City of Wasco
School Traffic Safety Study

September 2013
Acknowledgements

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1. Introduction

The purpose of this report is to identify potential infrastructure projects that could improve student safety and support walking and biking to school in Wasco.

These recommendations were developed through a series of walk audits held at five schools in Wasco from January 28 – February 1, 2013. At the walk audits, a group of stakeholders, including school and district staff, parents and community members, City staff, and transportation professionals walked the school grounds and discussed opportunities and challenges for each site.

Each visit began with a discussion of current challenge areas and what types of issues observers should pay attention to. The team then observed student access and reviewed the area near each school for quality of sidewalks, curb ramps, signage, and other engineering elements and patterns of activity. Summaries of these walk audits appear in Appendix B of the Existing Conditions and Needs Analysis.

Based on the observations and input provided by school staff and parents, the project team developed a report with observations and recommendations for each school site. The recommendations for improvements in the public right-of-way may be implemented by the City. Recommended improvements on school grounds may be implemented by the school district. This report presents the infrastructure recommendations for each school.

Figure 1-1 and Figure 1-2 present and describe the most frequently recommended improvements. These measures comprise a “toolbox” that planners and engineers can reference for future school area improvements.
High-visibility school crosswalks make it easier for motorists to see crossing pedestrians.

Advance stop bars provide more space for pedestrians and increase visibility.

Advance yield lines indicate to motorists where to yield at uncontrolled crosswalks.

Double yellow centerlines discourage U-turns by motorists.

Red curb paint delineates areas where parking is prohibited.

Assembly C signage can reduce traffic speeds around schools.

Figure 1-1: Safe Routes to School Design Elements
Assembly B and D signage together alert motorists to an uncontrolled crosswalk ahead.

SLOW SCHOOL XING pavement stencils alert motorists to an uncontrolled crosswalk ahead.

In-street yield to pedestrians signs increase crosswalk visibility and are appropriate at uncontrolled school crosswalks.

Rectangular Rapid Flash Beacons have been demonstrated to increase yield compliance at uncontrolled crossings.

Curb ramps provide a gradual transition to the crosswalk to assist sidewalk bicyclists, disabled pedestrians, and parents walking with strollers.

Curb extensions shorten pedestrian crossing distance and enhance visibility.

Figure 1-2: Safe Routes to School Design Elements
2. Teresa Burke Elementary School

School Information

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<th>D. Bowling</th>
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**Layout**
Teresa Burke Elementary School is the newest school in Wasco, located in the southeastern part of the city at the intersection of Filburn Street and Griffith Avenue. Its enrollment area includes much of the south side of town and rural areas to the east and south of the city.

**Site Visit**
The project team conducted a walk audit on Wednesday, January 30, 2013 during morning arrival. Weather was cool and sunny. Audit participants observed the period immediately prior to morning arrival then walked the school grounds while discussing issues and opportunities for the school site.

**Loading Zones**
There are two principal loading zones, the south side of Filburn Street in front of the school and an off-street loading loop on Griffith Avenue. Parents were also observed dropping students off at the Kindergarten entrance. However, in order to maintain campus security, the school community discussed consolidating this entrance with the gate to the south, where there is a large parking area available for school travel.

**Crossing Guard Information**
A crossing guard assists students crossing at the intersection of Griffith Avenue and Filburn Street.

**Issues and Recommendations**

**School Grounds**
School administrators expressed concerns about their ability to monitor multiple school entrances, observing that many parents and volunteers do not sign in at the front desk. The kindergarten area is separate from the rest of the school and accessed through a different gate.

- Consolidate loading of kindergarteners and other students at the gate accessed from the Griffith Avenue loading loop.
While some parents choose to accompany their children into the school site, others prefer to drop students off at the curb. District staff expressed interest in establishing an additional loading zone at the northeast corner of the school. However, due to the complex traffic interactions that would likely occur when motorists exit the loading loop onto Griffith Avenue, which also experiences significant school-related traffic, congestion may back up into Filburn Street. Staffing the existing loading areas to improve efficiency may be a better option.

- Consider staffing loading zones to improve efficiency of passenger drop-off and pick-up

Filburn Street

Filburn Street is the main street that serves east-west trips in southern Wasco. It is both a commuter and school route, and has a pedestrian path between Poplar Avenue and Griffith Avenue, with pedestrian access provided to the street from culs-de-sac in nearby developments.

Despite a 24-hour traffic volume count of 3,596 vehicles, Filburn Street is very wide – exceeding 90’ in the school neighborhood – encouraging high traffic speeds. This space could be used for bicycle facilities, streetscape improvements, as recommended in Chapter 4, or traffic calming. Its width encourages high traffic speeds. While there is Assembly C signage, the width of the street reduces their visibility

- Consider speed feedback signs on east and west approaches to school.
- Stripe buffered bike lanes on both sides of Filburn Street. Consider enhancements where bike facilities and passenger loading vehicles cross paths.
- Consider 14’ landscaped median or other streetscape improvements to provide pedestrian refuge and calm traffic
- Consider lane configuration that would allow left turn pockets for turns into Teresa Burke parking lot

The school community expressed concern about parents and students crossing at Catalina Drive. The intersection does not have a marked crosswalk and crosswalks on Poplar and Griffith Avenue are spaced 1300 feet apart. While using the marked crosswalk would be advisable, it may be prudent to focus on making the crossing as safe as possible. A high-visibility crosswalk with a median refuge, Rectangular Rapid Flash Beacon, or Assembly B and D signage would increase the visibility of crossing pedestrians.

- Consider high-visibility crosswalk with median refuge and enhanced crossing treatments at Catalina Drive.
➢ Institute a Walking School Bus or locate staff at Catalina Drive to direct students to the crosswalk at Griffith Avenue.

