

San Joaquin County Public Health Services Safe Routes to School 2019

Stockton Unified School District

September 2019



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Table of Contents

Introduction	1
.....	1
Data Analysis & Prioritization	1
<i>Methodology</i>	1
Qualitative Assessments with School Administration Staff.....	3
<i>Adams Elementary</i>	3
<i>Grunsky Elementary</i>	3
<i>El Dorado Elementary</i>	4
<i>Hazelton Elementary</i>	5
<i>Huerta Elementary</i>	5
<i>King Elementary</i>	6
<i>Madison Elementary</i>	7
<i>McKinley Elementary</i>	8
<i>Montezuma Elementary</i>	8
<i>Spanos Elementary</i>	9
Suggested Walking & Biking Route Maps	10
<i>Spanos Elementary Routes</i>	10
<i>Hazelton Elementary Routes</i>	11
<i>McKinley Elementary Routes</i>	11
<i>El Dorado Elementary Routes</i>	12
Walk Audit Summaries	13
<i>Grunsky Elementary Audit Summary</i>	13
<i>Hazelton Elementary Audit Summary</i>	15
<i>McKinley Elementary Audit Summary</i>	16
<i>King Elementary Audit Summary</i>	18
Non-Infrastructure Recommendations.....	19
<i>Walking School Bus</i>	19
<i>Walk to School Days</i>	20
<i>Corner Captains</i>	20
<i>Family Bicycle Workshops</i>	21
<i>Bike Trains</i>	21
<i>Student Hand Tallies</i>	22
Appendix A. Stockton Unified School SRTS Ranking	24
Appendix B. Suggested Walking & Biking Route Maps	26
Appendix C. Walk Audit Route Maps	31
Appendix D. Suggested Infrastructure Improvement Maps	35

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Introduction

This report is intended for use by San Joaquin County Public Health Services (PHS), as well as parents, community, residents, and professionals in the Stockton Unified School District. PHS retained California Walks (Cal Walks) to develop a prioritized ranking of schools within the Stockton Unified School District for Safe Routes to School (SRTS) activities; conduct interviews and qualitative assessments to discuss the 10 of the prioritized schools' past involvement in SRTS activities and to gauge interest in future activities; develop suggested walking and biking route maps for four (4) schools informed by parent and school administration staff insight and experiences; and conduct walk audits at four (4) schools to develop recommendations for infrastructure and non-infrastructure programs and projects.

This report provides a summary of these activities.

Data Analysis & Prioritization

PHS provided Cal Walks with a list of 41 schools in the Stockton Unified School District, and the top schools identified for priority SRTS activities are (in descending order of ranking):

1. **Spanos Elementary**
1. Stallworth Charter
3. **El Dorado Elementary**
4. **Hazelton Elementary**
5. **Huerta Elementary**
5. **Grunsky Elementary**
5. **McKinley Elementary**
8. Fremont Elementary
8. **King Elementary**
10. Henry Elementary
10. Pittman Charter
11. **Adams Elementary**
12. **Madison Elementary**
12. **Montezuma Elementary**
12. Roosevelt Elementary
12. Wilson Elementary

Due to the short timeline of this project, PHS staff directed the Cal Walks team to further prioritize schools that had never received any SRTS programming from PHS in the past, as well

as to balance this prioritization with a school site's responsiveness and/or interest in SRTS activities. The final schools receiving SRTS activities in this project are bolded in the above list.

The full ranking of all schools can be found in Appendix A.

Methodology

The Cal Walks team scored a total of 41 schools within Stockton Unified School District identified by PHS staff in order to prioritize schools for the PHS SRTS project. The scoring system is based on a total of 32 points and included scoring criteria the following categories:

- Readiness / Qualitative Need
- Health
- Safety
- Socioeconomic Factors

Readiness / Qualitative Need

This scoring criteria category included three components: 1) an assessment of readiness and/or qualitative need by PHS staff, 2) identified community support through the San Joaquin County Safe Kids Coalition, and 3) School Population Size.

PHS Staff Assessment

PHS staff identified schools they had engaged with through school gardens, booster seat challenges, child passenger safety initiatives, and health fairs and schools that have participated in Bike Rodeos and National Bike to School Days. Schools that had participated in Bike Rodeos and National Bike to School Days were noted to have the greatest receptivity to SRTS activities. Schools received 3 points for a base level of participation with PHS and 5 points for bike rodeos and bike to school day events.

Safe Kids Coalition

PHS identified The Safe Kids Coalition identified three additional schools to prioritize, based on ongoing safe routes efforts of the schools. Schools identified by the Safe Kids Coalition received an additional 2 points.

The Safe Routes Coalition also identified August Knodt Elementary School, where a fatality occurred in March 2018. However, because August Knodt is

located in a separate school district (Manteca Unified) and fatality is not reflected in the data set used for this prioritization, the school was excluded from consideration in this project.

School Population Size

Schools were scored out of 3 points based on the enrollment data from 2017-2018. The score for enrollment received less weight because the size of the school did not correlate to the number of collisions, severe injuries, and fatalities within half a mile of the school. School size also did not correlate with health and socioeconomic factors. School size is, however, a useful metric to maximize the use of funds to implement SRTS activities and to reach the most students.

Health

Health of students was determined by the 2017-2018 California Physical Fitness Report - Aerobic Capacity measurement. Scoring was based on the percentage of 5th graders in each school in the Healthy Fitness Zone, the benchmark fitness level. Schools were scored out of 5 points, receiving 5 points for 0-20%, 3 points for 20-50% and 1 point for 40-70%.

Safety

Two scoring criteria were developed based on the collision data within a 0.5-mile radius of the school from 2011 to 2015. 2011 to 2015 represents the five most recent years of finalized data; 2016-2018 data are still provisional. Collision data was collected through the UC Berkeley SafeTREC Transportation Injury Mapping System Safe Routes to School Collision viewer tool.

Total Collisions

Scores for this criterion were assigned based on natural breaks in the data and evaluated the total number of bicyclist- and pedestrian-involved collisions within 0.5 mile of a school. Schools were scored out of 5 points for all collisions within a half mile, receiving 5 points for 31 to 65 collisions, 3 for 6 to 30 collisions, and 1 point for 1 to 5 collisions.

Fatal and Severe Injury Collisions

To further stratify schools' safety needs, a secondary scoring criterion focused on fatal and severe injury collisions was used. Schools were scored out of 5

points for fatalities and severe injuries within 0.5 mile of the school, receiving 5 points for 8 to 9 fatalities/severe injuries, 4 points for 6 to 7 fatalities/severe injuries, 3 points for 4 to 5 fatalities/severe injuries, 2 points for 2 to 3 fatalities/severe injuries, and 1 point for 1 fatality or severe injury.

Socioeconomic Factors

Two scoring criteria were developed to examine and weight socioeconomic factors of the schools and school communities.

Free and Reduced Priced Meals (FRPM) Eligibility

In alignment with state funding programs' definitions—for example, the state Active Transportation Program (ATP)—schools with 75% or greater FRPM eligibility are considered as disadvantaged schools for the purposes of this prioritization system. Schools were scored out of 5 points for 2017-2018 FRPM eligibility percentages for students aged 5-17, receiving 5 points for 95-100%, 4 points for 90-95%, 3 points for 85-90%, 2 points for 80-85%, 1 point for 75-80%, and 0 points for less than 75%.

Carless Households

The percent of carless households in the Census tract in which the school was located was used as a secondary socioeconomic scoring criterion. The score for carless households received less weight as it is an imprecise measure. Census tracts are determined by population and can therefore cover a much larger geographical area in rural parts of the County. Additionally, students may attend schools outside of the Census tract in which they live, and the carless household data for each tract is not specific to students' households. Despite these limitations, we believe that this data is a useful proxy for socioeconomic need.

Census tracts surveyed for carless households showed between 1% and 54% of households do not have access to a car, with 9% as the median. Schools were scored out of 2 points, receiving 1 point for being within 1-150% of the median (9-13.5% carless households) and 2 points for being above 150% of the median (13.5-54% carless households).

Qualitative Assessments with School Administration Staff



Adams Elementary

Adams Elementary serves grades K-8 with a student population of roughly 540 students. Per the school's [2017-18 School](#)

[Accountability Report Card](#), 87.9% of students are considered socioeconomically disadvantaged, 18.1% are English language learners, and 86.9% are students of color—with the largest groups being Hispanic or Latino (52.3%), Black or African American (18.7%), and Asian (13.6%, excludes Filipino students at 1.5%).

Cal Walks staff met with Assistant Principal Ted Swartz on September 16, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Mr. Swartz shared that Adams celebrates Walk to School day every year on the first day of school since 2017. The Assistance Principal estimated that approximately 70% of students are bussed to school, 10% arrive by walking, and 20% are driven. According to the Principal, the high percentage of students being bussed is largely due to neighborhood's overlap with the adjacent Lincoln Unified School District. Many of the concerns centered on drivers traveling across Inglewood Avenue at high speeds and the school's close proximity to a charter school that contributes to high traffic volumes during school arrival and dismissal hours. Adams recently relocated their student drop-off to Glendora Avenue to address some of the parents' and administrators' concerns with Inglewood Avenue. Mr. Swartz also shared that many students who walk to school are traveling from apartments located north of West Benjamin Holt Drive.

Assistant Principal Ted Swartz shared the following community concerns with pedestrian and bicycle safety:

- *Personal Safety and Security Concerns:* The Assistant Principal shared that there have been seven shootings in the community over the summer. As a result, parents have reported

keeping children from playing outside in the neighborhood, and this change in behavior may be reducing the amount of physical activity students are engaged in outside of school hours.

- *Parent Driver Behavior:* There have been multiple alterations between parents during arrival and dismissal hours. Mr. Swartz reported that these confrontations are often a result of parents double parking, crossing mid-block, and failing to yield to pedestrians.
- *Inadequate Crossing at Glendora Avenue/ Inglewood Avenue:* The Assistant Principal shared that parents and the school administration are concerned with the inadequate crossing facilities at the Glendora Avenue/Inglewood Avenue intersection. At this intersection, there are currently only two marked crosswalks on the east and south legs of the intersection. While the east leg is controlled by a stop sign, there is only pedestrian crossing warning signage for the south leg. The Assistant Principal expressed the school community's desire for a crossing enhancement for the south leg of the intersection, such as a pedestrian-activated beacon or stop sign.



Grunsky Elementary

Grunsky Elementary serves grades K-8 with a student population of nearly 600 students. Per the school's [2017-18 School](#)

[Accountability Report Card](#), 93.8% of students are considered socioeconomically disadvantaged, 32.2% are English language

learners, and 89.2% are students of color—with the largest groups being Hispanic or Latino (74.9%), Asian (6.1%, excludes Filipino students 0.7%), and Black or African American (5.1%)

Cal Walks staff met with Assistant Principal Elizabeth Chavez on September 9, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Ms. Chavez estimated that a majority (70%) of the students walk, 20-25% are driven, 5% are bussed, and only a handful of students bike to school. The Assistant Principal further elaborated that the most challenging streets for students are Harding Way and School Avenue. Harding Way poses challenges for students due

to the heavy traffic volumes, drivers' high speeds, and poor traffic circulation to/from School Avenue. Students crossing School Avenue have to navigate through a high number of parent drivers on a narrow residential street, and this is made all the more difficult by parents blocking traffic to pick-up or drop-off students in the middle of the street. Ms. Chavez shared that one solution the school is working to implement is an improved student loading zone on School Avenue. The school recently implemented a new process to allow a lane for loading and unloading and through lane for drivers to move through and pass.

Assistant Principal Elizabeth Chavez shared interest in the following solutions to address parent and school administration concerns:

- *Crossing Enhancements around School:* Enhancing the existing crossing at School Avenue and Harding Way at the front entrance of Grunsky Elementary School with high-visibility crosswalk marks and adding additional crosswalks to the other legs of the intersection. A number of crosswalks around the school are very faded and the school community would like to see them repainted with high-visibility markings, particularly along Walnut Street and Harding Way.
- *Neighborhood Speed Management:* The community has expressed concerns with drivers speeding through the neighborhood and directly around the school and would like to see additional speed bumps placed around the perimeter of the school to discourage speeding.
- *Traffic Circulation Improvements:* The school community would like the recently implemented loading zone configuration on School Avenue to be made more permanent with paint and striping to better delineate loading lanes and through traffic lanes.



