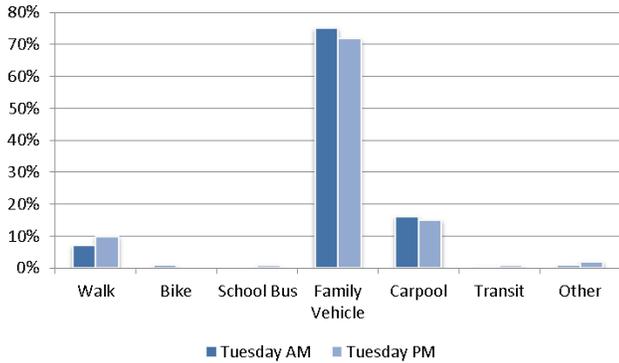


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	830	8%	0.6%	0.0%	75%	15%	1%	1%
Departure	857	11%	0%	1%	71%	15%	1%	1%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

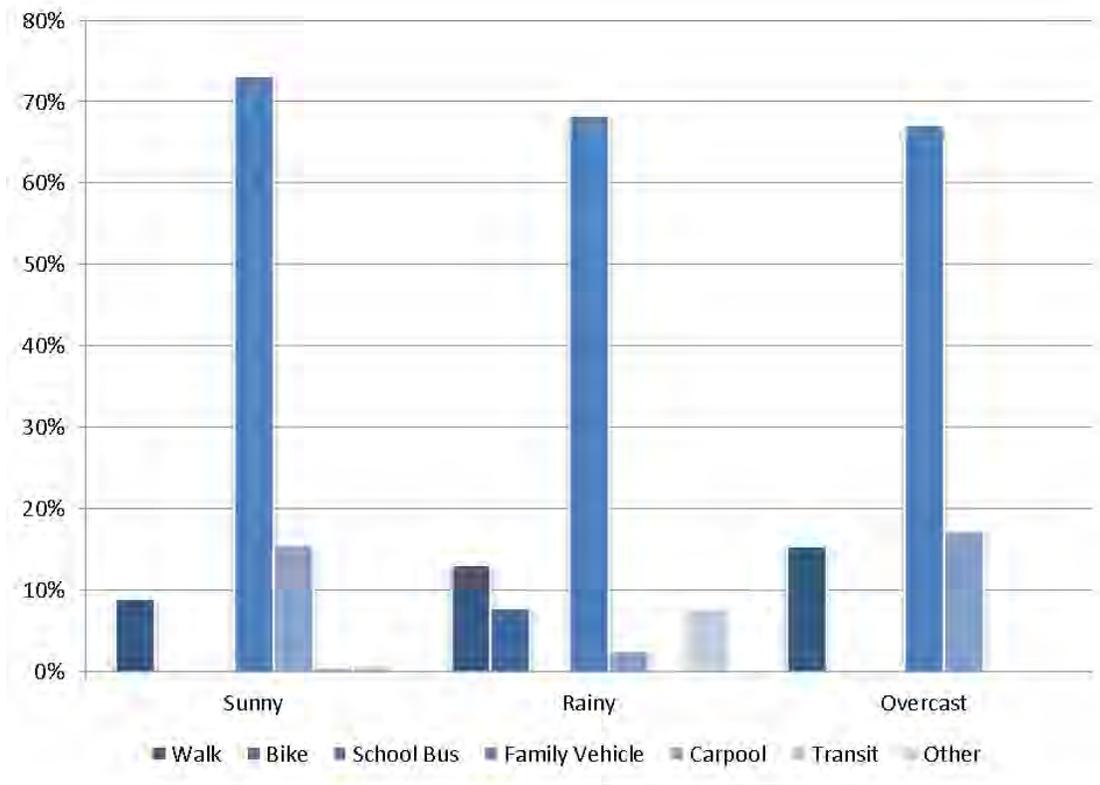


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	260	7%	1%	0%	75%	16%	0.4%	1%
Tuesday PM	255	10%	0%	1%	72%	15%	1%	2%
Wednesday AM	293	8%	0.3%	0%	75%	16%	1%	0%
Wednesday PM	308	12%	1%	1%	72%	14%	1%	0%
Thursday AM	277	8%	1%	0%	75%	14%	1%	1%
Thursday PM	294	11%	0.3%	0.3%	69%	17%	0.3%	1%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1591	9%	0.3%	0.3%	73%	16%	0.6%	1%
Rainy	38	13%	8%	0%	68%	3%	0%	8%
Overcast	58	16%	0%	0%	67%	17%	0%	0%

### TRAVEL MODE BY WEATHER CONDITION

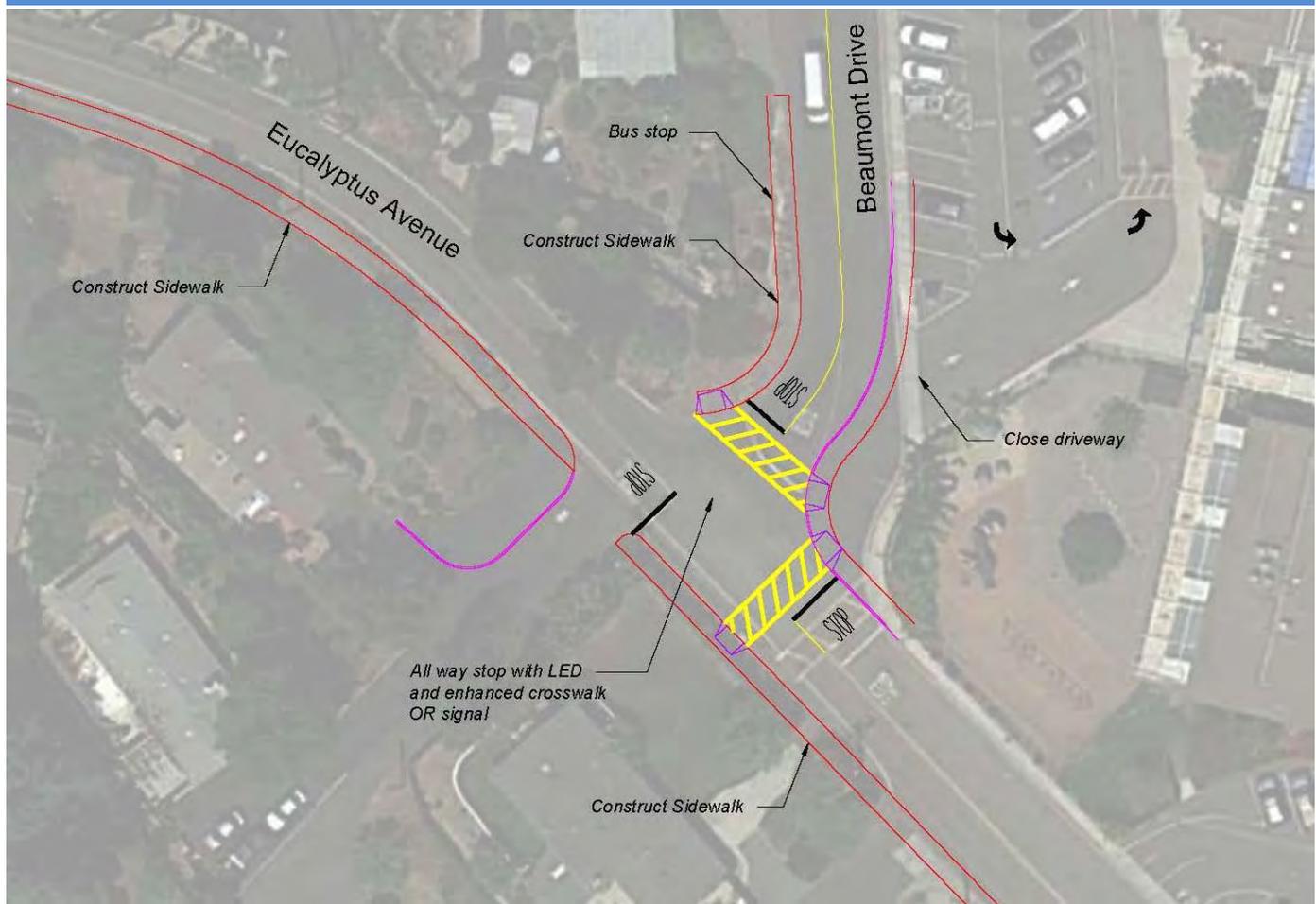
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 2.5 - Beaumont Drive & Eucalyptus Avenue Blub-out Realignment



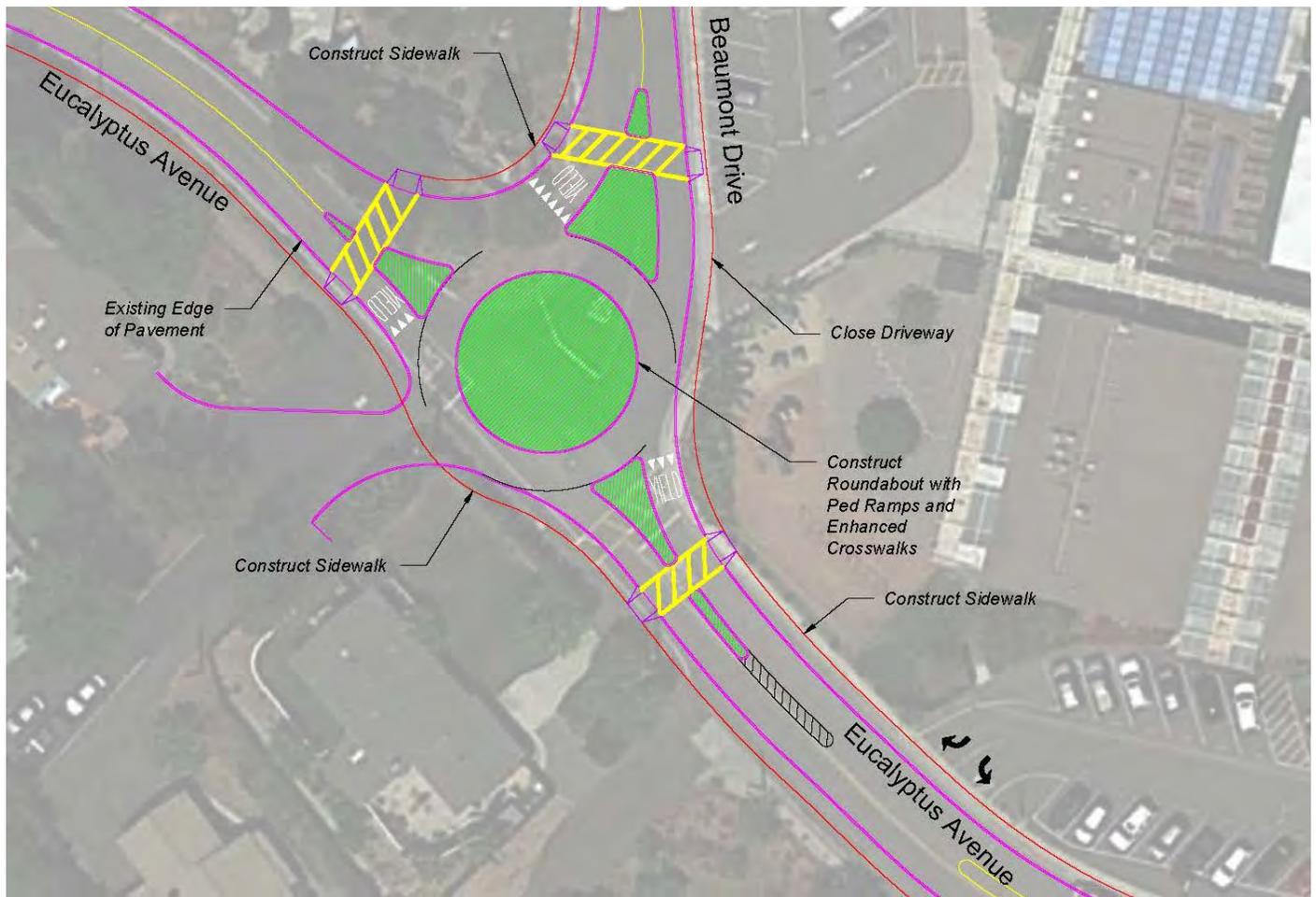
### I. Beaumont Drive & Eucalyptus Avenue Blub-Out Realignment

The intersection at Beaumont Drive and Eucalyptus Avenue was identified as a location of concern, primarily because of the skew of the intersecting streets, and the resulting increased distance children needed to cross the intersection. A possible improvement, shown above, realigns Beaumont Drive to intersect Eucalyptus Avenue at a 90° angle. It also benefits the pedestrians by shortening their exposure while crossing the street and with the addition of enhanced crosswalks and stop signs bordered with flashing red LED lighting to provide drivers with increased recognition of the school crossing. The blub-out realignment solution has been estimated to cost of \$168,000 to implement.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.6 - Beaumont Drive & Eucalyptus Avenue Roundabout



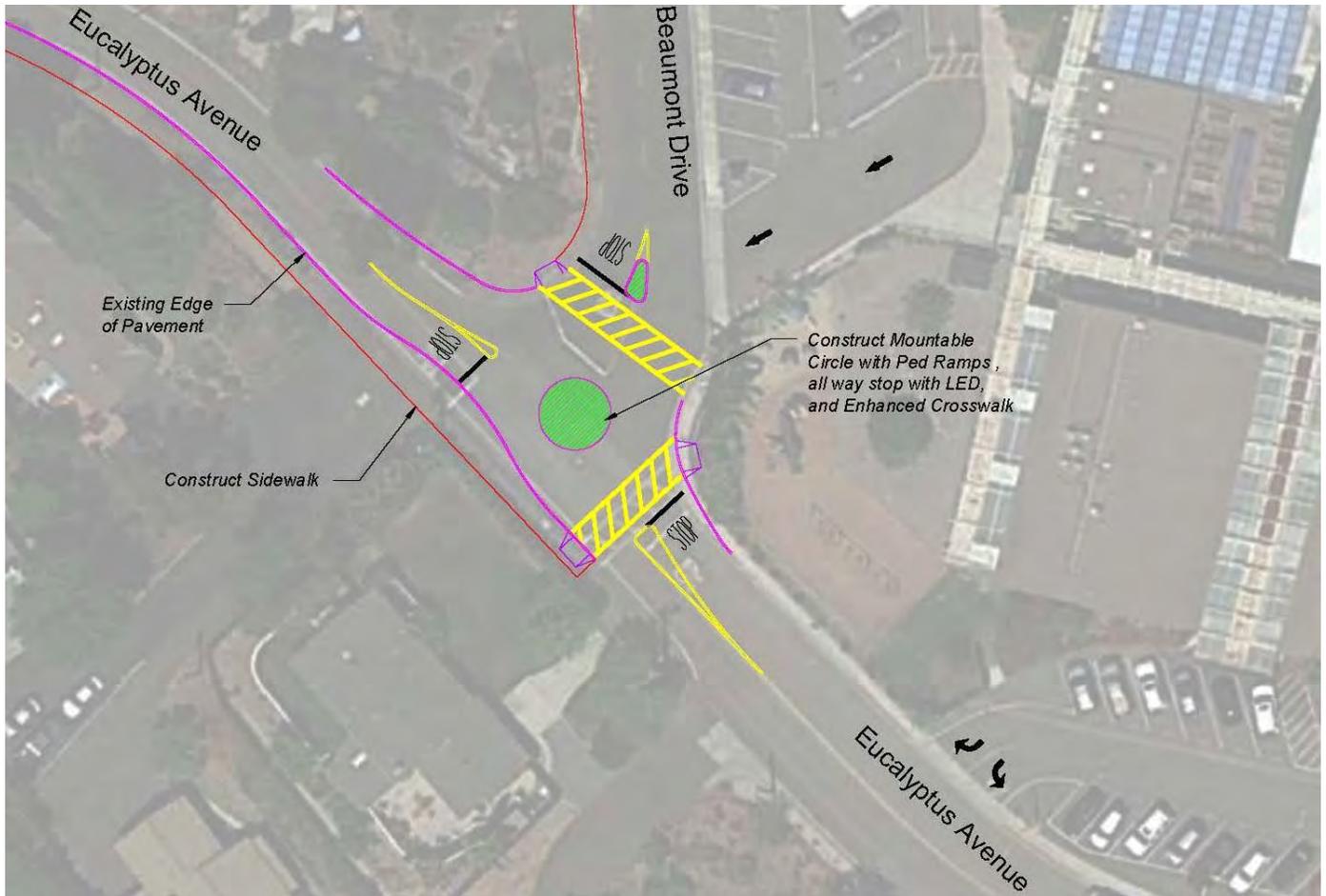
## 2. Beaumont Drive & Eucalyptus Avenue Roundabout

A second option to address the concerns at the intersection of Beaumont Drive and Eucalyptus Avenue is the construction of a roundabout. This solution causes drivers to reduce their speed to navigate the roundabout. It also provides shorter pedestrian crossings and pedestrian refuges to help increase pedestrian safety. Enhanced crosswalks are incorporated to allow drivers to recognize and be more aware of pedestrians stepping into traffic. It is estimated that a roundabout solution can be implemented for a cost of \$618,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.7 - Beaumont Drive & Eucalyptus Avenue Mountable Circle



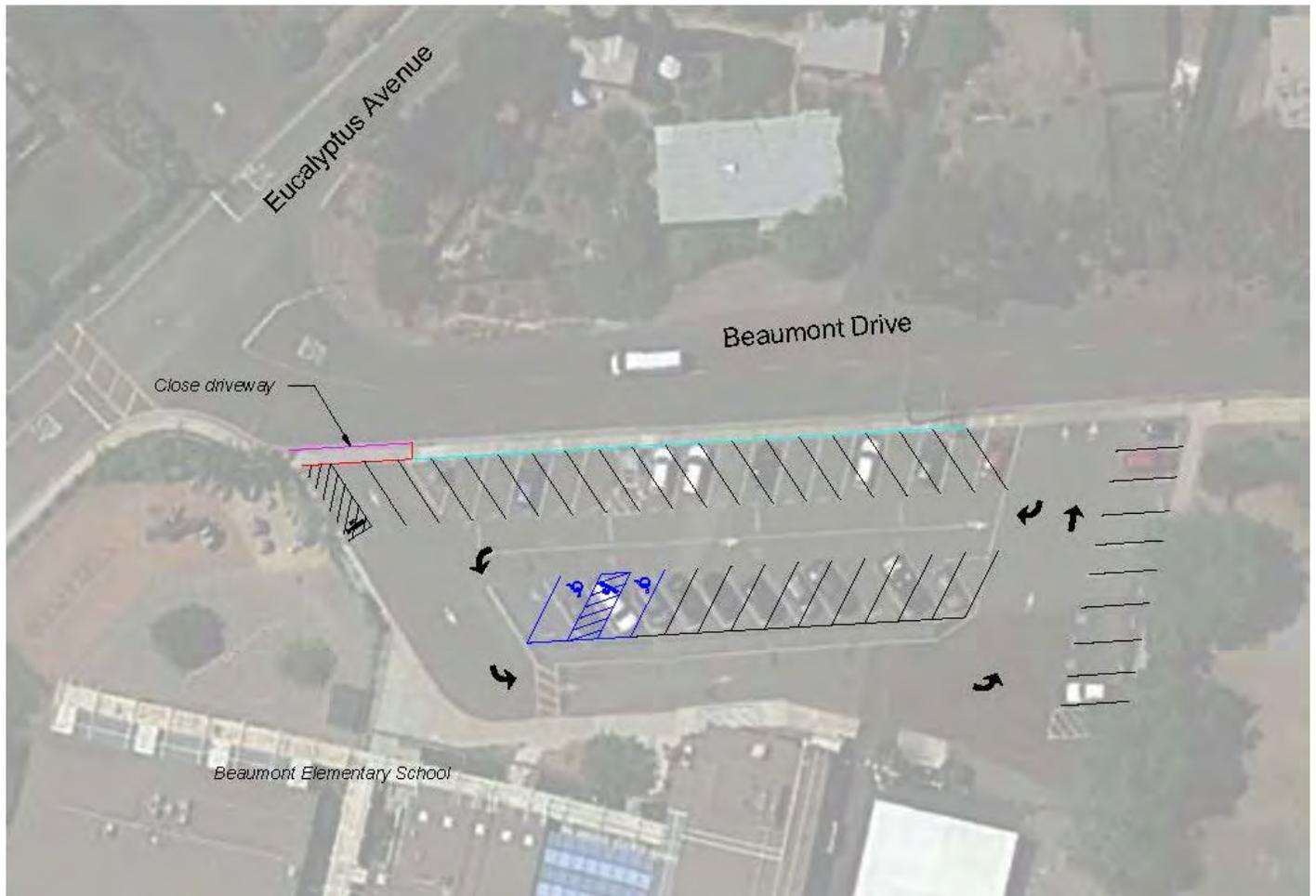
### 3. Beaumont Drive & Eucalyptus Avenue Mountable Circle

As a third improvement option for the intersection of Beaumont Drive and Eucalyptus Avenue, a mountable circle has been suggested to help slow traffic down and insure that vehicles will not run the stop signs at a high speed. The mountable circle will allow trucks to navigate the intersection by driving on top of the mountable circle. The estimated cost for implementing this alternative is \$91,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.8 - Beaumont Elementary Parking Lot



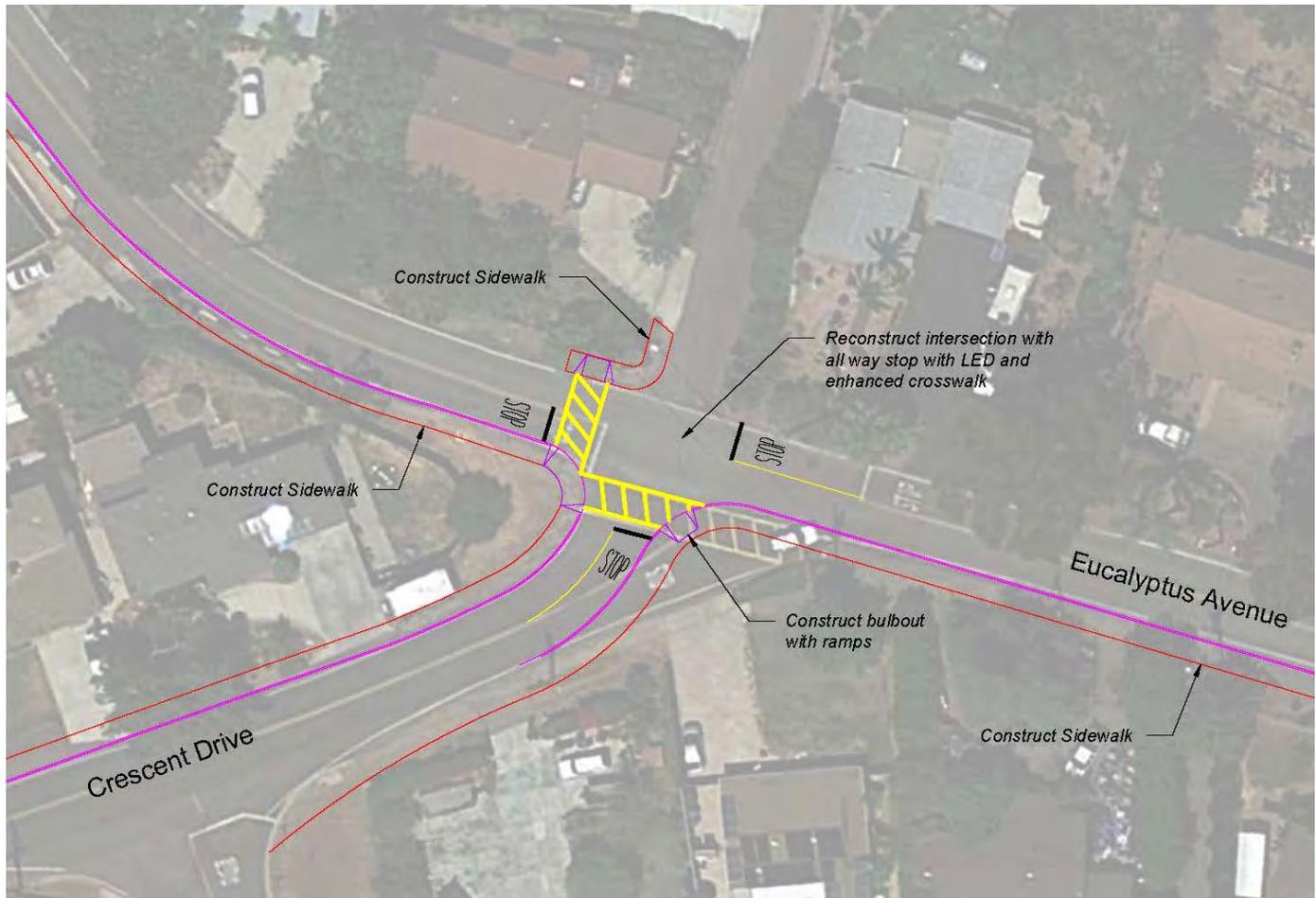
### 4. Beaumont Elementary Parking Lot

The entrance to the Beaumont Elementary School parking lot is only about two car lengths from the Beaumont Drive and Eucalyptus Avenue intersection. During the school dismissal period, traffic from the entrance quickly backs up into the intersection and contributes to congestion and safety concerns for pedestrians crossing the intersection. Relocation of the entrance to the existing parking lot exit would provide the much-needed distance between the parking lot driveway and the intersection, increasing that separation to about 250 feet. The sketch above shows a complete closure of the current entrance with both exiting and entering traffic using the north parking lot driveway. The parking lot reconfiguration is estimated at a cost of \$29,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.9 - Eucalyptus Avenue & Crescent Drive Bulb-out Realignment



### 5. Eucalyptus Avenue & Crescent Drive Bulb-Out Realignment

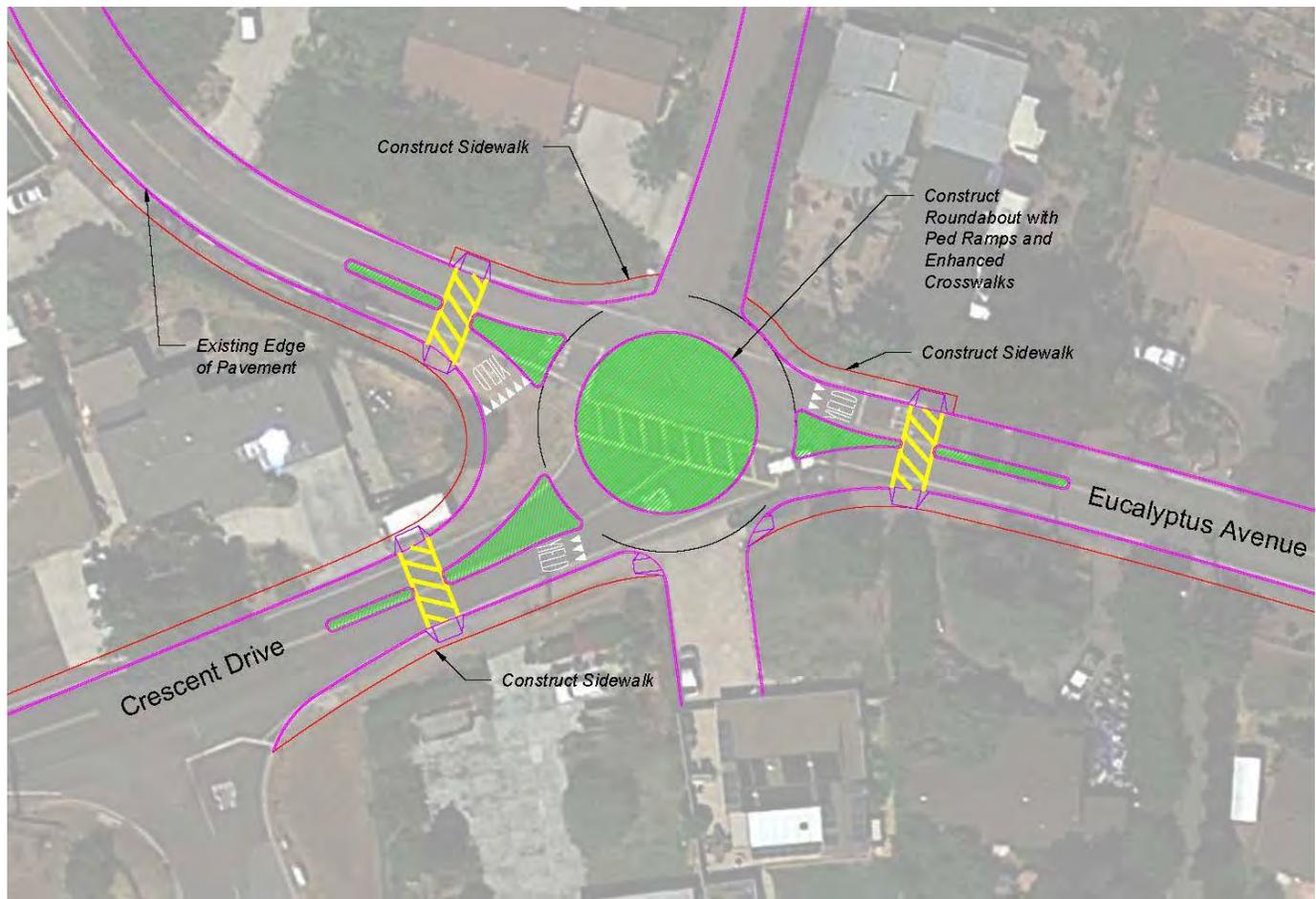
The intersection at Crescent Drive and Eucalyptus Avenue was identified as a location where the stop signs were sometimes ignored by drivers, particularly for movements between the east leg of Eucalyptus Avenue and Crescent Drive. Furthermore the pedestrian exposure crossing Crescent Drive is long because of the skew of the intersecting streets. A possible improvement, shown above, realigns Crescent Drive to intersect Eucalyptus Avenue at a 90° angle. It benefits the pedestrians by shortening their exposure while crossing the street and with the addition of enhanced crosswalks and stop signs bordered with flashing red LED lighting to provide drivers with increased recognition of the school crossing. The bulb-out realignment solution is estimated at cost of \$147,000 to implement.



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.11 - Eucalyptus Avenue & Crescent Drive Roundabout



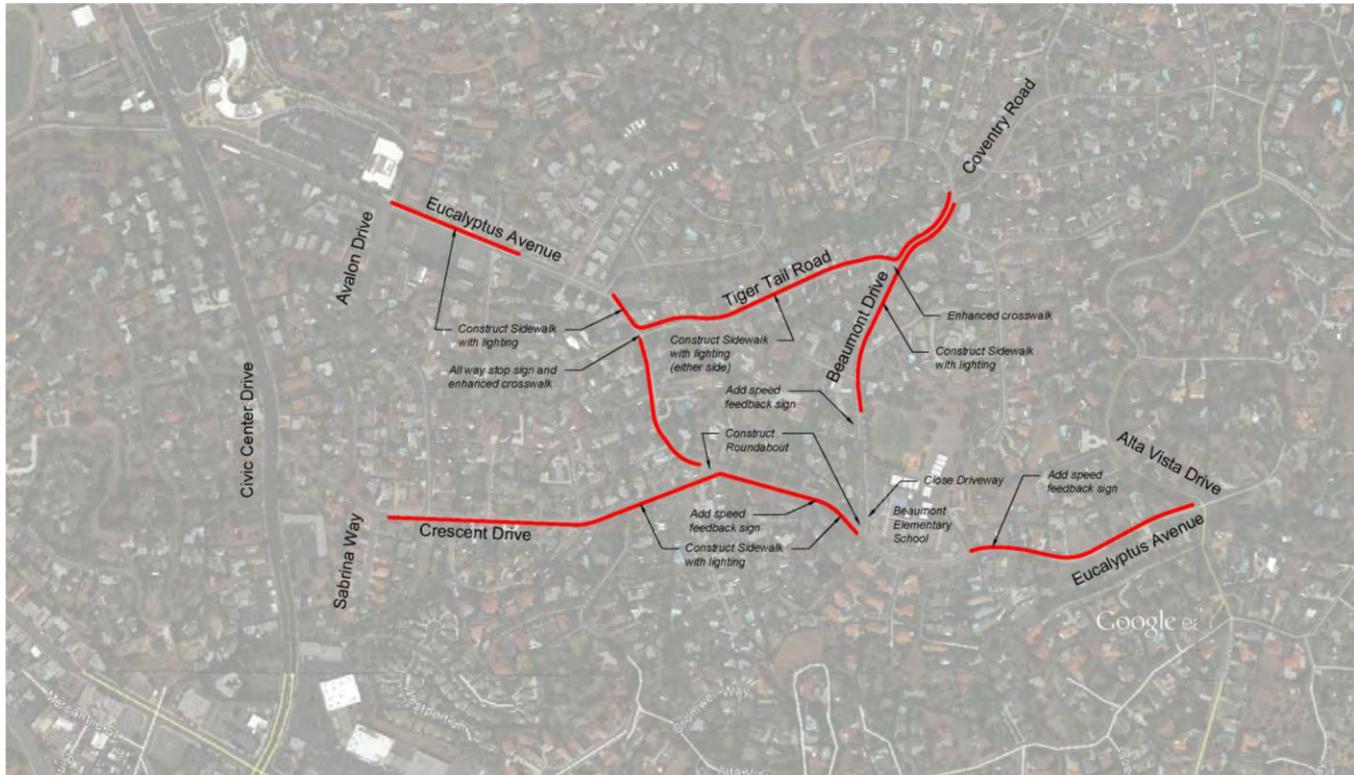
### 7. Eucalyptus Avenue & Crescent Drive Roundabout

A third option to address the concerns at the intersection of Crescent Drive and Eucalyptus Avenue is the construction of a roundabout. This solution causes drivers to reduce their speed to navigate the roundabout. It also provides shorter pedestrian crossings and pedestrian refuges to help increase pedestrian safety. Enhanced crosswalks are incorporated to allow drivers to recognize and be more aware of pedestrians stepping into traffic. It is estimated that a roundabout solution can be implemented for a cost of \$730,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BEAUMONT ELEMENTARY SCHOOL

Figure 2.12- Area-Wide Improvements



### 8. Area-Wide Improvements

An analysis around the Beaumont Elementary School showed that there are many areas lacking sidewalks, forcing pedestrians in many cases to walk in the roadway. Furthermore these sections are currently lit only at intersections and not along the roadway segments in between. During evening special events at the school and during the winter months, parents and children may have to walk in the road in the dark to reach the school. Providing continuous lighting can alleviate that concern.

Vehicle speeds adjacent to the school were reported as a concern. The installation of speed feedback signing can be an effective enhancement to remind motorists to reduce speeds adjacent to the school grounds.

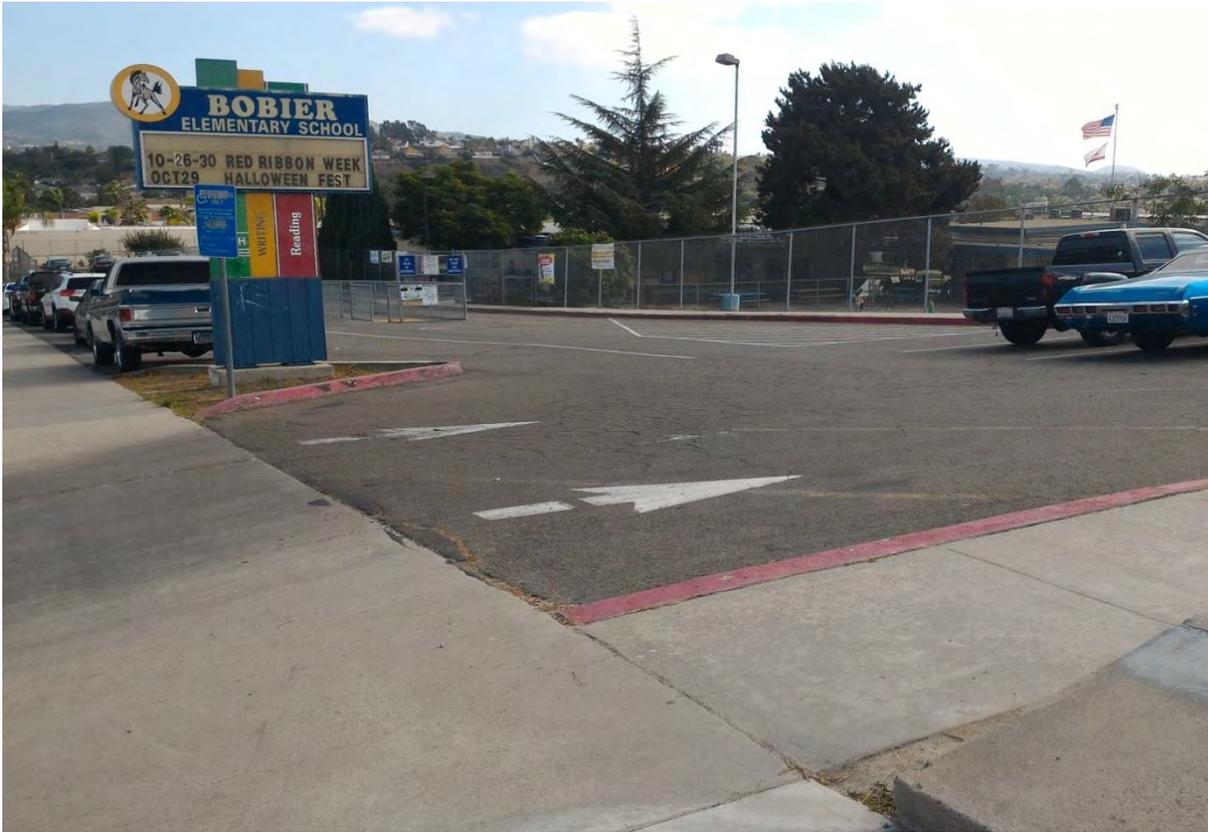
The total sidewalk, lighting, and speed feedback signing implementation costs for each project have been estimated as follows:

South Sidewalk System on Crescent Drive	\$ 571,000
Eucalyptus Sidewalk Tiger Tail to Avalon	\$ 443,000
Eucalyptus Sidewalk Beaumont to Tiger Tail	\$ 615,000
Eucalyptus Sidewalk School to Alta Vista	\$ 755,000
Tiger Tail Sidewalk	\$ 473,000
Beaumont Sidewalk	\$ 504,000

**VISTA SAFE ROUTES TO SCHOOL MASTER PLAN**  
**BEAUMONT ELEMENTARY SCHOOL**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

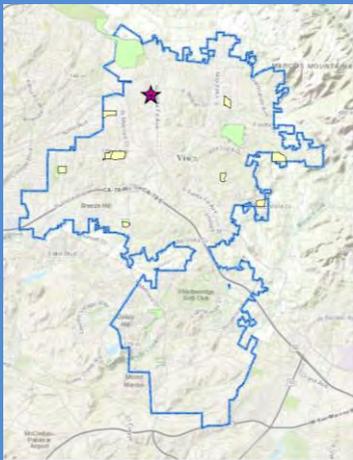
## BOBIER ELEMENTARY SCHOOL



### Get to Know Bobier

727 students

68% Spanish-speaking families



### EXISTING CONDITIONS

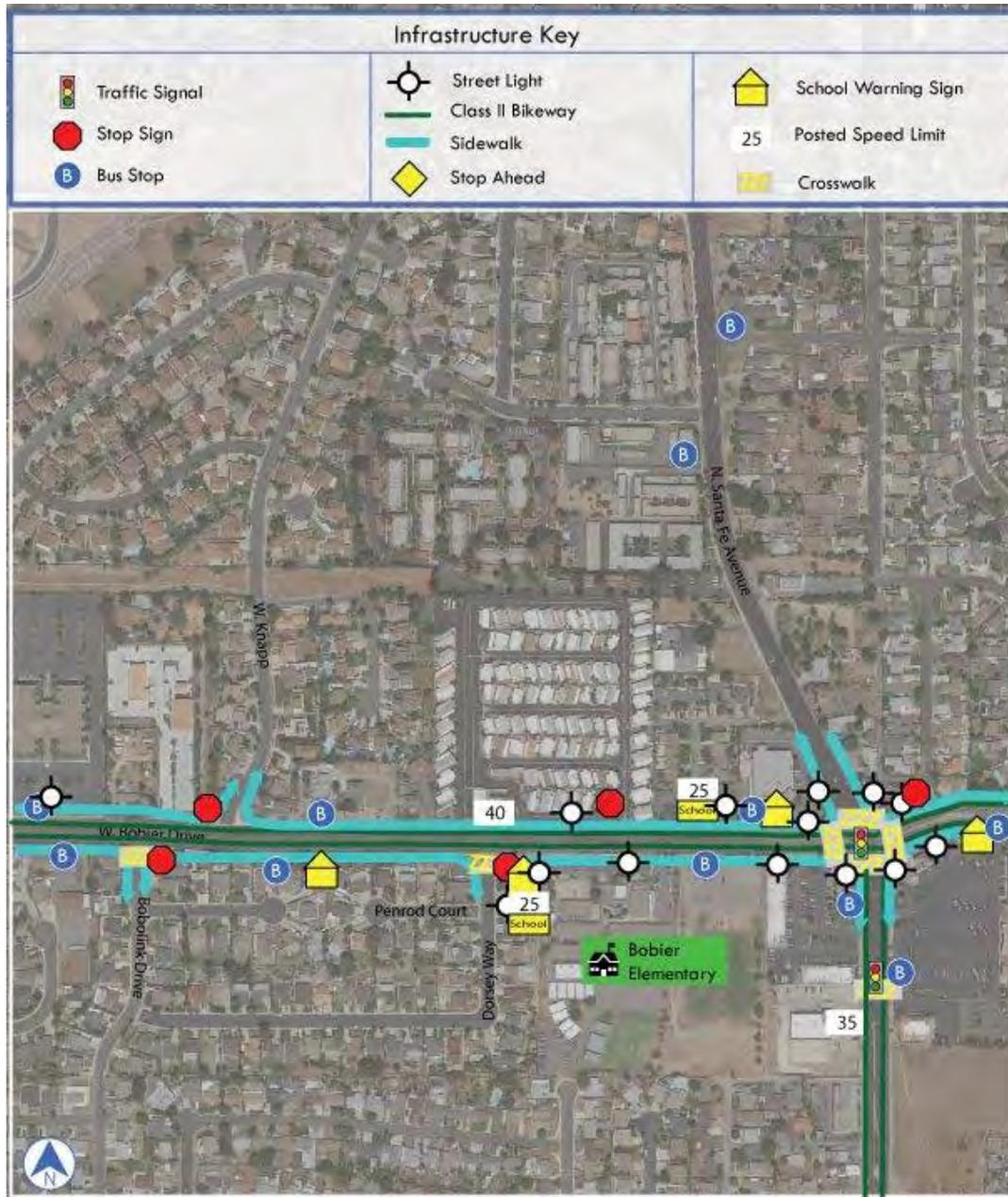
Bobier Elementary School is located on W. Bobier Drive, on the northwest side of Vista, in a residential area. Some commercial strip malls exist to the east of the school on N. Santa Fe Avenue. Posted speeds on the adjacent street are generally 40 mph except when children are present, when posted speeds are 25 mph. A map of pedestrian related infrastructure adjacent to the school is shown in Figure 3.1. The main safety issues that the project team identified were:

- Left turn/right turn/pedestrian conflict at the school driveway and W. Bobier Drive
- Vehicles entering and exiting the school block the sidewalk
- Sidewalks are narrow for the number of walkers
- Queued traffic blocks driveways of residences on Dorsey Way

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Figure 3.1 - Bobier Elementary School Existing Infrastructure



### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 30, 2015 during afternoon dismissal. Vehicles approach the school from the east and west on W. Bobier Drive and from the south on Dorsey Way queuing on both streets to access the parking lot. Pedestrian routes are shown on the map in Figure 3.2 along with points representing safety or challenge areas noted during the observation period. A photo depicting each item is shown in Figure 3.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Figure 3.2 - Bobier Elementary School Safety and Circulation Challenge Areas



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Figure 3.3 - Photos of Bobier Elementary School Challenge Areas

Challenge Area 1 - Pedestrian-Vehicle and Vehicle-Vehicle conflicts



Right turns and left turns into the school parking lot block the sidewalk.

Challenge Area 2 - Narrow sidewalks



Sidewalks are narrow for the number of pedestrians walking side by side.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Challenge Area 3 - Vehicles double parked



Vehicles double park on West Bobier Drive during school dismissal blocking the bike lane.

Challenge Area 4 - Children run through the parking lot amidst vehicle traffic



Children run unsupervised through the parking lot of adjacent shopping center and may not be seen by drivers.

Challenge Area 5 - Queuing traffic blocks driveways on Dorsey Way



Queuing vehicles on Dorsey Way block driveways inhibiting resident access.

Challenge Area 6 – Pedestrians enter W. Bobier Drive amidst vehicular traffic to pick up and drop off from double parked vehicles



Pedestrians enter W. Bobier Drive midblock through parked vehicles to load into double parked vehicles.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

### Bobier Walk Audit Participation

25 adults

Walk route of about ½ mile

Vehicle-Pedestrian and Vehicle-Vehicle conflict at the school entrance and lack of mid-block crossing emerged as the top concerns

### WALK AUDITS

The walk audit for Bobier Elementary School was held on Wednesday October 14, 2015 from 8:30-9:30am. There were 25 members of the school community in attendance and the event was conducted mostly in Spanish.



### Group discussion

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators to see areas of concern. The walk began in front of the school on W. Bobier Drive, headed east on W. Bobier Drive, south on Dorsey Way, and east to the intersection of W. Bobier Drive and N. Santa Fe Avenue. A map summarizing the comments received from participants is shown in Figure 3.4.

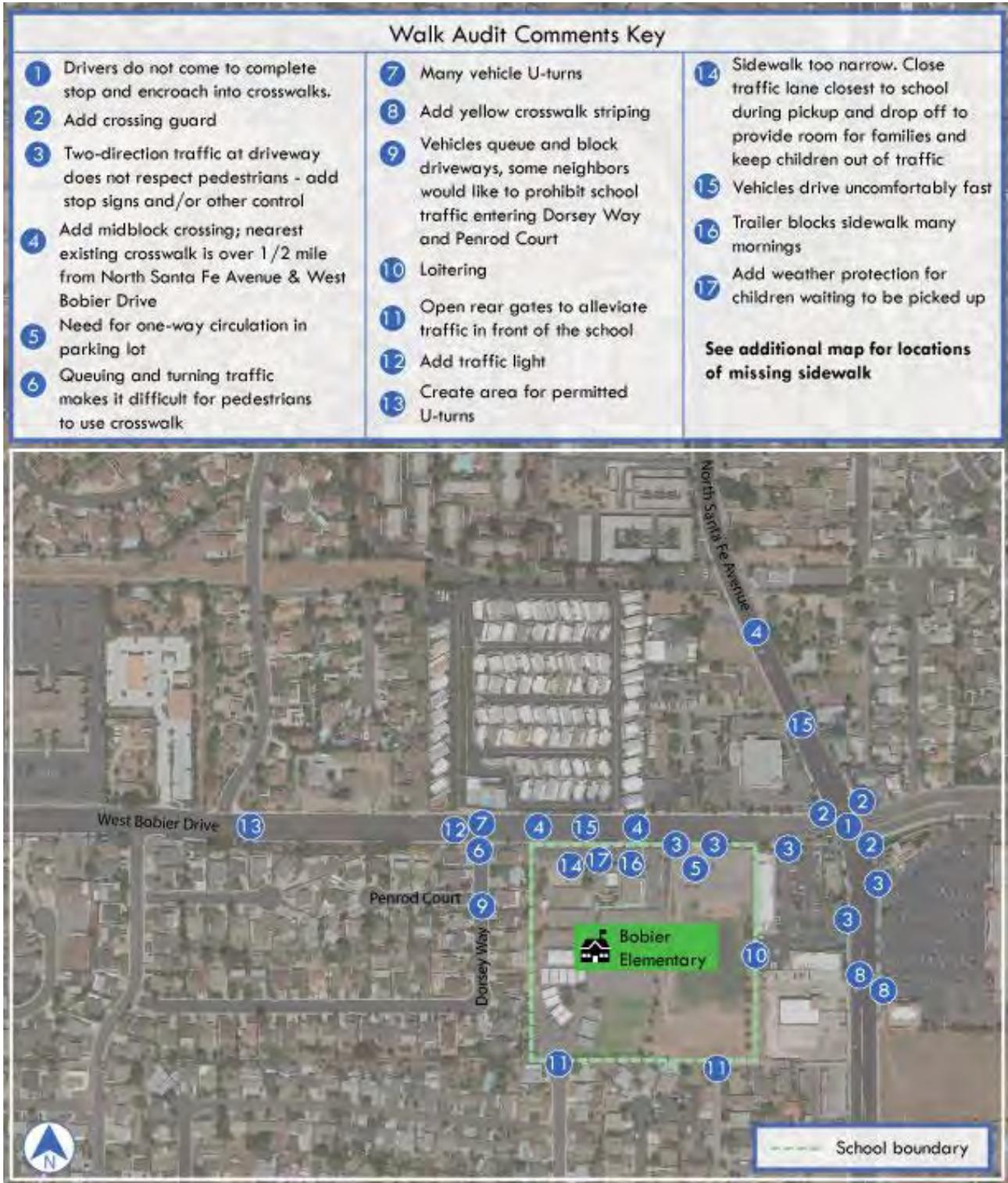


Walking with community members

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Figure 3.4 –Bobier Elementary School Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

### Survey at Bobier

Enrollment: 727 students

Number of questionnaires

Distributed: 764

Month and Year Collected:

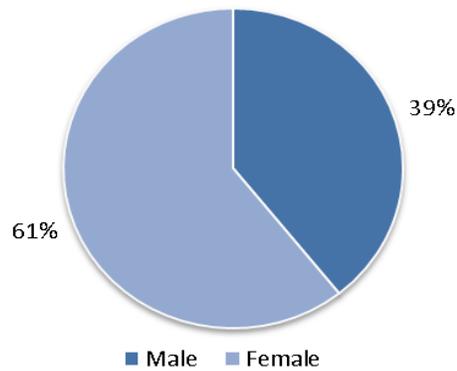
October 2015

Questionnaires Analyzed:

226

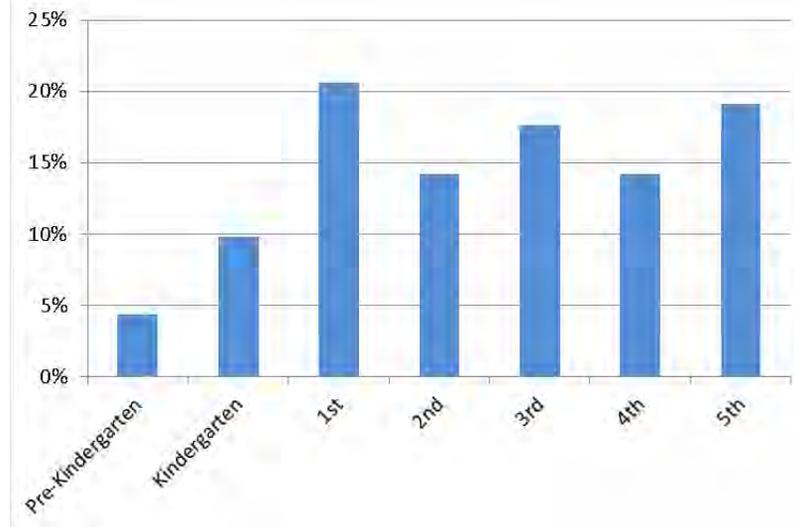
### PARENT SURVEY

This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	9	4%
Kindergarten	20	10%
1st	42	21%
2nd	29	14%
3rd	36	18%
4th	29	14%
5th	39	19%
Total	204	100%



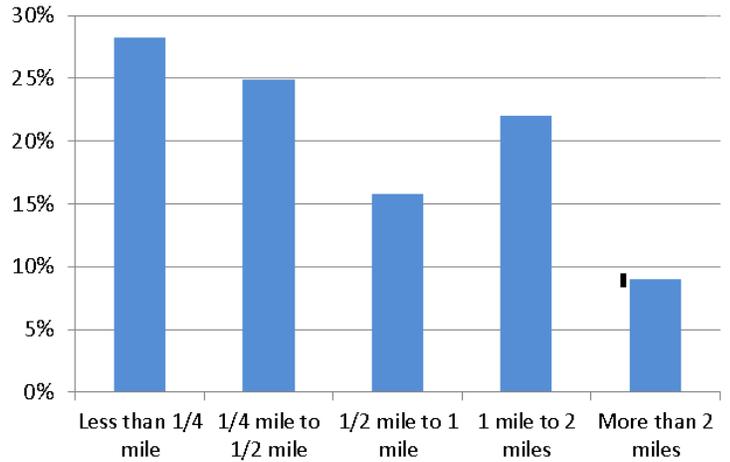
### GRADE LEVEL OF CHILDREN

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

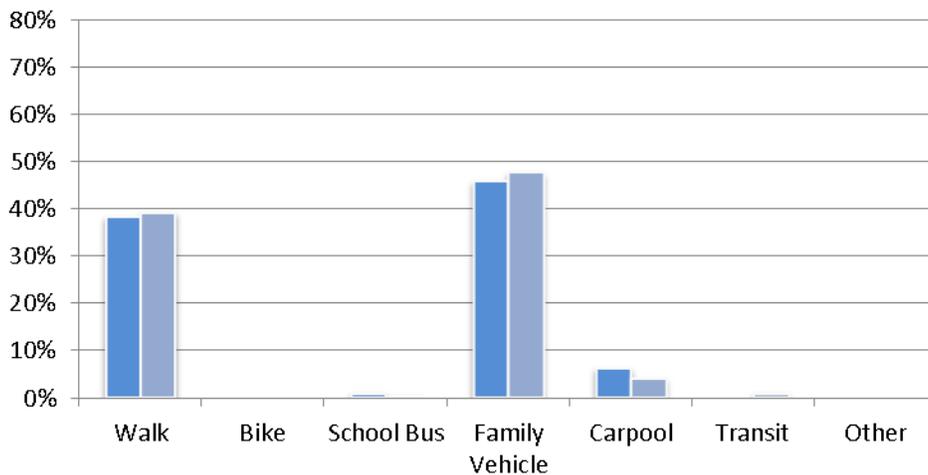
## BOBIER ELEMENTARY SCHOOL

Distance between school and home	Number	Percent
Less than 1/4 mile	50	28%
1/4 mile to 1/2 mile	44	25%
1/2 mile to 1 mile	28	16%
1 mile to 2 miles	39	22%
More than 2 miles	16	9%

No Response or Don't Know: 49  
 Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	225	38%	0%	1%	46%	6%	0%	0%
Departure	225	39%	0%	0.4%	48%	4%	1%	0%

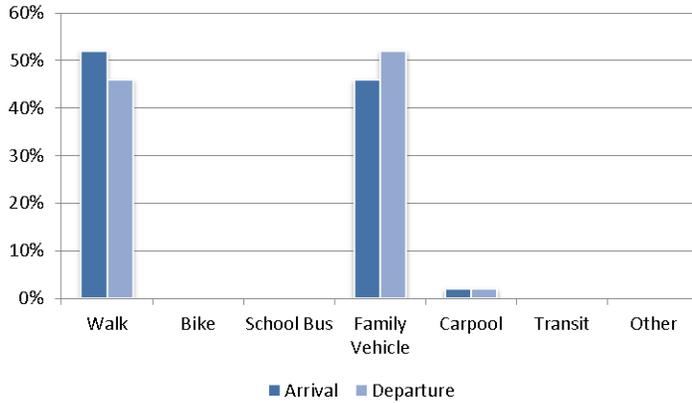
No Response Morning: 20  
 No Response Afternoon: 18

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

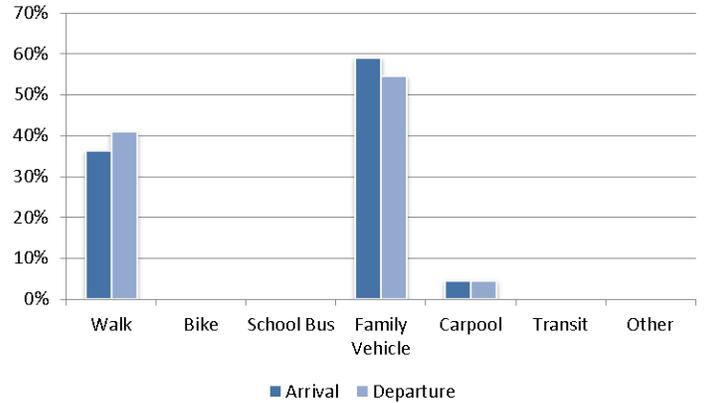
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

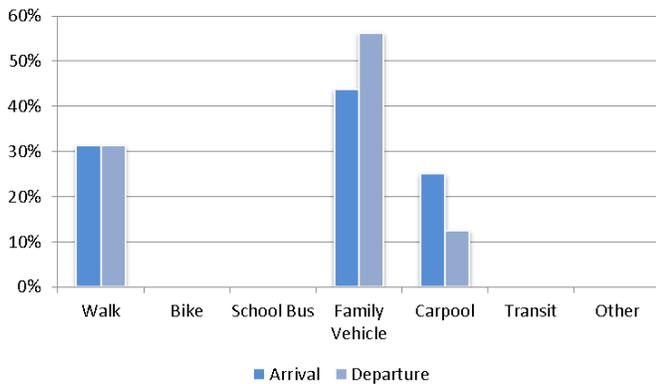
### Less than ¼ mile



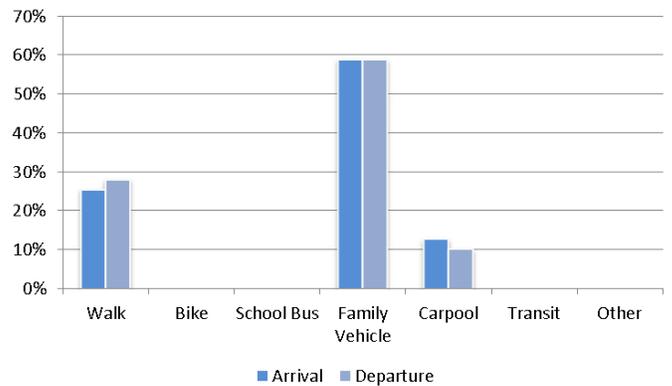
### ¼ mile to ½ mile



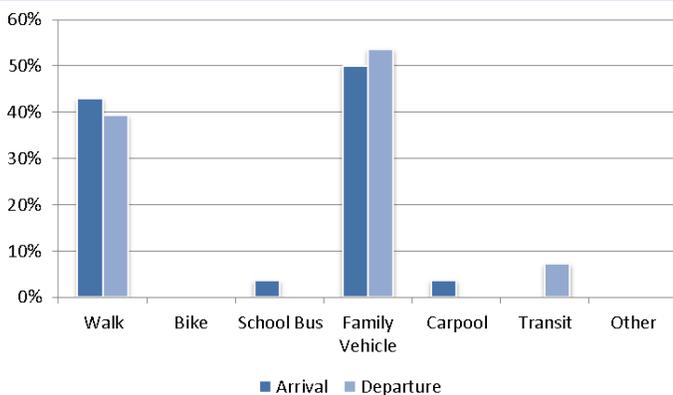
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

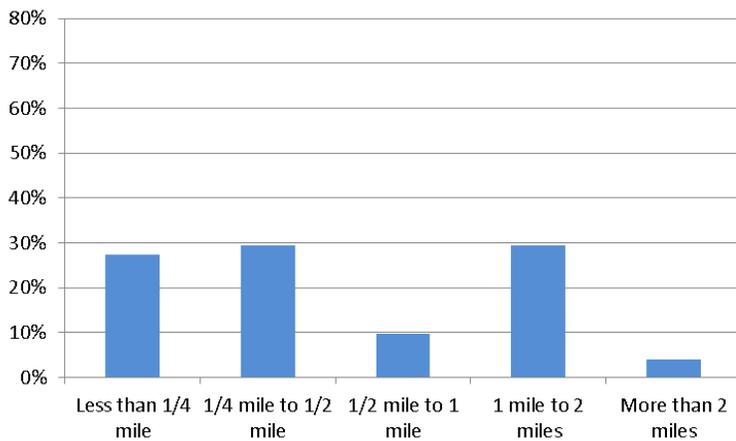
### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	50	52%	0%	0%	46%	2%	0%	0%
1/4 mile to 1/2 mile	44	36%	0%	0%	59%	5%	0%	0%
1/2 mile to 1 mile	28	43%	0%	4%	50%	4%	0%	0%
1 mile to 2 miles	39	26%	0%	0%	59%	13%	0%	0%
More than 2 miles	16	31%	0%	0%	44%	25%	0%	0%

### School Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	50	46%	0%	0%	52%	2%	0%	0%
1/4 mile to 1/2 mile	44	41%	0%	0%	55%	5%	0%	0%
1/2 mile to 1 mile	28	39%	0%	0%	54%	0%	7%	0%
1 mile to 2 miles	39	28%	0%	0%	59%	10%	0%	0%
More than 2 miles	16	31%	0%	0%	56%	13%	0%	0%

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE



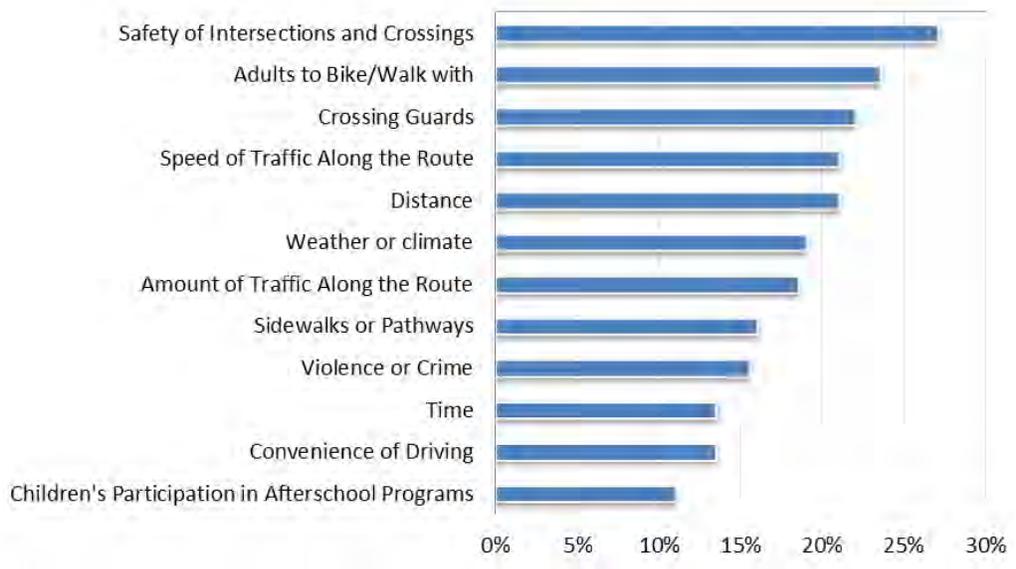
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	111	31%	23%	18%	20%	9%
Yes	51	27%	29%	10%	29%	4%

No Response, Don't Know, Blank: 35

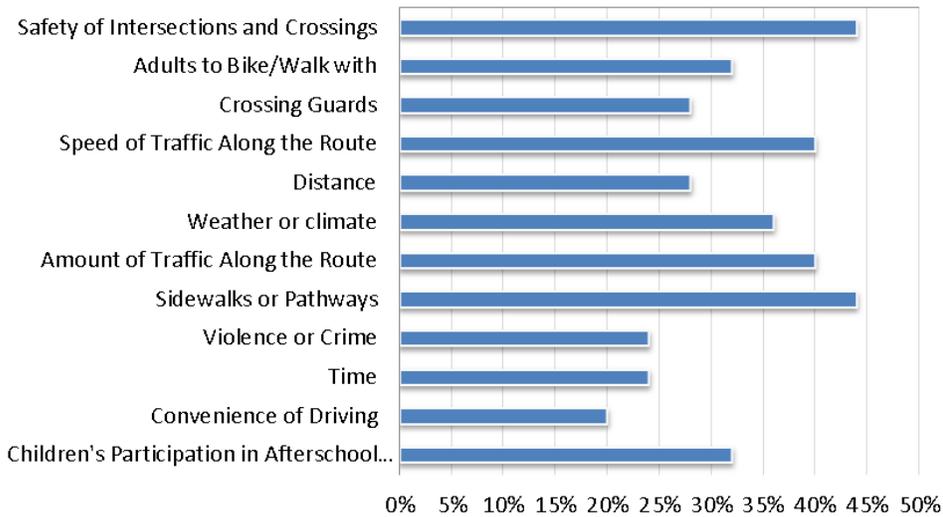
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL WHO DO NOT WALK TO SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL WHO ALREADY WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	27%	44%
Adults to Bike/Walk with	24%	32%
Crossing Guards	22%	28%
Speed of Traffic Along the Route	21%	40%
Distance	21%	28%
Weather or climate	19%	36%
Amount of Traffic Along the Route	19%	40%
Sidewalks or Pathways	16%	44%
Violence or Crime	16%	24%
Time	14%	24%
Convenience of Driving	14%	20%
Children's Participation in Afterschool Programs	11%	32%
<b>Number of Responses</b>	<b>200</b>	<b>25</b>

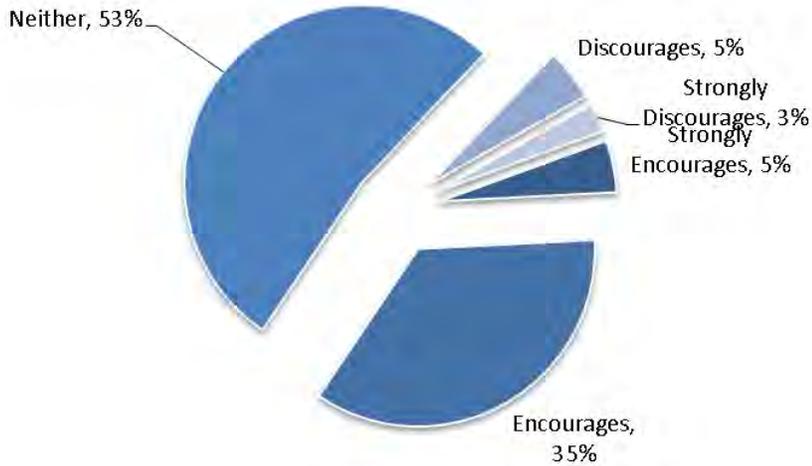
**Note:**

1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

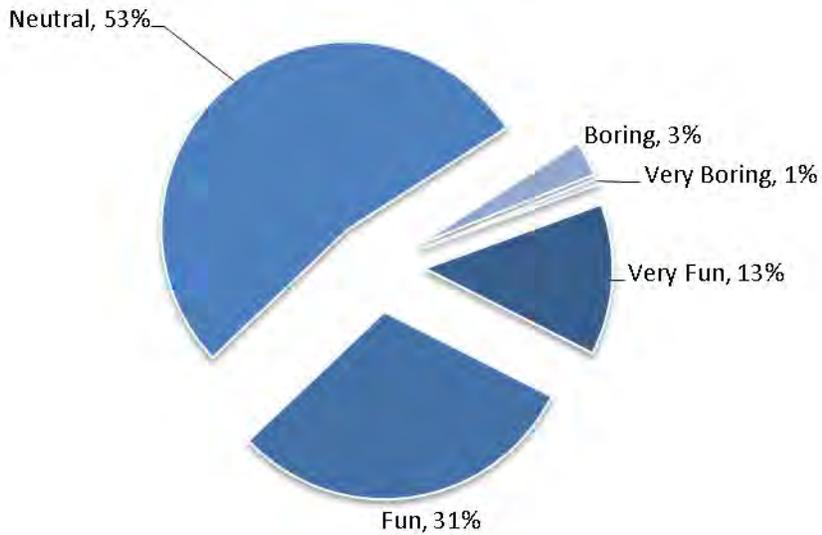
### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL



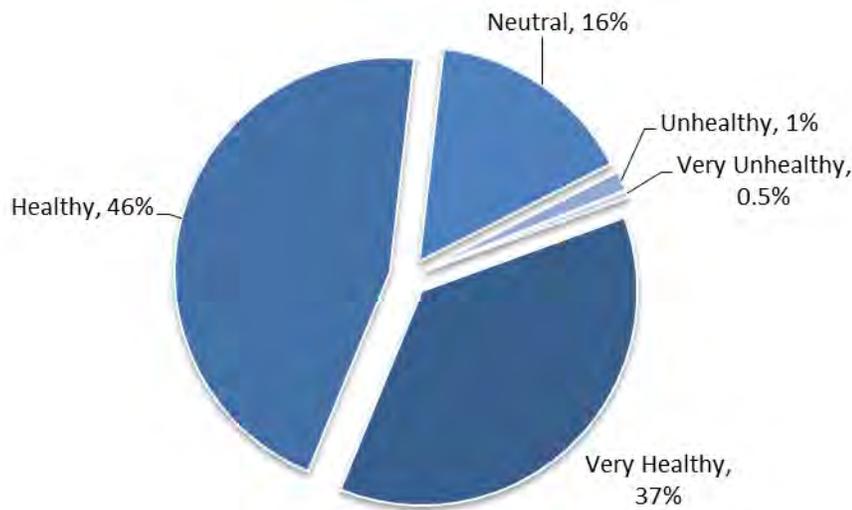
### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING



### PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- Walking and Family Vehicle the modes with the highest percentage reported for both arrivals to school and departure. Students who walk to school during the morning period represents 38% while 39% walk from school in the afternoon. Students who arrive to school by family vehicle represent 46% of the survey respondents and 48% reported to depart from school by the same mode.
- Most students live close to the school.
- A high percentage of students walk.
- Most of the concerns in walking relate to traffic safety.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

### Tally at Bobier

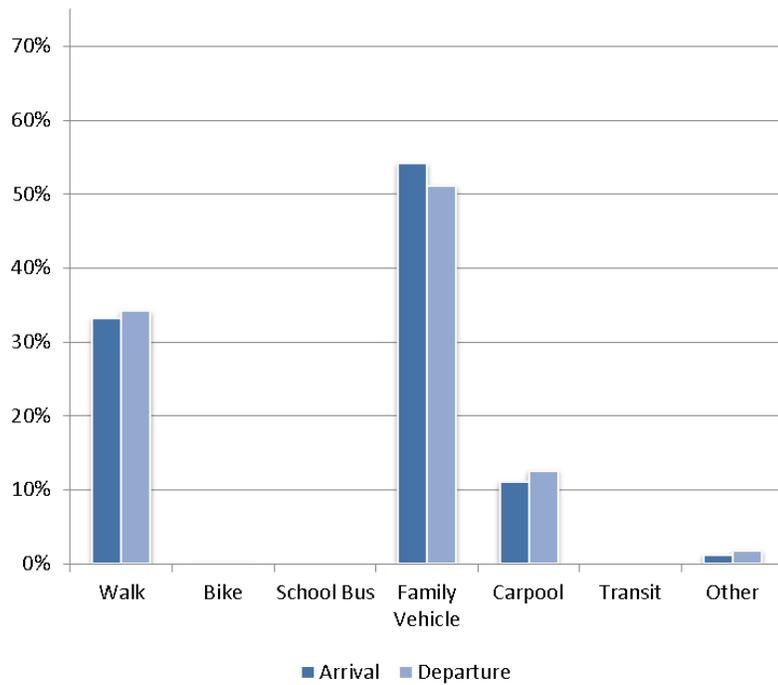
Enrollment: 727 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 09

### STUDENT TRAVEL TALLY

This report contains data from Bobier Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

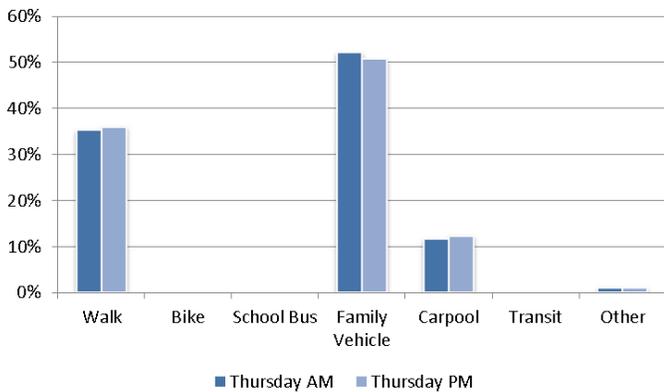
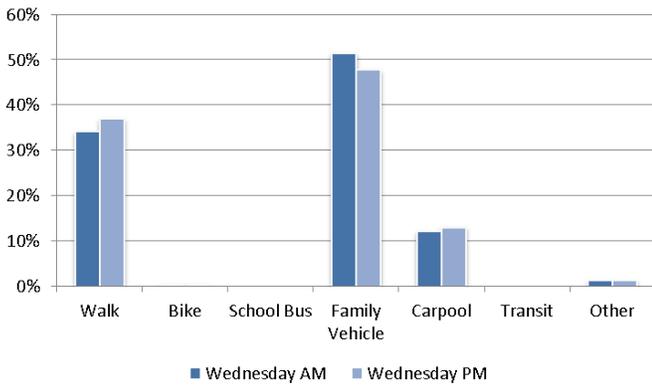
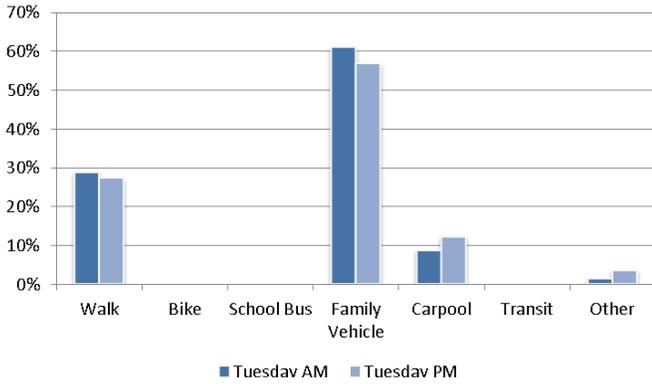


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	559	33%	0.2%	0%	54%	11%	0%	1%
Departure	555	34%	0.2%	0%	51%	13%	0%	2%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

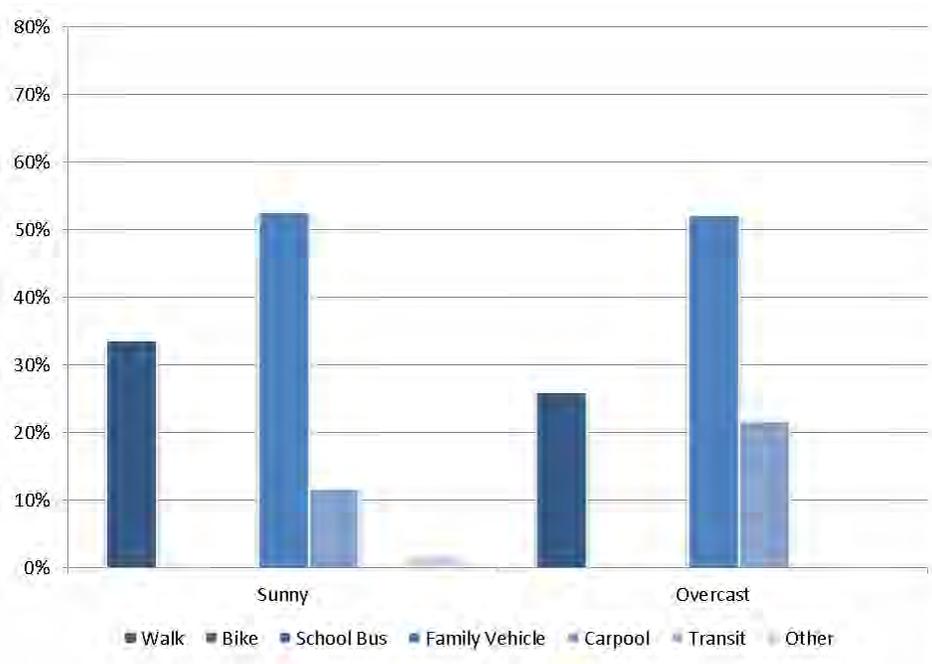


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	139	29%	0%	0%	61%	9%	0.0%	1%
Tuesday PM	139	27%	0%	0%	57%	12%	0.0%	4%
Wednesday AM	213	34%	0.5%	0%	52%	12%	0.0%	1%
Wednesday PM	213	37%	0.5%	0%	48%	13%	0.0%	1%
Thursday AM	207	35%	0%	0%	52%	12%	0.0%	1%
Thursday PM	203	36%	0%	0%	51%	12%	0.0%	1%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	963	34%	0.2%	0%	53%	12%	0.0%	2%
Overcast	23	26%	0%	0%	52%	22%	0%	0%

### TRAVEL MODE BY WEATHER CONDITION

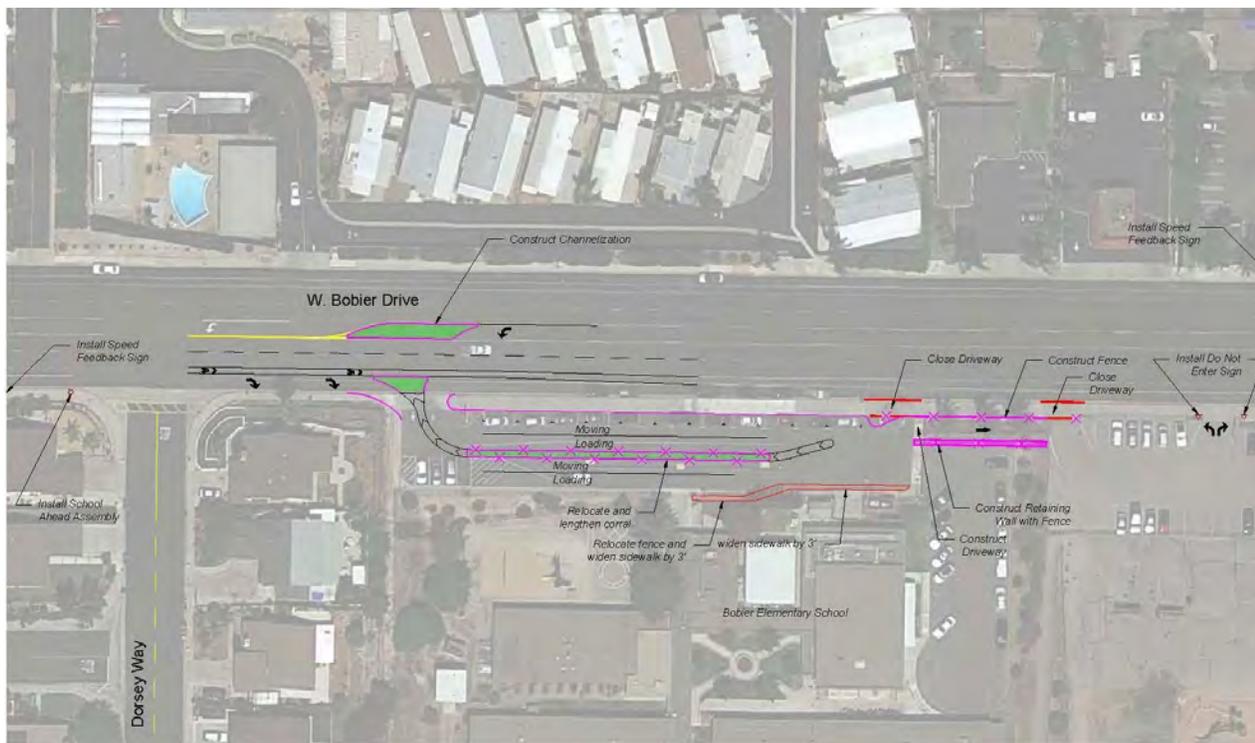
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described

Figure 3.5 - Bobier Elementary Parking Lot



### I. Bobier Elementary Parking Lot

The driveways to and from the Bobier Elementary School parking lots were identified as locations where vehicles were in conflict with other vehicles and with pedestrians. Furthermore, the sidewalks fronting the school, while meeting minimum standards for width, are insufficiently wide for the number of pedestrians using the sidewalks during arrival and dismissal periods.

