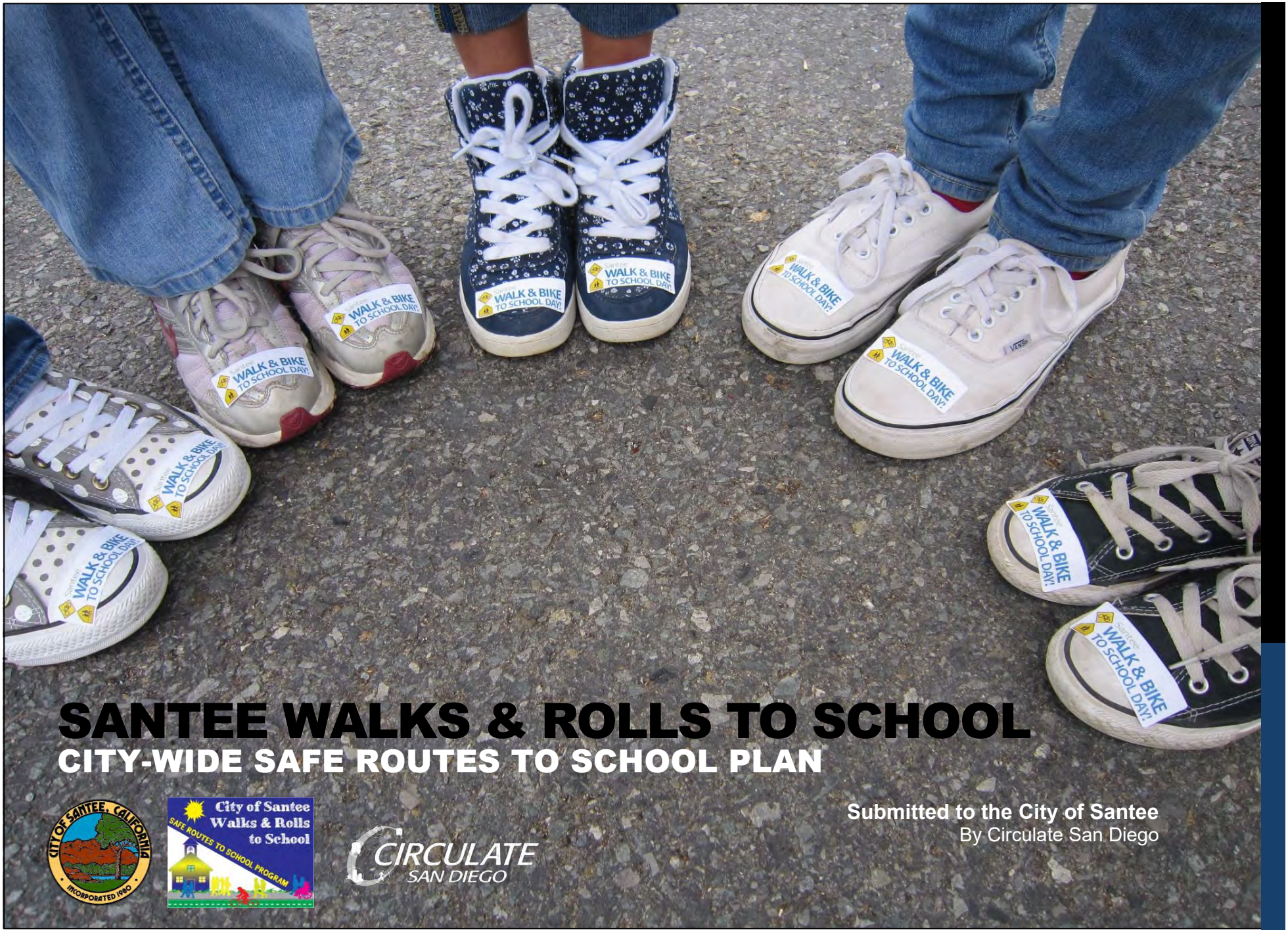

SANTEE WALKS & ROLLS TO SCHOOL

CITY-WIDE SAFE ROUTES TO SCHOOL PLAN

Submitted to the City of Santee
By Circulate San Diego

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SANTEE WALKS & ROLLS TO SCHOOL

CITY-WIDE SAFE ROUTES TO SCHOOL PLAN

CHAPTER 1 | INTRODUCTION

In March of 2013, the City of Santee received a $ 168,750 Caltrans Community Based Transportation Planning Grant for the *Santee Walks & Rolls to School* project. The goal of this project was to gather community input on infrastructure deficiencies, educate and encourage Santee residents to walk or ride bicycles to school, and coordinate with the Sheriff's department on Enforcement activities. The Santee City-Wide Safe Routes to School Plan is the culmination of this two year project.

Through the development of a City-wide Safe Routes to School Plan, the City of Santee is positioned to increase funding opportunities to implement projects that increase pedestrian and cyclist safety. The City was awarded a grant from the California Department of Transportation to create a Safe Routes to School (SRTS) Plan including improvements and a comprehensive citywide vision that supports and complements the individual plans for each school.

Purpose

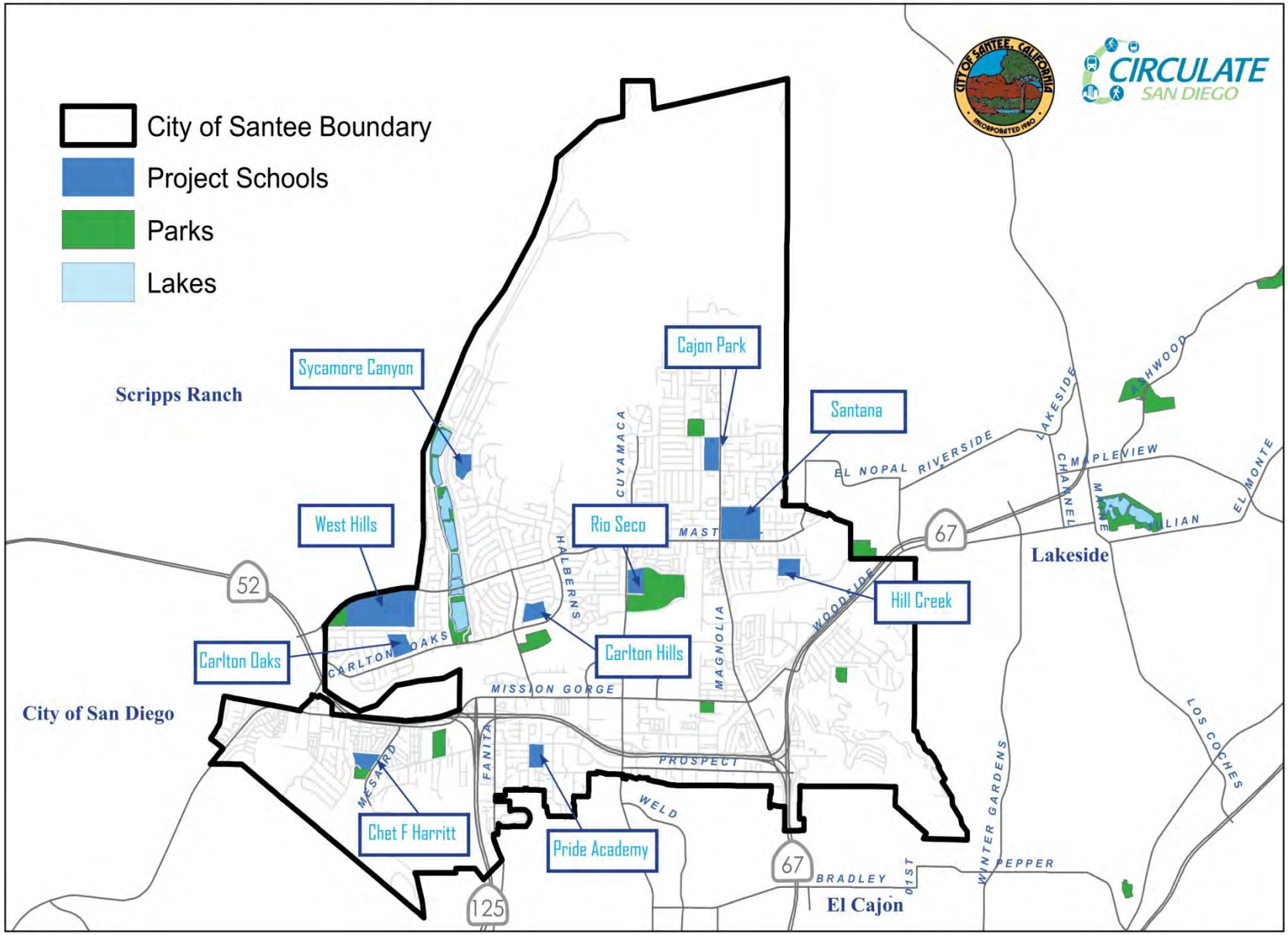
The Santee Walks & Rolls to School City-wide Safe Routes to School Plan will set the stage for the implementation of future improvements that will create safer routes to school and encourage active transportation. The development of this plan reflects current community-wide values, which embrace a safe, healthy, and vibrant place for all residents to enjoy. Through this project, the City of Santee has prioritized infrastructure improvements needed throughout the city to improve safety for students who actively commute to school. This plan will benefit all community members, young and old, by providing a framework which will help to guide the City to seek funding for infrastructure improvements.

OVERARCHING PURPOSE OF THE SAFE ROUTES TO SCHOOL INITIATIVE:

To increase the overall safety of students who actively commute to school.

To increase the number of students who actively commute to school.

City of Santee | Project Overview



Background

The City of Santee partnered with Circulate San Diego in 2013 to carry out this project. Circulate San Diego is a non-profit organization dedicated to creating excellent mobility choices and vibrant healthy neighborhoods. The realization of this plan will improve mobility, accessibility, health and safety for students and their parents who choose to walk, bike or utilize public transportation to get to and from school. Parents, students, school staff, neighbors and businesses were educated about barriers to walking and biking and provided with tools to create change in their community. All ten schools in the city were assessed through the community based transportation planning strategy to identify barriers and improvements that will encourage students to walk and bike to school. The implementation of the Santee Walks & Rolls to School project is based on a comprehensive 5 E's approach, to making active transportation options safer by increasing accessibility and connectivity for Santee residents.

The 5 Es:

EDUCATION - To teach students and parents the fundamentals of safe walking and bicycling behavior, to remind parents and residents of the importance of safe driving habits, and to emphasize the overall long-term health and environmental benefits.

ENCOURAGEMENT - To promote a series of activities to engage students in active transportation options and develop life-long habits of living healthy.

ENFORCEMENT - To increase awareness of enforcement roles of traffic laws leading to safer pick-up and drop-off behavior throughout the city.

ENGINEERING - To perform needs assessments and implement infrastructure improvements for the routes that students use to actively commute to school.

EVALUATION - To continue on-going evaluation of the impacts of programmatic and infrastructure improvements.

This comprehensive strategy of engaging school districts, city departments, residents, community stakeholders and advocacy organizations, yields successful results in making a city safer for pedestrian and cyclist and sets the stage for increasing the overall number of students and families who use active transportation for their commute to school as well as short trips.

Public Outreach Approach

In February of 2013, the City of Santee in partnership with Circulate San Diego launched the Santee Walks & Rolls to School project, engaging the Santee School District and Grossmont Union High School District to guide the formation of the Steering Committee, and Walkability Coalitions at each participating school site.

From November of 2013 to December of 2014, the project team carried out community outreach and education activities to gather community input and train Walkability Coalition members on best practices and program activities. Community input gathered from workshops and mapping sessions were the key components in the development of this plan.

Circulate San Diego took the lead in community outreach and education serving as the City's key partner in the implementation of the project and the development of the plan. The Steering Committee and Walkability Coalitions helped to gather community input from students and parents. Their valuable contribution was a major part of this overall plan.

Steering Committee

The Santee Walks & Rolls to School Steering Committee provided technical support, resources and oversight for the project. The project team convened monthly meetings to provide project updates, receive support and feedback from committee members.

The Steering Committee included representatives from the following organizations:

- City of Santee's Traffic Engineering Department
- Grossmont Union High School District
- Parent Representatives
- Safe Routes to School Technical Assistance Resource Center
- San Diego County Health and Human Services Agency
- Santee School District & Santee Collaborative
- Santee Sheriff's Station

THE PROJECT INFLUENCES THE FOLLOWING TEN SCHOOLS WITHIN THE CITY:

Santee School District

- ✓ **Cajon Park Elementary**
- ✓ **Carlton Hills Elementary**
- ✓ **Carlton Oaks Elementary**
- ✓ **Chet F. Harritt Elementary**
- ✓ **Hill Creek Elementary**
- ✓ **PRIDE Academy at Prospect Avenue Elementary**
- ✓ **Rio Seco Elementary**
- ✓ **Sycamore Canyon Elementary**

Grossmont Union High School District

- ✓ **Santana High**
- ✓ **West Hills High**

Walkability Coalitions

Walkability Coalitions were established at each of the schools within the project to provide on the ground support that promoted the program. The project team engaged the Santee School District, the Grossmont Union High School District, and the project schools to establish a Walkability Coalition at each school that supported, promoted and sustained the project's mission. Each Walkability Coalition was unique and consisted of a variety of members that ranged from school staff, the Sheriff's department, County staff, PTA, PTSA and other interested parents and individuals.

Walkability Coalition Trainings

The project team led trainings that educated coalition members on subjects such as pedestrian and bike safety, traffic safety and driver behavior and promoted an interest in SRTS education and encouragement activities. The overarching goal of these trainings was to bring awareness to vehicular safety efforts that parents can implement to create a safer school zone environment and surrounding community, as well as train parents how to implement SRTS encouragement activities.

Walkability Workshops

The project team conducted Walkability Workshops aimed at all project schools which consisted of an introductory presentation, a walk audit and mapping session to identify the existing needs and overall condition of the pedestrian environment. Information gathered from the workshops was used to identify infrastructure improvements that enhance the safety of pedestrian and bicycle infrastructure in their neighborhoods.

School administrative staff, parents, and Walkability Coalition members, were engaged in the infrastructure assessments, as part of the education and community outreach process. Another objective of this task was to identify parents, neighbors and other key stakeholders interested in implementing programmatic activities and participating in the Walkability Coalitions.

Walk Audit

As part of each Walkability Workshop, The project team led school staff and parents on a walk audit at each school to assess pedestrian and bicycle infrastructure and driver behavior within surrounding neighborhoods that impact the safety of students who actively commute to school. During this exercise, participants utilized the skills they learned in the workshop to assess the

FIGURE 1- PRIDE ACADEMY WALKABILITY WORKSHOP

FIGURE 3 - WALKABILITY WORKSHOP AT SANTANA HIGH SCHOOL

FIGURE 2 - CAJON PARK WALK AUDIT AT THE CORNER OF EL NOPAL AND MAGNOLIA AVENUE

school's pedestrian and bicycle accessibility and connectivity from the surrounding neighborhood. Community-identified issues were recorded and summarized in the work plans that documented the issues and community's suggested improvements.

Walk Audit observations consisted of the following:

- Sidewalk continuity and condition
- Local traffic volumes, speeds and patterns
- Existing routes for walkers and bikers
- Crosswalk locations and pedestrian signal phasing
- Curb ramp locations
- Presence of on-site bike racks
- Lines of sight for children
- Existing signage and pavement markings
- Crossing guard locations
- Behavior of drivers, pedestrians and bicyclists
- Barriers and visibility obstructions

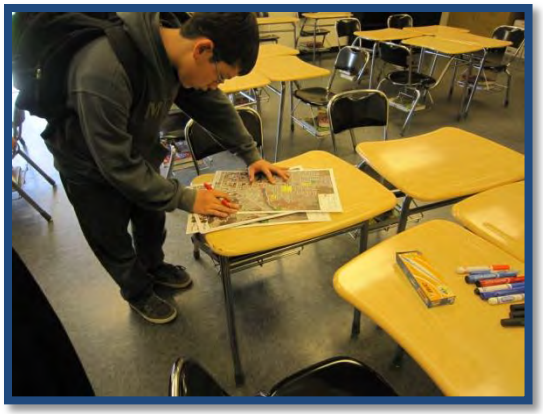


FIGURE 4 - MAPPING SESSION AT SANTANA HIGH

Mapping Sessions

The project team held a community mapping session at each school to document safety issues, access points, suggested park and walk sites, crossing guard locations, safety patrol locations, and routes to school. This information was then used to develop community-identified infrastructure deficiency maps, and suggested routes to school maps.

Work plans were prepared for each school based on the information gathered during each Walkability Workshop presentation, walk audit, and mapping session to record all community input, prioritizations and suggestions. Each work plan presents a comprehensive set of suggested improvements aimed to create safe and accessible routes to schools.

5 E's Workshop

The project team coordinated with the school districts to conduct a 3-hour workshop for the Walkability Coalitions and other interested stakeholders on all aspects of encouraging & promoting walking and biking around each of the participating schools.

Walk to School Day Celebration

The project team, the Santee School District, the Grossmont Union High School District, County of San Diego's Health and Human Resources Agency, the Santee Sheriff's Department, and the City of Santee collaborated on Education, Encouragement and Enforcement activities for Walk to School Day 2014. The YMCA and Boys and Girls Club also supported this effort by reaching out to families with celebration details.

The project team conducted trainings for school staff and parent volunteers on methods and materials needed to successfully implement this activity throughout the school year and into the future.

FIGURE 5 - WALK/BIKE TO SCHOOL EARTH DAY CELEBRATION ON APRIL 22, 2014

FIGURE 6 - BIKE GIVEAWAY AT RIO SECO

As part of the Santee Walks & Rolls to School implementation strategy, the ten schools had the opportunity to participate in Walk/Bike to School Day on April 22, 2014 in celebration of Earth Day. Six schools participated and over 350 students walked to school on this day. Circulate San Diego prepared flyers, information sheets, park and walk site maps, language for the school websites, newsletters and other outreach materials to create awareness and excitement around this event. As part of the Walk to School Day encouragement strategy, the project team held a bike giveaway to encourage and reward students who participated in the event.

Walk to School Logo Contest

Creating a recognizable logo for a SRTS program helps parents and neighbors identify activities associated with the program and allow students who participated in the contest to feel connected to the program from the start. Circulate San Diego conducted a logo contest which included preparing, distributing and collecting logo contest materials, such as letters to teachers and take-home instructions for students.

The project team and the Steering Committee, selected and finalized a student design which was digitally recreated into the official logo. The logo was used for program materials to convey the importance of school community's participation in the SRTS initiative. The winning submission was from a first grader at Carlton Oaks Elementary, who was recognized at the Student of the Month Awards Assembly in front of her family and peers.

FIGURE 7 - LOGO CONTEST WINNING SUBMISSION

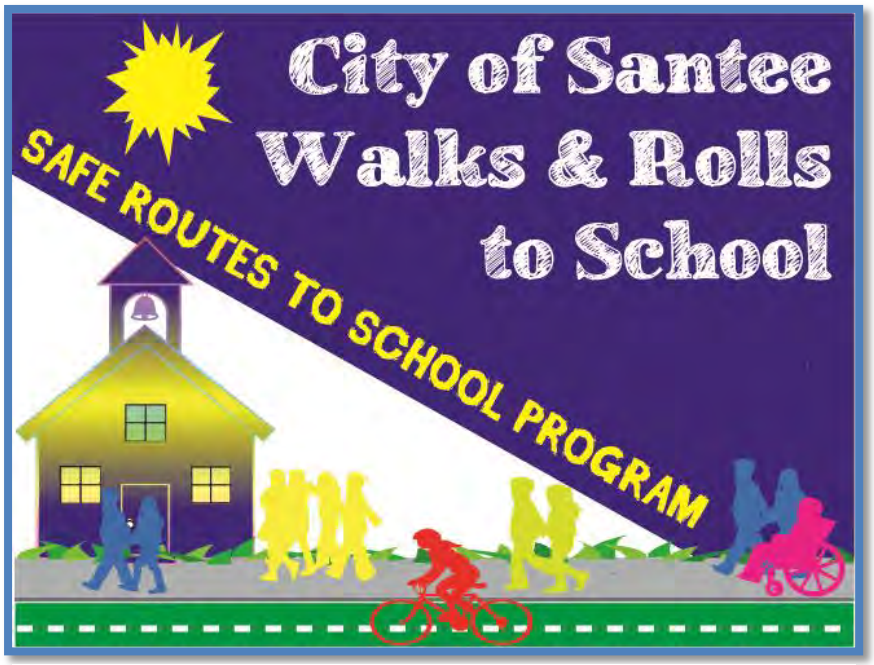


FIGURE 8 - SANTEE WALKS & ROLLS TO SCHOOL LOGO

FIGURE 9 - CONTEST WINNER RECOGNITION AWARD

Student-Led Encouragement Campaign

As a component of the encouragement activities for Santee students, the project team worked with Carlton Oaks Elementary to create an education and encouragement campaign implemented at the school during the week of National Walk to School Day in October 2014. Staff worked with the school administrator to develop a plan for students to create posters, flyers, and morning announcements to increase awareness of safety behaviors and encourage students to walk and bike to school. Carlton Oaks Elementary also participated in the Safe Routes to School National Partnership's *Fire Up Your Feet Challenge* for the month of October and were recipients of a $500 award for their efforts.

Advocacy Training

Along with ongoing advocacy throughout this project, Circulate San Diego provided Advocacy Training materials to empower members of the coalition and other interested parties. Participants were instructed on the guiding principles of advocacy such as how to use advocacy to achieve Safe Routes to School infrastructure improvements through Complete Streets policies as well as how to continue advocating after the Santee Walks and Rolls to School project is completed.

FIGURE 11 - FIRE UP YOUR FEET CHALLENGE

FIGURE 10 - STUDENT LED-ENCOURAGEMENT CAMPAIGN WALK TO SCHOOL DAY CELEBRATION OCTOBER 8, 2014

FIGURE 12 - SANTEE RSVP SHERRIFF DEPARTMENT SUPPORT FOR WALK TO SCHOOL DAY

Santee Walks & Rolls to School Online Survey

Circulate San Diego developed an online survey to gather feedback on the communities existing perception, attitude and behavior towards active transportation. In addition, respondents were able to identify existing barrier or infrastructure deficiencies and provide recommendations on improvements through this online survey process. The survey resulted in 110 responses city-wide.

Survey Findings

Highlights:

Survey Timeline: **April 2014 – August 2014**
Total Number of Respondents: **110**
Parent Responses: **69**
Student Reponses: **16**
Residents: **25**

> *"I wish more kids could ride their bikes. It would free up a lot of traffic and get them more exercise."*
>
> *-Parent's Vision for Safe Routes to School*

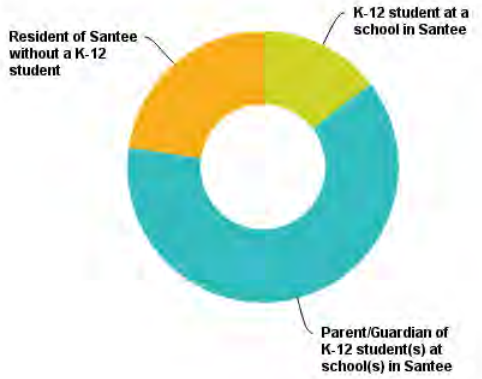


FIGURE 13 - SURVEY RESPONDENT BREAKDOWN

Many parents expressed an interest in joining the Walkability Coalition at their child's school and participating in Safe Routes to School activities.

Respondent were very interested in providing feedback on specific locations through open-ended responses.

Community Vision Key Themes:

- Walking School Buses - More children to walk to school together.
- Safe Bike Facilities- To increase the use of bicycles as a mode of transportation to school.
- School Zone Enforcement – To create awareness and encourage safer behavior for drivers and pedestrians.

School Zone Traffic Calming Measures- Implementation of improvements that encourage safer driver behavior. Detailed survey results are included in Appendix A.