*Griffith Avenue at Filburn Street*

The intersection of Griffith Avenue and Filburn Street is the main intersection at the school site. A crossing guard assists students crossing at this location. While the crossing guard improves safety at the intersection, students still contend with extremely wide crossing distances and turning pockets that expose them to multiple streams of traffic. In addition, if motorists yield as required to the crossing guard, the long crossing distances increase motorist delay along the corridor.

➢ Consider curb extensions on northeast, northwest, and southwest corners of intersection to shorten crossing distances, improve visibility, and reduce the amount of time the crossing guard stops traffic.

*Filburn Street at Broadway*

A continuation of the existing multi-use path is proposed in the Bicycle Recommendations chapter. To continue the path to the east, a crossing at Broadway will be required. This would be an uncontrolled crossing and should be demarcated with enhanced crossing treatments

➢ Stripe high-visibility white crosswalk at west leg of intersection
➢ Install trail crossing signage, and yield markings
➢ Consider in-street yield paddles and pedestrian-actuated Rectangular Rapid Flash Beacons

*16th Street*

The school community identified 16th Street as a recommended route to school. The street serves residents from the north and east and provides controlled crossings of D Street, Griffith Avenue, and Broadway, along with curb ramps. Marking crosswalks can identify this as a key school route and improve pedestrian visibility.

➢ Stripe transverse yellow crosswalks on 16th Street at intersections with Griffith Avenue, Broadway, and D Street
➢ Install advance stop bars on cross-street approaches to 16th Street

*Griffith Avenue*

Griffith Avenue is currently an on-street loading zone and provides access to an off-street loading loop with parking. School administrators reported that U turns are common on the street, made by motorists wishing to avoid traffic in the off-street loading loop. A double yellow line down to the Griffith Avenue gate would discourage U turns at least in areas where they are most hazardous to pedestrians.

➢ Stripe double yellow centerline from Filburn Street to entrance to loading loop
➢ Install signage prohibiting U-turns adjacent to the school.

Table 2-1 summarizes recommendations for Teresa Burke Elementary School and Figure 2-1 illustrates the recommendations.
## Table 2-1: Summary of Teresa Burke Elementary Recommendations

<table>
<thead>
<tr>
<th>Location</th>
<th>Recommendation</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
</table>
| School Grounds                    | - Consolidate loading of kindergarten and other grades at the southernmost gate on Griffith Avenue  
|                                   | - Consider staffing loading zones to improve efficiency of drop-off and pick-up |                 | WUESD          |
| Poplar Avenue at Filburn Street   | - Stripe high-visibility yellow crosswalk across the east and west legs of the intersection  
|                                   | - Stripe transverse yellow crosswalk across the south leg of the intersection | $1,300          | City           |
| Filburn Street                    | - Consider speed feedback signs in both directions  
|                                   | - Stripe buffered bike lanes on both sides of Filburn Street  
|                                   | - Install 14’ landscaped median to provide pedestrian refuge and calm traffic.  
|                                   | - Consider lane configuration that would allow left-turn pockets for turns into Teresa Burke parking lot.  
|                                   | - Consider high-visibility crosswalk with crossing treatments at Catalina Drive | See Bicycle Master Plan costs + $4,800 | City           |
| Filburn Street at Griffith Avenue | - Stripe high-visibility crosswalks at north and west legs of intersection  
|                                   | - Consider curb extensions to shorten crossing distance, improve visibility, and reduce the amount of time that the crossing guard needs to stop traffic | $90,800         | City           |
| Filburn Street at Broadway        | - Implement crossing treatments for proposed multi-use path. These may include high-visibility crosswalks, trail crossing signage, yield teeth, in-street yield to pedestrian signage, or Rectangular Rapid Flash Beacons | $6,900          | City           |
| 16th Street                       | - Install transverse yellow crosswalks on 16th Street at intersections with Griffith Avenue, Broadway, and D Street. Install advance stop bars in both directions on these streets | $4,800          | City           |
| Griffith Avenue                   | - Stripe double yellow line from Filburn Street to the entrance to the loading loop  
|                                   | - Post signage prohibiting U turns | $800            | City           |
Figure 2-1: Teresa Burke Elementary School Recommended Improvements

**Teresa Burke Elementary School**

**Safe Routes to School Improvement Plan**

**School Grounds**
- Consolidate loading of kindergarten and other grades at the southernmost gate on Griffith Avenue
- Consider staffing loading zones to improve efficiency of passenger drop-off and pick-up

**Poplar Avenue at Filburn Street**
- Stripe high-visibility yellow crosswalk across the east and west legs of the intersection
- Stripe transverse yellow crosswalk across the south leg of the intersection

**Filburn Street**
- Consider speed feedback signs in both directions
- Stripe buffered bike lanes on both sides of Filburn Street
- Install 14’ landscaped median to provide pedestrian refuge and calm traffic (See section)
- Consider lane configuration that would allow left-turn pockets for turns into Teresa Burke parking lot.
- Consider high-visibility crosswalk with crossing treatments at Catalina Drive
- Consider positioning staff or volunteer at Catalina Drive to direct parents and students to cross at Griffith Avenue

**Filburn Street at Griffith Avenue**
- Stripe high-visibility crosswalks at north and west legs of intersection
- Consider curb extensions to shorten crossing distance, improve visibility, and reduce the amount of time that the crossing guard needs to stop traffic

**Filburn Street at Broadway**
- Implement crossing treatments for proposed multi-use path. These may include high-visibility crosswalks, trail crossing signage, yield theft, in-street yield to pedestrian signage, or Rectangular Rapid Flash Beacons

**16th Street**
- Install transverse yellow crosswalks on 16th Street at intersections with Griffith Avenue, Broadway, and D Street. Install advance stop bars in both directions on these streets.