The suggested enhancement for this location includes channelization of the entrance to provide both left turning and right turning vehicles their own lane for entry and drop off and pick up. Each of the two loading lanes also is provided with an adjacent moving lane. The student loading corral is depicted as being extended west to provide more curb space for loading. The two center driveways have been eliminated which reduces the number of vehicle and pedestrian conflict points. Accommodations are shown for increasing the sidewalk width in front of the school by an additional three feet. In addition, the plan recommends adding driver speed feedback installations to remind traffic on W. Bobier Drive of the school speed zone adjacent to the school site. The depicted enhancements are estimated to cost \$246,000 to implement.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BOBIER ELEMENTARY SCHOOL

Figure 3.6 - Area-Wide Improvements



## 2. Area-Wide Improvements

An analysis around the Bobier Elementary School showed that there are many areas lacking sidewalks, forcing pedestrians in many cases to walk in the roadway. Furthermore these sections are currently lit only at intersections and not along the roadway segments in between. During evening special events at the school and during the winter months, parents and children may have to walk in the road in the dark to reach the school. Providing continuous lighting can alleviate that concern.

Parents at the walk audit and subsequent community workshop identified the intersection of N. Santa Fe Avenue and Angeles Vista Drive as a hazardous location to cross as a pedestrian. The City previously evaluated this intersection and found that it meets the warrants for the installation of a traffic signal. Therefore, it is recommended as part of the area-wide improvements. In addition, adding clearly marked crosswalks at the intersections of Bobolink Drive and W. Indian Rock Road and at Lagan Avenue and W. Indian Rock Road would provide addition emphasis to motorists of the presence of pedestrians at the intersections.

The total sidewalk, lighting, signal, and crosswalk implementation costs for each project have been estimated as follows:

Sidewalk on Indian Rock Road	\$ 260,000
Sidewalk on N. Santa Fe Avenue	\$ 1,365,000

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

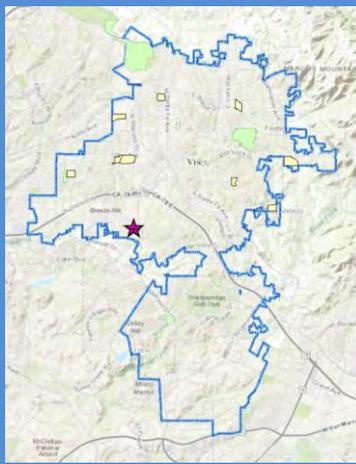
## BREEZE HILL ELEMENTARY SCHOOL



### Get to Know Breeze Hill

784 students

24% Spanish-speaking families



### EXISTING CONDITIONS

Breeze Hill Elementary School is located on Melrose Way in western Vista south of the SR-78. The school is just east of a residential area and adjacent to a large commercial development and the County Complex to the north. Posted speeds on Melrose Way adjacent to the school are 35 mph with 25 mph posting when children are present. A map of pedestrian infrastructure in the school vicinity is shown in Figure 4.1. The main safety issues that the project team identified were:

- Sidewalks end abruptly or are too narrow where present
- Lack of pedestrian crosswalks across Melrose Way

### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 29, 2015 during afternoon dismissal. Vehicles approach the school from the west on Melrose Way and from the north and south on S. Melrose Drive. Cars queue on busy S. Melrose Drive creating congestion. Vehicles park in neighboring parking lots and the Church of Christ parking lot across Melrose Way from the school. Pedestrian routes are shown on the map in Figure 4.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each issue is shown in Figure 4.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

Figure 4.1 - Breeze Hill Elementary School Existing Infrastructure



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

Figure 4.2 –Breeze Hill Elementary School Safety and Circulation Challenge



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

Figure 4.3 – Photos of Breeze Hill Elementary School Challenge Areas

Challenge Area 1 – No Sidewalk



There are numerous locations around the school where sidewalks are not provided. This photo shows a location on the south side of Melrose Way.

Challenge Area 2 – Tree foliage too low for pedestrian traffic



Tree foliage is overgrown along the frontage of the school forcing pedestrians to duck while using the sidewalk.

Challenge Area 3 – Pedestrians crossing Melrose Way amidst traffic



Pedestrians cross Melrose Way midblock through traffic to reach the school from parking on the south side of the street.

Challenge Area 4 – Sidewalks end



Sidewalks end suddenly in several locations around the school along Melrose Way.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

### Challenge Area 5 – Narrow Sidewalks



While meeting current standards for width, the sidewalk is too narrow to accommodate the number of pedestrians.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

### Breeze Hill Walk Audit Participation

5 adults

Missing sidewalks and speed and cyclists safety emerged as the top concerns

### WALK AUDIT

The walk audit for Breeze Hill Elementary was held on Tuesday, October 15, 2015 from 7:45 to 8:20 a.m. There were 5 members of the school community in attendance and the event was conducted mostly in English.



*Group discussion*



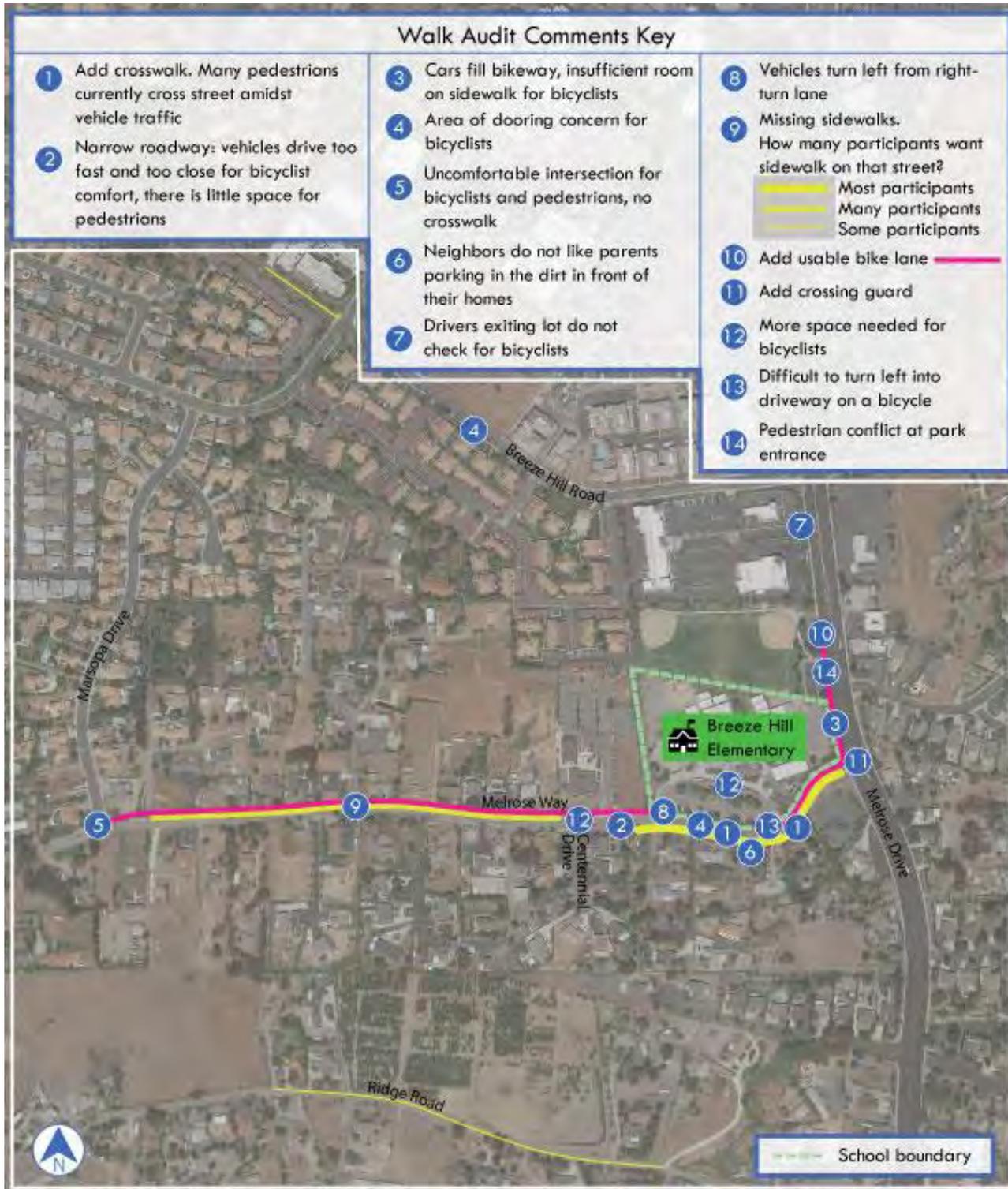
*Walking with community members*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. The group took a short walk to S, Melrose Way. A map summarizing the comments received from participants is shown in Figure 4.4.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

Figure 4.4 –Breeze Hill Elementary School Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

### Survey at Breeze Hill

Enrollment: 784 students

Number of questionnaires

Distributed: 823

Month and Year Collected:

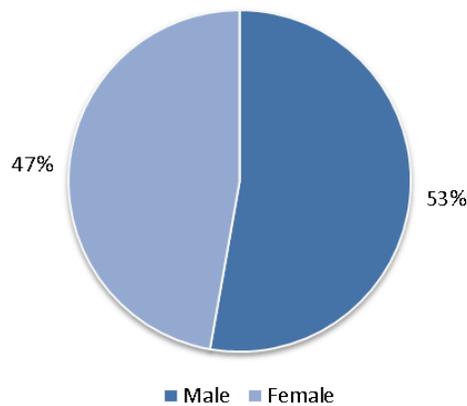
October 2015

Questionnaires Analyzed:

330

### PARENT SURVEY

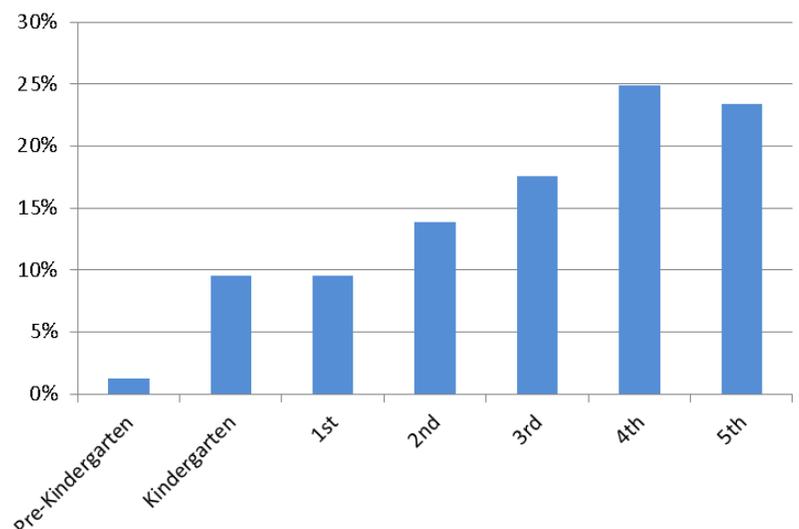
This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	4	1%
Kindergarten	31	10%
1st	31	10%
2nd	45	14%
3rd	57	18%
4th	81	25%
5th	76	23%
Total	325	100%

Note: Percentages may be higher than 100% due to rounding

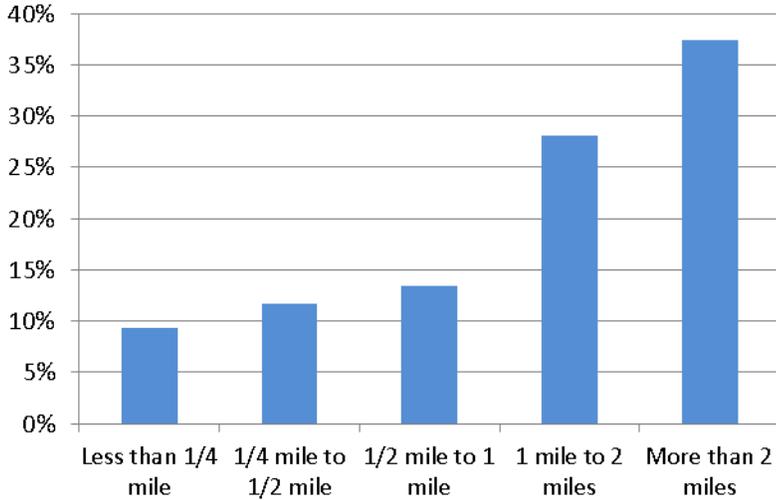


### GRADE LEVEL OF CHILDREN

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Distance between school and home	Number	Percent
Less than 1/4 mile	28	9%
1/4 mile to 1/2 mile	35	12%
1/2 mile to 1 mile	40	13%
1 mile to 2 miles	84	28%
More than 2 miles	112	37%

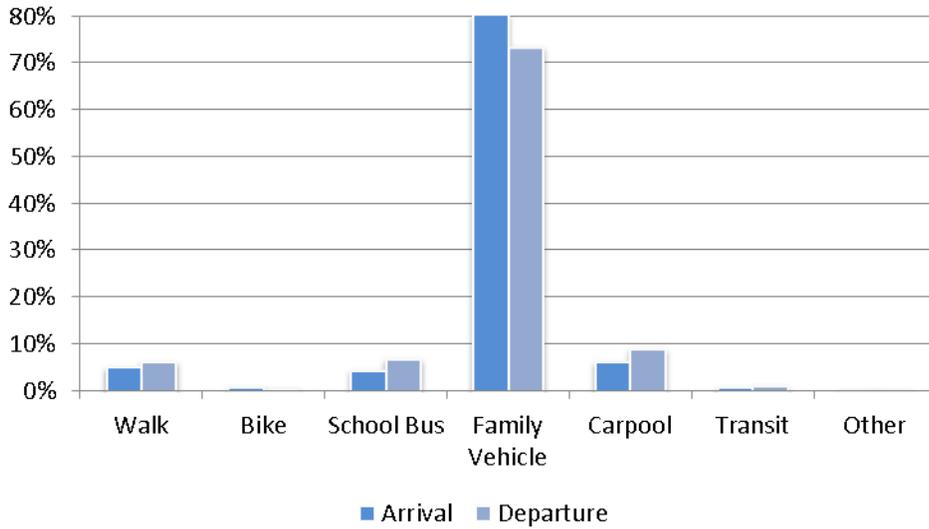
No response or Don't know: 31

Note: Percentages may be higher than 100% due to rounding

### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	330	5%	1%	5%	80%	6%	1%	0%
Departure	330	6%	1%	7%	73%	9%	1%	0%

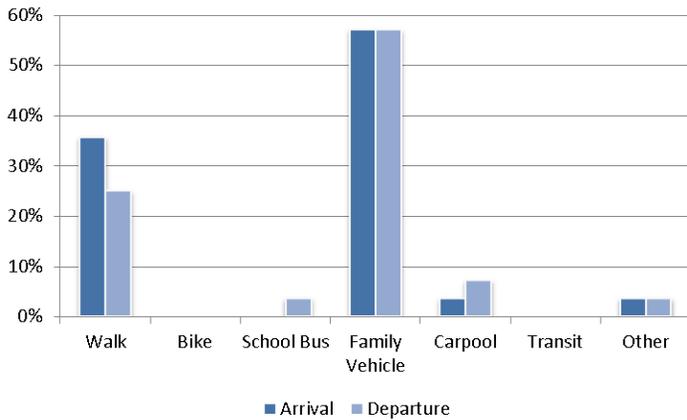
No Response Morning: 5  
 No Response Afternoon: 7

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

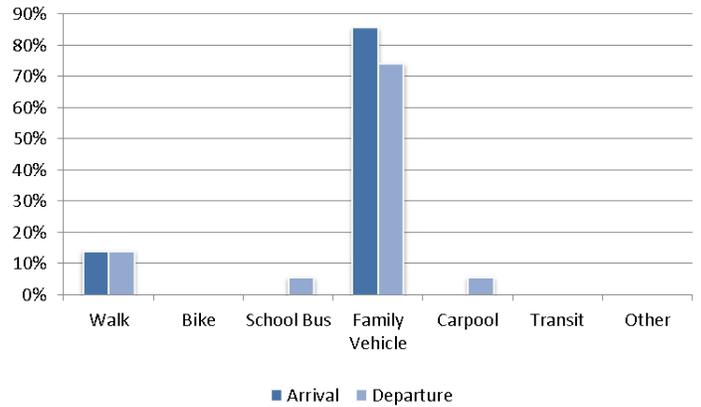
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

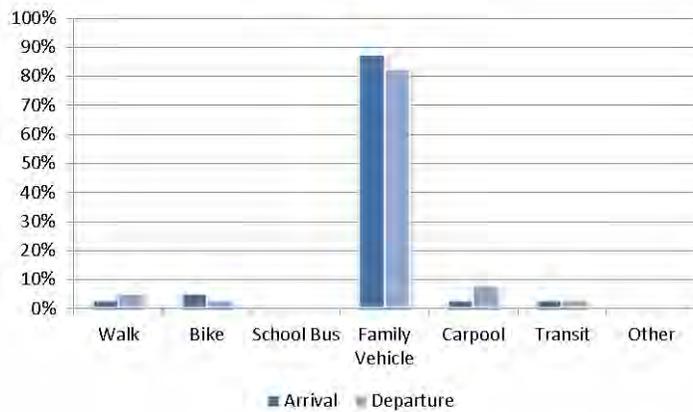
### Less than ¼ mile



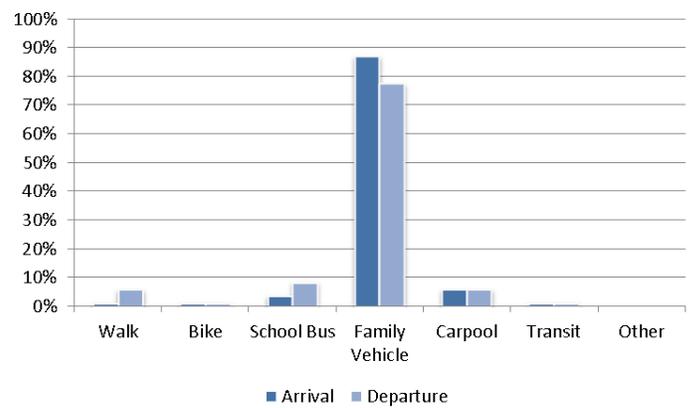
### ¼ mile to ½ mile



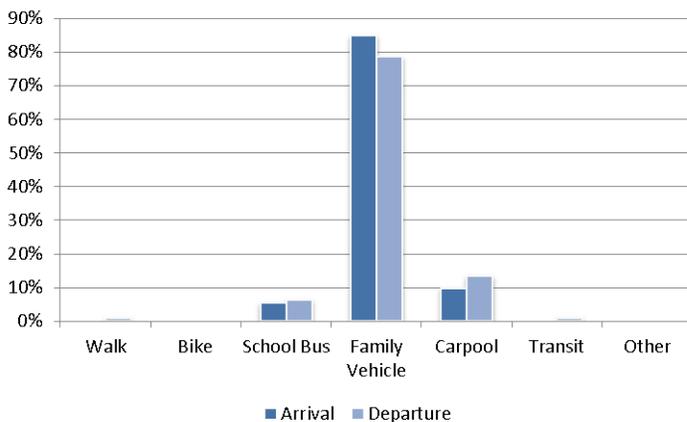
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	36%	0%	0%	57%	4%	0%	4%
1/4 mile to 1/2 mile	35	14%	0%	0%	86%	0%	0%	0%
1/2 mile to 1 mile	40	3%	5%	0%	88%	3%	3%	0%
1 mile to 2 miles	84	1%	1%	4%	87%	6%	1%	0%
More than 2 miles	112	0%	0%	5%	85%	10%	0%	0%

No Response. Don't Know. Blank:31

### School Departure

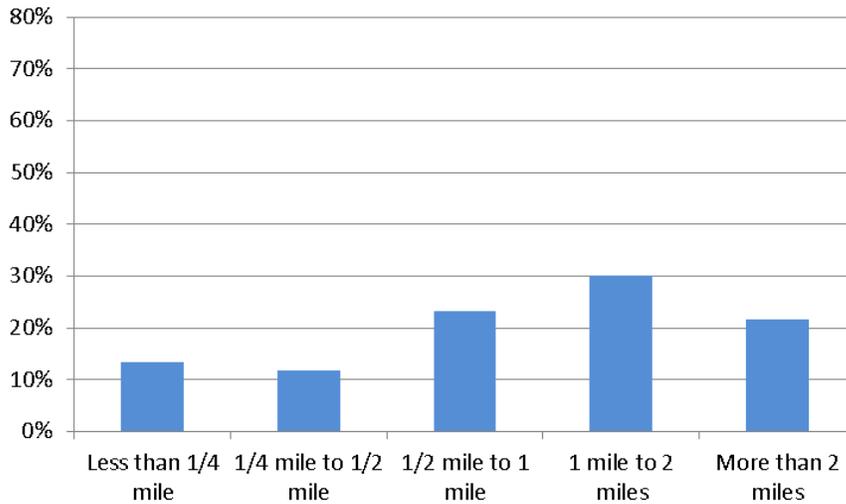
Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	25%	0%	4%	57%	7%	0%	4%
1/4 mile to 1/2 mile	35	14%	0%	6%	74%	6%	0%	0%
1/2 mile to 1 mile	40	5%	3%	0%	83%	8%	3%	0%
1 mile to 2 miles	84	6%	1%	8%	77%	6%	1%	0%
More than 2 miles	112	1%	0%	6%	79%	13%	1%	0%

No Response. Don't Know. Blank:31

## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

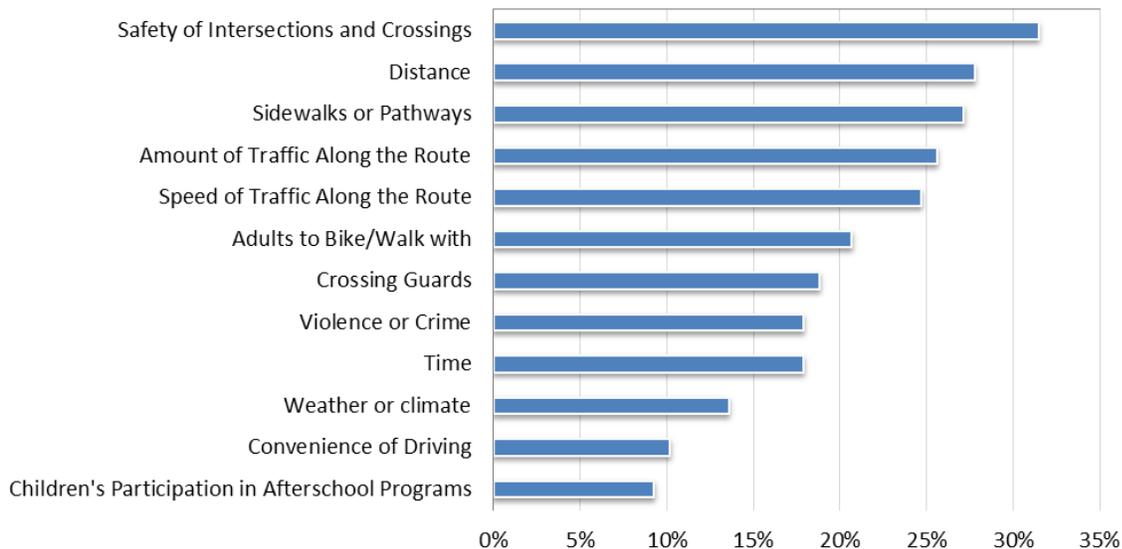
## BREEZE HILL ELEMENTARY SCHOOL



Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	229	8%	12%	11%	27%	42%
Yes	60	13%	12%	23%	30%	22%

No Response, Don't Know, Blank: 41

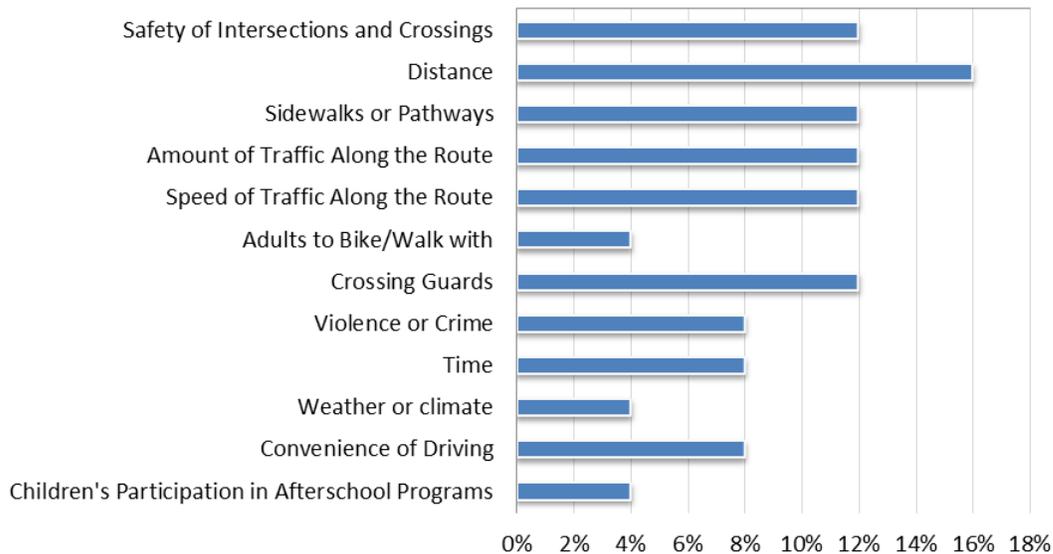
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	31%	12%
Distance	28%	16%
Sidewalks or Pathways	27%	12%
Amount of Traffic Along the Route	26%	12%
Speed of Traffic Along the Route	25%	12%
Adults to Bike/Walk with	21%	4%
Crossing Guards	19%	12%
Violence or Crime	18%	8%
Time	18%	8%
Weather or climate	14%	4%
Convenience of Driving	10%	8%
Children's Participation in Afterschool Programs	9%	4%
<b>Number of Responses</b>	<b>324</b>	<b>6</b>

**Note:**

1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns. If comparing percentages between the two columns.

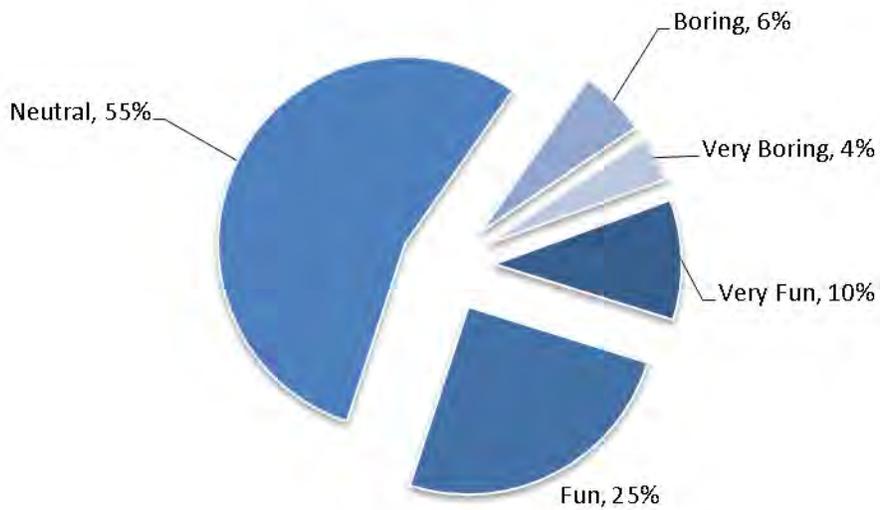
### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL



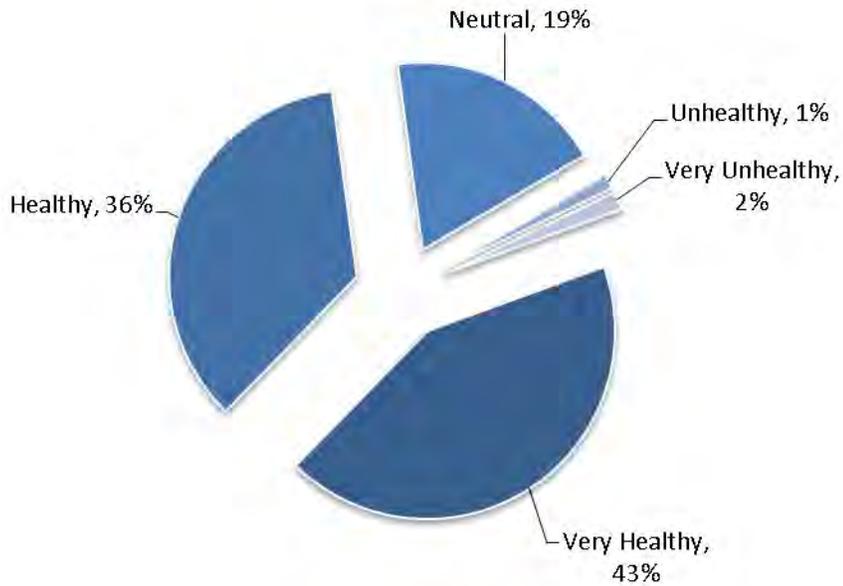
### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING



### PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- The percentage of walking is generally low.
- The percentage of walking generally correlates with shorter walking distance.
- Top concerns related to safety from traffic.
- Most students live far from school.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

### Survey at Breeze Hill

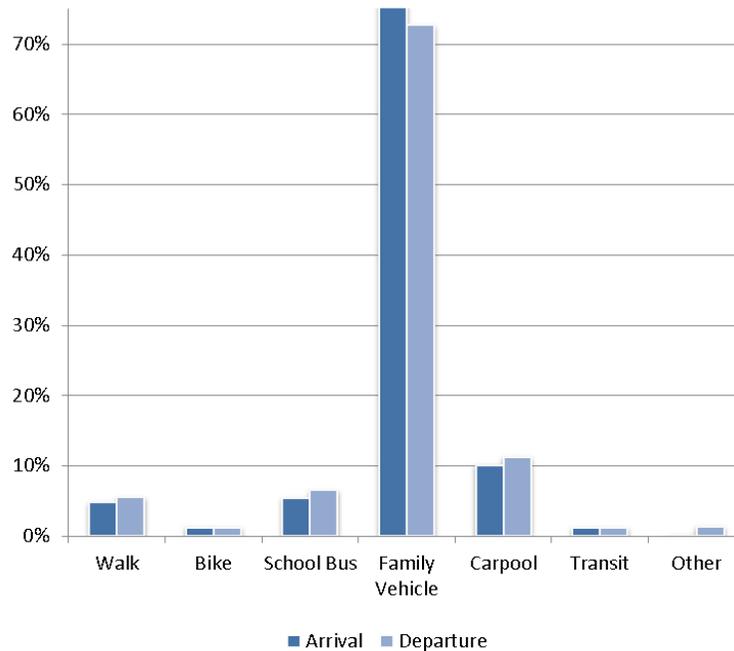
Enrollment: 784 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 28

### STUDENT TRAVEL TALLY

This report contains data from Breeze Hill Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

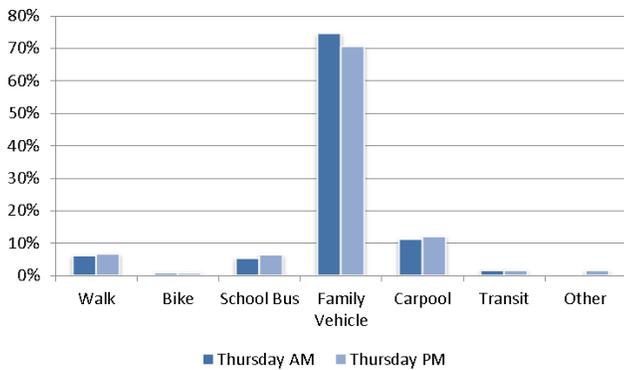
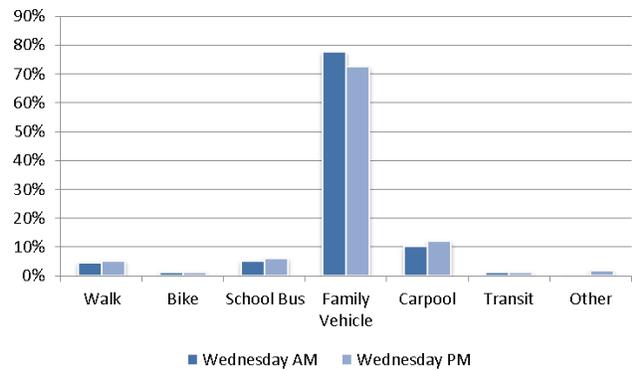
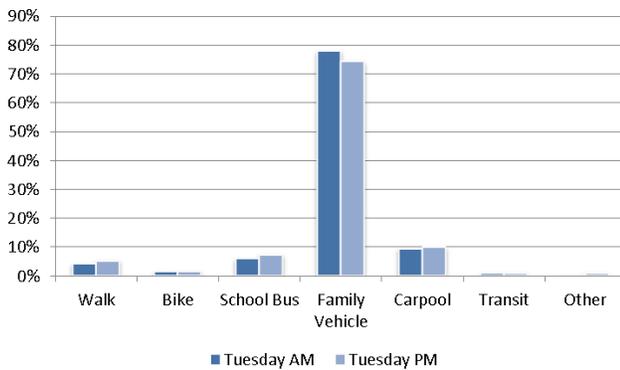


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	1651	5%	1%	5%	77%	10%	1%	0%
Departure	1630	6%	1%	7%	73%	11%	1%	1%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

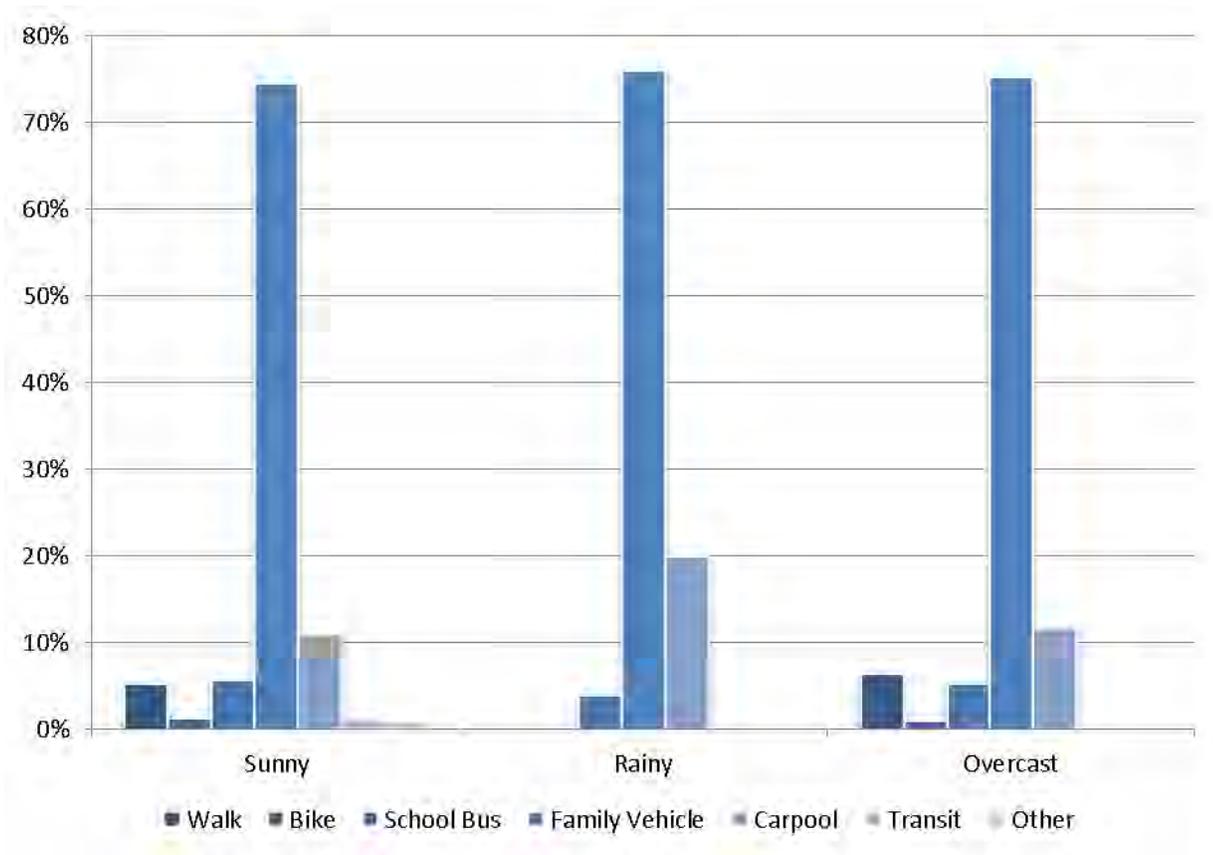


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	570	4%	2%	6%	78%	9%	0.9%	0.2%
Tuesday PM	575	5%	2%	7%	74%	10%	1%	1%
Wednesday AM	656	5%	1.2%	5%	78%	10%	1%	0.2%
Wednesday PM	632	5%	1.3%	6%	72%	12%	1%	2%
Thursday AM	425	6%	1%	5%	75%	11%	2%	0%
Thursday PM	423	7%	1%	6%	71%	12%	2%	2%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2975	5%	1.4%	6%	75%	11%	1.1%	1%
Rainy	25	0%	0%	4%	76%	20%	0%	0%
Overcast	93	6%	1%	5%	75%	12%	0%	0%

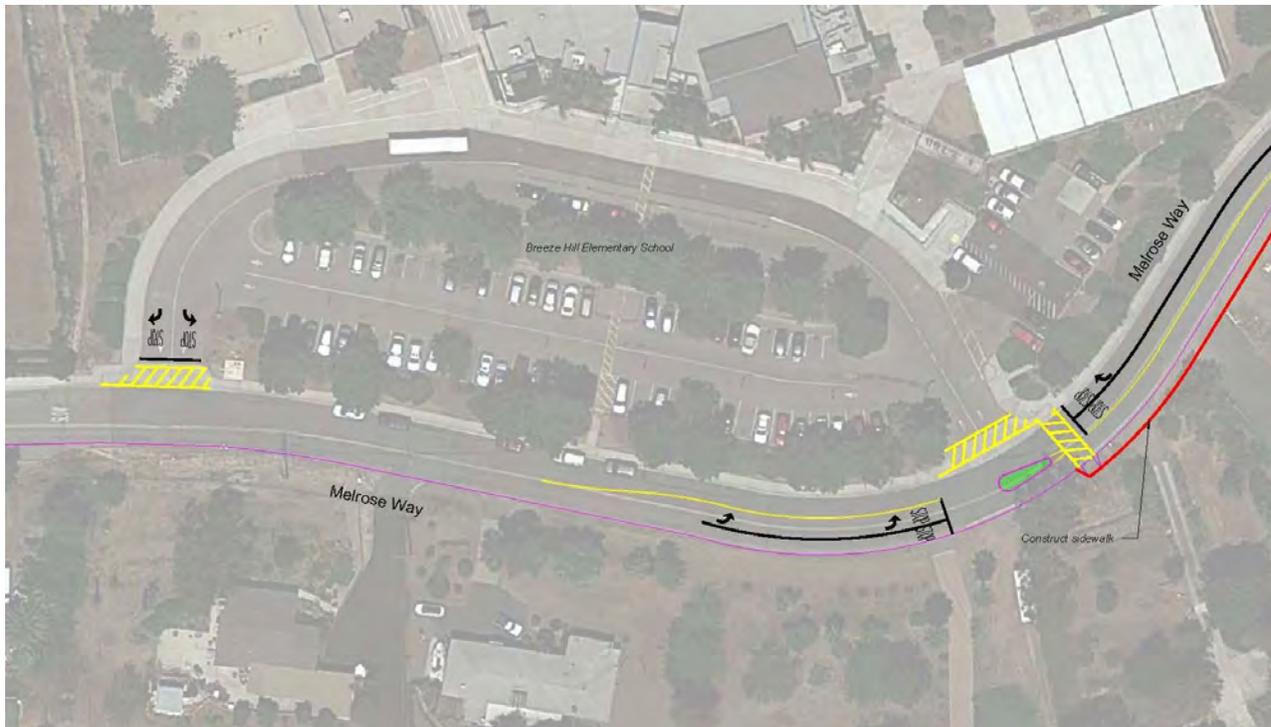
### TRAVEL MODE BY WEATHER CONDITION

## BREEZE HILL ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 4.5 - Melrose Way Restriping



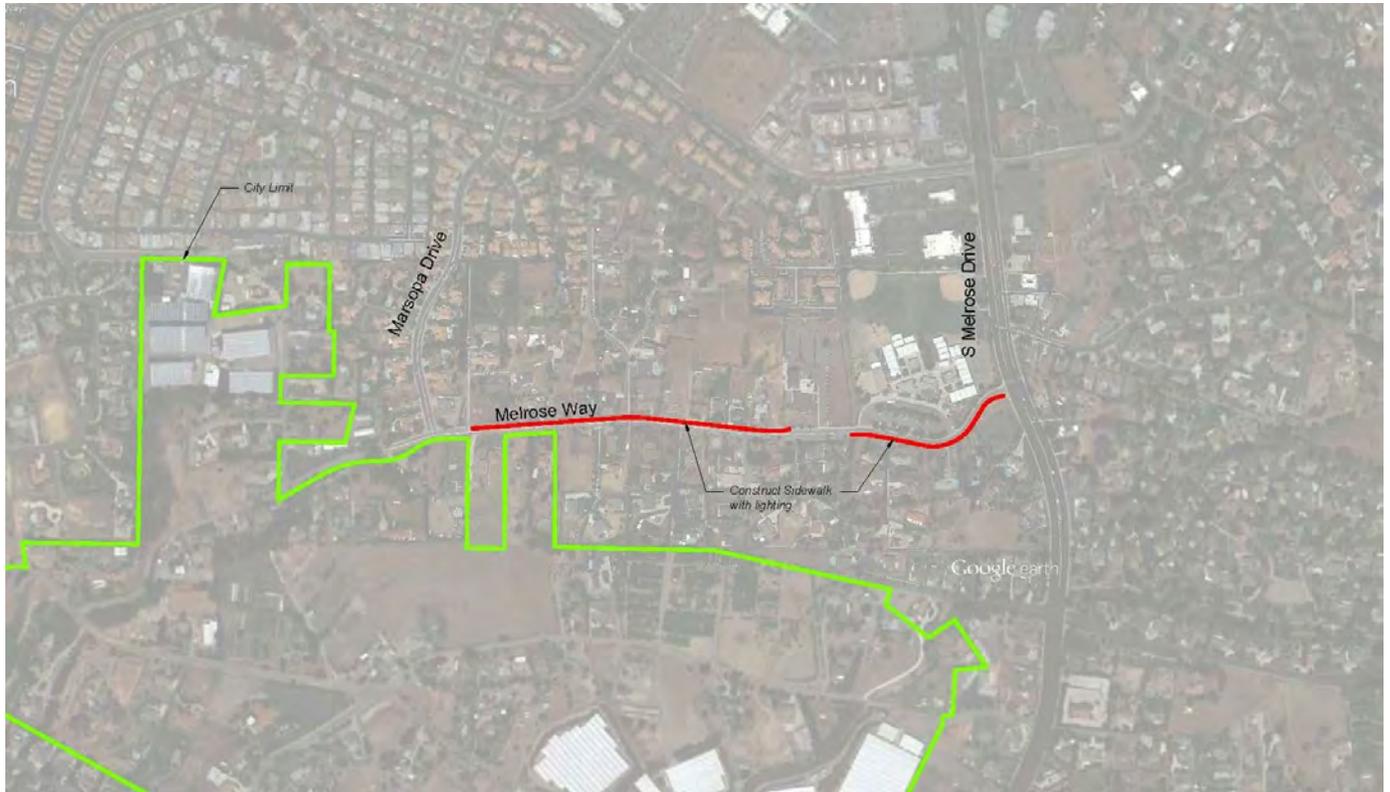
### I. Melrose Way Restriping

A primary concern by parents and staff at Breeze Hill Elementary School is the number of parents and children that cross mid-block through traffic on Melrose Way during the dismissal period. Parents park in a church parking lot on the southwest corner of Melrose Way and S. Melrose Drive and walk across Melrose Way to pick up their children. A solution that was suggested was to provide a marked crosswalk across Melrose Way at the school driveway. To provide a safer crossing opportunity, stop signs were added to the concept. A school crossing signal warrant was evaluated at this location, but the field data showed that a traffic signal installation was not warranted according to the criteria set forth in the *California Manual on Uniform Traffic Control Devices*. The concept also includes construction of a sidewalk on the south side of Melrose Way from the school driveway to S. Melrose Drive. Melrose Way would be striped to provide an exclusive right turn lane into the school driveway and an exclusive left turn lane into the school driveway, so that queueing vehicles would not block through traffic on Melrose Way which has a concern of residents and emergency services personnel. The exit from the school would be marked with separate left turn and right turn out lanes. The estimated cost for this project is \$63,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## BREEZE HILL ELEMENTARY SCHOOL

Figure 4.6 - Area-Wide Improvements



## 2. Area-Wide Improvements

One of the concerns identified by parents and staff at Breeze Hill Elementary was the lack of sidewalks along Melrose Way. Sidewalk and lighting construction has been suggested along the north side of Melrose Way between Centennial Drive and Laughton Way, and on the south side of Melrose Way between the school westerly driveway and easterly driveway. The estimated cost of this project is \$718,000.

VISTA SAFE ROUTES TO SCHOOL MASTER PLAN  
**BREEZE HILL ELEMENTARY SCHOOL**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

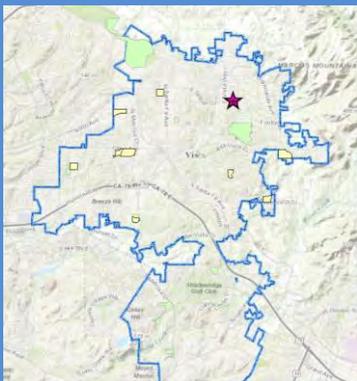
## FOOTHILL OAK ELEMENTARY SCHOOL



### Get to Know Foothill Oak

706 students

70% Spanish-speaking families



### EXISTING CONDITIONS

Foothill Oak is located on Oak Drive on the north east side of Vista in a mainly residential neighborhood with some commercial developments to the east. The area is characterized by a mix of narrow, curving roadways and wide arterial roads. A map of pedestrian infrastructure in the school vicinity is shown in Figure 5.1. The main safety issues that the project team identified were:

- Lack of sidewalks beyond school frontage
- High vehicular speeds
- Unusual intersection geometry at Foothill Drive and Oak Drive

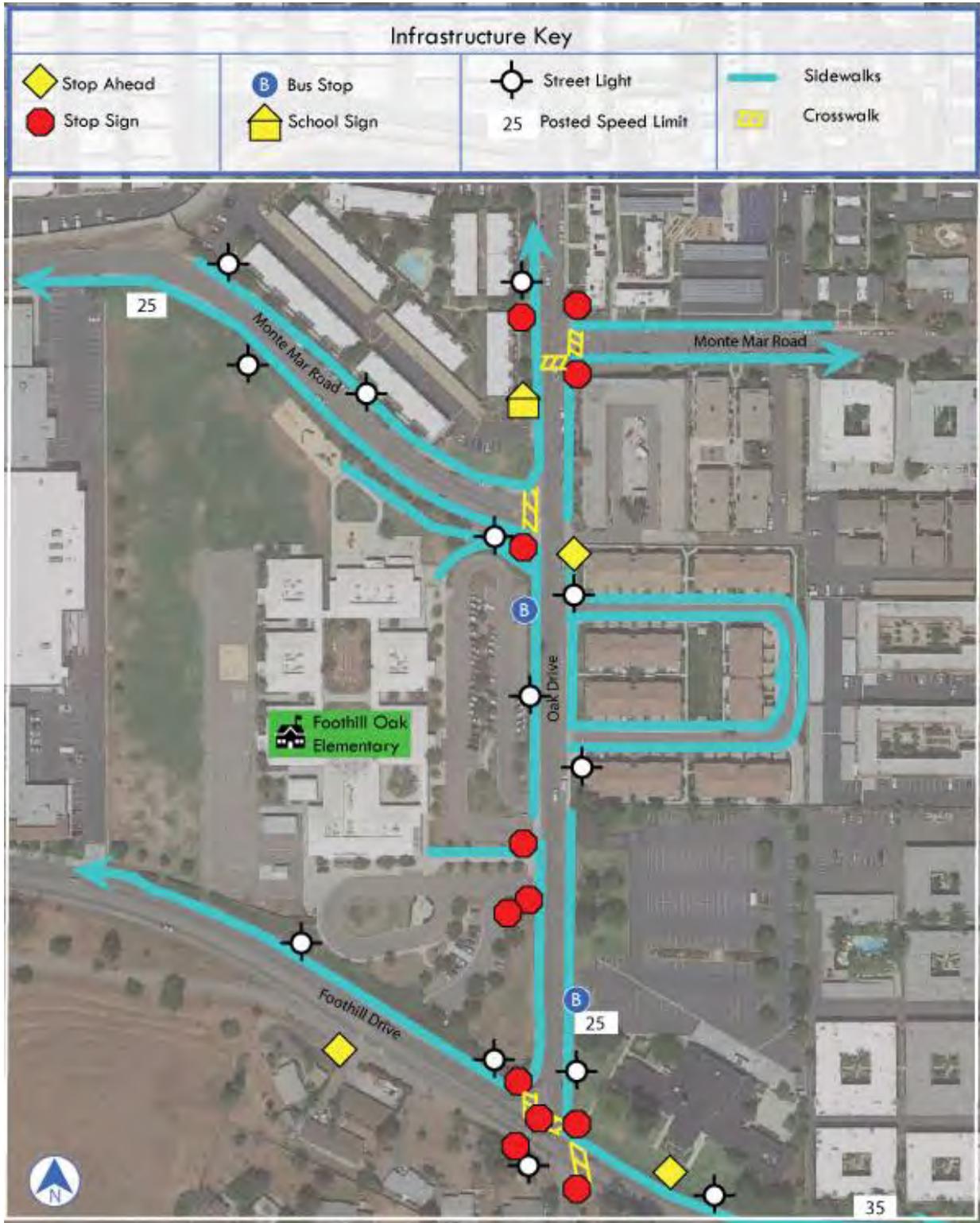
### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 17, 2015 during afternoon dismissal. Vehicles approach the school from the east and west on Foothill Drive turning onto Oak Drive, and from the north on Oak Drive. Pedestrian routes are shown on the map in Figure 5.2 along with points representing safety or challenge areas noted during the observation period. A photo depicting each issue is shown in Figure 5.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.1 -- Foothill Oak Elementary School Existing Infrastructure



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.2 –Foothill Oak Elementary School Safety and Circulation Challenge Areas



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.3 – Photos of Foothill Oak Elementary School Challenge Areas

Challenge Area 1 – Unusual intersection geometry at Oak Drive and Foothill Drive



Intersection geometry creates long pedestrian exposures at the cross walks.

Challenge Area 2 – Slick crosswalk areas



Excess glass beads from the crosswalk markings create slick spots on the pavement.

Challenge Area 3 – Pedestrians crossing street through traffic path



Pedestrians cross Oak Drive through moving traffic.

Challenge Area 4 – Vehicle/vehicle and vehicle/pedestrian conflicts at driveway



The school exit driveway is the site of vehicle with vehicle and vehicle with pedestrian conflicts

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

### Challenge Area 5 – Asphalt cracked



The pavement on Oak Drive is failing and unsuitable for pedestrian crosswalks and bike traffic.

### Challenge Area 6 – Pedestrians walk down dirt hill



Pedestrians short cut the sidewalk system via a steep bank.

### Challenge Area 7 – No left turn sign at school driveway not respected by drivers



Drivers ignore the no left turn sign posted at the school exit driveway

### Challenge Area 8 – No sidewalk



Continuous sidewalk has not been provided along Foothill Drive.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

### Foothill Oak Walk Audit Participation

7 adults

Walk route of almost 1 mile

Missing sidewalks and pedestrian-vehicle conflicts emerged as the top concern

### WALK AUDITS

The walk audit for Foothill Oak Elementary was held on Tuesday October 20, 2015 from 7:45-9:00 am. There were 7 members of the school community in attendance and the event was conducted mostly in Spanish.