El Dorado Elementary

El Dorado Elementary serves grades K-8 with a student population of nearly 600 students. Per the school's [2017-18 School Accountability Report Card](#), 91.0% of students are considered socioeconomically disadvantaged,

18.0% are English language learners, and 88.1% are

students of color—with the largest groups being Hispanic or Latino (63.9%), Black or African American (17.7%), and American Indian or Alaska Native (2.4%).

Cal Walks staff met with Teacher Community Ambassador Andre Girley and Assistant Principal Ambria Austin on September 9, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Mr. Girley estimated that less than 10% of students are bussed, a majority of students are driven to school, and a large percentage walk. He further elaborated that many students walk from south of Harding Way and along Allston Way from the north of the school. Mr. Girley shared that while there are some concerns with personal safety in the community, issues such as gang activity on school grounds has decreased significantly over the past years. He shared that while the school struggles with the chaotic loading zones during school arrival and dismissal, the school does have one parent volunteer that provides support for children crossing Lincoln Street at the marked crosswalk located at midblock at the school's front entrance between Harding Way and Walnut Street.

Mr. Girley shared that while there are many issues for children walking and biking, improving the Harding Way/Lincoln Street intersection is critical in the following ways:

- Parent drivers turning left onto Lincoln Street from Harding Way currently do not have a protected left. During school arrival and dismissal times when parents and other drivers are rushed, this has resulted in multiple near misses and collisions between drivers and between drivers and pedestrians, including one involving a teacher from the school.
- Children walking to school from south of the school on Lincoln Street must cross Harding Way, and currently, the pedestrian signal timing is not optimal for students. The school would like to see the signals be re-timed so that students are provided more time to cross Harding Way, as well as implementing leading pedestrian intervals to minimize left-turn conflicts between drivers and students crossing the north leg of the intersection.



Hazelton Elementary

Hazelton Elementary serves grades K-8 with a student population of nearly 800 students. Per the school's [2017-18 School Accountability Report Card](#),

93.9% of students are considered socioeconomically disadvantaged, 37.1% are English language learners, and 95.8% are students of color—with the largest groups being Hispanic or Latino (75.8%), Black or African American (9.6%), Asian (5.0%), and Filipino (4.3%).

Cal Walks and Public Health Services (PHS) staff met with Principal Victor Zamora on August 29, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Principal Zamora shared that many of the concerns for walking and biking safety are related to parent and driver behavior, including: parents double parking, encouraging students to cross mid-block, and blocking traffic leading to the entrance of the school. Principal Zamora shared that there has even been a physical altercation between two parents stemming from an argument about one parent blocking parked cars. Mr. Zamora also shared that many of the parents have expressed concern for people experiencing homelessness loitering near the school and nearby Columbus Park but noted that some of the students of Hazelton are experiencing homelessness themselves. Mr. Zamora noted that there is good parent engagement at the school with an active Parent Booster Club and Coffee Hour participants at the bi-weekly Friday meetings.

Principal Zamora shared the following community concerns with pedestrian and bicycle safety:

- **Freight Traffic near School:** Hazelton is located near many industrial warehouses and many heavy-duty freight trucks pass the school on Lincoln Street. Principal Zamora has proactively met with these freight companies to ask that truck drivers be discouraged from traveling on Lincoln Street during school arrival and dismissal hours. While the principal has observed fewer trucks traveling on Lincoln Street, the freight traffic has not completely stopped and remains a concern for students who cross Lincoln Street at Anderson Street and Jefferson Street.
- **Student and Family Mental Health:** Principal Zamora

shared that many of his students experience homelessness and/or difficult home lives that impact their performance and attendance at school. In addition to prioritizing additional student mental health and social services, Mr. Zamora sees the value in encouraging students to walk and bike to school for physical activity and mental health benefits.

- **Poor Drainage around School:** The streets surrounding the school have poor drainage and maintenance, resulting in water pooling at intersections and during heavy rains, drainage/sewage backups.
- **Crossing Enhancements around School:** The principal would like to see the marked crossings at the Lincoln Street/ Anderson Street intersection upgraded to high-visibility crosswalks, as well as for a new high-visibility crossing to be installed at the Lincoln Street/Jefferson Street intersection with an accompanying crossing guard to assist students and families crossing Lincoln to access the front of the school. Lastly, Principal Zamora noted that many of his students are walking to/from school from east of Center Street and El Dorado Streets. Both of these streets are currently wide, high-speed, one-way streets with no infrastructure to aid students in crossing.
- **Sidewalk Network Improvements:** Principal Zamora expressed concerns sidewalk gaps in the neighborhood and the general maintenance of sidewalks, with many broken and uplifted sidewalks that could be improved to better facilitate students walking to school.



Huerta Elementary

Huerta Elementary serves grades K-8 with a student population of roughly 530 students. Per the school's [2017-18 School Accountability Report Card](#), 92.8%

of students are considered socioeconomically disadvantaged, 33.7% are English language learners, and 97.5% are students of color—with the largest groups being Hispanic or Latino (84.3%), Filipino (4.5%), Black or African American (3.2%), and Asian (3.0%, excludes Filipino students).

Cal Walks and PHS staff met with Assistant Principal Brianna Carroll on September 6, 2019 to discuss

the school's past involvement in SRTS activities and to gauge interest in current and future activities. While Ms. Carroll is currently in her first year at Huerta, she was able to share a number of concerns and opportunities for SRTS programming. Huerta school has a large percentage (60%) of walkers and the remaining students (40%) are driven to and from school. Ms. Carroll shared that there are significant personal safety and security concerns in the area surrounding the school. For example, a student was recently caught with a knife that he claimed he needed to carry to protect himself and a younger sibling when walking to and from school. Ms. Carroll shared that both administration staff and parents have voiced concerns to the City of Stockton for the student loading zone and Lincoln Street/French Camp Turnpike intersection. The school has recently begun the process with Stockton Unified School District to restructure their parking lot and student drop-off zones to improve safety. The project will include a loading lane and a through lane for drivers. The improved layout will also incorporate a high-visibility crossing accompanied by a crossing guard to safely connect the school campus across the student loading zone to the crosswalk on Lincoln Street at the French Camp Turnpike intersection.

Assistant Principal Brianna Carroll shared the following community concerns with pedestrian and bicycle safety:

- **Driver Behaviors:** Many drivers fail to yield to pedestrians and students in the marked crosswalks at the Lincoln Street/French Camp Turnpike intersection. This intersection is heavily used by students walking to and from school. This issue is compounded by drivers traveling at high speeds on both Lincoln Street and French Camp turnpike. Lastly, teenage drivers from neighboring Edison High School have been observed exhibiting reckless driver behavior, such as speeding, failing to yield to pedestrians and conducting unsafe maneuvers
- **Personal Safety and Security:** Parents and administration staff have expressed concerns with unhoused residents in the neighborhood and have had issues with these individuals coming on to campus and threatening school staff.



King Elementary

King Elementary serves grades K-8 with a student population of nearly 1,000 students. Per the school's [2017-18 School Accountability Report Card](#), 92.5% of students are considered socioeconomically disadvantaged, 43.3% are English language learners, and 98.0% are students of color—with the largest groups being Hispanic or Latino (91.5%), Black or African American (3.4%), and Asian (2.1%, excludes Filipino students at 0.1%).

Cal Walks staff met with Assistant Principal Sam Asuncion on September 10, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Mr. Asuncion has been at King Elementary for 12 years and shared that the school has participated in many SRTS events and programs. In the past, the school has worked closely with the California Highway Patrol (CHP) on Safe Routes activities. King Elementary has many physical activity courses for students, including the YMCA Fit Families curriculum for students and their families. Mr. Asuncion estimated that 60% of students walk to school, 10% are bussed and 25% are driven. The main routes for children walking are Lafayette Street (from west of Filbert Street), Filbert Street (from south of Main Street), and Burkett Avenue where many apartments are located. Mr. Asuncion was aware of recently adopted policies that prevent idling in school zones but admitted that the signs had not yet been placed in front of the school. He shared that while the student loading and unloading area runs smoothly, the biggest issues are centered on congestion of Lafayette Street and the staff parking lot during school arrival and dismissal times.

Assistant Principal Sam Asuncion elaborated on many of the community concerns with pedestrian and bicycle safety as follows:

- **Traffic Circulation Challenges:** Parents often park, idle, or double park in the staff parking lot, located between Lafayette Street and the student loading zone. These drivers block staff parking and create confusion in the parking lot. This also creates hazards for children who need to cross the loading and unloading zone to reach parents. Mr. Asuncion shared that the school is considering

closing the staff parking lot but is concerned about the spillover effect this could have on Lafayette Street.

- **Crossing Challenges:** Many of the students and families living west of the school must cross Filbert Street at Lafayette Street and currently experience many challenges with the intersection. The intersection does not have protected left turns for parents traveling southbound on Filbert Street wishing to turn onto Lafayette Street to access the school, creating conflicts with students crossing the north leg of the intersection.
- **Educational Enforcement Activities:** CHP has increased their patrol and enforcement activities at the school's request and will often ticket drivers to deter unsafe driver behaviors around the school. Mr. Asuncion shared that the Stockton Unified Police Department have also conducted enforcement activities but often focus on educational warnings rather than punitive measures like ticketing.



Madison Elementary

Madison Elementary serves grades K-8 with a student population of nearly 700 students. Per the school's [2017-18 School Accountability Report Card](#), 83.6% of students are considered socioeconomically disadvantaged, 18.7% are English language learners, and 87.5% are students

of color—with the largest groups being Hispanic or Latino (61.5%), Black or African American (14.3%), and Asian (6.7%, excludes Filipino students at 1.6%).

Cal Walks staff met with Nancy Maring, a Program Specialist with the school, on September 26, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Ms. Maring shared that the school has participated in numerous SRTS activities including: Bike and Pedestrian Safety Rodeo, Walk to School Days, and afterschool programming. Ms. Maring estimated that a large percentage of students (50%) are driven to school, 25% are bussed, and 25% walk to school. Students that walk to school travel along Mission Road from north of Alpine Avenue and south of Michigan Avenue. She further elaborated that

many children do not bike due to historical issues with bike theft at the school. While many students do not bike, there are a number of students who skate and scoot to school. There is interest from both administration staff and the school PTA to purchase a storage system for scooters and skateboards. Ms. Maring shared that many of the concerns for walking and biking arise from the school's close proximity to high speed and high traffic corridors near the school, including Pershing Avenue and Alpine Avenue. There was a recent incident where a student was hit by a driver when the driver failed to stop at a stop sign and marked crossing on Alpine Avenue and Mission Road. The student was uninjured, but administration staff and parents remain concerned with driver behavior and the visibility of children walking and biking to school.

Ms. Maring shared the following community concerns with pedestrian and bicycle safety:

- **Traffic Circulation on School Campus:** Parents currently double park and/or stop abruptly in the middle of the street to beckon children to cross midblock around the school. Administration staff would like to restructure the parking lot on Michigan Avenue to include a one-way drop-off area that would increase traffic flow at school arrival and dismissal, while the front drop-off zone on Mission Road could be restructured to prevent parents from parking.
- **Coordination of SRTS Efforts:** While the school is supportive of SRTS programming and activities, there have been numerous organizations and partners that have interfaced with the school over the years, which has caused confusion among school administration staff as to who they should contact/coordinate with to plan/implement activities.
- **Inadequate Crossing Guard Support:** While the school has one assigned crossing guard at the Mission Road/Monterey Avenue intersection during school arrival hours, the school does not have crossing guards during school dismissal hours and consequently assigns three school staff to support with crossings during dismissal hours along Mission Road at Monterey Avenue, Michigan Avenue, and Mendocino Avenue.
- **Lack of Parks and Park Access:** The neighborhood currently lacks parks nearby and many children have expressed a desire for using the school's

basketball facilities. Currently, the school currently locks its gates after hours.



McKinley Elementary

McKinley Elementary serves grades K-8 with a student population of roughly 850 students. Per the school's [2017-18 School](#)

[Accountability Report Card](#), 90.0% of students are considered socioeconomically disadvantaged, 44.9% are English language learners, and 96.9% are students of color—with the largest groups being Hispanic or Latino (78.8%), Filipino (11.4%) and Black or African American (3.7%).

Cal Walks and PHS staff met with Principal Sonia Ambriz on August 23, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Principal Ambriz shared that McKinley has participated in many SRTS activities with the City and County—including Bike to School Day, data collection efforts, and supporting the City's funding applications for infrastructure improvements such as the recently installed pedestrian hybrid beacon on El Dorado Street and West Ninth Street. The Principal estimated that the majority of students arrive by car, with roughly 30% of students walking to/from school, less than 80 bussed in, and 3-4 students regularly biking to/from school. For students who are currently walking to school, the principal identified El Dorado Street (from the north of the school) and Ninth Street as the main routes students use.