**Griffith Avenue**
- Stripe double yellow line from Filburn Street to the entrance to the loading loop
- Post signage prohibiting U-turns

Alta Planning + Design | 2-5
3. Karl Clemens Elementary School

School Information

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<th>Principal:</th>
<th>Danny Arellano</th>
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<td>School Arrival</td>
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<td>School Dismissal</td>
<td>Regular day: 2:25</td>
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<td></td>
<td>Minimum Day: 1:10</td>
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Layout

Karl Clemens Elementary School is the oldest public elementary school in Wasco, located in a residential neighborhood near the downtown business district. Its downtown location presents opportunities for walking and bicycling and most students live in close proximity to the school.

Site Visit

The project team conducted a walk audit on Friday, February 1, 2013 during morning arrival. Weather was mild and sunny. Audit participants observed the period immediately prior to morning arrival, then walked the school grounds while discussing issues and opportunities for the school site.

Loading Zones

There are two principal loading zones, one providing access to the north gate of the school on 5th Street and another loading zone on Broadway. There is an alley south of the school that is not currently used for any function. It leads to a parking lot that is currently unused.

Crossing Guard Information

Three crossing guards assist pedestrians and bicyclists at Karl Clemens Elementary School. They are located at the intersection of Griffith Avenue and 5th Street, the intersection of 5th Street and Broadway, and the intersection of 6th Street and Broadway.

Issues and Recommendations

School Grounds

School staff noted that the school functionally only has two streets because Griffith Avenue is a District staging area and a row of businesses separate the school from 7th Street. This focuses school-related congestion in a smaller area and reduces circulation options for motorists. There is an alley south of the school...
that could be used for passenger loading or for a low-stress bicycling route to school. Some truck traffic was observed delivering to businesses located on 7th Street. While there is no off-street loading available on the Karl Clemens Elementary School grounds, it is also a centrally located school with higher rates of walking and bicycling and therefore the loading zone may be less of a priority than improved pedestrian and bicycle access.

- Stencil shared lane markings in unused alley south of the school to provide convenient bicycle route for students arriving from the south and west
- Alternatively, consider establishing passenger loading loop in the alley. If loading zone is established, stripe yellow crosswalks across entrances on Broadway and Griffith Avenue.

Personal safety issues include a large number of loose dogs running around the school site. An animal control officer was summoned to the school during morning arrival. Continuing the relationship between the school and animal control services and performing neighborhood outreach about stray dogs may effectively improve confidence and safety for students walking to school.

Broadway at 6th Street

This intersection is a key location for pedestrians and bicyclists and was cited as a key route to school and a high priority for the city during the community meeting. 6th Street is stop controlled and Broadway is uncontrolled suggesting that pedestrian enhancements may improve the walking and bicycling experience for students and parents. A crossing guard assists students using the intersection and she is effective and appreciated by the school community.

- Replace crosswalks with high-visibility yellow crosswalks
- Stencil SLOW SCHOOL XING on Broadway in both directions
- Install Assembly B and D signage on Broadway in both directions
- Consider traffic calming treatments for Broadway

There are sidewalk gaps on 6th Street which encourage pedestrians to walk in traffic and cross outside marked crosswalks.

- Close sidewalk gaps on 6th Street

Broadway at 5th Street

Broadway at 5th street is a four-way stop-controlled intersection with relatively high traffic volumes. A crossing guard assists pedestrians and bicyclists at the intersection, although she has not received any formal training and appeared to be challenged by the high vehicle volumes. Many possible strategies can improve operations at this intersection.

- Consider curb extensions on all four corners of the intersection to limit traffic to one lane, and improve visibility.
- Consider removal of crosswalk across north leg of Broadway to limit the number of intersection legs to monitor.
**6th Street**

The community identified 6th Street as a key corridor for walking and bicycling, not just for students at the school, but for pedestrians and bicyclists traveling to other destinations. It provides an opportunity to cross the railroad tracks and passes near downtown destinations. A number of issues pose challenges to pedestrians and bicyclists along this street, including sporadic sidewalk gaps, lack of curb ramps, lack of marked crosswalks, and high traffic volumes on cross streets.

- Install curb extension on southeast corner of intersection with D Street
- Stripe high-visibility yellow crosswalk across north and south legs of D Street
- Install curb ramps at intersections with D Street and E Street
- Close sidewalk gaps

A number of specific improvements will improve the key crossing along this walking and biking route at the intersection with F Street. F Street has high traffic volumes and speeds, and parked cars on F Street obstruct visibility. Note that any of these improvements would require coordination with Caltrans. However, there is support for pedestrian and bicycle enhancements under the Caltrans Main Street guidelines, as described in Chapter 1.

- Stripe red curb on F Street south of intersection
- Install curb ramps on southeast and southwest corners of intersection
- Stripe high-visibility yellow crosswalk across south leg of intersection
- Install in-street yield-to-pedestrians sign and pavement markings
- Install Assembly D signage and Rectangular Rapid Flash Beacons on F Street
- Stencil SLOW SCHOOL XING northbound and southbound on F Street

**7th Street**

The central commercial district in the city, 7th Street is a slow, landscaped street on walking routes to Karl Clemens Elementary School that also serves as a community focal point. There are gateway treatments in the downtown area and angled median parking east of D Street. Angled parking poses many possible conflict points between bicyclists and motorists, so 6th Street has been identified as the bike route through downtown. The following improvements make crossings easier for pedestrians and promote the character of the downtown neighborhood.

- Implement recommendations of the Bicycle Master Plan, including bike lanes on 7th Street from Magnolia Street to D Street
Consider streetscape improvements on 7th Street between Griffith Avenue and D Street to serve as a gateway to the downtown area. One possibility is a landscaped median with left turn pockets and pedestrian refuges. Space can be allocated for improvements by reconfiguring angled parking as parallel parking.