*Group discussion*



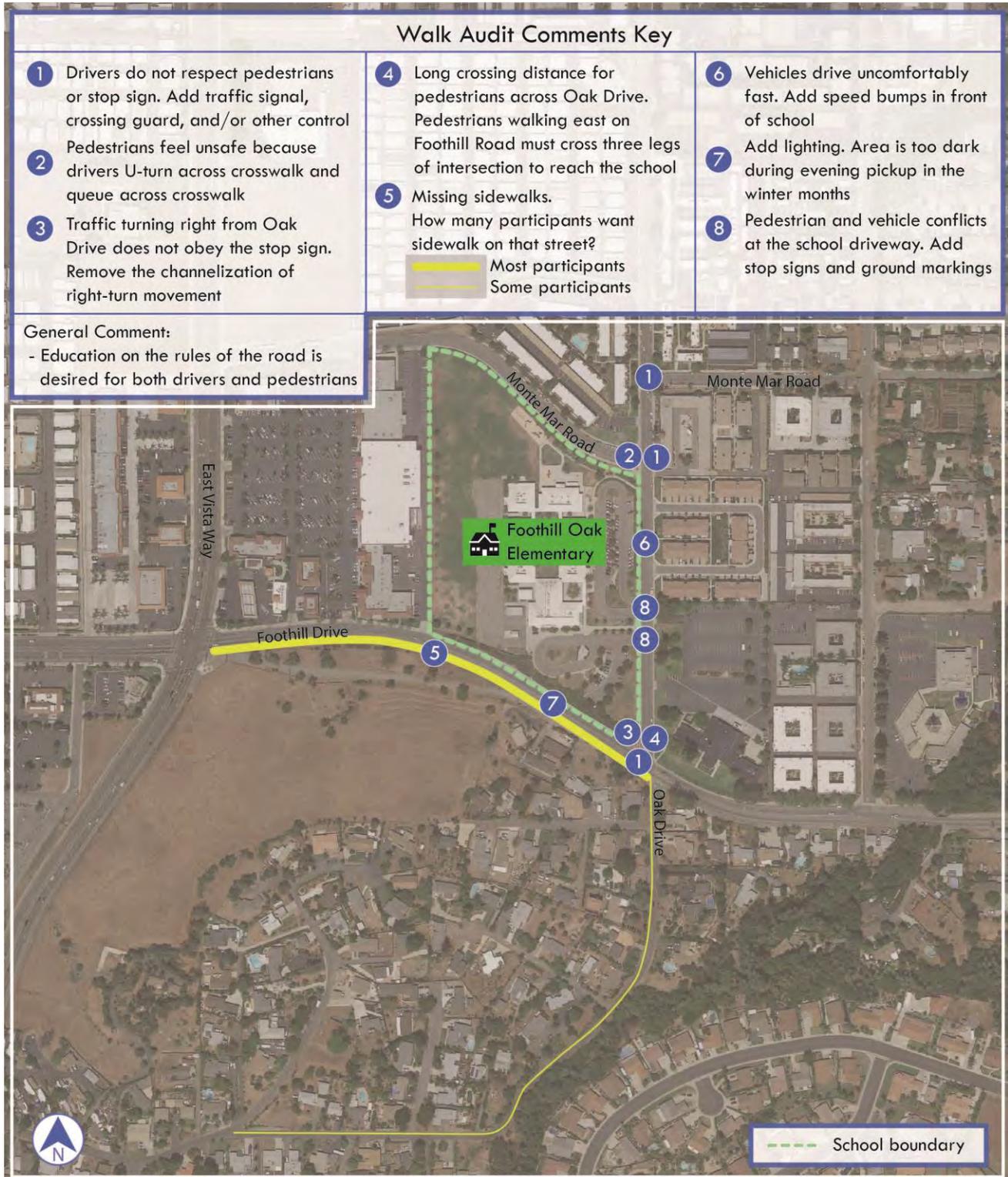
*Walking with community members*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators to the intersection of Foothill Drive and Oak Drive, which was a location of major concern. A map summarizing the comments received from participants is shown in Figure 5. 4.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.4 –Foothill Oak Elementary School Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

### Survey at Foothill Oak

Enrollment: 706 students

Number of questionnaires

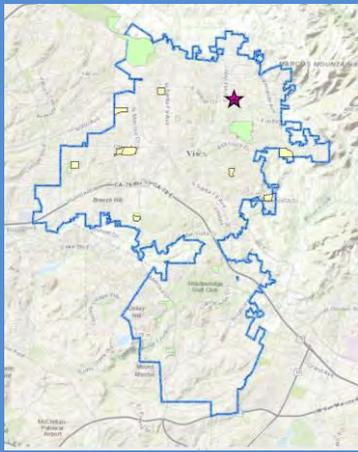
Distributed: 742

Month and Year Collected:

October 2015

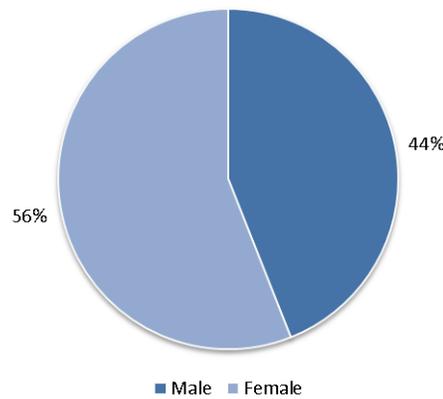
Questionnaires Analyzed:

250



### PARENT SURVEY

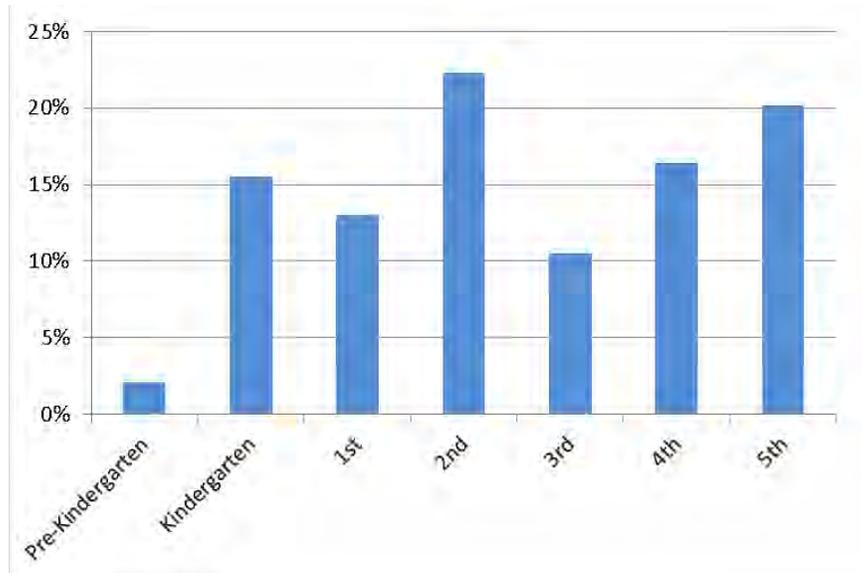
This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	5	2%
Kindergarten	37	16%
1st	31	13%
2nd	53	22%
3rd	25	11%
4th	39	16%
5th	48	20%
Total	238	100%

Note: Percentages may be higher than 100% due to rounding



### GRADE LEVEL OF CHILDREN

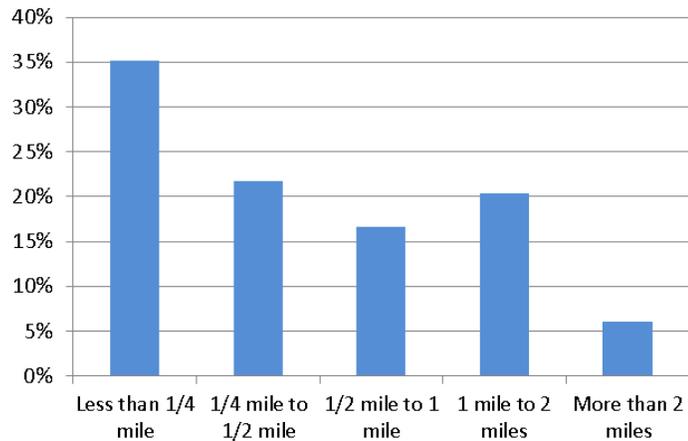
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

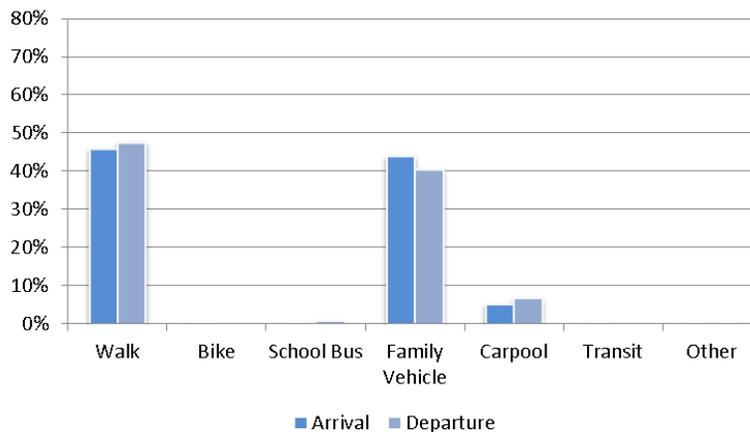
Distance between school and home	Number	Percent
Less than 1/4 mile	76	35%
1/4 mile to 1/2 mile	47	22%
1/2 mile to 1 mile	36	17%
1 mile to 2 miles	44	20%
More than 2 miles	13	6%

No response or Don't know: 34

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	250	46%	0%	0%	44%	5%	0%	0%
Departure	250	48%	0%	0.8%	40%	7%	0%	0%

No Response Morning: 8

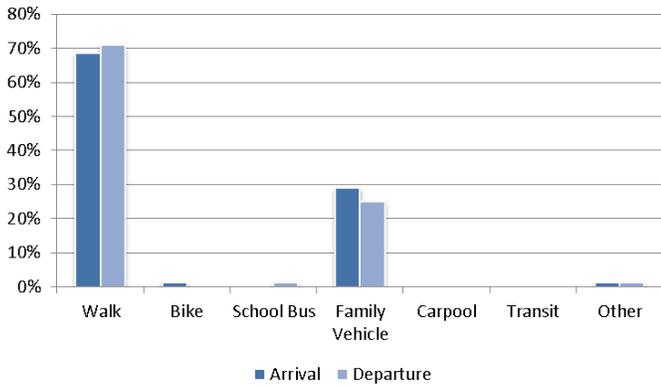
No Response Afternoon: 10

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

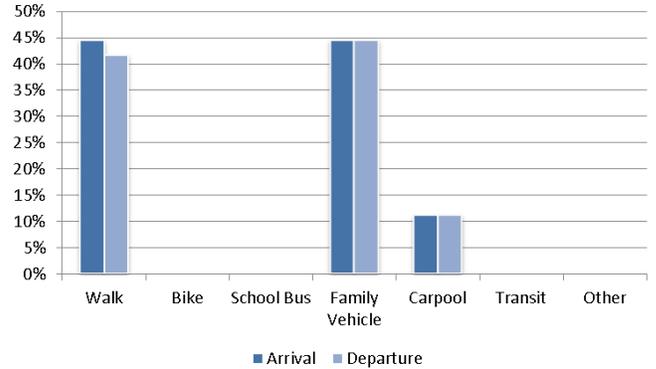
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

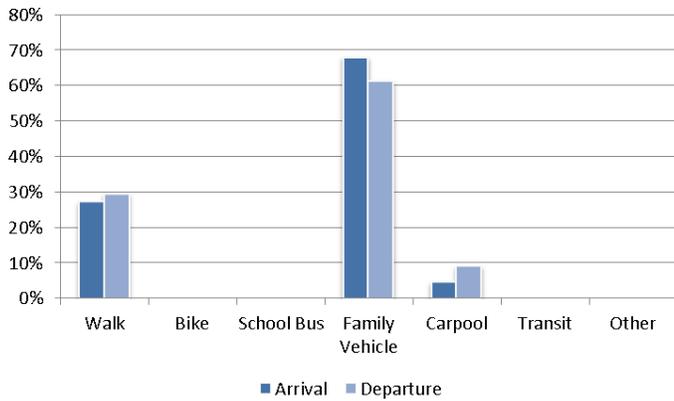
### Less than ¼ mile



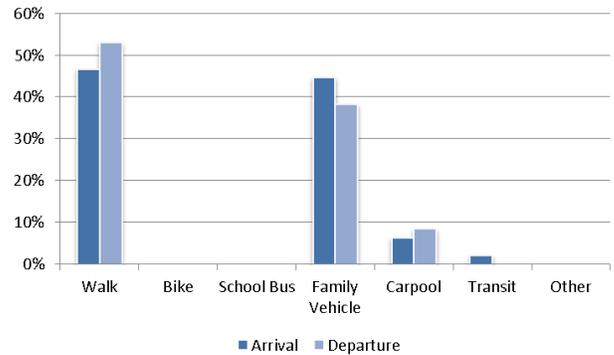
### ¼ mile to ½ mile



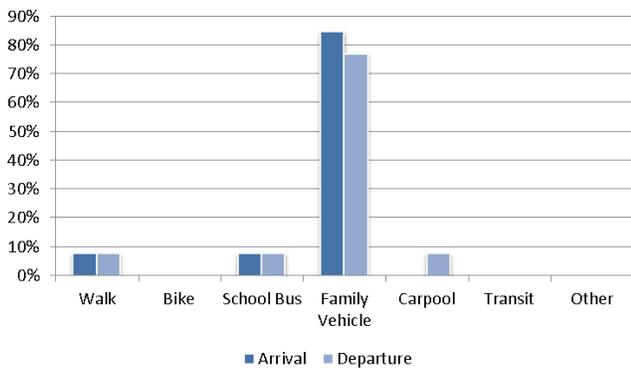
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	76	68%	1%	0%	29%	0%	0%	1%
1/4 mile to 1/2 mile	47	47%	0%	0%	45%	6%	2%	0%
1/2 mile to 1 mile	36	44%	0%	0%	44%	11%	0%	0%
1 mile to 2 miles	44	27%	0%	0%	68%	5%	0%	0%
More than 2 miles	13	8%	0%	8%	85%	0%	0%	0%

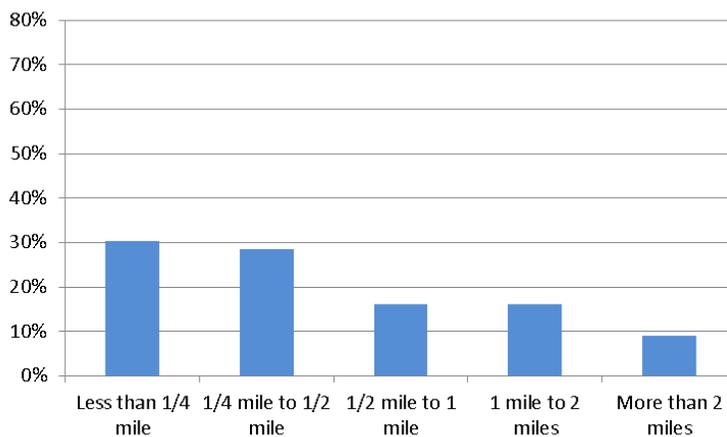
No Response, Don't Know, Blank: 34

### School Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	76	71%	0%	1%	25%	0%	0%	1%
1/4 mile to 1/2 mile	47	53%	0%	0%	38%	9%	0%	0%
1/2 mile to 1 mile	36	42%	0%	0%	44%	11%	0%	0%
1 mile to 2 miles	44	30%	0%	0%	61%	9%	0%	0%
More than 2 miles	13	8%	0%	8%	77%	8%	0%	0%

No Response, Don't Know, Blank: 34

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE



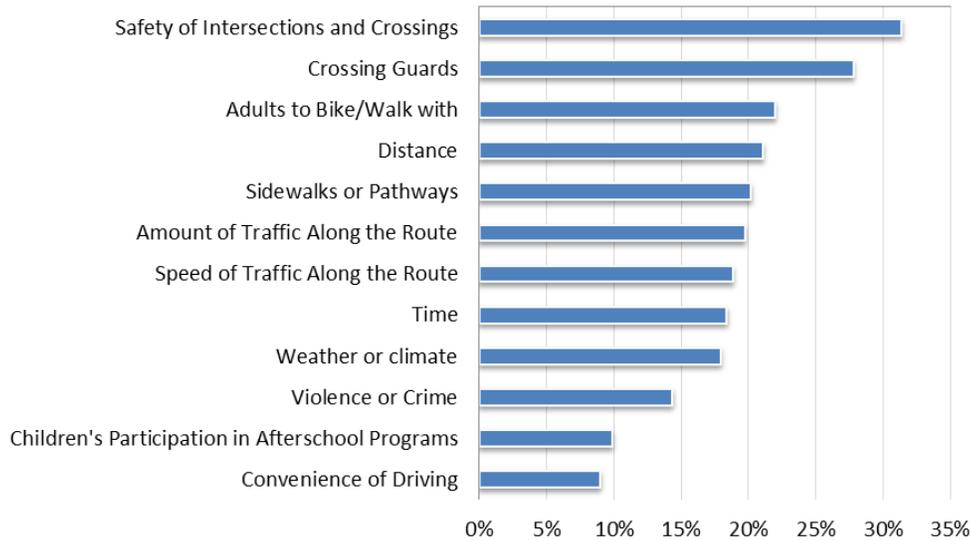
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	140	36%	21%	16%	20%	6%
Yes	56	30%	29%	16%	16%	9%

No Response, Don't Know, Blank: 32

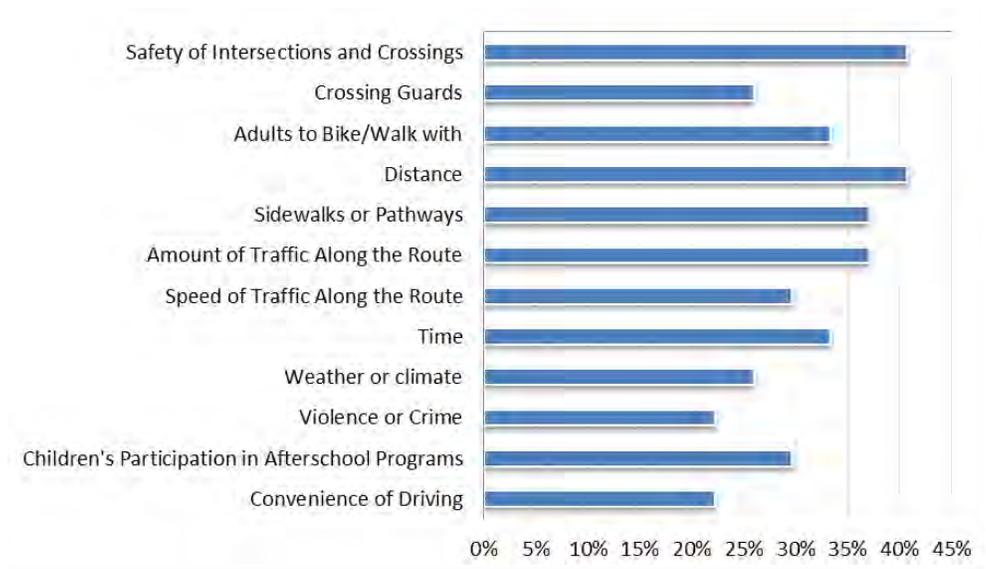
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	31%	41%
Crossing Guards	28%	26%
Adults to Bike/Walk with	22%	33%
Distance	21%	41%
Sidewalks or Pathways	20%	37%
Amount of Traffic Along the Route	20%	37%
Speed of Traffic Along the Route	19%	30%
Time	18%	33%
Weather or climate	18%	26%
Violence or Crime	14%	22%
Children's Participation in Afterschool Programs	10%	30%
Convenience of Driving	9%	22%
<b>Number of Responses</b>	<b>223</b>	<b>27</b>

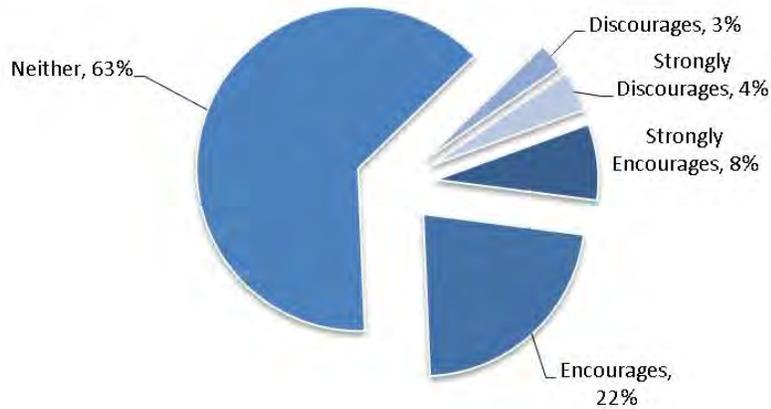
**Note:**

1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

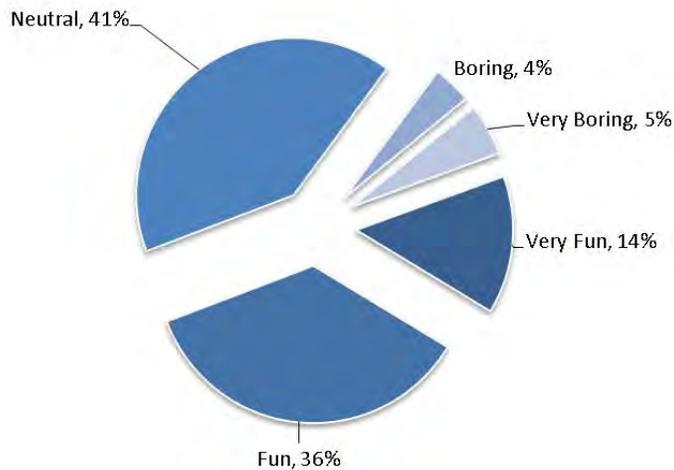
### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL



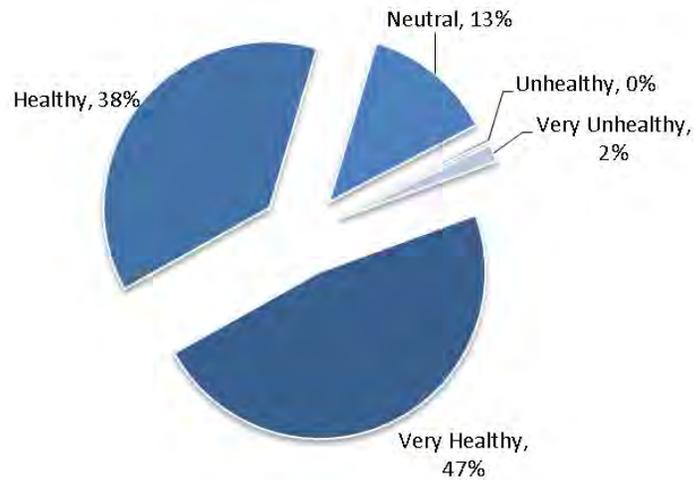
### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING



### PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- Percentage of walking is high.
- Walking and Family Vehicle are the modes with the highest percentage reported for both arrivals to school and departure from school. Students who walk to school during the morning period represent 46% while 48% walk from school in the afternoon. Students who arrive to school by family vehicle represent 44% of the survey respondents and 40% reported to depart from school by the same mode.
- Top concerns are related to safety from traffic.
- Propensity to walk generally correlates with shorter distances to school.
- Most students live close to school.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

### Survey at Foothill Oak

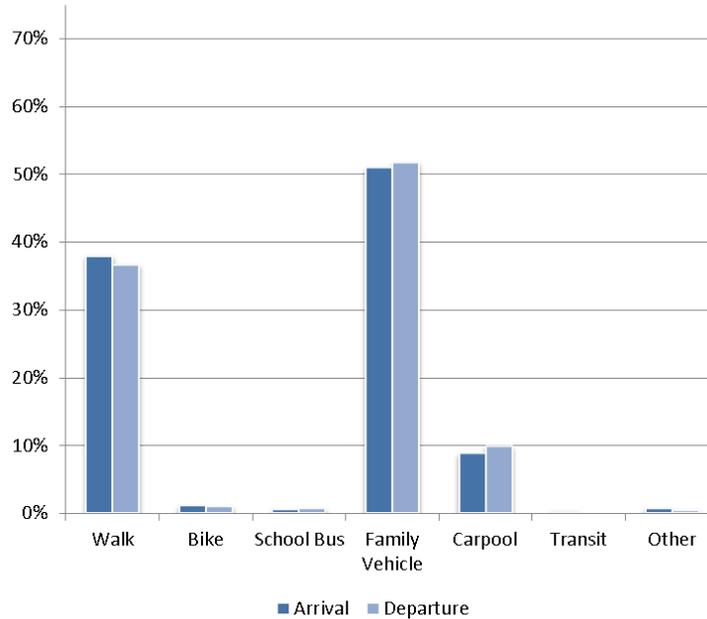
Enrollment: 706 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 15

### STUDENT TRAVEL TALLY

This report contains data from Foothill Oak Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

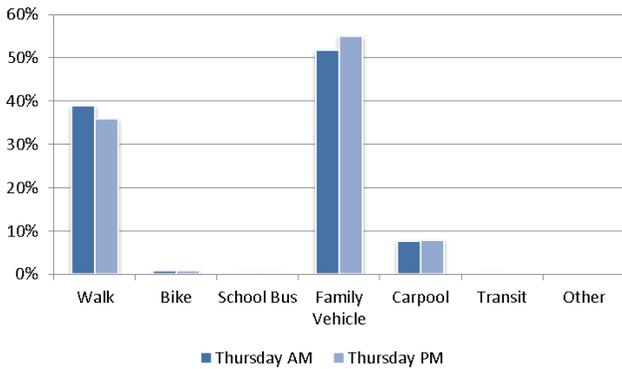
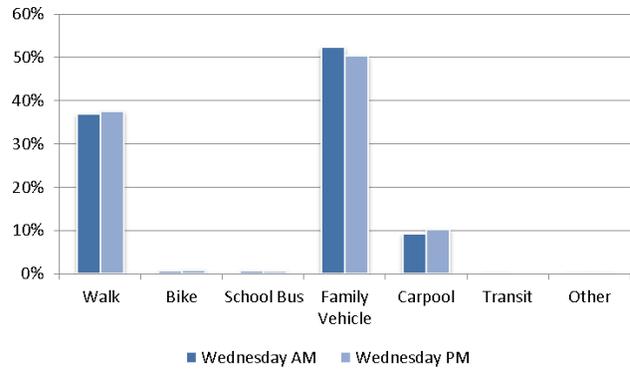
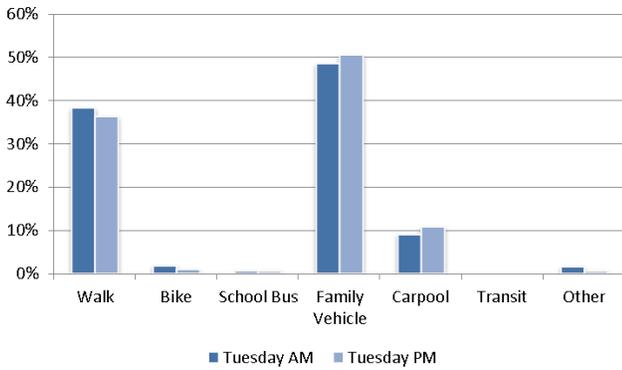


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	960	38%	1%	1%	51%	9%	0.2%	0.6%
Departure	857	37%	1%	1%	52%	10%	0%	0.4%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

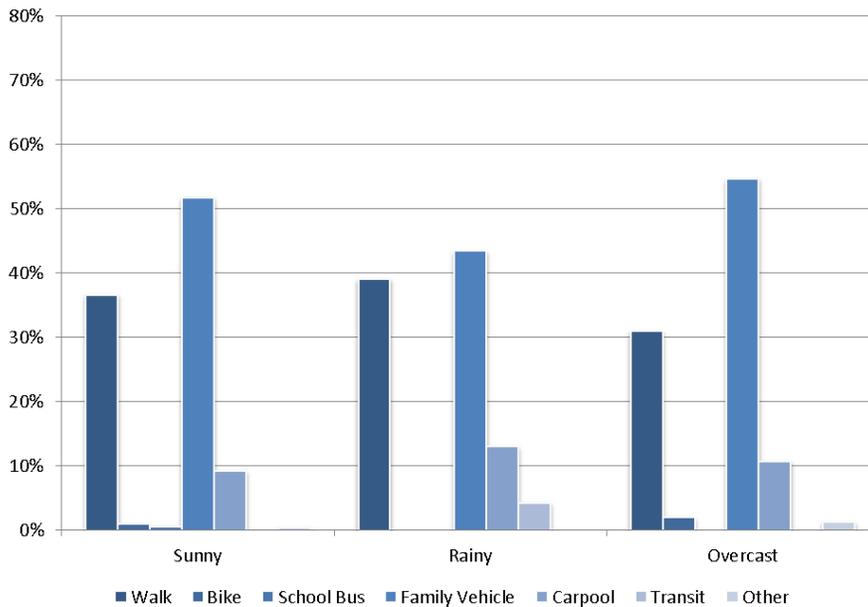


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	319	38%	2%	1%	49%	9%	0.0%	2%
Tuesday PM	287	36%	1%	1%	51%	11%	0%	1%
Wednesday AM	369	37%	0.5%	1%	52%	9%	0%	0%
Wednesday PM	330	38%	1%	1%	50%	10%	0%	0%
Thursday AM	272	39%	1%	0%	52%	8%	0%	0%
Thursday PM	240	36%	0.8%	0.4%	55%	8%	0.0%	0%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1510	37%	1.0%	1%	52%	9%	0.1%	0.5%
Rainy	23	39%	0%	0%	43%	13%	4%	0%
Overcast	148	31%	2%	0%	55%	11%	0%	1%

### TRAVEL MODE BY WEATHER CONDITION

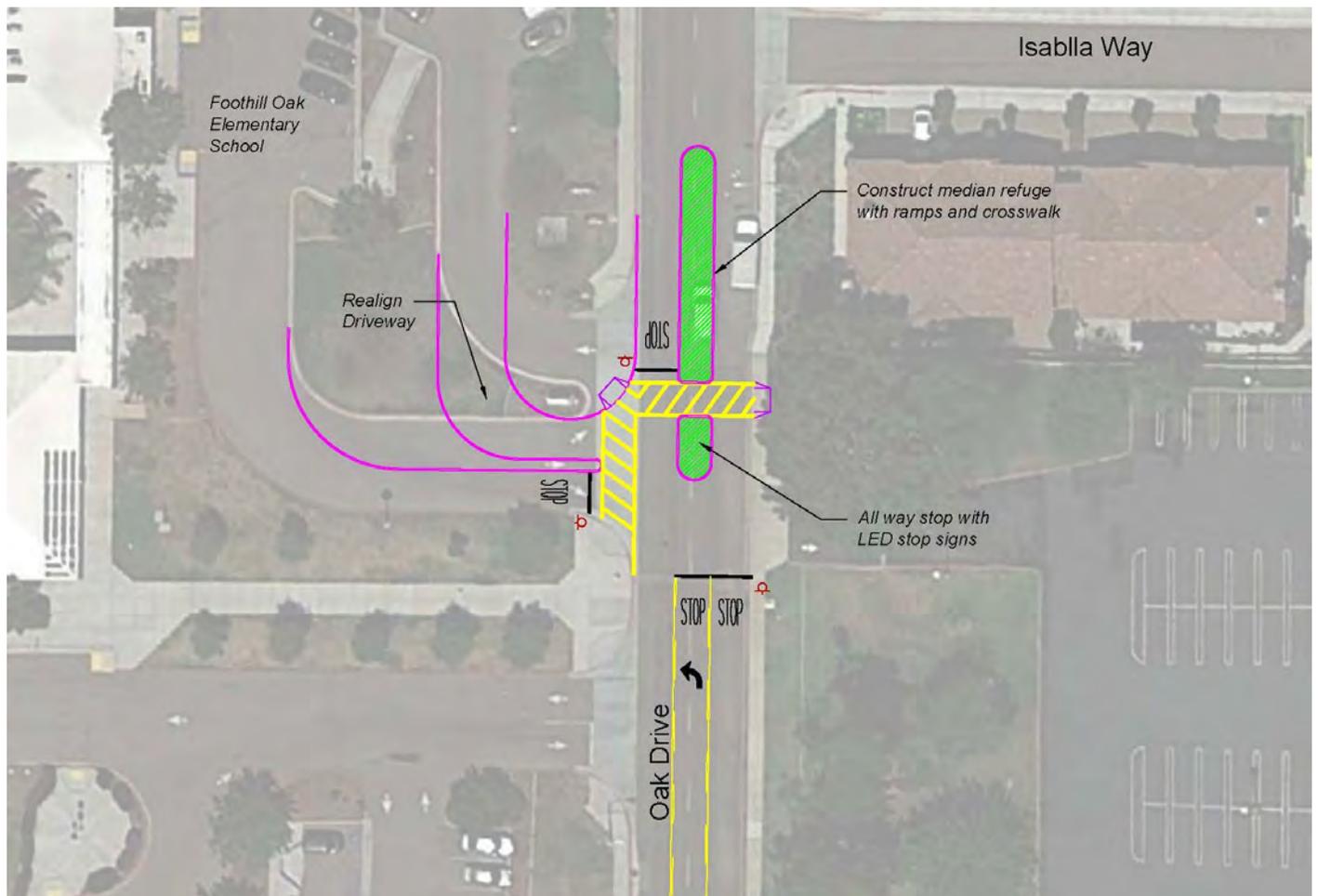
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

**Figure 5.5 - Foothill Oak Elementary Parking Lot Driveway Realignment**



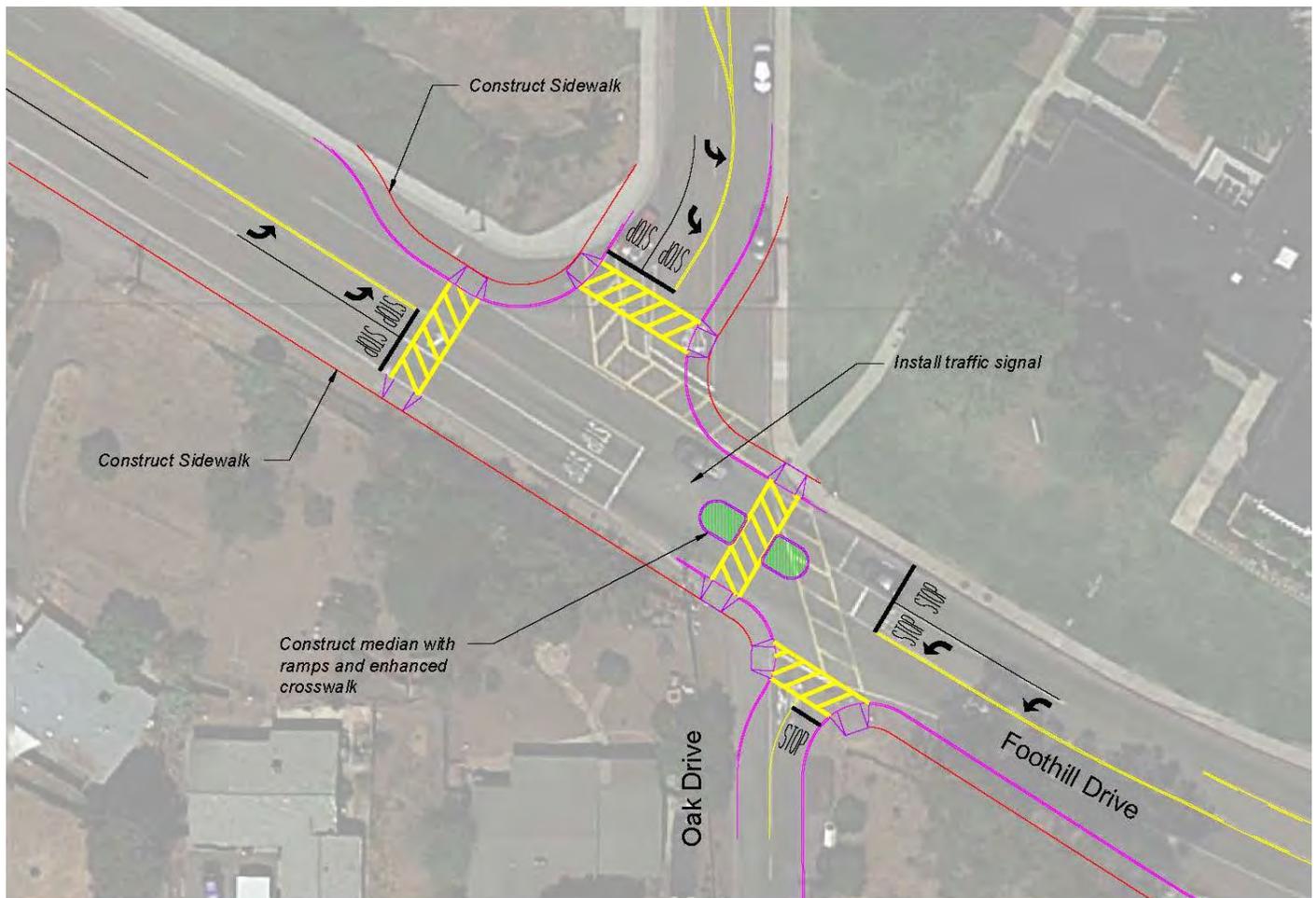
### I. Foothill Oak Elementary Parking Lot Driveway Realignment

The Foothill Oak Elementary parking lot driveway exit/entrance was identified as a site of vehicle with vehicle and vehicle with pedestrian conflicts. In addition, there was great concern with parents and school children crossing mid-block without controls. The realignment of the entrance driveway causes the intersection to be more compact allowing the installation of an all-way stop control. The enhanced crosswalks at the intersection will help drivers be more aware of crossing pedestrians. The installation of the median will provide a pedestrian refuge and decrease pedestrian exposure as they cross Oak Drive. The parking lot driveway realignment solution has an estimated implementation cost of \$157,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.6 - Foothill Drive & Oak Drive Realignment



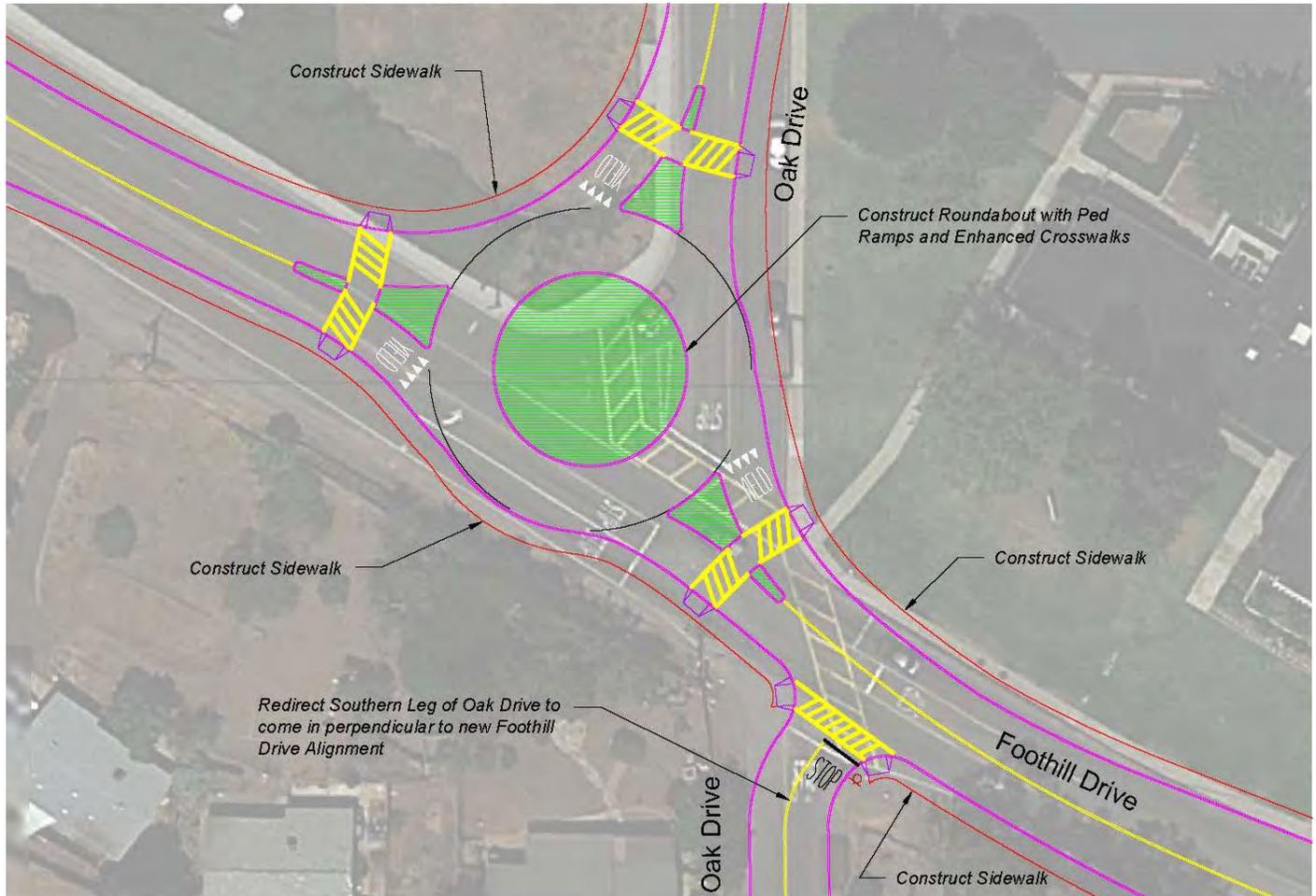
## 2. Foothill Drive & Oak Drive Realignment

The intersection at Foothill Drive and Oak Drive was identified as a location of concern to parents because of the long exposure of pedestrians in the crosswalk. The long walk times to cross the intersection also result in an increase in vehicle delay and consequently traffic congestion. A possible improvement, shown above, realigns Oak Drive to intersect Foothill Drive at a 90° angle. This reconfiguration of the intersection would benefit pedestrians by shortening their exposure while crossing the street and could improve pedestrian visibility by motorists. The estimated cost for implementing this concept is \$816,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.7 - Foothill Drive & Oak Drive Roundabout



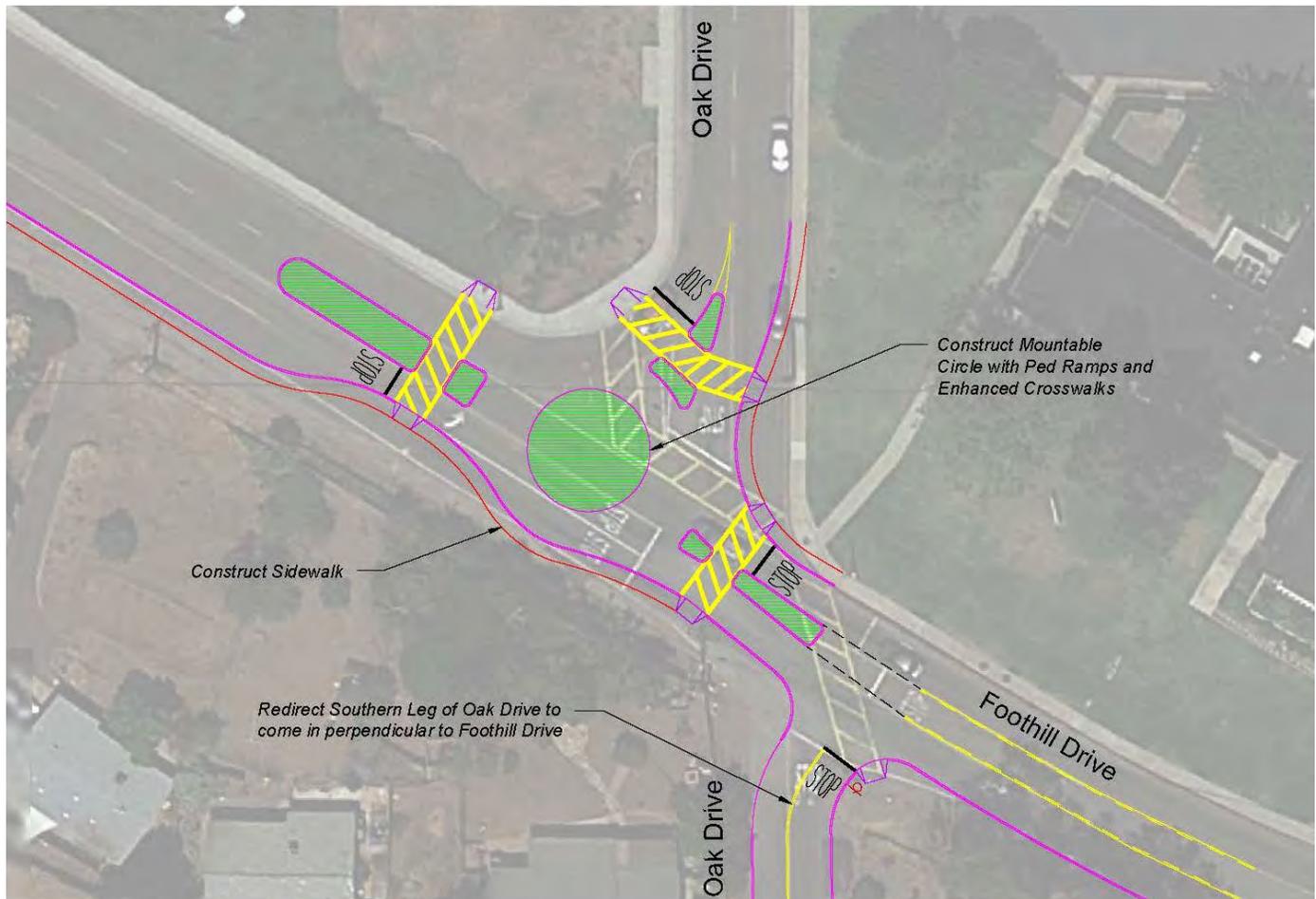
### 3. Foothill Drive & Oak Drive Roundabout

A second alternative for enhancing safety and efficiency at the intersection of Foothill Drive and Oak Drive would be the construction of a roundabout. Pedestrian safety could be improved because vehicles must slow down and cannot speed through a roundabout like they could for a stop sign, the pedestrians cross behind the lead vehicle that is focused on entering the intersection, and the pedestrians need to only cross one lane of traffic at a time. Furthermore, roundabouts more efficiently move traffic through the intersection because only a yield is required if there is no conflicting pedestrian or vehicle movement. The implementation cost of a roundabout at this location has been estimated at \$1,254,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.8 - Foothill Drive & Oak Drive Mountable Circle



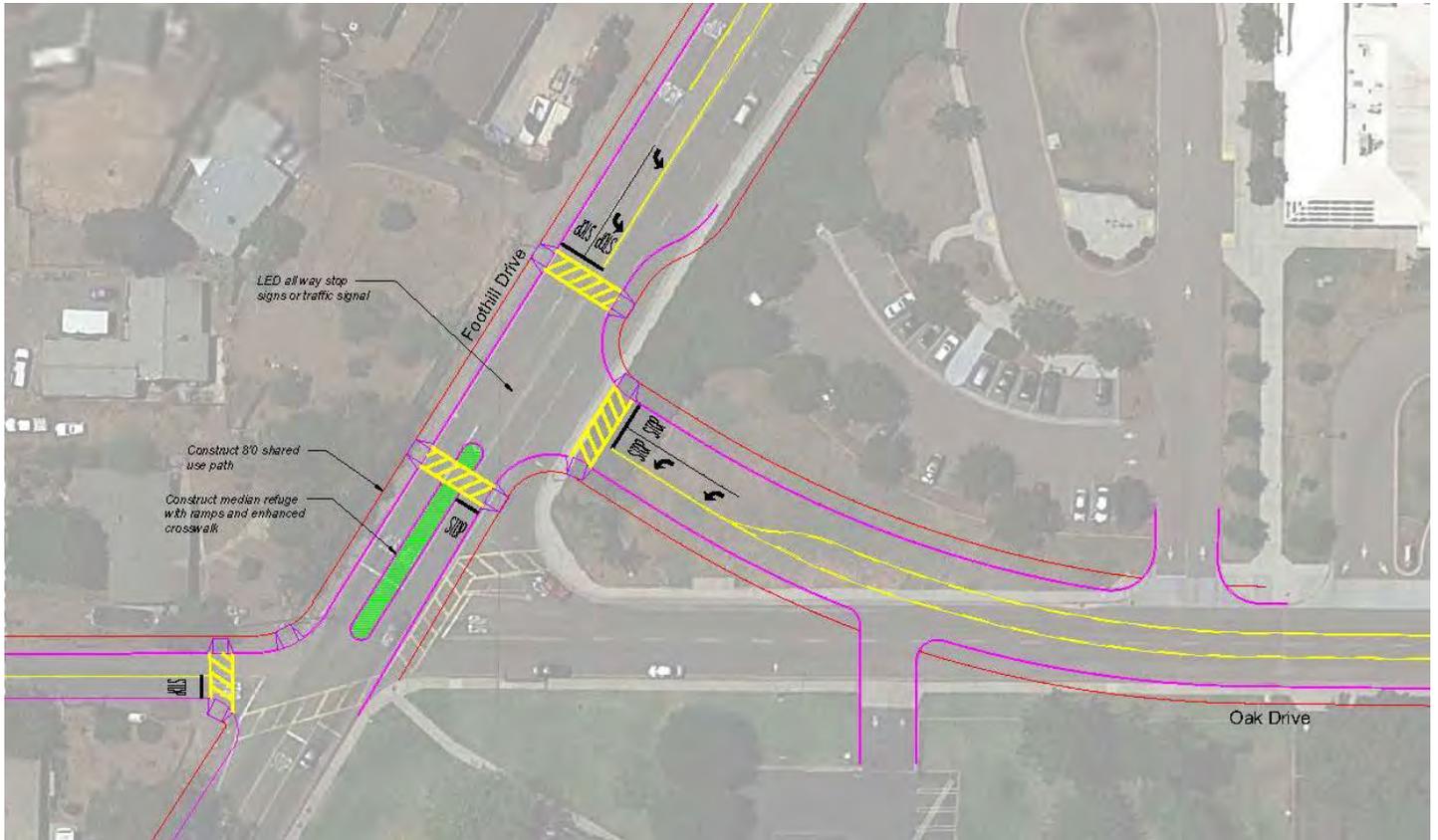
### 4. Foothill Drive & Oak Drive Mountable Circle

An alternative to a full roundabout at this location would be a traffic circle or a mini-roundabout configuration. The construction of a mountable circle in the center of the intersection would provide a physical feature to deter vehicles from running the stop signs and from accelerating while still in the intersection. Median refuges would be provided for pedestrians with this configuration. The estimated cost to implement the mountable circle solution is \$247,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.9 - Foothill Drive & Oak Drive Realignment 2



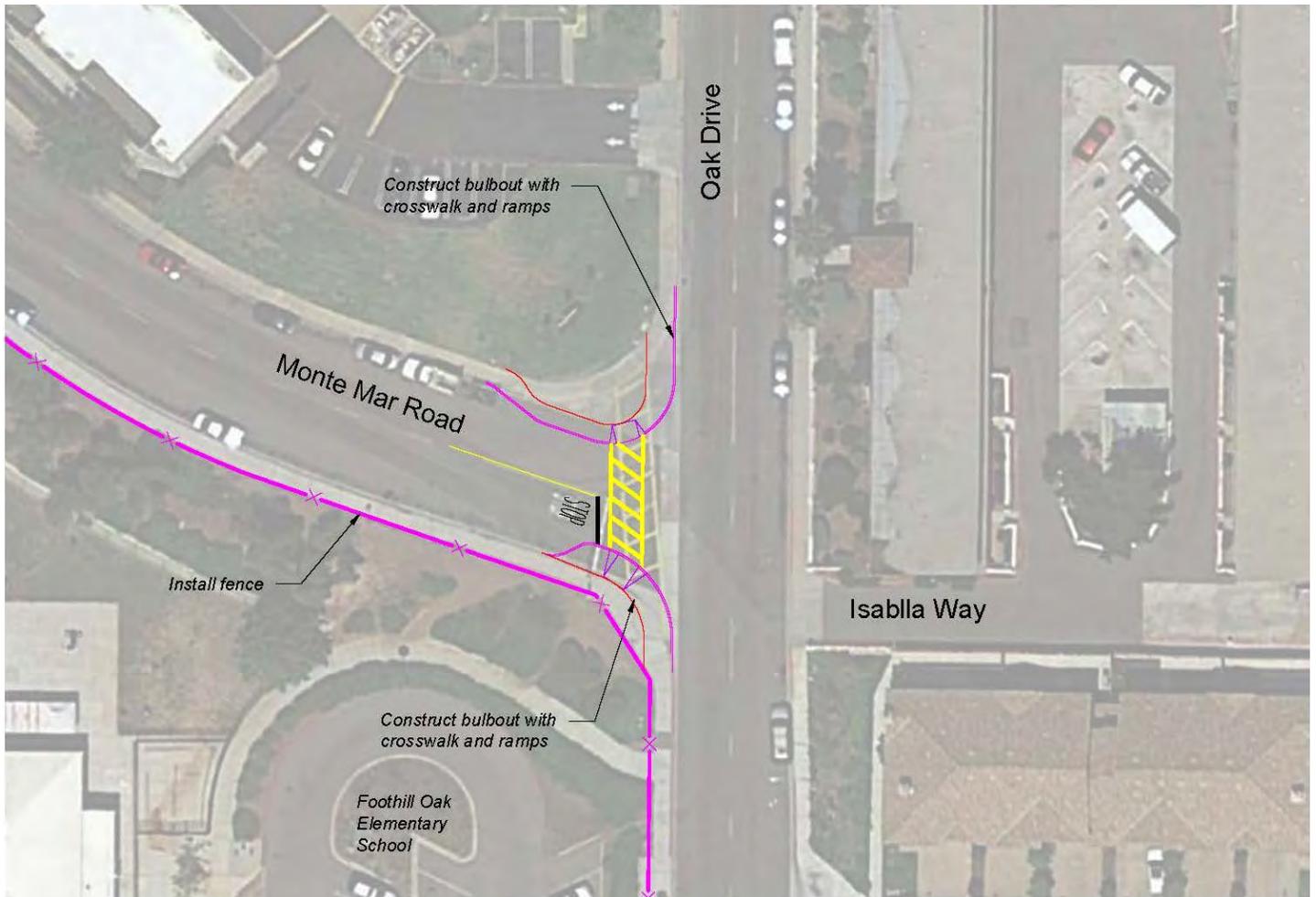
### 5. Foothill Drive & Oak Drive Realignment 2

A fourth alternative for the intersection of Foothill Drive and Oak Drive would realign Oak Drive to intersect Foothill Drive at a 90° angle as far back as the school driveway. This option would benefit the pedestrians by shortening their exposure while crossing the street and with the addition of enhanced crosswalks would help drivers to recognize and be more aware of pedestrians stepping into traffic. This alternative reconfiguration is estimated to cost approximately \$1,537,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.10 - Oak Drive & Monte Mar Road Bulbouts



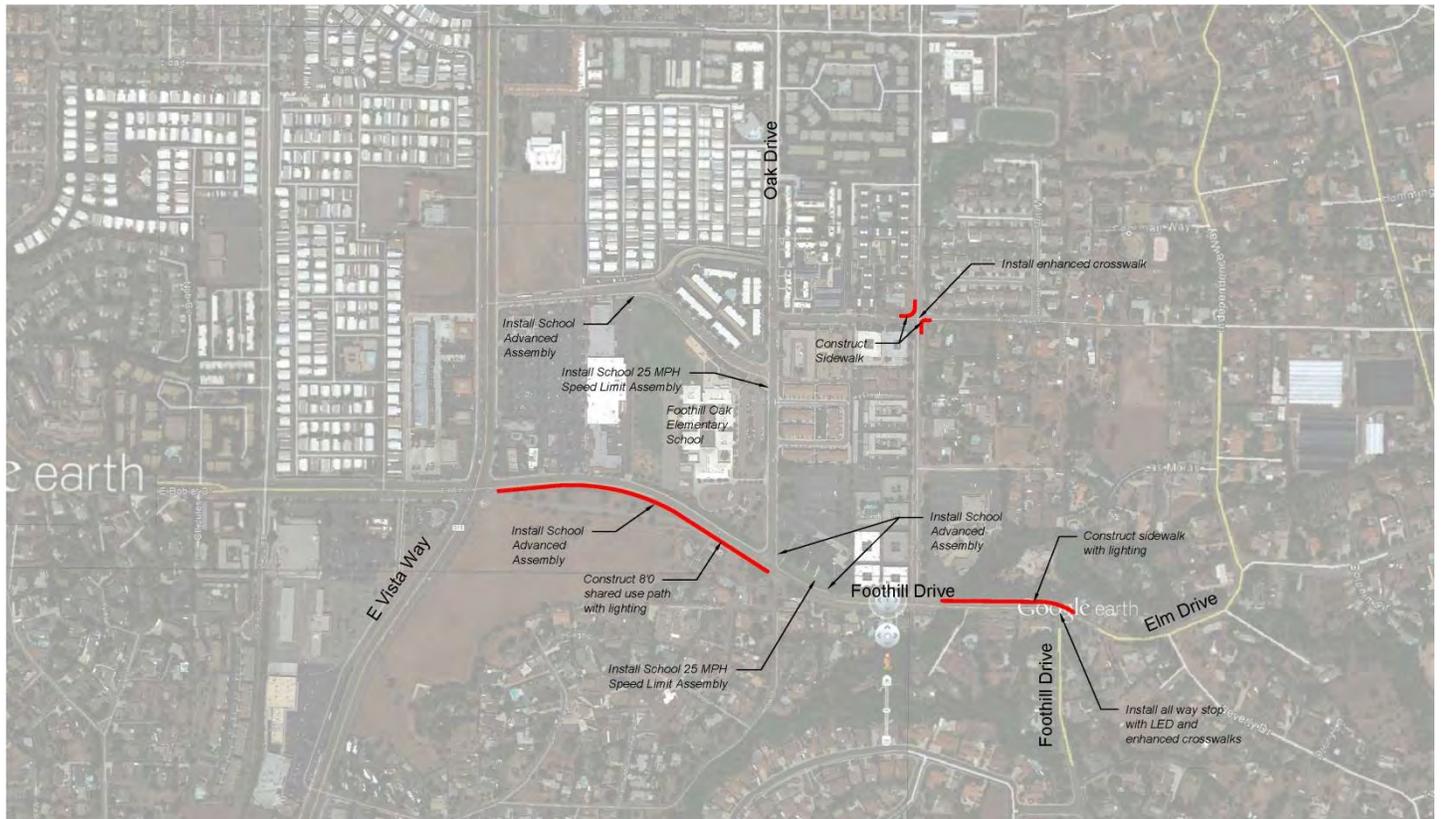
### 6. Oak Drive & Monte Mar Road Bulbouts

The intersection of Oak Drive and Monte Mar Road has a wide exposure to traffic for pedestrians who cross Monte Mar Road. A possible improvement as depicted above adds bulbouts on each of the westerly corners of the intersection. This solution benefits the pedestrians by shortening their exposure to traffic while crossing the street. Enhanced crosswalks would add emphasis to the location as a school crossing. The installation of a fence along the north and east sides of the school property would discourage children from taking a short cut from the sidewalk along the street through the school parking lot. This project as described has an estimated implementation cost of \$131,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## FOOTHILL OAK ELEMENTARY SCHOOL

Figure 5.11 – Area-Wide Improvements



### 7. Area-Wide Improvements

An analysis around Foothill Oak Elementary School shows that there are two primary areas lacking sidewalks. Consequently, sidewalk and lighting improvements are recommended for Foothill Drive both east and west of the school. In addition, pedestrian ramp and corner sidewalk improvements are recommended at the corner of Bonair Road and Monte Mar Road. The estimated cost for these improvements is \$44,000.

VISTA SAFE ROUTES TO SCHOOL MASTER PLAN  
**FOOTHILL OAK ELEMENTARY SCHOOL**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL



### Get to Know Grapevine

520 students

20 classrooms

32 teachers

45% Spanish-speaking families



### EXISTING CONDITIONS

Grapevine Elementary School is located on Grapevine Road on the western side of Vista in a residential neighborhood characterized by narrow, curving roadways and cul-de-sacs. The posted speeds are generally 25 mph. A map of pedestrian infrastructure in the school vicinity is shown in Figure 6.1. The main infrastructure challenges that the project team identified were:

- Difficulty crossing Emerald Drive
- Confusion between inline flashers and crossing guards
- Steep pedestrian ramp

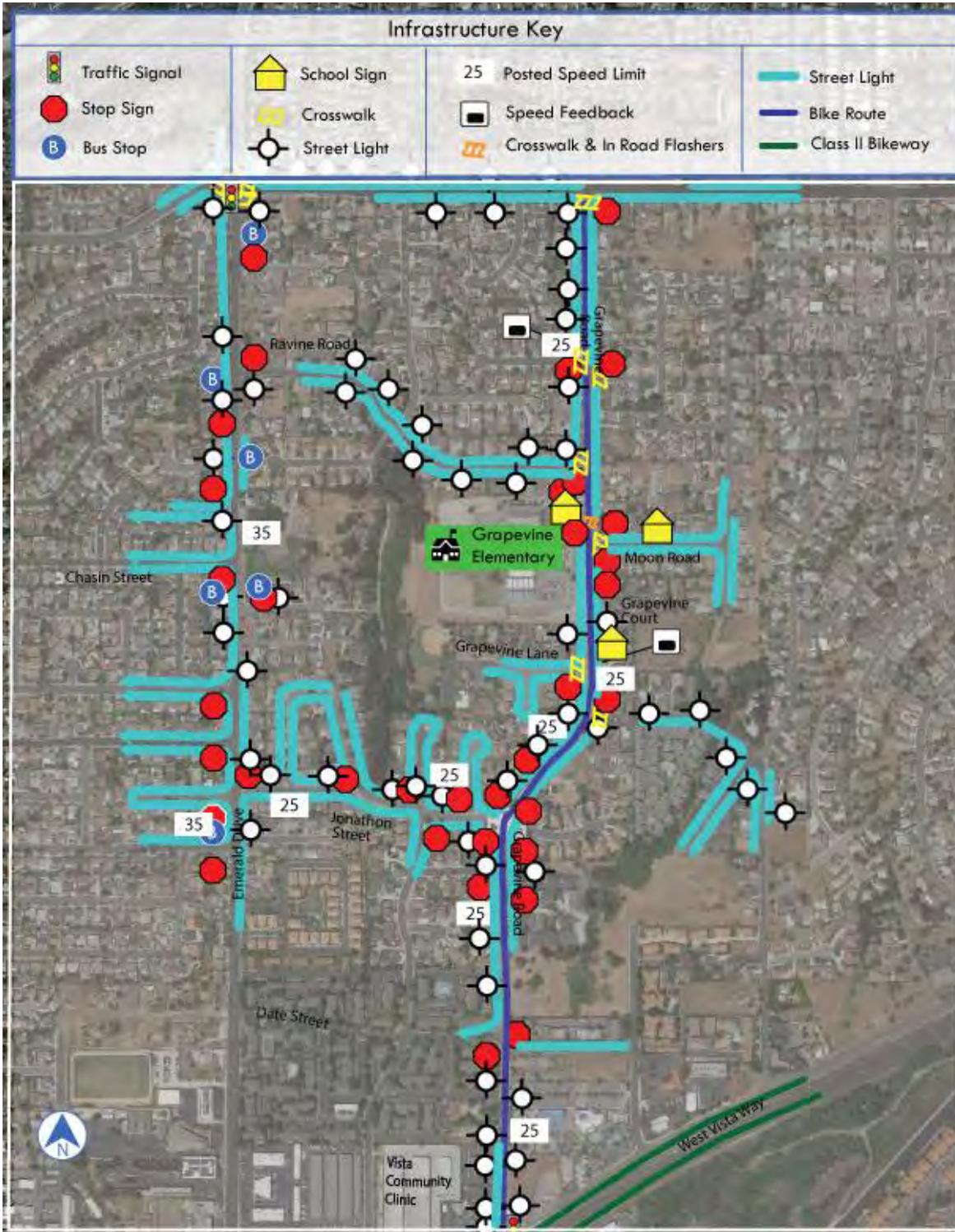
### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 22, 2015 during afternoon dismissal. Vehicles approach the school from the west on Jonathon Street and Ravine Road, from the east on Moon Road and Hill Drive and from the north and south on Grapevine Road. Pedestrian routes are shown on the map in Figure 6.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each issue is shown in Figure 6.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.1 - Grapevine Elementary School Existing Infrastructure



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6. 2 –Grapevine Elementary School Safety and Circulation Challenge Areas



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.3 – Photos of Grapevine Elementary School Challenge Areas

### Challenge Area 1 – No comfortable place for pedestrians to cross Emerald



No controlled crossing of Emerald Drive for pedestrians

### Challenge Area 2 – In-road flashers do not work



In-road flashers no longer work, but parents and children still push the activation button

### Challenge Area 3 – Confusion between in-road flashers, stop sign and crossing



There is potential for confusion with all way stop control and in-road flasher system as to what device is actually controlling the traffic and pedestrian movements.

### Challenge Area 4 – Steep ramp and gravel is a slipping concern



This ramp between the school property and the sidewalk is too steep

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

**Challenge Area 5 – Neighborhood concern about queuing vehicles blocking driveway**



Drivers frequently block this driveway on Ravine Road while waiting to circulate through the school during dismissal.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

### Grapevine Walk Audit Participation

21 adults

Difficult for pedestrians to cross the roadways and fast traffic emerged as the top concern

### WALK AUDITS

The walk audit for Grapevine Elementary was held on Wednesday October 21, 2015 from 8:30 to 9:05 a.m. There were 21 members of the school community in attendance and the event was conducted mostly in Spanish.



*Group discussion*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators in person to see areas of concern. The walk began in front of the school on Grapevine Road and headed south to Jonathon Street, west to Emerald Drive, north onto Ravine Road and east to Grapevine Drive to return to the school. A map summarizing the comments received from participants is shown in Figure 6.4.



*Walking with community members*

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.4 –Grapevine Elementary School Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

### Survey at Grapevine

Enrollment: 502 students

Number of questionnaires

Distributed: 696

Month and Year Collected:

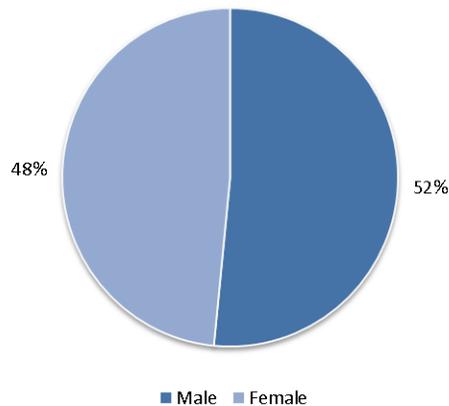
October 2015

Questionnaires Analyzed:

268

### PARENT SURVEY

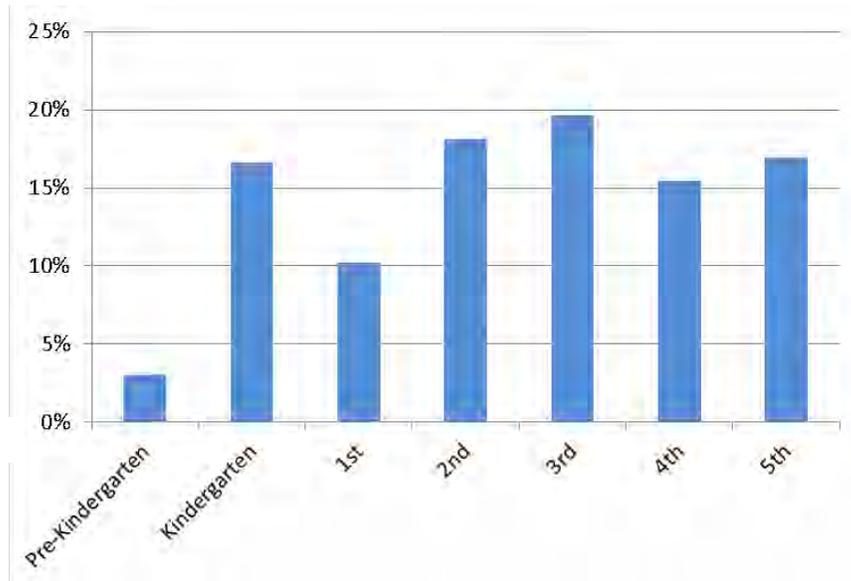
This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	8	3%
Kindergarten	44	17%
1st	27	10%
2nd	48	18%
3rd	52	20%
4th	41	15%
5th	45	17%
Total	265	100%

Note: Percentages may be higher than 100% due to rounding



### GRADE LEVEL OF CHILDREN

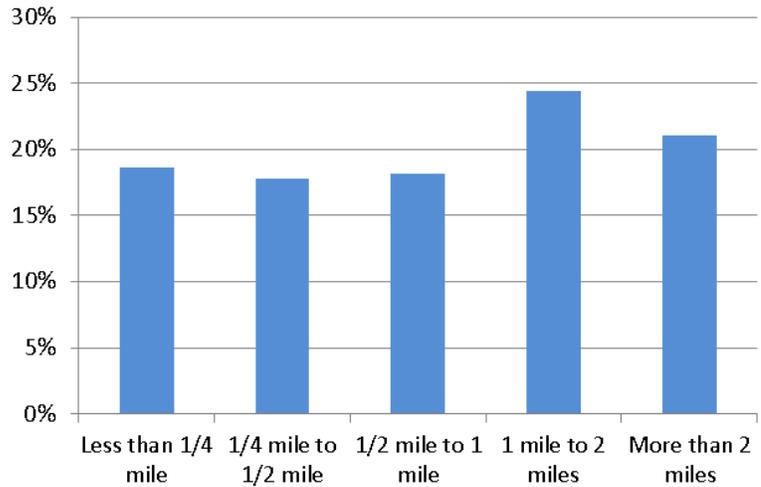
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

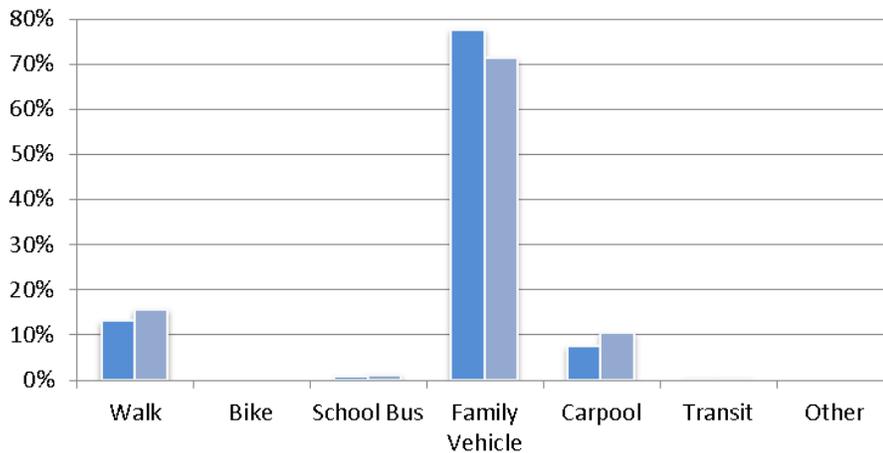
Distance between school and home	Number	Percent
Less than 1/4 mile	45	19%
1/4 mile to 1/2 mile	43	18%
1/2 mile to 1 mile	44	18%
1 mile to 2 miles	59	24%
More than 2 miles	51	21%

No response or Don't know: 26

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



■ Arrival ■ Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	268	13%	0%	1%	78%	7%	0%	0%
Departure	268	16%	0%	1%	71%	10%	0%	0%

No Response Morning: 2

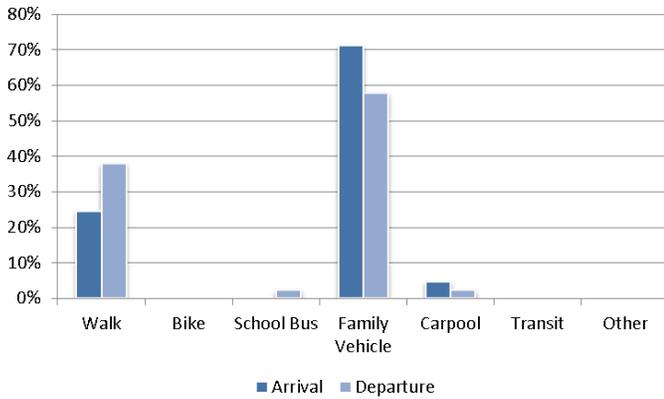
No Response Afternoon: 3

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

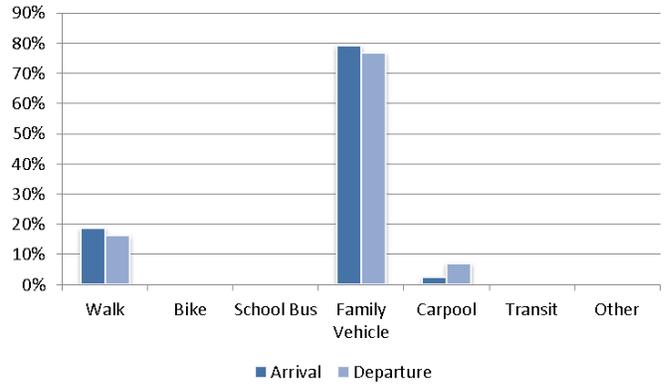
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

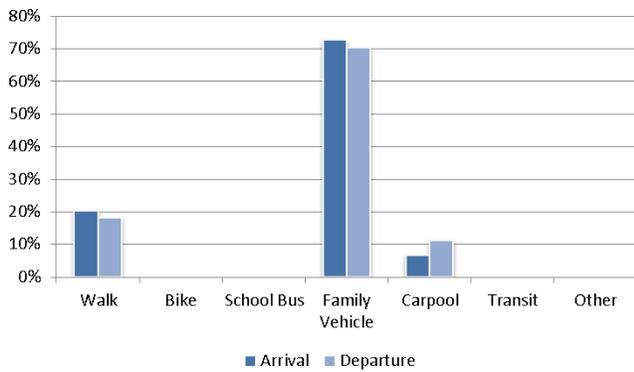
### Less than ¼ mile



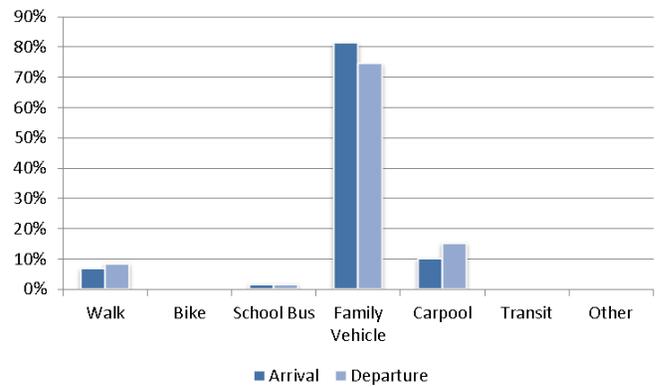
### ¼ mile to ½ mile



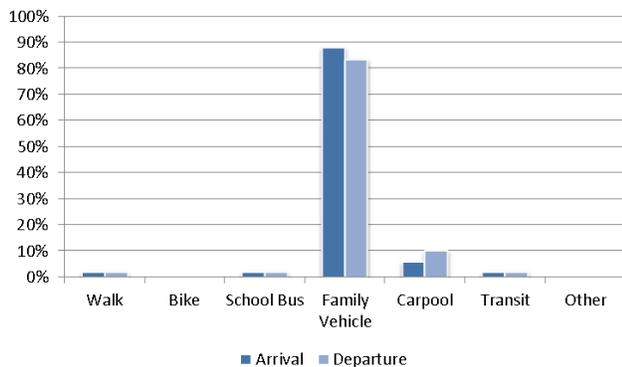
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	45	24%	0%	0%	71%	4%	0%	0%
1/4 mile to 1/2 mile	43	19%	0%	0%	79%	2%	0%	0%
1/2 mile to 1 mile	44	20%	0%	0%	73%	7%	0%	0%
1 mile to 2 miles	59	7%	0%	2%	81%	10%	0%	0%
More than 2 miles	51	2%	0%	2%	88%	6%	2%	0%

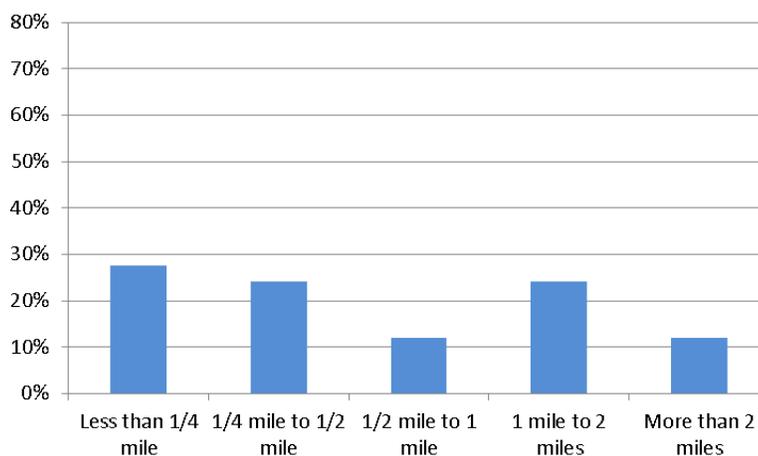
No Response, Don't Know, Blank: 26

### School Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	45	38%	0%	2%	58%	2%	0%	0%
1/4 mile to 1/2 mile	43	16%	0%	0%	77%	7%	0%	0%
1/2 mile to 1 mile	44	18%	0%	0%	70%	11%	0%	0%
1 mile to 2 miles	59	8%	0%	2%	75%	15%	0%	0%
More than 2 miles	49	2%	0%	2%	84%	10%	2%	0%

No Response, Don't Know, Blank: 28

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE



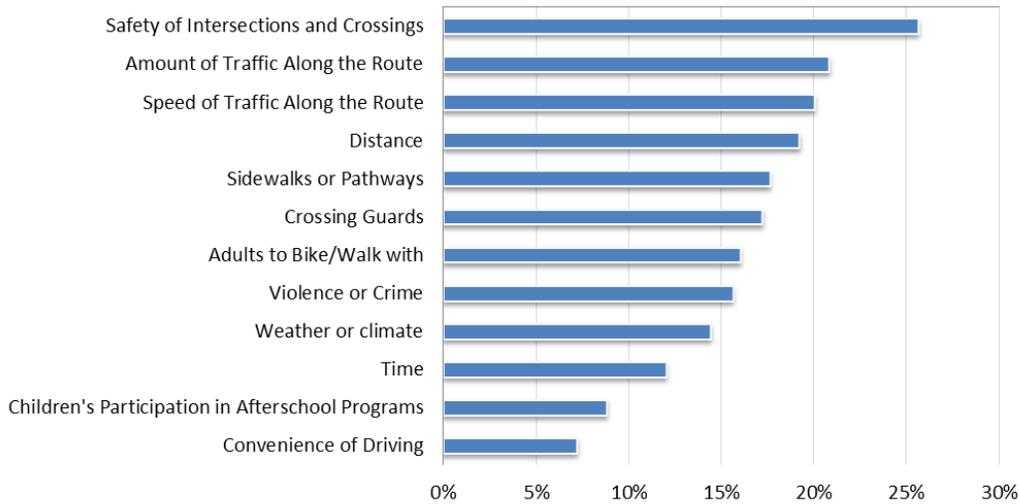
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	166	16%	17%	20%	25%	22%
Yes	58	28%	24%	12%	24%	12%