Despite recent improvements, Principal Ambriz shared the following community concerns with pedestrian and bicycle safety:

- *High Speed to Low Speed Transition on El Dorado Street:* The posted speed limit of El Dorado Street when approaching the school from the south is 50 MPH, and though there are 30 MPH signs and 25 MPH school zone signs posted closer to the school, very few drivers appear to slow down. The width of the street combined with the rural and industrial nature of El Dorado Street in the south reinforce for drivers that they can travel at high speeds.
- *Conflicts at El Dorado Street/Ninth Street Intersection:* Parents and school administration

staff are very concerned with driver turning movements at the El Dorado Street/Ninth Street Intersection. While the pedestrian hybrid beacon has appeared to make it safer for students crossing El Dorado Street, the lack of a fully signalized intersection has encouraged some drivers to make risky or dangerous maneuvers when turning left or right onto El Dorado Street from West Ninth Street. In the morning, many drivers are turning left onto El Dorado Street from West Ninth Street, which causes traffic to back up on West Ninth Street and contributes to the chaotic environment along West Ninth Street. In the afternoon, most drivers are turning right onto El Dorado Street from West Ninth Street—this movement is particularly dangerous for students crossing in the high-visibility marked crosswalk controlled by the pedestrian hybrid beacon.

Due to many close calls of drivers not yielding to students in the crosswalk, the school has resorted to implementing its own traffic control using traffic cones, signs, and the crossing guard to force right-turning drivers to yield to students using the marked crosswalk.

- *Personal Safety Concerns with McKinley Park:* School staff and parents expressed concerns with unhoused residents congregating at McKinley Park and at times aggressively approaching and harassing students and families. Despite these challenges, parents have stated that cutting through the park is the most direct route for families and students to get to school.



Montezuma Elementary

Montezuma Elementary serves grades K-8 with a student population of roughly 740 students. Per the school's [2017-18 School Accountability Report Card](#),

87.2% of students are considered socioeconomically disadvantaged, 36.1% are English language learners, and 87.5% are students of color—with the largest groups being Hispanic or Latino (81.8%), Black or African American (6.4%), and Asian (5.0%, excludes Filipino students at 0.7%).

Cal Walks staff met with Assistant Principal Joni Jimenez on September 10, 2019 to discuss the

school's past involvement in SRTS activities and to gauge interest in current and future activities. Ms. Jimenez shared that Montezuma Elementary School was involved in a mapping workshop that was geared toward gathering administrative concerns for children walking and biking to school. She could not recall who hosted the workshop but recalls participation by Montezuma and other schools within Stockton Unified School District. The Assistant Principal estimated that 48% of students are driven to school, while 40% walk to school daily. Most students who walk to school come from the apartments located east of the school on Farmington Road. Ms. Jimenez noted that there are numerous gaps in the sidewalk network east of the school. While the school site does not have formal crossing guards, the Principal and Assistant Principal assist with traffic flow and student crossings on a daily basis.

Ms. Jimenez shared additional concerns and expanded on those previously mentioned as follows:

- **Crossing Challenges:** The school's front gate is located mid-block on Farmington Road between Mariposa Road and Madrid Drive, and currently no marked crosswalk exists at this location. While there are marked crosswalks at Farmington Road/Mariposa Road and Farmington Road/Madrid Drive, students cross Farmington Road directly at this gate. Moreover, parents parked and idling at this mid-block location decrease visibility of students crossing.
- **Driver Speeds:** Farmington Road is a direct link to Highway 99 with on- and off-ramps located within less than a half mile of the school campus. The Assistant Principal shared community concerns with driver speeds and congestion near the school at arrival and dismissal hours.
- **Parent Behaviors:** Driver and parent behavior were a main concern for school administrators. Parents and students cross mid-block, and parents parked across from the school beckon students to unsafely cross mid-block.
- **Traffic Circulation in Parking Lot:** Ingress and egress into the school's parking lot from Farmington Road is challenging. Exiting parents attempting to turn left onto Farmington Road create backups in the parking lot and disrupt flows of student loading zones, which in turn creates backups on Farmington Road for parents attempting to enter the parking lot.



Spanos Elementary

Spanos Elementary serves grades K-8 with a student population of nearly 500 students. Per the school's [2017-18 School Accountability Report Card](#),

95.1% of students are considered socioeconomically disadvantaged, 48.0% are English language learners, and 98.1% are students of color—with the largest groups being Hispanic or Latino (90.5%), Black or African American (3.7%), and Asian (3.5%, includes Filipino students at 1.2%).

Cal Walks and PHS staff met with Principal Danielle Valtierra on August 23, 2019 to discuss the school's past involvement in SRTS activities and to gauge interest in current and future activities. Principal Valtierra has been with Spanos Elementary for 11 years and shared that there have been multiple engagement efforts around SRTS including: parent meetings, parent surveys, and walk to school days every year. The principal estimated that a majority (70%) of the students walk, 25% are driven, and the other are bussed, while less than five students bike to school. Principal Valtierra further elaborated that since many students walk with younger siblings, it is less likely that older students would be able to bike.

Principal Valtierra shared the following community concerns with pedestrian and bicycle safety:

- **Railroad Crossing:** Students walking to school from the south must traverse an active freight railroad crossing on California Street. Due to the length of the freight trains that can block the intersection, some parents and students choose to disregard the crossing gates and unsafely cross under stopped trains.
- **Personal Safety and Security:** School administration staff expressed concerns with the neighboring park, Eden Gleason Park, due to suspected drug-use and loitering during school hours. Parents and school staff shared that the park is not used by the families due to perceptions of safety. Additionally, parents and school staff are concerned with the safety of students when passing any of the numerous homeless encampments throughout the neighborhood. Just south of Hazleton Avenue is a dry slough channel, which has recently seen an increase in homeless encampments.

- **Parent Behaviors:** Congestion and driver behavior are another concern shared by the Principal. Many drivers fail to yield at the stop signs at the intersection of California Street and Hazelton Avenue. Parents will often double park and encourage children to cross mid-block.

Suggested Walking & Biking Route Maps

Cal Walks hosted planning workshops at four schools to develop suggested walking and biking routes for the school communities. At each of these workshops, parents, school administration staff, students, and/or other stakeholders, traveled through three workstations that aimed to do the following:

1. Understand parents' views on how students currently travel to school;
2. Understand major concerns and factors that influence parents' decision to allow their student(s) to walk and bike to school; and
3. Refine a set of suggested routes for walking and biking to school based on parents' personal experience/knowledge of the neighborhood and the needs of their children.

During each workshop, the Cal Walks team provided a brief overview of the project, as well as the goals and objectives at each of the three stations. For two of the schools (Spanos and Hazelton), anonymized student address data was mapped in relation to the school to assist in determining suggested walking and biking routes that would reach the greatest number of students within walking and biking distance from the school. The final Suggested Walking and Biking Route Maps can be found in Appendix B.

Spanos Elementary Routes

Cal Walks hosted the planning workshop with parents and school administration staff on September 10, 2019. The workshop was attended by 14 parents, the principal, and 17 students from the 7th Grade leadership class. Participants voiced many concerns for the safety of children walking and biking around the school, and many felt that children should not be walking or biking at all. Participants shared that drivers and other parents often failed to stop at stop signs or yield to pedestrians and shared multiple



Spanos parents sharing pedestrian and bicycle safety concerns.

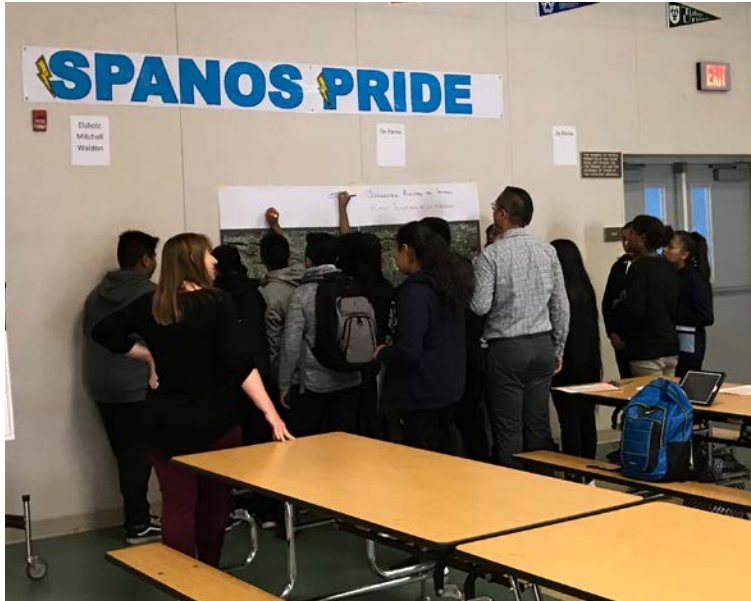
incidents of near misses between pedestrians and drivers. Parents also voiced significant concerns around the close proximity to the freight railroad crossing on California Street. Participants shared that children and parents will often walk under a stopped train to cross the railroad, and there have been instances where the train begins to move as students are still crossing under the train cars. An additional concern for student safety is Eden Gleason Park: parents shared that there are often people living in their cars, loitering, and drinking during school hours, and multiple parents reported finding drug paraphernalia while walking along the park.

During the workshop stations, the Cal Walks team was able to glean the following information:

- A majority of parents shared that their children either walk (47%) or are driven (53%) to school.
- All parent participants (100%) shared that they do not feel it is safe for their children to walk or bike to school. According to the parent responses, the top issues that affect their decision to allow students to walk and bike are ranked as follows:
 - a. Violence and Crime
 - b. Speed of Cars or Traffic
 - c. Safety of Intersections and Crossings
 - d. Lack of Crossing Guards
- Close to 86% of participants lived within ½ mile of the school.
- Parents shared the following desired solutions to improve walking and biking around Spanos Elementary:
 - Increased enforcement and patrolling by police to address parent behaviors, such as failing to yield to pedestrians and failing to stop at stop

signs;

- Addressing trash and illegal dumping in residential areas;
- Improved infrastructure on Hazelton Avenue and California Street, including a traffic light or pedestrian-activated crossing beacon; and
- Improved infrastructure, including high-visibility crossings and a pedestrian-activated crossing beacon at California Street and Church Street.



Spanos Leadership Students provide feedback on walking and biking routes.

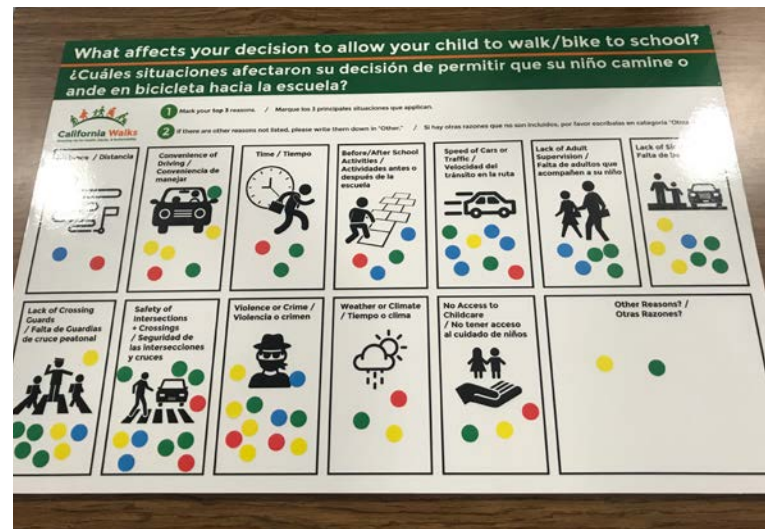
Hazelton Elementary Routes

Cal Walks hosted the planning workshop with parents and school administration staff on September 13, 2019. The workshop was attended by 25 parents and the principal. Participants shared that there had previously been issues involving homeless encampments near the school. Since Principal Zamora was assigned to the school, there have been many improvements, including: less freight trucks traveling on Lincoln Street during school arrival and dismissal hours, improved student drop-off process, and a decrease in encampments around the school near the Interstate 5 underpass. While the participants felt there had been multiple improvements, they shared continued concerns for homeless encampments throughout the neighborhood, drug use at Columbus Park, and parent/driver behavior. Participants felt that there was a general disrespect for people walking and biking by drivers near Hazelton Elementary School.