Table 3-1 summarizes recommendations for Karl Clemens Elementary School and Figure 3-1 maps them.

**Table 3-1: Summary of Karl Clemens Elementary Recommendations**

<table>
<thead>
<tr>
<th>Location</th>
<th>Recommendation</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
</table>
| School Grounds       | - Stencil shared lane markings in unused alley south of school  
                      - Alternatively, consider establishing passenger loading loop in alley south of school. Alley would ideally be accessed only from the east, allowing curbside loading adjacent to the school yard. If additional loading area is established, stripe yellow crosswalks across entrances at Broadway and Griffith | $800  | WUESD          |
| Broadway at 6th Street | - Replace crosswalks with high-visibility yellow crosswalks  
                          - Stencil SLOW SCHOOL XING on Broadway  
                          - Install Assembly B and D signage at intersection  
                          - Consider traffic calming treatments for Broadway  
                          - Close sidewalk gaps on 6th Street | $4,400 | City           |
| Broadway at 5th Street | - Install high-visibility crosswalks on all approaches  
                          - Consider curb extensions on all four corners of intersection | $122,000 | City           |
| 6th Street from D Street to E Street | - Stripe high-visibility yellow crosswalk across both legs of D Street. Install curb ramps for all approaches  
                          - Install curb extension on southeast corner of intersection.  
                          - Install curb ramps at intersections of 6th Street with E Street  
                          - Close sidewalk gaps on 6th Street | $86,400 | City           |
| 6th Street at F Street | - Stripe red curb on F Street south of intersection  
                          - Install curb ramps on southeast and southwest corners  
                          - Stripe high-visibility yellow crosswalk across south leg of intersection  
                          - Install in-street yield-to-pedestrians sign and shark's teeth  
                          - Install Assembly D signage and Rectangular Rapid Flash Beacons on F Street.  
                          - Stencil SLOW SCHOOL XING northbound and southbound on F Street | $27,600 | City           |
| 7th Street          | - Implement bikeway recommendations including bike lanes on 7th Street from Magnolia Street to D Street  
                          - Consider streetscape improvements between Griffith Avenue and D Street | See Chapter 4 | City           |
Karl Clemens Elementary School

Safe Routes to School Improvement Plan

1. **Broadway at 6th Street**
   - Replace crosswalks with high-visibility yellow crosswalks
   - Stencil SLOW SCHOOL XING on Broadway
   - Install Assembly B and D signage at intersection
   - Consider traffic calming treatments for Broadway
   - Close sidewalk gaps on 6th Street

2. **Broadway at 5th Street**
   - Install high-visibility crosswalks on all approaches
   - Consider curb extensions on all four corners of intersection

3. **6th Street from D Street to E Street**
   - Stripe high-visibility yellow crosswalk across both legs of D Street
   - Install curb ramps for all approaches
   - Install curb extension on southeast corner of intersection
   - Install curb ramps at intersection of 6th Street with E Street
   - Close sidewalk gaps on 6th Street

4. **6th Street at F Street**
   - Improvements will require coordination with Caltrans
     - Stripe red curb on F Street south of intersection
     - Install curb ramps on southeast and southwest corners
     - Stripe high-visibility yellow crosswalk across south leg of intersection
     - Install in-street yield-to-pedestrians sign and shark's teeth
     - Install Assembly D signage and Rectangular Rapid Flash Beacons on F Street.
     - Stencil SLOW SCHOOL, XING northbound and southbound on F Street

5. **7th Street**
   - Implement recommendations of Bicycle Master Plan, including
     - Bike lanes on 7th Street from Magnolia Street to D Street
   - Consider streetscape improvements between Griffith Avenue and D Street

See also Thomas Jefferson Middle School recommendations

Figure 3-1: Karl Clemens Elementary School Recommended Improvements
4. Thomas Jefferson Middle School

School Information

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<th>Rafaela Lopez</th>
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<td>SchoolDismissal</td>
<td>Regular day: 2:41 Minimum Day: 1:10</td>
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Layout
Thomas Jefferson Middle School is the public middle school for the City of Wasco and the surrounding area. It is located at 305 Griffith Avenue between 2nd Street and 4th Street, with its main entrance on Griffith Avenue.

Site Visit
The project team conducted a walk audit on Monday, January 28, 2013 during morning arrival. Weather was unusually cool but clear and sunny. Audit participants observed the period immediately prior to morning arrival, then walked the school grounds while discussing issues and opportunities for the school site.

Loading Zones
There is no official passenger loading loop for Thomas Jefferson Elementary School. Student drop-off was observed on Griffith Avenue in front of the main school entrance and on 4th Street. U turns were observed on both Griffith Avenue and 4th Street after dropping off students. School bus loading occurs in a dedicated loading loop on the west side of the school.

Crossing Guard Information
A crossing guard monitors the intersection of 4th Street and Birch Avenue.

Issues and Recommendations

School Grounds
Bicycle parking is currently located on the edge of the school grounds adjacent to Griffith Avenue. This location is not highly visible from the school building or otherwise secured, and audit participants reported that bike thefts have occurred on campus.

- Move bicycle parking to more secure location near gymnasium

Other personal security issues are challenging to address directly with a Safe Routes to School Program, but should be taken into consideration: The principal reported that school fights had been an issue in the past at
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Thomas Jefferson Middle School, but that conditions are improving. Loose dogs were also observed on campus.

Students from all over Wasco are enrolled at Thomas Jefferson Middle School. Students approaching the school from the west enter the school from the intersection of 2nd Street and Birch Avenue where there is a bus exit driveway and a locked school gate. The crosswalk aligns with the school gate, so unlocking it would encourage students to use the crosswalk and not enter the school at a conflict point with motor vehicles.