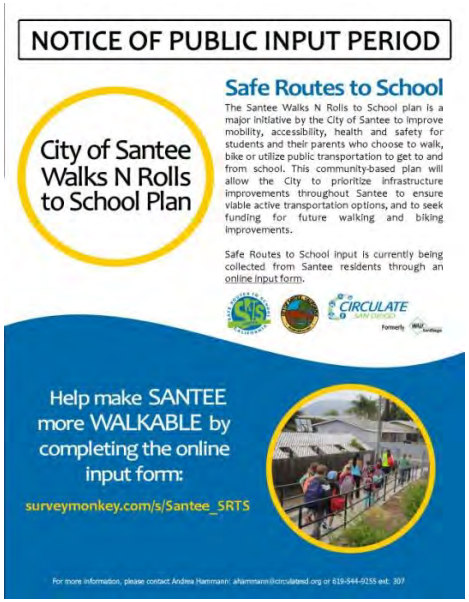


FIGURE 14 - ONLINE SURVEY FLYER

CHAPTER 2 | SCHOOL SITE SAFE ROUTES TO SCHOOL IMPROVEMENT PLANS

The following chapter provides information on each school site's existing pedestrian and bicycle environment throughout the surrounding neighborhood and a prioritized list of improvements to enhance the suggested routes to school.

School site plans are provided for the subsequent schools:

- Cajon Park Elementary
- Carlton Hills Elementary
- Carlton Oaks Elementary
- Chet F. Harrritt Elementary
- Hill Creek Elementary
- PRIDE at Prospect Elementary
- Rio Seco Elementary
- Sycamore Canyon Elementary
- Santana High
- West Hills High

SCHOOL SITE SRTS PLAN COMPONENTS INCLUDE:

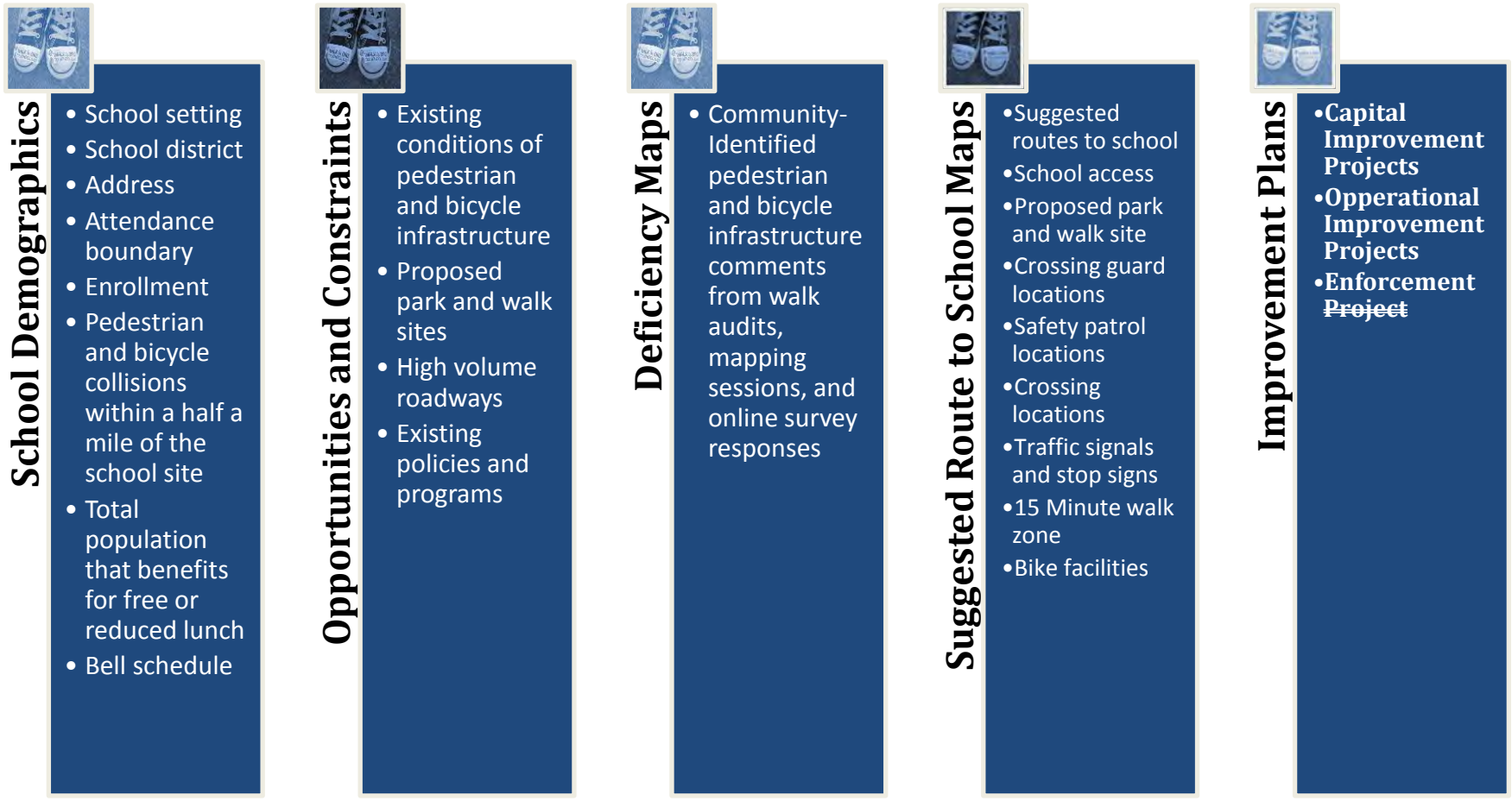
Existing Conditions and Needs Analysis

- School Demographics
- Opportunities and Constraints
- Community-Identified Barrier Maps
- Improvement Plans
- Suggested Route to School Maps

Existing Conditions and Needs Analysis Components

The existing conditions were documented for each of the ten schools to determine their need and potential impact of future improvements. The table below lists the components for the individual school site improvement plans.

TABLE 1 - EXISTING CONDITIONS AND NEEDS ANALYSIS COMPONENTS



Cajon Park Elementary | Existing Conditions and Needs Analysis

Cajon Park Elementary School is located at 10300 North Magnolia Avenue in the northern section of the City. The school is one of eight in the City that is part of the Santee School District. Cajon Park has a larger enrollment of approximately 1050 students from kindergarten through the eighth grade. Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on June 5, 2014. Cajon Park Elementary School's traditional attendance area within Santee is bounded by Summit Crest Drive on the north and the City Limits on the east, El Nopal on the south and the Timberlane Way and open space on the west. The open enrollment policies at the school and district levels have made these boundaries less clear, resulting in enrollment from residents City-wide.

Access to Cajon Park Elementary School is from Magnolia Avenue. The school is located in a residential neighborhood, and is surrounded by single family homes, apartments and open space. The school is fenced along its rear and side perimeters with a locked access gate along Woodglen Vista Drive. Cajon Park has both an Elementary and Junior High campus which have separate driveways that provide pedestrian access. The roadways near the school are both high-volume, high-speed streets and low –volume, low speed streets. El Nopal has a posted speed limit of 35 mph and is a two-lane collector roadway with a continuous center turn lane east of Magnolia Avenue and classified as a bike route. Magnolia Avenue is the most significant roadway near the school in terms of traffic volumes, and has a center two-way left-turn lane, bike lanes, parking and a posted speed limit of 40 mph with "25 mph while children are present" signs within the School Zone. It is classified as a major Opportunities and Constraints

District
Santee School District

School Location
10300 N. Magnolia
Santee, CA 92071

Bell Schedule
Arrival:
7:45 AM
Dismissal:
K-3rd at 1:35pm
4th-8th at 2:01pm

Enrollment 2013-2014
1,049 Students

Free/Reduced Price Meals 2013-14
339 Students (32.3%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
6

Bicycle collisions within Half Mile of the School (2006-2012)
6

Total Number of Collisions Within a Half Mile
12

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- Cajon Park Elementary is located near Woodglen Vista Park, a proposed park and walk site.
- Student Safety Patrol duties include raising morning flags and the distribution of blue cones along Magnolia Avenue to prevent drop-off and pick-up queing.
- Crossing Guard location is at the intersection of Magnolia Avenue and Woodglen Vista Drive.
- The school can be accessed by existing bike lanes on Magnolia Avenue and El Nopal via bike route.
- A half-mile buffer encompasses the majority of the attendance boundary.
- The site is located in close proximity to Santana High School which allows older siblings to walk, bike, or carpool with younger siblings.
- Students in forth through eighth grade are permitted to ride their bicycles to school. All bicycles are to be parked in one of the enclosed areas, and should be registered with the front office and locked up during school hours.

Constraints

- The school entrance is located on Magnolia Avenue, a high volume, major arterial roadway.
- Existing bike facilities on Magnolia Avenue do not have a buffer from moving traffic and cars travel at high speeds and drive within the bike facility while waiting to get in school parking lot and making right turns onto El Nopal.
- El Nopal does not have a marked bike lane.
- Students experience crossing difficulties from Woodglen Vista Park and nearby apartments.
- Parking lot and traffic congestion during daily peak travel times causes pedestrian and cyclist conflicts at driveways.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113.

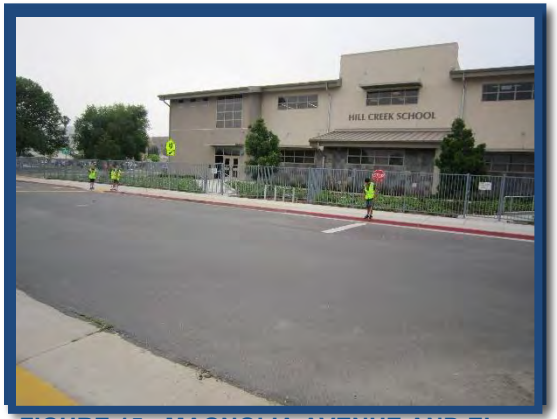
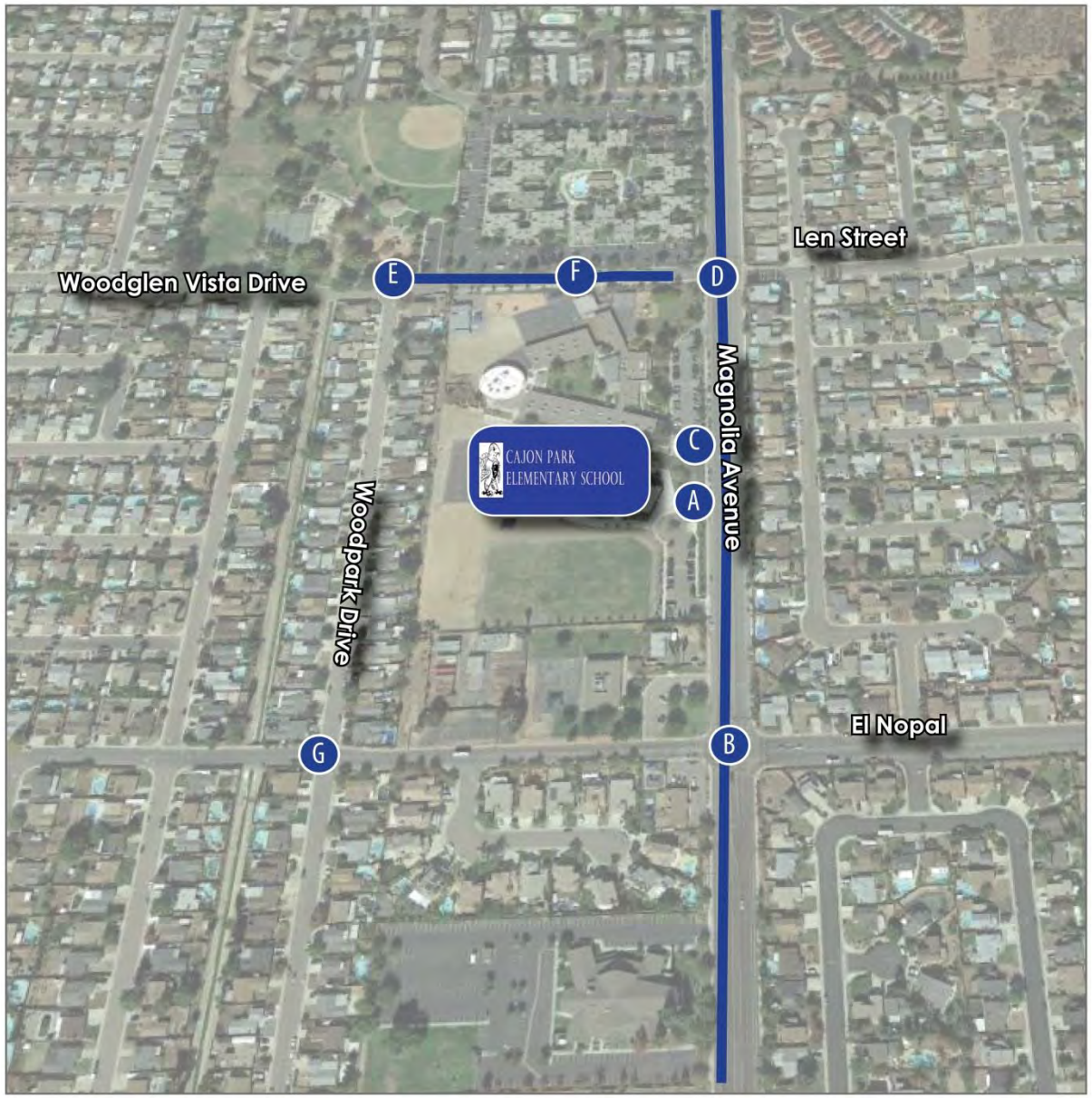


FIGURE 15 - MAGNOLIA AVENUE AND EL NOPAL

FIGURE 16 - CAJON PARK BIKE LOCKER

FIGURE 17- VEHICLE BLOCKING BIKE LANE DURING MORNING TRAFFIC

Cajon Park Elementary | Active Transportation Barriers to Safe Routes to School



Community Identified Barriers

A Magnolia Ave. in front of Junior High Parking lot (Driveway)
- Drivers block entrance and exit to parking lot
- Left turn from center lane competes with right turn from curb side causing congestion
- Difficult to cross the driveway
- Drivers blocking the bike lane
- Students are riding their bikes on the sidewalks
- Cars traveling at 40mph
- Lack of school zone crossing signage

B Magnolia Ave. and El Nopal Intersection
- Wide street difficult for pedestrians to cross
- Drivers turning right causing unsafe conditions for pedestrian crossing the West leg
- 25MPH School Zone Sign on the Northeast corner is not visible due to tree overgrowth

C Magnolia Ave
- Students and parents jaywalking

D Magnolia Avenue and Len Street
- Turns create conflict for pedestrians, visibility issues heading east in the morning, sun is blinding

E Woodglen Vista Drive and Woodpark Drive
- Low visibility crosswalk
- Drivers don't yield to pedestrians
- Speeding

F Woodglen Vista Drive between Woodpark Drive and Magnolia Avenue
- Residents jaywalk from the apartments

G El Nopal And Woodpark Drive
- No designated crosswalk for students
- Vehicles speeding & lack of school zone signage

CAJON PARK SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Woodglen Vista Drive and Woodpark Drive	Intersection	Evaluate the feasibility of installing a 3 way stop; curb extensions; and yellow ladder striped crosswalks on 3 legs and signage.	**High Priority**	$$$$
Magnolia Avenue	Corridor	Evaluate the installation of a cycle track, shared use path or buffered bike lane on Magnolia Avenue to provide a safe and protected areas for students and families. Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals at key locations. *Lead Interval Locations:* Magnolia Ave and Mast Blvd Magnolia Ave and El Nopal Magnolia Ave and Len St	**Priority**	$$$$
Operational Improvement Projects				
Magnolia Avenue and El Nopal	Intersection	Consider painting high visibility yellow ladder striped crosswalks Consider installation of yield to pedestrian signage.	**High Priority**	$$
Magnolia Avenue and Len Street	Intersection	Consider installation of yield to pedestrian signage. Evaluate installation of protected left turn signal.	**High Priority**	$$
Woodglen Vista Drive between Woodglen Vista Park and Magnolia Avenue	Segment	Evaluate the installation of a crosswalk in front of apartment entrance. Consider resurfacing the roadway and repainting school zone pavement markings.	**High Priority**	$$$
El Nopal from city limits to Cuyamaca Street	Corridor	Evaluate resurfacing the roadway to narrow lanes with striping and repainting school zone pavement markings and enhancing crosswalks with yellow ladder striped markings.	**High Priority**	$$$
El Nopal and Timberlane Way	Intersection	Evaluate resurfacing the sidewalks and roadways near this intersection.	**Priority**	$$$$
El Nopal and Kit Carson	Intersection	Evaluate the removal of the existing school crossing.	**High Priority**	$

Enforcement			
Magnolia Avenue	Corridor	Evaluate additional enforcement along Magnolia Avenue to promote safe driver behavior.	$$
Magnolia Ave. and El Nopal just north of the Northeast Corner	Intersection	Evaluate trimming back tree overgrowth covering school zone speed limit sign on the northeast corner.	$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

Cajon Park Elementary | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

A Magnolia Avenue

- Evaluate additional enforcement.
- Evaluate the installation of a cycle track, shared use path or buffered bike lane on Magnolia Ave.
- Consider enhancement of pedestrian crossings.

Lead Interval Locations:

Magnolia Ave and El Nopal
Magnolia Ave and Len St
Magnolia Ave and El Nopal

B Magnolia Avenue and Len Street

- Consider installation of yield to pedestrian signage.

C Magnolia Avenue and El Nopal

- Consider painting high visibility yellow ladder striped crosswalks.
- Consider installation of yield to pedestrian signage.
- Evaluate trimming back tree overgrowth covering school zone speed limit sign on the northeast corner.

D Woodglen Vista Drive and Woodpark Drive

- Evaluate the feasibility of a 3 way stop; curb extensions; and yellow ladder striped crosswalks on 3 legs and signage.
- Evaluate resurfacing Woodglen Vista Drive.

E El Nopal and Kit Carson

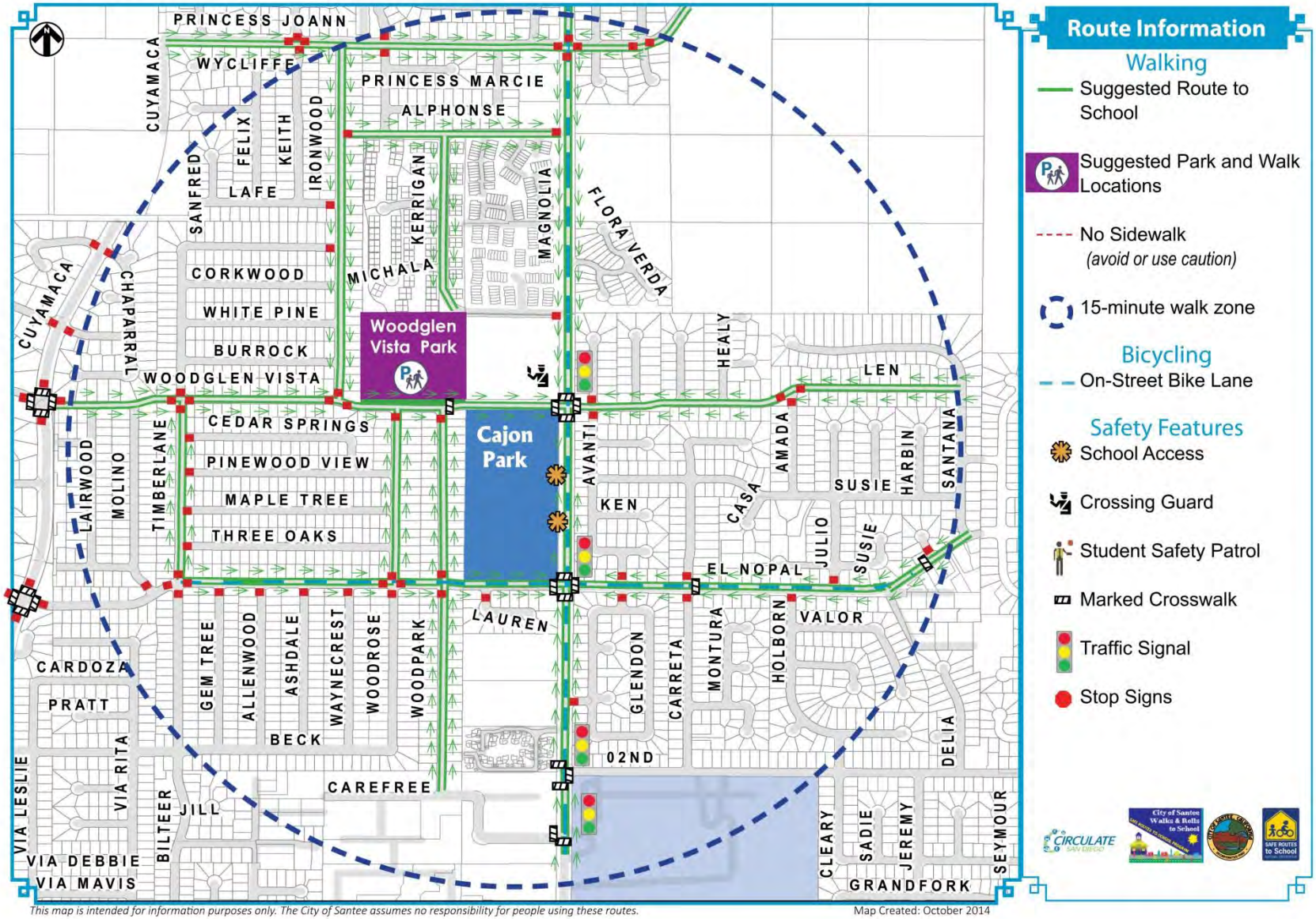
- Evaluate removal of existing school crossing.

F El Nopal from city limits to Cuyamaca Street

- Evaluate resurfacing the roadway to narrow lanes, repaint school zone pavement markings and enhance crosswalks with yellow ladder striped markings.
- Evaluate resurfacing the sidewalks and roadway near Timberlane Way

Cajon Park Elementary School Suggested Route to School Map

10300 N. Magnolia Ave | Santee, CA 92071



Route Information

Walking

- Suggested Route to School
- Suggested Park and Walk Locations
- No Sidewalk *(avoid or use caution)*
- 15-minute walk zone

Bicycling

- On-Street Bike Lane

Safety Features

- School Access
- Crossing Guard
- Student Safety Patrol
- Marked Crosswalk
- Traffic Signal
- Stop Signs

This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Carlton Hills Elementary | Existing Conditions and Needs Analysis

Carlton Hills Elementary School is located at 9353 Pike Road in the central section of the City, just north of the urbanized core. The school is one of eight in the City that is part of the Santee School District. Carlton Hills has an enrollment to approximately 500 students from kindergarten through the eighth grade.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on June 5, 2014. Carlton Hills Elementary School's traditional attendance area within Santee is Mast Boulevard to the North, Fanita Parkway to the West, Mission Gorge Road to the South and Town Center Parkway and Cuyamaca Street to the East. The open enrollment policies at the school and district level have made these boundaries less clear, resulting in enrollments from residents city-wide.

Access to Carlton Hills Elementary School is from Pike Road. The school is located in a residential neighborhood, and is surrounded by single family homes and apartments. Just south of Carlton Oaks Drive is Mast Park, a large, city park adjacent to the San Diego River. The school is fenced along its rear and side perimeters with a fenced in parking lot to the south. The roadways nearest to the school, Pike Road, Stoyer Drive, and Mandeville Road, are low volume, low speed roadways. Pike Road is a two lane residential roadway with a posted speed limit of 25mph. Stoyer Drive is a two lane residential road with a posted 25mph speed limit. Mandeville Road is a two lane residential cul-de sac which is adjacent to the school site but does not allow access. Carlton Oaks Drive is the most significant roadway adjacent to the school due to its speed and high traffic volumes. Carlton Oaks Drive is a two lane collector with a continuous two-way left turn lane. The City Bus route 834 runs along this street. It has a 35 MPH posted speed limit and bike lanes west of Carlton Hills Boulevard. East of Carlton Hills Boulevard it is 30mph with no bike lanes and just north of Carmack Way it becomes Halberns Boulevard.