During the workshop stations, the Cal Walks team

was able to glean the following information:

- A majority of parents shared that their children either walk (61%) or are driven (39%) to school.
- All parent participants (100%) shared that they do not feel it is safe for their children to walk or bike to school. According to the parent responses, the top issues that affect their decision to allow students to walk and bike are ranked as follows:
 - a. Speed of Cars
 - b. Safety of Intersections and Crossings
 - c. Lack of Crossing Guards
- Sixty-five percent (65%) of participants lived within ¼ mile of the school.
- Parents shared the following desired solutions to improve walking and biking around Hazelton Elementary:
 - Increased enforcement and patrolling by police to address parent behaviors, such as parking in red zones, blocking traffic, and unsafe crossings; and
 - Address drop-off process along Anderson Street to keep parents from dropping off children mid-block.



Example parent voting board activity to identify factors influencing parents' decision to allow children to walk and bike to school.

McKinley Elementary Routes

Cal Walks hosted the planning workshop with parents and school administration staff on September 25, 2019. The workshop was attended by eight (8) parents. During the workshop, California Highway Patrol Officer James Smith shared resources and answered questions related to enforcement. During the workshop, parents expressed concerns with the safety of local parks and residential streets due to encampments by people experiencing homelessness.

Parents also shared that drug paraphernalia had been found at McKinley Park. A concern voiced by many of the participants centered on issues with loose dogs in neighborhoods surrounding McKinley Elementary School.

During the workshop stations, the Cal Walks team was able to glean the following information:

- A majority of parents shared that their children either walk (43%) or are driven (47%) to school.
- A majority of parents (92%) shared that they do not feel it is safe for their children to walk or bike to school. According to the parent responses, the top issues that affect their decision to allow students to walk and bike are ranked as follows:
 - a. Violence or Crime
 - b. Safety at Intersections and Crossings
 - c. Speed of Cars or Traffic
 - d. Lack of Crossing Guards
- Close to 90% of participants lived within ½ mile of the school.
- Parents shared the following desired solutions to improve walking and biking around McKinley Elementary:
 - Paving the routes in McKinley Park to formalize a route many students take to get to school throughout the school year, including winter months when the unpaved routes become muddy;
 - Increased enforcement and patrolling by police to address parent/driver behavior;
 - Addressing trash and illegal dumping in residential areas to make walking and biking

more enjoyable; and

- Upgrading the existing pedestrian hybrid beacon at El Dorado Street/Ninth Street with a full traffic signal.

El Dorado Elementary Routes

Cal Walks hosted the planning workshop with parents and school administration staff on September 26, 2019. The workshop was attended by 13 parents and the Teacher Community Ambassador, Andre Girley. El Dorado school invited the Cal Walks team to present at the existing Town Hall meeting to discuss SRTS concerns. Cal Walks provided a brief overview and provided time for parents to comment on existing issues related to child safety when walking and biking to school. Parents expressed concerns over existing infrastructure, parent behavior, and crime and safety in the neighborhood surrounding El Dorado Elementary.

During the workshop stations, the Cal Walks team was able to glean the following information:

- A majority of parents shared that their children either walk (40%) or are driven (46%) to school.
- A majority of parents (92%) shared that they do not feel it is safe for their children to walk or bike to school. According to the parent responses, the top issues that affect their decision to allow students to walk and bike are ranked as follows:
 - a. Speed of Cars
 - b. Lack of Crossing Guards
 - c. Lack of Adult Supervision



Kicking off route planning workshop with parents at El Dorado Elementary.

- Close to 70% of participants lived within ½ mile of the school.
- Parents shared the following desired solutions to improve walking and biking around El Dorado Elementary:
 - Increased enforcement and patrolling by police;
 - More crossing guards, especially on Harding Way;
 - Improved the crossing on Lincoln Street immediately in front of the school;
 - Adding a leading pedestrian interval on Harding Way/Lincoln Street; and
 - Adding speed bumps on Lincoln street.

Walk Audit Summaries

For each school identified to receive a walk audit, Cal Walks staff developed an initial audit route based on a remote analysis of a school’s walking network, which was then refined in-person with conversations with school administration staff and parents. During each audit, staff walked the routes to identify pedestrian and bicycle safety infrastructure deficiencies, challenges, and opportunities, as well as observed driver, pedestrian, and bicyclist behaviors to inform non-infrastructure recommendations. Additionally, Cal Walks staff observed a school arrival or dismissal at each school site to understand driver, pedestrian, and bicyclist behaviors during these times. Maps of the walk audit routes can be found in Appendix C and maps of infrastructure recommendations—including infrastructure projects already identified within the 2017 City of Stockton Safe Routes to School Plan—can be found in Appendix D.

Grunsky Elementary Audit Summary

Cal Walks and PHS Staff conducted a walk audit from 10:30 am to 12:00 pm and dismissal observations from 1:30 pm - 2:15 pm on August 29, 2019. Overall, pedestrian infrastructure in the neighborhood was adequate, though there was no bike infrastructure anywhere in the neighborhood. The following challenges were observed during the walk audit:

- **Accessibility Challenges:** Throughout the neighborhood around the school, curb ramps were largely missing and when they did exist, they were older apex-style ramps without detectable warning strips for visually-impaired and blind pedestrians. Additionally, there were numerous



Uplifted sidewalk in front of school..

areas where the sidewalk was uplifted due to tree roots (e.g., south side of Harding Way between School Street and Wilson Way and between Funston Avenue and Wilson Way and both sides of Sycamore Avenue just south of Bradford Street), as well as areas with large drops/sink holes (e.g., south side of Bradford Street between Hiawatha Avenue and Sunnyside Avenue and again between Sunnyside Avenue and Sycamore Avenue).



Lack of curb ramps throughout neighborhood.

- **Crossing Challenges:** Though there are signalized marked crossings on Harding Way at Wilson Way and Funston Avenue, there is no marked crosswalk at School Avenue, which is the direct entrance to the school. During school dismissal, parents and children were observed (legally

crossing in this unmarked crossing despite the high driver speeds along Harding Way.



Families legally cross Harding Way in unmarked crosswalk.

- **High Driver Speeds:** Drivers appeared to be traveling at high speeds along Harding Way, Waterloo Road, and Cherokee Road. In particular, drivers traveling at high speeds southbound on Waterloo Road—likely due to its industrial nature—would turn onto Harding Way and continue at the same high speeds despite the school's presence and school zone signage.



Student pulls out of school on bike and almost gets hit by driver.

- **Lack of Bike Infrastructure:** Despite the lack of dedicated on-street bike facilities, Cal Walks staff observed many students riding bikes on

the sidewalks during school dismissal. During the morning audit, Cal Walks staff also observed residents biking both on sidewalks and on the street, including Harding Way and Waterloo Road.

- **School Dismissal Bottlenecks:** Parents picking up their children frequently blocked traffic along School Avenue, as well as parked in the red-zones marked along the school perimeter. This unsafe parking and stopping created blind spots for other drivers and obscured drivers' visibility of children who crossed in-between cars. Lastly, the lack of a traffic control at the Harding Way/School Street intersection created backups on both Harding Way eastbound and School Avenue as parents waited to turn onto and off of School Avenue.



Parents encourage students to cross mid-block through traffic.

Infrastructure Recommendations

Cal Walks concurs with numerous improvements identified within the 2017 City of Stockton Safe Routes to School Plan for Grunsky Elementary, including the addition of more marked crosswalks on Harding Way at School Street and Sycamore Avenue and installation/upgrades of curb ramps at the intersections adjacent to the school. In addition to these improvements, Cal Walks recommends the City consider the following improvements:

- **Harding Way/Wilson Way:** Adjust pedestrian signal timing and/or place signals in automatic recall during school arrival and dismissal to provide students with adequate time to cross the street.

- Wilson Way/Bradford Street: Augment the proposed marked crossings across Wilson Way with a rectangular rapid flashing beacon.
- Harding Way/School Street: Upgrade the proposed marked crosswalk for this intersection to a raised crosswalk to also deter speeding.
- Walnut Street/Funston Avenue: Upgrade existing marked crosswalk to a raised crosswalk to deter neighborhood speeding.
- Waterloo Road/Harding Way: Upgrade existing marked crosswalks to high-visibility marked crosswalks, including a raised crosswalk for the slip turn lane at the northwest corner of the intersection. Adjust pedestrian signal timing and/or place signals in automatic recall during school arrival and dismissal to provide students with adequate time to cross the street.
- Cherokee Road/Waterloo Road: Upgrade existing marked crosswalks to high-visibility marked crosswalks. Adjust pedestrian signal timing and/or place signals in automatic recall during school arrival and dismissal to provide students with adequate time to cross the street.
- Harding Way between Wilson Way and Waterloo Road: Install more visible School Zone and speed limit signage.

Hazelton Elementary Audit Summary

Cal Walks and PHS Staff conducted a walk audit and arrival observations on August 29, 2019 from 7:15 am to 8:45 am. Overall, pedestrian infrastructure in the neighborhood was adequate, though there was no bike infrastructure anywhere in the neighborhood. The following challenges were observed during the walk audit:

- **Accessibility Challenges:** Throughout the neighborhood around the school, curb ramps were largely missing and when they did exist, they were older apex-style ramps without detectable warning strips for visually-impaired and blind pedestrians. Additionally, there were numerous areas where the sidewalk was uplifted due to tree roots (e.g., southeast corner of Anderson Street/Madison Street and northeast corner of Anderson Street/Commerce Street).
- **Crossing Challenges:** Though there are signalized marked crossings at the Lincoln Street/ Anderson Street intersection, there is no marked crossing

at Lincoln Street/Jefferson Street, which leads to the front entrance of the school. The school has chosen to re-orient the entrance gate for students to the back of the school on Anderson Street due to the lack of crossing facilities. Despite this, some families still choose to (legally) cross Lincoln Street in this unmarked crossing despite the high driver speeds along Lincoln Street.



Example of poor maintenance and lack of curb ramps in neighborhood.

Additionally, stop signs are alternated along the neighborhood streets, which means that students traveling along Anderson Street or Jefferson Street, for example, have to contend with drivers who may not stop for them.

Lastly, a high number of students live east of Center Street and El Dorado Street and must cross these streets to get to the school. These two streets form a one-way couplet and driver speeds are generally high on these streets. Currently, there are no marked



Residents using unmarked Jefferson crosswalk to cross Lincoln Street.



View of Center Street overpass at Anderson Street where students currently cross to get to school.

crosswalks or traffic controls along either of streets between Charter Way and Worth Street. Though an underpass exists at Worth Way for both Center Street and El Dorado Street, parents emphatically do not allow their children to use those underpasses due to personal safety concerns. Parents and children end up crossing Center Street and El Dorado Street at Anderson Street without any traffic controls—this is particularly concerning at Center Street where drivers are traveling downhill at high speeds.

- **High Driver Speeds:** Drivers appeared to be traveling at high speeds along Charter Way, Lincoln Street, Center Street, and El Dorado Street. Additionally, due to the many industrial businesses north of the school, a number of freight trucks were observed traveling in close proximity to the school.

Infrastructure Recommendations

Cal Walks concurs with numerous improvements identified within the 2017 City of Stockton Safe Routes to School Plan for Hazelton Elementary, including the Lincoln Street road diet, the addition of marked crosswalks at Lincoln Street/Jefferson Street and Anderson Street/Van Buren Street, and installation/upgrades of curb ramps at the intersections adjacent to the school. In addition to these improvements, Cal Walks recommends the City consider the following improvements:

- **Anderson Street:** Due to the existing use of Anderson Street as a primary walking route for students, we recommend the City install high-visibility crosswalk markings on the north and

south legs of all Anderson Street intersections between Lincoln Street and El Dorado Street. Additionally, we recommend installing a rectangular rapid flashing beacon and advanced yield markings at Center Street and El Dorado Street to assist students in crossing these major streets. In the absence of those improvements, we recommend the City improve the Worth Street undercrossing with lighting to make it a more attractive alternative for students and families to use to get to school.



View of Anderson Street: Very wide with room to create neighborhood bikeway.

- **Neighborhood Bikeways:** The width of the neighborhood streets presents an opportunity for the City to install neighborhood bikeways to encourage more students to bike to school. Starting with the Lincoln Street road diet, these projects could be combined to create a robust network for kids to get to school and parks in the area. Potential streets for these bikeways include Anderson Street, Worth Street—could be combined with improvements to the underpass to create a viable crossing alternative for El Dorado Street and Center Street—and Monroe Street.