- Unlock entry gate along Birch Avenue across from 2nd Street during school hours

**Griffith Avenue at 2nd Street**

This intersection is on the travel path of students living northeast of the school. A crosswalk across Griffith Avenue is aligned with a storm drain inlet instead of a curb ramp. Signage and stenciling at the intersection are not used according to the California MUTCD. Special signage and treatments are reserved for uncontrolled crossings.

- Relocate existing crosswalk away from storm drain inlet to align with curb ramps
  - Stencil SLOW SCHOOL XING on Griffith Avenue
  - Install Assembly B signage in both directions on Griffith Avenue
  - Install Assembly D signage in both directions on Griffith Avenue
  - Remove SLOW SCHOOL XING stencil on 2nd Street or allow to fade.

**Griffith Avenue at 4th Street**

Griffith Avenue is uncontrolled at this intersection that provides access for students arriving from the southeast. Transverse school crosswalks are located on the north, east, and west legs of the intersection. These crosswalks are faded and very difficult to see from Griffith Avenue. During the walk audit, motorists were observed failing to yield to pedestrians in the crosswalk. Vehicles looking for opportunities to turn onto Griffith Avenue focus more on crossing motorists than on pedestrians, especially those walking on the sidewalk against traffic. The intersection also lacks curb ramps on the northeast and southwest corners, presenting challenges for sidewalk bicyclists, parents with strollers, and disabled pedestrians.

- Restripe crosswalks as high-visibility yellow crosswalks.
- Install Assembly B and D signage in both directions on Griffith Avenue
- Install curb ramps on southwest and northeast corners
A crossing guard monitors the intersection of Griffith Avenue and 5th Street, which is an all-way stop. The crossing guard may be better utilized at this intersection. This issue may be reconsidered depending on the effectiveness of the above recommendations.

- Perform crossing guard warrant analysis for the intersection

**Birch Avenue at 2nd Street**

The school community identified 2nd Street as a recommended walking and bicycling route during the walk audit. Enhancements to its uncontrolled crossing of Birch Avenue would improve safety and visibility for pedestrians along a key pedestrian route. The intersection currently lacks any school crossing signage and students were reported crossing outside the crosswalk to access the open driveway instead of the closed gate to the school.

- Stripe high-visibility yellow crosswalk across Birch Avenue
- Install Assembly B and D signage on Birch Avenue in both directions

**Birch Avenue at 4th Street**

School administrators suspect that the intersection of 4th Street and Birch Avenue has the highest pedestrian and bicycle volumes in the school neighborhood. The existing transverse yellow crosswalks are faded. Traffic on 4th Street is uncontrolled and a crossing guard monitors the intersection. The school community expressed interest in a four-way stop at this location, but pedestrian, bicycle, and motor vehicle volumes did not meet warrant guidelines. Engineering judgment may still call for a four way stop at this intersection, but given present traffic controls, improvements to the crossing and traffic calming measures are recommended.

- Stripe high-visibility crosswalks on east and west legs of the intersection.
- Install Assembly B and D signage on 4th Street.
- Implement traffic calming measures on 4th Street. These may include speed tables or other interventions.
- If issues are still reported, consider four-way stop at intersection

**Birch Avenue**

Birch Avenue was recommended as a suggested route to school for students walking and bicycling to school from the south. The recommended route passes by Cormack Park, which audit participants described as a gathering place for students and families. Walking on the east side of Birch Avenue increases visibility for the intersection of 4th Street and reduces crossing movements requiring crossing guard assistance, so the following improvements are designed to encourage students to walk on the east side of the street.

- Stripe high-visibility crosswalk across east leg of Birch Avenue and 6th Street.
- Install curb ramps to access crosswalk.
- Stripe high-visibility school crosswalk across east leg of 5th Street
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- Stencil SLOW SCHOOL XING for both directions on 5th Street
- Install Assembly B and D signage for both directions on 5th Street

Griffith Avenue at Highway 46
Griffith Avenue provides one of three signalized crossings of Highway 46. Audit participants reported that many students cross Highway 46 at this location to access businesses located northwest of the intersection. A crosswalk currently serves the east side of the intersection but students prefer to cross on the west side. Counts performed as part of this Plan showed that while only three pedestrians crossed Highway 46 during the morning peak hour, all used the west side. Afternoon volumes are likely higher due to students leaving school.

- Work with Caltrans to establish a high-visibility crosswalk on the west side of the intersection

Table 4-1 summarizes recommendations for Thomas Jefferson Middle School and Figure 4-1 illustrates the recommendations.

Table 4-1: Summary of Thomas Jefferson Middle School Recommendations

<table>
<thead>
<tr>
<th>Location</th>
<th>Recommendation</th>
<th>Cost</th>
<th>Responsibility</th>
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<tr>
<td>School Grounds</td>
<td>Move bicycle parking to more secure location near gymnasium</td>
<td>$250</td>
<td>WUESD</td>
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<tr>
<td>School Grounds</td>
<td>Establish and monitor entry gate across from 2nd Street</td>
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<td>WUESD</td>
</tr>
<tr>
<td>Griffith Avenue at 2nd Street</td>
<td>Move existing crosswalk away from storm drain inlet to align with curb ramps</td>
<td>$2,700</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Stencil SLOW SCHOOL XING southbound on Griffith Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Remove SLOW SCHOOL XING stencil on 2nd Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Install Assembly B signage at 2nd Street crosswalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Install Assembly D signage in both directions on Griffith Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Griffith Avenue at 4th Street</td>
<td>Restripe crosswalks as high-visibility yellow crosswalks</td>
<td>$7,500</td>
<td>City</td>
</tr>
<tr>
<td>Birch Avenue at 2nd Street</td>
<td>Stripe high-visibility yellow crosswalk across Birch Avenue</td>
<td>$1,700</td>
<td>City</td>
</tr>
<tr>
<td>Birch Avenue at 4th Street</td>
<td>Remove SLOW SCHOOL XING stencil on Birch Avenue</td>
<td>$2,200</td>
<td>City</td>
</tr>
<tr>
<td>Birch Avenue at 5th Street</td>
<td>Install high-visibility yellow crosswalk on east leg of intersection</td>
<td>$2,500</td>
<td>City</td>
</tr>
<tr>
<td>Birch Avenue at 5th Street</td>
<td>Stencil SLOW SCHOOL XING both eastbound and westbound on 5th Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Birch Avenue at 6th Street</td>
<td>Stripe high-visibility yellow crosswalk across 6th Street.</td>
<td>$5,500</td>
<td>City</td>
</tr>
<tr>
<td>Birch Avenue at State Highway 46</td>
<td>Work with Caltrans to establish a pedestrian crossing on the west side of State Highway 46.</td>
<td>$2,500</td>
<td>City</td>
</tr>
</tbody>
</table>
Figure 4-1: Thomas Jefferson Middle School Recommended Improvements