District
Santee School District

School Location
9353 Pike Road
Santee 92071-2515 CA

Bell Schedule
Arrival:
7:50 AM
Dismissal:
K-3rd 1:35 PM
4th – 6th 2:00 PM
7th- 8th 2:11 PM

Enrollment 2013-2014
506 Students

Free/Reduced Price Meals 2013-14
255 Students (50.4%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
6

Bicycle collisions within Half Mile of the School (2006-2012)
5

Total Number of Collisions Within a Half Mile
11

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- Carlton Hills is located near River Park Drive Community Park, a proposed park and walk site.
- School holds jog-a-thons to promote physical activity on campus.
- Student Safety Patrol location is at the intersection of Pike Road and Stoyer Drive.
- Crossing Guard location are at the intersection of Carlton Oaks Drive and Pike Road and Carlton Hills and Stoyer Drive.
- The school can be accessed by existing bike facilities on Carlton Hills Blvd and Carlton Oaks Drive/Halberns Blvd.
- A complete sidewalk network surrounds the school site.
- A half-mile buffer encompasses the majority of the attendance boundary.
- Students in fourth through eighth grade are permitted to ride their bicycles to school. All bicycles are to be parked at the bike rack in front of the school, and should be registered with the front office and locked up during school hours.

Constraints

- The school site is adjacent to Carlton Oaks Drive which is a two-lane collector and Carlton Hills Blvd which is a four lane major arterial. Both have posted speed limits of 35mph.
- Existing class II bike facilities on Carlton Hills Blvd, Carlton Oaks Drive, and Halberns Blvd do not have a buffer from high speed, moving traffic.
- Surrounding neighborhood lacks curb ramps at key crossing locations.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

FIGURE 18 – JOG-A-THON ON MARQUE

FIGURE 19 - BIKE AND SKATEBOARD RACK

FIGURE 20 - CROSSING GUARD LOCATION AT STOYER AND CARLTON HLLS

Carlton Hills Elementary | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

- **A Carlton Hills Blvd between Willowgrove Avenue and Carlton Oaks Drive**
  - Speeding
  - Drivers not respecting pedestrian right of way
  - Transients create uninviting environment at Mast Park
- **B Pike Road between Stoyer Drive and Carlton Oaks Drive**
  - Vehicles are not stopping at the stops signs
  - Speeding
- **C Stoyer Drive near Carlton Hills Elementary School**
  - Speeding vehicles
- **D Pike Road and Domer Road**
  - No ADA pedestrian ramps
  - No marked crosswalk
  - Drivers don't yield to pedestrians
- **E Pike Road and Mandeville Road**
  - No ADA pedestrian ramps
- **F Stoyer Drive and Mandeville Road**
  - No ADA pedestrian ramps on N. and S. corner
- **G Halberns Blvd from Abbyfield Road to Abbywood Road**
  - No ADA pedestrian ramps
- **H Willowgrove Avenue**
  - Speeding vehicles
  - Cracked sidewalks
  - Area feeling unsafe
- **I Vomac Road and Mast Blvd**
  - No ADA pedestrian ramps

CARLTON HILLS SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Halberns Blvd and Abbyfield Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Halberns Blvd and Abbywood Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Pike Road and Domer Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Pike Road and Mandeville Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Stoyer Drive and Mandeville Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Vomac Road and Mast Blvd	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Operational Improvement Projects				
Carlton Hills Blvd between Willowgrove Avenue and Carlton Oaks Drive	Segment	Evaluate installing flashing speed limit feedback sign if speeding is confirmed.	**Priority**	$$
Willowgrove Avenue	Segment	Evaluate traffic calming to reduce vehicular speeds if speeding is confirmed.	**Priority**	$$
Stoyer Drive near Carlton Hills Elementary School	Segment	Evaluate for traffic calming and/or additional enforcement if speeding is confirmed.	**Priority**	$$
Pike Road between Stoyer Drive and Carlton Oaks Drive	Segment	Evaluate for traffic calming if speeding is confirmed.	**Priority**	$$
Pike Road and Domer Road	Intersection	Evaluate painting ladder striped crosswalks on all four legs.	**Priority**	$$
Halberns Blvd and Willow Pond Road	Intersection	Evaluate painting crosswalks at all 4 legs.	**Priority**	$$
Halberns north of Stoyer	Corridor	Consider painting a 2’ buffer to the existing class II facility.	**Priority**	$$

Enforcement				
Carlton Hills Blvd. between Willowgrove Avenue and Carlton Oaks Drive	Segment	Evaluate the need for additional enforcement at the park during peak times for students walking to and from school.	**Priority**	$$
Willowgrove Avenue near Carlton Hills Blvd	Segment	Evaluate the need for additional enforcement within the surrounding area.	**Priority**	$$
Pike Road between Stoyer Drive and Carlton Oaks Drive	Segment	Evaluate the need for additional enforcement to ticket for drivers not stopping at stop signs.	**Priority**	$$

***** See Chapter 4for Improvement Project Prioritization and Selection Methodology

Carlton Hills Elementary | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

- **A Stoyer Drive near Carlton Hills Elementary**
  - Evaluate lane stripping and additional enforcement if speeding is confirmed.
- **B Pike Road between Stoyer Drive and Carlton Oaks Drive**
  - Evaluate lane stripping and additional enforcement if speeding is confirmed.
- **C Carlton Hills Blvd between Willowgrove Avenue and Carlton Oaks Drive**
  - Evaluate installing flashing speed limit feedback sign if speeding is confirmed.
  - Evaluate the need for additional enforcement at the park during peak times for students walking to and from school.
- **D Pike Road and Domer Road**
  - Evaluate the installation of pedestrian ramps.
  - Evaluate painting ladder striped crosswalks on all four legs.
- **E Pike Road and Mandeville Road | Stoyer Drive and Mandeville Road | Vomac Road and Mast Blvd**
  - Evaluate the installation of pedestrian ramps.
- **F Halberns Blvd north of Stoyer**
  - Evaluate the installation of pedestrian ramps.
  - Consider painting a 2' buffer to the existing class II facility.
- **G Halberns Blvd and Willow Pond Road**
  - Evaluate painting yellow ladder striped high visibility crosswalks at all 4 legs.
- **H Willowgrove Avenue**
  - Evaluate traffic calming and additional enforcement, if speeding is confirmed.

CIRCULATE SAN DIEGO

Carlton Hills Elementary School Suggested Route to School Map

9353 Pike Road | Santee, CA 92071

Route Information

Walking

- Suggested Route to School
- Suggested Park and Walk Locations
- No Sidewalk *(avoid or use caution)*
- 15-minute walk zone

Bicycling

- On-Street Bike Lane

Safety Features

- School Access
- Crossing Guard
- Student Safety Patrol
- Marked Crosswalk
- Traffic Signal
- Stop Signs

This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Carlton Oaks Elementary School is located at 9353 Wethersfield Road in the northwestern section of Santee. The school is one of eight in the City that is part of the Santee School District. Cajon Park has an enrollment of approximately 800 students from kindergarten through the eighth grade.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on November 21, 2013. Carlton Oaks Elementary School's traditional attendance area within Santee is bounded by Mast Boulevard to the north, SR 52 Freeway to the west and south, and Fanita Parkway to the east. The open enrollment policies at the school and district levels have made these boundaries less clear, resulting in enrollment from residents City-wide.

Access to Carlton Oaks Elementary School is from Wethersfield Road. The school is located in a residential neighborhood, and is surrounded by single family homes, apartments and West Hills Park. The school is fenced along its rear and side perimeters. The roadways near the school are low–volume, low speed streets. Wethersfield Road is two lanes with a 25mph speed limit within the school zone. Rumson Drive is 25mph with continuous speed humps every half block along the entire roadway. Carlton Oaks Drive is the most significant roadway adjacent to the school due to its speed and higher traffic volumes. Carlton Oaks Drive is a two lane collector with a continuous two-way left turn lane. The City Bus route 834 runs along this street. It has a posted speed limit of 35mph and bike lanes west of Carlton Hills Boulevard.

District
Santee School District

School Location
9353 Wethersfield Road
Santee 92071-2354 CA

Bell Schedule
Arrival:
8:30 AM
Dismissal:
K-3rd 2:20 PM
4th-8th 2:46 PM

Enrollment 2013-2014
854 Students

Free/Reduced Price Meals 2013-14
236 Students (27.6%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
3

Bicycle collisions within Half Mile of the School (2006-2012)
8

Total Number of Collisions Within a Half Mile
11

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- The school is located just southeast of West Hills Park, a proposed park and walk site.
- Student Safety Patrol location is at the intersection of De Vos Road and Wethersfield Drive.
- The school can be accessed by existing bike facilities on Mast Blvd and Carlton Oaks Drive.
- A half-mile buffer encompasses the majority of the attendance boundary.
- Promotes active transportation to school by participating in International Walk to School Day.
- Holds jog-a-thons and a run club to encourage physical activity on the school site.
- Participated in the Safe Routes to School National Partnership's Fire Up Your Feet. Challenge in the Fall of 2014 as part of a student-led encouragement campaign and were recipients of a $500 award for their efforts.
- During drop-off and pick-up times it is illegal to make a left turn when exiting school parking lot.
- The site is located in close proximity to West Hills High School which allows older siblings to walk, bike, or carpool with younger siblings.
- Students in fourth through eighth grade are permitted to ride their bicycles to school. All bicycles are to be parked in one of the enclosed areas, and should be registered with the front office and locked up during school hours.

Constraints

- The school is close to Carlton Oaks Drive which is a two lane collector, high volume roadway with posted speed limit of 35 mph.
- Existing Class II bike facilities on Carlton Oaks Drive and Mast Blvd do not have a buffer from moving traffic.
- Visibility issues at the intersection of Rumson Drive and Wethersfield Road.
- Traffic congestion occurs at the intersection of Wethersfield Road and Carlton Oaks Drive.

FIGURE 21 - WETHERSFIELD AND RUMSON OVERGROWN HEDGE

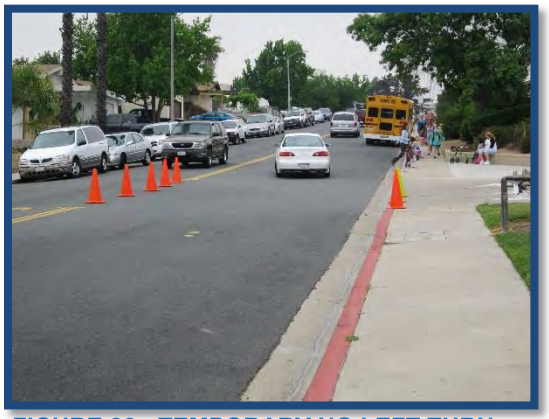


FIGURE 22 - TEMPORARY NO LEFT TURN

FIGURE 23 - WETHERFIELD ROAD JUST NORTH OF CARLTON OAKS DRIVE

Carlton Oaks Elementary | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

A Wethersfield Road and Rumson Road

- Blocked sight lines at intersection
- Low visibility crosswalk
- Visibility issues due to overgrown hedge on southeast corner

B Wethersfield Road in Front of School

- Speeding & blocked sight lines on slope
- Lack of School Zone Signs along Wethersfield
- Parents park in red zone

C Wethersfield Road and Carlton Oaks Drive

- Drivers on Carlton Oaks turn right onto Wethersfield from the center (straight) lane causing near collisions with oncoming south-bound Wethersfield traffic
- There is no protected left turn lane onto Wethersfield from southbound Carlton Oaks so drivers focus on watching for oncoming traffic rather than pedestrians/bicyclists

CIRCULATE SAN DIEGO

CARLTON OAKS SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Rumson Drive and Wethersfield Road	Intersection	Evaluate the feasibility of curb extensions.	**High Priority**	$$$$
Rumson Drive and Oakbourne Road	Intersection	Evaluate the feasibility of curb extensions.	**High Priority**	$$$$
Pebble Beach Drive between Grass Valley Lane and Siwanoy Court	Segment	Evaluate the installation of ADA pedestrian ramps at all crossing locations along segment were they do not exist.	**Priority**	$$$$
Operational Improvement Projects				
Wethersfield Road and Carlton Oaks Drive	Intersection	Evaluate the installation of a protected left turn signal.	**High Priority**	$$
Wethersfield Road and Krenier Way	Intersection	Evaluate the installation of an uncontrolled yellow ladder striped high visibility crosswalk with advanced warning signage.	**Priority**	$
Wethersfield Road and Rumson Drive	Intersection	Evaluate small red zones on the south east corner.	**Priority**	$
Wethersfield Road and Rumson Drive	Intersection	Evaluate trimming back hedge on southeast corner to increase visibility of pedestrians crossing for drivers coming up Wethersfield Road.	**Priority**	$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

Carlton Oaks Elementary | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

A Wethers field Road and Rumson Drive
- Evaluate the feasibility of curb extensions
- Evaluate small red zones on the south east corner.
- Evaluate repainting crosswalks with yellow ladder striped high visibility markings.
- Evaluate trimming back hedge on southeast corner to increase visibility of pedestrians crossing for drivers coming up Wethersfield Road

B Wethersfield Road and Krenier Way
- Evaluate the installation of an uncontrolled yellow ladder striped high visibility crosswalk with advanced warning signage.

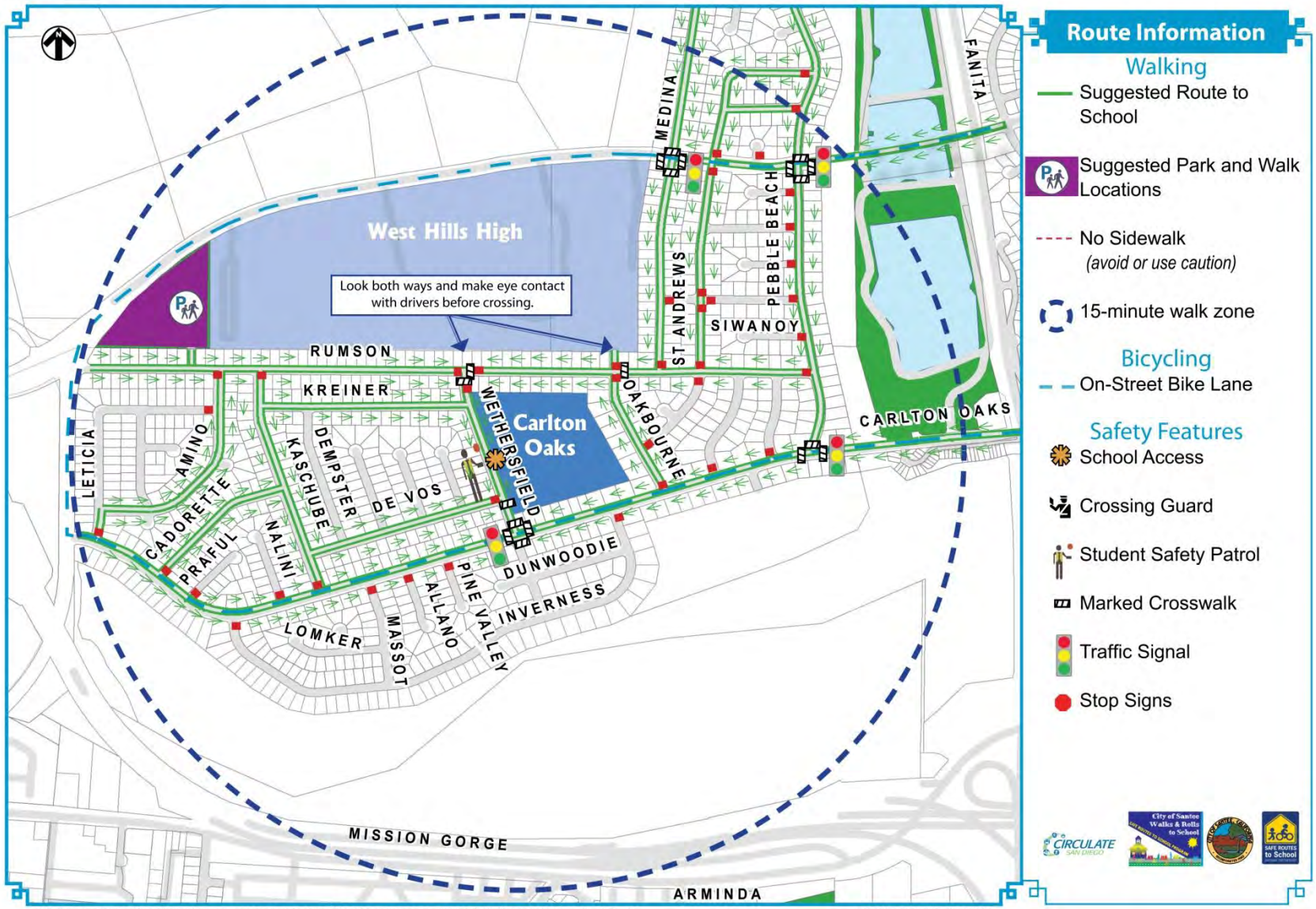
C Wethersfield Road and Carlton Oaks Drive
- Evaluate the installation of a protected left turn signal.

D Rumson Drive and Oakbourne Road
- Evaluate the feasibility of curb extensions

E Pebble Beach Drive between Grass Valley Lane and Siwanoy Court
- Evaluate the installation of ADA pedestrian ramps at all crossing locations along segment were they do not exist.

Carlton Oaks Elementary School Suggested Route to School Map

9353 Wethersfield Road | Santee, CA 92071



This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Chet F. Harritt Elementary | Existing Conditions and Needs Analysis

Chet F. Harritt Elementary School is located at 8120 Arlette Street in the southwestern section of the City. Its enrollment boundaries on the north is Highway 52, to the west is the City Boundary, to the south is Mission Trails regional Park and to the East is Fanita Drive. The school is one of eight in the City that is part of the Santee School District. Chet F. Harritt has an enrollment of approximately 600 students from kindergarten through the eighth grade. The open enrollment policies at the school and district level have made these boundaries less clear, resulting in enrollment from residents City-wide.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on March 13, 2014.

Access to Chet F. Harritt Elementary School is from Arlette Street on the west and Mesa Road on the east. The school is located in a residential neighborhood surrounded by single family homes, apartments and Big Rock Park. The school is fenced along its rear and side perimeters. The roadways near the school are low–volume, low speed streets. Arlette Street is a cul-du-sac that terminates at Big Rock Park and the school's entrance. It is a two lane road with a 25 mph speed limit within the School Zone. Residences are directly adjacent to the school boundary to the north and to the west is Big Rock Road, which is a low volume, two lane road with a posted 25 mph speed limit. Mesa Road is the most significant roadway adjacent to the school due to its speed and higher traffic volumes. Mesa Road is a two lane collector with a posted speed of 35mph. The City Bus route 834 runs along this street.

District
Santee School District

School Location
8120 Arlette Street
Santee 92071-3513 CA

Bell Schedule
Arrival:
7:45 AM
Dismissal:
Dismissal:
K-3rd 1:35 PM
4th-8th 2:01 PM

Enrollment 2013-2014
544 Students

Free/Reduced Price Meals 2013-14
262 Students (48.2%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
0

Bicycle collisions within Half Mile of the School (2006-2012)
1

Total Number of Ped/Bike Collisions Within a Half Mile
1

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- Safety Patrol location is at the intersection of Mesa Road and Prospect Avenue.
- The school can be accessed by existing bike facilities on Mesa Road (Class II), Mission Gorge Road (Class I and Class II) and Rancho Fanita Drive (Class III).
- School Access is provided from Arlette Street on the west and Mesa Road on the east.
- Only one pedestrian and bicycle related collision occurred within a half mile of the school site in the last 6 six years.

Constraints

- Mission Gorge Road is a four lane, high volume, major arterial with a posted speed of 40 mph.
- Mesa Road is a wide, two lane, collector roadway with a posted speed of 35 mph and “25 mph while children are present” signage within the school zone.
- Prospect Avenue has an incomplete sidewalk network leading up to the school site and Mesa Road.
- Existing bike facilities on Mesa Road (Class II) do not have a buffer from moving traffic,
- Crossing difficulties along Prospect Avenue due to lack of crossing locations and sidewalks.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

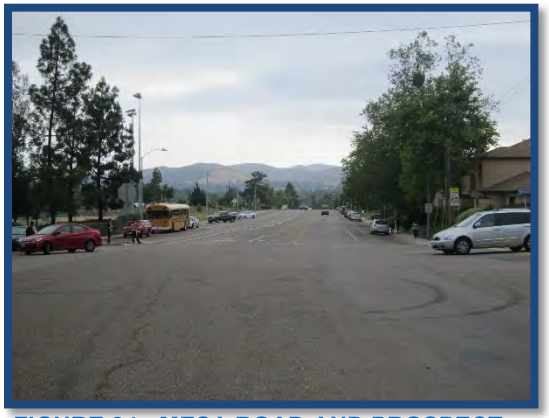


FIGURE 24 - MESA ROAD AND PROSPECT AVENUE

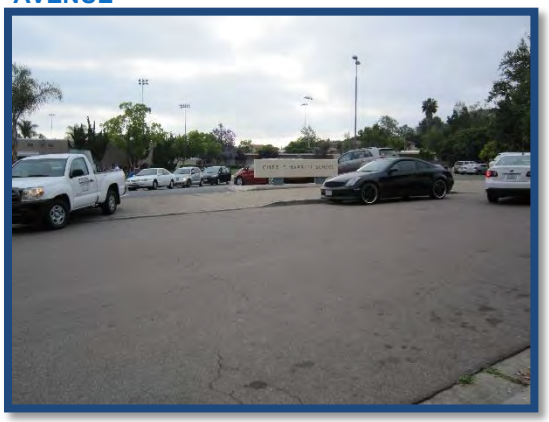


FIGURE 25 - AM DROP-OFF

FIGURE 26 - STUDENT SAFETY PATROL

Chet F Harritt Elementary | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

- **A Prospect Avenue**
  - Infrequent crossing locations (currently the majority of homes are on the south side of Prospect Ave however the sidewalk is on the north side, and there are many transit stops on both sides of the street)
- **B Prospect Avenue East of Mesa Road**
  - Sidewalk network is incomplete
- **C Prospect Avenue and Mesa Road**
  - Blind intersection coming down hill on Prospect Ave toward Mesa Road, drivers cannot see safety patrol, cars park in intersection along the West side of Mesa Road
- **D Big Rock Road from Shantung to Rancho Fanita Drive**
  - No sidewalk
- **E Rancho Fanita Drive**
  - Sidewalk network incomplete, kids walking

CHET F HARRITT SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Prospect Avenue and Mesa Road	Intersection	Evaluate the intersection for painting red curbs and installation of pedestrian crossing or stop ahead warning signage on Prospect Avenue.	**High Priority**	$$$
Prospect Avenue and Mesa Road	Intersection	Evaluate the intersection for realignment	**Priority**	$$$$
Big Rock Road between Shantung Drive and Rancho Fanita Drive	Segment	Evaluate the installation of a complete sidewalk network.	**Priority**	$$$$
Prospect Avenue between Fanita Pkwy and Mesa Road	Corridor	Evaluate the installation of a complete sidewalk network along Prospect Avenue.	**Priority**	$$$$
Operational Improvement Projects				
Prospect Avenue and Slope Street	Intersection	Evaluate the installation of a ladder striped high visibility crosswalk.	**Priority**	$
Rancho Fanita Drive and Big Rock Road	Intersection	Evaluate the installation of a crosswalk.	**Priority**	$$
Enforcement				
Rancho Fanita Drive and Big Rock Road	Intersection	Evaluate the need for additional enforcement to promote safe driver behavior.	**Priority**	$$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