No Response, Don't Know, Blank: 21

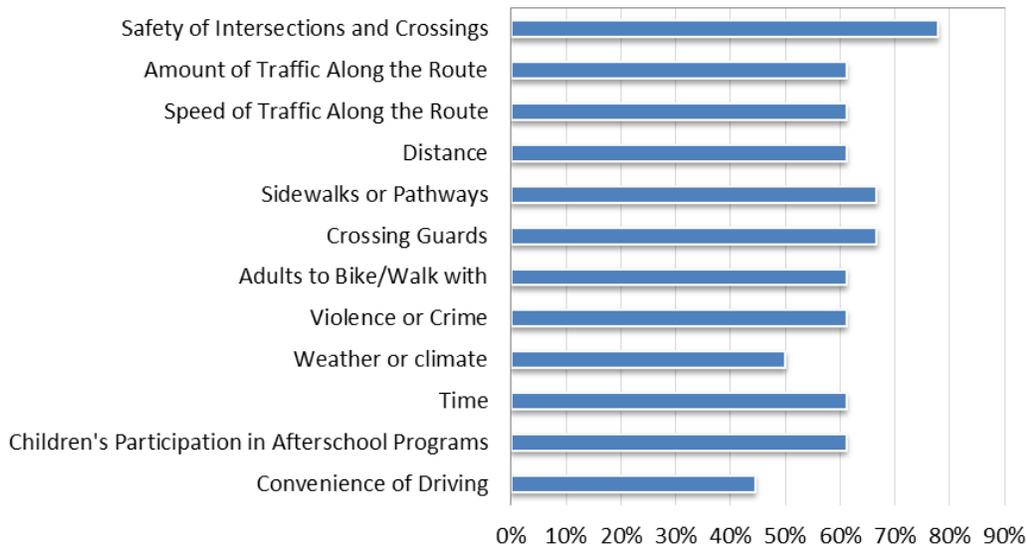
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL

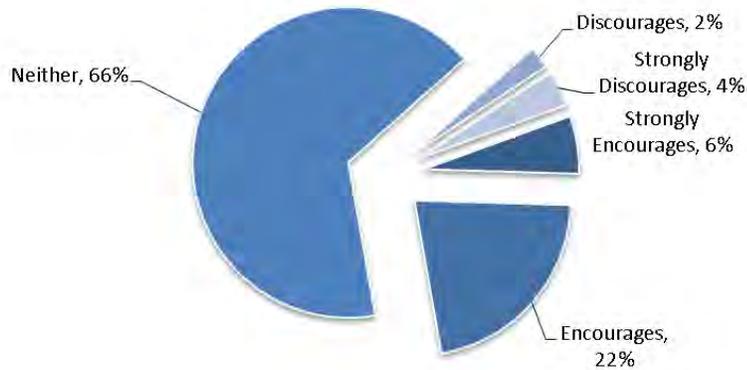
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	26%	78%
Amount of Traffic Along the Route	21%	61%
Speed of Traffic Along the Route	20%	61%
Distance	19%	61%
Sidewalks or Pathways	18%	67%
Crossing Guards	17%	67%
Adults to Bike/Walk with	16%	61%
Violence or Crime	16%	61%
Weather or climate	14%	50%
Time	12%	61%
Children's Participation in Afterschool Programs	9%	61%
Convenience of Driving	7%	44%
<b>Number of Responses</b>	<b>250</b>	<b>18</b>

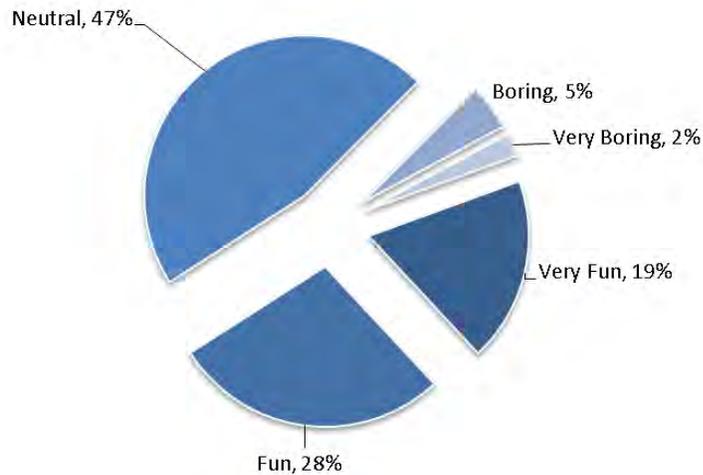
**Note:**

- Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
- Column’s percentages may be higher than 100% because respondents could select multiple issues
- The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

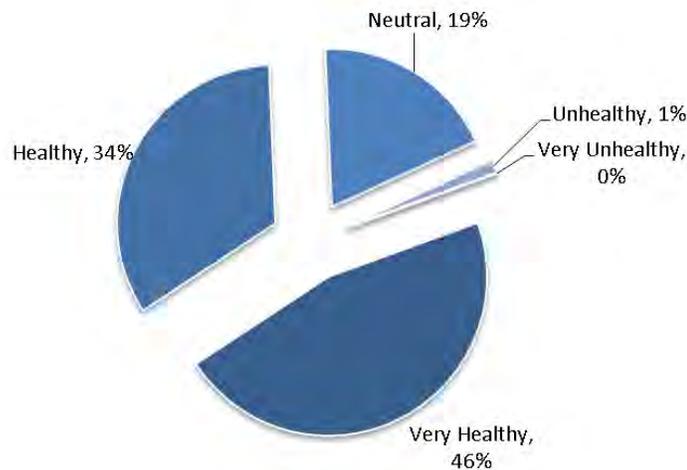


### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN GRAPEVINE ELEMENTARY SCHOOL



## PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD



## PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

### Observations:

- Percentage of walking is low.
- All issues seem to be nearly equally important to parents of children who walk to school.
- High percentage of surveys returned.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

### Survey at Grapevine

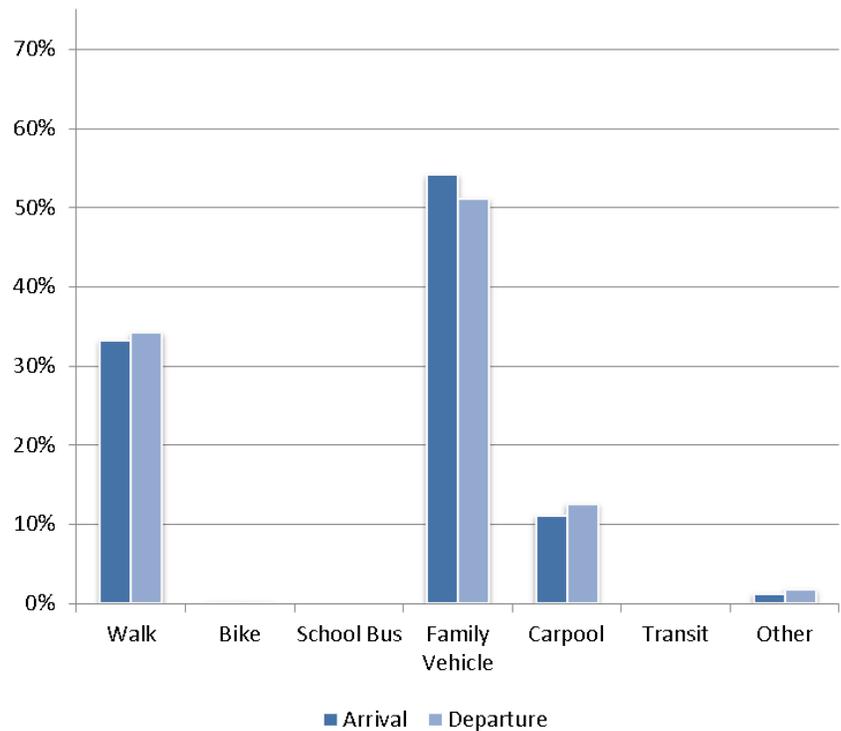
Enrollment: 502 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 02

### STUDENT TRAVEL TALLY

This report contains data from Grapevine Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

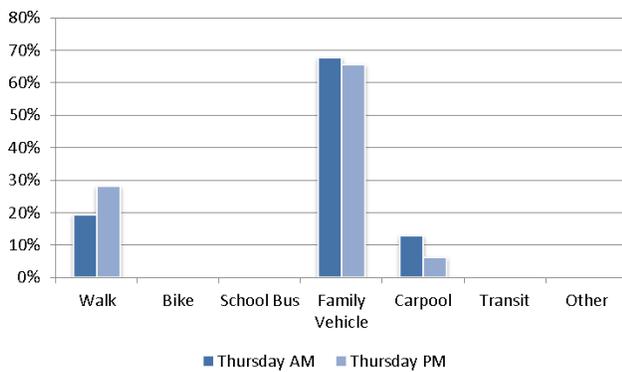
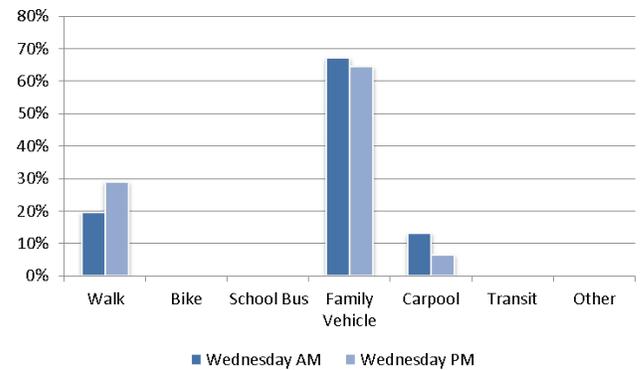
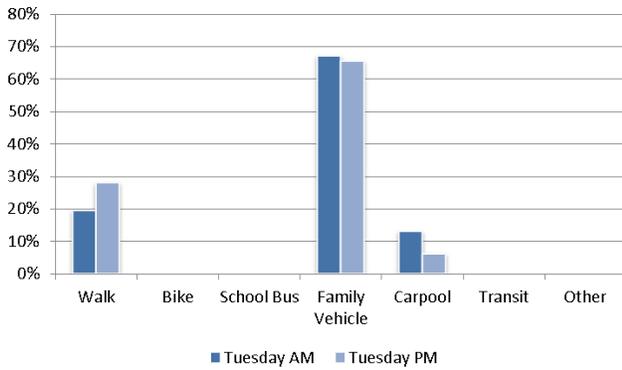


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	559	33%	0.2%	0%	54%	11%	0%	1%
Departure	555	34%	0.2%	0%	51%	13%	0%	2%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

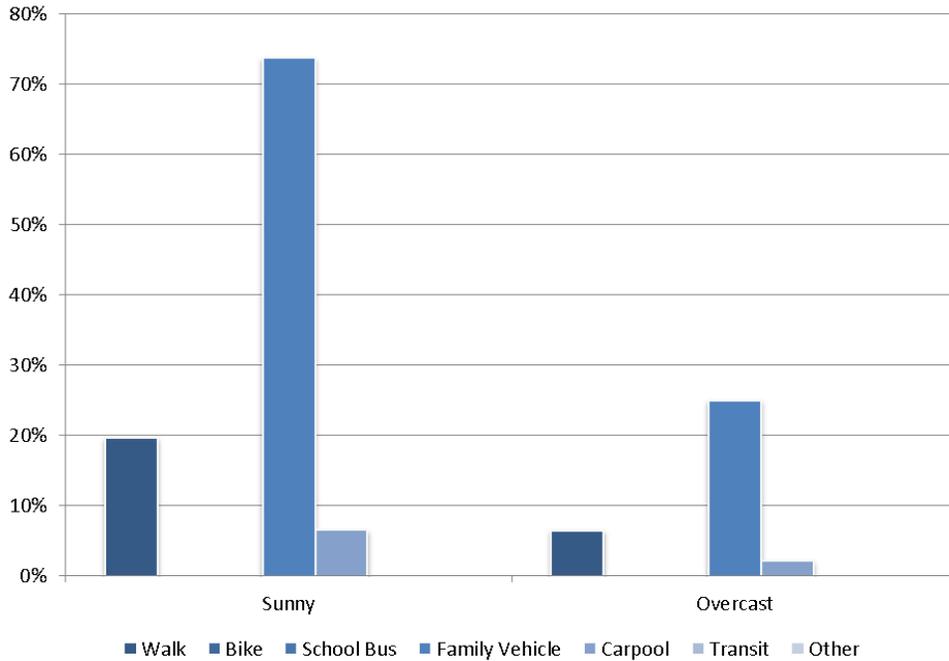


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	61	20%	0%	0%	67%	13%	0%	0%
Tuesday PM	32	28%	0%	0%	66%	6%	0%	0%
Wednesday AM	61	20%	0%	0%	67%	13%	0%	0%
Wednesday PM	31	29%	0%	0%	65%	6%	0%	0%
Thursday AM	62	19%	0%	0%	68%	13%	0%	0%
Thursday PM	32	28%	0%	0%	66%	6%	0%	0%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	61	20%	0%	0%	74%	7%	0%	0%
Overcast	92	7%	0%	0%	25%	2%	0%	0%

### TRAVEL MODE BY WEATHER CONDITION

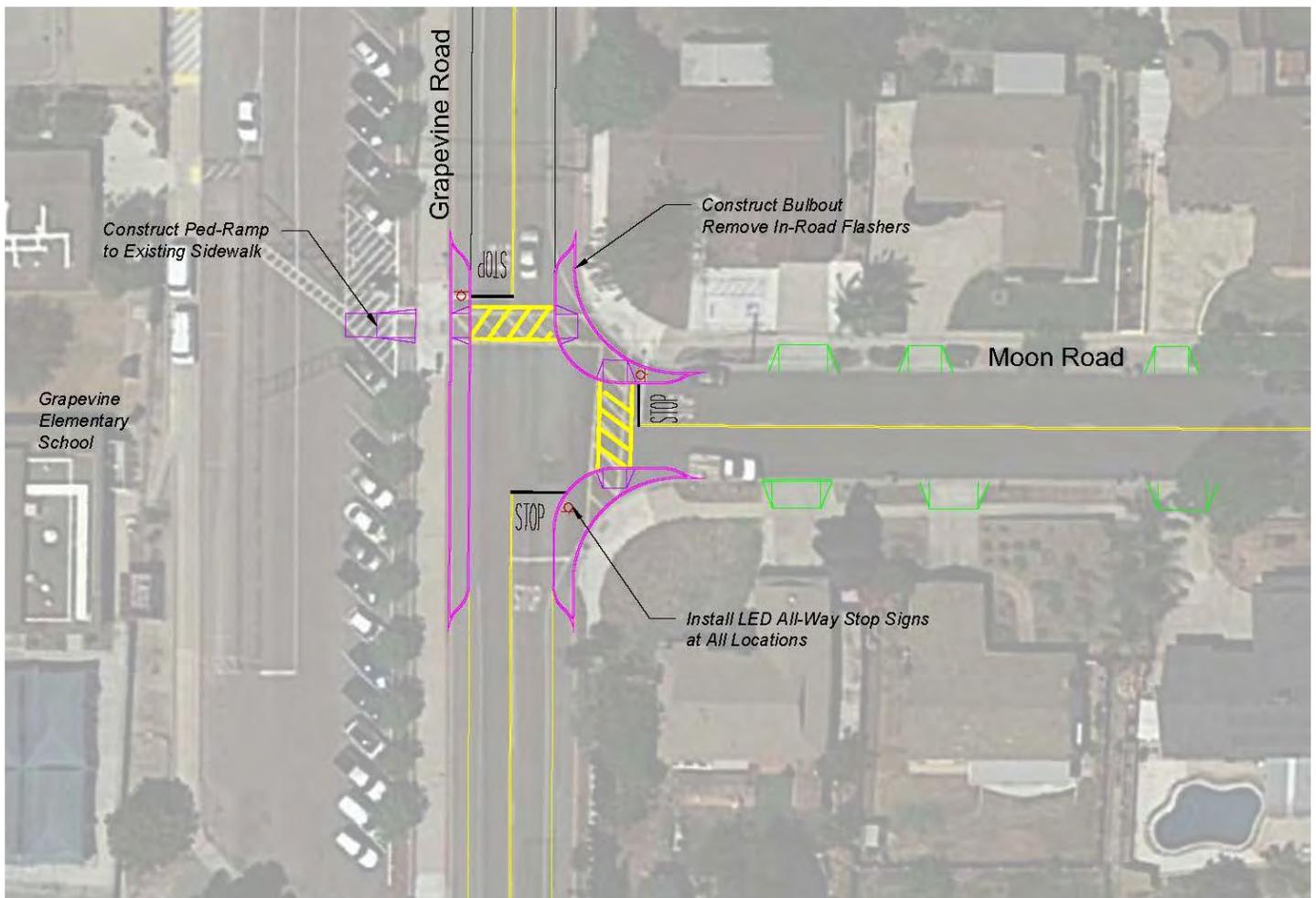
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 6.5 - Grapevine Road & Moon Road Bulb-outs



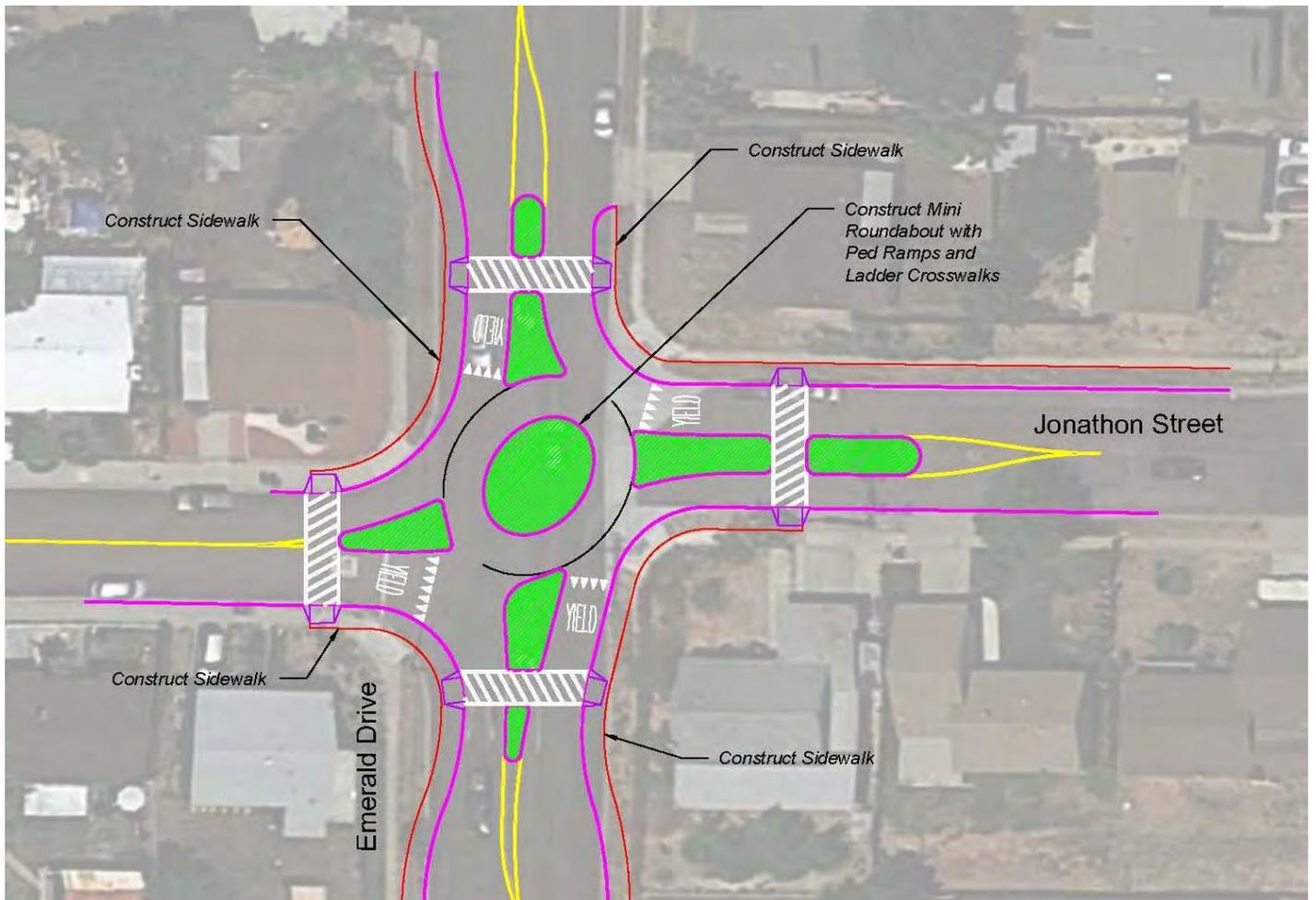
### I. Grapevine Road & Moon Road Bulb-outs

The intersection at Grapevine Road and Moon Road is a primary crossing location for students and parent to Grapevine Elementary School. Currently the all way stop, the push button flashers (no longer operating) and a crossing guard do not always provide consistent messages to the motorists and pedestrians. This concept calls for the removal of the inoperative flashers, retaining the all way stop, and the construction of curb bulb-outs to shorten the pedestrian exposure in the street and to calm traffic. In addition, the connection pedestrian ramp connecting the school site and the public sidewalk should be reconstructed to meet standards for disabled persons. The estimated cost to implement this concept is \$148,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.6 - Emerald Drive & Jonathon Street Roundabout



### 2. Emerald Drive & Jonathon Street Roundabout

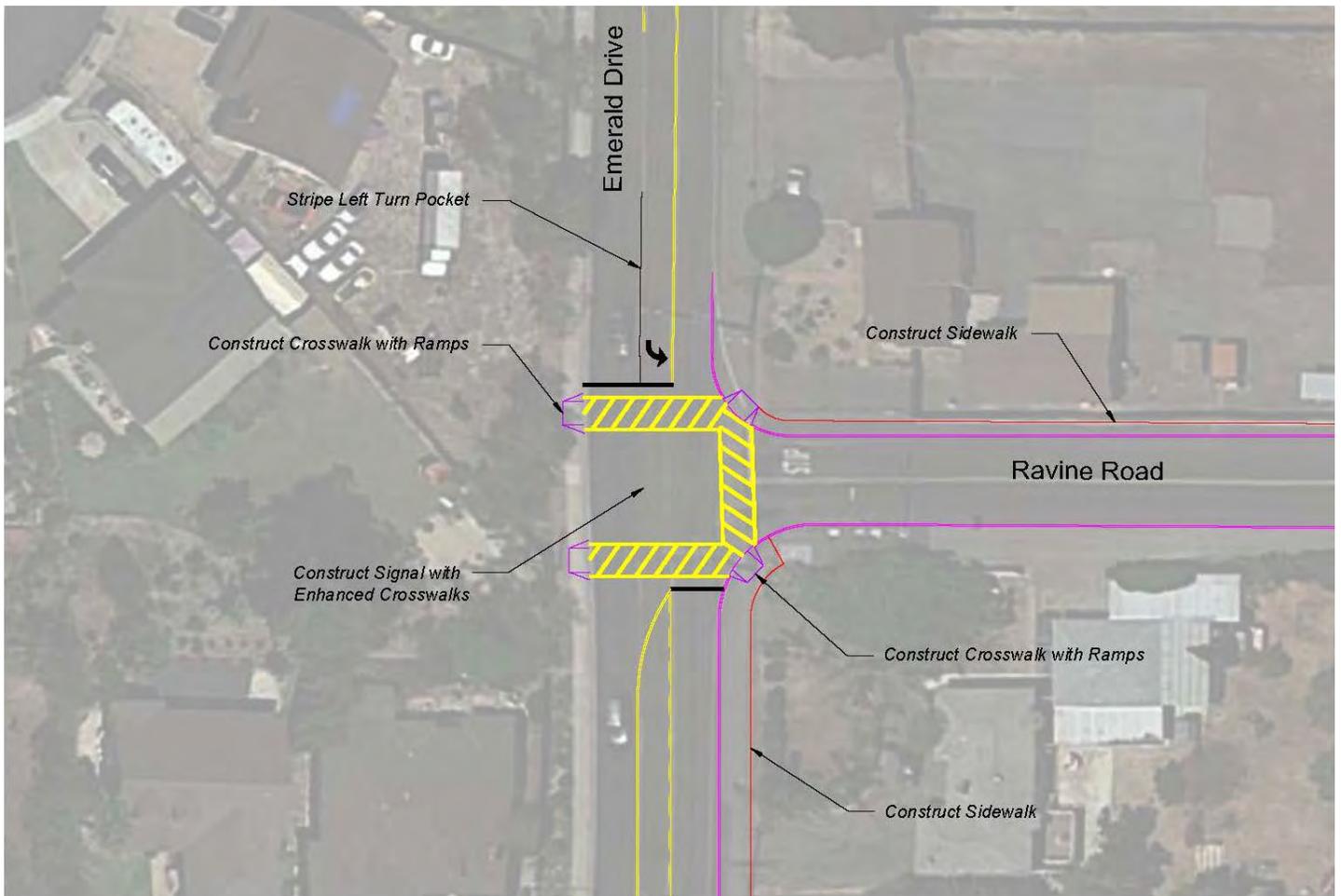
Emerald Drive is a major barrier for some parents and children who walk to school. Currently the opportunities to cross Emerald Drive are limited. High speeds of vehicles on Emerald Drive were cited as one of the concerns by parents. One possible solution that was identified was the construction of a roundabout at the intersection which would both calm traffic on Emerald Drive and would provide an opportunity for pedestrians to more safely cross Emerald Drive. The estimated cost to implement this concept is \$990,000.

An alternative to a roundabout could be a traffic signal with sidewalk corner ramp improvements at an estimated project cost of \$330,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.7 - Emerald Drive & Ravine Road Signalized Intersection



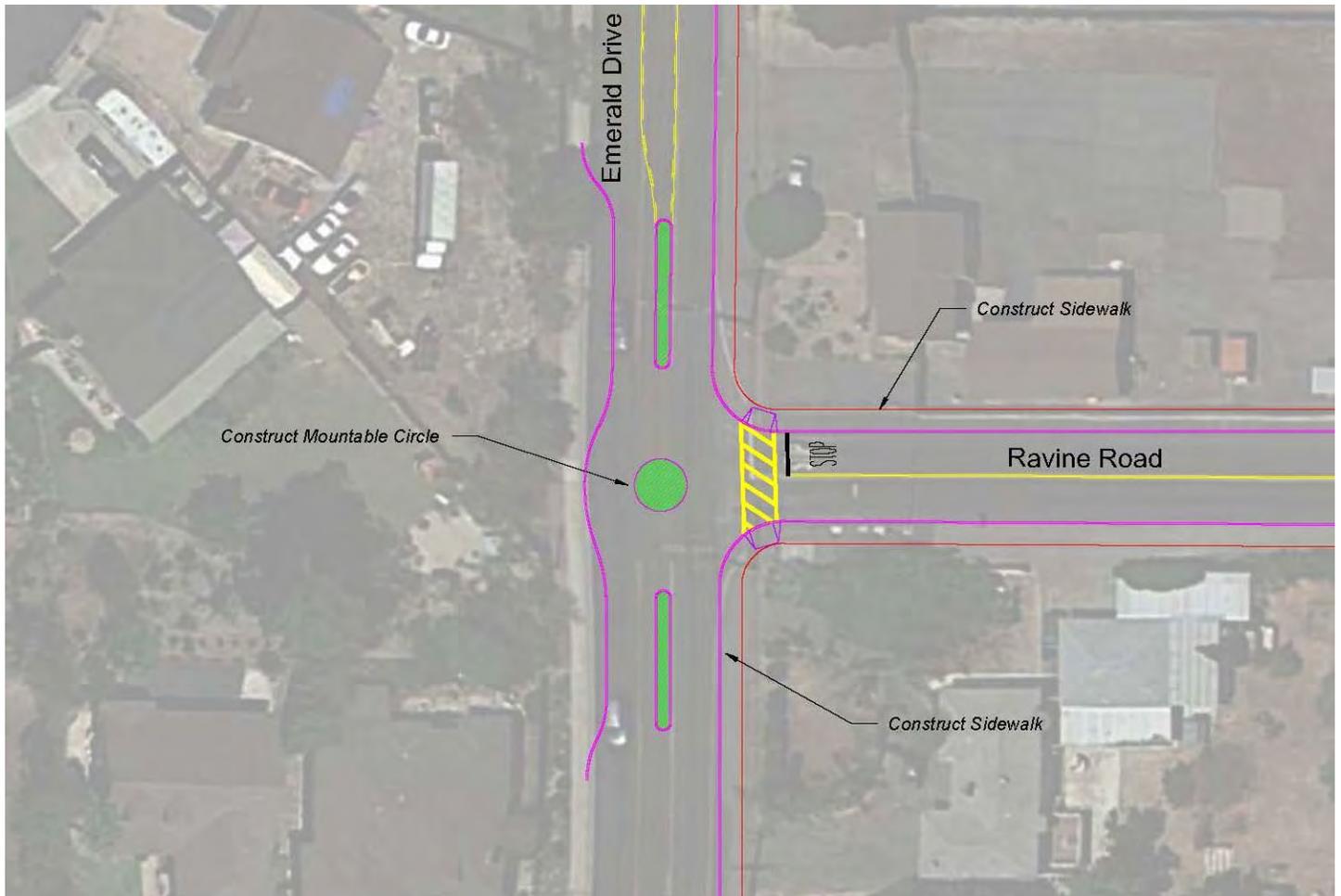
### 3. Emerald Drive & Ravine Road Signalized Intersection

The intersection at Emerald Drive and Ravine Road was identified as a possible location to provide a pedestrian connection across Emerald Drive and to help calm traffic speeds on Emerald Drive. One concept to accomplish these purposes would be to install a traffic signal at this location. The total project cost of a traffic signal is estimated at \$330,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.8 - Emerald Drive & Ravine Road Mountable Circle



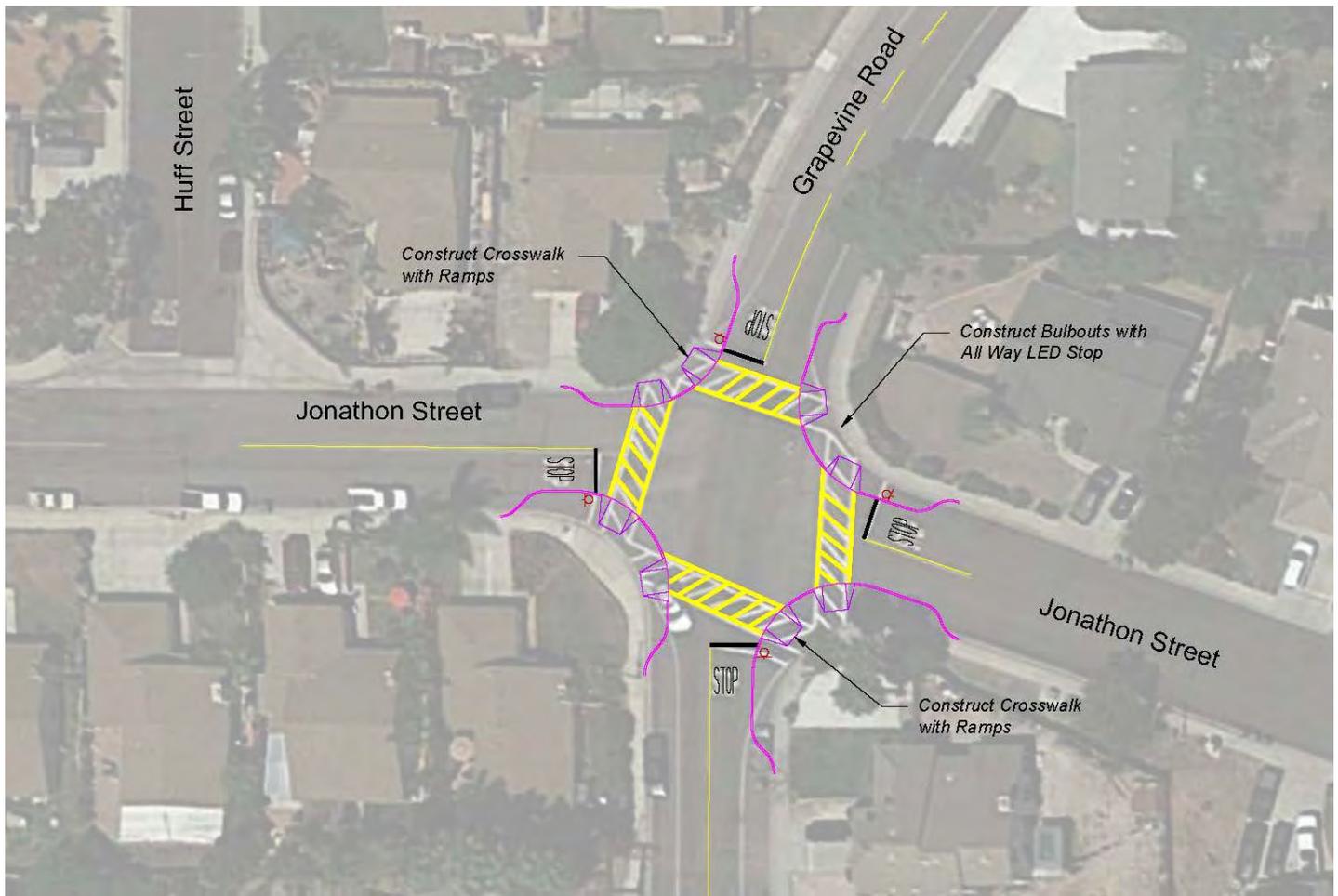
### 4. Emerald Drive & Ravine Road Mountable Circle

A less expensive alternative to a traffic signal would be a multiway stop with a mountable circle, or a mini-roundabout with yield control. This concept would provide an opportunity for pedestrians to cross Emerald Drive and would calm traffic speeds on Emerald Drive. The estimated cost for this improvement is \$105,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.9 - Jonathon Street & Grapevine Road Bulb-outs



### 5. Jonathon Street & Grapevine Road Bulb-Outs

The intersection of Jonathon Street and Grapevine Road provides an opportunity for calming traffic speeds on Grapevine Road. It is also one of the locations where pedestrians can cross Grapevine Road at a controlled intersection. Currently the skew of the intersection creates a longer exposure in the street for pedestrians than a right angle intersection would do. This concept depicts curb bulb-outs to calm traffic and reduce the pedestrian exposure distance in the street. This concept is estimated to have an implementation cost of \$215,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.10 - Jonathon Street & Grapevine Road Roundabout



### 5. Jonathon Street & Grapevine Road Roundabout

An alternative to the all-way stop with curb bulb-outs at the intersection of Grapevine Road and Jonathon Street would be the construction of a roundabout. The roundabout would both calm traffic speeds on Grapevine Road and provide enhanced safety for pedestrians crossing the streets at the intersection. The estimated implementation cost for this concept is \$942,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.11 - Jonathon Street & Grapevine Road Mountable Circle



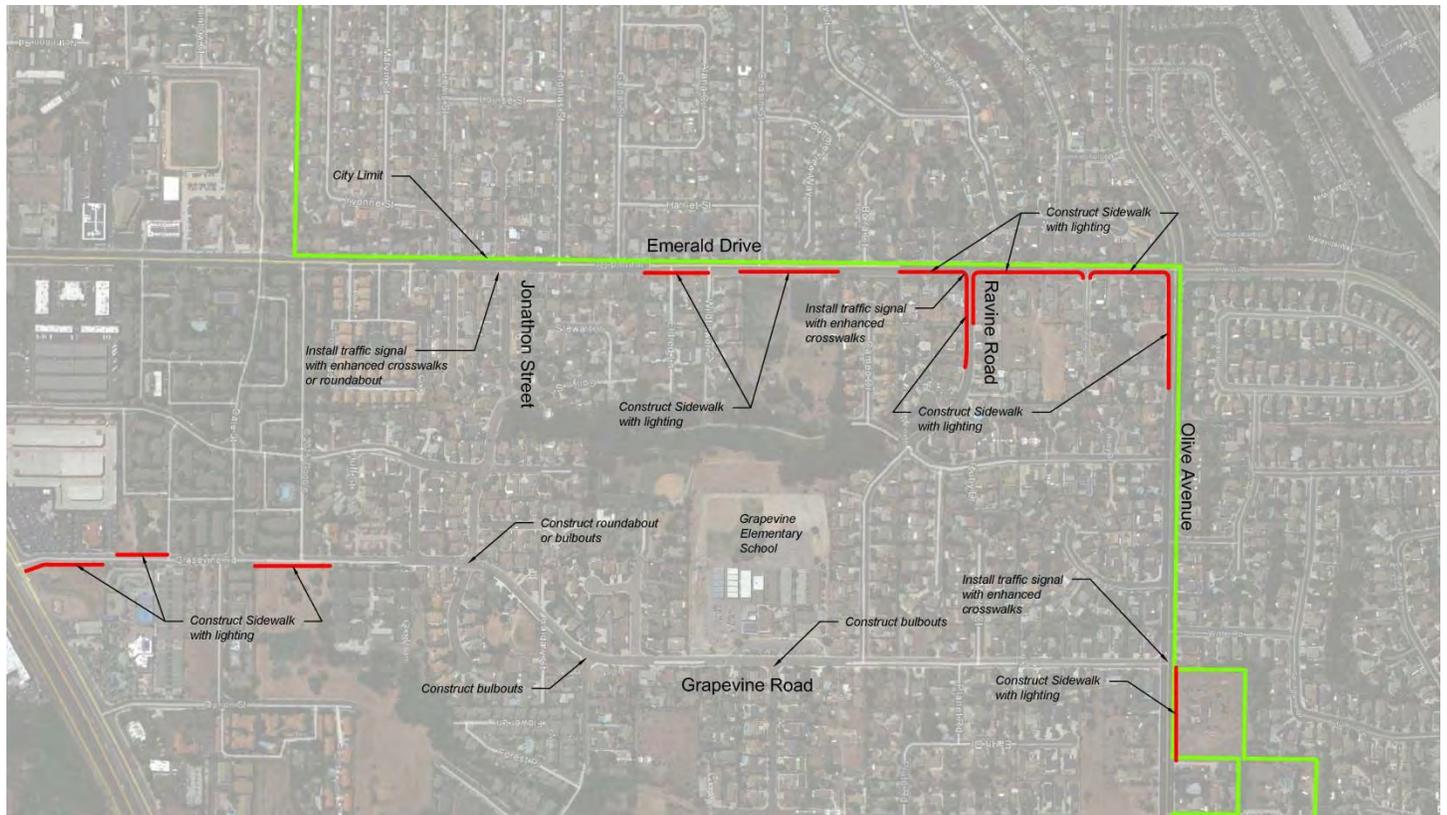
### 6. Jonathon Street & Grapevine Road & Mountable Circle

A less expensive alternative for traffic calming at this intersection would be to add a mountable circle to the center of the intersection. A mountable circle causes drivers to reduce their speed to navigate through the intersection but will allow trucks to drive on top of the mountable circle in order to make tight turns. The estimated cost of the circle plus enhanced lighting is \$30,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## GRAPEVINE ELEMENTARY SCHOOL

Figure 6.12 - Area-Wide Improvements



### 7. Area-Wide Improvements

One of the critical pieces to enhancing walking safety to Grapevine Elementary School is to complete the construction of missing segments of sidewalk leading to the school. These sidewalk improvements should include improved lighting for better pedestrian visibility for periods of darkness during school arrival during the winter months, and for attendance at evening special events at the school. The following implementation costs were estimated for these sidewalk and lighting projects.

Sidewalk on Grapevine Road from Date Street to Vista Way	\$477,000
Sidewalk on Olive Avenue north side from Grapevine Road to Galaxy Drive	\$588,000
Sidewalk on Olive Avenue south side from Emerald Drive to Ruby Drive	\$589,000
Sidewalk on Ravine Road both sides, and on Emerald Drive from Galbar Street to Olive Avenue on east side	\$1,238,000

VISTA SAFE ROUTES TO SCHOOL MASTER PLAN  
**GRAPEVINE ELEMENTARY SCHOOL**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

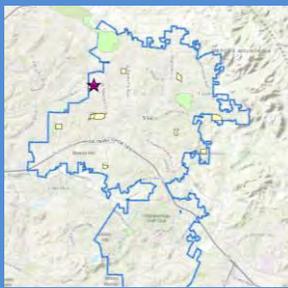
## MARYLAND ELEMENTARY SCHOOL



### Get to Know Maryland

650 students

67% Spanish-speaking  
families



### EXISTING CONDITIONS

Maryland Elementary School is located on Maryland Drive in the northwest quadrant of Vista, bordering a residential neighborhood to the south and a commercial area to the north and west. The posted speed limit on Maryland Drive is 25 mph. The posted speed limit on North Avenue adjacent to the school when children are present is 25 mph. A map of pedestrian infrastructure in the school vicinity is shown in Figure 7.1. The main safety challenges that the project team identified were:

- Fast traffic
- Pedestrians walk down dirt hill and onto the parking lot to access the school
- Pedestrians cross street through traffic
- Sidewalks end abruptly in numerous locations forcing pedestrians to walk in the vehicular travel lanes

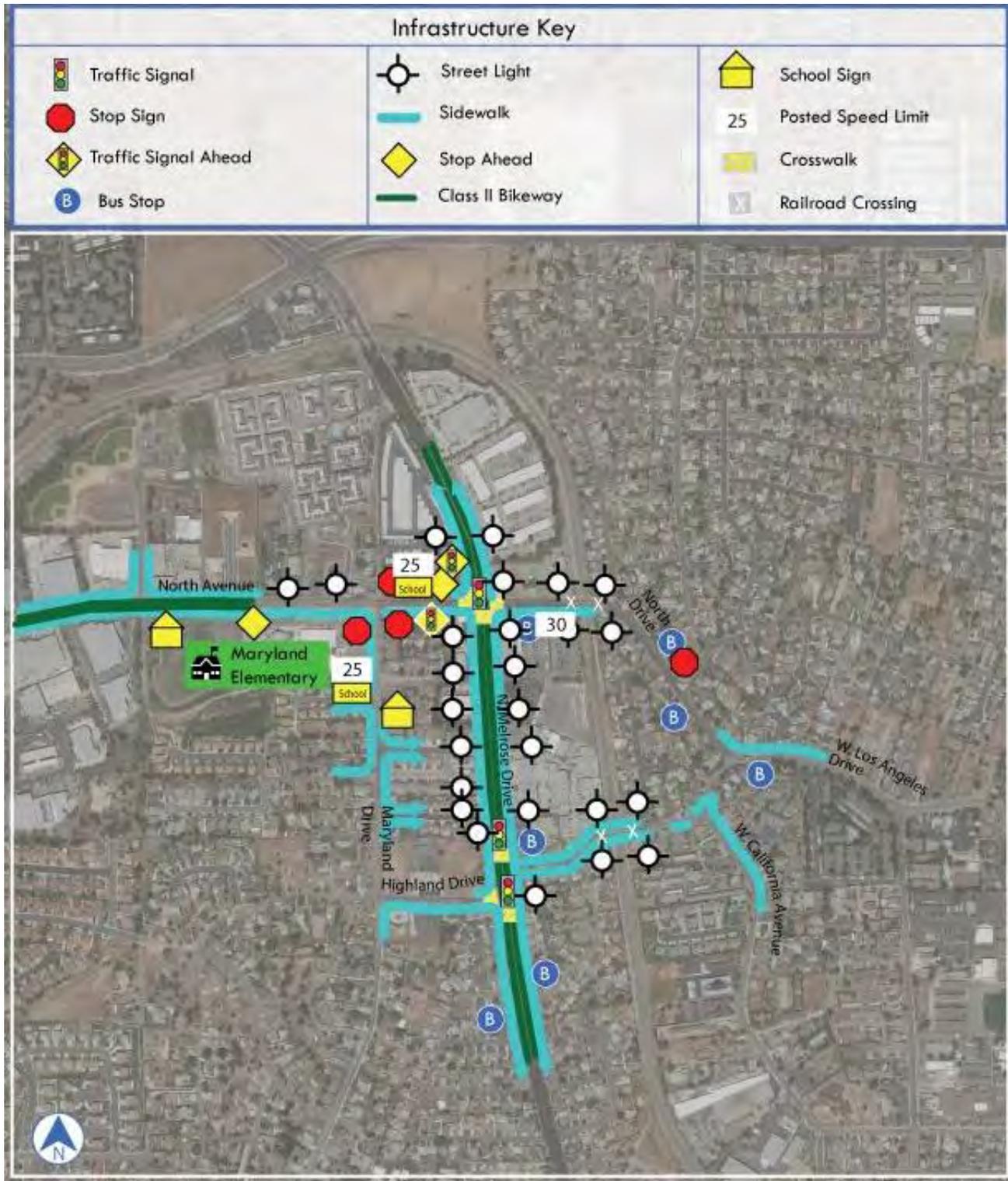
### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 23, 2015 during afternoon dismissal. Vehicles approach the school from the east and west on North Avenue and from the south on Maryland Drive. Vehicles either, park on Maryland Drive or queue in the school parking lot. Pedestrian routes are shown on the map in Figure 7.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each item is shown in Figure 7.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.1 - Maryland Elementary School Existing Infrastructure



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.2 –Maryland Elementary Safety School and Circulation Challenge Areas



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.3 – Photos of Maryland Elementary School Challenge Areas

### Challenge Area 1 – Fast Traffic



Traffic on Maryland Drive and on North Avenue moves fast past the school grounds.

### Challenge Area 2 – Pedestrians walk down steep hill to access the school



Pedestrians short cut from the sidewalk to the school by walking down the embankment, surprising motorists, and have the potential for slipping.

### Challenge Area 3 – Pedestrians crossing street through traffic



There is no designated crosswalk at the school exit driveway across Maryland Drive and parents and children cross uncontrolled through moving traffic.

### Challenge Area 4 – Fast traffic on Maryland Drive difficult to manage it to reduce vehicle/vehicle conflict



The school exit driveway experiences conflicts between pedestrians, school exiting traffic, and through vehicles on Maryland Drive.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

### Challenge Area 5 – Sidewalk ends



The sidewalk system serving Maryland Elementary lacks continuity and missing segments encourage pedestrians to walk in the street.

### Challenge Area 6 – All lanes used for queuing traffic block through traffic



All the traffic lanes on the school site are used for vehicle standing and parking, and no lane is left open for exiting vehicles to move through the site

### Challenge Area 7 – Loading children one by one creates more queuing



Only the front vehicles are loaded one at a time, increasing the time that drivers further back in line wait to pick up their children.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

### Maryland Walk Audit Participation

21 adults

Walk route of almost 2 mile

Missing sidewalk emerged as the top concern

### WALK AUDITS

The walk audit for Maryland Elementary School was held on Tuesday October 22, 2015 from 8:30 to 9:05 a.m. There were 21 members of the school community in attendance and the event was conducted mostly in Spanish.



*Group discussion*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators in person to see areas of concern. The walk began in front of the school on Maryland Drive and headed south, then east onto Highland Drive, north onto Melrose Drive, east onto W. Los Angeles and then northwest on North Drive to return to the school. A map summarizing the comments received from participants is shown in Figure 7.4.

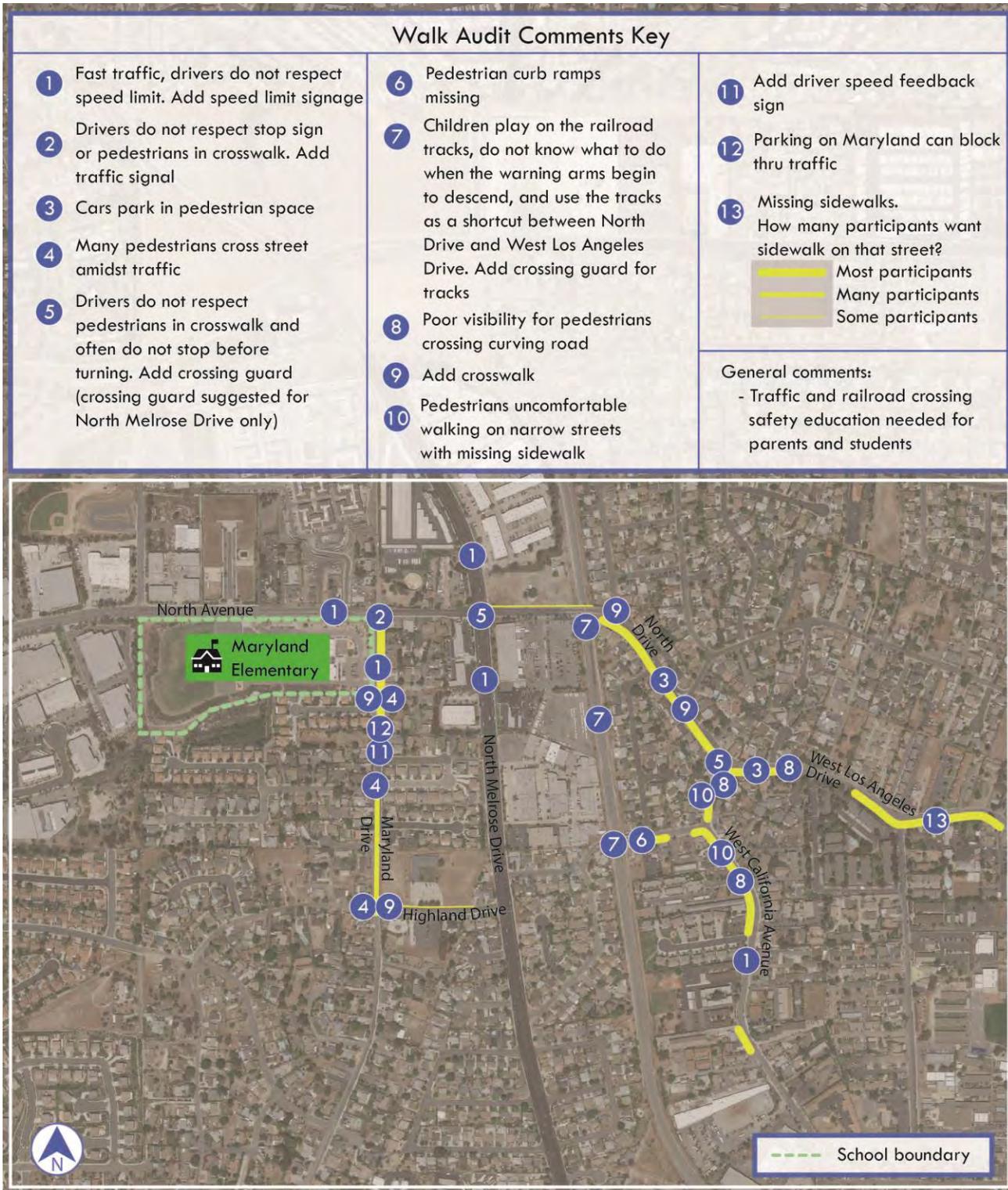


*Walking with community members*

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.4 –Maryland Elementary Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

### Survey at Maryland

Enrollment: 650 students

Number of questionnaires

Distributed: 683

Month and Year Collected:

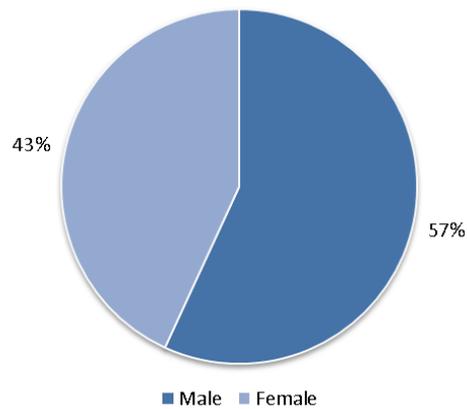
October 2015

Questionnaires Analyzed:

169

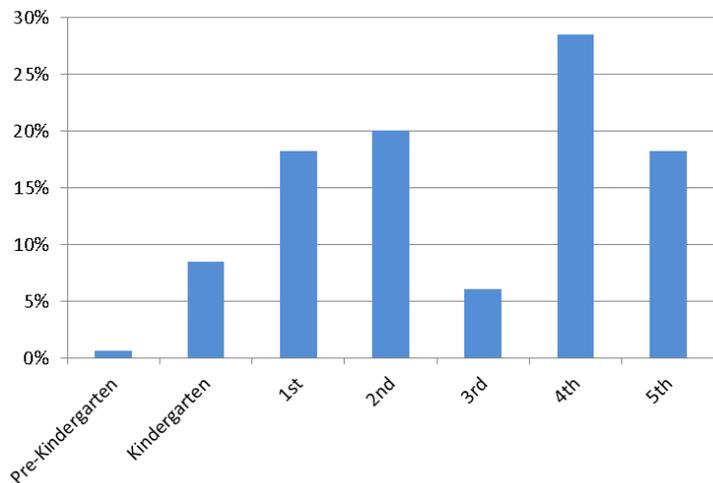
### PARENT SURVEY

This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	1	1%
Kindergarten	14	8%
1st	30	18%
2nd	33	20%
3rd	10	6%
4th	47	28%
5th	30	18%
Total	165	100%



### GRADE LEVEL OF CHILDREN

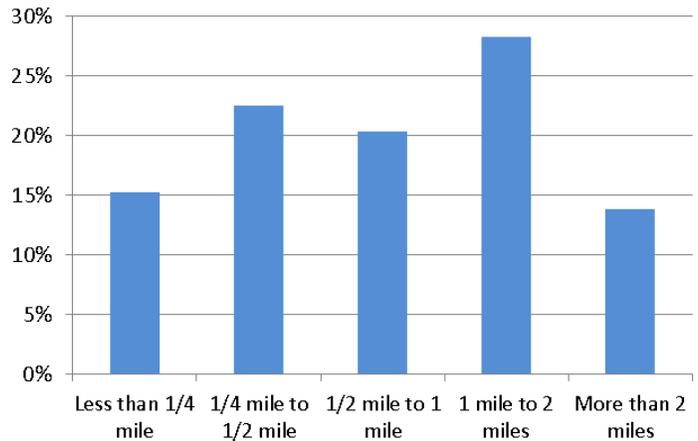
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

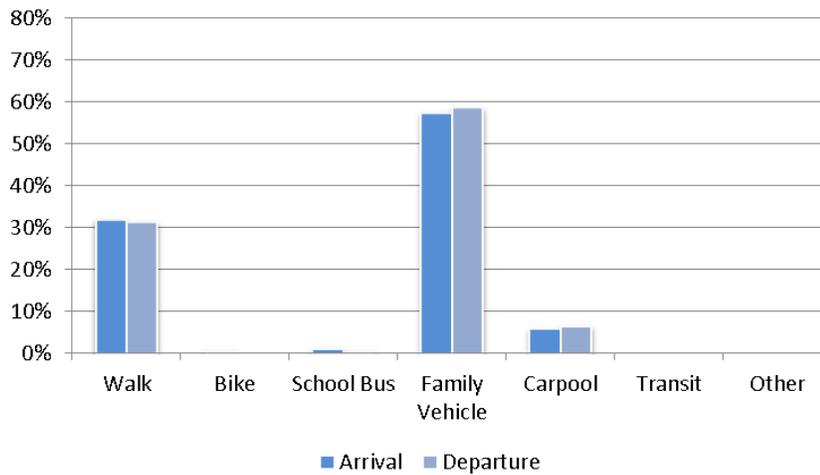
Distance between school and home	Number	Percent
Less than 1/4 mile	21	15%
1/4 mile to 1/2 mile	31	22%
1/2 mile to 1 mile	28	20%
1 mile to 2 miles	39	28%
More than 2 miles	19	14%

No response or Don't know: 31

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	169	32%	1%	1%	57%	6%	0%	0%
Departure	169	31%	0%	0.6%	59%	7%	0%	0%

No Response Morning: 0

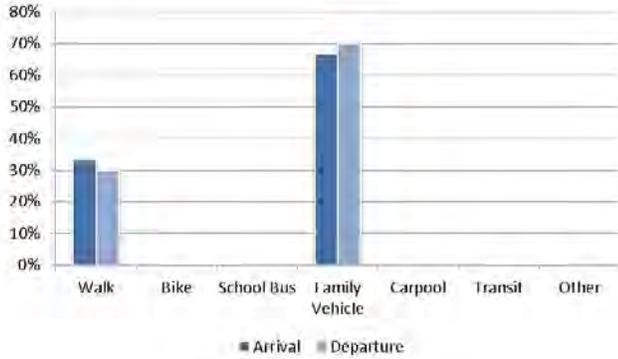
No Response Afternoon: 0

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

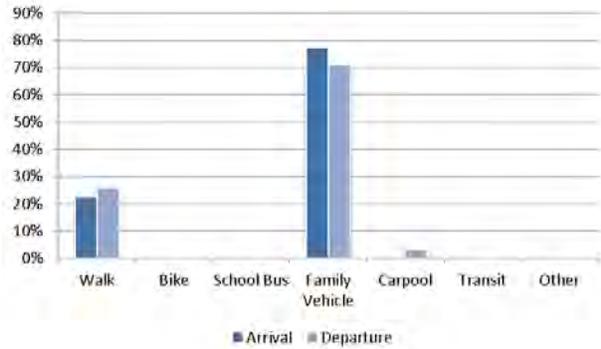
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

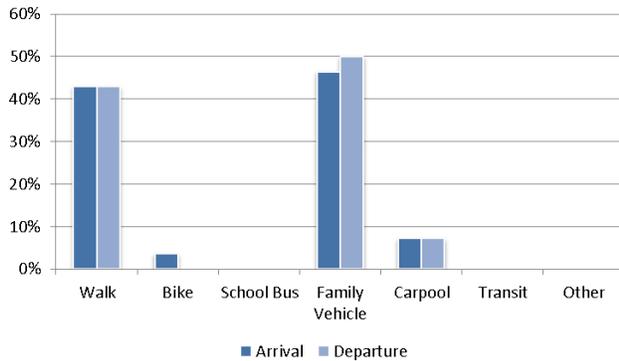
### Less than ¼ mile



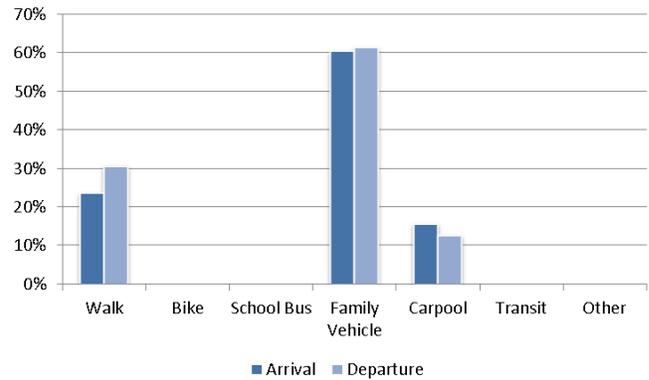
### ¼ mile to ½ mile



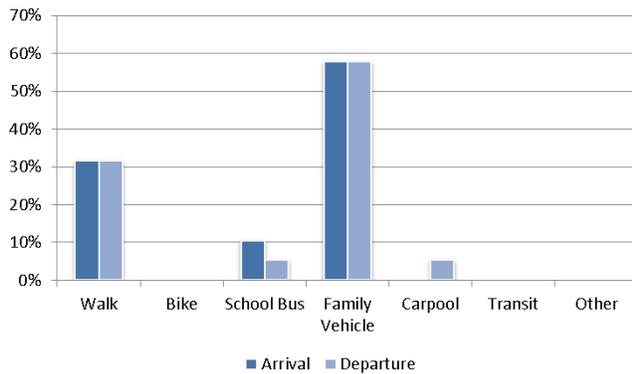
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	33%	0%	0%	67%	0%	0%	0%
1/4 mile to 1/2 mile	31	23%	0%	0%	77%	0%	0%	0%
1/2 mile to 1 mile	28	43%	4%	0%	46%	7%	0%	0%
1 mile to 2 miles	38	24%	0%	0%	61%	16%	0%	0%
More than 2 miles	19	32%	0%	11%	58%	0%	0%	0%

No Response, Don't Know, Blank: 32

### School Departure

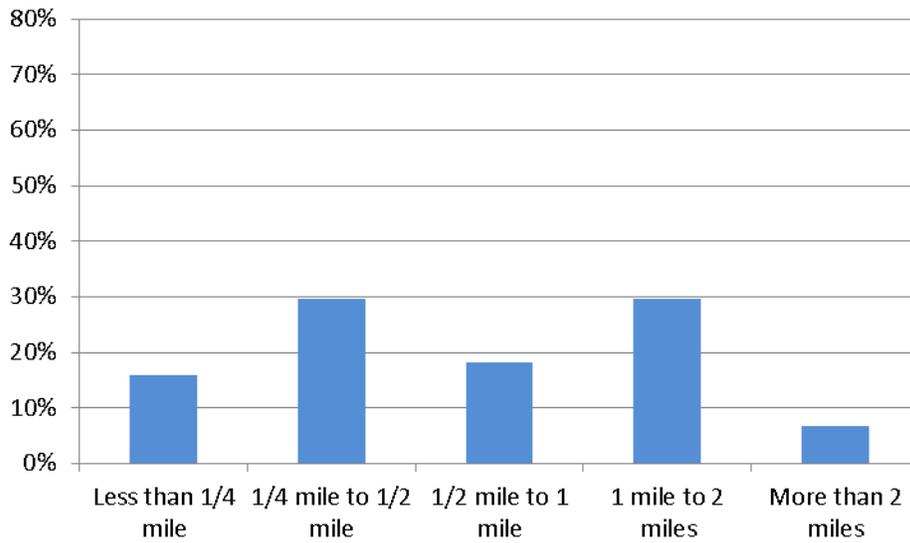
Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	30%	0%	0%	70%	0%	0%	0%
1/4 mile to 1/2 mile	31	26%	0%	0%	71%	3%	0%	0%
1/2 mile to 1 mile	28	43%	0%	0%	50%	7%	0%	0%
1 mile to 2 miles	39	31%	0%	0%	62%	13%	0%	0%
More than 2 miles	19	32%	0%	5%	58%	5%	0%	0%

No Response, Don't Know, Blank: 31

## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL



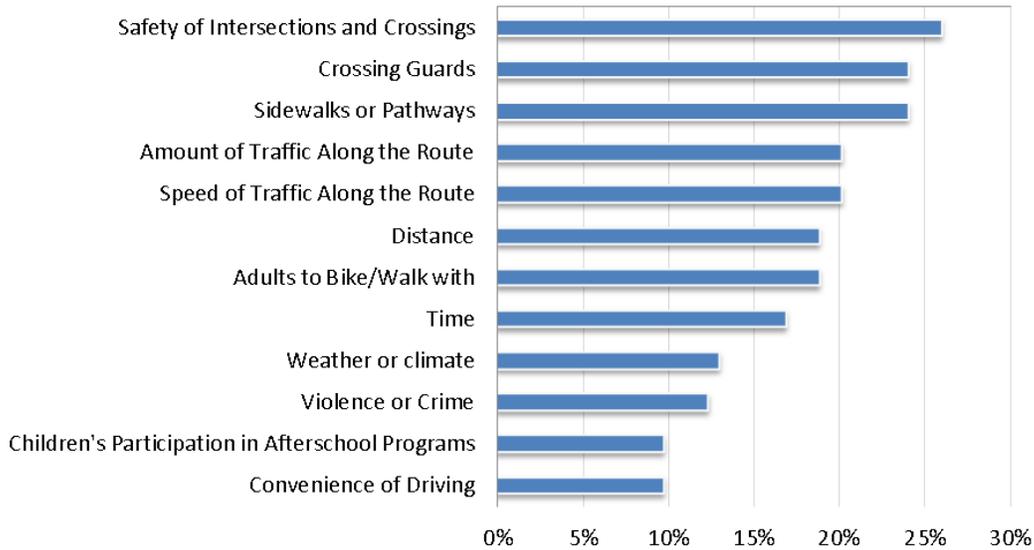
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	166	16%	17%	20%	25%	22%
Yes	58	28%	24%	12%	24%	12%

No Response, Don't Know, Blank:: 28

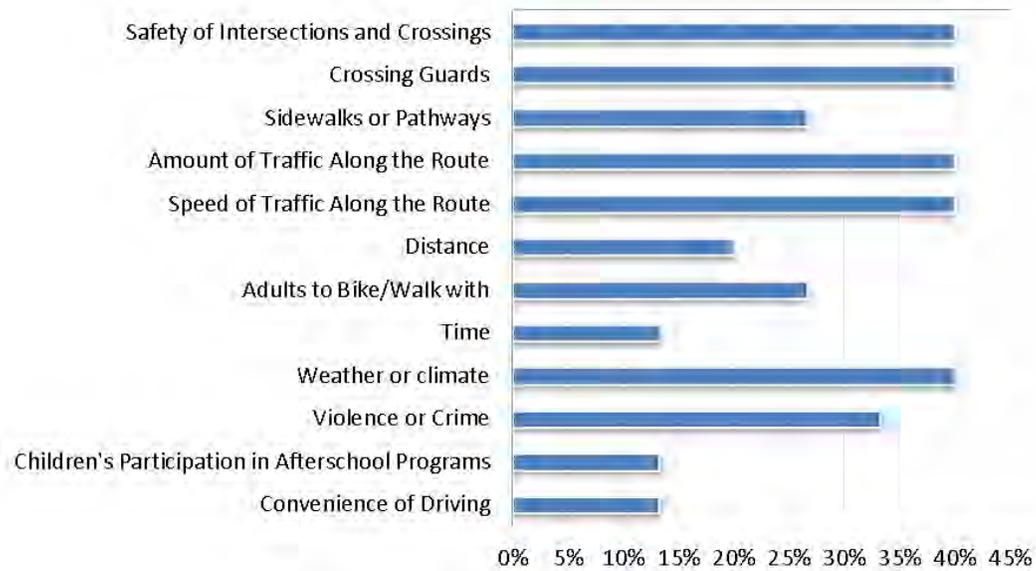
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	26%	40%
Crossing Guards	24%	40%
Sidewalks or Pathways	24%	27%
Amount of Traffic Along the Route	20%	40%
Speed of Traffic Along the Route	20%	40%
Distance	19%	20%
Adults to Bike/Walk with	19%	27%
Time	17%	13%
Weather or climate	13%	40%
Violence or Crime	12%	33%
Children's Participation in Afterschool Programs	10%	13%
Convenience of Driving	10%	13%
<b>Number of Responses</b>	<b>154</b>	<b>15</b>

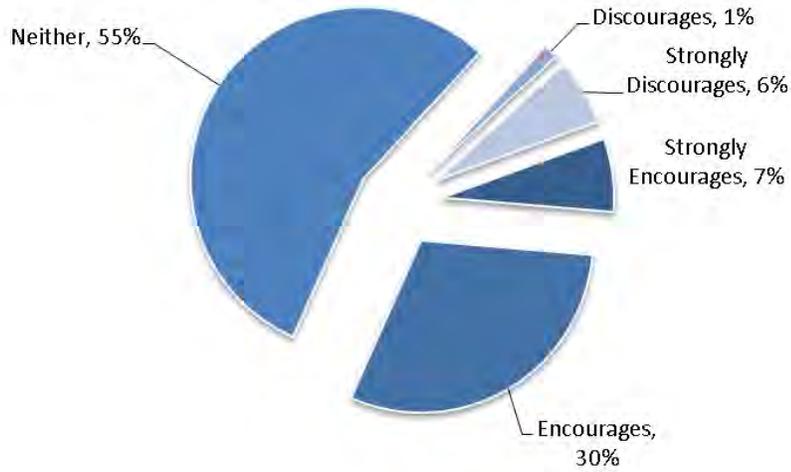
**Note:**

7. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
8. Column’s percentages may be higher than 100% because respondents could select multiple issues
9. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

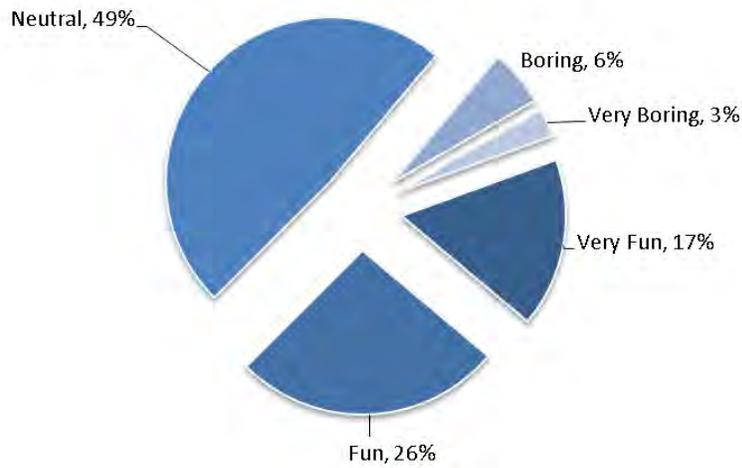
### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL



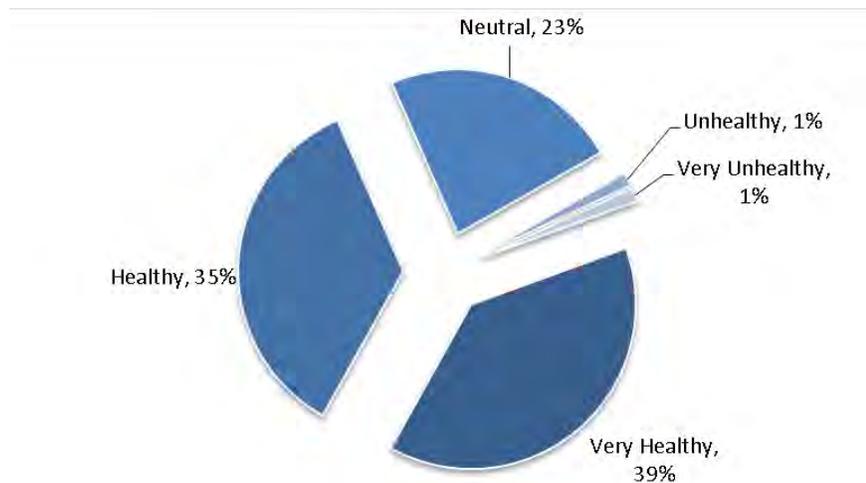
### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING



### PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- Percentage of walking is moderate and does not correlate with distance from school
- Low response on surveys

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

### Survey at Maryland

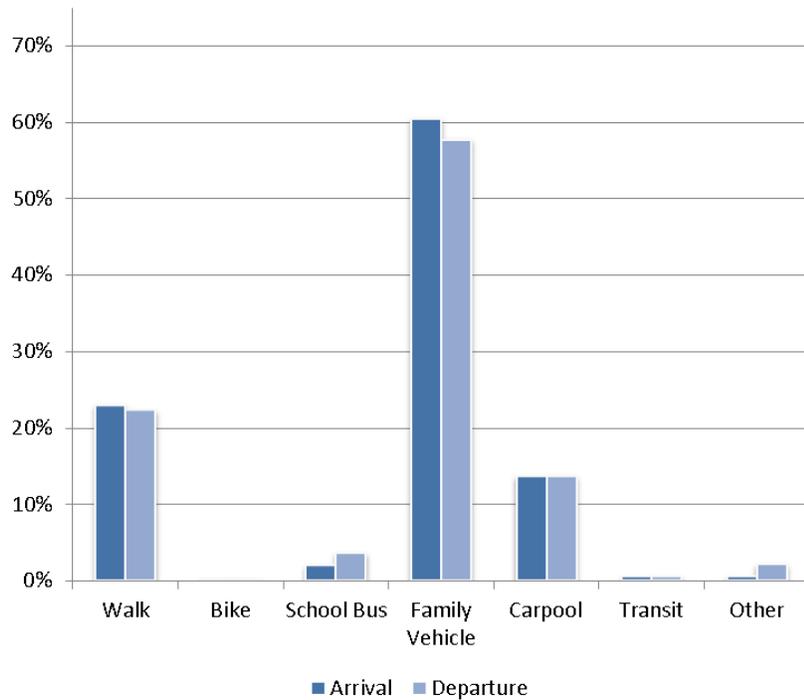
Enrollment: 650 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 12