**School Grounds**
- Move bicycle parking to more secure location near gymnasium
- Establish and monitor entry gate across from 2nd Street

**Griffith Avenue at 2nd Street**
- Move existing crosswalk away from storm drain inlet to align with curb ramps
- Stencil SLOW SCHOOL XING southbound on Griffith Avenue
- Remove SLOW SCHOOL XING stencil on 2nd Street
- Install Assembly B signage at 2nd Street crosswalk
- Install Assembly D signage southbound on Griffith Avenue

**Griffith Avenue at 4th Street**
- Restripe crosswalks as high-visibility yellow crosswalks
- Install Assembly B signage on Griffith Avenue
- Install curb ramps on southwest and northeast corners
- Stripe double yellow centerline to discourage U-turns.

**Birch Avenue at 2nd Street**
- Stripe high-visibility yellow crosswalk across Birch Avenue
- Install Assembly B signage at the crosswalk
- Install Assembly D signage southbound on Birch Avenue

**Birch Avenue at 4th Street**
- Remove SLOW SCHOOL XING stencil on Birch Avenue
- Stripe high-visibility crosswalks on east and west legs of intersection
- Install Assembly B and D signage on 4th Street
- Implement traffic calming for eastbound traffic on 4th Street

**Birch Avenue at 5th Street**
- Install high-visibility yellow crosswalk on east leg of intersection
- Stencil SLOW SCHOOL XING both eastbound and westbound on 5th Street
- Install Assembly B signage for new crosswalk and Assembly D signage eastbound on 5th Street

**Birch Avenue at 6th Street**
- Stripe high-visibility crosswalk across 6th Street.
- Install curb ramps to access crosswalk

**Griffith Avenue at State Highway 46**
- Work with Caltrans to establish a pedestrian crossing on the west side of State Highway 46.
5. Palm Avenue Elementary School

School Information

<table>
<thead>
<tr>
<th>Principal:</th>
<th>Brad Maberry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enrollment</td>
<td>720</td>
</tr>
<tr>
<td>School Arrival</td>
<td>8:05 AM</td>
</tr>
<tr>
<td>School Dismissal</td>
<td>K-3: 1:55, Min: 12:45</td>
</tr>
<tr>
<td></td>
<td>4-6: 2:25, Min: 1:10</td>
</tr>
<tr>
<td>Minimum Day</td>
<td>1:10</td>
</tr>
</tbody>
</table>

Palm Avenue is one of four public elementary schools serving the City of Wasco and surrounding area. It is one of the two elementary schools with more urban locations, at the intersection of Palm Avenue and 9th Place. Its main entrance is located on Palm Avenue.

Site Visit

The project team conducted a walk audit on Tuesday, January 29, 2013 during morning arrival. Weather was cool and sunny. Audit participants observed the period immediately prior to morning arrival, then walked the school grounds while discussing issues and opportunities for the school site.

Loading Zones

Palm Avenue has an unusual loading zone configuration with a fenced-off loop accessed from Palm Avenue adjacent to angled parking. Passenger loading was also observed at a supervised location on 9th Place and Peters Street. Bus loading occurs on Jubilee Drive at the southern edge of the school grounds.

Crossing Guard Information

Crossing guards monitor the intersections of Palm Avenue and 9th Place and Palm Avenue and Jubilee Drive.

Issues and Recommendations

School Grounds

The Jubilee Drive bus loading location is distant from the school building entrance, without a designated pedestrian path. Generally bus loading should occur as close as possible to the school; students accessing a school from a school bus tend to walk in larger groups that reduce sidewalk space for other users and the school bus driver is able to monitor students as they walk to the school building.

Parking south of the loading loop is underutilized and therefore presents an opportunity to relocate the bus loading zone without impacting other passenger loading. Congestion on the Palm Avenue sidewalk was observed. To accommodate parents who currently use the fenced-off loading area, existing angled parking...
spaces south of the passenger loading loop could be reconfigured as a loading zone, which would create additional space for sidewalk expansion.

- Move bus loading zone from its present location to the fenced-off curbside loading area on Palm Avenue.
- Remove parking spaces south of the loading loop as needed to accommodate the turning radii for exiting buses.

- Consider establishing passenger loading area south of the existing loading area and widening the sidewalk on Palm Avenue.

The other on-street passenger loading area is located on 9th Place north of the school. Angled parking on 9th Place is not fully utilized, with some parents choosing to double-park. Motorists were also observed not pulling forward through the loading area, adding to congestion on 9th place.

- Install “Please Pull Forward” stencil in loading area.
- Remove two parking spaces on 9th Place to accommodate a longer passenger loading area.
- Consider establishing a student valet program.