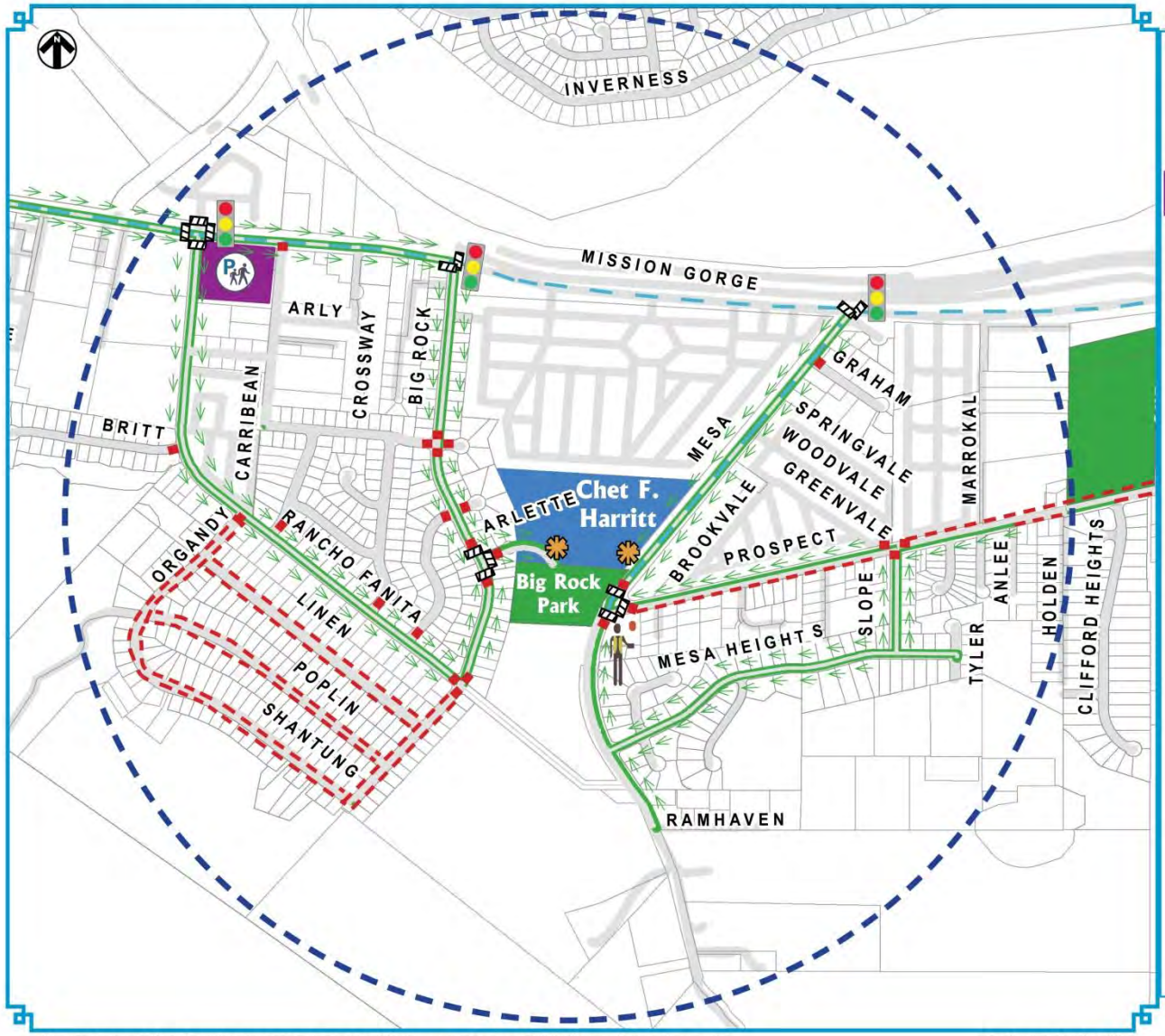
Chet F Harritt Elementary | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

- **A Prospect Avenue and Slope Street**
  - Evaluate the installation of a ladder striped high visibility crosswalk.
- **B Prospect Avenue between Fanita Pkwy and Mesa Road**
  - Evaluate the installation of a complete sidewalk network along Prospect Avenue.
- **C Prospect Avenue and Mesa Road**
  - Evaluate the intersection for realignment, painting red curbs, and installation of pedestrian crossing or stop ahead warning signage on Prospect Avenue.
- **D Big Rock Road from Shantung to Rancho Fanita Drive**
  - Evaluate the installation of a complete sidewalk network.
- **E Rancho Fanita Drive and Big Rock Road**
  - Evaluate the installation of a ladder striped high visibility crosswalk.
  - Evaluate the need for additional enforcement to promote safe driver behavior.

Chet F. Harritt Elementary School Suggested Route to School Map

8120 Arlette Street | Santee, CA 92071



Route Information

Walking

- Suggested Route to School
- Suggested Park and Walk Locations
- No Sidewalk *(avoid or use caution)*
- 15-minute walk zone

Bicycling

- On-Street Bike Lane

Safety Features

- School Access
- Crossing Guard
- Student Safety Patrol
- Marked Crosswalk
- Traffic Signal
- Stop Signs

This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Hill Creek Elementary | Existing Conditions and Needs Analysis

Hill Creek Elementary School is located at 9655 Jeremy Street in the northwestern section of the city. The school is one of eight in the City that is part of the Santee School District. Hill Creek has an enrollment of approximately 700 students from kindergarten through the eighth grade. The open enrollment policies at the school and district level have made these boundaries less clear, resulting in enrollment from residents City-wide.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walking audit on May 22, 2014. Hill Creek Elementary School's traditional attendance area within Santee is bounded by Len Street to the north and Riverview Pkwy and Park Center Drive on the west, Prospect Avenue and Mission Gorge Road on the south and Santee city limits to the East. Access to Hill Creek Elementary School is from Jeremy Street. The school is located in a residential neighborhood, and is surrounded by single family homes. The school is fenced along its rear and side perimeters, with an easement that runs along the northern length of the school separating the school site from the adjacent residences. The roadways near the school are low–volume, low speed streets. Jeremy Street is a two lane residential street with a posted speed limit of 25 mph. Hillcreek Road and Ramsgate Road are both two lane roads with a speed limit of 25 mph, and Hillcreek Lane is a two lane cul-du-sac that terminates in a T intersection at Hill Creek Road with a posted speed limit of 25 mph.

District
Santee School District

School Location
9665 Jeremy Street
Santee 92071-2836 CA

Bell Schedule
Arrival:
7:45 AM
Dismissal:
K-3rd 1:35 PM
4th-8th 2:01 PM

Enrollment 2013-2014
720 Students

Free/Reduced Price Meals 2013-14
291 Students (40.4%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
5

Bicycle collisions within Half Mile of the School (2006-2012)
8

Total Number of Ped/Bike Collisions Within a Half Mile
13

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- The school is located just south of Santana High School's back parking lot off of Second Street, the proposed park and walk site.
- Student Safety Patrol location is at the intersection of Jeremy Street and Braverman Drive.
- Crossing Guard location is at the intersection of Jeremy Street and Mast Boulevard, and the intersection of Jeremy Street and Ramsgate Drive.
- The school can be accessed by existing Class II bike facilities on Magnolia Avenue and Mast Boulevard.
- The site is located in close proximity to Santana High School which allows older siblings to walk, bike, or carpool with younger siblings.
- Students in forth through eighth grade are permitted to ride their bicycles to school. All bicycles are to be parked in one of the enclosed areas, and should be registered with the front office and locked up during school hours.

Constraints

- The school is located just east of Magnolia Avenue, a four lane, high volume, major arterial with a posted speed limit of 45 mph and just south of Mast Boulevard, a two lane, high volume, collector with a posted speed limit of 35 mph and acts as a major connection to Lakeside via Los Ranchitos Road.
- Existing Class II bike facilities on Magnolia Avenue and Mast Boulevard do not have a buffer from moving traffic.
- Crossing difficulties at Jeremy Street and Mast Blvd due to roadway width and traffic speeds.
- Traffic congestion occurs along Braveman Drive during drop-off and pick-up.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

FIGURE 27 - STUDENT SAFETY PATROL

FIGURE 28 - CROSSING GUARD LOCATION

FIGURE 29 - BRAVERMAN DRIVE MORNINGTRAFFIC CONGESTION

Hill Creek Elementary | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

A Jeremy Street and Mast Blvd Intersection
- Mast is too wide to cross; Vehicles speed through intersection; Crossing guard is not respected by drivers, cars are difficult to stop to allow pedestrians to cross

B Jeremy Street and Ramsgate Drive
- Low visibility crosswalks & blocked sight line on SE corner

C Jeremy Street and Braverman Drive
- *School crossing sign obstructed by overgrown tree; Red curb in front of school is faded; Low visibility crosswalk*

D Braverman Drive
- Unsafe student drop-off & pick-up; Traffic congestion backs up to Bundy Drive

E Magnolia Avenue and Braverman Drive
- Speeding; Students riding bikes on sidewalk due to not feeling safe in the conventional bike lane

F Magnolia Avenue
- Flashing speed limit sign when headed north-bound just south of the bridge is not working; Bike facility are not being used, due to high speeds of vehicles

G Mast Blvd
- Wide road; No buffer along sidewalks; Infre-quent crossings; Speeding vehicles (40+ mph); Significant speeding westbound; Blind corner east of Jeremy Street; Bike facility are not being used, due to high speeds of vehicles

HILL CREEK SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Magnolia Avenue	Corridor	Evaluate the installation of a cycle track, shared use path or buffered bike lane on Magnolia Avenue to provide a safe and protected areas for students and families. Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals at key locations. Magnolia Ave and Mast Blvd	**Priority**	$$$$
Operational Improvement Projects				
Jeremy Street and Braverman Drive	Intersection	Evaluate trimming the large tree or moving the school crossing sign.	**High Priority**	$
Jeremy Street and Ramsgate Drive	Intersection	Evaluate the installation of a ladder striped high visibility crosswalk.	**Priority**	$$
Jeremy Street	Segment	Evaluate travel and parking lane striping and installing no u-turn and all cars must pull to the curb before dropping off or picking up signage.	**Priority**	$$

Enforcement				
Magnolia Avenue	Corridor	Evaluate additional enforcement along Magnolia Avenue to promote safe driver behavior.	**Priority**	$$
Braverman Drive	Segment	Evaluate the need for additional enforcement to promote safe driver behavior.	**Priority**	$$
Magnolia Avenue and Braverman Drive	Intersection	Evaluate the need for additional enforcement to reduce driver speeds and promote safe driver behavior.	**Priority**	$$

***** See Chapter 4for Improvement Project Prioritization and Selection Methodology

Hill Creek Elementary | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

A Jeremy Street and Ramsgate Drive

- Evaluate the installation of a ladder striped high visibility crosswalk.

B Jeremy Street and Braverman Drive

- Evaluate trimming the large tree or moving the school crossing sign.

C Braverman Drive

- Evaluate travel and parking lane stripping and installing no U-turn and all cars must pull to the curb before dropping off or picking up signage.
- Evaluate the need for additional enforcement.

D Magnolia Avenue

- Evaluate the installation of a cycle track, shared use path or buffered bike lane on Magnolia Avenue.
- Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals and curb extensions Magnolia Ave and Mast Blvd.
- Evaluate additional enforcement along Magnolia Avenue to promote safe driver behavior.

Hill Creek Elementary School Suggested Route to School Map

9665 Jeremy Street | Santee, CA 92071

Route Information

Walking

- Suggested Route to School
- Suggested Park and Walk Locations
- No Sidewalk *(avoid or use caution)*
- 15-minute walk zone

Bicycling

- On-Street Bike Lane

Safety Features

- School Access
- Crossing Guard
- Student Safety Patrol
- Marked Crosswalk
- Traffic Signal
- Stop Signs

This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

PRIDE Academy at Prospect Elementary | Existing Conditions and Needs Analysis

PRIDE Academy Elementary School is located at 9303 Prospect Avenue in the southwestern section of the urban core. The school is one of eight in the City that is part of the Santee School District. PRIDE Academy Elementary School has an enrollment of approximately 500 students from kindergarten through the eighth grade. The open enrollment policies at the school and district level have made these boundaries less clear, resulting in enrollment from residents City-wide.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on March 12, 2014. PRIDE Academy Elementary School's traditional attendance area within Santee is bounded by North Mission Creek Drive and Mission Gorge Road to the north and the Fanita Drive on the west, Weld Blvd and Gillespie Field on the south and East Magnolia Avenue to the east.

Access to PRIDE Academy is from Prospect Avenue, North View Lane and Ellsworth Avenue. The school is located in a residential neighborhood, and is surrounded by single family homes and apartments. The school is fenced along its rear and side perimeters, with an alternative access gate from the western entrance on Ellsworth Avenue. Prospect Avenue is a high-volume, two lane collector with a continuous center turn lane, with intermittent class two and class three bicycle facilities. It has a posted speed limit of 35 mph, and "25mph while children are present" signage within the School Zone. Ellsworth Lane borders PRIDE Academy to the west. It is a low-volume residential street with a posted speed limit of 25 mph. Ellsworth Lane is a cul-du-sac which connects to the adjacent street by a set of stairs. Northview Lane is a low-volume, 25 mph posted two lane residential cul-du-sac with no parking along the length of the school site.

District
Santee School District

School Location
9303 Prospect Avenue
Santee 92071-3798 CA

Bell Schedule
Arrival:
7:45 AM
Dismissal:
Dismissal:
K-3rd 1:35 PM
4th-8th 2:01 PM

Enrollment 2013-2014
566 Students

Free/Reduced Price Meals 2013-14
377 Students (66.6%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
5

Bicycle collisions within Half Mile of the School (2006-2012)
6 collisions and 1 fatality

Total Number of Ped/Bike Collisions Within a Half Mile
12

Opportunities and Constraints

Opportunities

- Crossing Guard location is at the intersection of Ellsworth Lane and Prospect Avenue.
- The school can be accessed by existing bike facilities on Prospect Avenue (Class II and Class III) and Fanita Drive (Class II and Class III).

Constraints

- The school is located adjacent to Prospect Avenue which is a two lane, collector with a center turn lane and a posted speed limit of 35 mph.
- Fanita Drive to the west of the school is a four- lane, collector from Mission Gorge Road to Prospect Avenue with a posted speed of 40 mph, and from Prospect Avenue to Weld Blvd is a two lane, collector with a posted speed of 40 mph.
- Prospect Avenue, Olive Lane and Fanita Drive have incomplete sidewalk networks.
- Existing Class II and Class III bike facilities on Prospect Avenue and Fanita Drive do not have a buffer from moving traffic.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

FIGURE 30 - CROSSING GUARD LOCATION

FIGURE 31 - ASPHALT PATH ON PROSPECT AVENUE

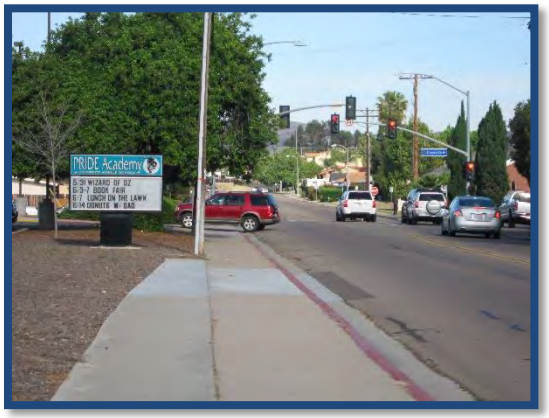
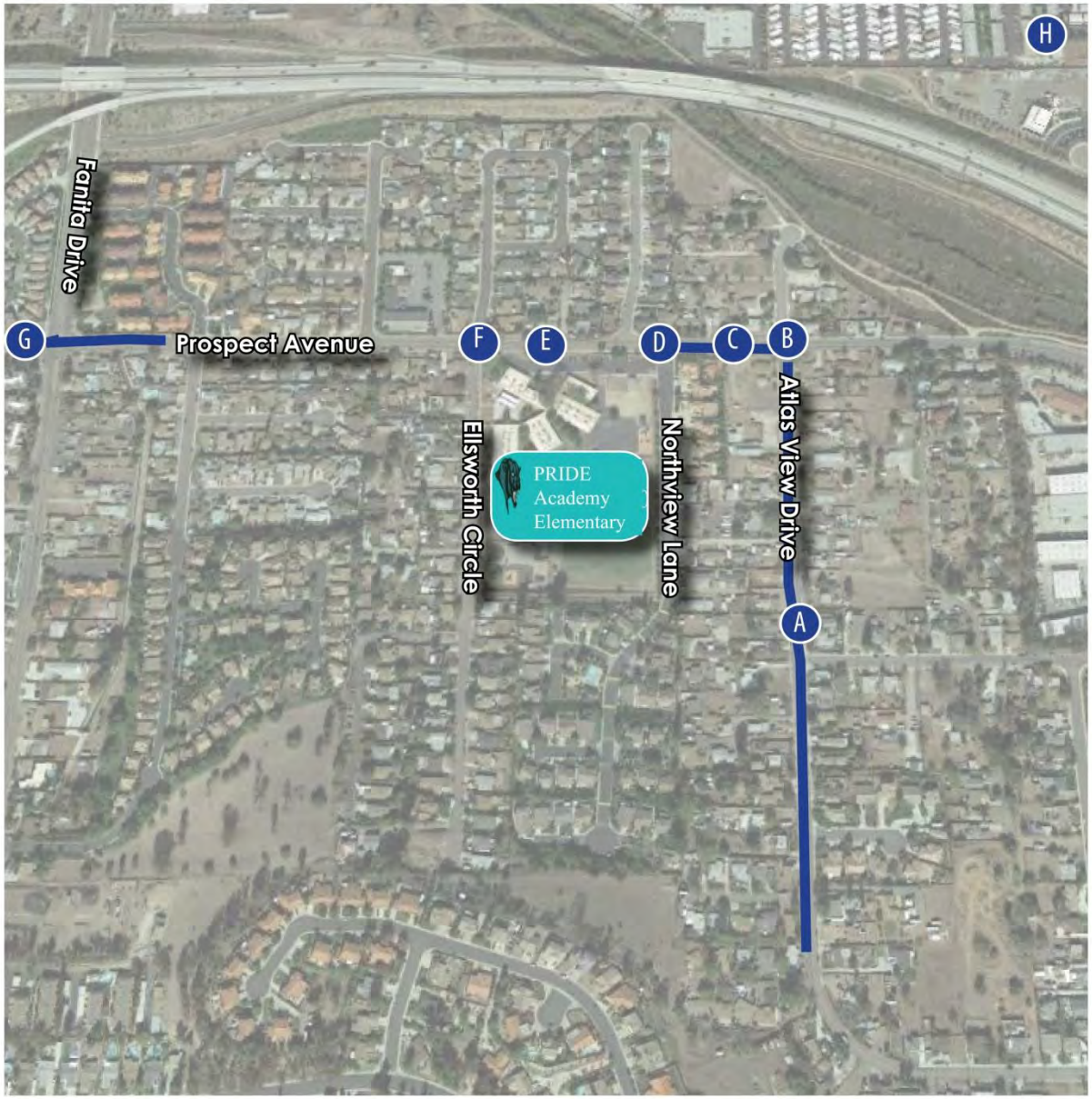


FIGURE 32 – SCHOOL ACCESS

PRIDE Academy Elementary | Active Transportation Barriers to Safe Routes to School



Community Identified Barriers

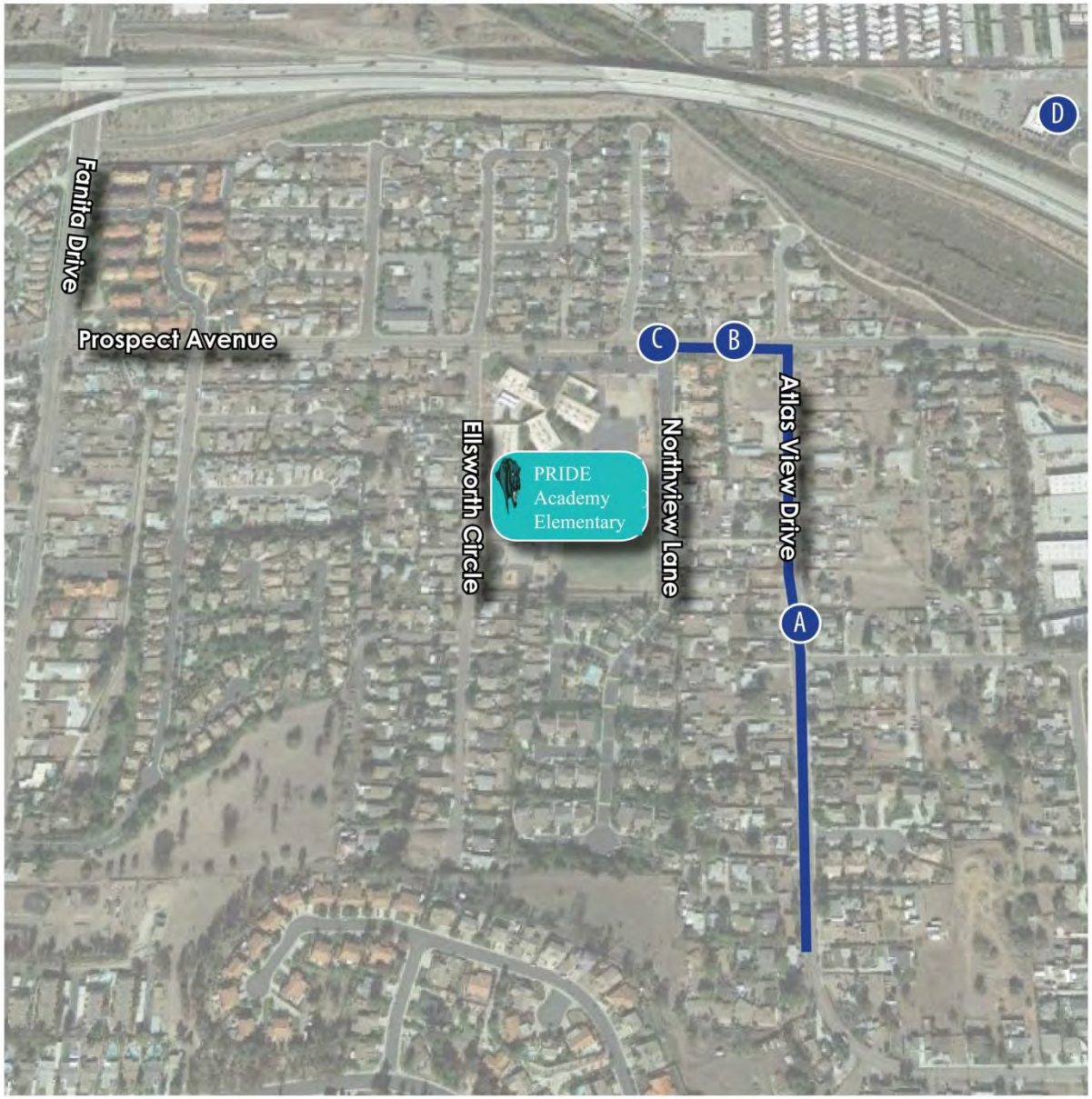
- **A Atlas View Drive**
  - Speeding cars both uphill and downhill; straight traffic; Lots of kids walk here and collisions have happened
- **B Atlas View Drive and Prospect Avenue**
  - Blocked sight lines; "No Pedestrian Crossing" Signage is a barrier
- **C Prospect Avenue from Atlas View Drive to Northview Lane**
  - Sidewalk is asphalt , too narrow and curb isn't high enough; Cars parking on sidewalk and obstructions in the way of pedestrians
- **D Northview Lane and Prospect Avenue**
  Left turns during peak times cause conflict; Blocked Sight Line - Drivers block crosswalk, students standing in the roadway
- **E School Parking Lot(Drop-off and Pick-up)**
  - Cars get backed up, drivers enter in the exit
- **F Ellsworth Circle and Prospect Avenue**
  - Traffic congestion due to left and right turns during drop-off and pick-up times
- **G Prospect Avenue**
  - No sidewalks on south side of Prospect Ave aligned with the school; wide road; jaywalking; crosswalk not being used
- **H**
  - **Olive Lane**
  - South of Mission Gorge - Sidewalks network is incomplete; Speeding (40mph)

PRIDE ACADEMY SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Olive Lane south of Mission Gorge Road	Segment	Evaluate the installation of a complete sidewalk network with a landscape buffer.	**Priority**	$$$$
Operational Improvement Projects				
Atlas View Drive	Segment	Evaluate for traffic calming, if speeding is confirmed.	**Priority**	$$
Northview Lane and Prospect Avenue	Intersection	Evaluate the installation of a "no left turn" sign at pick up/drop off hours (school had a temporary sign before and it worked well).	**Priority**	$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

PRIDE Academy Elementary | Active Transportation Improvements for Safer Routes to School



Suggested Infrastructure Improvements

A Atlas View Drive
- Evaluate for traffic calming, if speeding is confirmed.