### STUDENT TRAVEL TALLY

This report contains data from Maryland Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

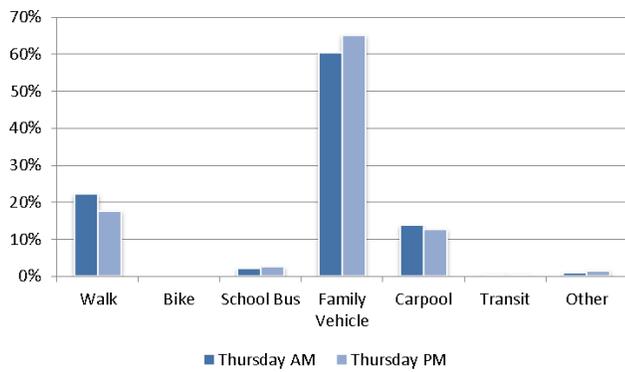
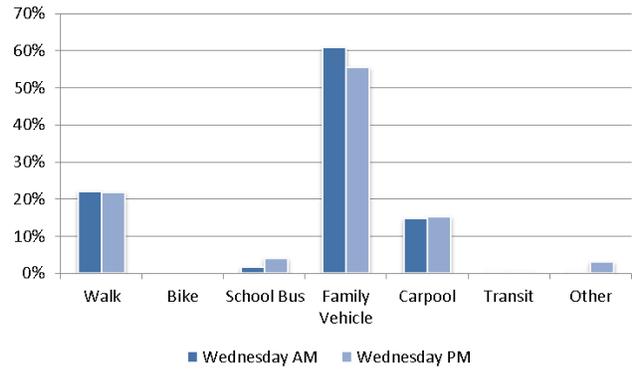
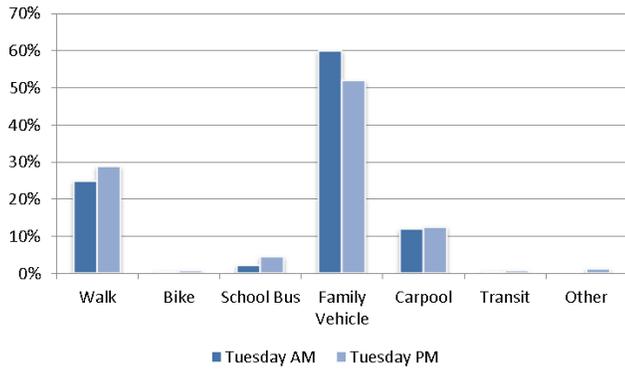


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	632	23%	0.2%	2%	60%	14%	0.5%	0%
Departure	587	22%	0.2%	4%	58%	14%	1%	2%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

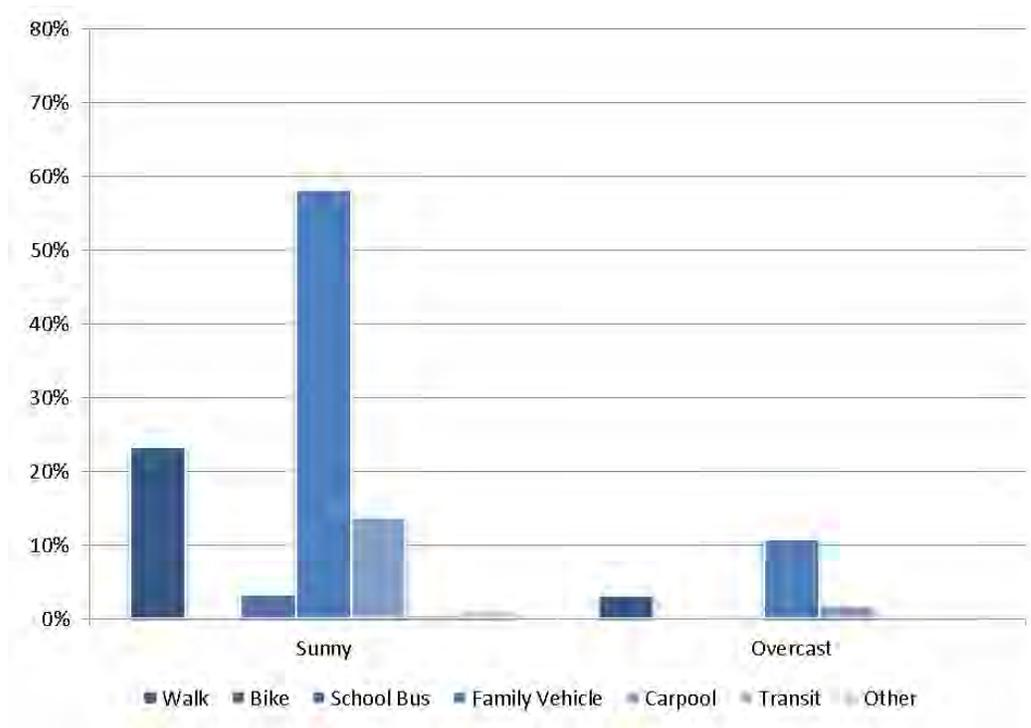


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	185	25%	0.5%	2%	60%	12%	1%	0%
Tuesday PM	160	29%	0.6%	4%	52%	13%	1%	1%
Wednesday AM	258	22%	0%	2%	61%	15%	0.4%	0.4%
Wednesday PM	229	22%	0%	4%	55%	15%	0.4%	3%
Thursday AM	189	22%	0%	2%	60%	14%	1%	1%
Thursday PM	198	18%	0%	3%	65%	13%	1%	2%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1005	23%	0.2%	3%	58%	14%	0.5%	1%
Overcast	1197	3%	0%	0.1%	11%	2%	0.1%	0.3%

### TRAVEL MODE BY WEATHER CONDITION

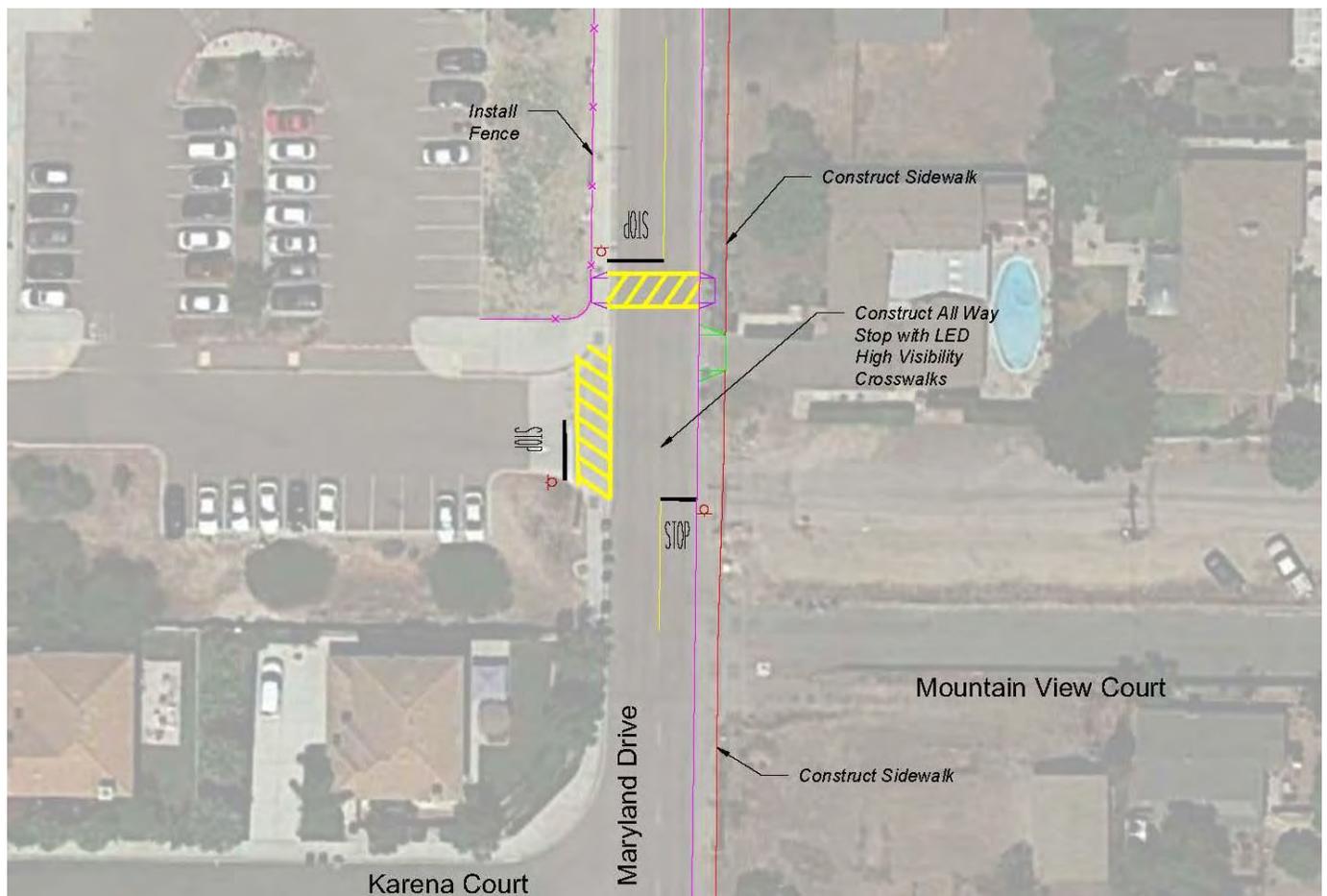
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 7.5 - Maryland Elementary Parking Lot Driveway



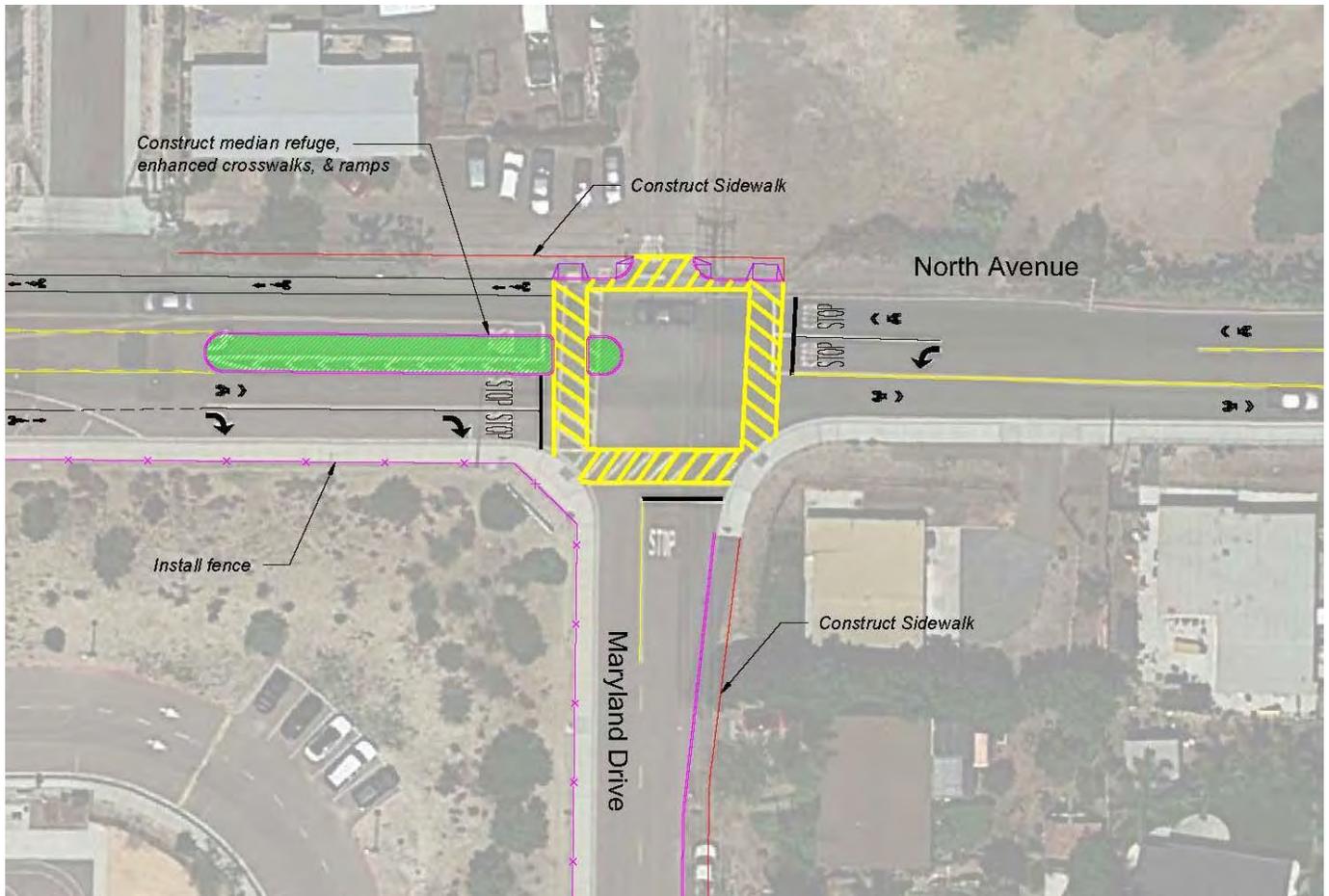
### I. Maryland Elementary Parking Lot Driveway

The driveway from Maryland Elementary School onto Maryland Drive was identified as a location where vehicles were in conflict with other vehicles and with pedestrians. Parents at the public outreach events reported that the current driveway operation makes it difficult for vehicles in the driveway who want to left turn out onto Maryland Drive to find a gap in the Maryland Drive traffic stream to accomplish their turn. Furthermore, the Maryland Drive traffic stream makes it difficult for pedestrians to cross Maryland Drive. The suggested enhancement for this location includes providing an all way stop with enhanced crosswalks. The depicted enhancements are estimated to cost \$3,000 to implement.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.6 - Maryland Dive and North Avenue



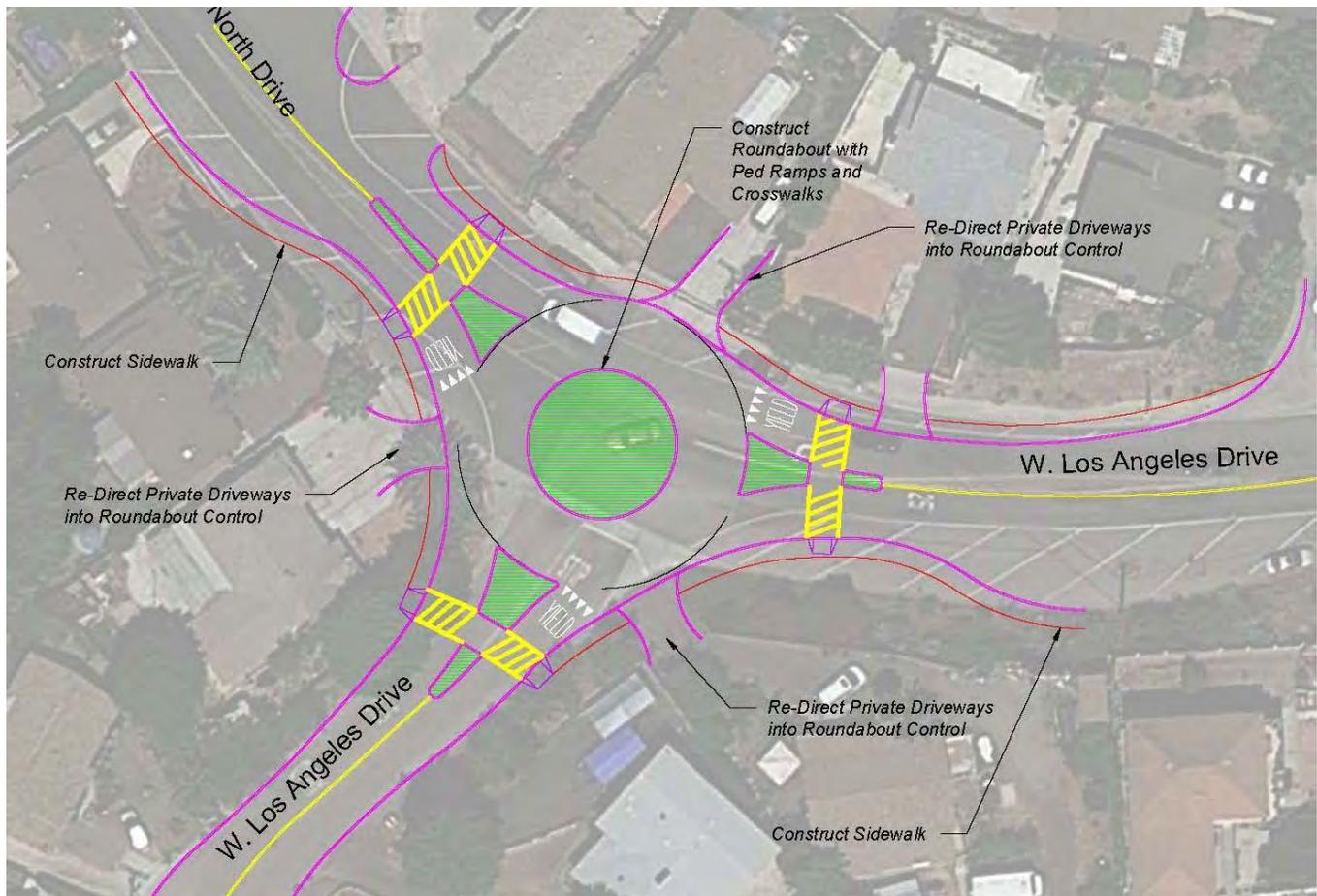
### 2. Maryland Drive and North Avenue

The intersection of Maryland Drive and North Avenue was identified as a location where motorists sometimes ignore the stop signs. The suggested improvement calls for a high visibility enhanced cross walk and the construction of a median refuge to shorten pedestrian exposure in the intersection and to calm traffic. The suggested enhancement for this location includes providing an all-way stop with enhanced crosswalks. The depicted enhancements are estimated to cost \$206,000 to implement.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.7 - W. Los Angeles Drive and North Drive Roundabout



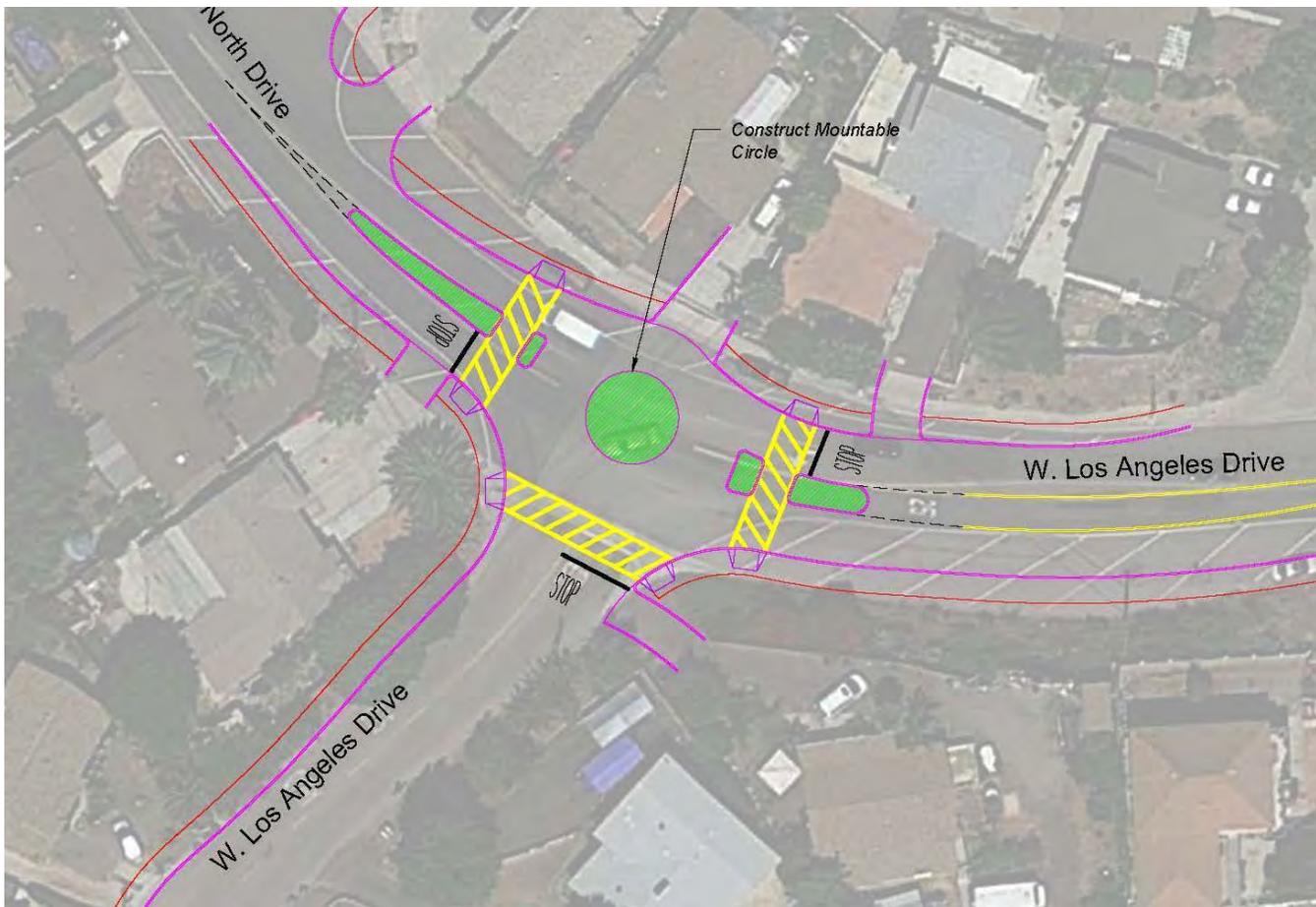
### 3. W. Los Angeles Drive and North Drive Roundabout

W. Los Angeles Drive and North Drive is a major route for pedestrians going to or from Maryland Elementary School. Parents commented that the traffic speeds are high and sidewalks along the route are not continuous. The City has a project to construct sidewalks along a portion of the route. The construction of a roundabout at the intersection of W. Los Angeles and North Drive would provide traffic calming in the corridor to reduce vehicle speeds, and would provide an improved opportunity for pedestrians to more safely cross the intersection. The suggested enhancement for this location includes providing an all way stop with enhanced crosswalks. The depicted enhancements are estimated to cost \$999,000 to implement.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.8 - W. Los Angeles Drive and North Drive Mountable Circle



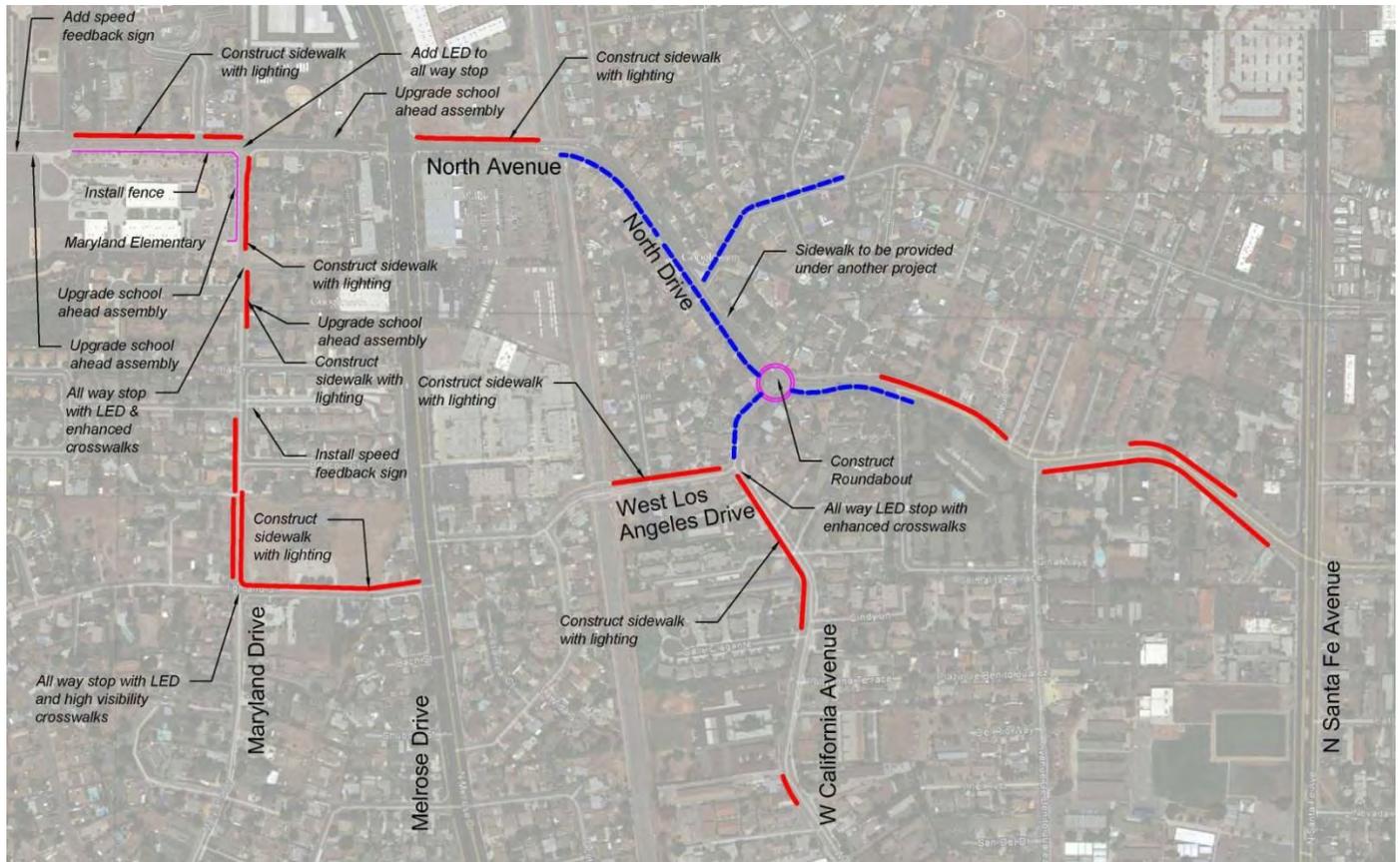
#### 4. W. Los Angeles Drive and North Drive Mountable Circle

An alternative to a full roundabout at the intersection of W. Los Angeles Drive and North would be the construction of a mountable circle which would provide traffic calming in the corridor to reduce vehicle speeds. The suggested enhancement for this location includes providing an all way stop with enhanced crosswalks. The depicted enhancements are estimated to cost \$371,000 to implement.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Figure 7.9 - Area-Wide Improvements



### 5. Area-Wide Improvements

An analysis around the Maryland Elementary School showed that there are many areas lacking sidewalks, forcing pedestrians in many cases to walk in the roadway. Furthermore, these sections are currently lit only at intersections and not along the roadway segments in between. During evening special events at the school and during the winter months, parents and children may have to walk in the road in the dark to reach the school. Providing continuous lighting can alleviate that concern. The City has secured funding for the construction of sidewalks on portions of North Drive, W. Los Angeles Drive and East Drive. The total sidewalk, lighting, signal, and crosswalk implementation costs for each project have been estimated as follows:

Sidewalk on west side of W. California Avenue from W. Los Angeles Drive to Calle Elegante	\$
265,000	
Sidewalk on south side of W. Los Angeles Drive from Avenida De Benito Juarez to N. Santa Fe Avenue	\$
375,000	
Sidewalk on north side of W. Los Angeles from El Pico Court to N. Santa Fe Avenue	\$
302,000	
Sidewalk on north side of North Avenue from Railroad to N. Melrose Drive	\$
158,000	

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MARYLAND ELEMENTARY SCHOOL

Sidewalk on north side of North Avenue from Maryland Drive to westerly school driveway 220,000	\$
Sidewalk on north side of Highland Drive from Maryland Drive to N. Melrose Drive 131,000	\$
Sidewalk on east side of Maryland Drive from school driveway to North Avenue 215,000	\$
Sidewalk on both sides of Maryland Drive from school driveway to Highland Drive 305,000	\$

VISTA SAFE ROUTES TO SCHOOL MASTER PLAN  
**MARYLAND ELEMENTARY SCHOOL**



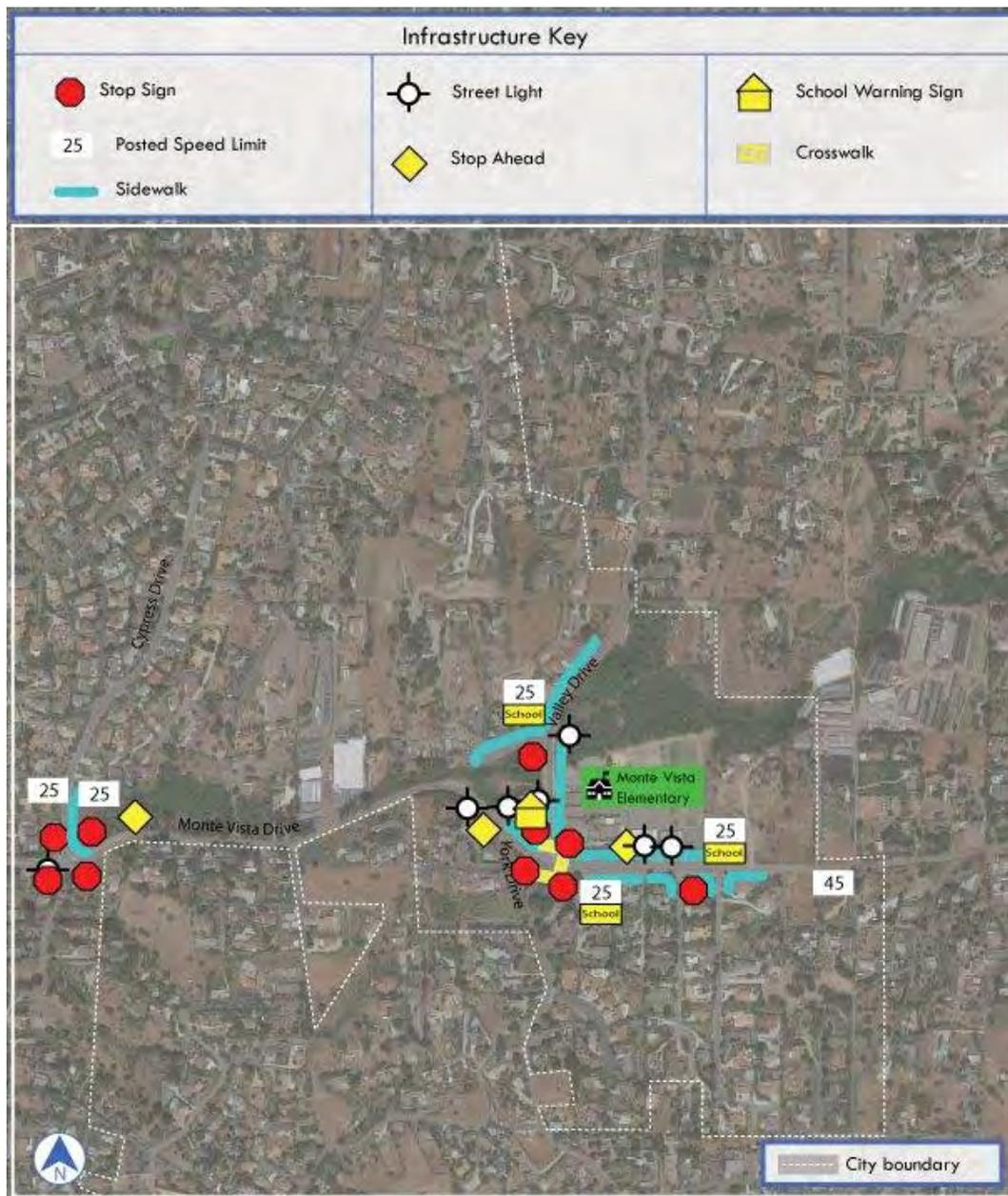
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 24, 2015 during afternoon dismissal. Vehicles approach the school from the east and west on Monte Vista Drive and from the north on Valley Drive. The vehicles either park on Monte Vista Drive and Valley Drive or queue in the school's parking lot to drop off and pick up children. Pedestrian routes are shown on the map in Figure 8.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each item is shown in Figure 8.3.

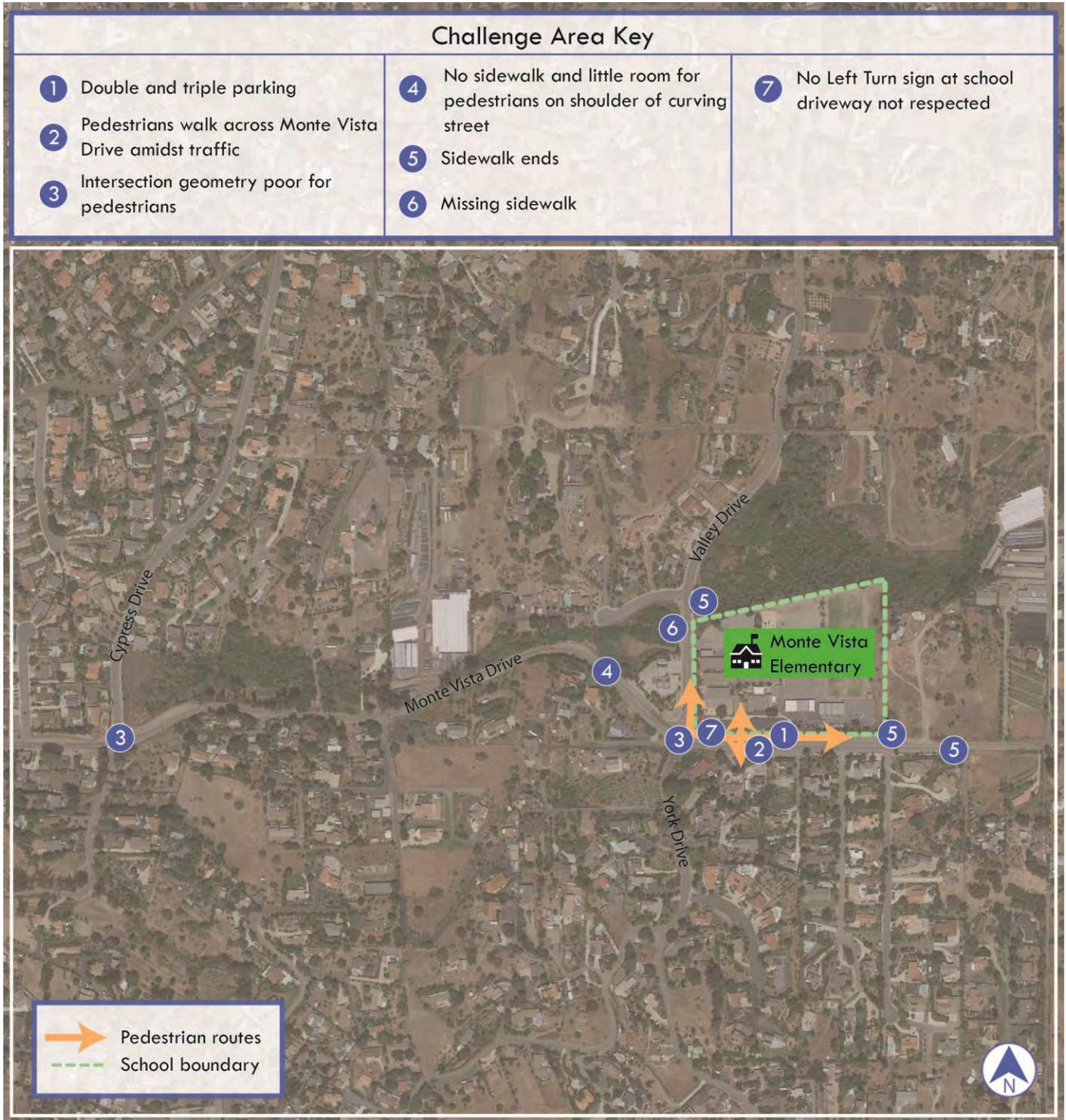
**Figure 8.1 – Monte Vista Elementary School Existing Infrastructure**



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

Figure 8.2 –Monte Vista Elementary School Safety and Circulation Challenge Areas



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

Figure 8.3 – Photos of Monte Vista Elementary School Challenge Areas

### Challenge Area 1 – Double and triple parking



Double and triple parked vehicles on both sides of Monte Vista Drive contribute to pedestrians in the street at uncontrolled locations.

### Challenge Area 2 – Pedestrians walk across Monte Vista Drive amidst traffic



Pedestrians cross Monte Vista Drive at uncontrolled locations to reach vehicles parked on the south side of the street.

### Challenge Area 3 – Intersection Geometry poor for pedestrians



Skewed intersections of Monte Vista Drive with Valley Drive and with Cypress Drive increase pedestrian exposure in the crosswalks.

### Challenge Area 4 – No sidewalk or little room for pedestrians



Sidewalks have not been provided on much of Monte Vista Drive, and the shoulders in many locations are not wide enough or suitable for pedestrian travel.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### Challenge Area 5 – Sidewalks end



The existing sidewalk adjacent to the school grounds ends at the school property line.

### Challenge Area 6 – Missing Sidewalks



Numerous locations in the school vicinity do not have sidewalk.

### Challenge Area 7 – No Left Turn sign at school driveway no respected



The no left turn sign out of the school exit driveway is ignored by some drivers.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### Monte Vista Walk Audit Participation

9 adults

Walk to the intersection of Monte Vista Drive and Valley Drive

Missing sidewalks emerged as the top concern

### WALK AUDITS

The walk audit for Monte Vista Elementary was held on Monday October 19, 2015 from 8:30 to 9:05 a.m. There were 9 members of the school community in attendance and the event was conducted mostly in English.



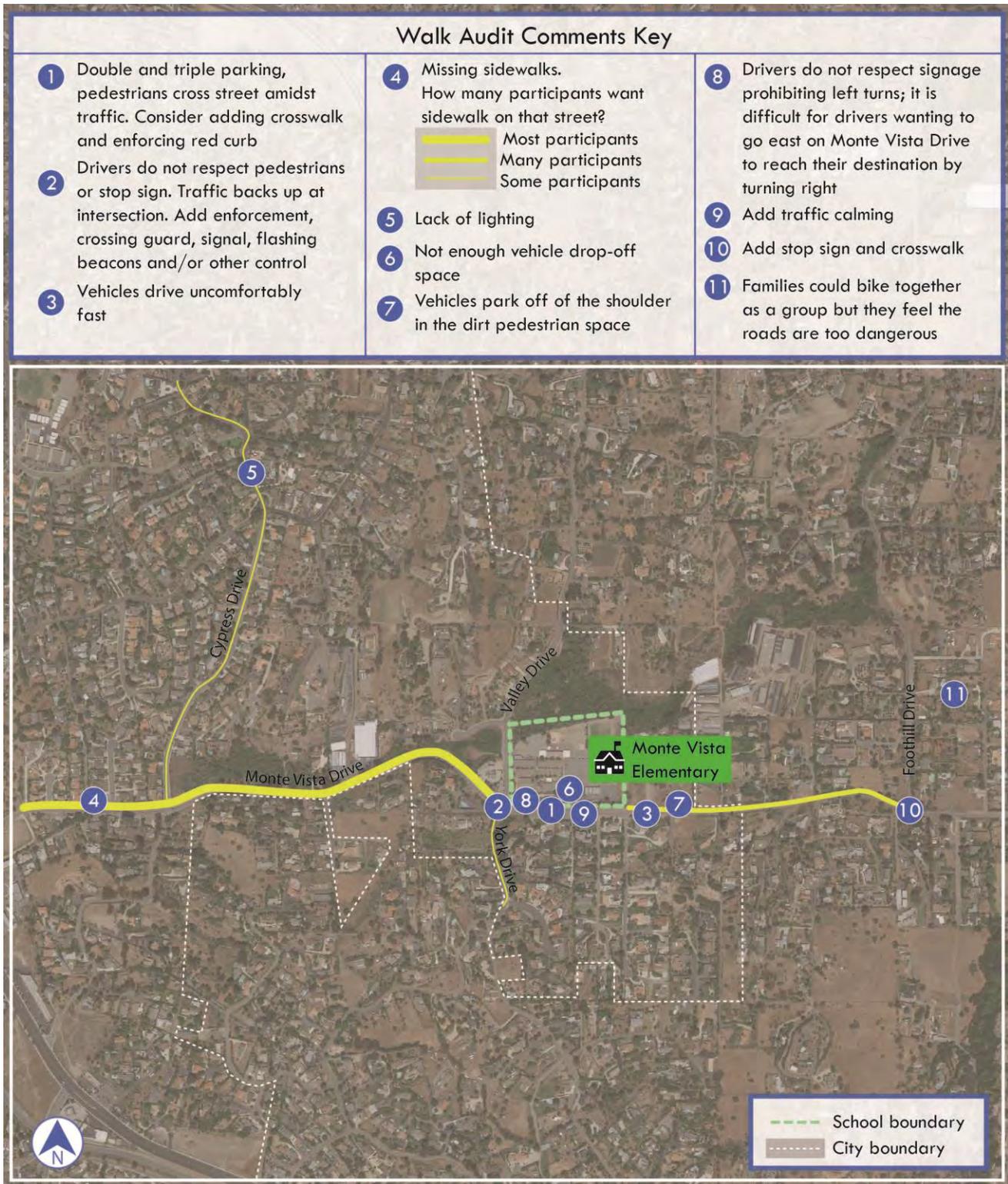
*Group discussion*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the participants walked to the intersection of Monte Vista Drive and Valley Drive. A map summarizing the comments received from participants is shown in Figure 8.4.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

Figure 8.4 –Monte Vista Elementary School Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### Survey at Monte Vista

Enrollment: 547 students

Number of questionnaires

Distributed: 574

Month and Year Collected:

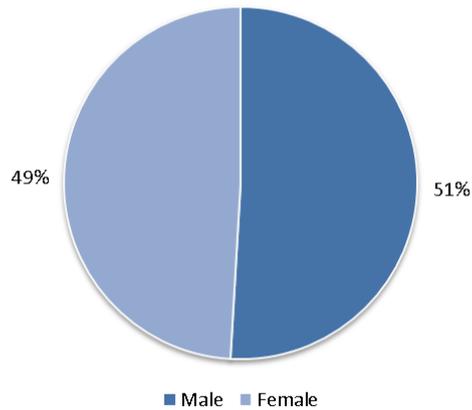
October 2015

Questionnaires Analyzed:

177

### PARENT SURVEY

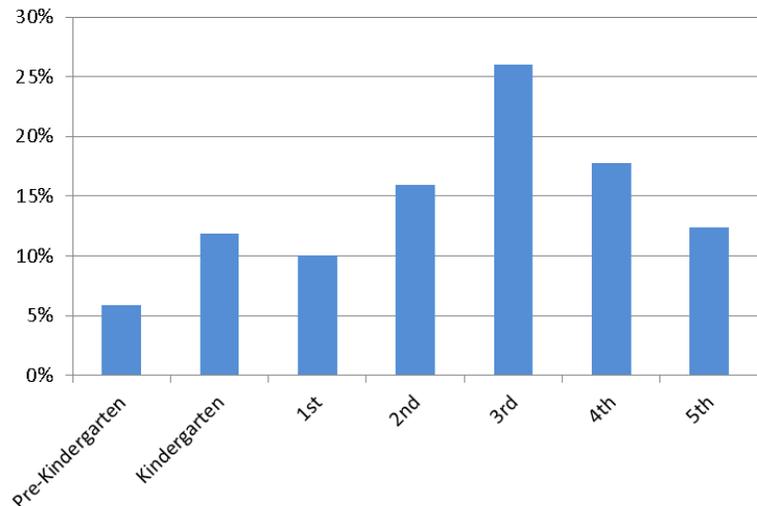
This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten	10	6%
Kindergarten	20	12%
1st	17	10%
2nd	27	16%
3rd	44	26%
4th	30	18%
5th	21	12%
Total	169	100%

Note: Percentages may be higher than 100% due to rounding



GRADE LEVEL OF CHILDREN

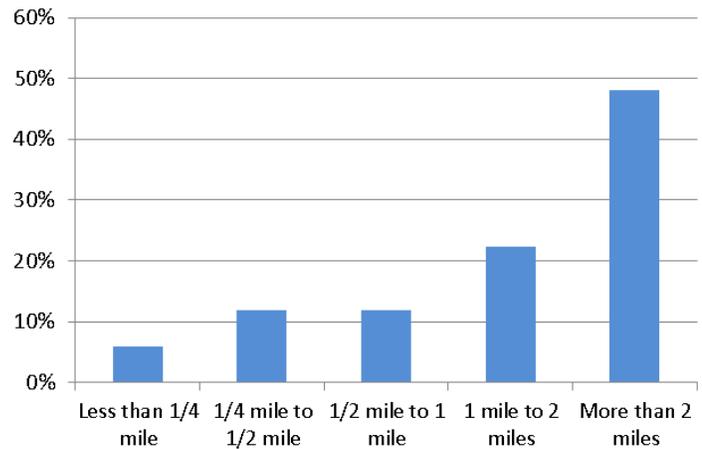
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

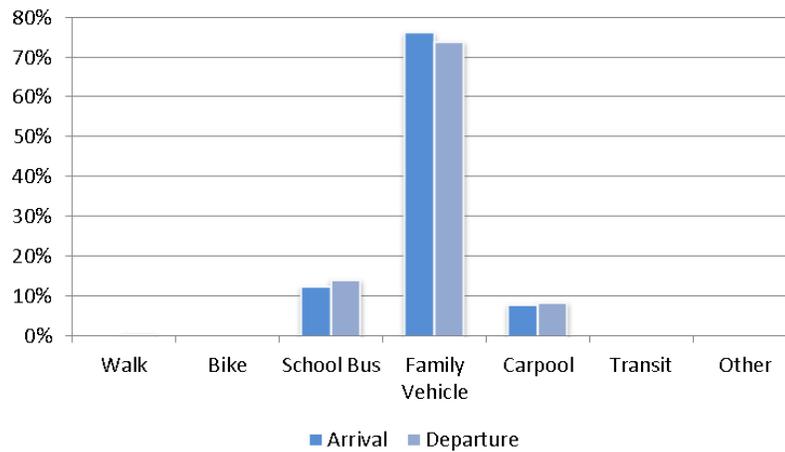
Distance between school and home	Number	Percent
Less than 1/4 mile	9	6%
1/4 mile to 1/2 mile	18	12%
1/2 mile to 1 mile	18	12%
1 mile to 2 miles	34	22%
More than 2 miles	73	48%

No response or Don't know: 24

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	176	0%	0%	13%	76%	8%	0%	0%
Departure	176	1%	0%	14%	74%	9%	0%	0%

No Response Morning: 6

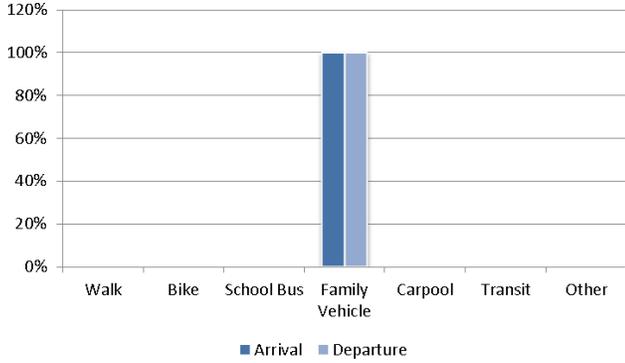
No Response Afternoon: 5

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

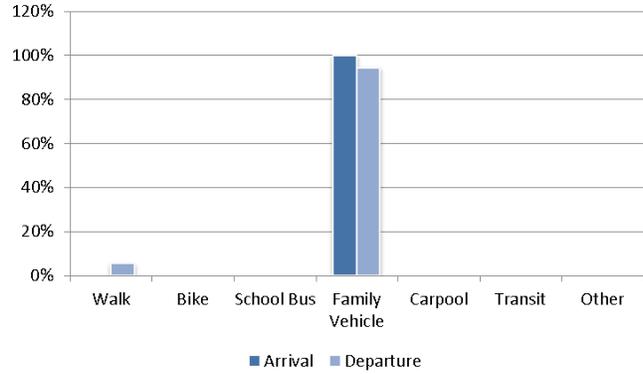
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

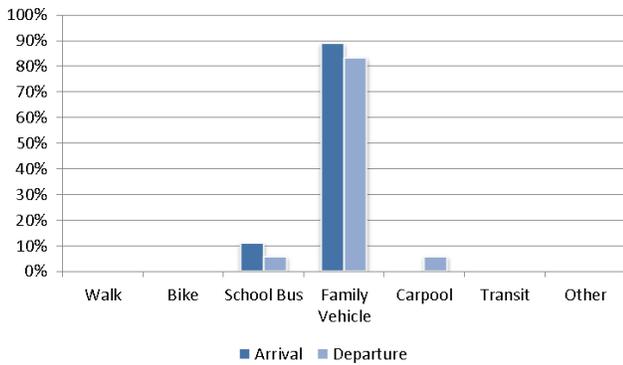
### Less than ¼ mile



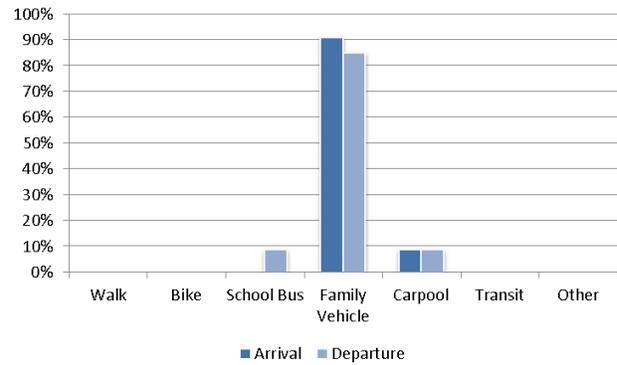
### ¼ mile to ½ mile



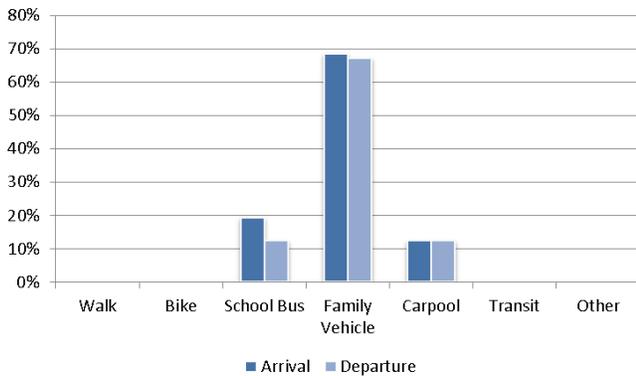
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	0%	0%	0%	100%	0%	0%	0%
1/4 mile to 1/2 mile	18	6%	0%	0%	94%	0%	0%	0%
1/2 mile to 1 mile	18	0%	0%	6%	83%	6%	0%	0%
1 mile to 2 miles	34	0%	0%	9%	85%	9%	0%	0%
More than 2 miles	73	0%	0%	12%	67%	12%	0%	0%

No Response, Don't Know, Blank: 19

### School Departure

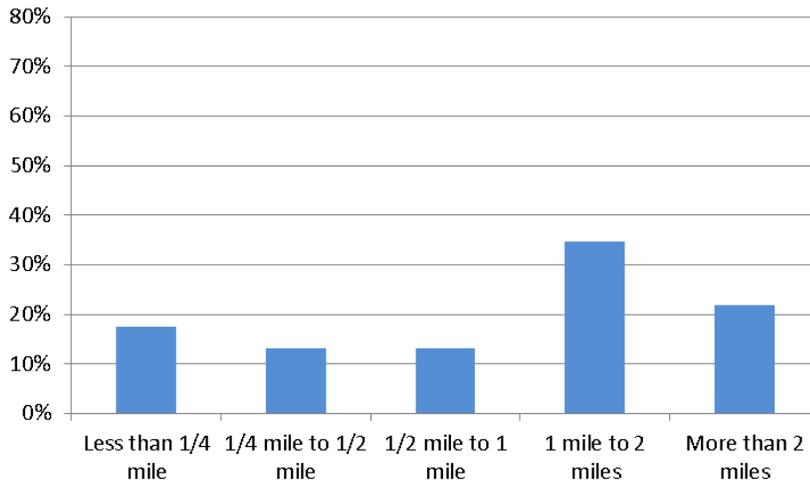
Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	0%	0%	0%	100%	0%	0%	0%
1/4 mile to 1/2 mile	17	0%	0%	0%	100%	0%	0%	0%
1/2 mile to 1 mile	18	0%	0%	11%	89%	0%	0%	0%
1 mile to 2 miles	34	0%	0%	0%	91%	9%	0%	0%
More than 2 miles	73	0%	0%	19%	68%	12%	0%	0%

No Response, Don't Know, Blank: 19

## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

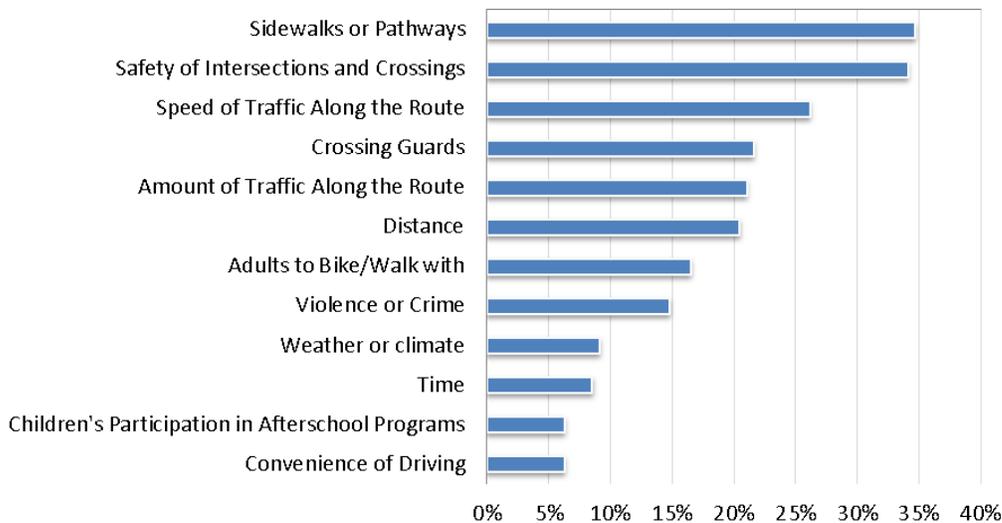
## MONTE VISTA ELEMENTARY SCHOOL



Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	124	4%	10%	12%	19%	54%
Yes	23	17%	13%	13%	35%	22%

No Response, Don't Know, Blank: 9

### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL (NO DATA RECEIVED)

Issue	Child does not walk/bike to school
Sidewalks or Pathways	35%
Safety of Intersections and Crossings	34%
Speed of Traffic Along the Route	26%
Crossing Guards	22%
Amount of Traffic Along the Route	21%
Distance	20%
Adults to Bike/Walk with	16%
Violence or Crime	15%
Weather or climate	9%
Time	9%
Children's Participation in Afterschool Programs	6%
Convenience of Driving	6%
<b>Number of Responses</b>	<b>176</b>

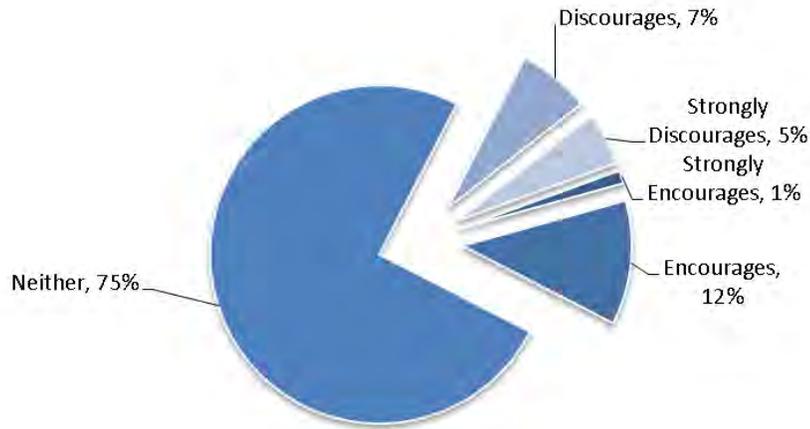
\*None of the surveys responded that the children already walk to school

Note:

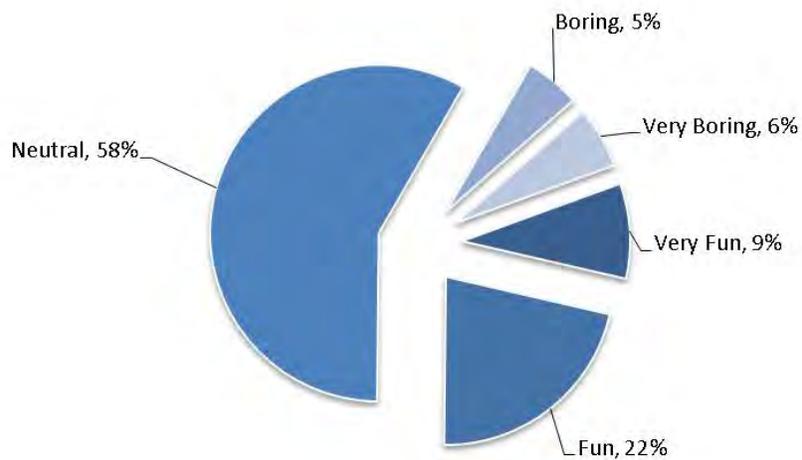
1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN MONTE VISTA ELEMENTARY SCHOOL



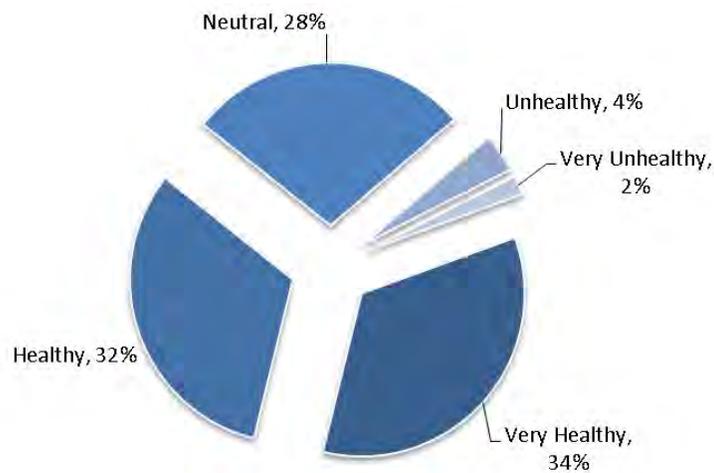
## PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING



## PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- Percentage of walking is very low.
- Most students do not live close to the school.
- Top concerns for walking are related to traffic safety.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### Survey at Monte Vista

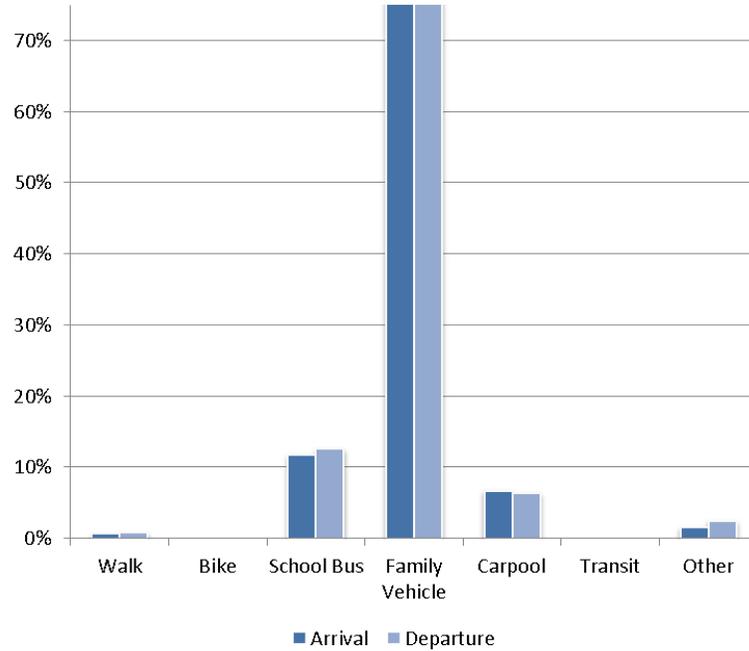
Enrollment: 547 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 13

### STUDENT TRAVEL TALLY

This report contains data from Monte Vista Elementary School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

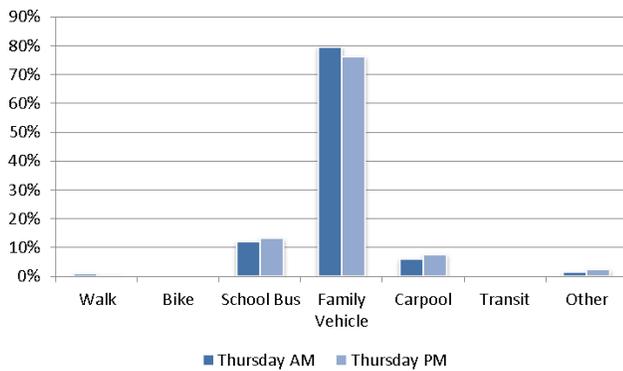
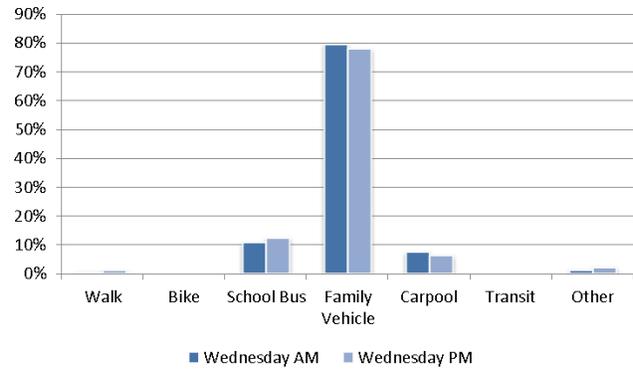
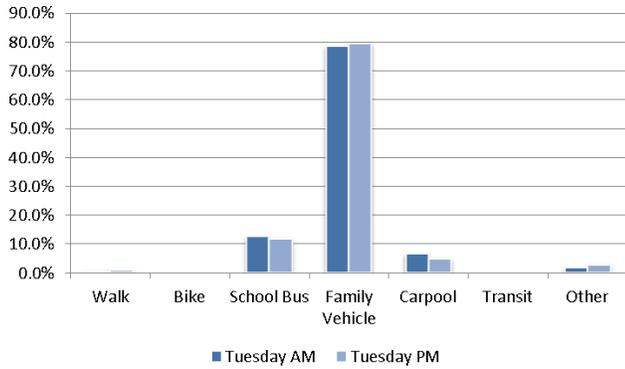


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	758	1%	0%	12%	79%	7%	0%	2%
Departure	725	1%	0%	13%	78%	6%	0%	2%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

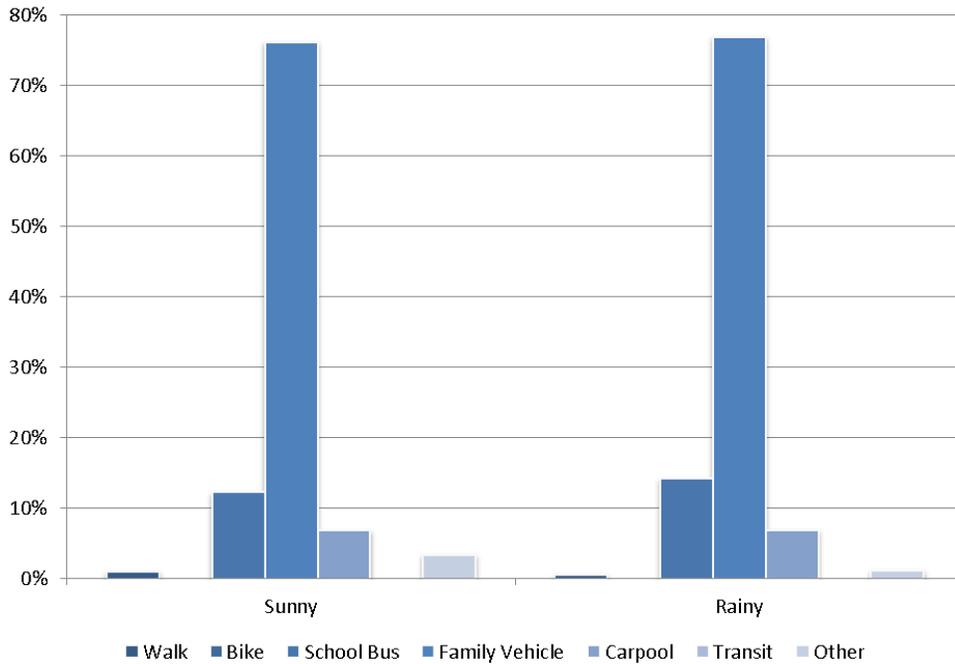


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	214	0.5%	0%	13%	79%	7%	0%	2%
Tuesday PM	210	1%	0%	12%	80%	5%	0%	3%
Wednesday AM	294	1%	0%	11%	80%	7%	0%	1.4%
Wednesday PM	266	1%	0%	12%	78%	6%	0%	2%
Thursday AM	250	1%	0%	12%	80%	6%	0%	2%
Thursday PM	249	0.4%	0%	13%	76%	8%	0%	2%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	753	1%	0%	12%	76%	7%	0%	3%
Rainy	330	1%	0%	14.2%	77%	7%	0%	1.2%
Overcast	1127	0.2%	0%	4.2%	23%	2%	0%	0.4%

### TRAVEL MODE BY WEATHER CONDITION

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 8.5 - Monte Vista Drive and Valley Drive Roundabout



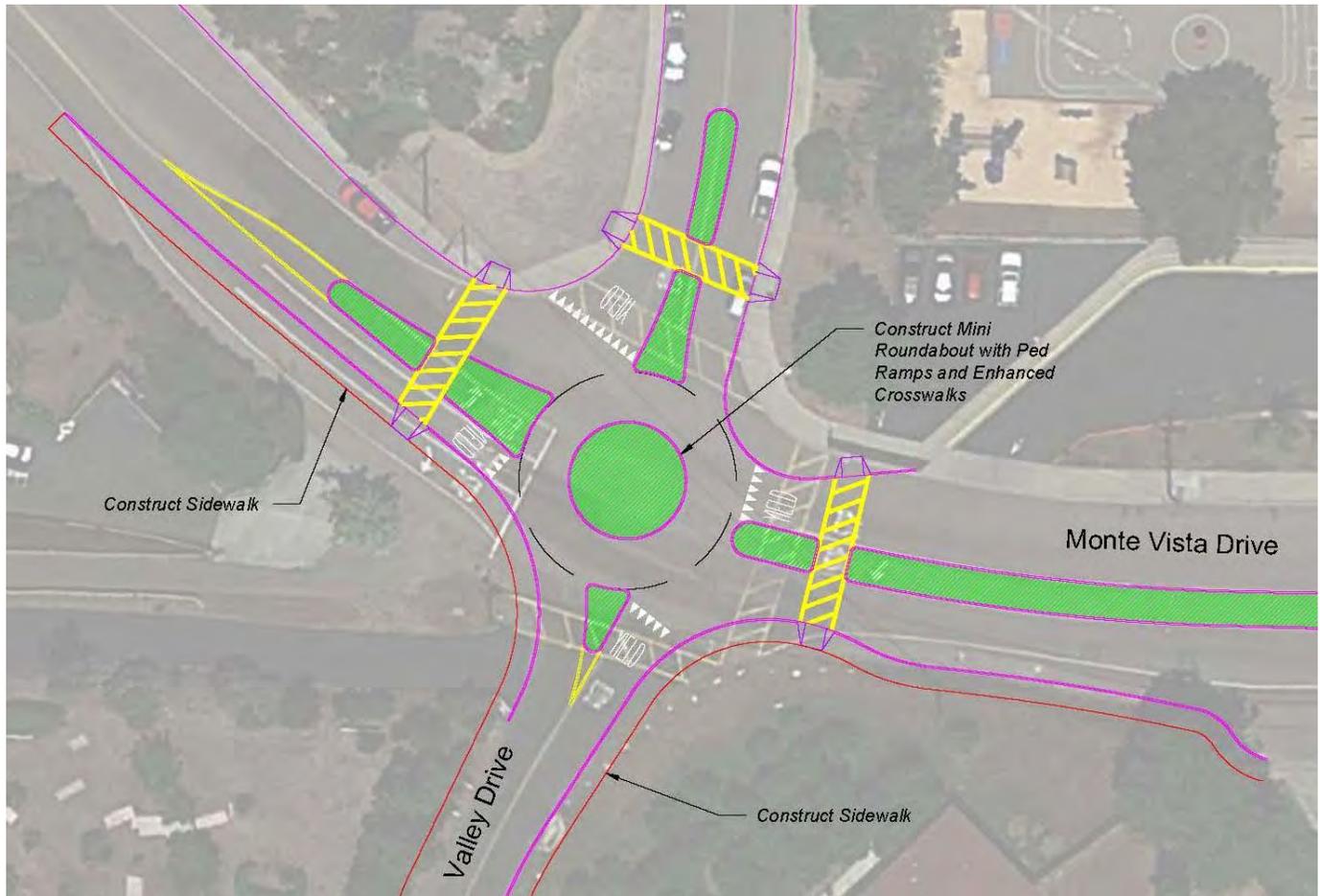
### I. Monte Vista Drive and Valley Drive Roundabout

The intersection of Monte Vista Drive and Valley Drive was identified by parents as a location experiencing vehicle and pedestrian conflicts. They reported that drivers do not respect pedestrians or the stop signs. Furthermore, the proximity of the school exit driveway adjacent to the intersection has further contributed to congestion and confusion. The construction of a roundabout at the intersection would not allow vehicles to run the stop signs, but would physically require them to slow down through the intersection. Roundabouts also reduce the potential for right angle collisions, and operate more efficiently than multiway stop control. Roundabouts are more accommodating to pedestrians than multiway stop controlled intersections because they provide a median refuge so that pedestrians need only concern themselves with one direction of traffic at a time as they cross the street and they cross behind the lead car instead of in front. In addition, the proposal under this concept would bring the school exit driveway into the roundabout, which would eliminate the conflict between the school exit traffic and Monte Vista Drive traffic. The estimated cost for this roundabout is \$1,994,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

Figure 8.6 - Monte Vista Drive & Valley Drive Mini-Roundabout



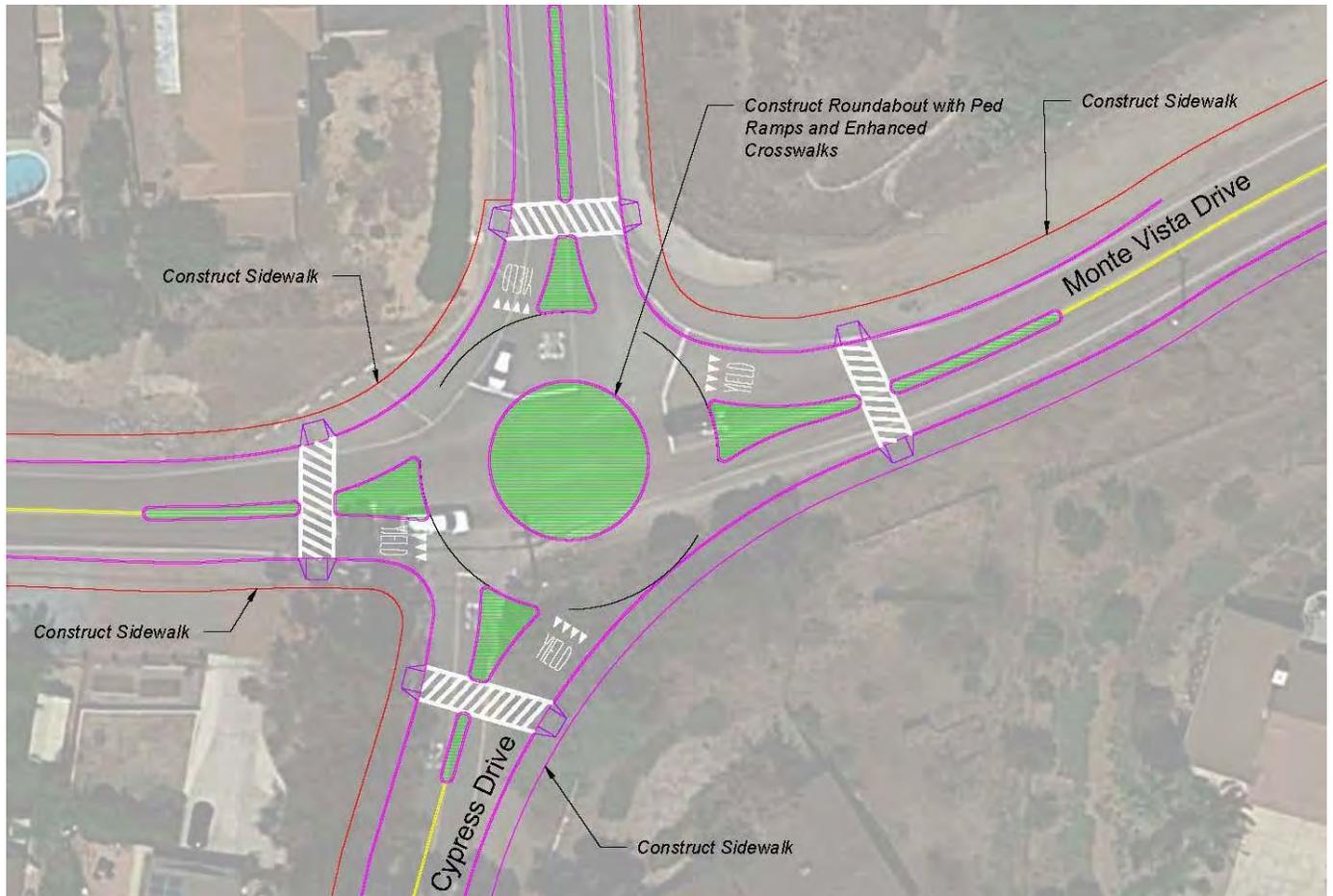
## 2. Monte Vista Drive & Valley Drive Mini-Roundabout

A less expensive alternative for a full roundabout at this intersection would be the construction of a mini-roundabout. While having some of the same advantages as a full roundabout, a mini-roundabout is typically not as efficient at handling traffic and is not as accommodating for truck traffic. The conceptual layout of the mini-roundabout does not bring the school exit driveway into the intersection as does the full roundabout. The estimated cost for this alternative is \$390,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

Figure 8.7 - Monte Vista Drive & Cypress Drive Roundabout



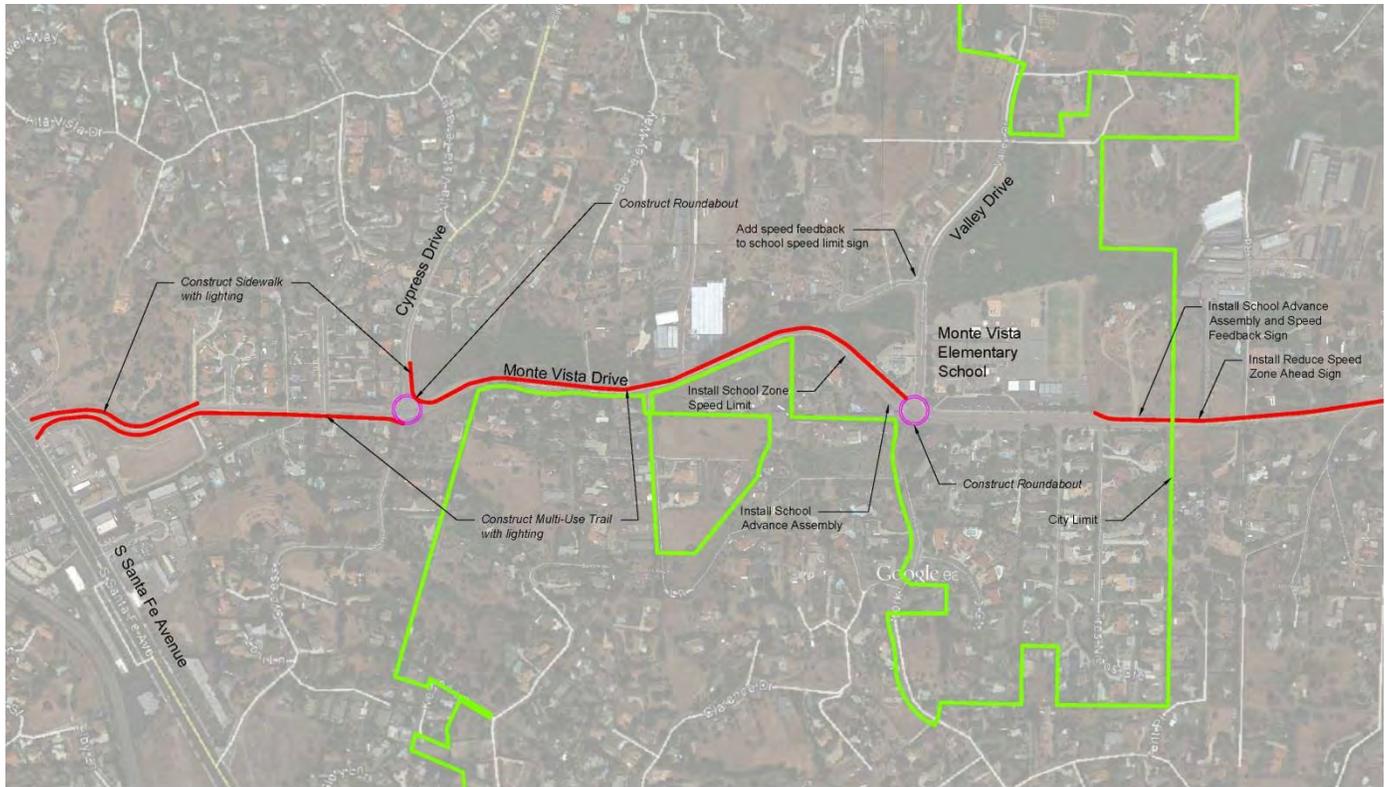
### 3. Monte Vista Drive & Cypress Drive Roundabout

The intersection of Monte Vista Drive and Cypress Drive was identified by parents as a location where pedestrians find it challenging to cross because of the long pedestrian exposure. The construction of a roundabout at the intersection would not allow vehicles to run the stop signs but would physically require them to slow down through the intersection. Furthermore, the construction of a roundabout would provide a safer opportunity for pedestrians to cross the street than they might have with multi-way stop control. The estimated cost for this roundabout is \$667,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## MONTE VISTA ELEMENTARY SCHOOL

Figure 8.8 - Area-Wide Improvements



### 4. Area-Wide Improvements

An analysis around the Monte Vista Elementary School showed that there are many areas lacking sidewalks, forcing pedestrians in many cases to walk in the roadway. Furthermore, these sections are currently lit only at intersections and not along the roadway segments in between. During evening special events at the school and during the winter months, parents and children may have to walk in the road in the dark to reach the school. Providing continuous lighting can alleviate that concern.