McKinley Elementary Audit Summary

Cal Walks and PHS Staff conducted a walk audit and arrival observations on August 23, 2019 from 7:45 am to 8:45 am. Overall, pedestrian infrastructure in the neighborhood was adequate, though there was

no bike infrastructure anywhere in the neighborhood. The following challenges were observed during the walk audit:

- **Accessibility Challenges:** Throughout the neighborhood around the school, curb ramps were largely missing and when they did exist, they were older apex-style ramps without detectable warning strips for visually-impaired and blind pedestrians. Additionally, there are noticeable sidewalk gaps around Mattie Harrell Park and along the east side of El Dorado Street south of California Street.



Sidewalk abruptly ends at park.

- **Crossing Challenges:** Though the Ninth Street/El Dorado Street intersection has been improved with a pedestrian hybrid beacon on the south leg of the intersection, the lack of a fully signalized intersection still creates numerous conflicts between drivers and pedestrians. As noted in the interview with the principal, drivers turning southbound onto El Dorado Street from Ninth Street flagrantly disregard students in the marked crosswalk with the pedestrian hybrid beacon. Students traveling from north of Ninth Street also face challenging crossings of Eighth Street, where drivers travel at very high speeds.
- **High Driver Speeds:** Drivers appeared to be traveling at high speeds along El Dorado Street and Eighth Streets. As we noted previously, the posted speed limit of El Dorado Street when approaching the school from the south is 50 MPH, and though there are 30 MPH signs and 25 MPH school zone signs posted closer to the school, very few drivers appear to slow down. The

width of the street combined with the rural and industrial nature of El Dorado Street in the south reinforce for drivers that they can travel at high speeds.

- **School Dismissal Bottlenecks:** Because the Ninth Street/El Dorado Street intersection is not fully signalized, parent drivers must wait for a break in traffic in order to turn off of Ninth Street onto El Dorado Street. This causes backups during both school arrival and dismissal times. Additionally, many parents make u-turns in front of the school even though there is very little space, which in turns causes backups in either direction.



Parents stop inappropriately at Ninth Street/El Dorado Street intersection and cross midblock with children.

Infrastructure Recommendations

Cal Walks concurs with numerous improvements identified within the 2017 City of Stockton Safe Routes to School Plan for McKinley Elementary, including the addition of more marked crosswalks along Madison Street at Ninth Street and Mosswood Avenue and at Commerce Street/Eighth Street and the addition of a new northern crosswalk and curb extensions on all sides of the Ninth Street/El Dorado Street intersection. In addition to these improvements, Cal Walks recommends the City consider the following improvements:

- **McKinley Park:** Despite some parent concerns with unhoused residents living and using McKinley Park, families and students are still using informal routes through McKinley Park as a direct route to school. We strongly support parents' request for the City to formalize and pave these

paths to act as green connectors for students to walk and bike to school.

- Commerce Street/Ninth Street: We recommend the City upgrade the existing marked crosswalk at this intersection to a raised crosswalk to deter speeding.
- Eighth Street/El Dorado Street: We recommend the City upgrade the existing marked crosswalks across Eighth to raised crosswalks to deter speeding. This would be particularly beneficial at this intersection because the slip turn lanes onto and off of Eighth Street enable drivers to turn at very high speeds.

King Elementary Audit Summary

Cal Walks and PHS Staff conducted a walk audit and dismissal observations on August 23, 2019 from 1:00 pm - 2:30 pm. Overall, pedestrian infrastructure in the neighborhood was adequate, though there was no bike infrastructure anywhere in the neighborhood. Oddly, Main Street was signed as a bike route but provided no on-street bike lanes. The following challenges were observed during the walk audit:

- **Accessibility Challenges:** Sidewalk conditions were generally good throughout the neighborhood around the school, though many curb ramps were either missing or were older apex-style ramps without detectable warning strips for visually-impaired and blind pedestrians. Most notably, the intersections directly adjacent to the school lacked curb ramps.



Parent navigating lack of curb ramp with stroller.

- **School Dismissal Bottlenecks:** Because Lafayette Street is the main street used to access the school, the high volume of students crossing at Sequoia Court and Glacier Court combined



Students crossing Lafayette Street mid-block.

with the high volume of parent drivers created challenging backups and bottle necks for the length of Lafayette Street. This resulted in poor visibility for all road users, and was especially dangerous for students who were beckoned by their parents to cross mid-block through traffic. The structure for dismissal in the parking lot did seem to work well, though, with a clearly delineated lane for stopping and through traffic, as well as school staff assisting students crossing at designated locations to reach their parents in the staff parking lot.

- **Narrow Sidewalks:** While the sidewalks were generally adequate, the volume of students and families during dismissal overwhelmed the space available to walk. A popular street vendor on Lafayette Street between Burkett Avenue and Filbert Street attracted a large crowd and caused heavy congestion on the sidewalk.
- **Crossing Challenges:** Drivers heading west on Lafayette Street and turning southbound onto Filbert Street are regularly in conflict with students crossing the south leg of the intersection. Most drivers respected the pedestrian right-of-way, though this contributed to heavy back up on Lafayette Street. Other drivers were observed failing to yield to pedestrians in crossing and narrowly missed students using the southern crosswalk.

Infrastructure Recommendations

Cal Walks concurs with numerous improvements identified within the 2017 City of Stockton Safe Routes to School Plan for King Elementary, including the addition of more marked crosswalks, curb ramps, and stop signs in the neighborhood, the addition of curb extensions for the existing marked crosswalks at



Crowds congregating around street vendor block sidewalk.

Lafayette Street/Glacier Court and Lafayette Street/Sequoia Court, and the addition of the enhanced crossing at Marsh Street/Filbert Street. In addition to these improvements, Cal Walks recommends the City consider the following improvements:

- Lafayette Street at Glacier Court and Sequoia Court: We strongly support maintaining the existing marked crosswalks at these intersections and recommend the City consider upgrading them to raised crosswalks to deter neighborhood speeding, as well as to improve the visibility of students crossing during peak travel times. Despite some parent concerns with unhoused residents living and using McKinley Park, families and students are still using informal routes through McKinley Park as a direct route to school. We strongly support parents' request for the City to formalize and pave these paths to act as green connectors for students to walk and bike to school.
- Filbert Street/Main Street: We recommend the City upgrade the existing marked crosswalk at this intersection to high-visibility crosswalk markings, as well as to pair these improvements with curb extensions and pedestrian signal retiming to provide students with more time to cross the street.
- Lighting: The neighborhood around the school appeared to lack street lighting and pedestrian-scale lighting. We recommend the City explore

opportunities to improve lighting in the neighborhood, particularly at intersections where students are walking and biking to school.

Non-Infrastructure Recommendations

Based on observations of driver, pedestrian, and bicyclist behaviors during the walk audits and the school arrival and dismissal observations, Cal Walks has identified the non-infrastructure programs identified in the 2017 City of Stockton Safe Routes to School Plan that we believe would be most successful for schools in Stockton Unified School District. Below, we have outlined the various non-infrastructure programs and compiled resources and case studies to assist PHS staff in preparing for implementation of said programs.

Walking School Bus

Summary

A walking school bus is a group of children and adults walking along an identified route to and from school. The walking school bus can pick up children at multiple locations throughout the route. The walking school bus encourages parents to let their students walk to and from school, creates a sense of safety in numbers and can decrease student tardiness. The walking school bus can be as informal

as having parents coordinate with each other and decide to supervise their children on the walk to and from school or as formal and done in partnership with the school and community groups. The walking school bus can be held annually on October 1 during National Walk to School Day or as frequently as daily, weekly, or monthly, depending on the champion's capacity. A walking assessment or audit can be conducted prior to the implementation of the program to identify the safest and most accessible route to and from school, so that students with different abilities can fully participate.

Recommendations

- Cal Walks recommends that PHS staff participate in a train-the-trainer Walking School Bus workshop to support local schools in advancing and implementing a school site project.
- Cal Walks further recommends that PHS participate in facilitation and engagement trainings to support continued work with school PTO/PTAs. School Sites are able to use Local Control Funding Formulas to fund specific interests and needs of the students. In some instances, PTO/PTA can help advance the need for staffed positions that support SRTS activities, such as a SRTS Coordinator.

Resources & Case Studies

- Safe Routes National Partnership and the California Department of Public Health developed a step-by-step guide to planning and implementing a Walking School Bus Program
 - [Safe Routes to School National Partnership, Step by Step: How to Start a Walking School Bus at Your School](#)
- Stanislaus County Health and Human Services Success Story of a Walking School Bus NEOP Program implementation
 - [Safety First: Community Changes Support Students Walking to School](#)
- Ceres Unified School District (CUSD) partnered with the Central California Obesity Prevention Program to implement a Walking School Bus program at five (5) CUSD schools
 - [California Convergence for Healthier Communities: Where the Sidewalk Ends, There's a Walking School Bus](#)
 - Presentation outlining the program [CCROPP Safe Routes to School Program Presentation](#)

Walk to School Days

Summary

National Walk to School Day is observed the first Wednesday of October and is an event where parents and SRTS champions walk students to school as a group. The event is typically extended to the regular school day and incorporates additional educational activities, such as rules of the road presentations, bike rodeos, and friendly competitions. Walk to School Days can occur outside of the national holiday and can be as frequent as possible.

Recommendations

- Cal Walks recommends the PHS Team identify and prioritize schools that demonstrate readiness to implement a Walk to School Day event. Staff can participate in a train-the-trainer event to better understand how to plan and implement a Walk to School Day as well as capitalize on interest to expand the event to a larger program, such as a Walking School Bus. These trainings can include:
 - Walking Assessment/Audit Training to identify Safe Routes to School;
 - Walking School Bus Training; and
 - Facilitation training to build relationships with school site administrators and parents.

Resources & Case Studies

- The Safe Routes to School National Partnership developed an easy to follow 4-step guide for implementing a Walk to School Day event
 - [Safe Routes to School National Partnership, Walk to School Day: Planning Your Program in 4 Easy Steps!](#)
- The Safe Routes to School Technical Assistance Resource Center published case studies of Safe Routes to School Programming both of which highlight Walk to School Day events
 - [Safe Routes to School in California: Case Studies from Local Programs](#)

Corner Captains

Summary

A Corner Captain is a parent, teacher, or adult volunteer that is responsible for safely guiding children across the streets at designated corners

adjacent to the school. They can improve feelings of security walking to school and serve as additional “eyes on the street”. Corner captains can wear a piece of clothing that designates their status to both children and other adults. Corner Captains can guide children on a daily basis or can work in collaboration with a Walking School Bus program where the Corner Captains would help the group of children to school once they reached the corners of the school.

Recommendations

- Oftentimes police departments have specific funding or resources to support SRTS programming and educational enforcement activities. Cal Walks recommends that PHS staff coordinate meetings with the Stockton Unified Police Department to identify additional support for Corner Captain programming.
- Training parent volunteers in traffic safety concepts and principles is key to advancing and supporting a Corner Captain Program. Cal Walks recommends that PHS staff participate in a train-the-trainer traffic safety course in order to build skills and internal capacity to train parent volunteers at multiple school sites over the course of SRTS programming.

Resources & Case Studies

- The Safe Routes to School National Partnership Developed a resource guide to working in low-income communities and addressing crime and safety issues, including implementation of corner captain programs and case studies that highlight these efforts across the nation
 - [Safe Routes to School National Partnership, Implementing Safe Routes to School in Low-Income Schools and Communities: A Resource Guide for Volunteers and Professionals](#)
- The Safe Routes to School National Partnership developed an overview of School and Community programs that help address safety issues, including a success story of a Corner Captains program in Philadelphia
 - [Taking Back the Streets and Sidewalks: How Safe Routes to School and Community Safety Initiatives Can Overcome Violence and Crime](#)

Family Bicycle Workshops Summary

Family bicycle workshops are used to teach the entire family the basics of bicycle safety, including how to navigate the right-of-way, signaling, fitting a helmet, and riding safely on the road. For most students, biking is their first introduction to the rules of the road, and a bike is their first transportation vehicle. Including the family in a child’s bike education can ensure that safe behaviors are practiced, encouraged, and reinforced at home. Including the family also helps to remind adults about their roles, rights, and responsibilities on the road, regardless of their mode of transportation. Family Bicycle Workshops can also work in tandem with efforts to improve infrastructure. Providing education and encouragement of riding bikes is a great opportunity to collect data on the challenges and barriers to biking or walking in a neighborhood or community. Oftentimes what begins as education and encouragement can lead to broader policy, systems, and environmental changes.