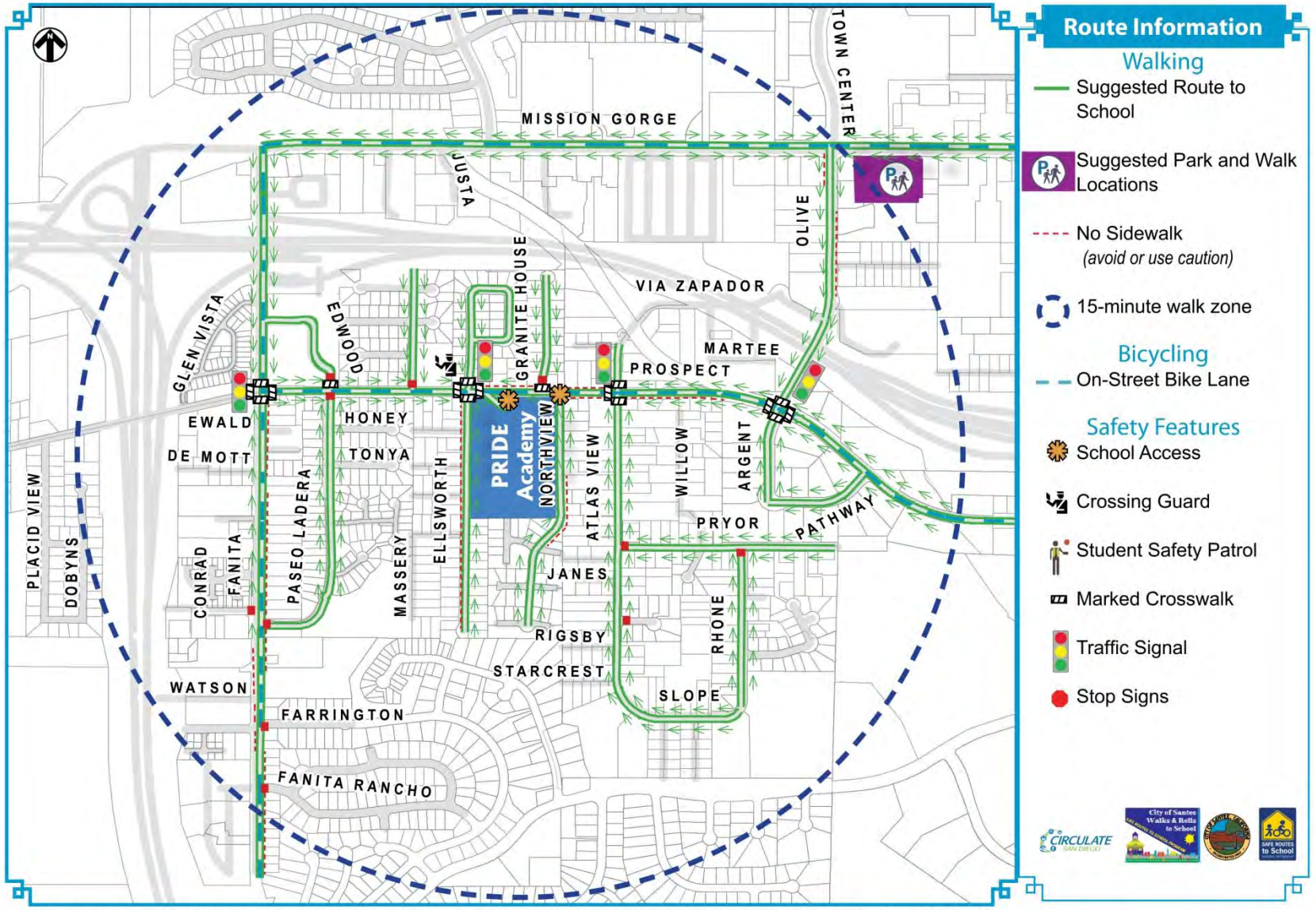
B Prospect Avenue from Atlas View Drive to Northview Lane
- Evaluate the installation of a complete sidewalk network along Prospect Avenue.

C Northview Lane and Prospect Avenue
- Evaluate the installation of a "no left turn" sign at pick up/drop off hours (school had a temporary sign before and it worked well).

D Olive Lane
- Evaluate the installation of a complete sidewalk network with a landscape buffer.

PRIDE Academy Elementary School Suggested Route to School Map

9303 Prospect Ave | Santee, CA 92071



This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Rio Seco Elementary | Existing Conditions and Needs Analysis

Rio Seco Elementary School is located at 9545 Cuyamaca Street in the center of Santee's urban core. The school is one of eight in the City that is part of the Santee School District. Rio Seco Elementary School has an enrollment of approximately 1000 students from kindergarten through the eighth grade. Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on February 12, 2014. Rio Seco Elementary School's traditional attendance area has El Nopal and open space to the north, Mission Creek Drive and open space to the south, Halberns Blvd and open space to the west, and Magnolia Avenue, Timberlane Way and Park Center Drive to the east. The open enrollment policies at the school and district level have made these boundaries less clear, resulting in enrollment from residents City-wide.

Access to Rio Seco Elementary School is on Cuyamaca Street, with a pedestrian bridge at Mission Creek Drive. The school is surrounded by residential neighborhoods with single family homes and apartments along Riverwalk Drive and River Park Drive, and the Town Center Community Park and a commercial district along Cuyamaca Street.

The roadways near the school are both high-volume, high-speed streets and low – volume, low speed streets. Cuyamaca Street is a four lane road adjacent to Rio Seco Elementary and has a posted 35mph speed limit. There is a class two bicycle facility on both NB and SB sides of the street with the majority of the 832 bus route along this major thoroughfare. Riverwalk Drive is a two lane single family sub-collector at the northeast of the school perimeter, with continuous sidewalks complete with parkways and street trees. River Park Drive is adjacent to the school perimeter to the south and to the East. It is a two lane road that runs along the Town Center Community Park and terminates inside a townhome subdivision. Both Riverwalk Drive and River Park Drive have a 25mph posted speed limit.

District
Santee School District

School Location
9545 Cuyamaca Street
Santee 92071-2674 CA

Bell Schedule
Arrival:
8:30 AM
Dismissal:
K-3rd 2:20pm
4th-8th 2:46pm

Enrollment 2013-2014
982 Students

Free/Reduced Price Meals 2013-14
305 Students (31.1%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
12

Bicycle collisions within Half Mile of the School (2006-2012)
12

Total Number of Ped/Bike Collisions Within a Half Mile
24

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- The school can be accessed by existing bike facilities on Cuyamaca Street (Class II and Class III), Mast Blvd (Class II) and River Trailer Place (Class I).
- Pedestrian Bridge over Cuyamaca Street provides a mid-block crossing location.
- Students in fourth through eighth grade are permitted to ride their bicycles to school. All bicycles are to be parked in one of the enclosed areas, and should be registered with the front office and locked up during school hours.
- Pedestrian Pathway connecting to Riverwalk Drive provides access to the school for families living in the northeast section of the boundary.

Constraints

- Cuyamaca Street is a four lane, major arterial with a posted speed limit of 35mph.
- Several pedestrian and bicycle collisions have occurred within a half mile radius of the school site, intersections with reoccurring accidents are Cuyamaca Street and Mast Blvd and Mast Blvd and Magnolia Avenue.
- Existing Class II bike facilities on Cuyamaca Street and Mission Gorge Road do not have a buffer from moving traffic.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

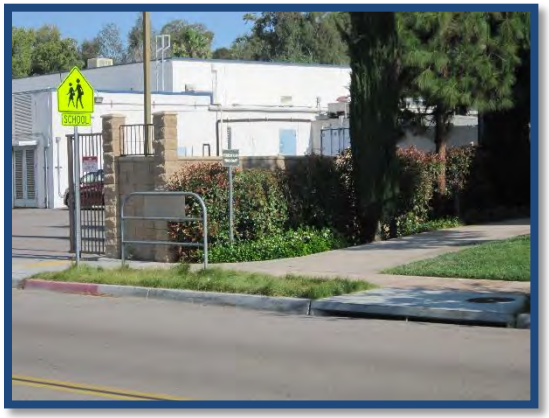


FIGURE 33 - PEDESTRIAN WALKWAY ON RIVEWALK DRIVE

FIGURE 34 - PEDESTRIAN BRIDGE

FIGURE 35 - CUYAMACA STREET

Rio Seco Elementary | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

- **A Riverwalk Drive**
  - Students Jaywalking
- **B Cuyamaca Street**
  - Speeding vehicles
  - Trees block sight of school, difficult to see school zone signage
- **C Mast Blvd. Between Cuyamaca Street and Magnolia Avenue**
  - Mast Blvd. is difficult to cross due to the large width of the roadway
  - Speeding & inattentive drivers
  - Dangerous for students on bikes
- **D Via Rita and Via Leslie**
  - No ADA pedestrian ramps on west side corners
- **E Via Rita near Via Debbie**
  - Sidewalks and street need maintenance, lifting sidewalks, street is bumpy and cracked
- **F Via Rita and Via Debbie**
  - No ADA pedestrian ramps on west side corners
- **G Via Rita and Via Wakefield**
  - No ADA pedestrian ramps on west side corners
- **H Via Rita and Sappington Ct**
  - No ADA pedestrian ramps on west side corners

RIO SECO SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Riverwalk Drive and Pedestrian Walkway	Intersection	Evaluate the installation of a yellow ladder striped high visibility crosswalk with curb extension.	**High Priority**	$$$
Cuyamaca Street south of River Park Drive	Corridor	Evaluate the installation of a complete sidewalk network or pathway and widening the existing pedestrian path to include a buffer or planting zone.	**Priority**	$$$$
Via Rita and Via Leslie	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Via Rita and Sappington Court	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Via Rita and Via Debbie	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Via Rita and Via Wakefield	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Cottonwood Avenue between Palm Glen Drive and Chubb Lane	Segment	Consider the installation of a permanent park pathway or sidewalk that connects the surrounding residents to the Rio Seco, Sports Complex, YMCA and Town Center Community Park.	**Priority**	$$$$
Operational Improvement Projects				
Cuyamaca Street south of River Park Drive	Segment	Consider installing a flashing speed limit feedback sign during peak times for sports as well as drop-off and pick-up times.	**Priority**	$$
Via Rita	Segment	Evaluate infrastructure maintenance.	**Priority**	$$$
Enforcement				
Cuyamaca Street	Corridor	Evaluate the need for additional enforcement to reduce driver speeds and promote safe driver behavior.	**Priority**	$$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

Rio Seco Elementary | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

- **A Riverwalk Drive and the Pedestrian Walkway**
  - Evaluate the installation of a yellow ladder striped high visibility crosswalk with curb extensions.
- **B Cuyamaca Street south of River Park Drive**
  - Evaluate the installation of a complete side-walk network or pathway and widening the existing pedestrian path to include a buffer.
  - Evaluate the need for additional enforcement.
- **C Via Rita**
  - Evaluate infrastructure maintenance.
- **D Via Rita and Via Debbie | Via Rita and Via Wakefield |Via Rita and Via Leslie | Via Rita and Sappington Ct**
  - Evaluate the installation of ADA pedestrian ramps.
- **E Cottonwood Avenue between Palm Glen Drive and Chubb Lane**
  - Consider the installation a permanent park pathway or sidewalk that connects the sur-rounding residents to the Rio Seco, Sports Complex, YMCA and Town Center Community Park.

Rio Seco Elementary School Suggested Route to School Map

9545 Cuyamaca Street | Santee, CA 92071

Route Information

Walking

- Suggested Route to School
- Suggested Park and Walk Locations
- No Sidewalk *(avoid or use caution)*
- 15-minute walk zone

Bicycling

- On-Street Bike Lane

Safety Features

- School Access
- Crossing Guard
- Student Safety Patrol
- Marked Crosswalk
- Traffic Signal
- Stop Signs
- Pedestrain Bridge

This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Sycamore Canyon Elementary | Existing Conditions and Needs Analysis

Sycamore Canyon Elementary School is located at 10201 Settle Road in the northwestern section of Santee. The school is one of eight in the city that is part of the Santee School District. Sycamore Canyon Elementary School has an enrollment of approximately 300 students from kindergarten through the eighth grade.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit on March 28. Sycamore Canyon Elementary School's traditional attendance area within Santee is bounded by the city limit on the north and Fanita Parkway on the west, Mast Boulevard on the south and open space just west of Cuyamaca Street on the east.

Access to Sycamore Canyon Elementary is from Settle Road. The school is located in a residential neighborhood, and is surrounded by single family homes and apartments. The school is fenced along its rear and side perimeters. The roadways near the school are low–volume, low speed streets.

Settle Road is the only street directly adjacent to the school. It is a two lane residential road with a class three bike route. It has a 25 mph posted speed limit with continuous sidewalks. Strathmore Drive borders the school to the West. Strathmore Drive is a two lane low volume residential road with a 25 mph posted speed limit with continuous sidewalks complete with parkways and intermittent street trees. Fenway Road is a two lane, low-volume residential road with a 25mph posted speed limit with continuous sidewalks complete with parkways and intermittent street trees. Carrie Ellen Court is a residential cul-du-sac that does not connect to the next adjacent street nor allow access to the Elementary School due to a lack of public right-of-way.

District
Santee School District

School Location
10201 Settle Road
Santee 92071-1099 CA

Bell Schedule
Arrival:
8:30 AM
Dismissal:
K-3rd 2:20pm
4th-8th 2:46pm

Enrollment 2013-2014
326 Students

Free/Reduced Price Meals 2013-14
89 Students (27.3%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
2

Bicycle collisions within Half Mile of the School (2006-2012)
3 (a collision had both a pedestrian and cyclist involved)

Total Number of Ped/Bike Collisions Within a Half Mile
4

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- The school is located just northwest of the Guardian Angels Catholic Church parking lot, a proposed park and walk site.
- Safety Patrol location is at the intersection of Las Lomas Drive and Settle Road and at the school's parking lot driveway.
- Settle Road is a low volume residential street with a posted speed of 25 mph.

Constraints

- The school site has limited bicycle access due to its location on a residential street within a suburb.
- Settle Road had limited crossing options.
- Parking lot congestion during daily peak travel times causes pedestrian conflicts at the driveway.
- Students in fourth through eighth grade are permitted to ride their bicycles to school. All bicycles are to be parked in one of the enclosed areas, and should be registered with the front office and locked up during school hours.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

FIGURE 36 - STUDENT SAFETY PATROL

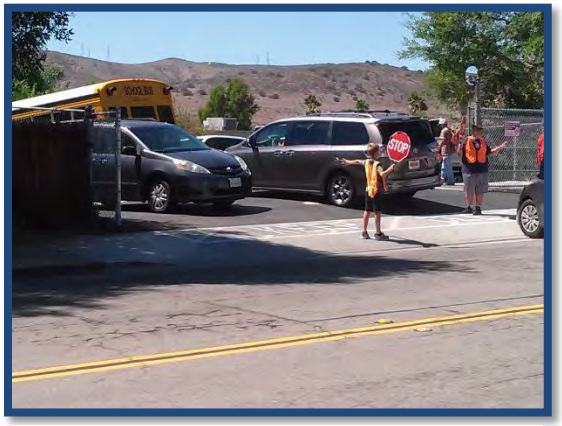


FIGURE 38 - DRIVEWAY CROSSING

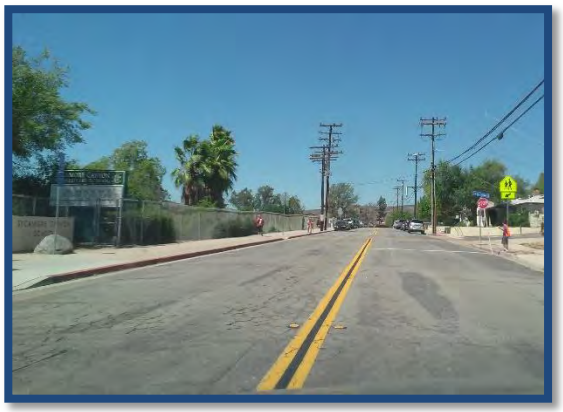


FIGURE 37 - FRONT OF SCHOOL

Sycamore Canyon Elementary | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

A Las Lomas Drive and Settle Road Intersection
Low visibility crosswalk on one leg, increases walking distances for students and difficult to see for drivers

B Settle Road and Exit of School Parking Lot Intersection

- Curb on south side of parking lot exit allows parking causing conflict for pedestrians
- Drivers don't pay attention pulling in and out of spot and while opening car doors into street or sidewalk

C Settle Road

- Blocked sight lines of sidewalk along the west side of Settle Road
- Lack of school zone signage; No road signs saying school hours, school zone, or 25mph speed limit from the South (which has the majority of traffic)
- Low visibility crosswalk on Settle Road
- Drivers bypass the wait line into parking lot by driving in oncoming traffic lanes

D Lake Canyon Road and Fanita Pkwy

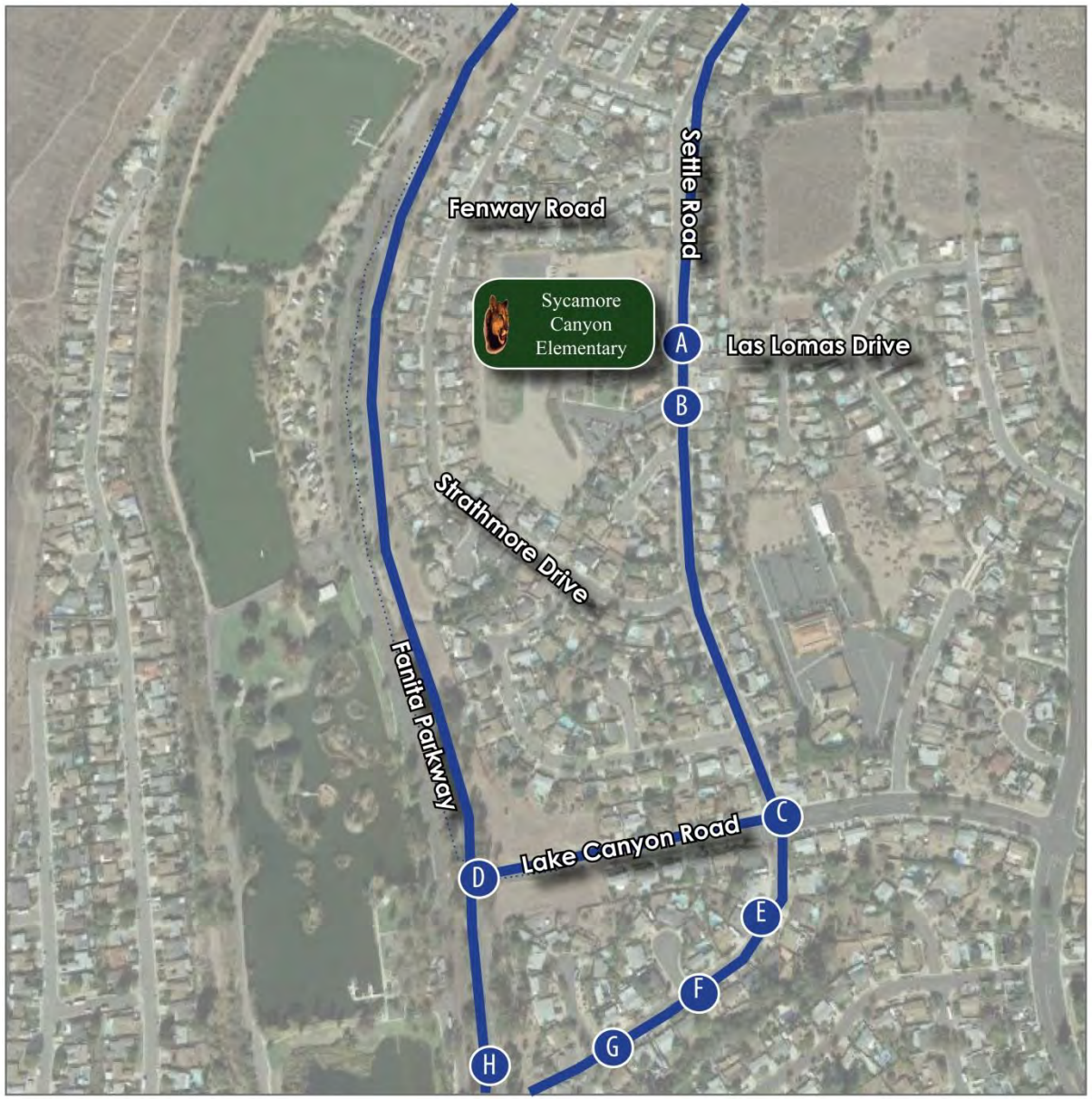
- Speeding, Cars drive fast, speed is 40 mph
- Difficult to cross
- No safe route to school for walking, no sidewalks along Fanita Road

SYCAMORE CANYON SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Fanita Pkwy between Mast Blvd and Ganley Road	Corridor	Evaluate the installation of permanent pathway or sidewalk.	**Priority**	$$$$
Lake Canyon Drive from Settle Road to Fanita Drive	Segment	Evaluate the installation of a complete sidewalk network.	**Priority**	$$$$
Settle Road and Celita Court	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Settle Road and Settle Court SE corner	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Fanita Pkwy and Lake Canyon Drive	Intersection	Evaluate the installation of ADA pedestrian ramps on the Westside.	**Priority**	$$$$
Operational Improvement Projects				
Settle Road and the school parking lot	Intersection	Evaluate the installation of a stop sign for the parking lot exit.	**Priority**	$
Settle Road	Segment	Evaluate resurfacing the roadway to repaint pavement markings including school zone crosswalk markings.	**Priority**	$$
Las Lomas Drive and Settle Road	Intersection	Evaluate repainting the existing uncontrolled crosswalk with yellow ladder striped high visibility markings.	**Priority**	$
Lake Canyon Road and Fanita Drive	Intersection	Evaluate adding a white ladder striped crosswalk across Fanita Road to access Lakes and Teen Center from surrounding neighborhood and school.	**Priority**	$
Settle Road from Carita Road to Penmar Road	Segment	Consider repairing cracked sidewalk.	**Priority**	$$$
Settle Rd from Carita Road to Penmar Road	Segment	Evaluate trimming back overgrown vegetation.	**Priority**	$
Enforcement				
Settle Road	Segment	Consider additional enforcement during peak drop-off and pick-up times to promote safe driver behavior.	**Priority**	$$
Fanita Pkwy between Mast Blvd and Ganley Road	Segment	Evaluate additional enforcement to promote safe driver behavior.	**Priority**	$$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

Sycamore Canyon Elementary | Active Transportation Improvements for SRTS



Suggested Infrastructure Improvements

A Las Lomas Drive and Settle Road
- Evaluate repainting the existing uncontrolled crosswalk with yellow ladder striped high visibility markings.

B Settle Road
- Evaluate resurfacing the roadway to repaint pavement markings.
- Consider additional enforcement.
- Evaluate the installation of a stop sign for the parking lot exit.