Parents at the walk audit and subsequent community workshop identified the need for sidewalks with lighting on Monte Vista Drive from S. Santa Fe Avenue to Valley Drive, and from the east edge of the school grounds to Foothill Drive. However, only about 450 feet of the segment east of the school lies within the City of Vista limits. The area to the east is within the County of San Diego. The estimated cost for the sidewalk and lighting improvements that lie within the City limits are:

Monte Vista Drive sidewalk and lighting from Cypress Drive to Valley Drive	\$1,286,000
Monte Vista Drive sidewalk and lighting from Cypress Drive Cypress to S. Santa Fe Drive	\$1,276,000
Monte Vista Drive sidewalk and lighting from Valley Drive to City Limit	\$152,000
Valley Drive north of Monte Vista Drive signing	\$21,000

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



### Get to Know Olive

403 students

55% Spanish-speaking families

### Get to Know VIDA

408 students

41% Spanish-speaking families



## EXISTING CONDITIONS

Olive Elementary School and VIDA Middle School are located on Olive Avenue on the northwest quadrant of the City in a mostly residential area with some commercial developments located along N. Melrose Drive just east of the school. The posted speed limit on Olive Avenue is 35 mph, except when children are present, at which time the speed limit is 25 mph. A map of the pedestrian infrastructure in the school vicinity is shown in Figure 9.1. The main safety issues that the project team identified were:

- Narrow and missing sidewalks
- Faded crosswalk

### Olive Elementary School

- Vehicle/vehicle conflict between right turns and left turns into the school driveway
- Cars do not respect cones put in lot by school staff for traffic control

### VIDA Middle School

- Pedestrians walk across Olive Avenue amidst traffic

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### SAFETY AND CIRCULATION OBSERVATIONS

Observations at both schools were conducted on October 1, 2015 during afternoon dismissal. Vehicles approach the school from the east and west on Olive Avenue, from the north on Maryland Drive, and from the south from N. Melrose Drive. Pedestrian routes are shown on the map in Figure 9.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each item is shown in Figure 9.3.

**Figure 9.1 – Olive Elementary School / VIDA Middle School Existing Infrastructure**



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

Figure 9.2 –Olive Elementary School / VIDA Middle School Safety and Circulation



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

Figure 9.3 – Photos of Olive Elementary School / VIDA Middle School Challenge

Challenge Area 1 – Narrow sidewalks



Existing sidewalks are too narrow to accommodate groups of students walking together. Some students were observed walking in the adjacent bike lane.

Challenge Area 2 – Faded crosswalks



Several segments of crosswalk markings are faded and should be re-stripped.

Challenge Area 3 – Pedestrians walk up dirt hill



Students short cut from the sidewalk to the school by walking down an embankment.

Challenge area 4 – Vehicles do not respect traffic control cones at Olive Elementary



Drivers do not always respect cones set out for traffic control, in the school parking lot.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

Challenge area 5 – Vehicle-Vehicle and Vehicle-Pedestrian conflict at school driveway



Conflicts between turning vehicles and pedestrians occur at the entrance driveway to the school.

Challenge area 6 – Pedestrians walk across Olive Avenue midblock



Pedestrians walk across Olive Avenue through traffic at uncontrolled locations.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### Olive Walk Audit Participation

16 adults plus children

High vehicular speeds and lack of respect for pedestrians emerged as the top concern

### VIDA Walk Audit Participation

No participants

### WALK AUDITS

The walk audit for Olive Elementary was held on Tuesday October 27, 2015 from 7:45 to 8:20 a.m. There were 16 members of the school community in attendance and the event was conducted mostly in Spanish. The walk audit for VIDA Middle School was held on Thursday, October 29 from 8:55 to 9:30 a.m. No members of the school community attended the event.



*Group discussion*



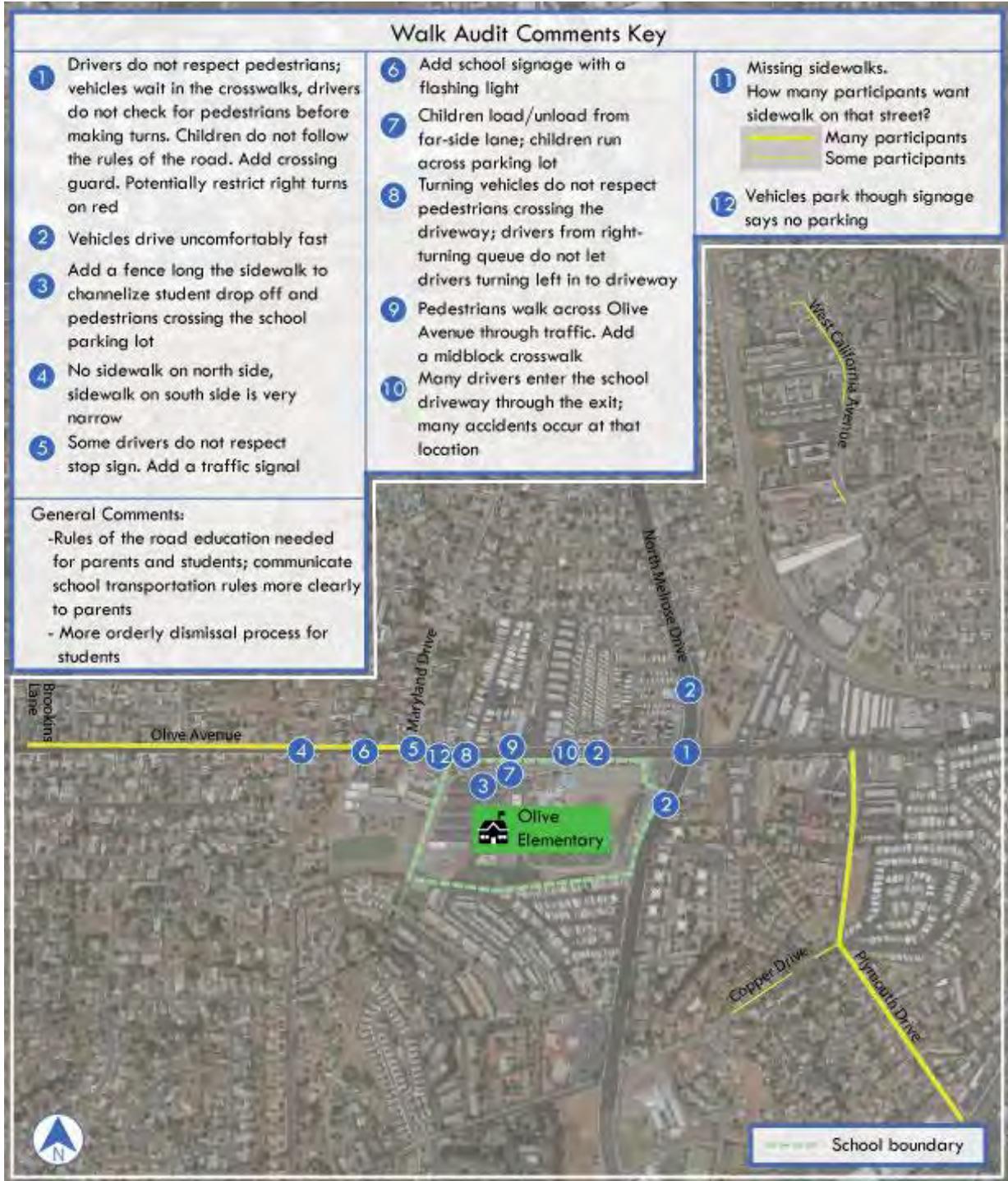
*Walking with community members*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators in person to see areas of concern. The group walked to the intersection of Olive Avenue and Maryland Drive and to the corner of Olive Avenue and N. Melrose Drive. A map summarizing the comments received from participants is shown in Figure 9.4.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

Figure 9.4 –Olive Elementary Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### Survey at Olive

Enrollment: 403 students

Number of questionnaires

Distributed: 423

Month and Year Collected:

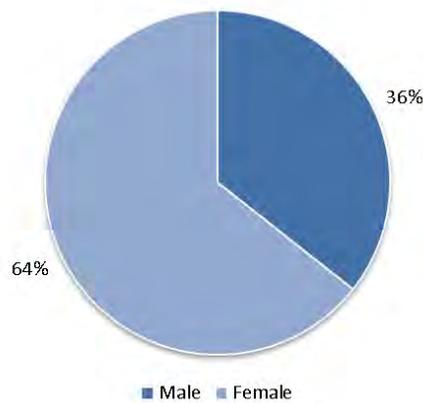
October 2015

Questionnaires Analyzed:

95

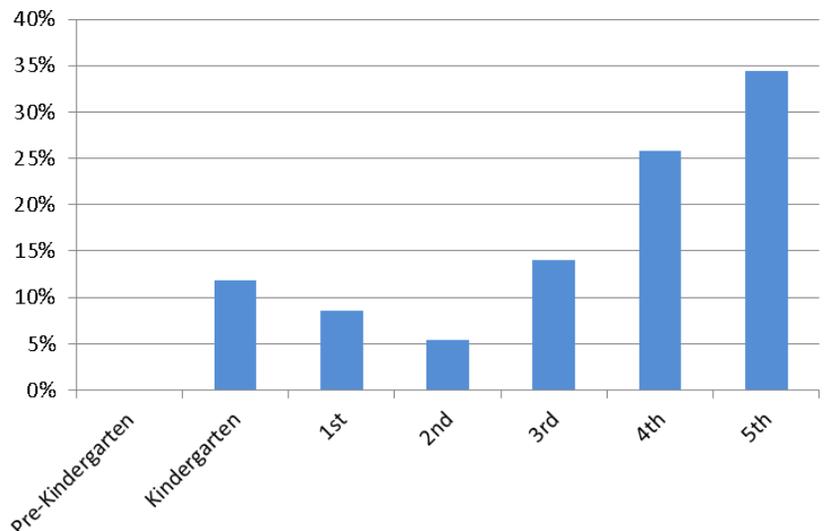
### PARENT SURVEY

This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
Pre-Kindergarten		0%
Kindergarten	11	12%
1st	8	9%
2nd	5	5%
3rd	13	14%
4th	24	26%
5th	32	34%
Total	93	100%

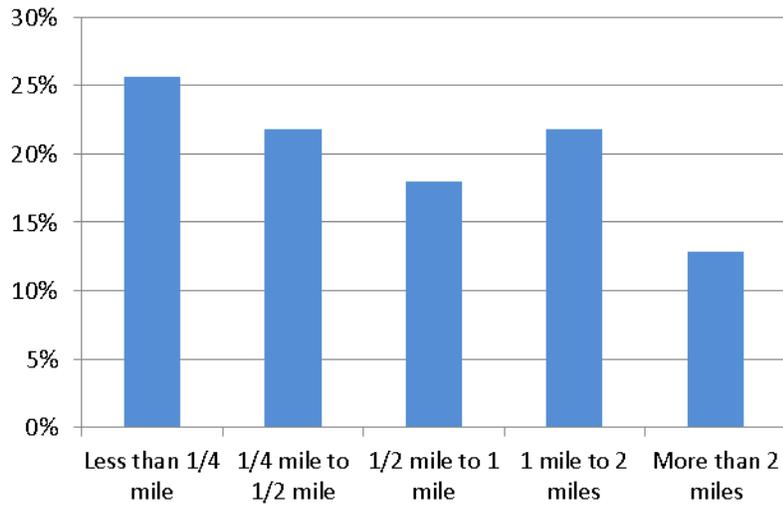


Note: Percentages may be higher than 100% due to rounding

### GRADE LEVEL OF CHILDREN

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



Distance between school and home	Number	Percent
Less than 1/4 mile	20	26%
1/4 mile to 1/2 mile	17	22%
1/2 mile to 1 mile	14	18%
1 mile to 2 miles	17	22%
More than 2 miles	10	13%

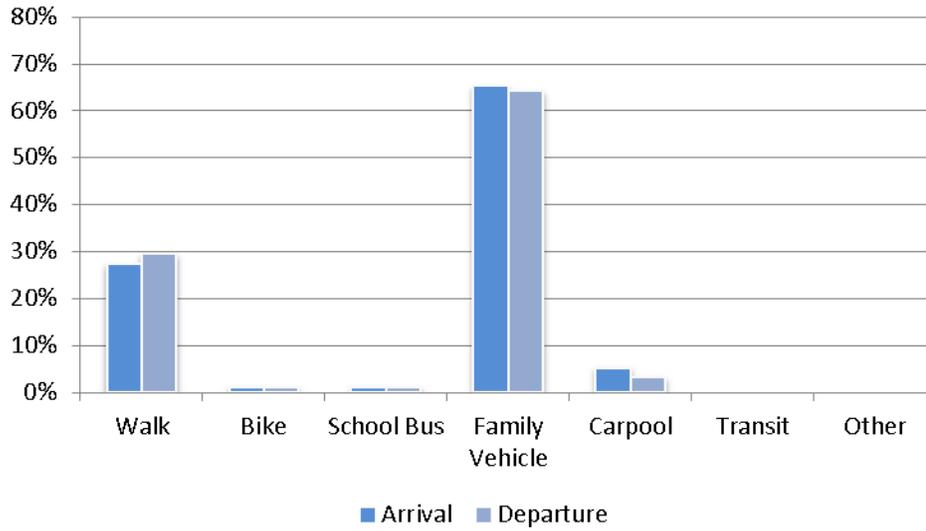
No response or Don't know: 17

Note: Percentages may be higher than 100% due to rounding

### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	95	27%	1%	1%	65%	5%	0%	0%
Departure	95	29%	1%	1.1%	64%	3%	0%	0%

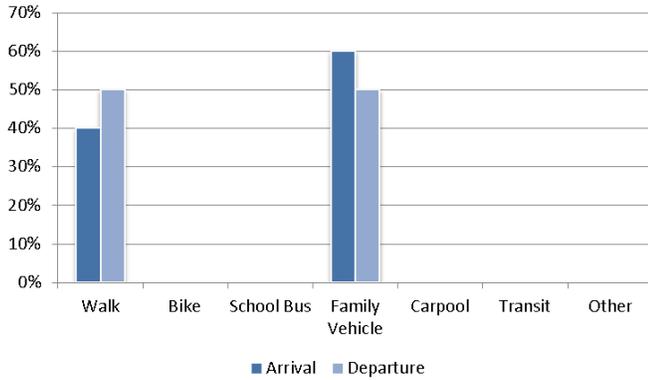
No Response Morning: 0  
 No Response Afternoon: 0

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

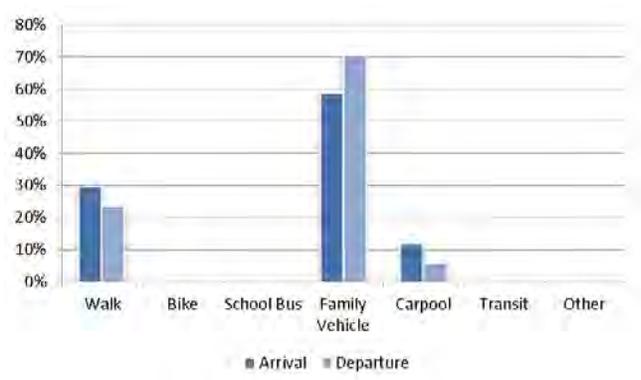
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

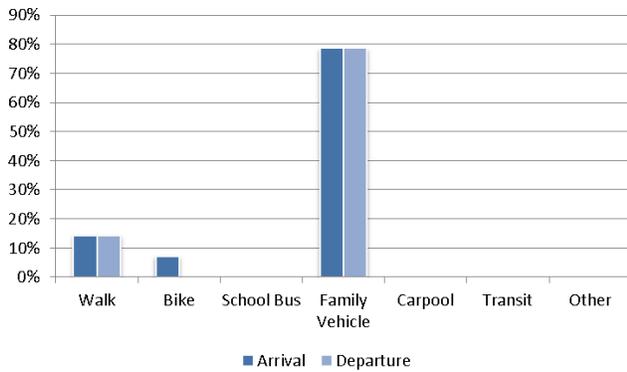
### Less than ¼ mile



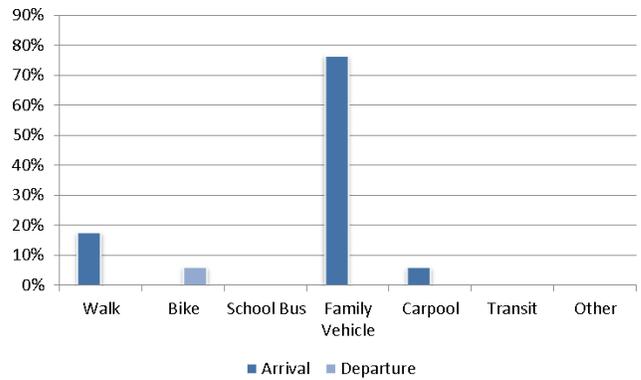
### ¼ mile to ½ mile



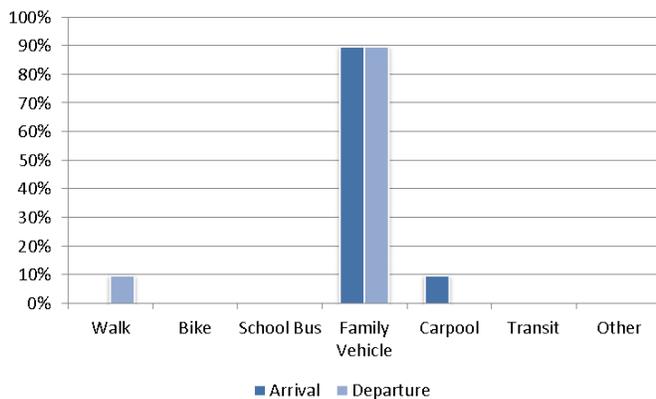
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	40%	0%	0%	60%	0%	0%	0%
1/4 mile to 1/2 mile	17	29%	0%	0%	59%	12%	0%	0%
1/2 mile to 1 mile	14	14%	7%	0%	79%	0%	0%	0%
1 mile to 2 miles	17	18%	0%	0%	76%	6%	0%	0%
More than 2 miles	10	0%	0%	0%	90%	10%	0%	0%

No Response, Don't Know, Blank: 17

### School Departure

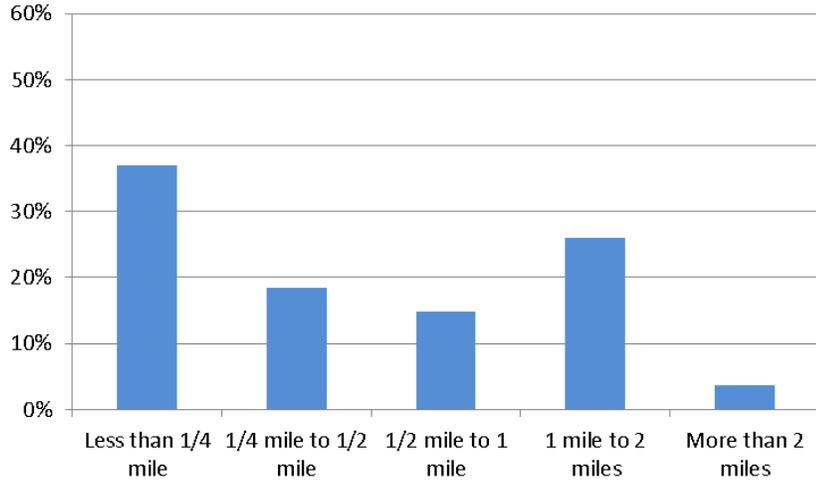
Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	50%	0%	0%	50%	0%	0%	0%
1/4 mile to 1/2 mile	17	24%	0%	0%	71%	6%	0%	0%
1/2 mile to 1 mile	14	14%	0%	0%	79%	0%	0%	0%
1 mile to 2 miles	17	0%	6%	0%	0%	0%	0%	0%
More than 2 miles	10	10%	0%	0%	90%	0%	0%	0%

No Response, Don't Know, Blank: 16

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



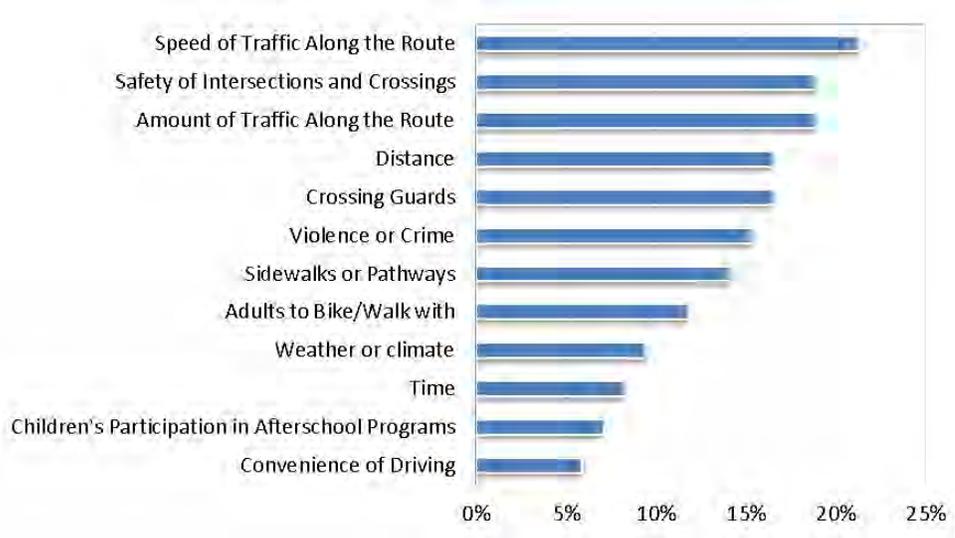
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	45	20%	24%	20%	20%	16%
Yes	27	37%	19%	15%	26%	4%

No Response, Don't Know, Blank: 7

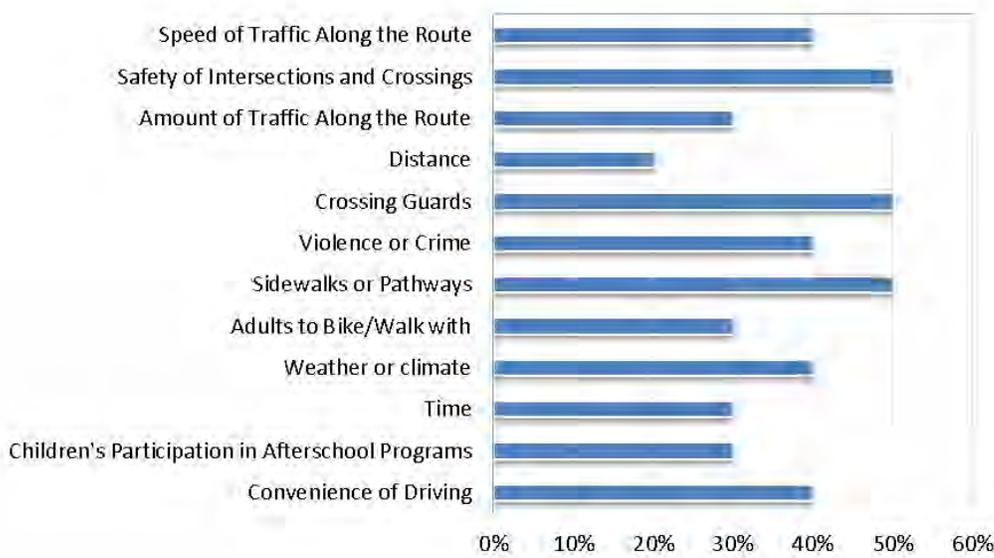
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

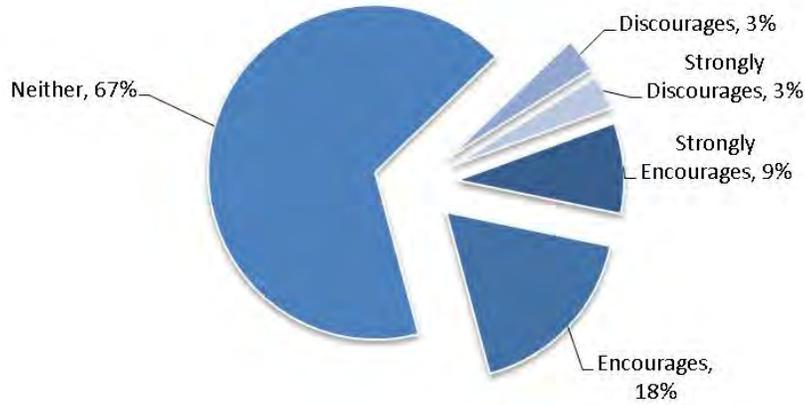
Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along the Route	21%	40%
Safety of Intersections and Crossings	19%	50%
Amount of Traffic Along the Route	19%	30%
Distance	16%	20%
Crossing Guards	16%	50%
Violence or Crime	15%	40%
Sidewalks or Pathways	14%	50%
Adults to Bike/Walk with	12%	30%
Weather or climate	9%	40%
Time	8%	30%
Children's Participation in Afterschool Programs	7%	30%
Convenience of Driving	6%	40%
<b>Number of Responses</b>	<b>85</b>	<b>10</b>

**Note:**

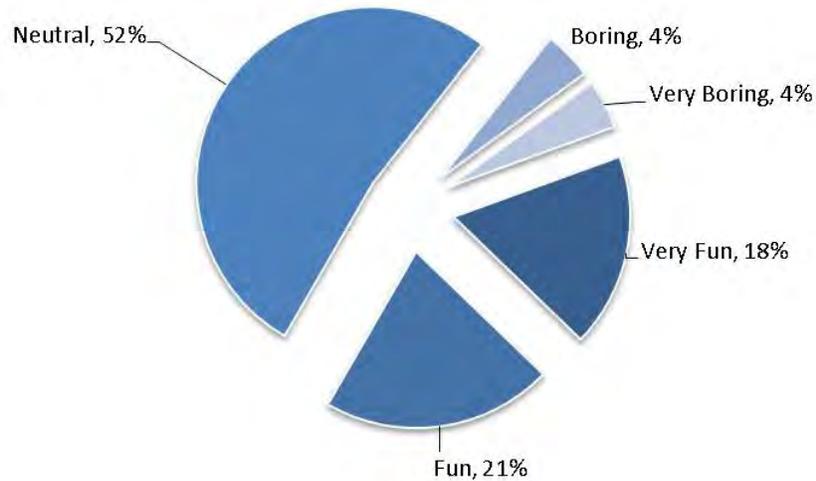
1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



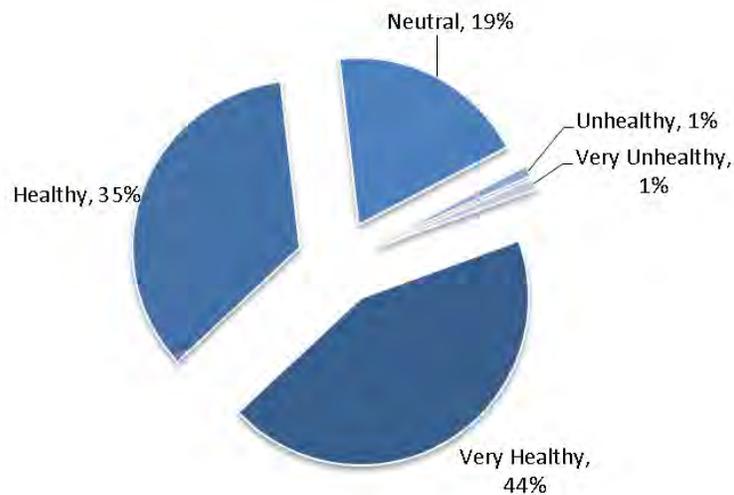
## PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING



## PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- Percentage of walking is low to moderate
- Low response on surveys
- Most students live close to school

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

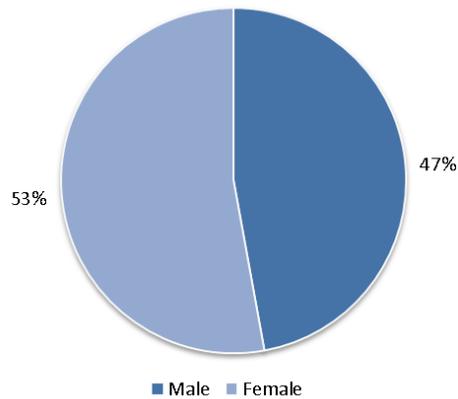
### Survey at VIDA

Enrollment: 408 students

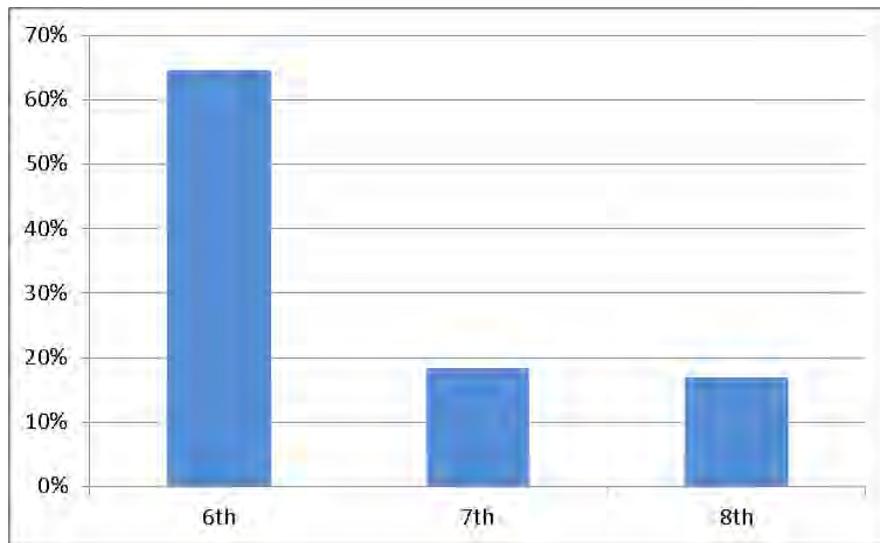
Number of questionnaires  
Distributed: 729

Month and Year Collected:  
October 2015

Questionnaires Analyzed:  
142



### STUDENTS BY GENDER



Grade	Responses by Grade	
	Number	Percent
6th	91	65%
7th	26	18%
8th	24	17%
Total	141	100%

Note: Percentages may be higher than 100% due to rounding

### GRADE LEVEL OF CHILDREN

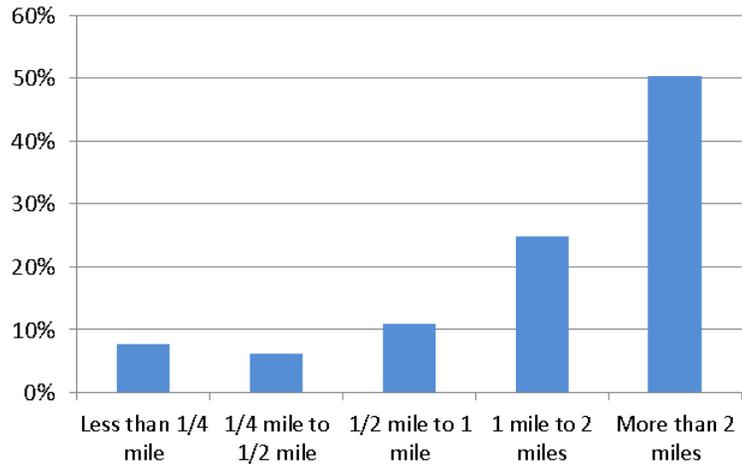
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

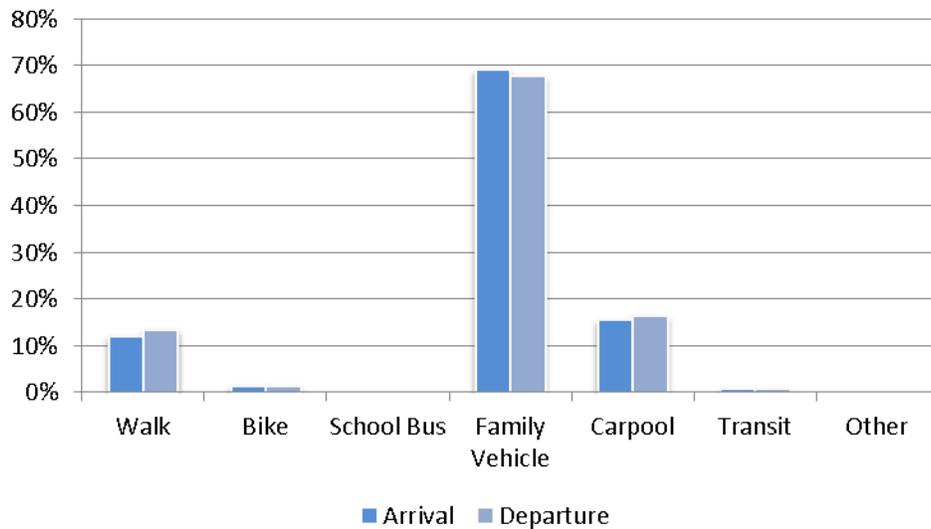
Distance between school and home	Number	Percent
Less than 1/4 mile	10	8%
1/4 mile to 1/2 mile	8	6%
1/2 mile to 1 mile	14	11%
1 mile to 2 miles	32	25%
More than 2 miles	65	50%

No response or Don't know: 13

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	142	12%	1%	0%	69%	15%	1%	0%
Departure	142	13%	1%	0.0%	68%	16%	1%	0%

No Response Morning: 2

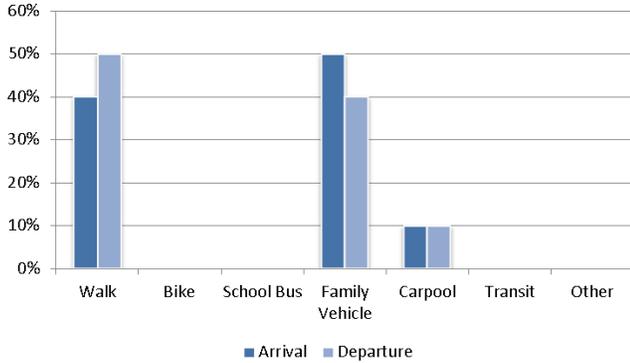
No Response Afternoon: 1

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

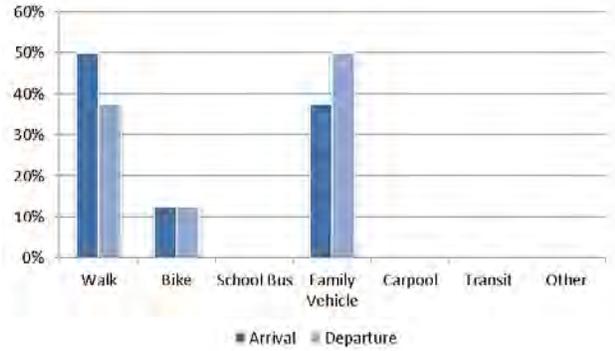
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

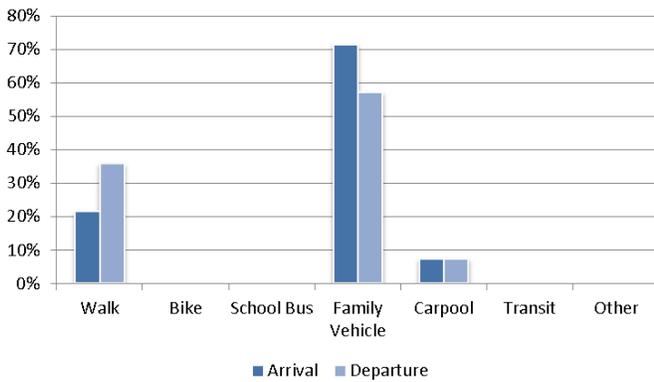
### Less than ¼ mile



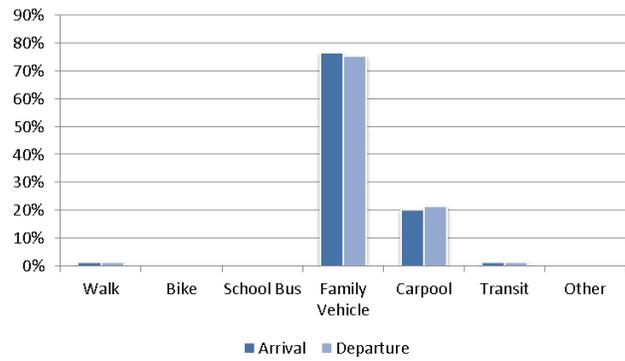
### ¼ mile to ½ mile



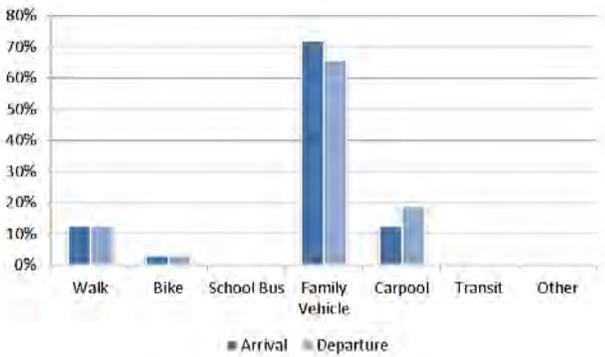
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	40%	0%	0%	50%	10%	0%	0%
1/4 mile to 1/2 mile	8	50%	13%	0%	38%	0%	0%	0%
1/2 mile to 1 mile	14	21%	0%	0%	71%	7%	0%	0%
1 mile to 2 miles	32	13%	3%	0%	72%	13%	0%	0%
More than 2 miles	64	2%	0%	0%	77%	20%	2%	0%

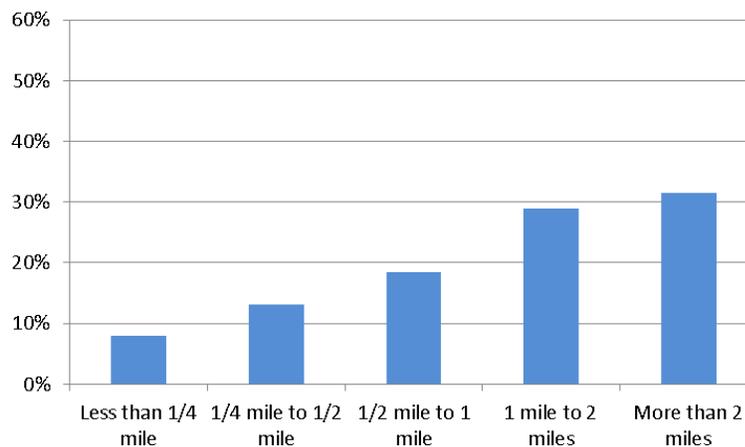
No Response, Don't Know, Blank: 12

### School Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	50%	0%	0%	40%	10%	0%	0%
1/4 mile to 1/2 mile	8	38%	13%	0%	50%	0%	0%	0%
1/2 mile to 1 mile	14	36%	0%	0%	57%	7%	0%	0%
1 mile to 2 miles	32	13%	3%	0%	66%	19%	0%	0%
More than 2 miles	65	2%	0%	0%	75%	22%	2%	0%

No Response, Don't Know, Blank: 12

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE



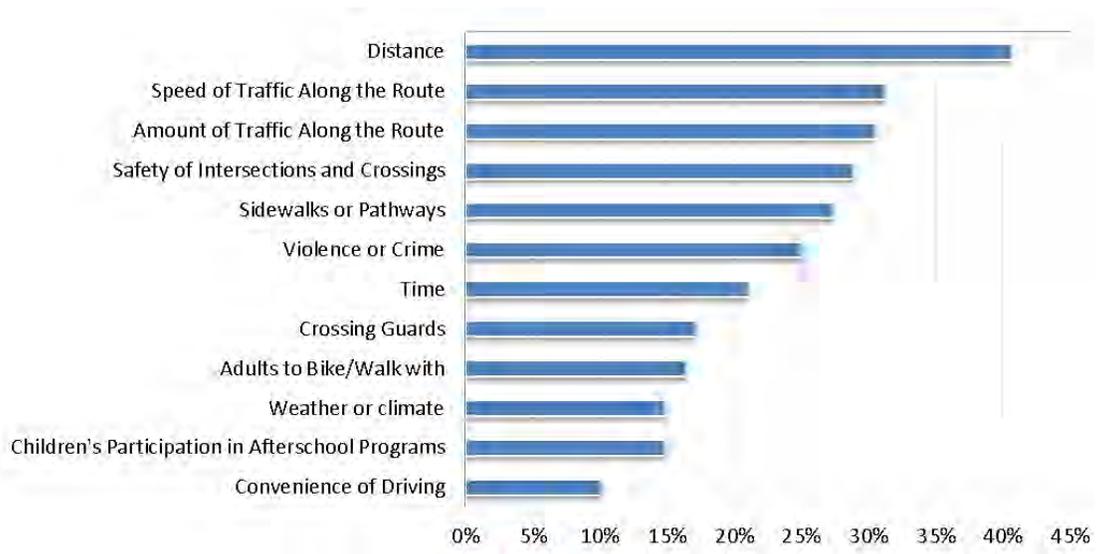
Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	85	7%	4%	7%	22%	60%
Yes	38	8%	13%	18%	29%	32%

No Response, Don't Know, Blank: 8

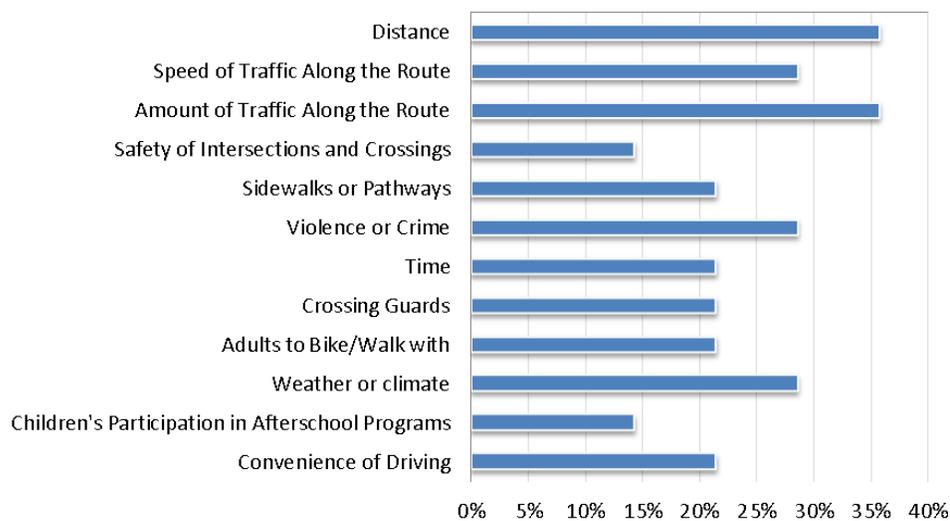
### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL



### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

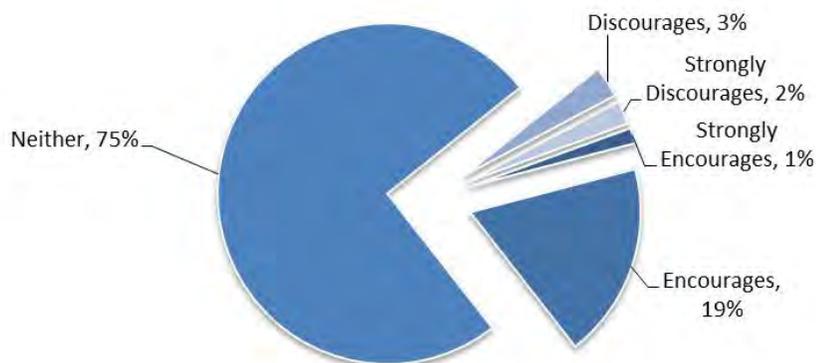
## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	41%	36%
Speed of Traffic Along the Route	31%	29%
Amount of Traffic Along the Route	30%	36%
Safety of Intersections and Crossings	29%	14%
Sidewalks or Pathways	27%	21%
Violence or Crime	25%	29%
Time	21%	21%
Crossing Guards	17%	21%
Adults to Bike/Walk with	16%	21%
Weather or climate	15%	29%
Children's Participation in Afterschool Programs	15%	14%
Convenience of Driving	10%	21%
<b>Number of Responses</b>	<b>128</b>	<b>14</b>

**Note:**

1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

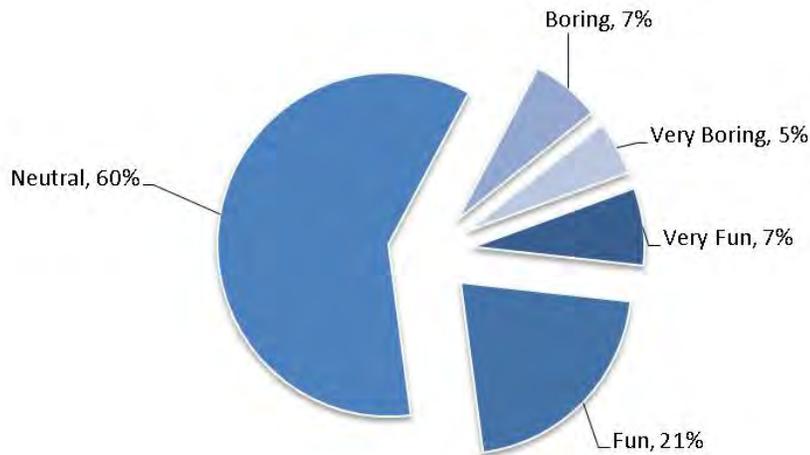
### ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL



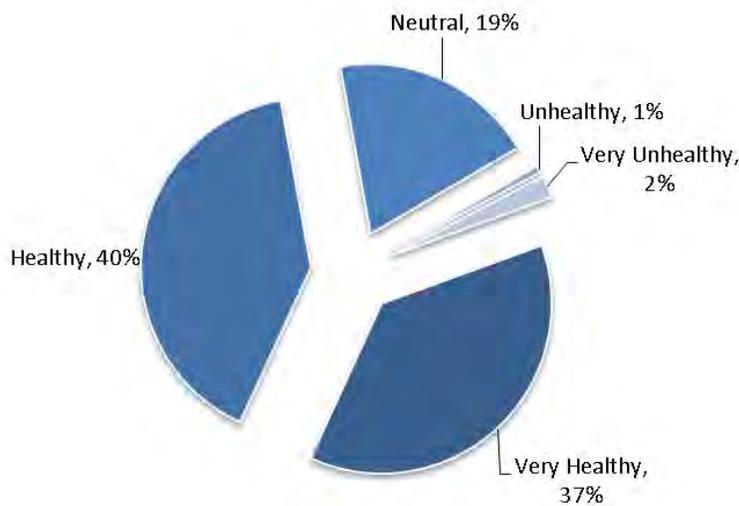
### PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



### PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD



### PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

#### Observations:

- Most students do not live close to the school
- Percentage of students walking is low, and generally correlates with how close they live to the school.
- Top concern for students walking is distance followed by traffic related issues.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### Survey at Olive

Enrollment: 403 students  
 Month and Year Collected:  
 October 2015  
 Classroom Tallies  
 Analyzed: 0

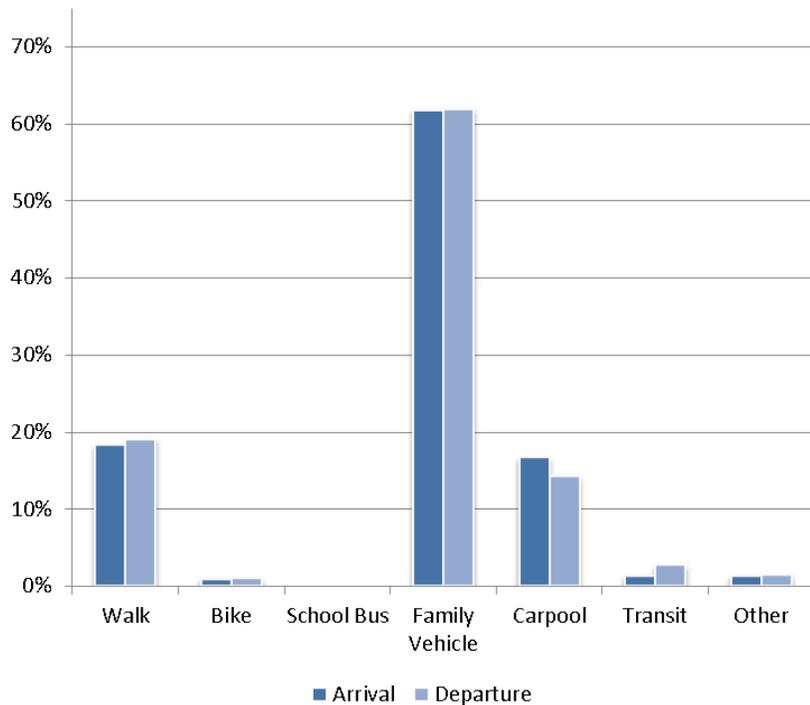
### STUDENT TRAVEL TALLY

This report does not contain data results for Olive Elementary School, because no data was returned.

This report contains data from Vista Innovation and & Design Academy (VIDA) about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.

### Survey at VIDA

Enrollment: 408 students  
 Month and Year Collected:  
 October 2015  
 Classroom Tallies  
 Analyzed: 04

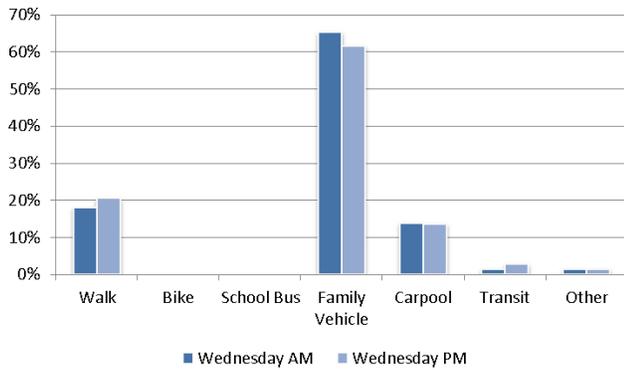
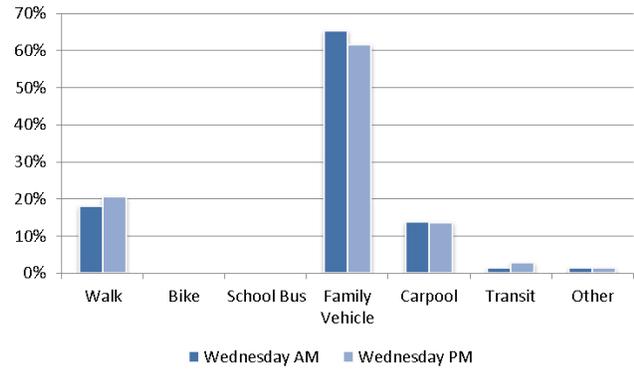
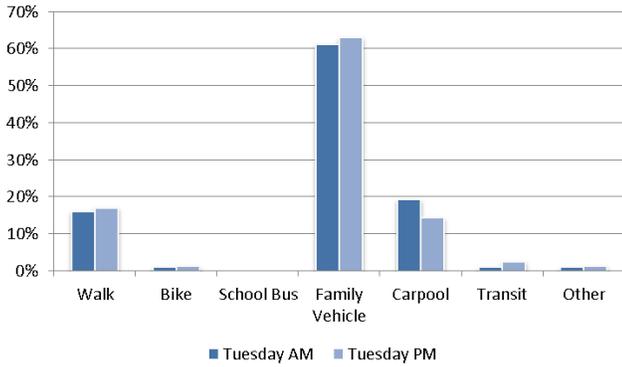


Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	241	18%	0.8%	0%	62%	17%	1%	1%
Departure	226	19%	0.9%	0%	62%	14%	3%	1%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

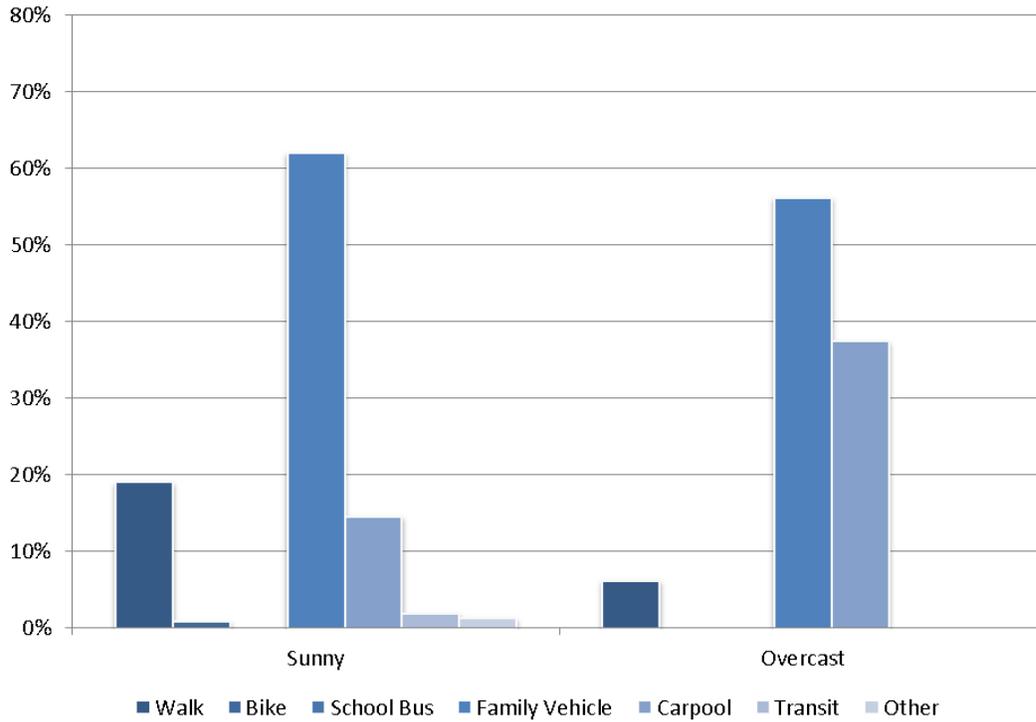


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	93	16%	1%	0%	61%	19%	1%	1%
Tuesday PM	76	17%	1%	0%	63%	14%	3%	1%
Wednesday AM	72	18%	0%	0%	65%	14%	1%	1%
Wednesday PM	73	21%	0%	0%	62%	14%	3%	1%
Thursday AM	76	21%	1%	0%	59%	16%	1%	1%
Thursday PM	77	19%	1%	0%	61%	14%	3%	1%

### MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	451	19%	0.9%	0%	62%	15%	2%	1.3%
Overcast	16	6%	0%	0%	56%	38%	0%	0%

### TRAVEL MODE BY WEATHER CONDITION

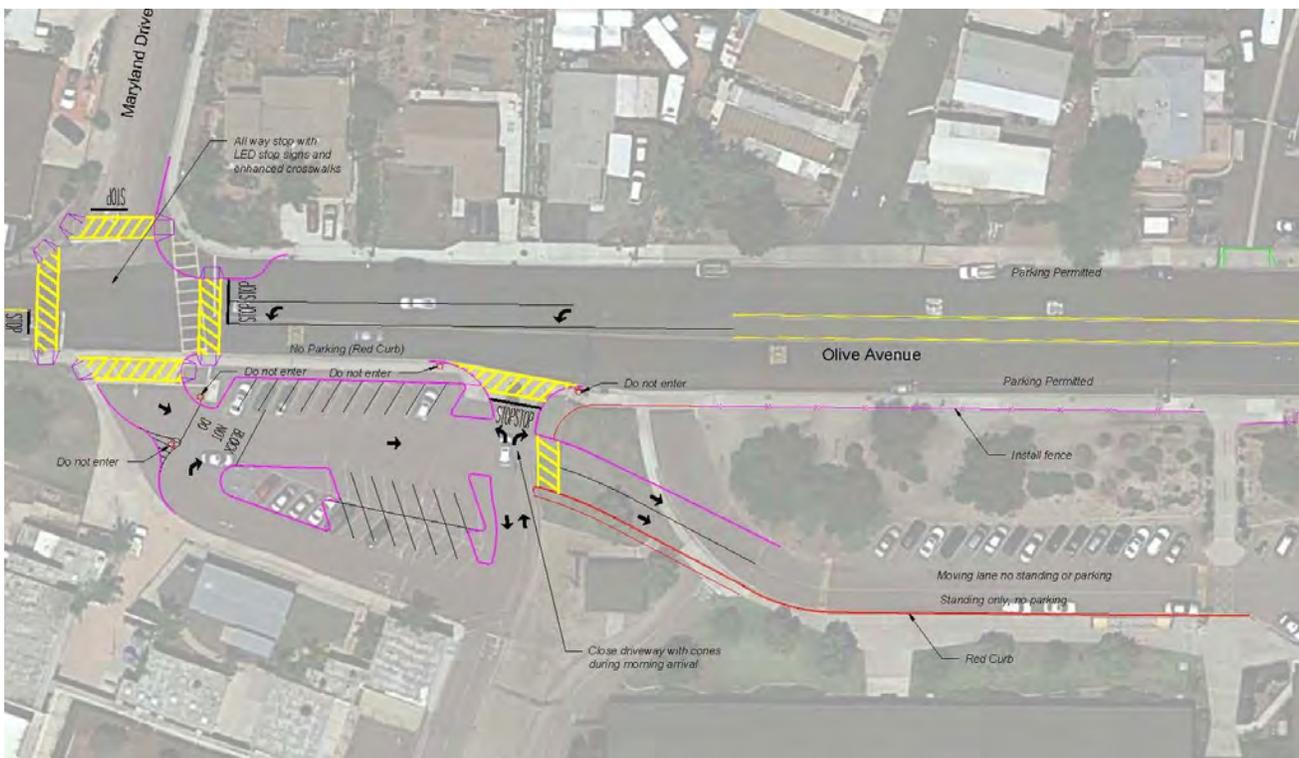
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 9.5 - Olive Elementary/VIDA Middle School Parking Lot



### I. Olive Elementary/VIDA Middle School Parking Lot

Parent comments and field observations revealed several issues of concern pertaining to the area in front of the Olive/VIDA campus. These included a wide pedestrian exposure to vehicles at the Maryland Drive and Olive Avenue intersection; conflicts between left turn and right turn vehicles at the school entrance driveway; conflicts between vehicles entering the campus and pedestrians on the sidewalk crossing the driveway; and pedestrians crossing through vehicles in the driveway lanes in front of the schools. As mitigation for these issues, this improvement concept includes relocating the driveway entrance to the Maryland Drive and Olive Avenue intersection and connecting the intersection to the parking lot in front of the school. An exit only driveway would be left in front of the adult education wing of the campus that would be blocked with cones during the elementary and middle school arrival and dismissal periods, but left open during the non-peak driveway times. The concept also includes construction of a fence along the edge of the sidewalk serving Olive Avenue to direct pedestrians to the designated sidewalk and crosswalk connecting the Olive Avenue sidewalk with the school entry, rather than allowing uncontrolled crossing through circulating traffic. The estimated cost for these improvements is \$393,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL

Figure 9.6 - Area – Wide Improvements



## 2. Area – Wide Improvements

Parents expressed concern over the lack of continuous sidewalk along the routes they took to and from school each day and the speed of traffic on the adjacent streets. The area-wide improvements recommended to serve the Olive/VIDA campus include sidewalk and lighting construction on Olive Avenue and Plymouth Drive, and the installation of improved signing and speed feedback on Olive Avenue. The estimated costs for these projects follow:

Sidewalk, lighting, and signing on Olive Avenue	\$1,052,000
Sidewalk and lighting on Plymouth Drive	\$1,888,000

**VISTA SAFE ROUTES TO SCHOOL MASTER PLAN**  
**OLIVE ELEMENTARY/VIDA MIDDLE SCHOOL**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

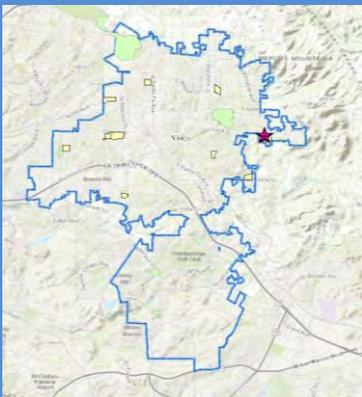
## RANCHO MINERVA MIDDLE SCHOOL



### Get to Know Rancho Minerva

832 students

63% Spanish-speaking families



## EXISTING CONDITIONS

Rancho Minerva Middle School is located on Foothill Drive on the eastern side of Vista in a residential neighborhood characterized by curving roadways. The posted speed limit on Foothill Drive is 35 mph and 25 mph when children are present. A map of pedestrian infrastructure in the school vicinity is shown in Figure 10.1. The main safety challenges that the project team identified were:

- Sidewalks missing
- Sidewalks end and students walk amidst traffic

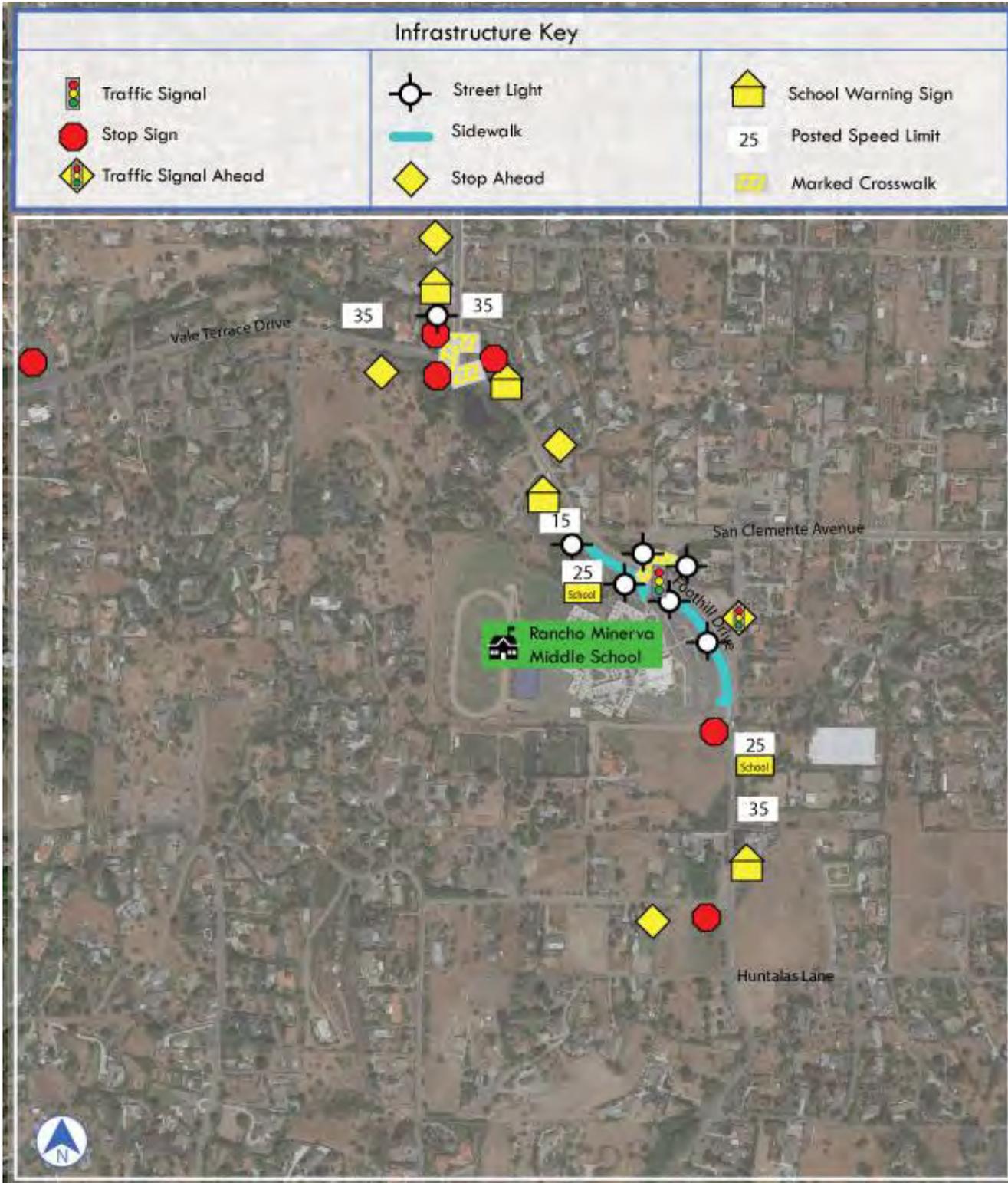
## SAFETY AND CIRCULATION OBSERVATIONS

Observations were conducted on September 24, 2015 during afternoon dismissal. Vehicles approach the school from the west on Vale Terrace Drive and from the north and south on Foothill Drive. Vehicles pull to the side of San Clemente Avenue and Foothill Drive or queue in the school parking lot. Pedestrian routes are shown on the map in Figure 10.2 along with points representing safety or circulation opportunity areas noted during the observation period. A photo depicting each item is shown in Figure 10.3.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.1 – Rancho Minerva Middle School Existing Infrastructure



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.2 – Rancho Minerva Middle School Safety and Circulation Challenge



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.3 – Photos of Rancho Minerva Middle School Challenge Areas

Challenge Area 1 – Sidewalks missing



Sidewalk is not available along some sections of the street.