Recommendations

- Cal Walks recommends PHS staff and partners receive training on providing Family Bicycle workshops from League of American Bicyclists Cycling Instructors (LCIs) to encourage students and their families to ride their bikes to school. PHS staff should be proficient in riding a bike and be able to maneuver safely on roads with vehicle traffic before teaching students or families.
- Cal Walks recommends partnering and identifying local bike groups that can support and partner to host Family Bike events, including evening group rides and community fun rides. Developing a coalition that helps to advance and shift to an active transportation culture can be powerful for communities and schools.

Resources & Case Studies

- Sonoma County Bicycle Coalition provides a curriculum for Family Bicycling Workshops including a one-page overview of the structure of a typical workshop
 - [Sonoma County Bicycle Coalition: Family Bicycling Workshop Curriculum](#)
 - [Sonoma County Bicycle Coalition: Family Bicycling Workshop](#)

Bike Trains

Summary

A bike train is a group of students who bike along an identified route to and from school, with the supervision and facilitation of several adult bicyclists. One adult bicyclist for every three to six children is recommended. A bike train encourages biking to and from school, and offers a safe and fun way to ride as a group. Bike trains can pick up children on their bikes at multiple locations throughout the route. Bike trains are best suited for older elementary school children as there may be areas where they will need to ride on the road. Bicycle handling and rules of the road education is highly recommended to help students practice riding in a safe and controlled environment.

Recommendations

- Cal Walks recommends that PHS identify and provide on-bike training opportunities to staff and partners to advance a bike training curriculum. The League of American Bicyclists has existing curriculum and trainers who can support in training staff in Smart Cycling Basics as well as training individuals to become League Cycling Instructors (LCI).
- Cal Walks recommends partnering and identifying local bike groups that can support and partner to host bike train and bike rodeo events in collaboration with the PHS Staff.

Resources & Case Studies

- The National Center for Safe Routes provides a step-by-step guide to planning and implementing a Bike Train program
 - [National Center for Safe Routes to School, Bicycling to School Together: A Bike Train Planning Guide](#)
- Safe Routes Info provides a guide for how to begin a Bike Train as well as a success story from Georgia
 - [Safe Routes Info: Walking School Buses and Bicycle Trains](#)
- Safe Routes to School National Partnership offers best practices for starting a bike train as well as real world stories of their success from across the Nation.
 - [Safe Routes to School National Partnership Tip Sheet: Organizing Bike Trains](#)
- The League of American Bicyclists host free and low-cost trainings and offers opportunities to become a Cycling Instructor

- [League of American Bicyclists: How to Become a League Cycling Instructor](#)

Student Hand Tallies

Summary

Student hand tallies are a quick way of gathering data from students about how they get to and from school. Teachers, school staff, and/or volunteers can write the various modes of transportation on the whiteboard and ask students to raise their hands for the mode they took to get to school that day and how they plan to get home. The survey should take between five-fifteen minutes depending on the age of the students. Administrators of the survey may need to define certain concepts to younger students, such as carpooling, getting a ride from another family, or driving with students from another family. For K-3 students, administrators can ask how students got to and from school individually rather than in a large group. Administrators can also hand out a parent survey for the students to take home to their parents to gather additional data about how students get to and from school, deterrents of walking and biking to school, and programs that would encourage the parents to let their children walk to and from school more often.

Recommendation

- Cal Walks recommends the PHS Team work collaboratively with the school and administration to determine interest in conducting a walking/biking student tally. This will be particularly helpful in identifying mode shift as a result of programming or infrastructure improvements.
- Additionally, Cal Walks recommends the PHS team establish a regular data collection interval (e.g., annually) and period (e.g., beginning of year, middle of year, or end of year) to ensure consistent data collection and to allow for longitudinal analysis of the data.

Resources & Case Studies

- Safe Routes to School National Partnership in collaboration with UC Berkeley Traffic Safety Center and PPH Partners developed a guide for evaluation which includes a section on collecting Student Travel Tallies to evaluate Safe Routes to School efforts.
 - [Safe Routes to School National Partnership,](#)

[Local School Project Evaluation Handbook](#)

- Spare the Air provides a tally sheet, suggestions and methodology to help implement student travel tallies
 - [Spare the Air Youth Student Hand Tallies](#)
- California Active Communities featured a vignette on efforts in Kern County that began with a student travel tally
 - [California Active Communities: Rural Community Gets Mobilized](#)

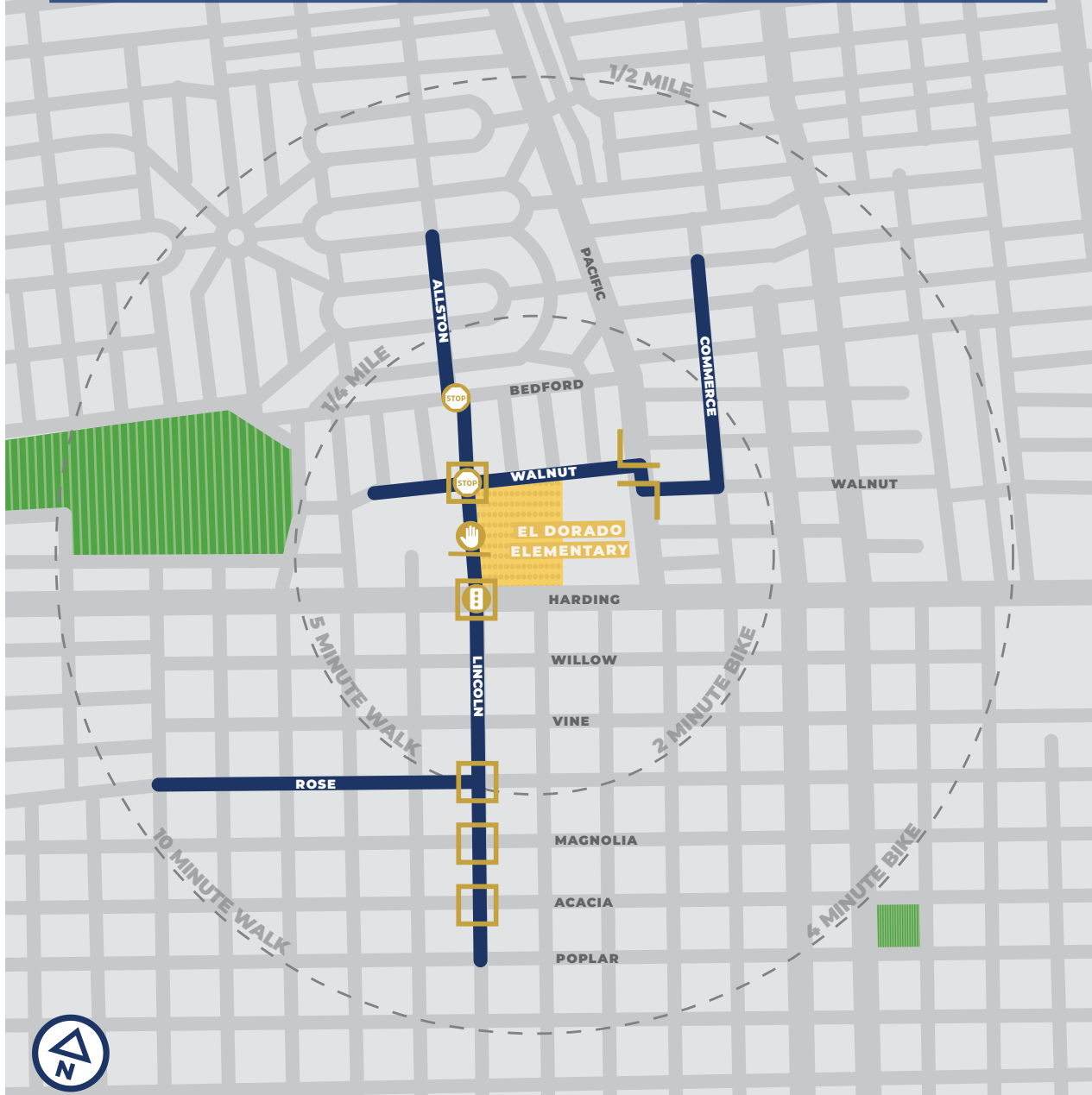
Appendix A. Stockton Unified School SRTS Ranking

School Name	Score									
	Readiness / Qualitative Need			Health	Safety		Socioeconomic Factors			Total
	PHS Staff Assessment Pts	School Population Pts	Safe Kids Coalition	Aerobic Capacity	Collisions Pts	Fatalities and Severe Injuries Pts	FRPM Pts	Carless Household Pts		
Adams Elementary	0	2	2	3	3	3	3	1	17	
Alexander Hamilton Elementary	0	3	0	1	3	2	3	1	13	
Aspire APEX Academy	0	1	0	3	5	1	0	2	12	
Aspire Port City Academy	0	1	0	1	3	2	0	1	8	
August Elementary	0	2	0	1	3	2	4	0	12	
Cleveland Elementary	0	2	0	1	3	2	2	2	12	
Dolores Huerta Elementary	5	2	2	1	3	4	3	0	20	
Dr. Lewis Dolphin Stallworth Sr. Charter	3	1	0	5	5	4	5	1	24	
El Dorado Elementary	5	2	2	3	5	2	3	0	22	
Elmwood Elementary	0	3	0	3	0	2	3	0	11	
Fillmore Elementary	0	3	0	3	0	0	3	1	10	
George W. Bush Elementary	0	3	0	1	1	0	2	0	7	
George Washington Elementary-Stockton	0	0	0	5	1	1	3	0	10	
Grunsky Elementary	0	2	0	5	3	5	4	1	20	
Harrison Elementary	0	2	0	1	3	4	2	1	13	
Hazelton Elementary	3	3	0	3	3	4	4	1	21	
Hoover Elementary	3	2	0	0	3	0	1	1	10	
John C. Fremont Elementary	5	3	0	1	3	3	3	1	19	
John Marshall Elementary	0	2	0	1	1	0	3	0	7	
Kennedy Elementary	0	2	0	5	1	1	2	1	12	
King Elementary	5	3	0	3	3	2	3	0	19	
Madison Elementary	3	2	0	3	3	2	2	1	16	
Maxine Hong Kingston Elementary	0	3	0	1	3	3	1	1	12	
McKinley Elementary-Stockton	3	3	0	5	3	3	3	0	20	
Monroe Elementary	3	2	0	0	3	2	2	1	13	
Montezuma Elementary	3	2	0	3	3	2	2	1	16	

Score									
School Name	Readiness / Qualitative Need			Health	Safety		Socioeconomic Factors		
	PHS Staff Assessment Pts	School Population Pts	Safe Kids Coalition		Aerobic Capacity	Collisions Pts	Fatalities and Severe Injuries Pts	FRPM Pts	Carless Household Pts
Nightingale Charter	3	1	0	3	1	2	3	0	13
Pittman Charter	0	2	0	5	5	1	3	2	18
Pulliam Elementary	0	3	0	3	3	3	2	0	14
Rio Calaveras Elementary	5	3	0	1	3	0	0	0	12
Roosevelt Elementary	3	1	0	5	3	2	2	0	16
Spanos (Alex G.) Elementary	5	1	2	1	5	4	4	2	24
Taft Elementary	5	1	0	1	0	1	2	0	10
Taylor Leadership Academy	3	1	0	1	1	0	3	0	9
TEAM Charter	0	0	0	3	5	4	1	2	15
Tyler Skills Elementary	0	1	0	5	3	2	2	0	13
Valentine Peyton Elementary	0	3	0	0	0	0	0	0	3
Van Buren Elementary	5	2	0	1	3	1	3	0	15
Victory Elementary	0	2	0	3	0	1	3	0	9
Wilhelmina Henry Elementary	5	3	0	1	3	2	3	1	18
Wilson Elementary	5	1	0	3	3	2	2	0	16