C Lake Canyon Dr from Settle Rd to Fanita Rd
- Evaluate the installation of a complete sidewalk network.

D Lake Canyon Road and Fanita Pkwy
- Evaluate adding a white ladder striped crosswalk across Fanita Road and ADA pedestrian ramps.

E Settle Rd from Carita Road to Penmar Road
- Consider repairing cracked sidewalk.
- Evaluate trimming back overgrown vegetation.

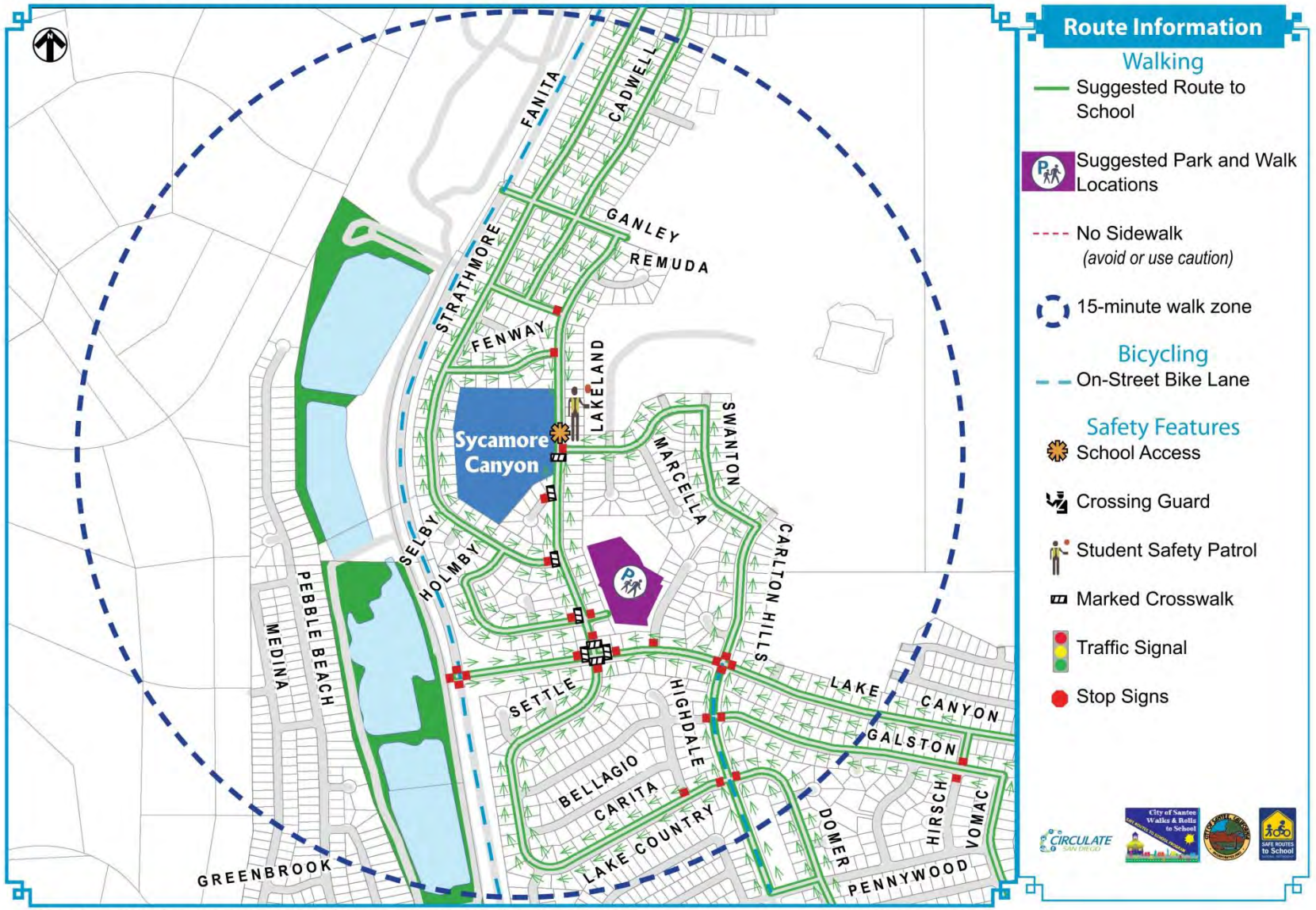
F Settle Road and Celita Court
- Evaluate the installation of ADA pedestrian ramps.

G Settle Road and Settle Court SE corner
- Evaluate the installation of ADA pedestrian ramps.

H Fanita Pkwy between Mast Blvd and Ganley Road
- Evaluate additional enforcement to promote safe driver behavior.
- Evaluate the installation of permanent pathway or sidewalk.

Sycamore Canyon Elementary School Suggested Route to School Map

10201 Settle Road | Santee, CA 92071



This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

Santana High | Existing Conditions and Needs Analysis

Santana High School is located at 9915 Magnolia Ave in the northeast section of Santee. The school is one of two in the City that is part of the Grossmont Union High School District. Santana has an enrollment of approximately 1,500 students from 9-12th grade. Pedestrian, bicycle and driver behavior at and around the school site were observed during a walking audit on February 6, 2014. Santana High School's traditional attendance area within Santee is bounded by the city boundary to the north, Canbury Drive to the west, Greenfield Drive to the south, and Creekford Drive to the east.

The school is located in a residential district with neighborhood commercial. The school is fenced along its rear and side perimeters. Santana High School is bordered by Magnolia Avenue to the West, Second Street to the North, Mast Boulevard to the South, and Cleary Street and Bend Street to the east. Access to Santana High School is from Second Street and Magnolia Avenue. Both Magnolia Avenue and Second Street have roundabouts inside the school perimeter to facilitate student pick up and drop off. At Magnolia Avenue the school access street intersects with Carefree Drive, and at Second Avenue the school access point intersects with Carreta Drive. The school is fenced along its southern and eastern perimeters.

Magnolia Avenue and Mast Boulevard are classified as major arterials, have class two bike lanes and 40 mph posted speed limits. Magnolia Avenue serves as one of the two major North/South Corridors in Santee. It is a multi-modal street, with both bike lanes and the bus route 832 sharing this major thoroughfare. Directly in front of Santana High School Magnolia Avenue has a raised, landscaped median and two left turn pockets and contiguous sidewalk with no parkway or street trees.

Second Street borders Santana High School to the north. It is a low volume residential street classified as a residential collector with a posted speed limit of 25 mph.

District
Grossmont Union High School District

School Location
9915 North Magnolia
Santee 92071-1903 CA

Bell Schedule
Arrival:
9th- 12th
M-T-F 7:14 AM | 8:08 AM
W-TH 815 AM | 9:52
Dismissal:
9th- 12th
M-T-F 1:58 PM | 2:53 PM
W-TH 12:20 PM | 1:58 PM

Enrollment 2013-2014
1,504 Students

Free/Reduced Price Meals 2013-14
494 Students (32.8%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
10

Bicycle collisions within Half Mile of the School (2006-2012)
13

Total Number of Ped/Bike Collisions Within a Half Mile
23

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- The school is located near Riverwalk Drive and Park Center Drive, a proposed park and walk site.
- Crossing Guard locations are at the intersection of Magnolia Avenue and Woodglen Vista Drive and Mast Blvd and Jeremy Street.
- The school can be accessed by existing Class II bike facilities on Magnolia Avenue and Mast Blvd.
- The site is located in close proximity to Hill Creek Elementary School and Cajon Park Elementary School which allows older siblings to walk, bike, or carpool with younger siblings.

Constraints

- The school is located on Magnolia Avenue, a four lane, high volume, major arterial with a posted speed limit of 40 mph and just north of Mast Blvd, a two lane, high volume, collector with a posted speed of 35 mph in the vicinity of the school and acts as a major connection to Lakeside via Los Ranchitos Road.
- Existing Class II bike facilities on Magnolia Avenue and Mast Blvd do not have a buffer from moving traffic.
- Traffic congestion on Magnolia Avenue causes conflicts for pedestrians and cyclist during drop-off and pick-up times.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

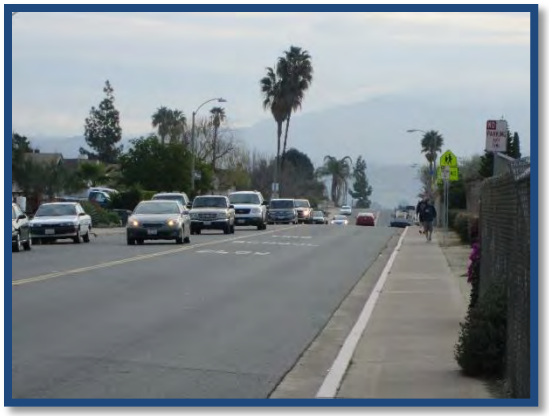


FIGURE 39 - 2ND STREET LOOKING EAST

FIGURE 40 - BIKE RACK

FIGURE 41 - MAGNOLIA AVENUE CLASS II BIKE FACILITY

Santana High School | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

- **A Magnolia Avenue**
  - Wide road, difficult to cross & speeding
- **B Magnolia Avenue between Mission Gorge Road and Chubb Lane**
  - No sidewalk on the west side of the street; currently dirt, forces bicyclist using sidewalk to travel against traffic
- **C Magnolia Avenue south of Chubb Lane**
  - Obstructions (telephone poles) in the sidewalk when traveling south

SANTANA HIGH SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Magnolia Ave between Mission Gorge Road and Chubb Lane	Segment	Evaluate the completion of the sidewalk network along the Westside.	**Priority**	$$$$
Magnolia Avenue south of Chubb Lane	Segment	Consider removing telephone pole obstructions or widening the existing sidewalk.	**Priority**	$$$$
Operational Improvement Projects				
El Nopal and Kit Carson	Intersection	Evaluate the removal of the existing school crossing.	**High Priority**	$
Enforcement				
Magnolia Avenue	Corridor	Evaluate additional enforcement along Magnolia Avenue to promote safe driver behavior.	**Priority**	$$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

Santana High School | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

- **A Magnolia Avenue**
  - Evaluate additional enforcement along Magnolia Avenue to promote safe driver behavior.
- **B Magnolia Avenue south of Chubb Lane**
  - Consider removing telephone pole obstructions or widening the existing sidewalk.
- **C Magnolia Avenue between Mission Gorge Road and Chubb Lane**
  - Evaluate the completion of the sidewalk network along the West side.
- **D El Nopal and Kit Carson**
  - Evaluate the removal of the existing school crossing.

Santana High School Suggested Route to School Map

9915 Magnolia Ave | Santee, CA 92071

Route Information

Walking

- Suggested Route to School
- Suggested Park and Walk Locations
- No Sidewalk *(avoid or use caution)*
- 15-minute walk zone

Bicycling

- On-Street Bike Lane

Safety Features

- School Access
- Crossing Guard
- Student Safety Patrol
- Marked Crosswalk
- Traffic Signal
- Stop Signs

This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

West Hills High | Existing Conditions and Needs Analysis

West Hills High School is located at 8756 Mast Boulevard. The school is one of two in the City that is part of the Grossmont Union High School District. West Hills High School has an enrollment of approximately 2,000 students from ninth to 12th grade.

Pedestrian, bicycle and driver behavior at and around the school site were observed during a walk audit and mapping session on June 4, 2014. West Hills High School's traditional attendance boundary within Santee is bounded by the SR 52 Freeway to the west, the boundary between Santee and Poway to the north, Cuyamaca Street and Magnolia Avenue to the east, and Manor Drive to the south.

Front access to West Hills High School is from Mast Boulevard. Rumson Drive also provides access from the south. The school is located in a residential neighborhood and is adjacent to West Hills Park and open space. The school is fenced along its rear and side perimeters. Mast Blvd is classified as a four-lane major arterial, has class two bike lanes, 40 mph posted speed limit, and with a landscaped median and continuous sidewalks. It is one of the major East/West connections in Santee.

Other than Mast Boulevard, the closest roadways are Medina Drive and Rumson Drive and are low-volume residential two way roads with continuous sidewalks and a posted speed limit of 25 mph. Rumson Drive is characterized by speed bumps due to its proximity to two schools, West Hills High School and Carlton Oaks Elementary School. West Hills High shares its site with the Grossmont Health Occupations Center, which has a separate entrance at the intersection of Rumson Drive and Oakborne Road, also an alternative access point for West Hills High.

District
Grossmont Union High School District

School Location
8756 Mast Blvd
Santee 92071-2046 CA

Bell Schedule
Arrival:
9th- 12th
7:15 AM | 8:08 AM
Dismissal:
9th- 12th
1:52 PM | 2:45 PM

Enrollment 2013-2014
1,967 Students

Free/Reduced Price Meals 2013-14
685 Students (34.8%)

Pedestrian Collisions Within Half Mile of the School (2006-2012)
5

Bicycle collisions within Half Mile of the School (2006-2012)
7

Total Number of Ped/Bike Collisions Within a Half Mile
12

SOURCE:

- California Department of Education
  Data Reporting Office
  Prepared: 9/10/2014 6:30:55 PM
- Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley

Opportunities and Constraints

Opportunities

- The school is located just east of West Hills Park, a proposed park and walk site.
- The school can be accessed by existing Class II bike facilities on Mast Blvd and Carlton Oaks Drive.
- The site is located in close proximity to Carlton Oaks Elementary School which allows older siblings to walk, bike, or carpool with younger siblings.
- School Access points are located at Rumson Drive and Oakbourne Road, Mast Blvd and West Hills Park.

Constraints

- Intersection at Rumson Drive and Oakbourne Road is uncontrolled and an access point to West Hills High.
- Heavy morning traffic congestion on Mast Blvd due to Highway 52 On-Ramp.
- The school is adjacent to Mast Blvd, a four lane, high volume, major arterial roadway with a posted speed limit of 40 mph.
- Existing Class II Bike Facilities on Carlton Oaks Drive and Mast Blvd do not have a buffer from moving traffic.
- Skateboards and scooters are not allowed on campus due to City Ordinance #21113

FIGURE 42 - CLASS II BIKE LANE ON CARLTON OAKS

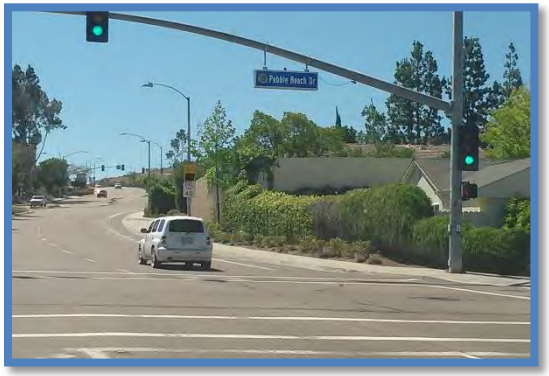


FIGURE 43 - MAST BLVD LOOKING WEST TOWARD WEST HILLS

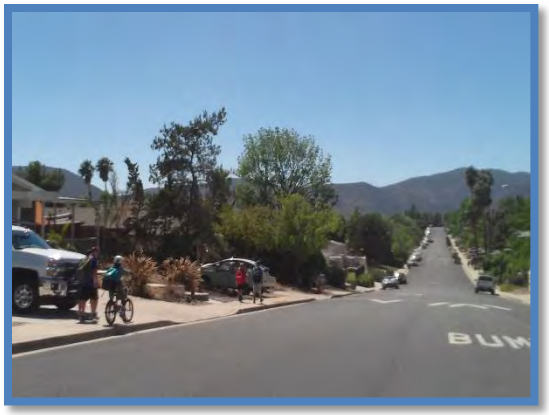


FIGURE 44 - RUMSON DRIVE LOOKING WEST

West Hills High School | Active Transportation Barriers to Safe Routes to School

Community Identified Barriers

- **A Mast Blvd (West Parking Lot Entrance)**
  - Difficult for pedestrians to cross during peak pick-up and drop-off times
- **B Mast Blvd**
  - Wide roadway; speeding; sight distance issues
  - Bike facilities are not used frequently due to high speeds of vehicles
- **C Mast Blvd and Medina Drive**
  - Sight distance issues due to hill, crosswalk is difficult to see for drivers
- **D Mast Blvd and Fanita Pkwy**
  - Sight distance issues due to hill, crosswalk is difficult to see for drivers
- **E Pebble Beach Drive Between Grass Valley Lane and Carlton Oaks Drive**
  - Lack of ADA pedestrian ramps at key locations
- **F Rumson Drive and Wethersfield Road**
  - Blocked sight lines -Visibility Issues for drivers turning onto Rumson Dr. difficult to see pedestrians crossing mid-block and on coming traffic
- **G Rumson Drive and Oakbourne Road**
  - No stop sign on Rumson Dr. makes it difficult for students to cross during peak drop-off and pick-up times, cars don't yield to the pedestrian
  - Visibility issues for westbound traffic, can't see crosswalk or pedestrians waiting to cross
- **H Rumson Drive between West Hills Pkwy and Pebble Beach Drive**
  - Minimal of school zone signage

CIRCULATE SAN DIEGO

WEST HILLS SUGGESTED IMPROVEMENTS

Capital Improvement Projects				
Mast Blvd	Corridor	Evaluate the installation of a cycle track, shared use path or buffered bike lane on Mast Blvd to provide a safe and protect areas for students. Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals at key locations. Lead Interval Locations: Mast Blvd and Fanita Pkwy Mast Blvd and Pebble Beach Drive Mast Blvd and Medina Drive Mast Blvd and Carlton Hills Blvd	**Priority**	$$$$
Mast Blvd and Magnolia Park Drive	Intersection	Evaluate the installation of ADA pedestrian ramps.	**Priority**	$$$
Operational Improvement Projects				
Mast Blvd and Carlton Hills Blvd	Intersection	Evaluate installation of "no right turn on red" signage and yield to pedestrian signage.	**Priority**	$$
Enforcement				
Mast Blvd	Segment	Evaluate additional enforcement to promote safe driver behavior and reduce driver speeds.	**Priority**	$$

***** See Chapter 4 for Improvement Project Prioritization and Selection Methodology

West Hills High School | Active Transportation Improvements for Safer Routes to School

Suggested Infrastructure Improvements

A Mast Blvd

- Evaluate the installation of a cycle track, shared use path or buffered bike lane on Mast Blvd to provide a safe and protect areas for students.
- Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals at key locations.
  Lead Interval Locations:
  Mast Blvd and Fanita Pkwy
  Mast Blvd and Pebble Beach Drive
  Mast Blvd and Medina Drive
  Mast Blvd and Carlton Hills Blvd
- Evaluate additional enforcement to promote safe driver behavior and reduce driver speeds.

B Mast Blvd and Carlton Hills Blvd

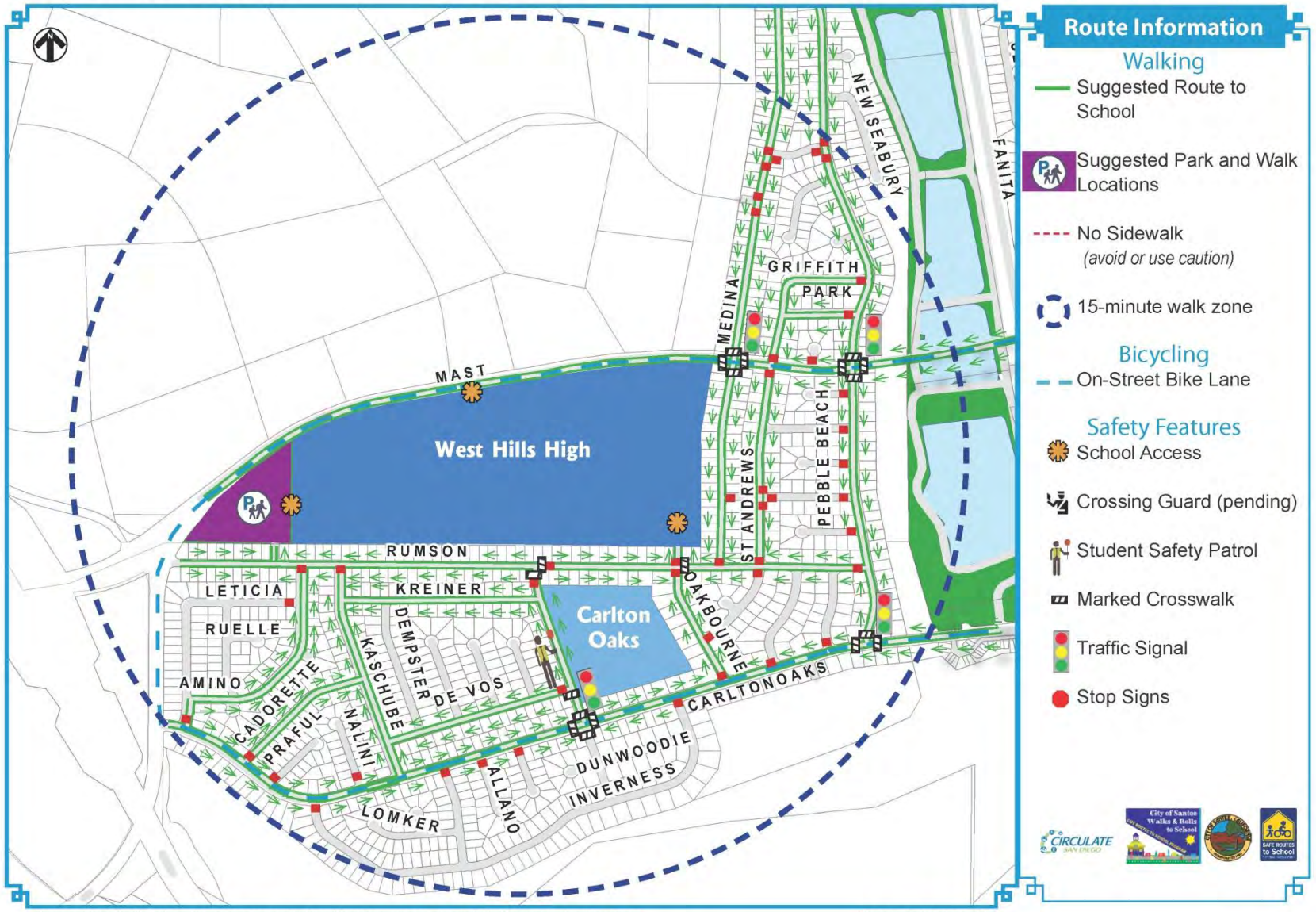
- Evaluate installation of "no right turn on red" signage and yield to pedestrian signage.

Mast Blvd and Magnolia Park Drive

- Evaluate the installation of ADA pedestrian ramps. ********Located off the map

West Hills High School Suggested Route to School Map

8756 Mast Blvd | Santee, CA 92071



This map is intended for information purposes only. The City of Santee assumes no responsibility for people using these routes.

Map Created: October 2014

CHAPTER 3 | FIVE E'S RECOMMENDATIONS

Non-infrastructure recommendations will help foster an environment of increased safety, walking and bicycling in Santee.

The recommendations are categorized into five categories:

• Education: Education activities include teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of the Safe Routes to School initiative.

• Encouragement: Encouragement activities generate excitement and interest in walking and bicycling to school.

• Enforcement: Enforcement strategies deter unsafe behaviors of drivers, pedestrians and bicyclists and encourage all road users to obey traffic laws and share the road safely.

• Engineering: Engineering is a broad concept used to describe the design, implementation, operation and maintenance of traffic control devices or physical measures, including low-cost as well as high cost capital measures.

• Evaluation: Evaluation is used to determine if the aims and the strategies are being met and to assure that resources are directed towards efforts that show the greatest likelihood of success. Also, evaluation can identify needed adjustments to the program while it is underway.

The Safe Routes to School National Partnership and California Department of Transportation (Caltrans) promote the implementation of the "five E's" to cultivate a multi-modal, walk and bike friendly community. The SRTS programmatic recommendations are most effective when strategies to increase walking and biking are implemented in a holistic way. The Safe Routes to School non-infrastructure recommendations can be adopted as standalone projects for each site as interest and opportunity arise.