Challenge Area 2 – Sidewalks End



Existing sidewalk sections end forcing pedestrians to walk on the road.

Challenge Area 3 – Students walk amidst traffic



Students walk amidst moving traffic in the school parking lot.

Challenge Area 4 – Sidewalk does not connect to ramps



The primary entrance to the school does not connect directly through the parking lot to the street sidewalk along Foothill Drive.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

### Rancho Minerva Walk Audit Participation

10 adults

Missing sidewalks emerged as the top concern

### WALK AUDITS

The walk audit for Rancho Minerva Middle School was held on Wednesday, October 28, 2015 from 8:55 to 9:30 a.m. There were 10 members of the school community in attendance and the event was conducted mostly in Spanish.



*Group discussion*



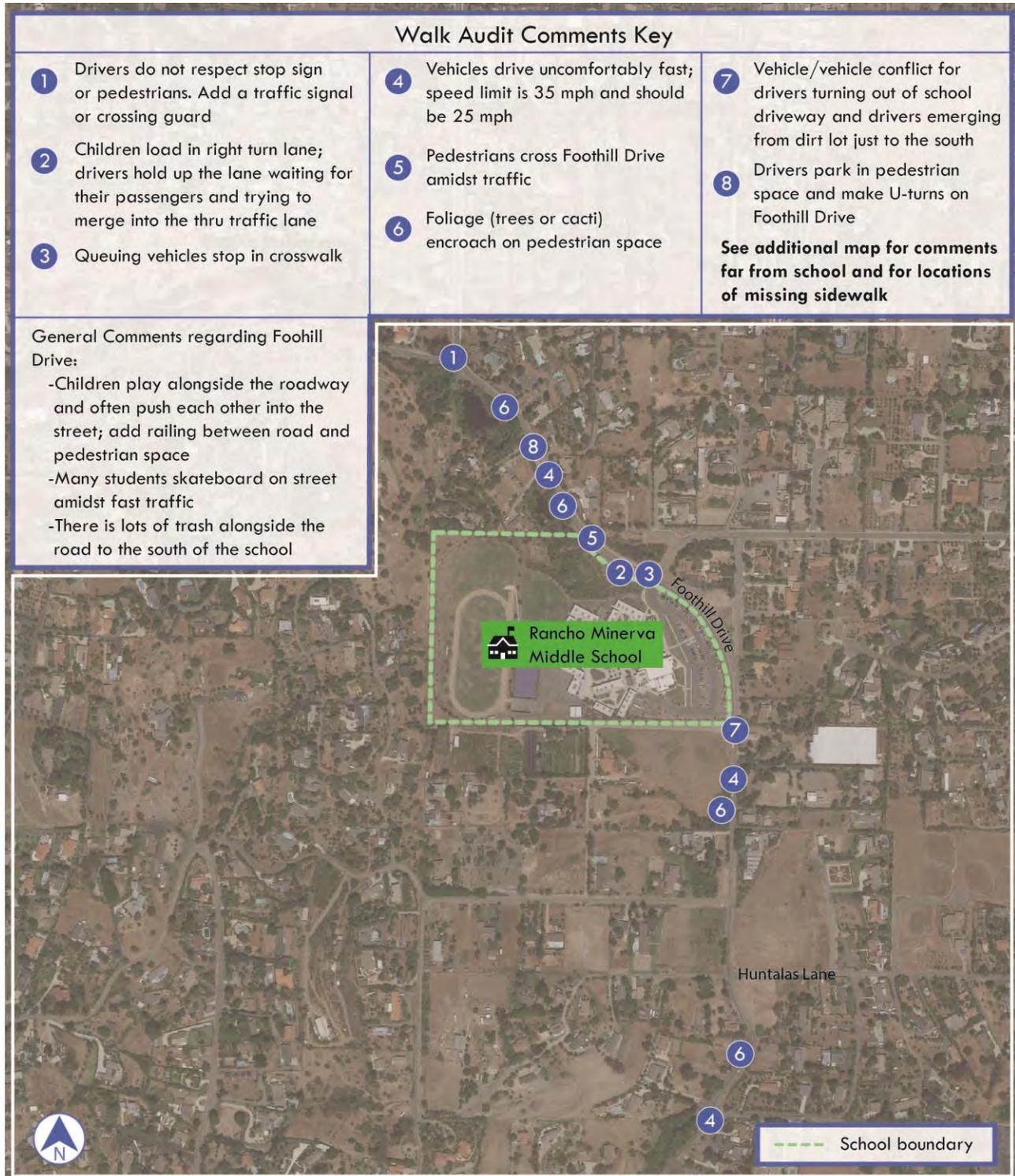
*Walking with community members*

Participants wrote and drew on handouts with aerial maps of the school area to document their concerns (sample handouts can be found in Appendix A). Next, their major concerns were shared in a group discussion. Finally, the majority of the participants walked with the facilitators in person to see areas of concern. The walk began in front of the school and the group headed north on Foothill Drive to Vale Terrace Drive and south on Foothill Drive to Sunrise Drive. The maps summarizing the comments received from participants are shown in Figures 10.4 and 10.5.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

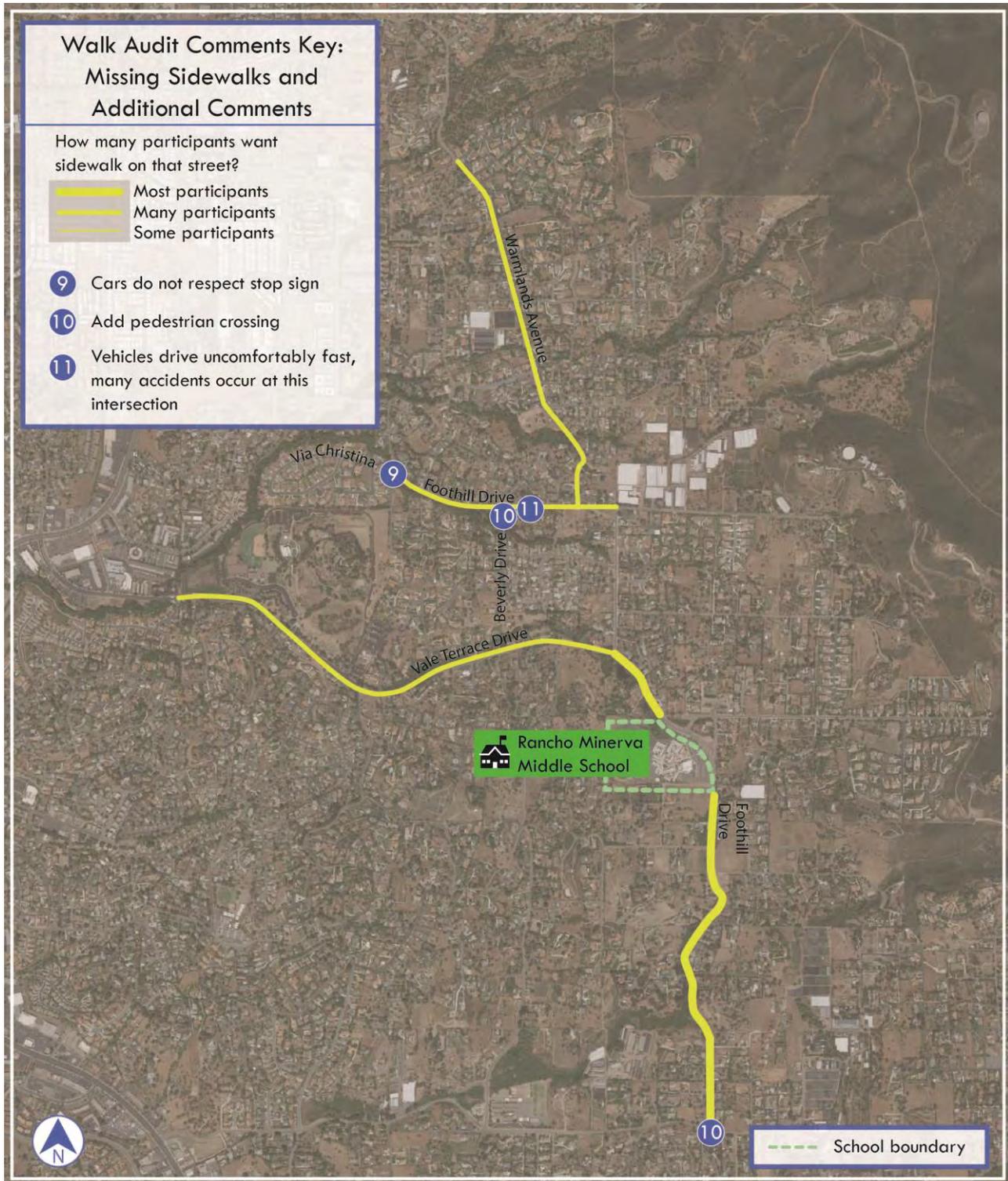
Figure 10.4 –Rancho Minerva Middle School Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.5 –Rancho Minerva Middle School Additional Walk Audit Comments



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

### Survey at Rancho Minerva

Enrollment: 832 students

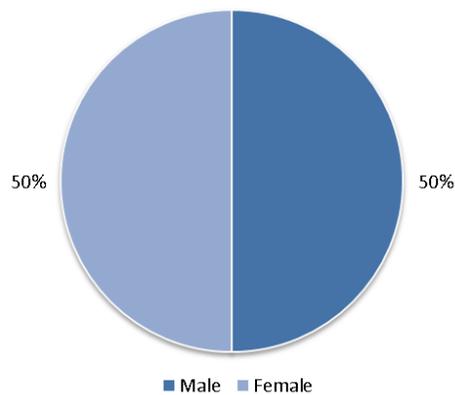
Number of questionnaires Distributed: 873

Month and Year Collected: October 2015

Questionnaires Analyzed: 267

### PARENT SURVEY

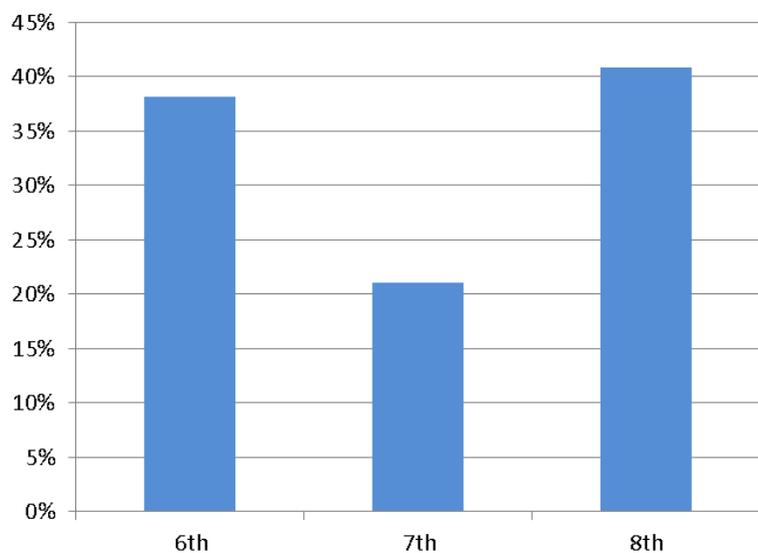
This report summarizes the responses obtained from parents regarding children's trips to and from school and their perceptions regarding whether walking and bicycling is appropriate for their child. The data collected for this report was based on the parent survey developed by the National Center for Safe Routes to School. A copy of the survey form has been included in Appendix B.



### STUDENTS BY GENDER

Grade	Responses by Grade	
	Number	Percent
6th	98	38%
7th	54	21%
8th	105	41%
Total	257	100%

Note: Percentages may be higher than 100% due to rounding



### GRADE LEVEL OF CHILDREN

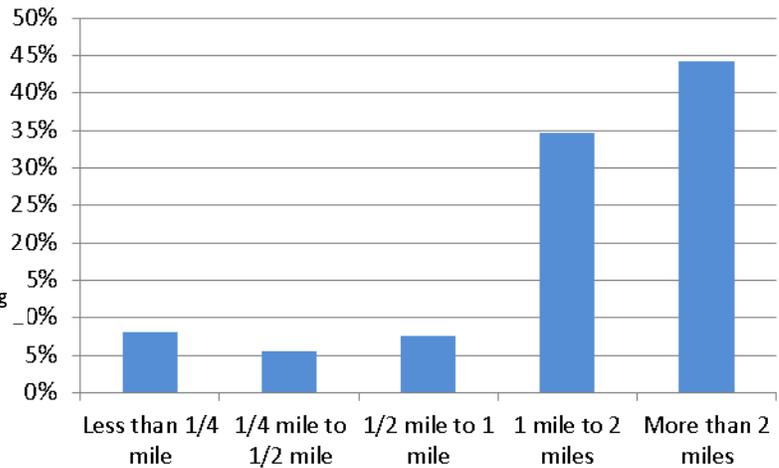
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

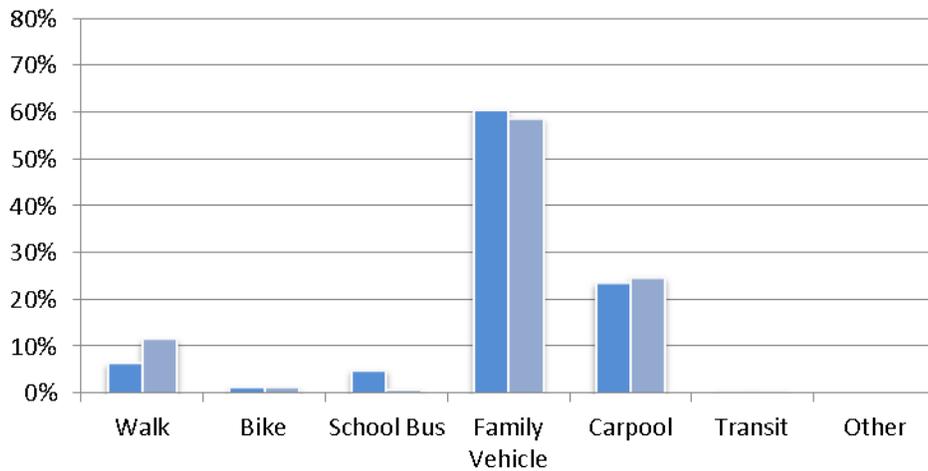
Distance between school and home	Number	Percent
Less than 1/4 mile	16	8%
1/4 mile to 1/2 mile	11	6%
1/2 mile to 1 mile	15	8%
1 mile to 2 miles	69	35%
More than 2 miles	88	44%

No response or Don't know: 68

Note: Percentages may be higher than 100% due to rounding



### ESTIMATED DISTANCE BETWEEN SCHOOL AND HOME



■ Arrival ■ Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	267	6%	1%	5%	61%	24%	0%	0%
Departure	267	12%	1%	0.7%	59%	25%	0%	0%

No Response Morning: 7

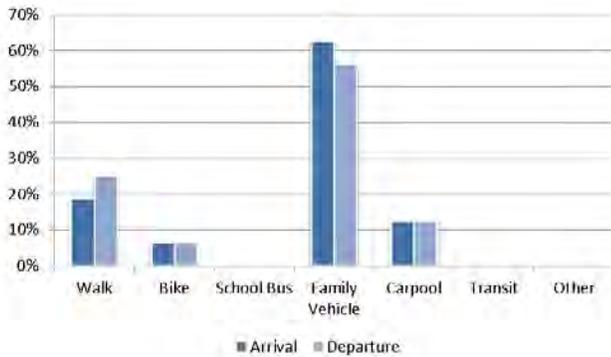
No Response Afternoon: 7

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

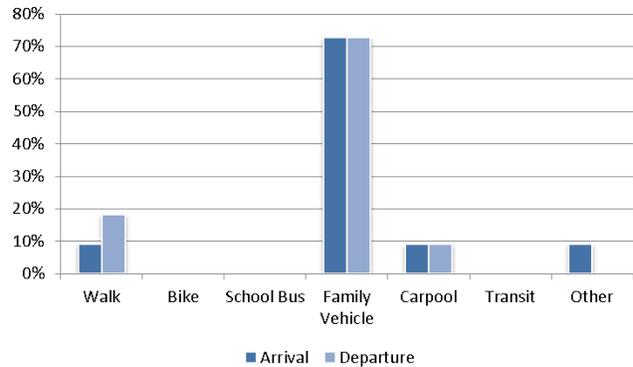
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

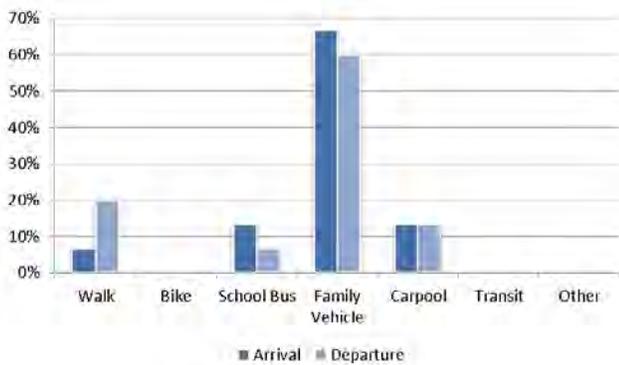
### Less than ¼ mile



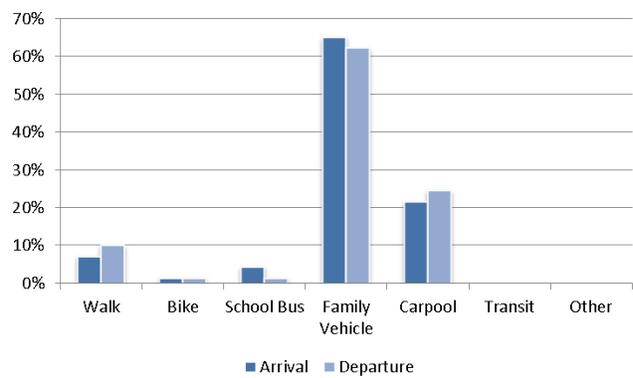
### ¼ mile to ½ mile



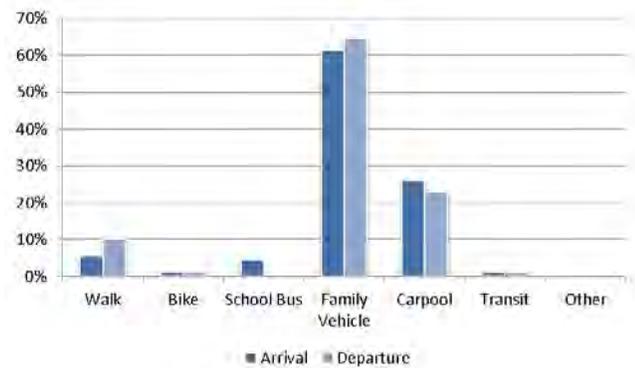
### ½ mile to 1 mile



### 1 mile to 2 miles



### More than 2 miles



## TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

### School Arrival

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	19%	6%	0%	63%	13%	0%	0%
1/4 mile to 1/2 mile	11	9%	0%	0%	73%	9%	0%	9%
1/2 mile to 1 mile	15	7%	0%	13%	67%	13%	0%	0%
1 mile to 2 miles	69	7%	1%	4%	65%	22%	0%	0%
More than 2 miles	88	6%	1%	5%	61%	26%	1%	0%

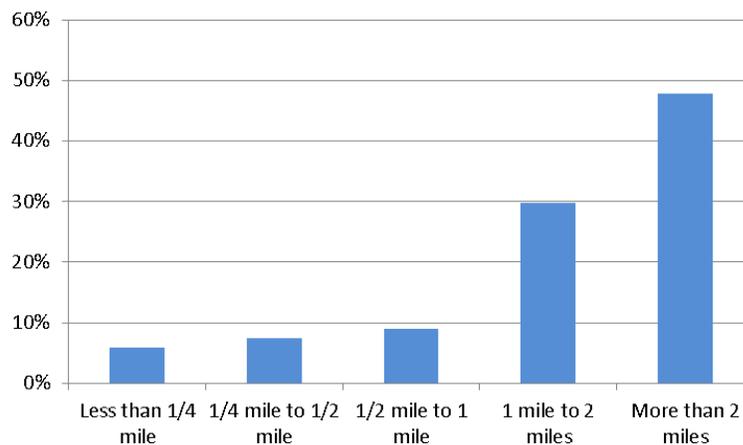
No Response, Don't Know, Blank: 61

### School Departure

Time	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	25%	6%	0%	56%	13%	0%	0%
1/4 mile to 1/2 mile	11	18%	0%	0%	73%	9%	0%	0%
1/2 mile to 1 mile	15	20%	0%	7%	60%	13%	0%	0%
1 mile to 2 miles	69	10%	1%	1%	62%	25%	0%	0%
More than 2 miles	88	10%	1%	0%	65%	23%	1%	0%

No Response, Don't Know, Blank: 61

### TYPICAL MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL BY DISTANCE

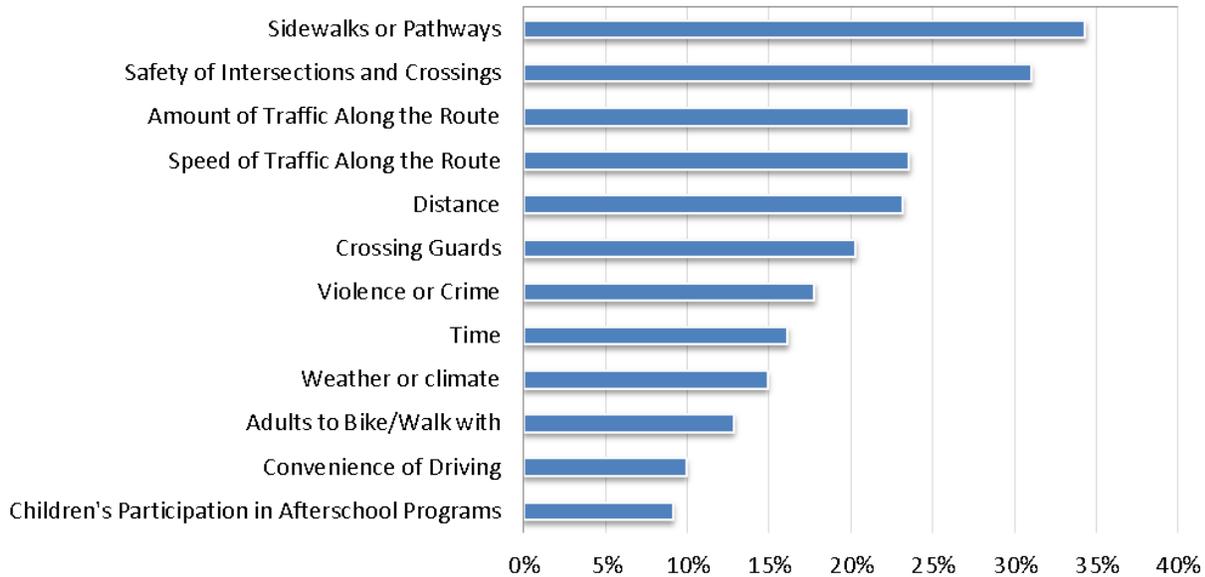


Asked for Permission	Number of Responses	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
No	122	9%	5%	7%	38%	41%
Yes	67	6%	7%	9%	30%	48%

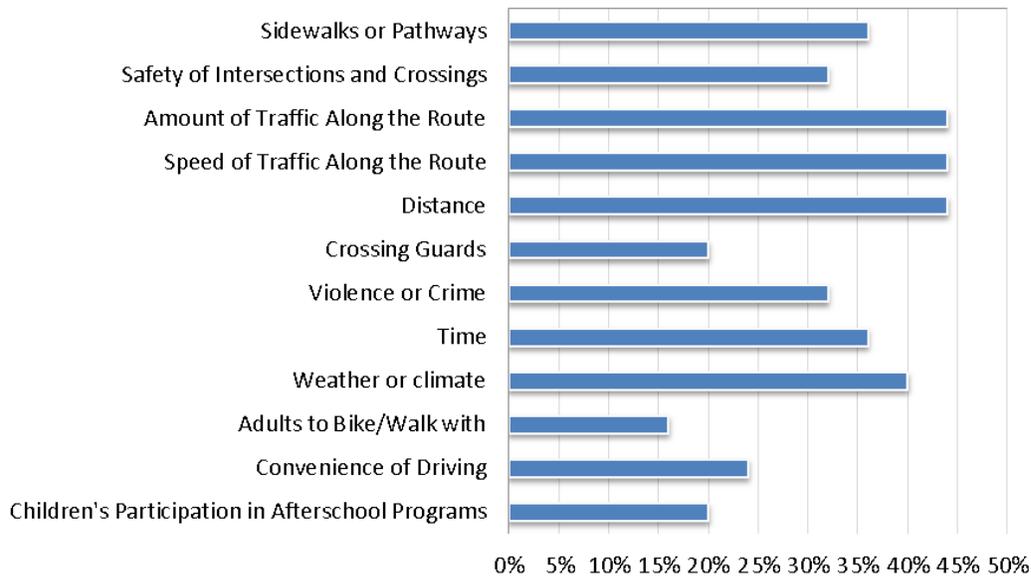
No Response, Don't Know, Blank: 20

### PERCENTAGE OF CHILDREN WHO HAVE ASKED FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL BY DISTANCE

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL



## ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO DO NOT WALK TO SCHOOL



## ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL AMONG CHILDREN WHO ALREADY WALK TO SCHOOL

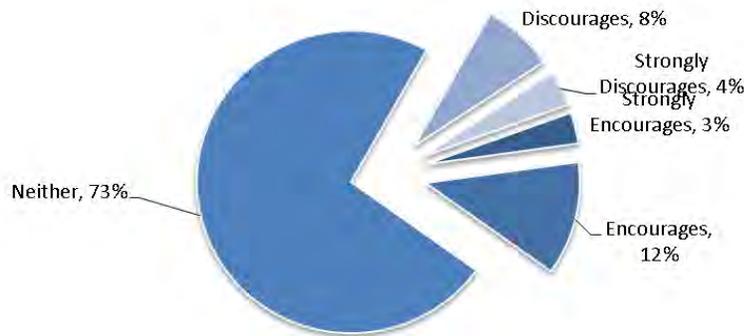
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL

Issue	Child does not walk/bike to school	Child walks/bikes to school
Sidewalks or Pathways	34%	36%
Safety of Intersections and Crossings	31%	32%
Amount of Traffic Along the Route	24%	44%
Speed of Traffic Along the Route	24%	44%
Distance	23%	44%
Crossing Guards	20%	20%
Violence or Crime	18%	32%
Time	16%	36%
Weather or climate	15%	40%
Adults to Bike/Walk with	13%	16%
Convenience of Driving	10%	24%
Children's Participation in Afterschool Programs	9%	20%
<b>Number of Responses</b>	<b>242</b>	<b>25</b>

**Note:**

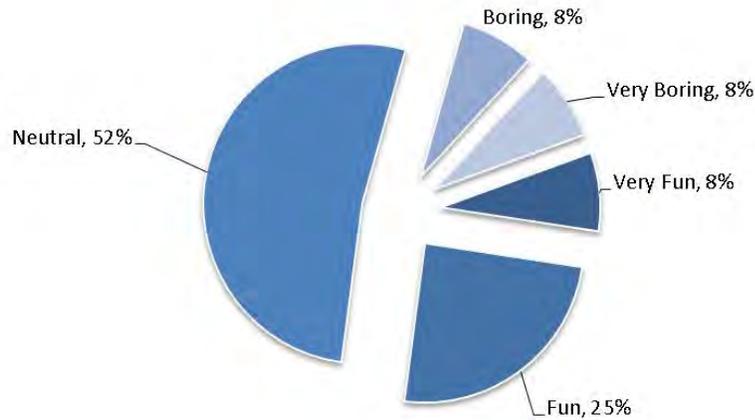
1. Issues are listed from most to least influential for the “Child does not walk/bike to school” group.
2. Column’s percentages may be higher than 100% because respondents could select multiple issues
3. The calculation to determine the percentage for each issue based on the “number of respondents per category” within the respective columns.

## ISSUES AFFECTING DECISIONS TO NOT ALLOW CHILDREN TO BIKE OR WALK TO/FROM SCHOOL

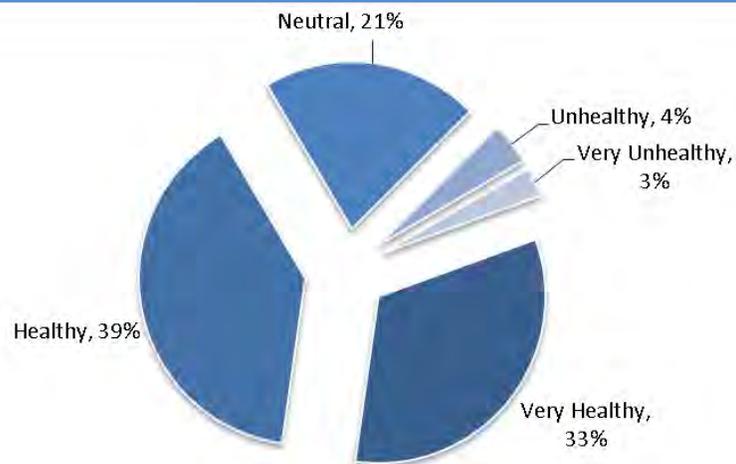


## PARENTAL OPINION ON HOW MUCH THE CHILD'S SCHOOL ENCOURAGES OR DISCOURAGES WALKING/BIKING

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL



## PARENTAL OPINION ON HOW FUN WALKING/BIKING IS FOR THEIR CHILD



## PARENTAL OPINION ON HOW HEALTHY WALKING/BIKING IS FOR THEIR CHILD

### Observations:

- A high percentage of the survey respondents reported carpooling as a mode to and from school ranging from 9% to 26% depending on the distance the students live from the school.
- Most students do not live close to the school.
- Moderate percentage of surveys was returned.
- The percentage of students walking was low, and generally correlated with how close they lived to the school.
- Top concerns with walking were related to traffic safety.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

### Survey at Rancho Minerva

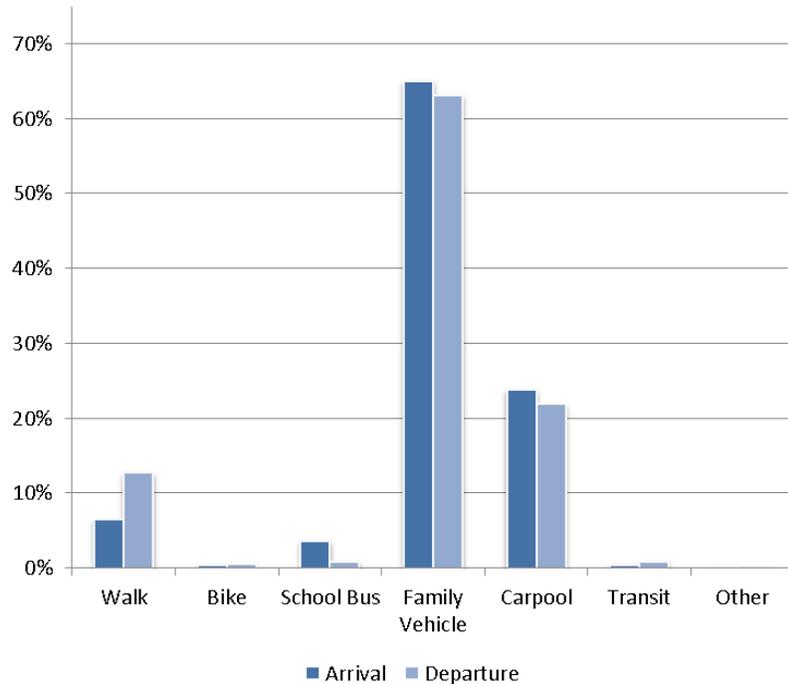
Enrollment: 832 students

Month and Year Collected:  
October 2015

Classroom Tallies  
Analyzed: 18

### STUDENT TRAVEL TALLY

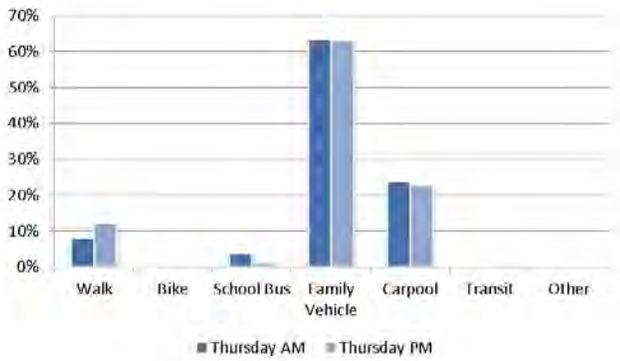
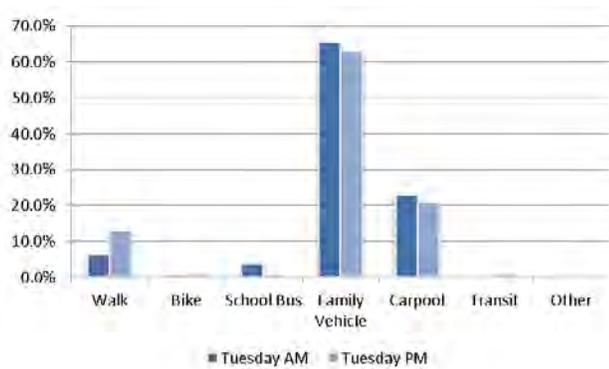
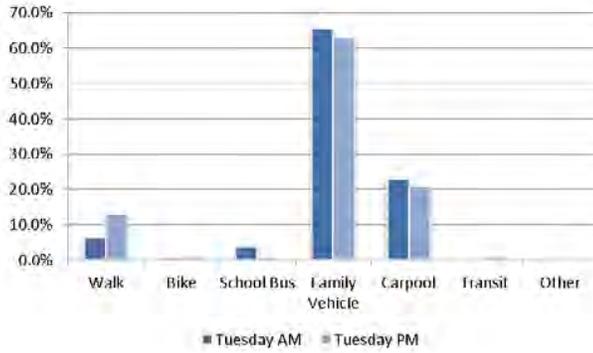
This report contains data from Rancho Minerva Middle School about students' trips to and from school. The information displayed in this report was collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School. A copy of the tally form has been included in Appendix C.



Time	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Arrival	1214	7%	0.4%	4%	65%	24%	0%	0.2%
Departure	1216	13%	0.5%	1%	63%	22%	1%	0.2%

### MODE OF ARRIVAL AND DEPARTURE FROM SCHOOL

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL

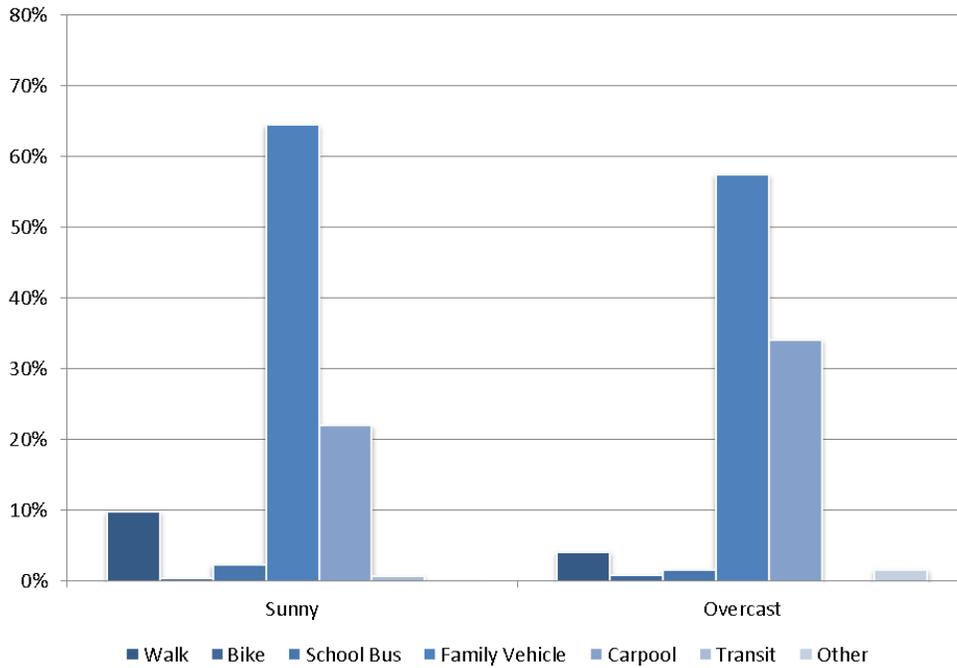


	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	426	6.3%	1%	4%	65%	23%	0.2%	0.5%
Tuesday PM	427	13%	1%	1%	63%	21%	1%	0.5%
Wednesday AM	424	5%	0.2%	3%	66%	25%	0.5%	0.2%
Wednesday PM	429	13%	0.2%	1%	63%	22%	1%	0%
Thursday AM	364	8%	0.3%	4%	63%	24%	1%	0%
Thursday PM	360	12%	0.3%	1%	63%	23%	1%	0%

## MORNING AND AFTERNOON TRAVEL MODE BY DAY

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL



Weather Condition	Number of Responses	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2210	10%	0.5%	2%	65%	22%	1%	0.1%
Overcast	120	4%	1%	2%	58%	34%	0%	1.7%

### TRAVEL MODE BY WEATHER CONDITION

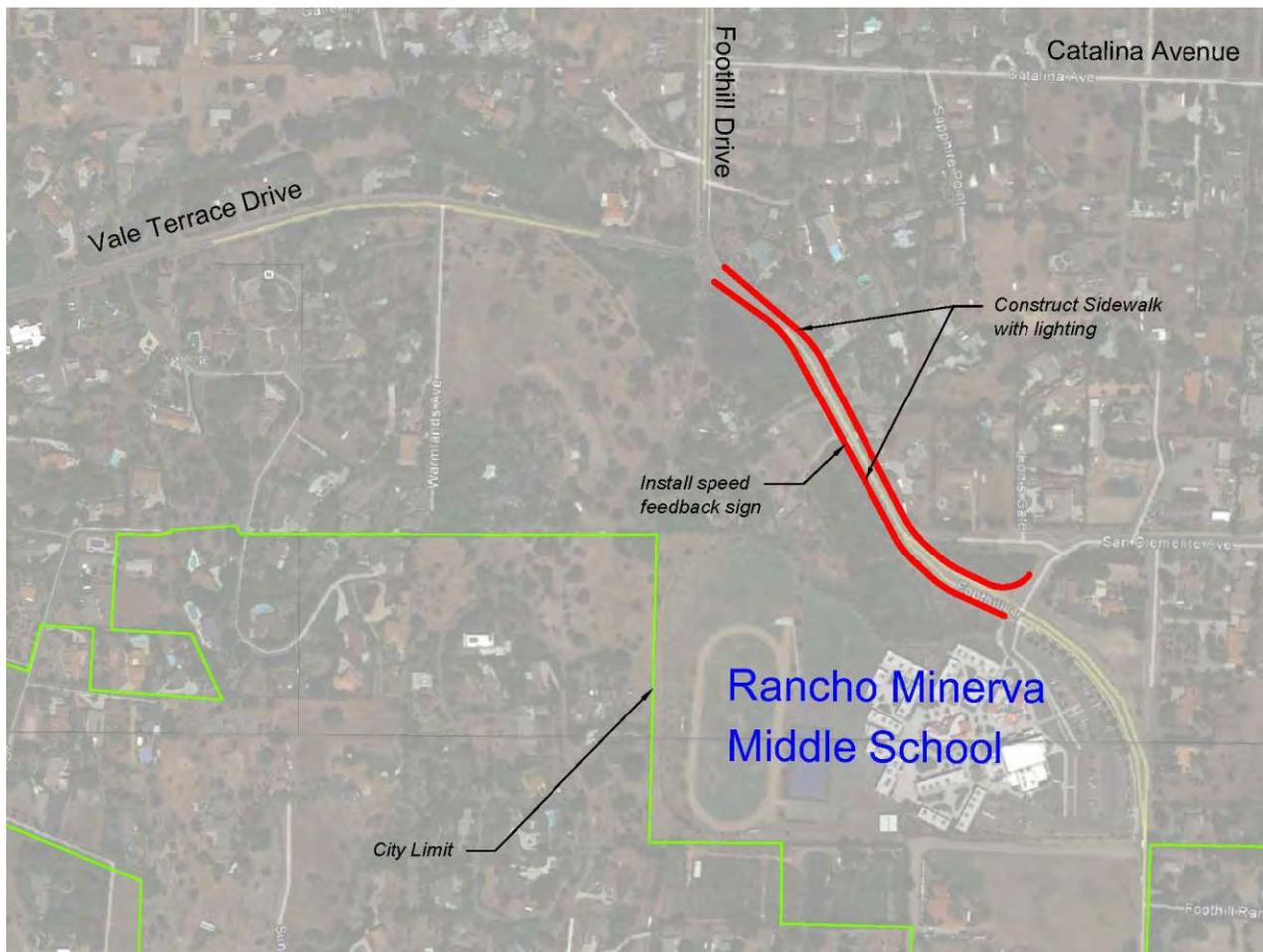
# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

### RECOMMENDATIONS

Based on the input from parents and school staff at the walk audit and field observations and engineering evaluations, a slate of enhancements for walking, biking, and traffic circulation was developed and illustrated. These possible improvements were reviewed by City and School District staff and presented to parents and school administrative staff in an open house format. The resulting conceptual level improvements are described below.

Figure 10.6 – Foothill Drive Sidewalks



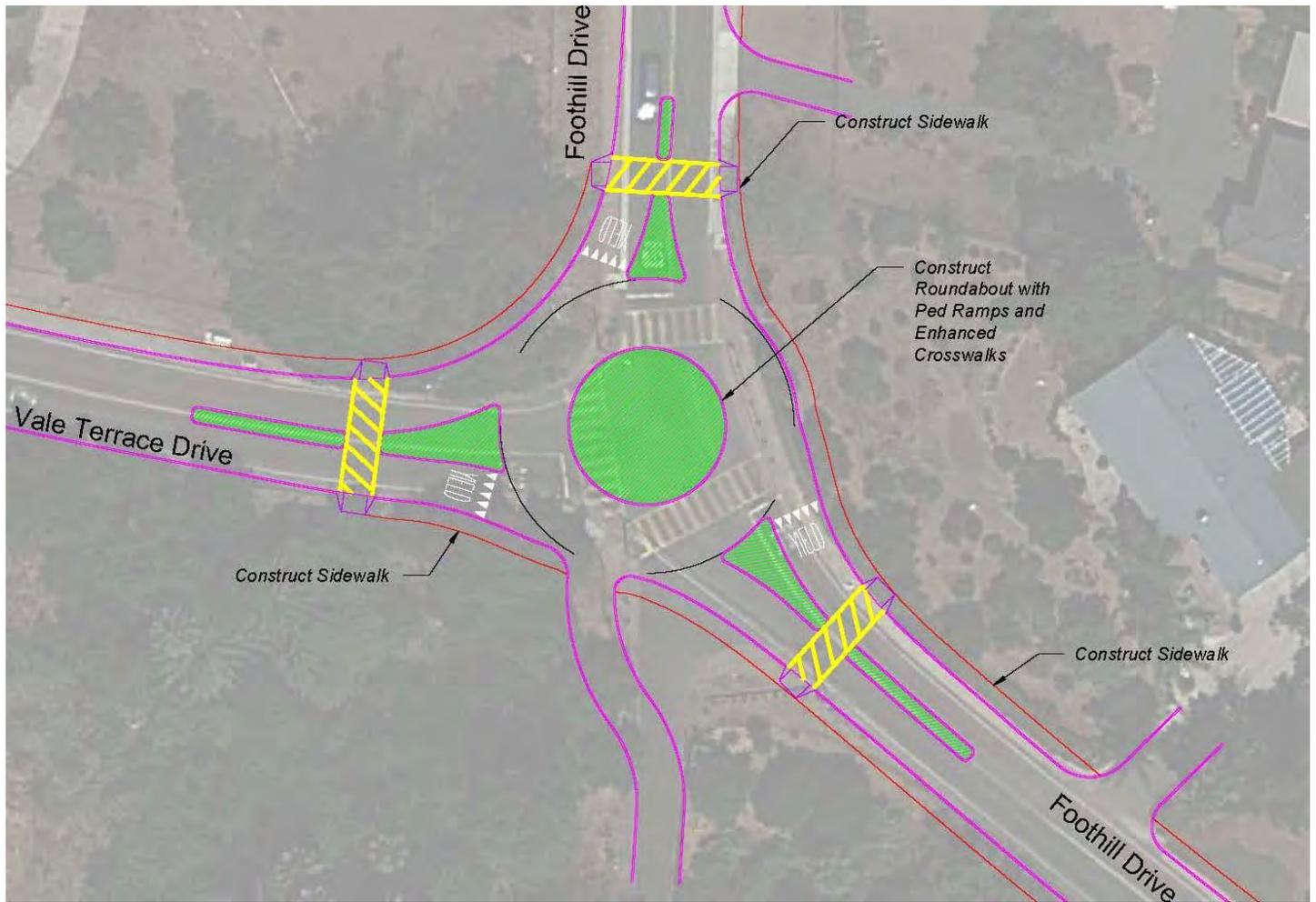
### 1. Foothill Drive Sidewalks

Parents expressed concern about the safety of their children walking north from the school towards Vale Terrace Drive and the need for sidewalks along both sides of Foothill Drive. Furthermore, they identified high vehicle speeds on Foothill as an issue that affected safety. Parents also mentioned that lighting was an important factor in safety because children walked along the edge of the road in the darkness during the winter months and if special events were held in the evenings. Sidewalk, lighting, and signing improvements on the west side of Foothill Drive from the school to Vale Terrace Drive were estimated at a cost of \$372,000. Sidewalk and lighting improvements on the east side of Foothill Drive from the school to Vale Terrace Drive were estimated at a cost of \$436,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.7 – Foothill Drive & Vale Terrace Drive Roundabout



### 2. Foothill Drive & Vale Terrace Drive Roundabout

Parents identified this intersection as a location where motorists did not respect the stop sign control or pedestrians attempting to cross the street. The construction of a roundabout would not allow vehicles to continue through the intersection without slowing down, and would provide a safer environment for pedestrians to cross the street. The estimated cost of this improvement is \$789,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.8 – Foothill Drive & Vale Terrace Drive Mountable Circle



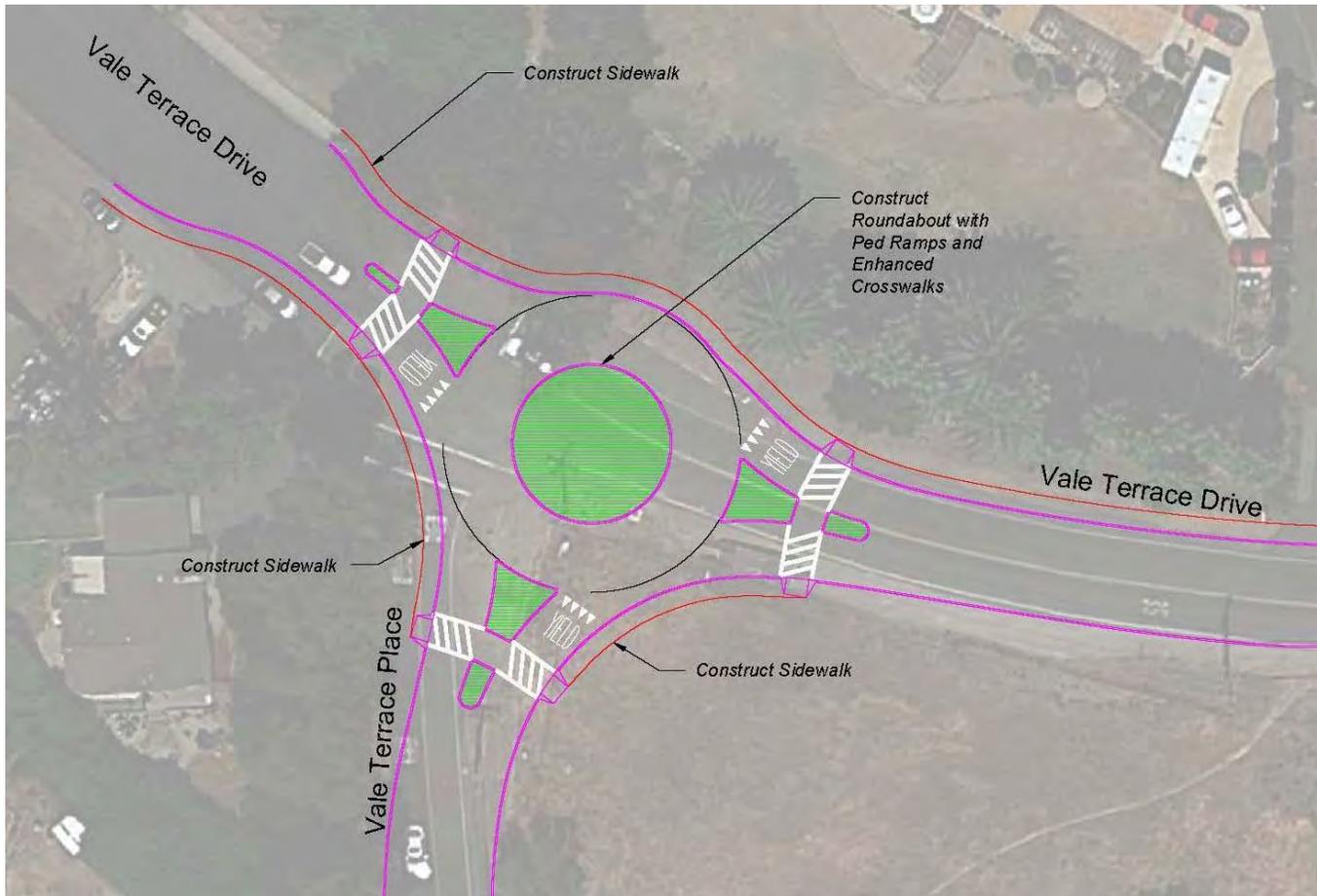
### 3. Foothill Drive & Vale Terrace Drive Mountable Circle

As a less expensive option for traffic calming at Foothill Drive and Vale Terrace Drive, a mountable traffic circle could be constructed while maintaining the all-way stop control. The estimated cost for this alternative is \$133,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.9 – Vale Terrace Drive & Vale Terrace Place Roundabout



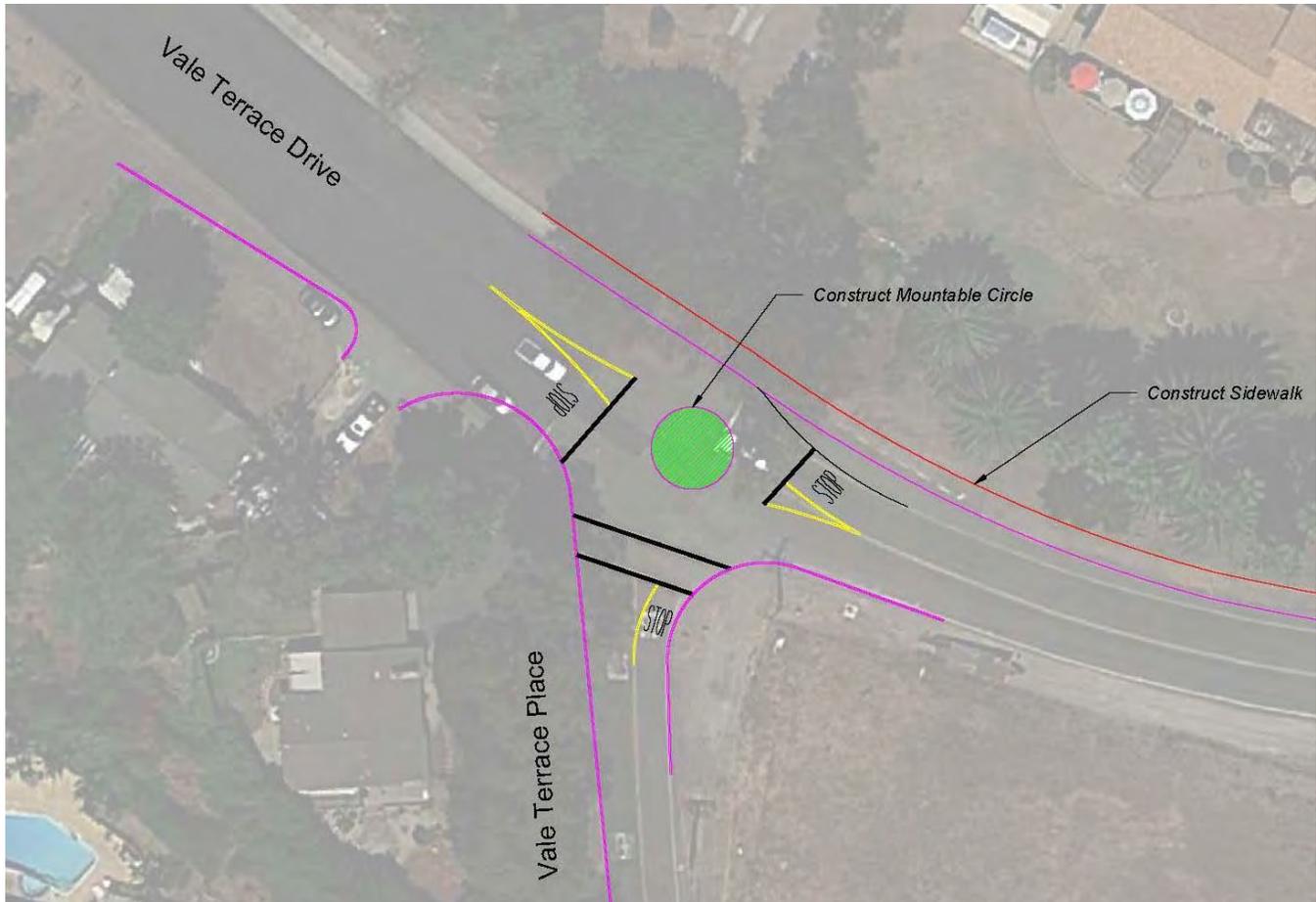
### 4. Vale Terrace Drive & Vale Terrace Place Roundabout

Parents expressed concerns about the safety of walking along Vale Terrace Drive. A roundabout at the intersection of Vale Terrace Drive and Vale Terrace Place would calm traffic speeds on Vale terrace Drive and provide a controlled crossing for pedestrians. The estimated cost of this improvement is \$732,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.10 – Vale Terrace Drive & Vale Terrace Place Mountable Circle

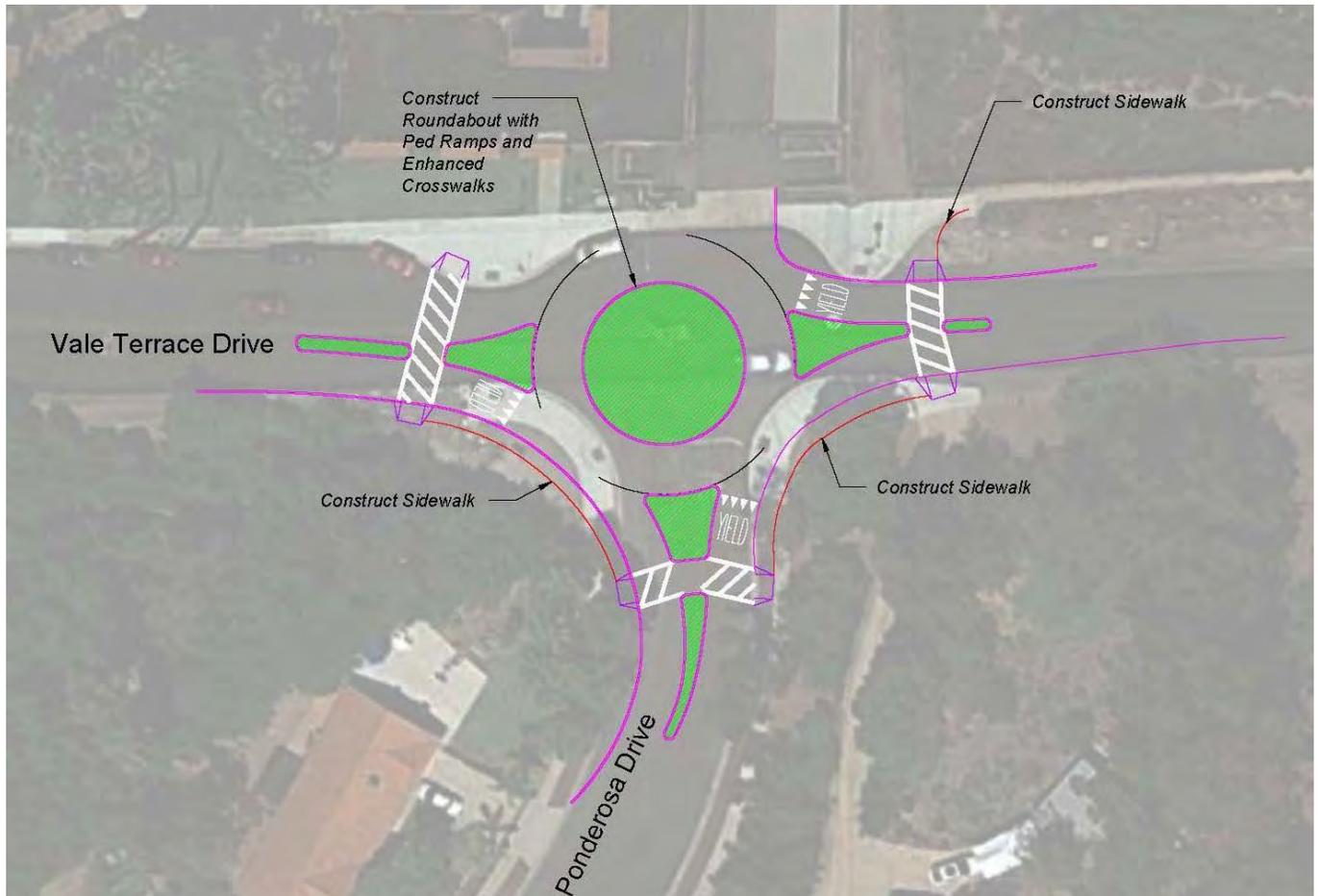


### 5. Vale Terrace Drive & Vale Terrace Place Mountable Circle

As a less expensive option for traffic calming at Vale Terrace Drive and Vale Terrace Place, a mountable traffic circle could be constructed while maintaining the all-way stop control. The estimated cost for this alternative is \$129,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL

Figure 10.11– Vale Terrace Drive & Ponderosa Drive Roundabout

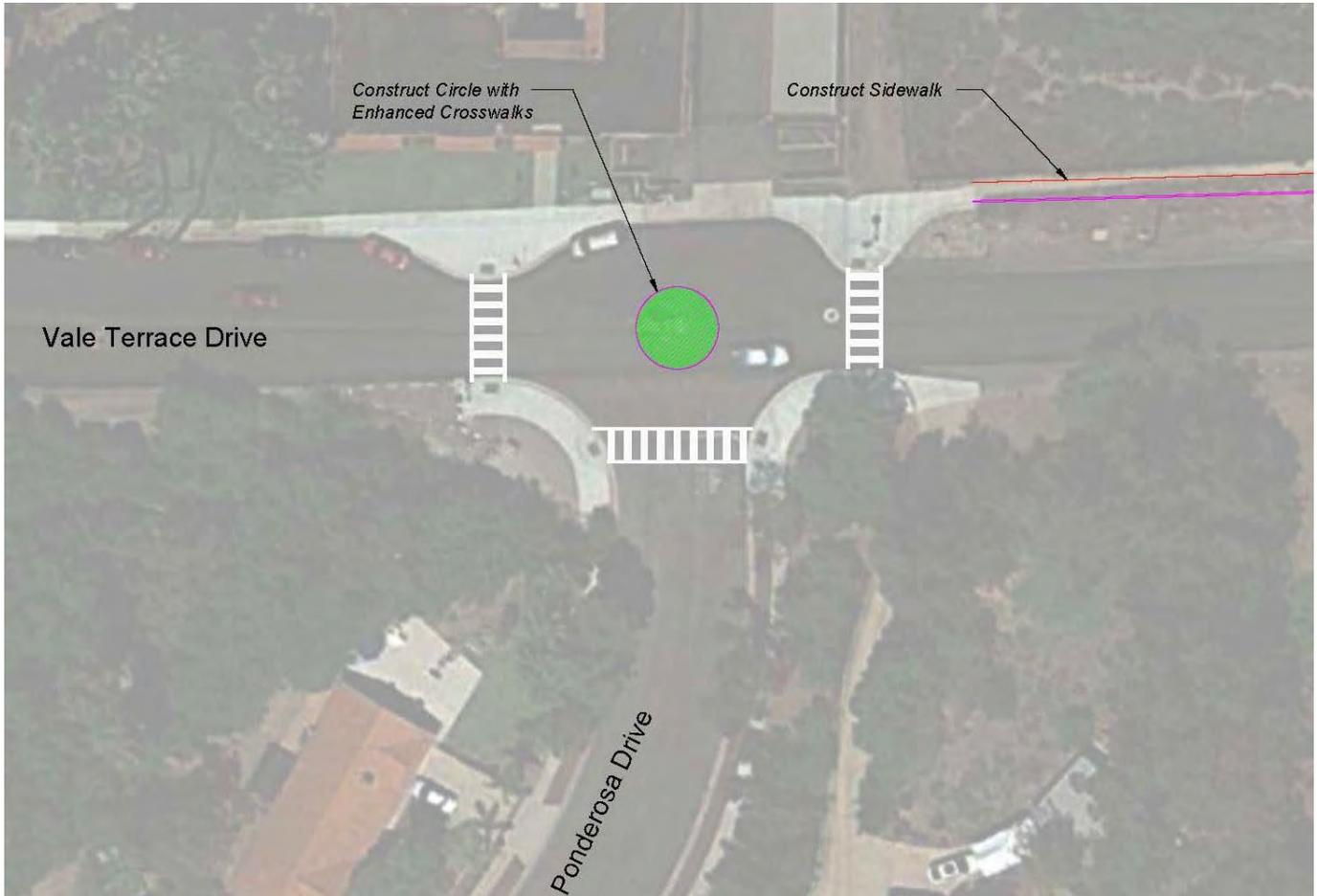


## 6. Vale Terrace Drive & Ponderosa Drive Roundabout

Through the public outreach process and input from City staff, parents indicated that vehicles do not respect the existing pedestrian crossing with pop-outs and flashing sign at this location and needed some additional controls to force speed reduction. A roundabout at this location will physically force vehicles to slow down and will provide an increased opportunity for pedestrians to cross the street safely. The estimated cost for this improvement is \$592,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL

Figure 10.12 – Vale Terrace Drive & Ponderosa Drive Mountable Circle



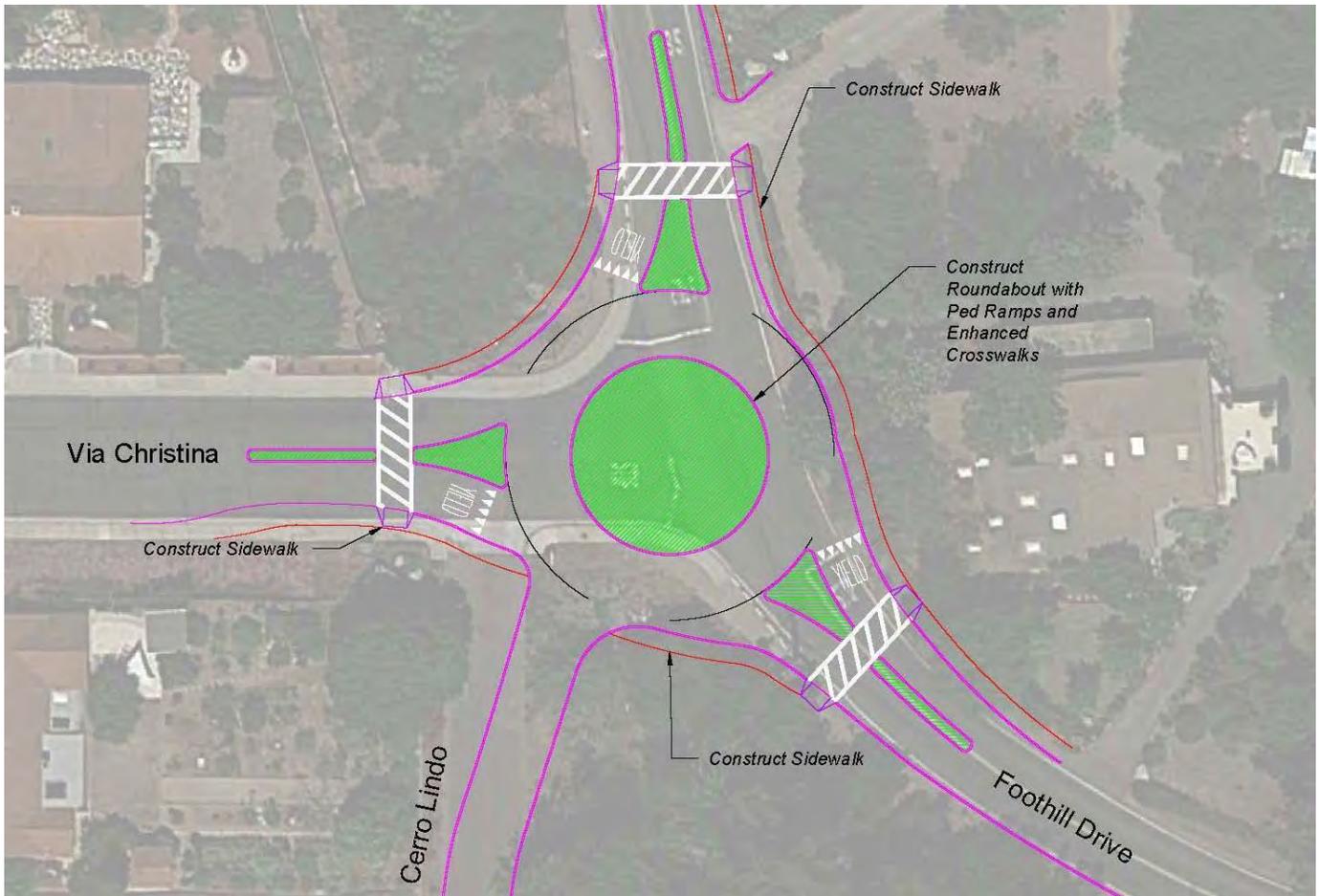
## 7. Vale Terrace Drive & Ponderosa Drive

As a less expensive option for traffic calming at Foothill Drive and Via Christina, a mountable traffic circle could be constructed. The estimated cost for this alternative is \$66,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.13 – Foothill Drive & Via Christina Roundabout

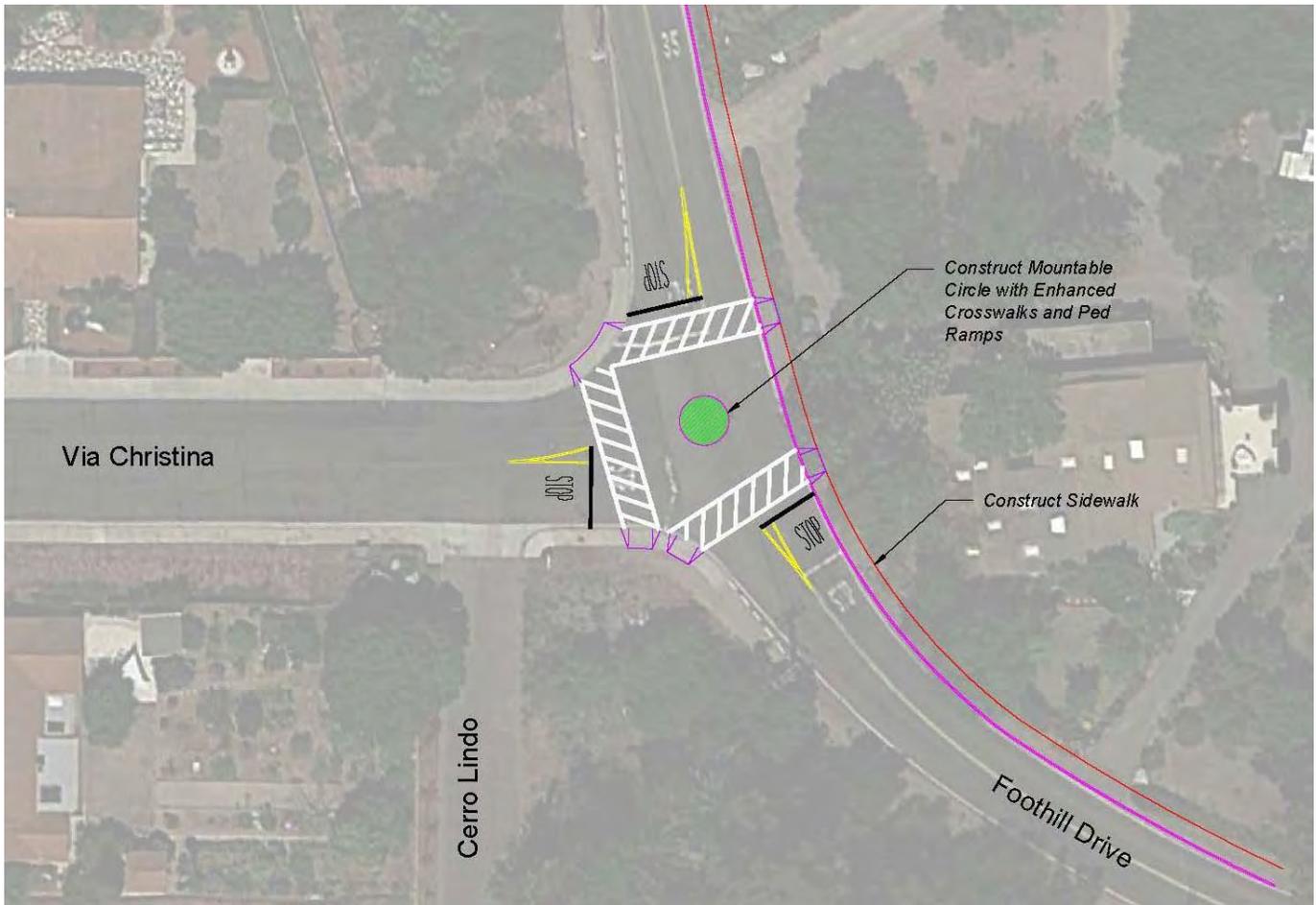


### 8. Foothill Drive & Via Christina Roundabout

Parents indicated through the public outreach process that vehicles on Foothill Drive do not respect the stop sign. A roundabout at this location would provide physical speed control of the vehicles and enhance pedestrian's ability to cross the street safely. The estimated cost for this improvement is \$658,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL

Figure 10.14 – Foothill Drive & Via Christina Mountable Circle



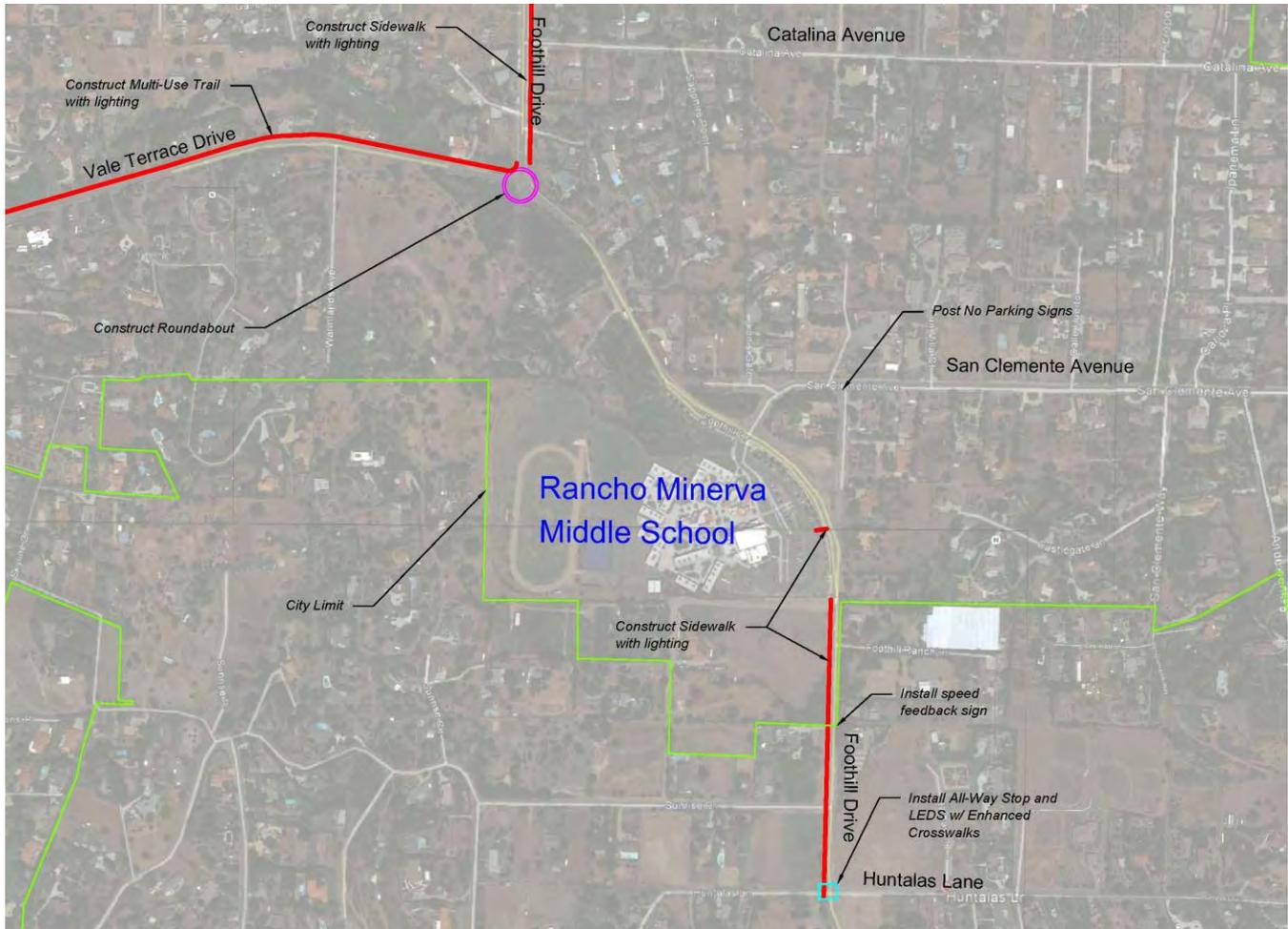
## 9. Foothill Drive & Via Christina Mountable Circle

As a less expensive option for traffic calming at Foothill Drive and Via Christina, a mountable traffic circle could be constructed along with the all-way stop control. The estimated cost for this alternative is \$82,000.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

Figure 10.15a – Area-Wide Improvements



### 10. Area-Wide Improvements

Parents expressed a concern about the absence of sidewalks and lighting along the walking routes to the school. Without sidewalks, children walk in the roadway. Furthermore, the existing roadway lighting is not continuous, and to attend evening events and during winter months with shorter days, children walk in the dark in the roadway. Parents also were concerned about traffic speeds adjacent to the school. Improvements to these conditions include construction of sidewalks and street lighting along primary walking routes, and the installation of speed feedback signing adjacent to the school. The estimated costs for these improvements as pictured in Figures 10.15 a, b, and c are:

Sidewalk and lighting improvements on the north side of Vale Terrace Drive from Foothill Drive to Vale Terrace Place \$1,284,000

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## RANCHO MINERVA MIDDLE SCHOOL

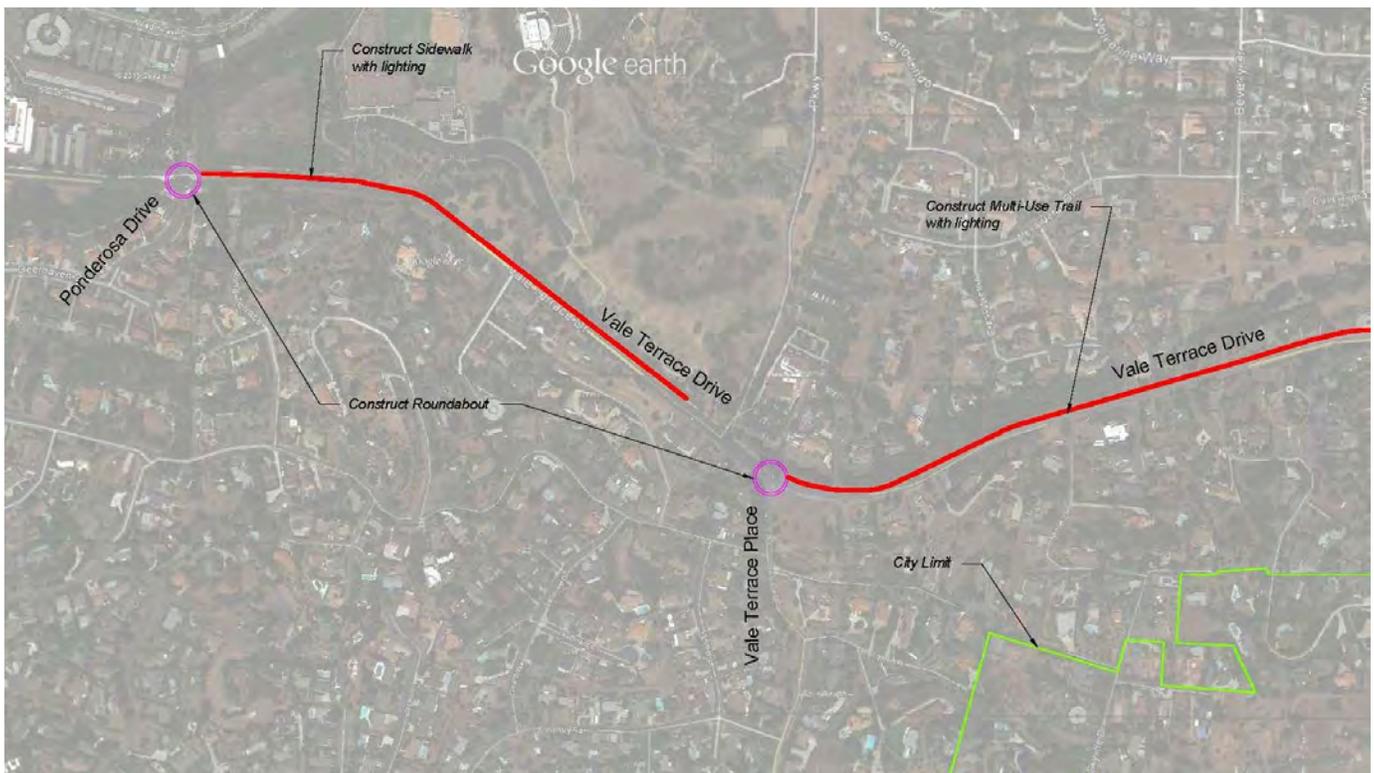
Sidewalk and lighting improvements on the north side of Vale Terrace Drive from Jim Porter Parkway to Ponderosa Drive \$632,000

Sidewalk and lighting improvements on the east side of Foothill Drive from Vale Terrace Drive to Edgehill Road \$260,000

Sidewalk and lighting improvements on the north side of Foothill Drive from Edgehill Road to Elm Drive \$1,600,000

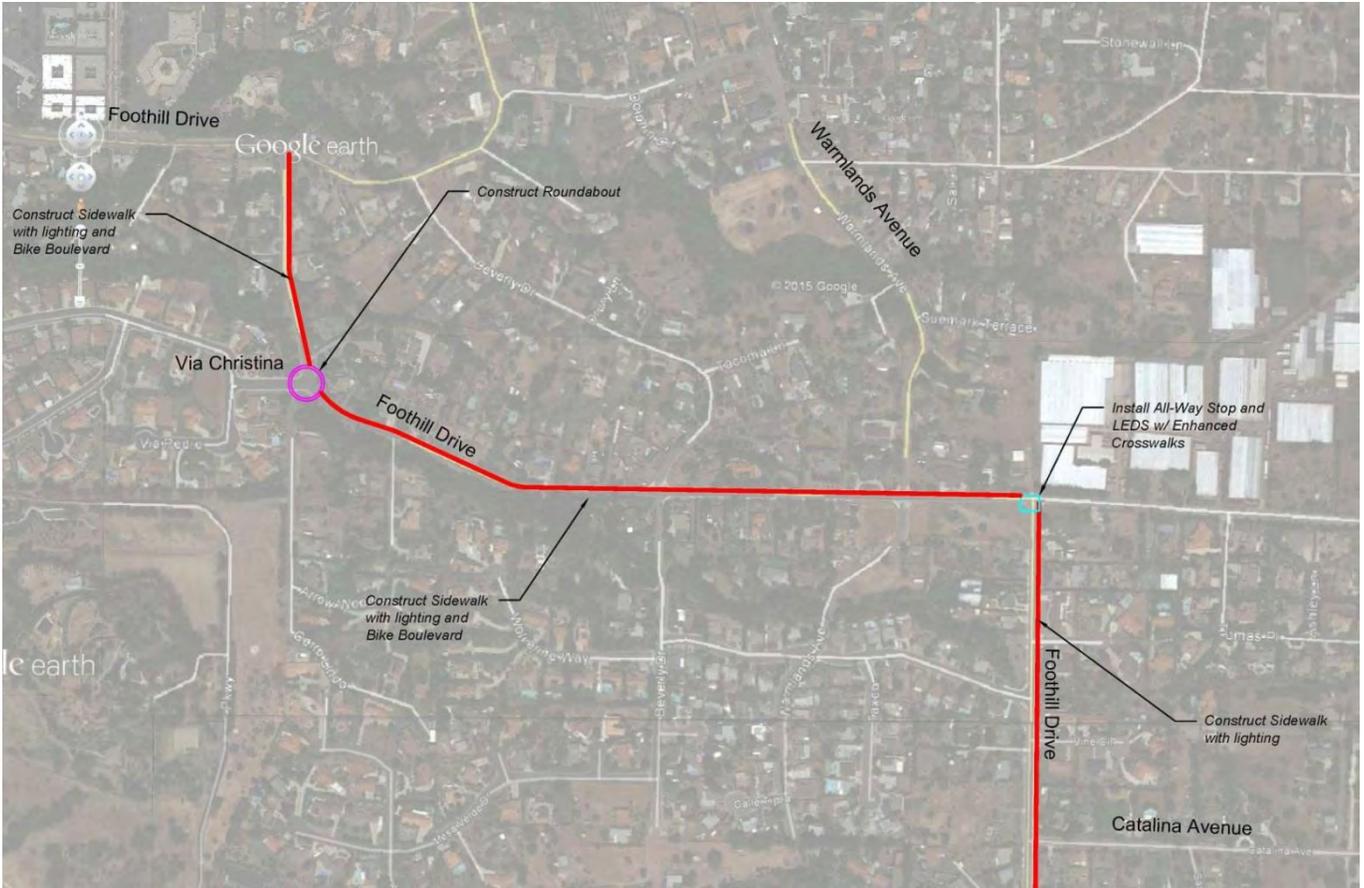
Sidewalk and lighting improvements on the west side of Foothill Drive from the school to the City Limits, and a speed feedback sign on the east side of Foothill Drive located in the San Diego County jurisdiction \$307,000

Figure 10.15b – Area-Wide Improvements



# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN RANCHO MINERVA MIDDLE SCHOOL

Figure 10.15c – Area-Wide Improvements



**VISTA SAFE ROUTES TO SCHOOL MASTER PLAN**  
**RANCHO MINERVA MIDDLE SCHOOL**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## EDUCATION, ENCOURAGEMENT, & ENFORCEMENT



### FIVE E'S

Safe Routes to School programs are designed to increase the number of children walking and bicycling to and from school safely by focusing on the five E's:

**Education**, teach traffic safety skills for pedestrians and cyclists

**Encouragement**, activities and programs to generate enthusiasm and interest

**Enforcement**, procedures to address safety concerns

**Engineering**, improvements and solutions to provide adequate infrastructure for pedestrians, cyclist and vehicles

**Evaluation**, procedures to monitor and evaluate the effectiveness of the program and make adjustment, if needed

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## EDUCATION, ENCOURAGEMENT, & ENFORCEMENT

Safe Routes to School efforts also teach and encourage children to engage in healthy lifestyle, promote public awareness about the environment, air quality, health and benefits associated with active transportation and the program. A successful Safe Routes to School program requires support and help from numerous groups in the community to include

- Students
- Parents
- School District staff
- City staff
- Law enforcement
- Neighbors
- Local and regional bike coalitions

The following strategies are some of the suggested programs which are described in more detail in Table I.

### **Education Strategies**

- Bike Rodeos
- Traffic Safety Class
- Personal Security Measures
- Health Benefits
- Traffic Congestion Reduction around the School and Road Network

### **Encouragement Strategies**

- International Walk to School Day
- Bike to School Day
- Walking School Bus
- Bike Buddies

### **Enforcement Strategies**

- Safety Patrols
- Law Enforcement
- Crossing Guards Program

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN EDUCATION, ENCOURAGEMENT, & ENFORCEMENT

**TABLE I.I - SAFE ROUTES TO SCHOOL EDUCATION PROGRAM STRATEGIES**

Education Strategy	Description	Resources/Programs	Partners	Stakeholders
Bike Rodeos	Event designed to teach children bicycle skills where they can practice in a controlled environment.	<a href="http://sdbikecoalition.org/our-work/education/">http://sdbikecoalition.org/our-work/education/</a> <a href="http://www.safemoves.org/">http://www.safemoves.org/</a>	School District/Individual School, Bike Coalition	Students, Parents School/District Staff
Traffic Safety Class	Course to teach basic traffic safety and traffic laws.	<a href="http://sdbikecoalition.org/our-work/education/">http://sdbikecoalition.org/our-work/education/</a> <a href="http://www.safemoves.org/">http://www.safemoves.org/</a>	School District/Individual School	Students, Parents School/District Staff
Personal Security Measures	Provide students with traffic safety information and street smart skills (report unsafe behaviors to adults, alternative routes, etc).	<a href="http://www.saferoutesinfo.org/sites/default/files/Personal_Security_and_SRTS.pdf">http://www.saferoutesinfo.org/sites/default/files/Personal_Security_and_SRTS.pdf</a>	School District/Individual School	Students, School/District Staff
Health Benefits	Provide parents and students with information about the health benefits of promoting walking and biking to and from school.	<a href="http://www.walkbiketoschool.org/ready/why-walk-or-bike/community-benefits">http://www.walkbiketoschool.org/ready/why-walk-or-bike/community-benefits</a> <a href="http://www.saferoutesinfo.org/program-tools/success-stories/ladson-sc-srts-program-evolves-wellness-committee-promote-student-health">http://www.saferoutesinfo.org/program-tools/success-stories/ladson-sc-srts-program-evolves-wellness-committee-promote-student-health</a> <a href="http://www.cdc.gov/healthyschools/parentengagement/parentsforhealthyschools.htm">http://www.cdc.gov/healthyschools/parentengagement/parentsforhealthyschools.htm</a>	School District/Individual School	Students, School/District Staff
Traffic Congestion Reduction	Provide information regarding benefits for the community and the environment of traffic congestion reduction.	<a href="http://www.saferoutesinfo.org/sites/default/files/resources/getting_results_reduce_traffic_0.pdf">http://www.saferoutesinfo.org/sites/default/files/resources/getting_results_reduce_traffic_0.pdf</a>	School District/Individual School	Students, School/District Staff, Neighbors
Maps of suggested walking and bicycling routes to school	Create maps in collaboration with parents, teachers, students and school administrators suggesting safe routes to and from school.	<a href="http://www.saferoutesinfo.org/about-us/newsroom/our-newsletter/article/tips-creating-walking-and-bicycling-route-maps">http://www.saferoutesinfo.org/about-us/newsroom/our-newsletter/article/tips-creating-walking-and-bicycling-route-maps</a> <a href="http://www.saferoutesinfo.org/sites/default/files/Assessing_Walking_and_Bicycling_Routes.pdf">http://www.saferoutesinfo.org/sites/default/files/Assessing_Walking_and_Bicycling_Routes.pdf</a>	School District/Individual School	Students, School/District Staff
Public Awareness Campaigns	Community outreach campaign targeting the community to bring awareness to pedestrians and cyclist.	<a href="http://gohumansocal.com/Pages/Home.aspx">http://gohumansocal.com/Pages/Home.aspx</a>	Community	Community

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN EDUCATION, ENCOURAGEMENT, & ENFORCEMENT

**TABLE I I.2 - SAFE ROUTES TO SCHOOL ENCOURAGEMENT PROGRAM STRATEGIES**

Encouragement Strategy	Description	Resources/Programs	Partners	Stakeholders
Walk to School Day	Is a one day event to raise awareness for the need for walkable communities and the numerous benefits of walking. This event could be held one or more times a year. The Partnership for Walk America organizes the International Walk to School Day once a year during the month of October.	<a href="http://www.walkbiketoschool.org/">http://www.walkbiketoschool.org/</a>	Individual School and/or School District	Parents, Students, Individual School
Bike to School Day	Similar to Walk to School Day, Bike to School Day, is a one day event to encourage biking as a healthy, fun and viable mode of transportation. This event could also be held once a years or as many times as desired by the school . The National Bike to School Day takes place every year during the month of May and is organized in coordination with the League of American Bicyclist.	<a href="http://www.walkbiketoschool.org/">http://www.walkbiketoschool.org/</a>	Individual School, School District, Bike Coalitions	Parents, Students, Individual School
Walking School Bus	Walking School Bus consists of a group of children walking to school with one or more adults. This activity could be as informal as one or more families taking turns to walk with the kids to school or be a more structured activity with timetables, schedule of volunteers and preset walking routes.	<a href="http://www.walkingschoolbus.org/">http://www.walkingschoolbus.org/</a> Let's Walk to School Together ( Los Angeles County Department of Public Health): <a href="http://publichealth.lacounty.gov/place/docs/Let's%20Walk%20Together%20Final%2032015.pdf">http://publichealth.lacounty.gov/place/docs/Let's%20Walk%20Together%20Final%2032015.pdf</a>	Individual School and/or School District	Parents, Students, Individual School
Bicycle Train Day	Bike trains provide a way for children to bike to school safely in a group with adult supervision. It can be as simple as parents and students who live on the same street riding to school together, or may involve "picking up" students along the way.	<a href="http://www.walkbiketoschool.org/sites/default/files/SRTS_BikeTrain_final.pdf">http://www.walkbiketoschool.org/sites/default/files/SRTS_BikeTrain_final.pdf</a>	Individual School and/or School District	Parents, Students, Individual school
Mileage Tracking	Miles tracking is a way to include all students, in particular those who may live too far to walk or bike to school. Students can track how many miles they walked of biked outside the school. Small weekly or monthly prizes can be awarded to the winner of that period.	<a href="http://www.walkbiketoschool.org/sites/default/files/Mileage-Log-Color.pdf">http://www.walkbiketoschool.org/sites/default/files/Mileage-Log-Color.pdf</a>	Individual School and/or School District	Parents, Students, Individual school

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## EDUCATION, ENCOURAGEMENT, & ENFORCEMENT

**TABLE I I.3 - SAFE ROUTES TO SCHOOL ENFORCEMENT PROGRAM STRATEGIES**

Enforcement Strategy	Description	Resources/Programs	Partners	Stakeholders
Safety Patrols	Mostly performed by students, safety patrols assist with pick-up and drop-off procedures at school allowing students to be involved in promoting traffic safety. Safety training must be offered to students participating in the program and teachers. Parent volunteers may need to coordinate the patrol schedule.	Little River Elementary Safety Partol Handout Example: <a href="https://teacher.ocps.net/kimberly.blankenship/resources/patrollittleriversafetypatrolshandbook2.pdf">https://teacher.ocps.net/kimberly.blankenship/resources/patrollittleriversafetypatrolshandbook2.pdf</a>	Individual Schools/School District	Individual Schools/School District, Students and Parents
Law Enforcement	Work with local law enforcement agency to monitor that both students and drivers obey traffic and safety regulations.		Police Department	
Crossing Guards Program	Assist students to safely cross the street at key locations around the school. It is usually performed by school staff or parent volunteers. Annual training and MUTCD equipment are required.	<a href="http://guide.saferoutesinfo.org/crossing_guard/">http://guide.saferoutesinfo.org/crossing_guard/</a>	Parents, School District/Individual Schools, Police Department	Students, Community, Parents and School

**VISTA SAFE ROUTES TO SCHOOL MASTER PLAN  
EDUCATION, ENCOURAGEMENT, & ENFORCEMENT**

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN EVALUATION



## INTRODUCTION

The 2015-2016 Safe Routes to School Study provides a benchmark against which changes in attitudes and behaviors towards walking and biking to school can be measured. The parent surveys and teachers' classroom tallies identified the percentages of students walking and biking to school, and the concerns amongst both those who allow their children to walk and bike, and those who do not.

It is the intent of the Safe Routes to School program to increase the percentage of walking and biking children through strategic infrastructure improvements, and through a variety of education, encouragement, and enforcement programs and activities. As schools implement these improvements, programs, and activities, over time, it can be expected that the percentage of walking and biking children may increase.

The Safe Routes to School program includes an emphasis on evaluating and measuring the success of these endeavors. While a complete correlation of changed attitudes and behaviors corresponding to implementation of the recommendations probably cannot be expected, prioritized implementation should carry an expectation of measurable results. The following paragraphs describe how changes in attitudes and behaviors may be tracked on an annual basis.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN EVALUATION

## PARENT SURVEYS AND CLASSROOM TALLIES

As part of this initial Safe Routes to School study, surveys were distributed in English and Spanish to parents through each of the schools. The surveys, while not statistically significant because they were inclusively distributed and not randomly distributed, nevertheless provide valuable information on attitudes towards walking and biking for each school. Surveys were tabulated using scanning software Remark Office which read the completed surveys and tabulated the results into a spreadsheet. The spreadsheet results were then converted into graphs and tables summarizing the results for each question. Custom forms were developed which replicated the information contained in the survey forms provided by the National Center for Safe Routes to School. While the National Center will read the results of data submitted to them and return the tabulated reports, the tabulation of this year's data was kept local in the interest of time. Keeping the data tabulation local also has the advantage of adding additional location specific questions to the survey if desired.

One of the issues that can be expected when tabulating surveys, either for local scanning or for the National Center is that some surveys are turned in incorrectly marked, and/or partially mutilated. These forms can be removed from the group of surveys to be tabulated, or can be re-marked to be included. The variant surveys were re-marked by hand for the 2015-2016 survey tabulation.

It is recommended that surveys be completed annually and significant differences from previous years and changing trends tracked. Any implementation of new programs or infrastructure improvements during the course of the previous year should also be noted to determine if there may be a cause and effect relationship. A brief summary report should be prepared to identify any conclusions from the evaluation.

A similar exercise may be performed for the classroom tallies as a cross check on the validity of the parent surveys.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN EVALUATION

## PARENT MEETINGS

While the Parent Surveys and Classroom Tallies provide measurement of changes in trends, direct input from parents may provide a qualitative evaluation of attitudes towards walking and biking to specific schools. The initial walk audit performed at each school campus provided parents an opportunity to identify those specific traffic and infrastructure issues that were of greatest concern to them. It may be beneficial to hold one parent meeting annually to provide parents the opportunity to visit with school and City staff about ongoing, new, and resolved safety topics. The input can be summarized with bullet points on a map, such as produced from the walk audit comments for this study. This can provide a tool for continuing to track and evaluate issues of concern.

# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN EVALUATION

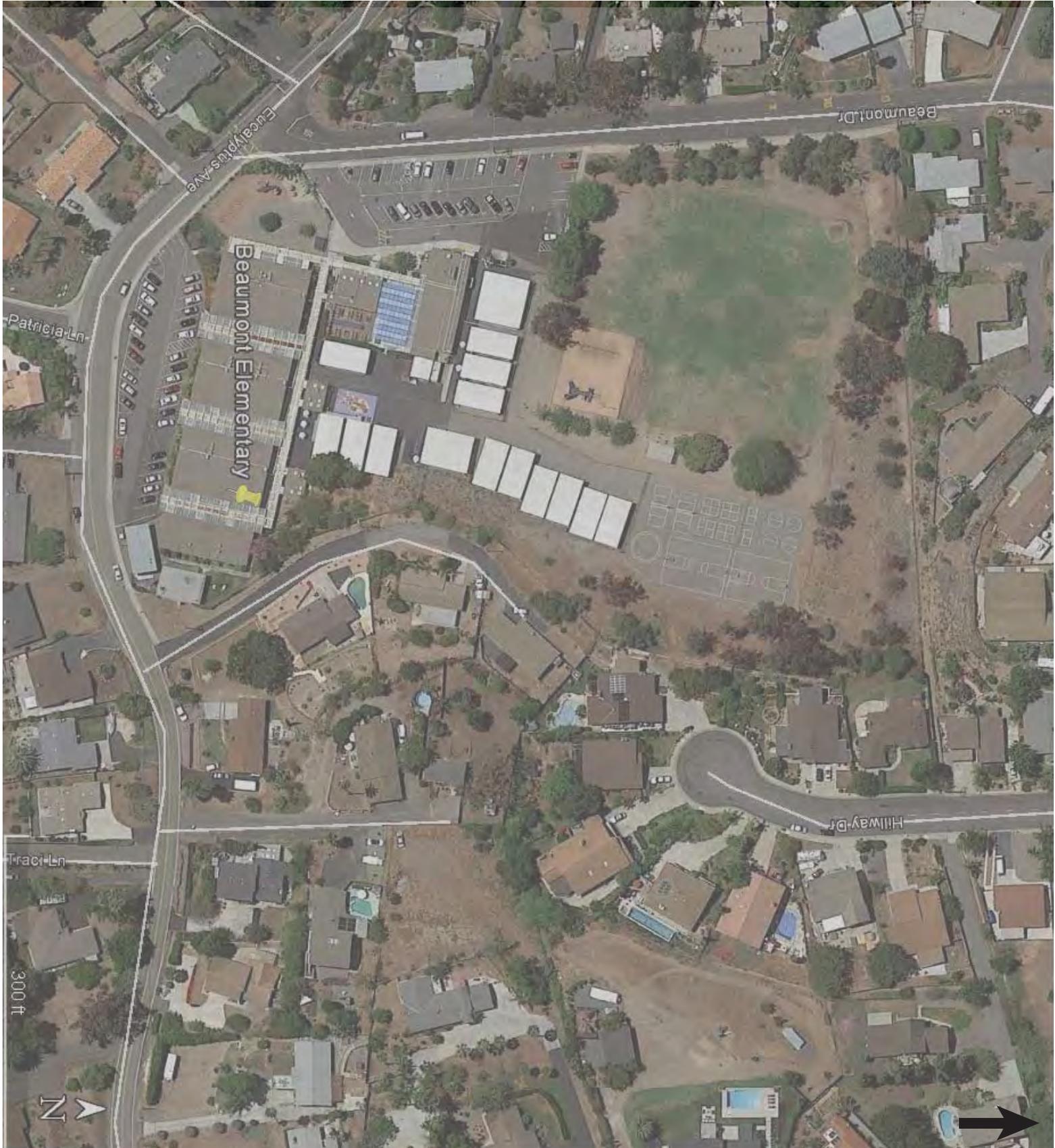
**VISTA SAFE ROUTES TO SCHOOL MASTER PLAN**  
**APPENDIX A**

## Beaumont Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

Please write your comments on those areas that you know of on the map below or on the back side.

*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*





## Bobier Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

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Bobier Elementary

Sports Park Way

North Ave

N Metrose Dr

Karena Ct

Marabou Ln

Toucan Dr

Starling Dr

Bobolink Dr

North Dr

Swallow Dr

East Dr

Woodrall Dr

Naomi Dr

Nia Ln

Luna Ct

Mayberry Ln

Puffin Dr

Windian Rock Rd

Dorsey Way

Penrod Ct

W Bobier Dr

Northcres Ln

W Knapp Dr

Elcino Dr

Panorama Rd

Weston Cir

Knapp Dr

Angeles Vista Dr

N Santa Fe Ave

Manor Dr

N Kiva Ln

Portia Ave

Goodwin Dr

Painter Way

Lisa Ave

Gail Dr

Rebecca Ave

Cananea St

Calera St

Heidi Cir

E Bobier Dr

Gare Dr

N Citrus Ave

Apollo Dr

E East Dr

Bartlett Dr

Victoria Dr

Valerie Dr

Cortez Ave

Star Crest Cir

Lynette St

Lonsdale Dr

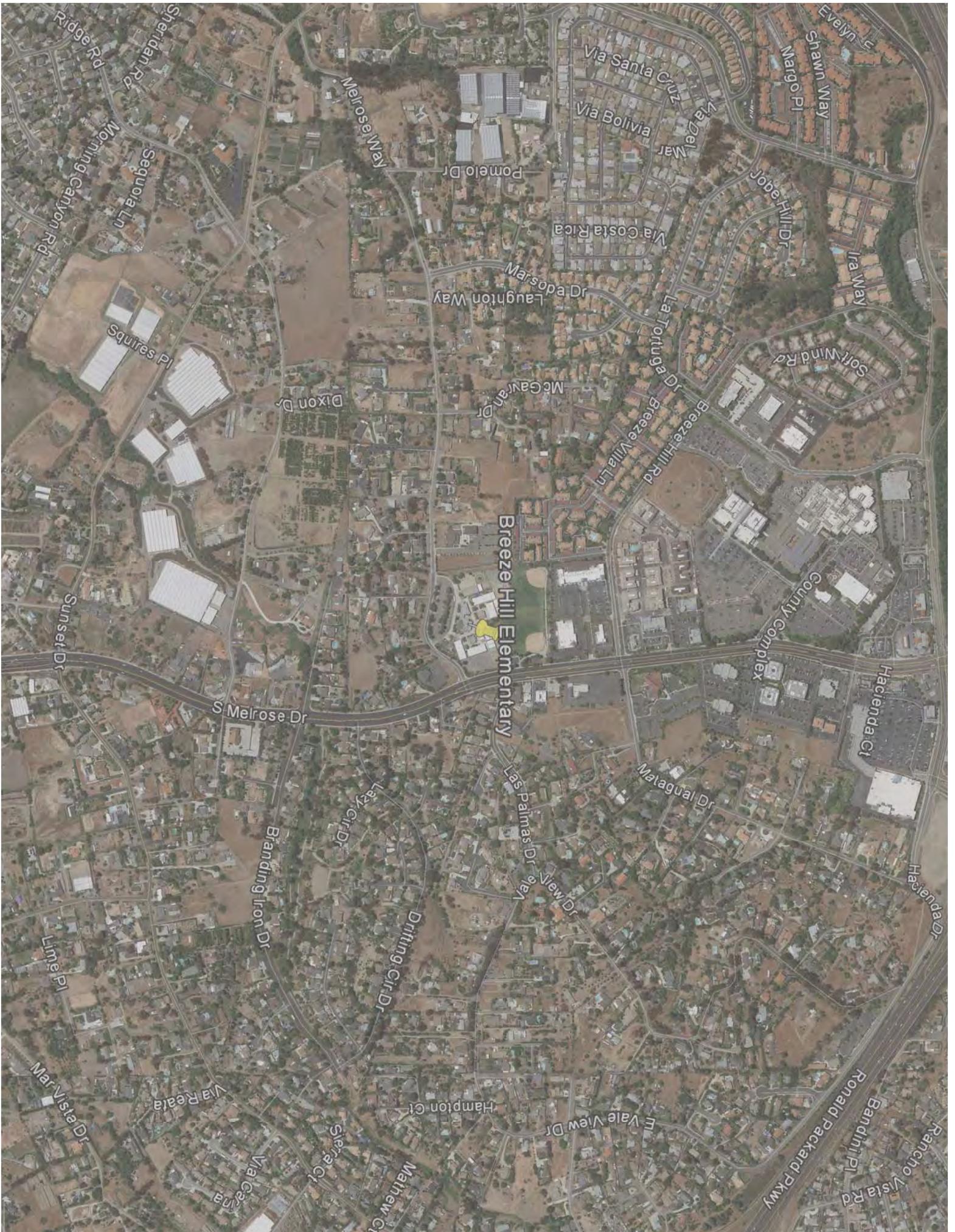
## Breeze Hill Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

Please write your comments on those areas that you know of on the map below or on the back side.

*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*





Breze Hill Elementary

S Melrose Dr

Las Palmas Dr

Matagal Dr

County Complex

Hacienda Ct

Rancho Vista Rd

Bandini Pl

Ronald Packard Pkwy

E Vale View Dr

Hampion Ct

Sierra Ct

Via Casana

Va Realta

Mar Vista Dr

Lincoln Pl

Branding Iron Dr

Lazy Cir Dr

Drifting Cir Dr

New Dr

Hacienda Dr

Hacienda Ct

Soft Wind Rd

Ira Way

Jobe Hill Dr

Shawn Way

Evelyn E

Margot Pl

La Del Mar

Via Bolivia

Va Costa Rica

Laughton Way

Marsopa Dr

McGowan Dr

Pomelo Dr

Melrose Way

Sequoia Ln

Squires Pl

Morning Canyon Rd

Ridge Rd

Sheridan Rd

## Foothill Oak Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

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Foothill Oak Elementary

S13

E Vista Way

Calle Jules

Cil Jules

E Bobier Dr

Anza Ave

Smith Dr

Regis Ct

Cabrillo Ln

Kyle Ln

Alvarez Ave

Fremont St

Market St

Nob Cir

San Luis Rey Ave

Monterey Ln

Carmel Cir

Honeydew Ln

Via Felicidad

Calle Dulce

Via Soledad

Arcadia Ave

San Joaquin Dr

Parkland Way

Parkland Dr

Terry Dr

Camino Ciego

Rosario Ln

Saote Ct

Glenmere Rd

Memory Ln

Oak Dr

Oak Knoll Dr

Foothill Dr

Madera Ln

Wriposa Ct

Monique Ct

Christina

Jim Porter Pkwy

Via Pedro

Cerro Lindo

Bonair Rd

Wella Way

Calle Las Moras

Monte Mar Rd

Sherman Way

Willow Creek Dr

Beverly Dr

Elm Dr

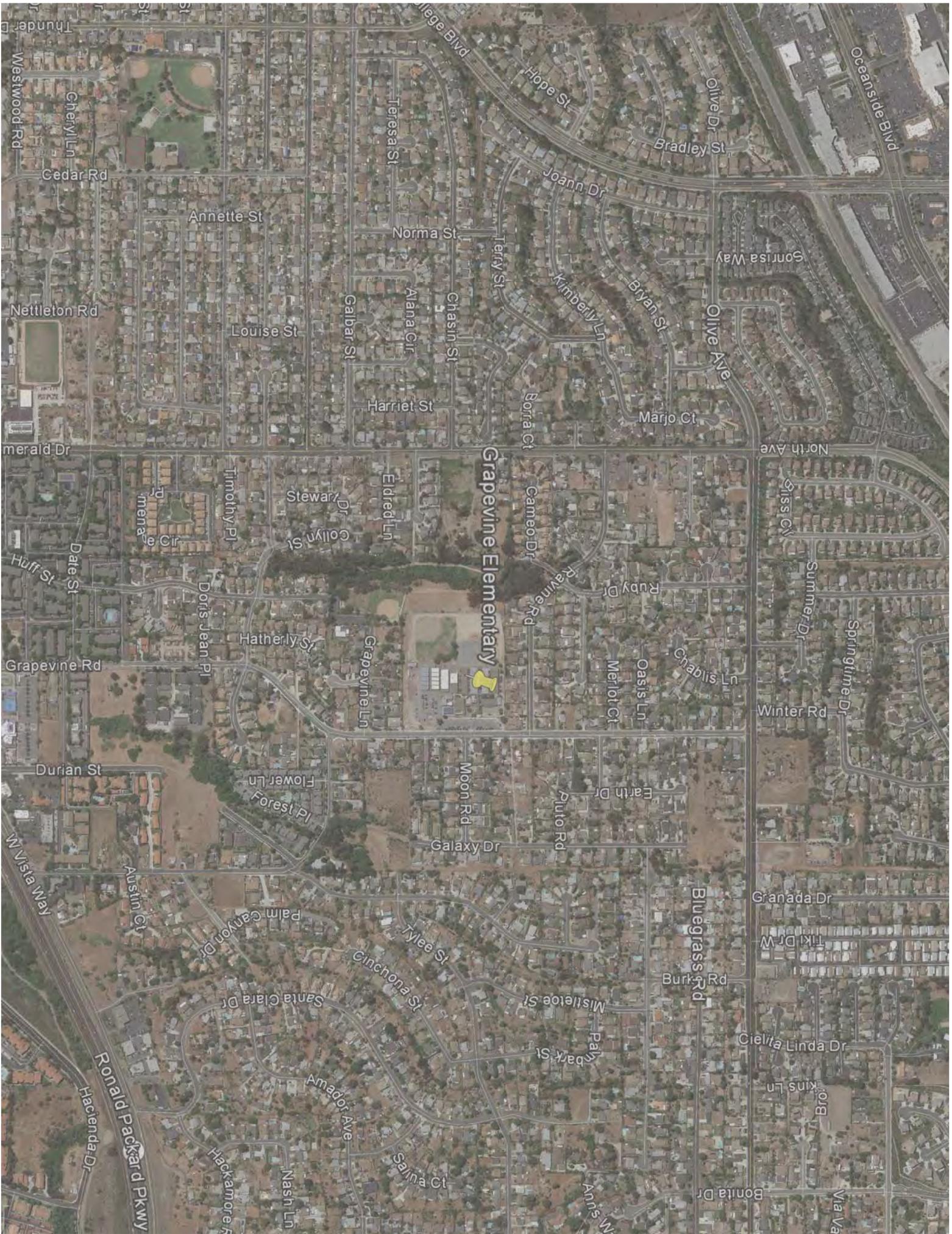
## Grapevine Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

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*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*





Grapevine Elementary



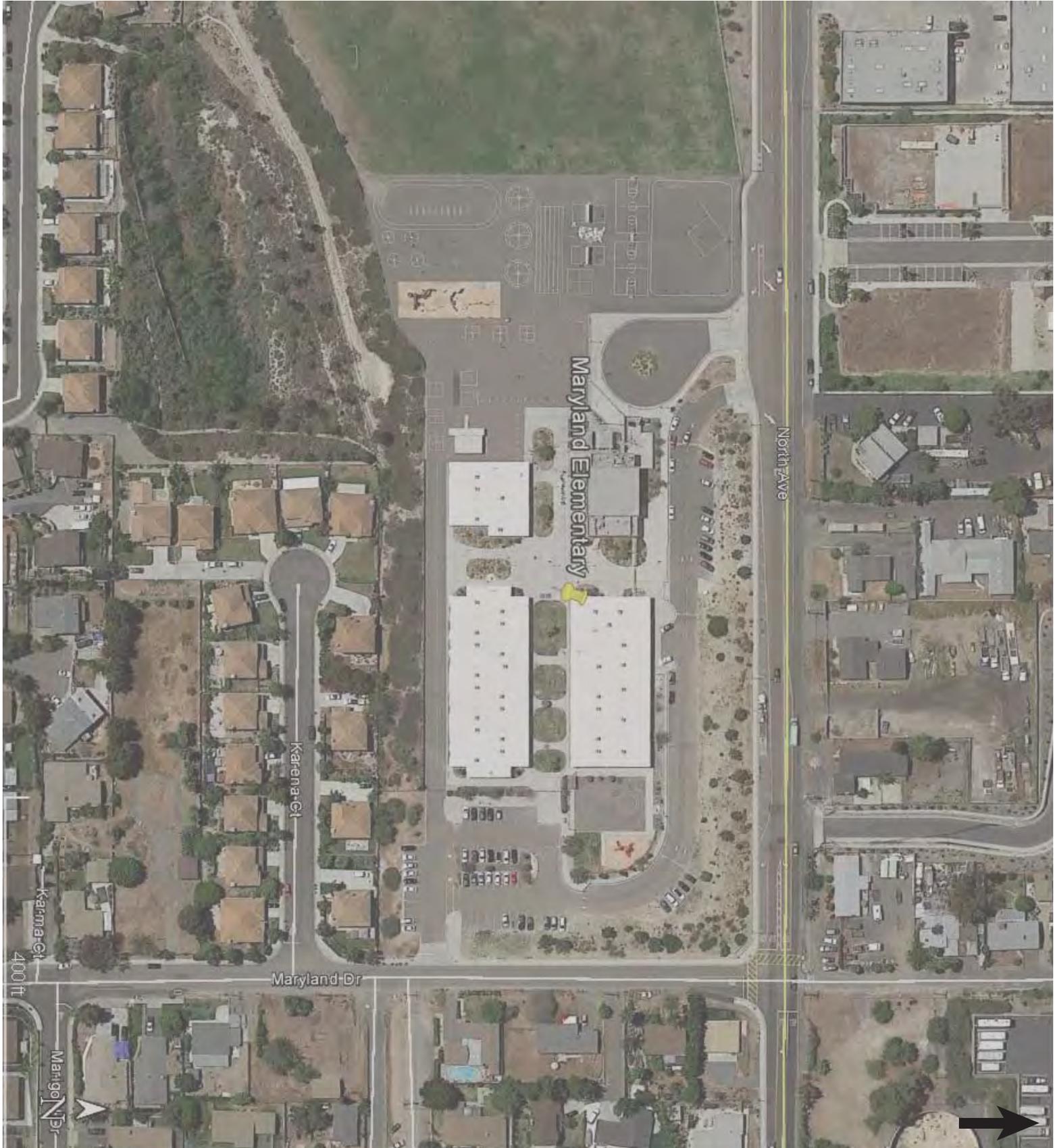
Map labels include: Thunder Blvd, Westwood Rd, Cedar Rd, Annette St, Louise St, Harriet St, Norma St, Teresa St, Joann Dr, Hope St, Olive Dr, Bradley St, Oceanside Blvd, Netleton Rd, Emerald Dr, Timothy Pl, Doris Jean Pl, Hatherly St, Grapevine Ln, Eldred Ln, Stewart Dr, Gollyn St, Chasin St, Alana Cir, Galbar St, Terry St, Joann Dr, Kimberly Ln, Bryan St, Marjo Ct, Olive Ave, North Ave, Bliss Ct, Summer Dr, Springtime Dr, Winter Rd, Ruby Dr, Merlot Ct, Oasis Ln, Chablis Ln, Dawn Dr, Huffer St, Date St, Grapevine Rd, Durian St, Forest Pl, Flower Ln, Moon Rd, Galaxy Dr, Pluto Rd, Earth Dr, Bluegrass Rd, Granada Dr, Tiki Dr, Cielita Linda Dr, Kins Ln, Bonita Dr, W Vista Way, Austin Ct, Palm Canyon Dr, Santa Clara Dr, Amador Ave, Tylee St, Cinchona St, Misletoe St, Pampack St, Ann's Way, Nash Ln, Hackamore Rd, Salina Ct, and Ronald Packard Pkwy.

## Maryland Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

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*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*





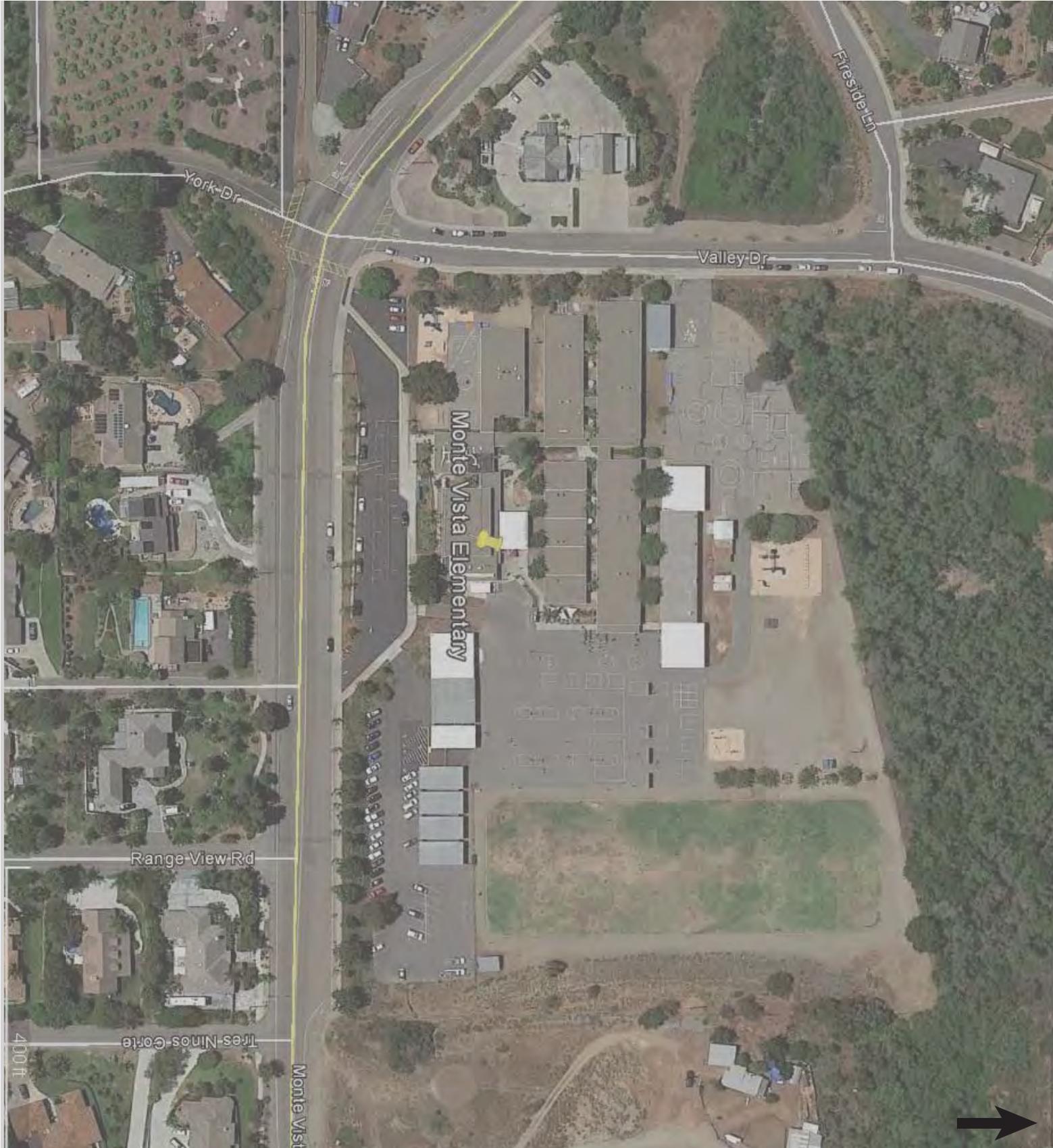
Maryland Elementary

## Monte Vista Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

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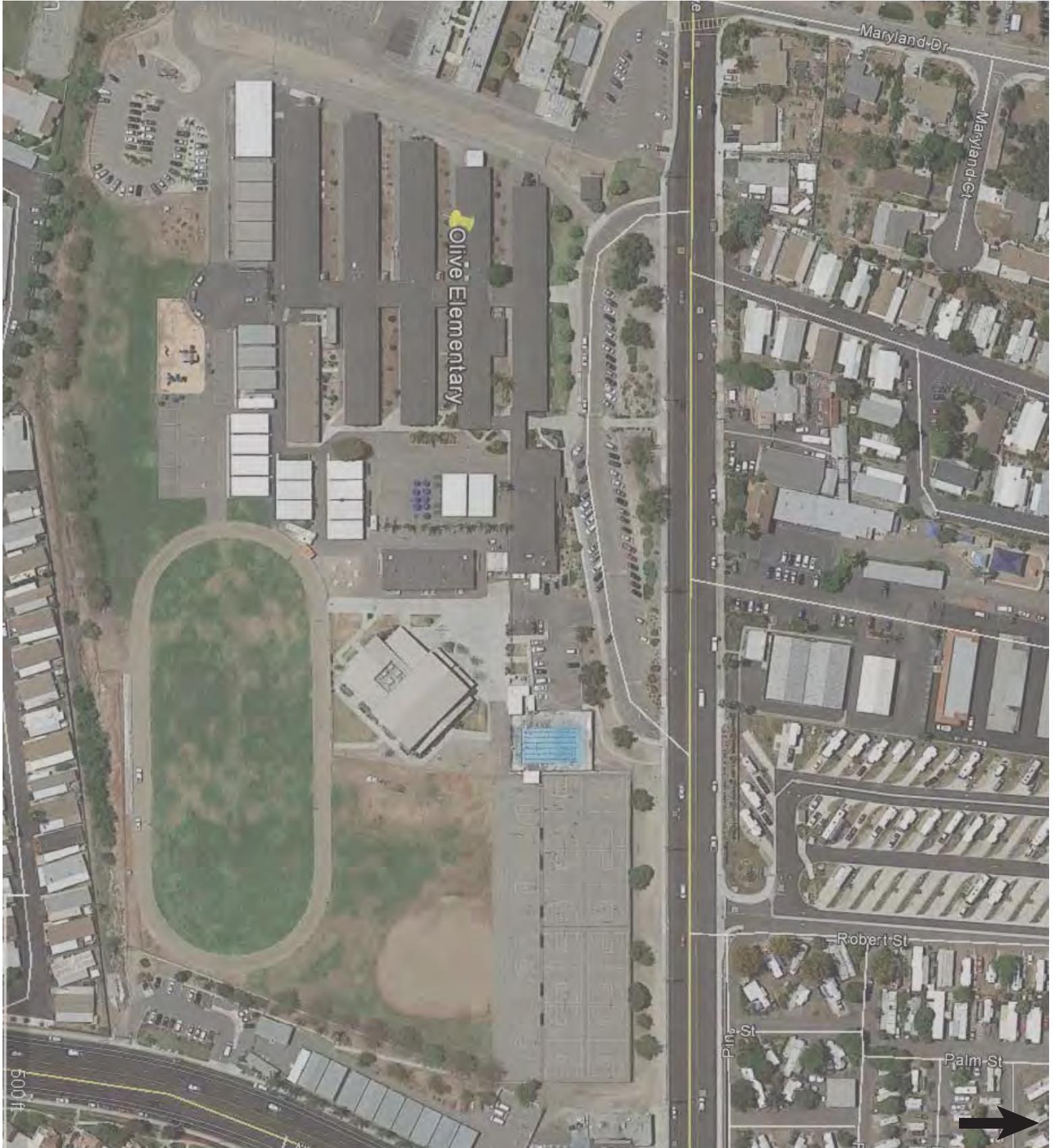
Monte Vista Elementary

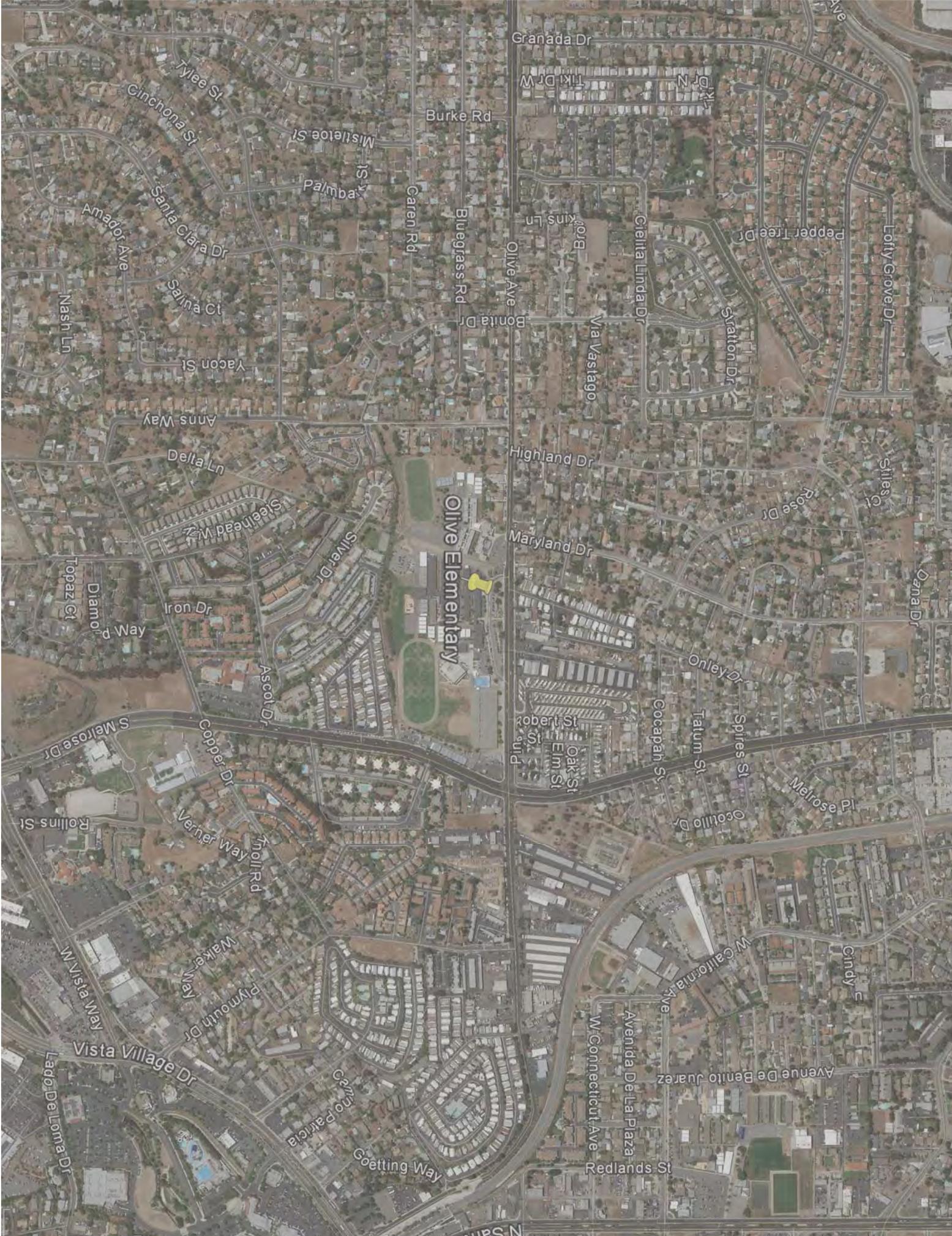
## Olive Elementary Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

Please write your comments on those areas that you know of on the map below or on the back side.

*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*





## Rancho Minerva Middle School Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

Please write your comments on those areas that you know of on the map below or on the back side.

*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*



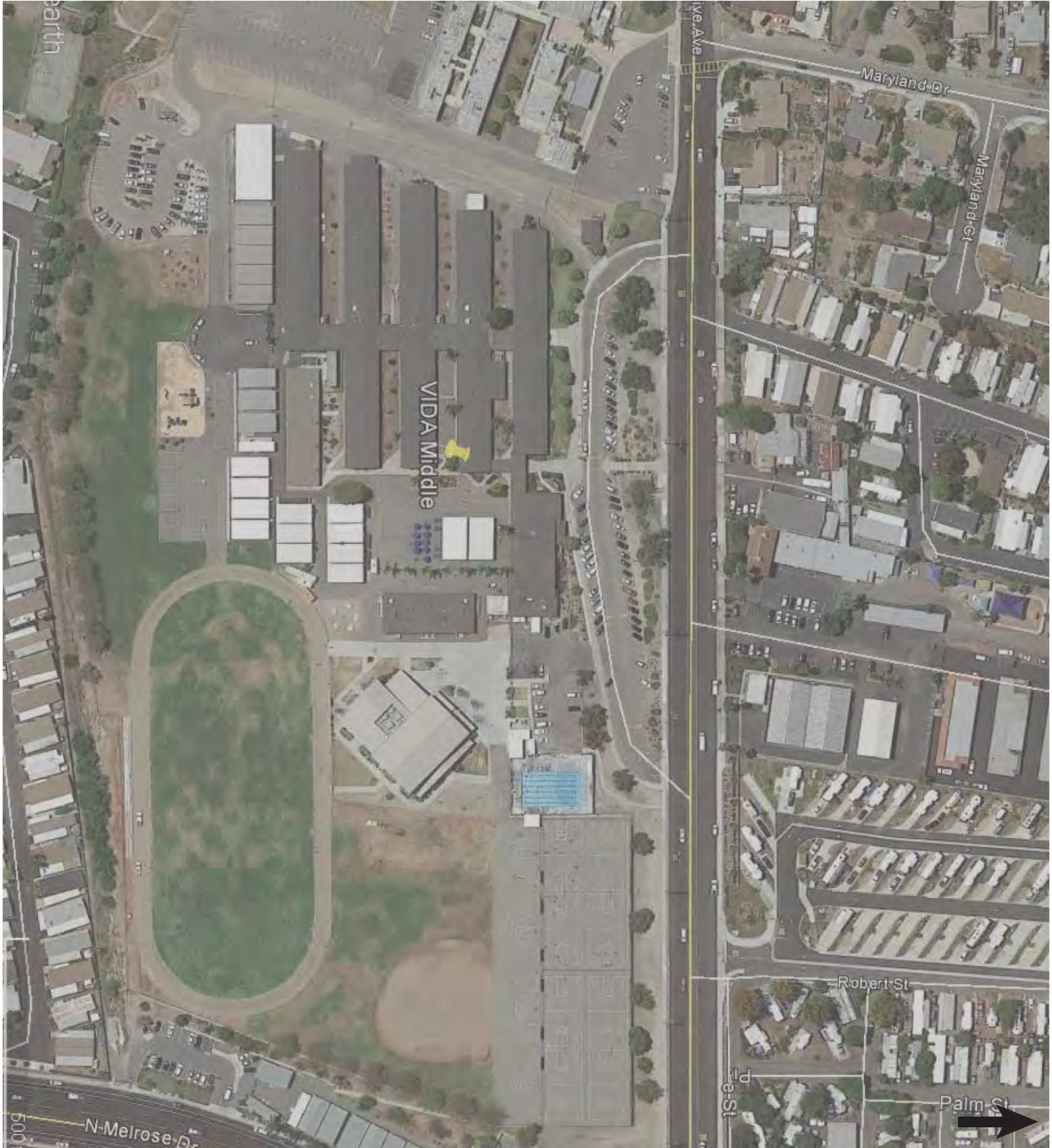


## VIDA Middle School Walk Audit *Paseo de investigación*

Thank you for joining us today! We are looking for your opinion on areas that pose a challenge to children walking and biking between home and school, such as missing crosswalks and sidewalks or cars driving too fast.

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*¡Gracias por venir! Buscamos su opinión en lugares que los estudiantes encuentran dificultades para caminar y andar en bicicleta para llegar a la escuela, por ejemplo cruces peatonales faltantes, aceras faltantes, o coches conduciendo demasiado rápido. Por favor marque estos lugares en el siguiente mapa o en la parte de atrás de la página.*





VIDA Middle

Burke Rd

Bluegrass Rd

Olive Ave

Highland Dr

Maryland Dr

VIDA Middle

Robert St

Elm St

Oak St

Cocapah St

Tatum St

Spires St

Ocellulo Dr

Melrose Pl

Caren Rd

Bonita Dr

Via Vastago

Cielita Linda Dr

Stratton Dr

Lofty Grove Dr

Pepper Tree Dr

Siles Ct

Dana Dr

Cinchona St

Santa Clara Dr

Santa Ct

Yacon St

Anns Way

Delta Ln

Steelhead Wz

Silver Dr

Iron Dr

Ascot Dr

Copper Dr

Rollins St

Verner Way

Knoll Rd

Walker Way

Plymouth Dr

Vista Village Dr

Cano Palencia

Goetting Way

W Connecticut Ave

Avenida De La Plaza

Redlands St

Avenue De Benito Juarez

Cindy C

Eddie Dr

N Santa Fe Ave

S14

**VISTA SAFE ROUTES TO SCHOOL MASTER PLAN**  
**APPENDIX B**

## Parent Survey About Walking and Biking to School

### Dear Parent or Caregiver:

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 to 10 minutes to complete. We ask that each family complete only one survey per school your children attends. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to their teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

### Thank you for participating in this survey!

Directions: Please fill marks like this: ● Not like this: ☑ ☒

**School Name:**  Beaumont Elementary  Bobier Elementary  Breeze Hill Elementary  Foothill Oak Elementary  
 Grapevine Elementary  Maryland Elementary  Monte Vista Elementary  
 Olive Elementary  Rancho Minerva Middle  Vista Innovation & Design Academy (VIDA) Middle

1. What is the grade of the child who brought home this survey?

Pre-K  K  1st  2nd  3rd  4th  5th  6th  7th  8th

2. Is the child who brought home this survey male or female?  Male  Female

3. How many children do you have in Kindergarten through 8th grade?

1  2  3  4  5+

4. How far does your child live from school?

Less than 1/4 mile  1 mile up to 2 miles  
 1/4 mile up to 1/2 mile  More than 2 miles  
 1/2 mile up to 1 mile  Do not know

5. On most days, how does your child arrive at school? (Select one choice, fill in bubble)

Walk  Bike  School Bus  Family Vehicle (only children in your family)  Carpool (Children from other families)  
 Transit (city bus, subway, etc.)  Other (Skateboard, scooter, inline skates, etc.)

6. On most days, how does your child leave from school? (Select one choice, fill in bubble)

Walk  Bike  School Bus  Family Vehicle (only children in your family)  Carpool (Children from other families)  
 Transit (city bus, subway, etc.)  Other (Skateboard, scooter, inline skates, etc.)

7. How long does it normally take your child to get to school? (Select one choice, fill in bubble)

Less than 5 minutes  5 - 10 minutes  11 - 20 minutes  More than 20 minutes  Don't know / Not sure

8. How long does it normally take your child to travel home from school? (Select one choice, fill in bubble)

Less than 5 minutes  5 - 10 minutes  11 - 20 minutes  More than 20 minutes  Don't know / Not sure

9. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

10. At what grade would you allow your child to walk or bike to/from school without an adult?

Pre-K  K  1st  2nd  3rd  4th  5th  6th  7th  8th  
 I would not feel comfortable at any grade



## Encuesta sobre ir caminando o andando en bicicleta a la escuela - PARA PADRES -

### Estimado Padre o Encargado,

La escuela donde su hijo/hija asiste desea saber sus opiniones sobre niños caminando y andando en bicicleta a la escuela. Esta encuesta tomará entre 5 y 10 minutos para completar. Le pedimos a las familias que completen sólo una encuesta por escuela a la que asisten sus niños. Si recibe más de un formulario de la misma escuela, por favor complete solo una encuesta, la del niño que cumpla años en la fecha más próxima al día de hoy.

Después de completar esta encuesta, devuélvala a la escuela con su hijo o entréguésela a la maestra. Sus respuestas se mantendrán confidencial y no se asociará su nombre ni el de su hijo a ningún resultado.

**¡Gracias por participar en esta encuesta!**

Direcciones: Rellene marcas como esto: ● Así no:

**Escuela:**  Beaumont Elementary  Bobier Elementary  Breeze Hill Elementary  Foothill Oak Elementary  
 Grapevine Elementary  Maryland Elementary  Monte Vista Elementary  
 Olive Elementary  Rancho Minerva Middle  Vista Innovation & Design Academy (VIDA) Middle

1. ¿En qué grado esta el niño que trajo esta encuesta al hogar?

Pre-K  K  1ro  2do  3ro  4to  5to  6to  7mo  8vo

2. ¿El niño que trajo a casa la encuesta es niño o niña? Niño  Niña

3. ¿Cuántos niños tiene usted entre Kindergarten y el 8vo grado?

1  2  3  4  5+

4. ¿A qué distancia vive su niño de la escuela?

Menos de 1/4 milla  Entre 1 y 2 milla  
 Entre 1/4 y 1/2 milla  Más de 2 millas  
 Media milla hasta 1 milla  No lo sé

5. La mayoría de los días, ¿cómo va su niño a la escuela? (Seleccione una opción, rellene la burbuja)

Caminando  Bicicleta  Autobús escolar  Vehículo de la familia (solo con niños de la familia)  
 Compartiendo el viaje en auto con niños de otras familias  Tránsito (autobús de la ciudad, subterráneo, etc.)  
 Otro (patineta, monopatín, patines, etc.)

6. La mayoría de los días, ¿cómo regresa su niño a la casa después de la escuela? (Seleccione una opción, rellene la burbuja)

Caminando  Bicicleta  Autobús escolar  Vehículo de la familia (solo con niños de la familia)  
 Compartiendo el viaje en auto con niños de otras familias  Tránsito (autobús de la ciudad, subterráneo, etc.)  
 Otro (patineta, monopatín, patines, etc.)

7. ¿Cuanto tiempo le toma a su niño llegara para la escuela? (Seleccione una opción, rellene la burbuja)

Menos de 5 minutos  5 a 10 minutos  11 a 20 minutos  Más de 20 minutos  No lo sé / No estoy seguro/a

8. ¿Cuanto tiempo le toma a su niño recorrido para llegar a casa? (Seleccione una opción, rellenar la burbuja)

Menos de 5 minutos  5 a 10 minutos  11 a 20 minutos  Más de 20 minutos  No lo sé / No estoy seguro/a

9. ¿En el último año, le ha pedido permiso su hijo para caminar o andar en bicicleta hacia o desde la escuela?  Sí  No

## Encuesta sobre ir caminando o andando en bicicleta a la escuela - PARA PADRES -

Direcciones: Rellene marcas como esto: ● Así no: ✓ ✗

10. ¿En qué grado permitiría que su hijo camine o ande en bicicleta solo a/o de la escuela?

- Pre-K    K    1ro    2do    3ro    4to    5to    6to    7mo    8vo  
 No me sentiría cómodo/a en ningún grado

11. ¿Cuáles de las siguientes situaciones afectaron su decisión de permitir, o no permitir, que su niño camine o ande en bicicleta hacia o desde la escuela? (marque todas las correspondan)

- Distancia.....  
 Conveniencia de manejar.....  
 Tiempo.....  
 Actividades antes o después de la escuela.....  
 Velcidad del tránsito en la ruta.....  
 Cantidad de tránsito en la ruta.....  
 Adultos que acompañen a su niño.....  
 Aceras o caminos.....  
 Seguridad de las intersecciones y cruces.....  
 Guarias de cruce peatonal.....  
 Violencia o crimen.....  
 Tiempo o clima.....

12. ¿Probablemente dejaría que su hijo caminara o usara la bicicleta para ir a /regesar de la escuela si este problema cambiara o mejorara? (elija una respuesta por línea)

- Sí    No    No estoy seguro/a  
 Sí    No    No estoy seguro/a

Mi hijo(a) ya viaja a pié o en bicicleta a/desde la escuela.

13. ¿En su opinión, ¿cuánto apoyo provee la escuela de su hijo a caminar y usar la bicicleta para ir o regresar de la escuela ?

- Anima Fuertemente    Anima    Ni uno ni otro    Desalienta    Desalienta Fuertemente

14. ¿Qué tan DIVERTIDO es caminar o andar en bicicleta hacia o desde la escuela para su niño?

- Muy Divertido    Divertido    Neutral    Aburrido    Muy Aburrido

15. ¿Qué tan SANO es caminar o andar en bicicleta hacia o desde la escuela para su niño?

- Muy Sano    Sano    Neutral    Malsano    Muy Malsano

16. ¿Cuál es el grado o el año más alto de educación que usted terminó?

- Grados 1 a 8 (Escuela primaria)    Universidad 1 a 3 años (alguna universidad o escuela técnica)  
 Grados 9 a 11 (alguna High school/ secundaria)    Universidad 4 años o más (graduado de la universidad)  
 Grado 12 o GED (graduado High School/ secundaria)    Prefiero no contestar

17. Por favor proporcione comentarios adicionales:


# VISTA SAFE ROUTES TO SCHOOL MASTER PLAN

## APPENDIX C