EL DORADO ELEMENTARY

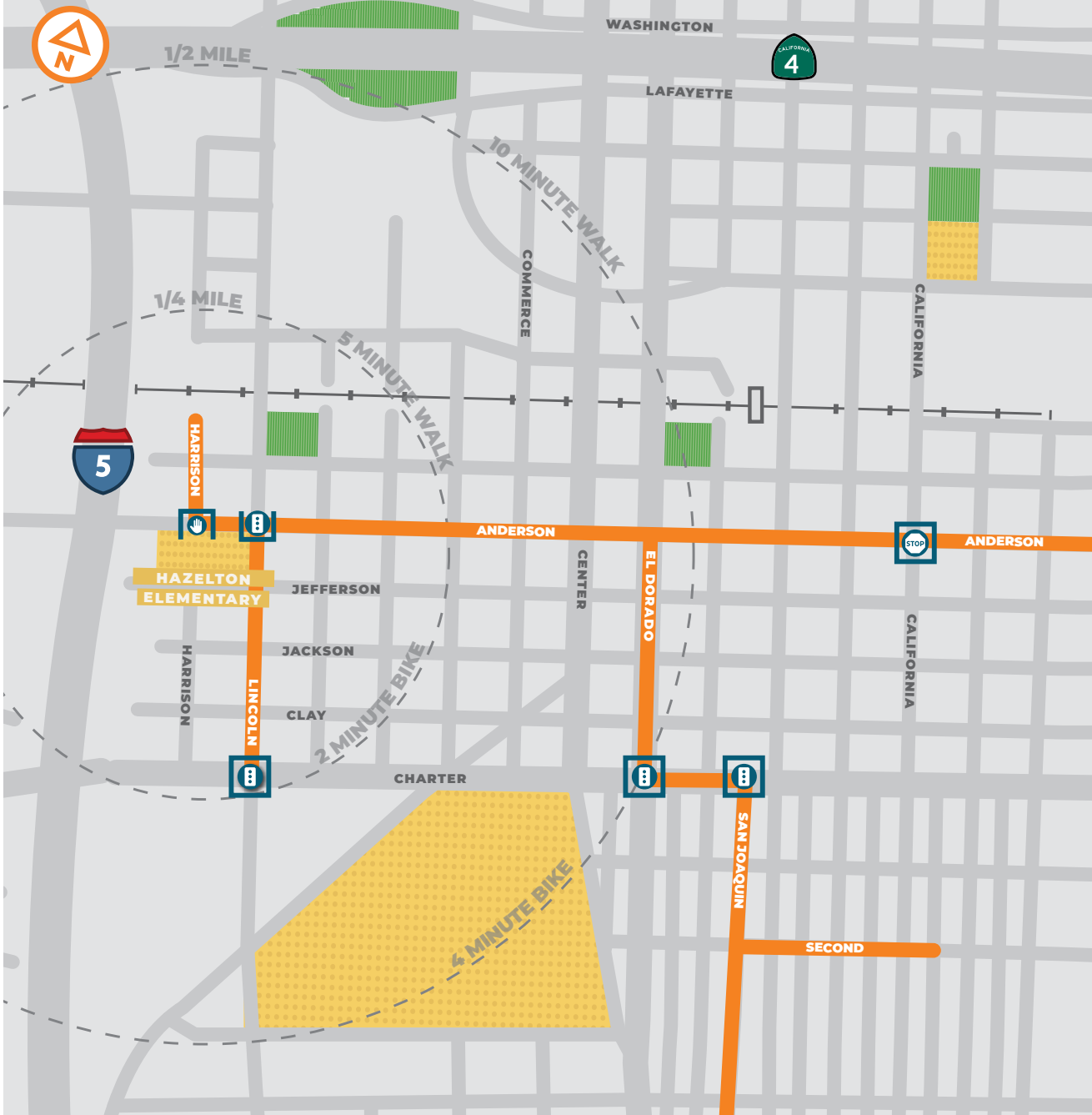
SUGGESTED WALKING & BIKING ROUTES



- Suggested Route (Walking & Biking)
- B Traffic Signal
- ✋ Crossing Guard
- STOP Stop Sign
- Marked Crosswalks

HAZELTON ELEMENTARY

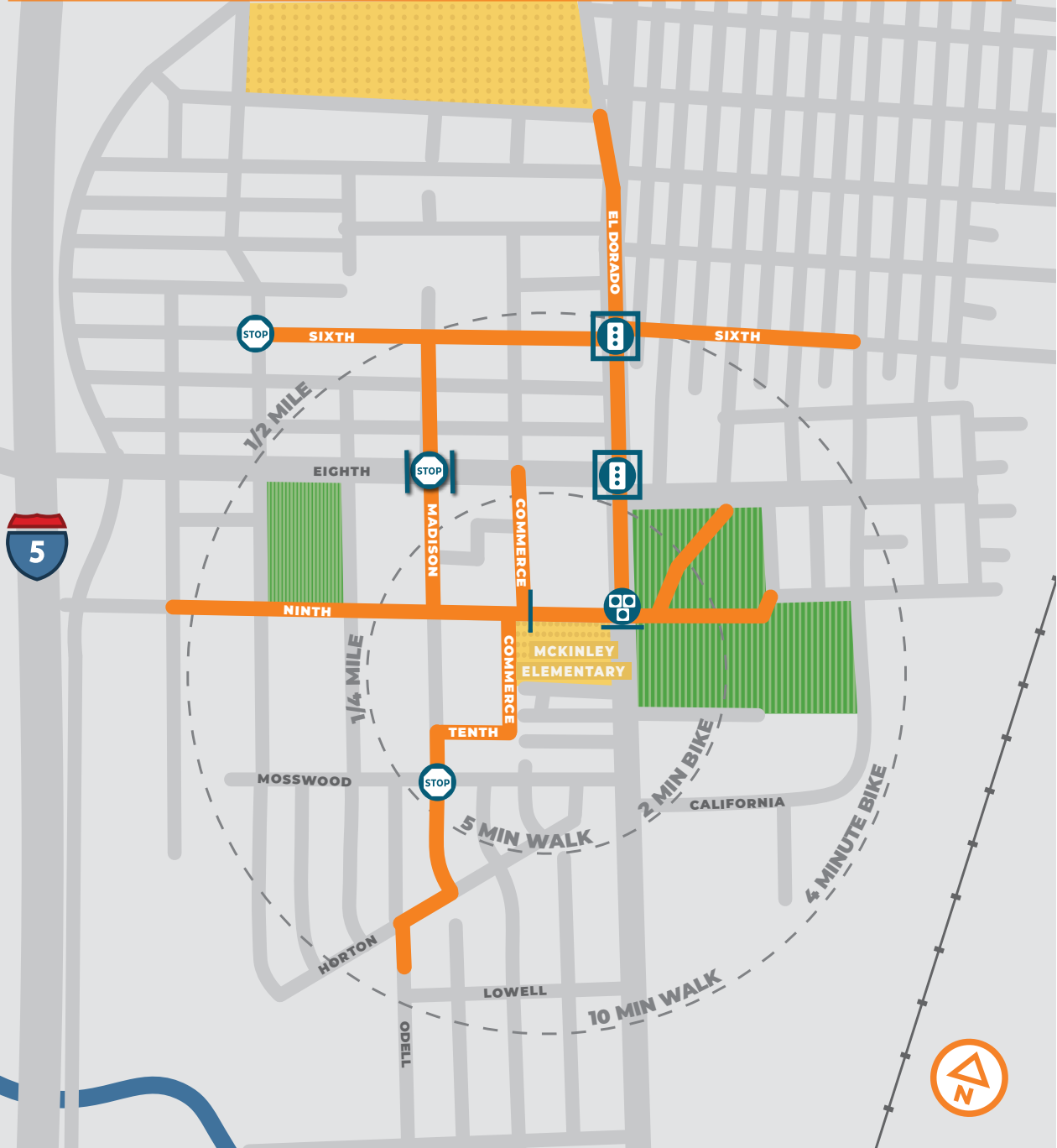
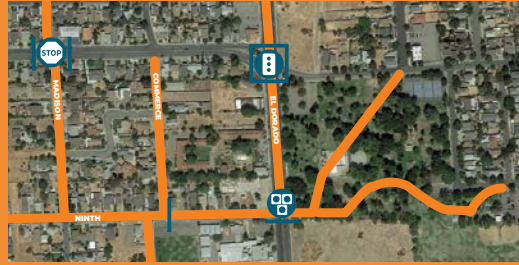
SUGGESTED WALKING & BIKING ROUTES



- Suggested Route
(Walking & Biking)
- Crossing Guard
- Traffic Signal
- Stop Sign
- Marked Crosswalks

MCKINLEY ELEMENTARY

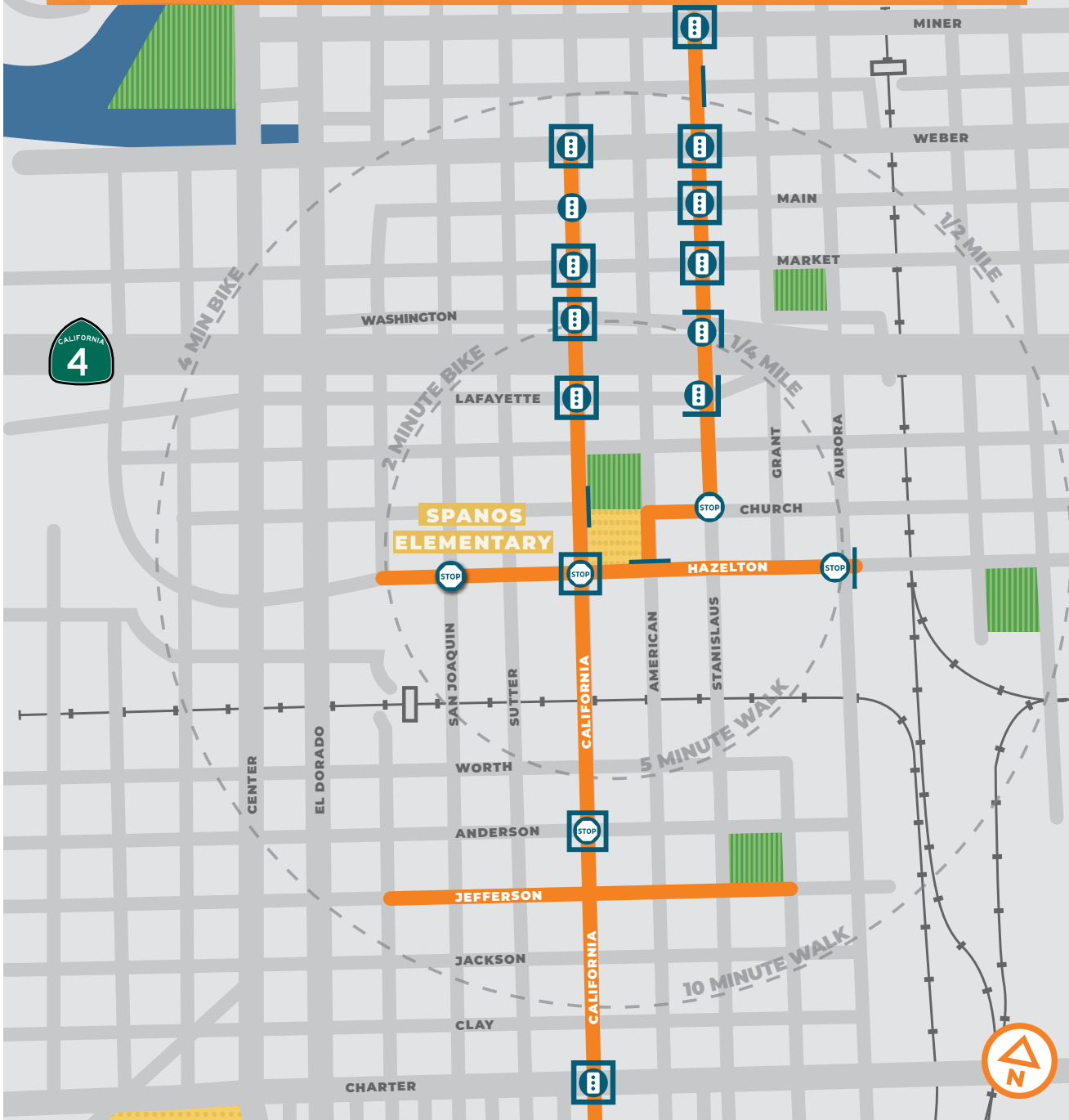
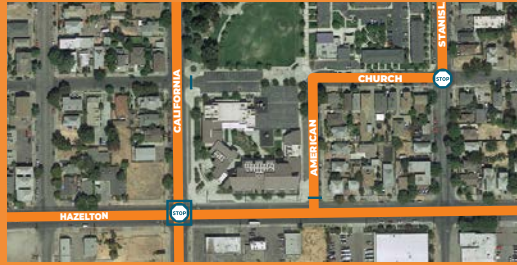
SUGGESTED WALKING & BIKING ROUTES



 Suggested Route (Walking & Biking)	 Crossing Guard	 Traffic Signal	 Stop Sign	 Marked Crosswalks
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SPANOS ELEMENTARY

SUGGESTED WALKING
& BIKING ROUTES



- Suggested Route**
(Walking & Biking)
- Crossing Guard**
- Traffic Signal**
- Stop Sign**
- Marked Crosswalks**

SAFE ROUTES TO SCHOOL SAFETY TIPS

Our school encourages students and families to safely walk, bike, or roll to school.