Education Recommendations

This section provides recommendations on education strategies that can be implemented at the city-wide, school district and school site level that teach students, parents and neighbors about the importance of safe pedestrian, cyclist and driver behavior to increase student safety within the school zone and surrounding neighborhoods. These recommendations are meant to act as a reference for education strategies.

Education Recommendation	Implementing Agency
PEDESTRIAN AND BICYCLE SAFETY EDUCATION Schools may offer regular pedestrian and bicycle safety courses to educate children on safe pedestrian behavior, how to ride a bicycle, complete a bicycle safety check, safe riding skills, and the rules of the road for both pedestrians and cyclist. http://guide.saferoutesinfo.org/education/	School District (Decision Maker)
SAFETY ASSEMBLY Schools are encouraged to hold assemblies that bring awareness to pedestrian and bicycle safety. Assembly celebrations may include the following: Bike to School Day in May, International Walk to School Day in October, or Safety Patrol and Crossing Guard Recognition. An assembly not connected to a larger celebration could teach basic bicycle or pedestrian safety in an energetic atmosphere.	School Site Sheriff's Department Circulate San Diego San Diego County Bicycle Coalition
SAFETY AWARENESS CAMPAIGN To create awareness and education on a Neighborhood or City-wide level schools may develop a safety awareness campaign. Students can work with their classroom teachers or in their after school programs to develop safety slogans and art while learning about better safety practices. Their artwork can then be used as signs, banners or transformed into a logo for a City-Wide Campaign. *Activities, celebration ideas and select long term activities were adapted from the National Highway Traffic Safety Administration and the Safe Routes to School National Partnership	School District School Site Neighborhood groups

Encouragement Recommendations

This section provides recommendations on encouragement activities that can be implemented at the school district and school site level that promote and encourage students to be physically active and walk, bike or skate to school. These recommendations are meant to act as a reference for strategies to engage students and families in the Safe Routes to School initiative.

Encouragement Recommendation	Implementing Agency
WALK ON WEDNESDAYS (WOW) To increase the number of students who walk to school and reduce traffic congestion within the school zone, a school may adopt a 'Walk on Wednesdays" (WOW) campaign to promote students walking to school on Wednesdays. Biking and other forms of human-powered transport (e.g. skateboard, wheelchair) will also be supported as part of this campaign.	School District (Decision Maker) and schools
WALK/BIKE GROUPS A Walking School Bus for pedestrians or a Bike Train for cyclists are activities that provide multiple community benefits. Children are picked up from their homes or along a designated Walking School Bus Route with designated "bus stops" at specific times. Parent volunteers help their neighbors who are unable to accompany their children to school. This significantly helps with safety and traffic congestion around schools, and encourages community building and physical activity. A Walking School Bus can be as informal as a few parents alternating to walk or bike with their children to school, but it can also be a well organized, PTA led effort that involves many members of the school community. Ideally, the program should encourage residents to keep a dependable schedule so that parents can plan accordingly. Some programs may only coordinate drop-offs before school because of multiple after school responsibilities.	School Site PTA/PTSA Parents, neighbors
INTERNATIONAL WALK TO SCHOOL DAY International Walk to School Day (W2SD) is held annually in October. This is a celebration where millions of people around the world walk to school helping to create safe pedestrian-friendly communities, promote healthier habits and environmental conservation. W2SD is a great way to celebrate, promote and create awareness around walking and physical activity among all students. Each school may determine their own level of participation, and some best practices related to International Walk to School Day are listed below: • Annually, students will be encouraged to participate in International Walk to School Day. • Participating schools should have promotional materials (listed in the Promotional Materials section below) to encourage students to participate in the event. • A contest could be held at each participating school to determine which classroom had the largest number of	School District School Site PTA/PTSA Parents

Encouragement Recommendation	Implementing Agency
students that walked or rolled to school on International Walk to School Day. The students in the classroom with the largest participation could receive a reward to recognize this achievement. • Additionally, a contest between schools could be held to encourage school unity and participation in International Walk to School Day. International W2SD activities vary from school to school, state to state and country to country. Following are a number of ways schools can encourage families to participate, and some of the following promotional ideas can be incorporated in the festivities. The first step to participation in International W2SD is ensuring students, parents and staff are aware of the celebration, and more importantly, why and how the school is celebrating the International W2SD. No matter what level of participation a school is involved in, announcements and information can be disseminated to parents, staff and students about any possible activities, Safe Routes to School information or pedestrian safety information. Some examples include: • Announcement at a Back to School Night • Letter to Parents • Reverse phone call • Marquee messaging • Social media messaging promotion • Student engagement- ASB and group announcements • Posters around school School Assemblies: A school assembly could be done prior to, or the same morning of, International Walk to School Day. An assembly beforehand is a good way to inform students on the possible activities planned, and hold educational pedestrian safety activities to the entire school community. An assembly the morning of International W2SD could include a presentation by a Community Resource Officer, an appearance by a local hero, distribution of encouragement items, or a celebration for the efforts of the school community members who participated in International Walk to School Day. Walk to School Day or Walk & Roll Day can be any day of the year or as many days of the year that your school considers appropriate and feasible. It does not need to be a part of the International celebration in October.	

Encouragement Recommendation	Implementing Agency
OTHER POSSIBLE DAYS TO CELEBRATE **National Bike to School Day** Held annually in May, National Bike to school day is a good way to encourage school sites and families to take part in a national movement. Participants can earn encouragement items or participate in a raffle for a larger prize, such as a bicycle. **Earth Day** Held annually in April, Earth Day is an international celebration to bring awareness to environmental concerns. More than a billion people participate in Earth Day every year. Schools could hold walk or bike to school days as a part of an Earth Day celebration and calculate the amount of carbon prevented from going into the atmosphere through the SANDAG trip tracker website. http://www.icommutesd.com/commuters/triptracker	School District School site San Diego County Bicycle Coalition
SAFE ROUTES TO SCHOOL CONTESTS SRTS contests will be conducted through student art and creativity to promote SRTS activities. Some examples include: • a poster that shows why a student walks/bikes to school. • a poster that promotes what students have learned about pedestrian/bike safety • a map of the route a student takes to get to school • a logo design for a City-wide Campaign • a skateboard contest that teaches skate safety while allowing the students to express themselves.	School District School site
SRTS MAP DISTRIBUTION Suggested Route to School maps were created in a collaborative process with the City and the school community. These maps may be distributed to parents, teachers and administrators to encourage students walking and biking to school on the suggested routes. These maps are best distributed in collaboration with International Walk to School Day events sponsored by individual school sites.	School District School Site
WALK AND BIKE ACROSS AMERICA Students keep track of the distance in miles that they walk and bike to school, whether it is from their home, from a bus stop, or a park and walk location. The whole class adds up their collective mileage over the course of one week and plots it on a map. Then the class "travels" to a destination chosen within those miles, learning about the geography of the area. Additional ideas, lesson plans and materials can be found at Walk Across America.	School Site
GREENING OF THE TREES Each student receives a leaf when they arrive to school. Students who arrive by walking or biking receive a green leaf. Those who arrive by bus and carpool receive a different shade of green leaf. If a child traveled by car part of the way, but walked at least a block, the leaf is half yellow or brown and half green. Students who arrive by car (but not in a carpool) get a brown leaf. The leaves are then mounted on a tree, and the more the children walk or bike to school, the greener the tree becomes.	School Site

Encouragement Recommendation	Implementing Agency
KIDS PASTA MARATHON After a kick-off pasta lunch (or family dinner) students receive a mileage chart to track1/2 mile increments. For each mile the student walks, students receive a piece of pasta that they add to a string. When they complete the "marathon," kids will have a finished 26-piece pasta necklace to wear. For more information go to http://www.kidsrunning.com.	School Site
MILEAGE CLUB Students unable to walk to school can be included in a school mileage club. Youth can walk on the school playground, perimeter or a pre-determined path before, after school, or during recess. Mile marker cards are checked every time a child completes a lap on the course. When the walking session ends, the students calculate their distance traveled. For each five miles a child walks, the child could be rewarded with charms, tokens, certificates, or other incentive items.	School Site
SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP FIRE UP YOUR FEET CHALLENGE *The Fire Up Your Feet Challenge* is a national contest, usually held in the Spring and Fall. Schools track their physical activity level, whether it is walking or biking to school, time spent in recess or physical education classes, and input it into a website. Schools are then monetarily rewarded for the amount of physical activity their school has collectively logged. This funding can support all school programs that promote youth physical activity, including field trips. For more information: www.fireupyourfeet.org	School Site
PARK AND WALK Parents looking to avoid traffic congestions around the school may choose to utilize the park and walk site identified on the Suggested Route to School Map or use another alternative site for drop-off and pick-up or walking to school. Park and walks significantly help with safety and traffic congestion around schools, while at the same time encouraging physical activity.	School Site Parents

Enforcement Recommendations

This section provides recommendations on enforcement activities that can be implemented at the city-wide, school district and school site level that enforce safe pedestrian, cyclist and driver behavior and assist to provide a safe environment for students who walk, bike or skate to school. These recommendations are meant to act as a reference for strategies to enforce safety throughout the city, specifically within the school zones and suggested routes to school.

Enforcement Recommendation	Implementing Agency
ENFORCEMENT OPERATIONS School resource officers can provide needed enforcement operations such as speed control, yielding to pedestrians, student jaywalking, and driver adherence with school drop-off and pick-up procedures.	School Site
SAFETY MESSAGES School resource officers and school administrators can provide simple pedestrian and bicycle safety messages to be delivered to students during morning or afternoon announcements.	School Site
SPEED STUDY Officers can hold a speed study to determine which schools have speeding or other unlawful motorist behavior, and then conduct targeted enforcement activities in a two-mile zone around a specific school, enforcing speed limits and crosswalk enforcement operations.	Sheriff's Department Traffic Engineering Department
STUDENT SAFETY PATROL School who do not have an existing Student Safety Patrol may work with the school district to adopt the program and educate students to assist with crossing students at arrival and departure times.	School District School Site
SCHOOL CROSSING GUARDS Crossing Guard locations are determined through a comprehensive review of safety factors by implementing departments at the city and school district. Crossing Guard placement is subject to review by staff if other locations are more feasible due to incurred safety benefits.	Fire Department School District
VOLUNTEER SENIOR SHERIFF'S PATROL Volunteer senior patrols can help with the flow of traffic during pick-up and drop off times in front of school and provide invaluable "eyes on the street" to ensure greater safety for students walking and biking to school.	Sheriff's Department

Engineering Recommendations

This section provides recommendations on engineering strategies that can be implemented at the city-wide, school district and school site level that enhance and improve the pedestrian and bicycle environment for students who walk, bike or skate to school. These recommendations are meant to act as a reference for strategies to enhance infrastructure throughout the city, specifically within the school zones and suggested routes to school.

Engineering Recommendation	Implementing Agency
PORTABLE YIELD TO PEDESTRIAN SIGNAGE The portable "yield to pedestrian" sign that is consistent with the standards provided for an R1-6 in the *California Manual on Uniform Traffic Control Devices* may be used at locations where necessary. Signs could be effectively placed at the school crossings by school staff or crossing guards when needed and be removed after the school traffic period ends.	City Departments School Staff Crossing Guards
ADA COMPLIANCE The City should consider giving a higher priority to installing handicap ramps at crosswalks for identified park and school sites in City's right of way.	City Departments
SCHOOL ZONE SIGNAGE COMPLIANCE It is recommended that all school zone signage in the vicinity of school sites be monitored and reviewed on a 5 year basis for maintenance needs and conformance with the CA-MUTCD as well as adequate retroreflectivity.	Traffic Engineering Department
MONITORING ENCROACHMENT OF LANDSCAPING The City should consider a monitoring program of periodic inspection of pedestrian sidewalks, paths and other pedestrian areas to identify encroachment of landscaping into the pedestrian right of way. Such a program could be potentially implemented through an online reporting system with photographic documentation capabilities, either on a City-wide basis or school by school. Once an issue is verified letters would be issued to property owners establishing a reasonable timeframe within which to remove the obstructions.	City Departments School District
SHORT-TERM SUGGESTED IMPROVEMENT Site-specific improvements were developed based upon field observations as well as input from school staff and residents. Detailed work plans are provided for each individual school in the section dedicated to that school. Short-term improvements are considered less costly and within the capacity to implement within the City's current budget, versus those that are more costly and to be implemented when funding becomes available. Potential short-term recommendations included in the work plans for various schools are the following: • Marking crosswalks at unmarked intersections • Converting standard parallel-line crosswalk markings to ladder style • Lane striping • Tree trimming • Signage • Red curbs • Pavement markings	Traffic Engineering Department

LONG-TERM SUGGESTED IMPROVEMENTS Projects that will require grant funding and/or design phase to implement were classified as long-term suggested improvements which could potentially include the following types of improvements: • ADA pedestrian ramps • Complete sidewalk networks • Buffered Class II Bike Lanes • Traffic Calming Improvements • Pedestrian enhancements such as curb extensions and bulb-outs	Traffic Engineering Department

Evaluation Recommendations

This section provides recommendations on evaluation strategies that can be implemented at the city-wide, school district and school site level that assess mode share, school district policy and city ordinances to evaluate the impacts on the use of active transportation. These recommendations are meant to act as a reference for strategies to evaluate existing trends and future impacts from implementing programmatic and infrastructure improvements.

Evaluation Recommendation	Implementing Agency
MODE SHARE EVALUATION | PARENT SURVEY The parent survey is a suggested evaluation measure given to identify current student walking and bicycling rates and parent attitudes toward children walking or bicycling. The survey is generally distributed to parents in their students' backpacks, through parent volunteers or through an online survey. This survey should be administered to acquire baseline data and evaluate programmatic impacts. For more information visit the following website: http://www.saferoutesinfo.org/program-tools/evaluation-parent-survey	School administration and parent volunteers
MODE SHARE EVALUATION | STUDENT TRAVEL TALLY The student travel tally is a suggested evaluation measure administered by the classroom teacher who asks the students how they arrived to school on a number of sequential days in a week. Students raise their hands in response to specific questions, such as "Who rode their bike to school today?" This survey should be administered to acquire baseline data and evaluate programmatic impacts. For more information visit the following website: http://www.saferoutesinfo.org/program-tools/evaluation-student-class-travel-tally	School administration and parent volunteers
BIKE, SKATEBOARD AND SCOOTER PARKING An inventory of bicycle, skateboard and scooter parking at existing school storage racks should be performed during 'peak parking demands' and if inadequate, consideration should be given by the school community to provide additional parking.	School Site
SAFE ROUTES TO SCHOOL BOARD POLICY School Districts may decide to adopt the Safe Routes to School board policy and administrative regulations as an implementation tool for a district-wide program. State and federal grants are available for local support, school districts and city governments committed to increasing the number of students who use active transportation.	School District
GENERAL PLAN CIRCULATION ELEMENT The city will review city General Plan Circulation Element to ensure that it supports and encourages the use of active transportation as a means of transportation to school.	City Departments

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CHAPTER 4 | IMPROVEMENT PROJECT PRIORITIZATION AND SELECTION

Proposed improvements were identified through a comprehensive process to gather community input regarding infrastructure deficiencies and safety concerns. Feedback from walk audits, mapping sessions, online survey responses and workshops was verified by the project team and evaluated for inclusion in the plan based on the prioritization process below.

Scoring Methodology

Prioritization evaluated city-wide school concerns based on priority from the community, as well as safety, population density, and equity statistics.

Details of the prioritization process include:

GEOCODING DATA - mapped and geocoded all locations of concern received via public input using GIS to analyze the distribution of locations throughout Santee and by individual neighborhood. Data was treated as either point files (intersections) or line files (corridors or street segments) as appropriate.

PUBLIC COMMENT ANALYSIS - Following one month of survey input, the improvements will be ranked according to number of comments received, then tiered into 3 tiers (most commonly cited improvements, commonly-cited improvements, and other improvements), and scored accordingly.

COLLISION ANALYSIS - Measured by mapping all collisions involving pedestrians in the City of Santee from 2006-2012. Projects will be scored based on their proximity to these collisions, with closer projects scoring better.

LAND USE AND WALKABILITY ANALYSIS - Measured by assigning half-mile and quarter-mile radial buffers to identify an improvement's physical proximity to schools. In addition to the proximity score, projects will also be scored by their nearby population density, as determined by 2010 Census Block Group.

EQUITY ANALYSIS - Equity will be evaluated as part of the analysis. Reported percentage of students meeting free and reduced price meals (FRPM) eligibility criteria by school site will be used as a proxy for household income.

For Equity Analysis, school sites will be tiered into two tiers based on their reported scores in each respective category. The "top" tier, representing the poorer-performing schools in each category, will see the recommended improvements within their half-mile radial buffer receive an additional weighting point to be used in the composite analysis.

Weighting

In order to assign priority to the improvements identified by the public in the context of the above analyses, we propose weighting each improvement based on a number of factors designed to help identify improvements with the greatest potential to provide positive outcomes for residents - the most-cited locations in need of improvement, most dangerous locations based on proximity to pedestrian collisions, most walkable locations based on street connectivity, and locations designed to serve lower-income and less-healthy populations.

The table on the following page explains the proposed weights and criteria in greater detail.

TABLE 2 - PROJECT PRIORITIZATION WEIGHTING

Input	Proposed Criteria Weight
Public Comment Analysis	
Intersection or Segment was cited more than twice	3
Intersection or Segment was cited more than once	2
Intersection or Segment was cited once	1
Collision Analysis	
Intersection or Segment is within 150' of a collision	3
Intersection or Segment is within 500' of a collision	2
Intersection or Segment is not within 500' of a collision	1
Land Use and Walkability Analysis	
Intersection or segment is all or partially within ¼ mile radial distance of school site	3
Intersection or segment is all or partially within ½ mile radial distance of school site	2
Intersection or segment is outside of the ½ mile radial distance of school site	1
Intersection or segment with more than 200 hundred residents within a quarter mile	3
Intersection or segment with more than 100 hundred residents within a quarter mile	2
Intersection or segment with less than 100 hundred residents within a quarter mile	1
Health and Equity Analysis	
Intersection or segment is all or partially within ½ mile radial distance of top-tier school sites with greatest free and reduced meal participation	2

Tiering and Prioritization

The above analyses will provide a score by improvement (intersection or segment) that will be normalized on a scale of 0-100 for comparison purposes. Higher scores indicate higher-need areas for greater pedestrian investments.

The suitability scoring will be divided into intersection and segment categories, and each category will then be grouped into two tiers- High Priority Improvements and Priority Improvements.

This information can then be utilized to prioritize pedestrian or SRTS investments, and help stakeholders apply for SANDAG, State, and federal Active Transportation grant funds to implement the recommended improvements.

Proposed Improvement Projects Prioritized by Category

Projects were given "High Priority or Priority" classifications which were based on the project prioritization criteria which include population density, collision data, and equity towards low-income populations and community and staff input.

Cost estimates are considered at a planning level and are based on generally-accepted unit costs for the improvements listed. Additional costing will need to be conducted to account for site-specific issues relating to drainage, utilities, or right-of-way concerns as appropriate.

Cost Estimate Categories

$= $1 - $1,000

$$= $1000 - $10,000

$$$= $10,000 - $100,000

$$$$= Over $100,000

Capital Improvement Projects (CIP)

Projects listed under this category are infrastructure improvements that seek to increase the safety of students who use active transportation to get to and from school.

Projects in this category will require additional funding sources outside of the City of Santee's operational budget to assist with the costs associated with the planning, design and construction, often in the form of competitive grant awards, which may delay implementation.

Potential funding sources are provided in the final chapter.

TABLE 3 - CITY-WIDE PROPOSED CAPITAL IMPROVEMENTS

Capital Improvement Projects				
High Priority				
Prospect Avenue and Mesa Road	Intersection	Evaluate the intersection for realignment, painting red curbs, and installation of pedestrian crossing or stop ahead warning signage on Prospect Avenue.	Chet F Harritt	$$$$
Woodglen Vista Drive and Woodpark Drive	Intersection	Evaluate the feasibility of installing a 3 way stop; curb extensions; and yellow ladder striped crosswalks on 3 legs and signage.	Cajon Park	$$$$
Rumson Drive and Oakbourne Road	Intersection	Evaluate the installation of curb extensions to shorten the crossing distance.	West Hills	$$$$
Rumson Drive and Wethersfield Road	Intersection	Evaluate the feasibility of curb extensions.	Carlton Oaks West Hills	$$$$
Riverwalk Drive and Pedestrian Walkway	Intersection	Evaluate the installation of curb extensions.	Rio Seco	$$$$
Priority				
Magnolia Avenue	Corridor	Evaluate the installation of a cycle track, shared use path or buffered bike lane on Magnolia Avenue to provide a safe and protected areas for students and families. Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals at key locations.	Cajon Park Santana High Hill Creek	$$$$

		Lead Interval Locations: Magnolia Ave and Mast Blvd Magnolia Ave and El Nopal Magnolia Ave and Len St		
Magnolia Avenue south of Chubb Lane	Segment	Consider removing telephone pole obstructions or widening the existing sidewalk.	Santana High	$$$$
Magnolia Ave between Mission Gorge Road and Chubb Lane	Segment	Evaluate the completion of the sidewalk network along the Westside.	Santana High	$$$$
Cottonwood Avenue between Palm Glen Drive and Chubb Lane	Segment	Consider the installation a permanent park pathway or sidewalk that connects the surrounding residents to the Rio Seco, Sports Complex, YMCA and Town Center Community Park.	Rio Seco Hill Creek	$$$$
Prospect Avenue between Fanita Pkwy and Mesa Road	Corridor	Evaluate the installation of a complete sidewalk network along Prospect Avenue.	Chet F Harrit PRIDE Academy	$$$$
Mast Blvd	Corridor	Evaluate the installation of a cycle track, shared use path or buffered bike lane on Mast Blvd to provide a safe and protect areas for students. Consider enhancement of pedestrian crossings by installation of lead pedestrian intervals at key locations. **Lead Interval Locations:** Mast Blvd and Fanita Pkwy	West Hills Santana High	$$$$

		Mast Blvd and Pebble Beach Drive Mast Blvd and Medina Drive Mast Blvd and Carlton Hills Blvd Mast Blvd and Halberns Blvd Mast Blvd and Cuyamaca Street Mast Blvd and Magnolia Ave		
Big Rock Road between Shantung Drive and Rancho Fanita Drive	Segment	Evaluate the installation of a complete sidewalk network.	Chet F Harritt	$$$$
Olive Lane south of Mission Gorge Road	Segment	Evaluate the installation of a complete sidewalk network with a landscape buffer.	PRIDE Academy	$$$$
Via Rita and Via Leslie	Intersection	Evaluate the installation of ADA pedestrian ramps.	Rio Seco	$$$
Mast Blvd and Magnolia Park Drive	Intersection	Evaluate the installation of ADA pedestrian ramps.	West Hills	$$$
Pike Road and Domer Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	Carlton Hills	$$$
Pike Road and Mandeville Rd	Intersection	Evaluate the installation of ADA pedestrian ramps.	Carlton Hills	$$$
Stoyer Drive and Mandeville Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	Carlton Hills	$$$
Vomac Road and Mast Blvd	Intersection	Evaluate the installation of ADA pedestrian ramps.	Carlton Hills	$$$
Cuyamaca Street south of River Park Drive	Corridor	Evaluate the installation of a complete sidewalk network or pathway and widening the existing pedestrian path to include a	Rio Seco	$$$$

		buffer or planting zone.		
Fanita Pkwy between Mast Blvd and Ganley Road	Corridor	Evaluate the installation of permanent pathway or sidewalk.	West Hills Sycamore Canyon	$$$$
Pebble Beach Drive between Grass Valley Lane and Siwanoy Court	Segment	Evaluate the installation of ADA pedestrian ramps at all crossing locations along segment were they do not exist.	West Hills Carlton Oaks	$$$$
Lake Canyon Drive from Settle Road to Fanita Road	Segment	Evaluate the installation of a complete sidewalk network.	Sycamore Canyon	$$$$
Settle Road and Celita Court	Intersection	Evaluate the installation of ADA pedestrian ramps.	Sycamore Canyon	$$$
Settle Road and Settle Road SE corner	Intersection	Evaluate the installation of ADA pedestrian ramps.	Sycamore Canyon	$$$
Via Rita and Sappington Court	Intersection	Evaluate the installation of ADA pedestrian ramps.	Rio Seco	$$$
Via Rita and Via Debbie	Intersection	Evaluate the installation of ADA pedestrian ramps.	Rio Seco	$$$
Via Rita and Via Wakefield	Intersection	Evaluate the installation of ADA pedestrian ramps.	Rio Seco	$$$
Fanita Pkwy and Lake Canyon Drive	Intersection	Evaluate the installation of ADA pedestrian ramps on the Westside.	Sycamore Canyon	$$$$

		Evaluate the completion of the sidewalk network that leads to Santee Lakes.		
Halberns Blvd and Abbywood Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	Carlton Hills	$$$
Halberns Blvd and Abbyfield Road	Intersection	Evaluate the installation of ADA pedestrian ramps.	Carlton Hills	$$$

Operational Improvement Projects

Projects listed in this category are improvements to existing infrastructure that seek to increase the safety of students who use active transportation to get to and from school.