**Palm Avenue at 9th Place**

Palm Avenue at 9th Place is the main school intersection, monitored by one crossing guard and controlled on all approaches with a four-way stop. Palm Avenue and 9th Place were both identified as good walking and bicycling routes in both directions. Crossing distances at this intersection, especially across Palm Avenue, are long, and for intersections patrolled with crossing guards, this leads to additional traffic delay as motorists are required to wait until the crossing guard leaves the intersection to proceed.

- Install curb extensions on all corners of the intersection. Alternatively consider reducing curb radii.
- Restripe crosswalks as high-visibility yellow crosswalks.
- Remove SLOW SCHOOL XINGS stencils from 9th Place or allow to fade.
9th Place
The school community identified 9th Place as a key walking and bicycling route to school, providing access to the high numbers of students that live to the east of the school site. However, parents expressed concerns about crossings along the route and the street is missing some key walking infrastructure that would facilitate safe and comfortable pedestrian travel.

- Install curb ramps where missing at intersections with Cypress Avenue and Maple Avenue
- Stripe transverse yellow crosswalks on north and south legs of both intersections

9th Place at Griffith Avenue
The most challenging crossing on the recommended walking route on 9th Place is the intersection with Griffith Avenue. Visibility is hindered by cars parked on Griffith Avenue, vegetation, and privately-owned fences, and Griffith Avenue is uncontrolled. In addition, this intersection serves a church and private school, facilities that would also benefit from improved walking and bicycling conditions.

- Stripe red curb at corners of intersection to discourage parking
- Install SLOW SCHOOL XING stencils and Assembly B and D signage on both approaches of Griffith Avenue
- Replace crosswalks with high-visibility crosswalks

Peters Street at 9th Place
Many vehicles pass through this intersection to access the 9th Place loading area. A neighborhood path from 9th Street to 9th Place provides access for pedestrians and bicyclists. A crosswalk striped approximately 50 feet east of the intersection crosses through the parking bay and does not have a curb ramp. Enhancements to the intersection and path area can improve school travel conditions and enhance other walking trips through the neighborhood.

- Install curb ramps for both approaches to Peters Path
- Improve east crosswalk with curb extension and curb ramp
- Install Assembly D and Assembly B signage on 9th Place to alert drivers to uncontrolled crosswalk.
- Stripe red curb at southwest corner of intersection

Poso Drive at Palm Avenue
Poso Drive poses a barrier to northbound and southbound pedestrians and bicyclists to Palm Avenue Elementary. Its intersection with Palm Avenue is the only controlled crossing opportunity for students traveling from points south of the school. The intersection is a four-way stop with two lanes in each direction on Poso Drive, exposing pedestrians to multiple lanes of traffic. At 66 feet, the intersection is unusually wide. Though signage and stenciling would not be appropriate for the controlled intersection, high-visibility
crosswalks would increase pedestrian visibility. Buffered bike lanes on Poso Drive, as recommended in Chapter 4, would reduce exposure to motor vehicles.

- Replace crosswalks with high-visibility crosswalks
- Perform crossing guard warrant analysis for existing crossing guard at Jubilee Drive intersection and for intersection of Poso Drive and Palm Avenue.

Table 5-1 summarizes recommendations for Palm Avenue Elementary School and Figure 5-1 illustrates the recommendations.

<table>
<thead>
<tr>
<th>Location</th>
<th>Recommendation</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
</table>
| School Grounds             | - Move bus loading zone from its present location to the fenced-off curbside area on Palm Avenue.  
- Remove parking spaces as needed to accommodate the turning radii for exiting buses  
- Consider establishing passenger loading area south of the existing loading area and widening the sidewalk on Palm Avenue | $300   | WUESD          |
| School Grounds             | - Remove parking spaces on 9th Place to accommodate a longer passenger loading area  
- Consider establishing a student valet program  
- Install “Please Pull Forward” stencil in loading area | $700   | WUESD          |
| Palm Avenue at 9th Place   | - Install curb extensions on all corners of the intersection  
- Restripe crosswalks as high-visibility yellow crosswalks  
- Remove SLOW SCHOOL XING stencils from 9th Place | $122,200 | City           |
| 9th Place                  | - Install curb ramps where missing at intersections with Cypress Avenue and Maple Avenue  
- Stripe transverse yellow crosswalks on north and south sides of Cypress Avenue and Maple Avenue  
- Close sidewalk gaps on both sides of 9th Place from Broadway to Palm Avenue | $36,700 | City           |
| 9th Place at Griffith Avenue | - Install curb extensions on southeast and southwest corners of the intersection  
- Install SLOW SCHOOL XING stencils on Griffith Avenue. Install Assembly D and Assembly B signage at the intersection  
- Replace crosswalks with high-visibility yellow crosswalks | $63,400 | City           |
| Peters Street at 9th Place | - Install curb ramps on both approaches to Peters Path  
- Relocate crosswalk from east side to west side of intersection  
- Replace crosswalks with high-visibility yellow crosswalks  
- Install Assembly D and Assembly B signage on 9th Place | $7,800  | City           |
| Poso Drive                 | - Replace crosswalks with high-visibility yellow crosswalks | $1,500  | City           |
Palm Avenue Elementary School Safe Routes to School Improvement Plan

School Grounds
- Move bus loading zone from its present location to the fenced-off curbside area on Palm Avenue.
- Remove parking spaces as needed to accommodate the turning radii for exiting buses.
- Consider establishing passenger loading area south of existing loading loop and widening Palm Avenue sidewalk

School Grounds
- Remove two angled parking spaces on 9th Place to accommodate a longer passenger loading area.
- Consider establishing a student valet program.
- Install *Please Pull Forward* stencil

Palm Avenue at 9th Place
- Install curb extensions on all corners of the intersection.
- Restripe crosswalks as high-visibility yellow crosswalks.
- Remove SLOW SCHOOL XING stencil from 9th Place.