WALK SAFE!



Walk On The Sidewalk

Always use sidewalks when available. If there is no sidewalk, walk on the left facing oncoming traffic.



Look Before You Cross

Look left, right, and left again before crossing a street.



Make Eye Contact

Be sure drivers see you before stepping off the sidewalk.



Use The Crosswalk

Always cross at corners or at a marked crosswalk, where drivers expect you.

BIKE SAFE!



Wear Your Helmet

It's the law. Helmets should fit snug, sit level on your head, and always be buckled firmly under your chin.



Be Visible

Wear bright clothing, use a headlight, and a taillight.



Be Predictable

Obey all stop signs and traffic signals. Ride on the right, in the same direction as traffic. Follow the same rules of the road as car drivers.



Be Alert

Watch out for drivers turning left or right, or coming out of driveways. Avoid the door zone from parked cars. Yield to pedestrians.

DRIVE SAFE!



Respect The School Zone

Go slow and use extra caution.



Watch For Children

Stop for pedestrians in crosswalks and corners. Obey instructions from crossing guards.



Obey Traffic Laws

No parking in the red zone, bus loading zones, and crosswalks. Avoid illegal U-turns.



Follow School Guidelines

When dropping off or picking up students, always ensure that s/he exits or enters the car from the curb side.



Funded by USDA SNAP, an equal opportunity provider and employer. Visit www.CaChampionsForChange.net for healthy tips.

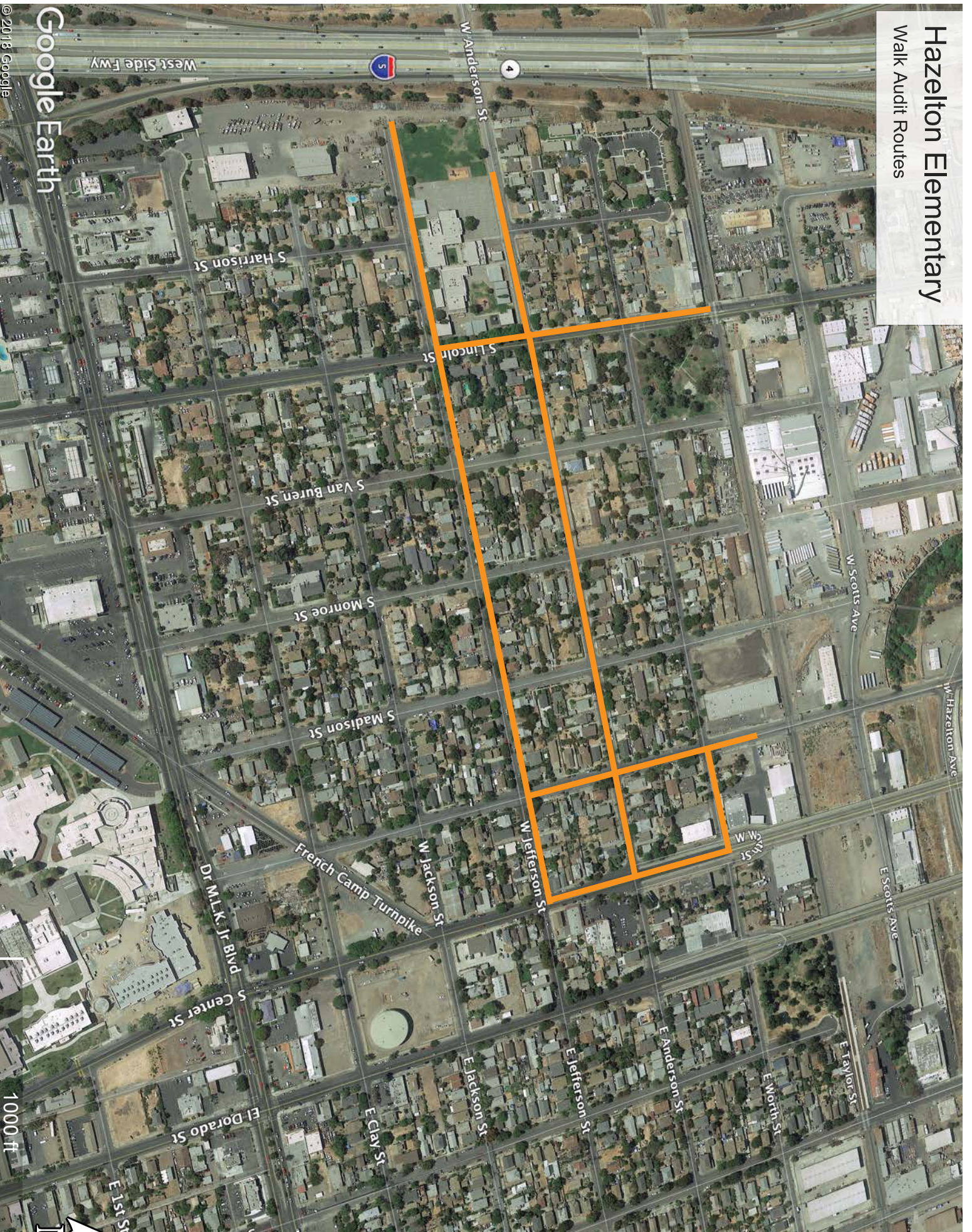
Appendix C. Walk Audit Route Maps

Grunsky Elementary Walk Audit Routes



Hazelton Elementary

Walk Audit Routes



Google Earth

© 2018 Google

1000 ft

King Elementary

Walk Audit Routes



2018 Google

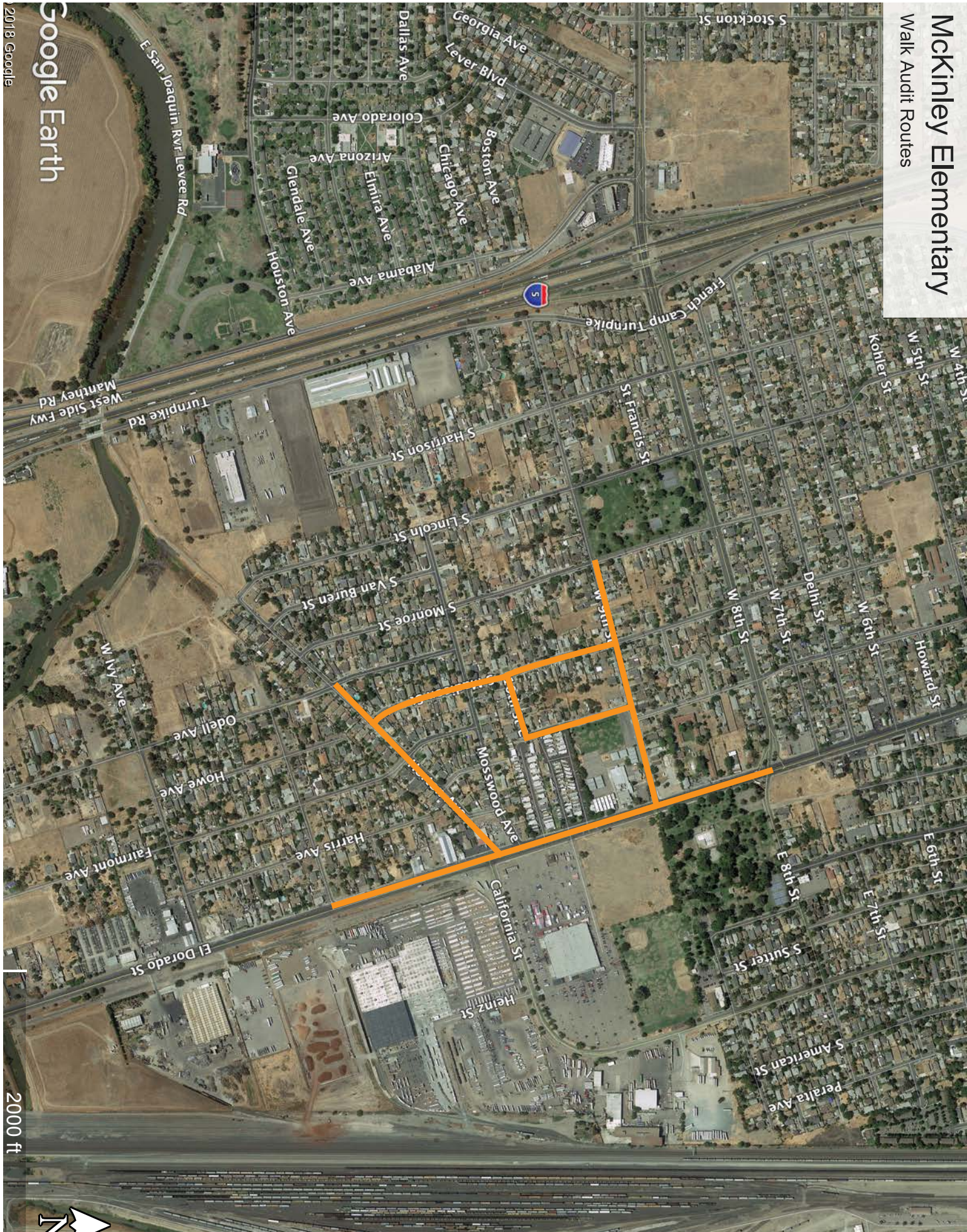
Google Earth

2000 ft



Mckinley Elementary

Walk Audit Routes



Google Earth

2018 Google

2000 ft

Appendix D. Suggested Infrastructure Improvement Maps



Proposed Project Map for Grunksy Elementary School

Legend












- High-Visibility Crosswalk
- School Zone Markings + Signage
- Speed Limit Signage
- Sidewalk Gap or Maintenance Needed
- Raised Crosswalk
- Curb Extension
- Curb Ramp - New or Upgrade
- Lighting
- Yield Markings + Signage
- Pedestrian Signal Timing + Recall
- Neighborhood Greenway
- Speed Cushion / Bumps
- Rectangular Rapid Flashing Beacon + Signage

Improvements in Stockton SRTS Action Plan Marked in Orange



Proposed Project Map for Hazelton Elementary School














Legend

-  High-Visibility Crosswalk
-  Speed Limit Signage
-  Sidewalk Maintenance
-  Raised Crosswalk
-  Curb Extension
-  Curb Ramp - New or Upgrade
-  Lighting
-  Yield Markings + Signage
-  Pedestrian Signal Recall
-  Neighborhood Bikeway
-  Speed Cushion / Bumps
-  Rectangular Rapid Flashing Beacon + Signage

Improvements in Stockton SRTS Action Plan Marked in Orange or Listed Below
 Lincoln Road Diet

Proposed Project Map for King Elementary School

Legend














-  High-Visibility Crosswalk
-  School Zone Markings + Signage
-  Speed Limit Signage
-  Sidewalk Cap or Maintenance Needed
-  Raised Crosswalk
-  Curb Extension
-  Curb Ramp - New or Upgrade
-  Lighting
-  Yield Markings + Signage
-  Pedestrian Signal Timing + Recall
-  Neighborhood Greenway
-  Speed Cushion / Bumps
-  Rectangular Rapid Flashing Beacon + Signage

Improvements in Stockton SRTS Action Plan Marked in Orange



Proposed Project Map for McKinley Elementary School

Legend

-  High-Visibility Crosswalk
-  School Zone Markings + Signage
-  Speed Limit Signage
-  Sidewalk Gap or Maintenance Needed
-  Raised Crosswalk
-  Curb Extension
-  Curb Ramp - New or Upgrade
-  Lighting
-  Yield Markings + Signage
-  Pedestrian Signal Recall
-  Neighborhood Greenway
-  Speed Cushion / Bumps
-  Rectangular Rapid Flashing Beacon + Signage

Improvements in Stockton SRTS Action Plan Marked in Orange or Listed Below
 8th Street Road Diet





California Walks

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