Proposed operational improvements will be evaluated by the City of Santee for inclusions in the existing operational budget.

TABLE 4 - CITY-WIDE PROPOSED OPERATIONAL IMPROVEMENTS

Operational Improvement Projects				
High Priority				
Project Location	**Type (Corridor, Segment or Intersection)**	**Nature of Improvement**	**School Site**	**Cost Estimate**
Magnolia Avenue and El Nopal	Intersection	Consider painting high visibility yellow ladder striped crosswalks. Consider installation of yield to pedestrian signage.	Cajon Park	$$
Magnolia Avenue and Len Street	Intersection	Consider installation of yield to pedestrian signage.	Cajon Park	$$
Woodglen Vista Drive between Woodglen Vista Park and Magnolia Avenue	Segment	Evaluate the installation of a crosswalk in front of apartment entrance. Consider resurfacing the roadway and repainting school zone pavement markings.	Cajon Park	$$$
El Nopal from city limits to Cuyamaca Street	Corridor	Evaluate resurfacing the roadway to narrow lanes with striping and repainting school zone pavement markings and enhancing crosswalks with yellow ladder striped markings.	Cajon Park	$$$
Magnolia Avenue and Len Street	Intersection	Evaluate installation of a protected left turn signal.	Cajon Park	$$

El Nopal and Timberlane Way	Intersection	Evaluate resurfacing the sidewalks and roadways near this intersection.	Cajon Park	$$$$
El Nopal and Kit Carson	Intersection	Evaluate the removal of the existing school crossing.	Cajon Park Santana High	$
Wethersfield Road and Carlton Oaks Drive	Intersection	Evaluate the installation of a protected left turn signal.	Carlton Oaks	$$
Riverwalk Drive and Pedestrian Walkway	Intersection	Evaluate the installation of a yellow ladder striped high visibility crosswalk.	Rio Seco	$$
Carlton Hills Blvd between Willowgrove Avenue and Carlton Oaks Drive	Segment	Evaluate installing flashing speed limit feedback sign if speeding is confirmed. Evaluate resurfacing the roadway to narrow lane width using lane striping and adding a 2' buffer to the bike lane.	Carlton Hills	$$
Willowgrove Avenue	Segment	Evaluate traffic calming to reduce vehicular speeds if speeding is confirmed.	Carlton Hills	$$
Stoyer Drive near Carlton Hills Elementary School	Segment	Evaluate for traffic calming and/or additional enforcement if speeding is confirmed.	Carlton Hills	$$
Pike Road between Stoyer Drive and Carlton Oaks Drive	Segment	Evaluate for traffic calming if speeding is confirmed.	Carlton Hills	$$
Pike Road and Domer Road	Intersection	Evaluate painting ladder striped crosswalks on all four legs.	Carlton Hills	$$
Halberns Blvd and Willow Pond Road	Intersection	Evaluate painting yellow ladder striped high visibility crosswalks at all 4 legs.	Carlton Hills	$$

Halberns north of Stoyer	Corridor	Consider painting a 2' buffer to the existing class II facility.	Carlton Hills	$$
Wethersfield Road	Segment	Evaluate the installation of an uncontrolled yellow ladder striped high visibility crosswalk with advanced warning signage.	Carlton Oaks	$
Wethersfield Road and Rumson Drive	Intersection	Evaluate small red zones on the south east corner. Evaluate repainting crosswalks with yellow ladder striped high visibility markings.	Carlton Oaks	$
Prospect Avenue and Slope Street	Intersection	Evaluate the installation of a ladder striped high visibility crosswalk.	Chet F Harritt	$
Rancho Fanita Drive and Big Rock Road	Intersection	Evaluate the installation of a crosswalk.	Chet F Harritt	$$
Jeremy Street and Ramsgate Drive	Intersection	Evaluate the installation of a ladder striped high visibility crosswalk. Evaluate painting the curb red on the SE corner.	Hill Creek	$$
Braverman Drive	Segment	Evaluate travel and parking lane striping and installing no u-turn and all cars must pull to the curb before dropping off or picking up signage.	Hill Creek	$$
Atlas View Drive	Segment	Evaluate for traffic calming if speeding is confirmed.	PRIDE Academy	$$
Northview Lane and Prospect Avenue	Intersection	Evaluate the installation of a no left turn sign at pick up/drop off hours (school had a temporary sign before and it worked well).	PRIDE Academy	$
Cuyamaca Street south of River Park Drive	Segment	Consider coordination with school to provide a flashing speed limit feedback sign during peak times for sports as well as drop-off and pick-up times.	Rio Seco	$$
Via Rita	Segment	Evaluate infrastructure maintenance.	Rio Seco	$$$

Mast Blvd and Cuyamaca Street	Intersection	Evaluate the installation of ladder striped high visibility crosswalks. Evaluate the installation of no right turn on red signage and yield to pedestrian signage.	Rio Seco	$$
Mast Blvd and Carlton Hills Blvd	Intersection	Evaluate installation of no right turn on red signage and yield to pedestrian signage.	West Hills	$$
Settle Road and the school parking lot	Intersection	Evaluate the installation of a stop sign for the parking lot exit.	Sycamore Canyon	$
Settle Road	Segment	Evaluate resurfacing the roadway to implement the repaint of pavement markings including school zone crosswalk markings.	Sycamore Canyon	$$
Las Lomas Drive and Settle Road	Intersection	Evaluate repainting the existing uncontrolled crosswalk with yellow ladder striped high visibility markings.	Sycamore Canyon	$
Lake Canyon Road and Fanita Road	Intersection	Evaluate adding a white ladder striped crosswalk across Fanita Road to access Lakes and Teen Center from surrounding neighborhood and school.	Sycamore Canyon	$
Settle Road from Carita Road to Penmar Road	Segment	Consider repairing cracked sidewalk. Consider resurfacing and repainting roadway school zone pavement markings and adding ladder striped crosswalks a crossed Settle Road at the uncontrolled crosswalk at Las Lomas and Settle Road and white ladder striped at Lake Canyon Road and Settle Road.	Sycamore Canyon	$$$
Rumson Drive and Oakbourne Road	Intersection	Evaluate repainting the existing crosswalk with yellow ladder striped high visibility markings. Evaluate painting curb red at SE and NE corner.	West Hills Carlton Oaks	$

Enforcement

Activities listed in this category are suggested enforcement opportunities that seek to increase the safety of students who use active transportation to get to and from school. Proposed enforcement will be evaluated by the City of Santee for implementation.

TABLE 5 - CITY-WIDE PROPOSED ENFORCEMENT IMPROVEMENTS

Enforcement				
Priority				
Project Location	**Type (Corridor, Segment or Intersection)**	**Nature of Improvement**	**School Site**	**Cost Estimate**
Magnolia Avenue	Corridor	Evaluate additional enforcement along Magnolia Avenue to promote safe driver behavior.	Cajon Park Santana High Hill Creek	$$
Magnolia Ave. and El Nopal just north of the Northeast Corner	Intersection	Evaluate trimming back tree overgrowth covering school zone speed limit sign on the northeast corner.	Cajon Park	$
Wethersfield Road and Rumson Drive	Intersection	Evaluate trimming back hedge on southeast corner to increase visibility of pedestrians crossing for drivers coming up Wethersfield Road.	Carlton Oaks	$
Carlton Hills Blvd between Willowgrove Avenue and Carlton Oaks Drive	Segment	Evaluate the need for additional enforcement at the park during peak times for students walking to and from school	Carlton Hills	$$

Willowgrove Avenue near Carlton Hills Blvd	Segment	Evaluate the need for additional enforcement within the surrounding area.	Carlton Hills	$$
Pike Road between Stoyer Drive and Carlton Oaks Drive	Segment	Evaluate the need for additional enforcement to ticket for drivers not stopping at stop signs.	Carlton Hills	$$
Rancho Fanita Drive and Big Rock Road	Intersection	Evaluate the need for additional enforcement to promote safe driver behavior.	Chet F Harritt	$$
Jeremy Street and Braverman Drive	Intersection	Evaluate trimming the large tree or moving the school crossing sign.	Hill Creek	$
Braverman Drive	Segment	Evaluate the need for additional enforcement to promote safe driver behavior.	Hill Creek	$$
Magnolia Avenue and Braverman Drive	Intersection	Evaluate the need for additional enforcement to reduce driver speeds and promote safe driver behavior.	Hill Creek	$$
Cuyamaca Street	Corridor	Evaluate the need for additional enforcement to reduce driver speeds and promote safe driver behavior.	Rio Seco	$$
Settle Road	Segment	Consider additional enforcement during peak drop-off and pick-up times to promote safe driver behavior.	Sycamore Canyon	$$
Settle Rd from Carita Road to Penmar Road	Segment	Evaluate trimming back overgrown vegetation.	Sycamore Canyon	$
Fanita Pkwy between Mast Blvd and Ganley Road	Segment	Evaluate additional enforcement to promote safe driver behavior.	Sycamore Canyon	$$
Mast Blvd	Segment	Evaluate additional enforcement to promote safe driver behavior and reduce driver speeds.	West Hills	$$

CHAPTER 5 | FUNDING AND IMPLEMENTATION

This chapter reviews federal, state, local, and other financing options for use by the City of Santee to implement recommended improvements as part of the City-wide Safe Routes to School Improvement Plan.

There are many opportunities for funding sources to implement bicycle and pedestrian projects. This section examines the potential federal, state, local, and other sources that could be used to implement recommended improvements.

Federal Funding Sources

Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicycle and pedestrian is the US DOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012.

MAP-21 authorizes funding for federal surface transportation programs including highways and transit for the 27 month period between July 2012 and September 2014. It is not possible to guarantee the continued availability of any listed MAP-21 programs, or to predict their future funding levels or policy guidance. Nevertheless, many of these programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and thus may continue to provide capital for active transportation projects and programs.

In California, federal monies are administered through the California Department of Transportation (Caltrans) and regional planning agencies. Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal stop, connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs are discussed below.

More information: http://www.fhwa.dot.gov/map21/summaryinfo.cfm

Transportation Alternatives

Transportation Alternatives (TA) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TA

funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. Unless the Governor of a given state chooses to opt out of Recreational Trails Program funds, dedicated funds for recreational trails continue to be provided as a subset of TA. MAP-21 provides $85 million nationally for the RTP.

Complete eligibilities for TA include:

1. Transportation Alternatives - As defined by Section 1103 (a)(29), this category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity. For the complete list of eligible activities, visit:

http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm

2. Recreational Trail - TA funds may be used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program (RTP) funds may be used for:

Maintenance and restoration of existing trails

Purchase and lease of trail construction and maintenance equipment

Construction of new trails, including unpaved trails

Acquisition or easements of property for trails

State administrative costs related to this program (limited to seven percent of a state's funds)

Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)

Under MAP-21, dedicated funding for the RTP continues at FY 2009 levels – roughly $85 million annually. The state of California will receive $5.8 million in RTP funds per year through FY2014. However, please note that under MAP-21 governors may choose to opt out of a portion or all of this "dedicated" RTP funding.

3. Safe Routes to School - The purpose of the Safe Routes to Schools eligibility is to promote safe, healthy alternatives to riding the bus or being driven to school. All projects must be within two miles of primary or middle schools (K-8).

Eligible projects may include:

Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.

Education and Encouragement Efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).

Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

4. Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways - At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

Average annual funds available through TA over the life of MAP-21 equal $814 million nationally, which is based on a 2% set-aside of total MAP-21 authorizations. Projected apportionments for California total $3.5 billion for FY 2013 and 3.6 billion for FY 2014.

Since this region is located in an urban area with a population of 200,000 and above, 50% of TA funds for the region are automatically allocated directly to Omnitrans based on population. Omnitrans distributes funds to local communities through a competitive grant program.

Remaining TA funds (those monies not re-directed to other highway programs) are disbursed through a separate competitive grant program administered by Caltrans. Local governments, school districts, tribal governments, and public lands agencies are permitted to compete for these funds.

Surface Transportation Program

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. 50% of each state's STP funds are suballocated geographically by population; the remaining 50% may be spent in any area of the state.

Highway Safety Improvement Program

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds.

Congestion Mitigation/Air Quality Program

The Congestion Mitigation/Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. States with no nonattainment areas may use their CMAQ funds for any CMAQ or STP eligible project. These federal dollars can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

Pilot Transit-Oriented Development Planning

MAP-21 establishes a new pilot program to promote planning for Transit-Oriented Development. At the time of writing the details of this program are not fully clear, although the bill text states that the Secretary of Transportation may make grants available for the planning of projects that seek to "facilitate multimodal connectivity and accessibility," and "increase access to transit hubs for pedestrian and bicycle traffic."

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a National Parks Service program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The program is administered by the California Department of Parks and Recreation. Funds can be used for right-of-way acquisition and construction. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Trail corridor acquisition can be funded with LWCF grants as well.

More info: http://www.nps.gov/ncrc/programs/lwcf/grants.html

Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development throughout the cities in San Bernardino County, but should not be considered a future capital funding source.

More info: http://www.nps.gov/pwro/rtca/who-we-are.htm

Transportation Investment Generating Economic Recovery Program (TIGER)

The Consolidated and Further Continuing Appropriation Act was signed into law by President Obama on December 16th, 2015. The bill includes a $500 million authorization for National Infrastructure Investments, referred to by the U.S. Department of Transportation (USDOT) as TIGER Discretionary Grants.

More information: http://www.dot.gov/tiger

Additional Federal Funding

The landscape of federal funding opportunities for bicycle and pedestrian programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency have offered grant programs amenable to bicycle and pedestrian planning and implementation, and may do so again in the future. For up-to-date information about grant programs through all federal agencies, see http://www.grants.gov/

State Funding Sources

Caltrans Sustainable Transportation Planning Grants: Strategic Partnerships

The Strategic Partnerships grants are funded by the Federal Highway Administration (FHWA State Planning and Research, Part I). Caltrans administers the Strategic Partnerships grant to fund planning projects throughout the state that encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, and strengthen government-to-government relationships. The purpose is to achieve programmed system improvements that give emphasis to the Caltrans Mission and overarching objectives.

For more information: http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html

Caltrans Sustainable Transportation Planning Grants: Sustainable Communities

The Sustainable Communities grants are funded by the Federal Transit Administration (FTA, Section 5304) and also the State Highway Account. Caltrans administers the Sustainable Communities grant to fund transportation planning projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, and integrate Smart Mobility 2010 concepts. The purpose is to achieve programmed system improvements that give emphasis to the Caltrans Mission and overarching objectives.

For more information: http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html

Highway Safety Improvement Program

Administered by Caltrans, the goal of the Highway Safety Improvement Program (HSIP) is to significantly reduce traffic fatalities and serious injuries resulting from collisions on all public roads by implementing infrastructure-related highway safety improvements. If this funding source is pursued, the applying agency should conduct a detailed collision analysis to determine if any of the recommended improvements are located in areas with high crash rates and if the treatments would likely benefit those sites.

More information: http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

Environmental Enhancement and Mitigation Program

The Environmental Enhancement and Mitigation Program provides funds for projects that reduce environmental impacts of altered or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting (to minimize the effects of motor vehicle emissions), off-road trails, and the acquisition or development of roadside recreational facilities. Proposed shared-use path improvements are eligible under the Roadside Recreation Projects category.

More information: http://resources.ca.gov/eem/

State Highway Operations and Protection Program (SHOPP)

Caltrans administers SHOPP, which provides funding for capital improvements projects that reduce collisions, restore damaged roadways, enhance mobility, and preserve bridges, roadways, roadsides, and other transportation facilities related to the state highway system. Eligible projects can include bicycle and pedestrian facilities. As of March 2012, Caltrans will target resources on the direst categories of projects in the SHOPP, which are safety, mandates, bridge, and pavement preservation.

More information: http://www.dot.ca.gov/hq/transprog/shopp.htm

Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety (OTS) aims to reduce vehicular fatalities and injuries through a national highway safety program. The OTS obtains funds from the National Highway Safety Act and provides grants for approximately one to two years. One of the priority areas includes pedestrian and bicycle safety, including bicycle safety programs.

More information: http://www.ots.ca.gov/Grants/default.asp

California Conservation Corps

The California Conservation Corps (CCC) provides labor assistance for projects related to natural resource management. Public agencies can hire a CCC team at low cost.

More information: http://www.ccc.ca.gov/about/glance/faqs/abouthiringacrew/Pages/faqhirecrew.aspx

State-Local Transportation Partnership Program

The State-Local Transportation Partnership Program (SLTPP) was implemented in 1989 to encourage local agencies to fund and construct transportation improvement projects both on and off the State Highway System. The program is continuously funded from the State Highway Account at a level of approximately $200,000,000 per fiscal year. To qualify for the SLTPP, a project must be on a local road, State highway, or exclusive public mass transit guideway and must be constructed by contract. The completed project must be a usable segment that either increases capacity, extends service to a new area, or extends the useful life of the roadway by ten years as an eligible rehabilitation project.

More information: http://www.catc.ca.gov/programs/SLPP.htm

http://www.dot.ca.gov/hq/LocalPrograms/lam/ArchivedDocs/g15sltppArch.pdf

Transportation Development Act Article 3 Funds

Transportation Development Act (TDA) Article III funds awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from the state gasoline tax and are distributed to counties based on population, with a competitive process administered by SANDAG for local jurisdictions. Funds may be used for the following bicycle and pedestrian activities:

- Engineering expenses
- Right-of-way acquisition
- Construction and reconstruction
- Retrofitting existing bicycle and pedestrian facilities, including signage installation and ADA compliance
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates
- Support facilities, such as bicycle parking and pedestrian amenities

More information: http://www.dot.ca.gov/hq/MassTrans/State-TDA.html

Local Funding Sources

TransNet Smart Growth Incentive Program (SGIP)

SANDAG administers the Cycle 3 *TransNet* Smart Growth Incentive Program to fund transportation related infrastructure improvement and planning efforts that support smart growth development in Smart Growth Opportunity Areas throughout the region. The program provides funding for projects that will act as a regional model to attract private development of compact, mixed-use developments focused around public transportation, and increasing housing options and transportation choices. For Cycle 3 SGIP includes $12 million for capital and non-capital and planning projects. Capital project will receive 80% a total amount of $ 9.6 million with a project cap of $2 million. Non-capital or planning projects will received the additional 20%, a total amount of 2.4 million, with a project cap at $400,000.

More information: http://www.sandag.org/index.asp?classid=12&projectid=491&fuseaction=projects.detail

http://www.sandag.org/index.asp?projectid=296&fuseaction=projects.detail

TransNet Active Transportation Program (ATGP)

SANDAG administers the TransNet Active Transportation Program to fund the planning and development of Complete Streets and multi-modal, regional transportation options. ATGP funding encourages local jurisdictions to improve connectivity and accessibility to transit, schools, retail centers, parks, work, and other community gathering places. The grant program also supports education and encouragement activities, as well as bicycle and pedestrian improvements, like bicycle parking facilities. In addition, project funding will emphasize the support of the goals and objectives listed in the Riding to 2050: The San Diego Regional Bike Plan. For Cycle 3 ATGP funding includes $3 million for capital and non-capital and planning projects. Capital project will receive 75%, a total amount of $ 2.5 million and non-capital and planning projects will received the additional 25%, a total amount of $750,000.

More information: http://www.sandag.org/index.asp?classid=12&projectid=491&fuseaction=projects.detail

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of pedestrian and bicycle facilities. Bond measures are often used by cities for local match in grant applications. Transportation-specific bond measures featuring a significant bicycle/pedestrian facility element have passed in other communities, such as Seattle's "Closing the Gap" measure.

Tax Increment Financing/Urban Renewal Funds

Tax Increment Financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing typically occurs within designated Urban Renewal Areas (URAs) that meet certain economic criteria and are approved by a local governing body. To be eligible for this financing, a project (or a portion of it) must be located within the URA. It should be noted that some TIF programs around the country have been performing poorly during the current economic downturn because property values have not risen steadily as expected.

Developer Impact Fees

As a condition for development approval, cities can require developers to implement specific infrastructure improvements, including bikeway projects, bicycle parking, or shower and locker facilities. The type of facility required to be provided by developers should reflect the demand for the particular project and its local area. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

New Construction

Future roadway widening and construction projects can be a method of providing on-street bikeways and pedestrian facilities. To ensure that these projects provide facilities where needed, it is key that the review process includes input pertaining to consistency with the proposed bicycle network. In San Bernardino County, new or widened arterials, and the bicycle facilities that accompany them, may be funded through a combination of Measure I half-cent sales tax funds, development fees, and other local funds.

Transportation System Maintenance Fee

The revenue generated by a Transportation System Maintenance Fee (sometimes called a transportation maintenance fee or a street user fee) is commonly used for operations and maintenance of the street system, including maintaining on-street bicycle and pedestrian facilities, including routine sweeping of bicycle lanes and other designated bicycle routes.

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as trip generation.

Economic Improvement Districts (EIDs)

Pedestrian improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Economic Improvement Districts collect assessments or fees on businesses in order to fund improvements that benefit businesses and improve customer access within the district. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Stormwater Green Streets Funding

Municipal water quality agencies are increasingly turning to green streets projects as a promising strategy to fulfill their mission to improve water quality by minimizing and treating stormwater runoff. Green streets improvements can often serve a secondary community benefit as traffic calming by adding on-site stormwater management to traffic circles, chicanes, and curb extensions. Fees collected by stormwater management agencies are commonly applied to a variety of projects, including capital investments; depending on the agency culture, these capital investments may include green streets efforts. Non-motorized transportation projects can be used to implement green streets, such as through curb extensions with bioswales.

Other Funding Sources

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation provides grants to communities pursuing healthy lifestyles for its residents. La Jolla. CA in San Diego County, for example, received $12.5 million to conduct active living research.

More information: http://www.rwjf.org/grants/

Volunteer and Public-Private Partnerships

A public-private partnership involves an agreement between a public agency and a private party, in which the private party delivers a public service or project to the public agency. Projects can be funded solely by the private party or through a collection of private monies and taxpayer dollars.

Donations

Private companies and individuals sometimes make donations to causes they feel strongly in favor of. Though these are not a reliable source of financing since they can come about randomly and infrequently, opportunities for donations to implement recommended improvements should still be considered a potential funding source.

CHAPTER 6 | APPENDICES

- APPENDIX A - Santee Walks N Rolls to School Community Input Survey Results
- APPENDIX B - Existing Conditions School Site Photos
- APPENDIX C - Individual 5 Es Reports
- APPENDIX D - SRTS Advocacy Brochure
- APPENDIX E - Suggested Route Maps and Safety Tips