9th Place
- Install curb ramps where missing at intersections with Cypress Avenue and Maple Avenue.
- Stripe transverse yellow crosswalks on north and south sides of Cypress Avenue and Maple Avenue.

9th Place at Griffith Avenue
- Stripe red curb at corners to discourage parking.
- Install SLOW SCHOOL XING stencils on Griffith Avenue. Install Assembly D and Assembly B signage at the Intersection.
- Replace crosswalks with high-visibility yellow crosswalks.

Peters Street at 9th Place
- Install curb ramps on both approaches to Peters Path.
- Improve east crosswalk with curb extension and curb ramp.
- Install Assembly D and Assembly B signage on 9th Place.
- Stripe red curb at southwest corner of intersection.

Poso Drive
- Replace crosswalks with high-visibility yellow crosswalks.
- Perform crossing guard warrant analysis for existing crossing guard at Jubilee Drive and for intersection with Palm Avenue.

Figure 5-1: Palm Avenue Elementary School Recommended Improvements
6. John Prueitt Elementary School

School Information

<table>
<thead>
<tr>
<th>Principal:</th>
<th>D. Torres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enrollment</td>
<td>512</td>
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<tr>
<td>School Arrival</td>
<td>8:05 AM</td>
</tr>
<tr>
<td>School Dismissal</td>
<td>Regular day: 2:25</td>
</tr>
<tr>
<td></td>
<td>Minimum Day: 1:10</td>
</tr>
</tbody>
</table>

Layout

John Prueitt Elementary School is located on the northwest edge of town, at the intersection of 7th Street and Magnolia Avenue. The school enrollment area is vast, including areas directly north and west the city proper. Many students are bused.

Site Visit

The project team conducted a walk audit on Thursday, January 31, 2013 during morning arrival. Weather was cool with some fog. Audit participants observed the period immediately prior to morning arrival, then walked the school grounds while discussing issues and opportunities for the school site.

Loading Zones

There are two loading zones on site. An off-street loop accessed from 7th Street and an on-street area on Strawberry Lane. At both loading zones, some parents opted to park on the other side of the street off the pavement, crossing 7th Street and Strawberry Lane outside of crosswalks. The loading zone on 7th Street is always managed by at least one staff member, sometimes two, and moved efficiently with three staff during the audit. School buses unload in a bus bay on Magnolia Avenue that functions well.

Crossing Guard Information

There are no crossing guards working at John Prueitt Elementary School.

Issues and Recommendations

School Grounds

Parents were observed parking across the street on 7th Street and Strawberry Lane and walking their children into school or dropping them off. Many vehicles were observed parked in the unpaved area off the street on Strawberry Lane. Motorists were observed backing into the unpaved area across 7th Street from the school to facilitate easier turning around.

- Consider formalizing parking area on the southeast corner of the 7th Street/Strawberry Lane intersection, Options include...

Congestion encourages drivers to seek alternate drop-off sites
signage directing motorists to park parallel, a decomposed granite parking area, or an asphalt parking lot.

7th Street (east of school)
Prueitt’s location at the edge of the City presents few options for students walking or bicycling to school. Nearly every path of travel to the school uses 7th Street. However, the sidewalk is not continuous, terminating at the edge of the new residential development east of the school. Extending the sidewalk to the elementary school is a top priority for school administrators and parents. Students were observed crossing a field that can be very muddy during wet weather. Pedestrians should be discouraged from walking on the street due to high traffic speeds.

- Complete the sidewalk from the residential development to Strawberry Lane
- Install Assembly C signage in both directions on 7th Street. Consider speed feedback signs.
- As more students walk and bike to school with the new sidewalk, crossing improvements will improve safety at Strawberry Lane, where many motorists drive after dropping their students off at school.
- Stripe a high-visibility yellow crosswalk across Strawberry Lane
- Hire a crossing guard for the intersection of 7th Street and Strawberry Lane upon completion

7th Street (north of school)
7th Street can become congested as motorists get delayed in the passenger loading loop. Despite only one lane being striped, motorists were observed passing the queue of cars on the right side. This creates a dual-threat situation for parents and students who choose to park off the north side of the street and cross.

- Install signage to prohibit parking north of 7th Street. Complement with an education campaign.
- Motorists are sometimes confused by the multiple driveways leading to the school loading loop. To facilitate traffic flow, vehicles should enter at the westernmost entrance. School administrators reported that parents sometimes enter at the exit, despite the presence of a WRONG WAY sign and orange traffic cones.
- Install signage directing motorists to the appropriate entrance to the school.
Central Avenue at 7th Street

Central Avenue is the nearest street crossing 7th Street east of the school. It is especially important as a walking and bicycling route, as students can arrive from the north on 5th Street and Woodside Drive and from the south from several residential streets and Beckes Street. Especially as sidewalk improvements are implemented, crossing treatments should direct students to walk along the south side of 7th Street, facing oncoming traffic.

- Stripe high-visibility yellow crosswalks at east and south legs of intersection.
- Implement bike lane recommendations specified in Chapter 1 of this document for Central Avenue and 7th Street.
- Over the long term, concurrent with any possible residential development, consider a sidewalk on the west side of Central Avenue north of 7th Street.
- Consider streetscape improvements to 7th Street.

Table 6-1 summarizes recommendations for John Prueitt Elementary School and Figure 6-1 illustrates the recommendations.

Table 6-1: Summary of John Prueitt Elementary Recommendations

<table>
<thead>
<tr>
<th>Location</th>
<th>Recommendation</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Grounds</td>
<td>Consider formalizing parking area on the southeast corner of the 7th Street/Strawberry Lane intersection. Options include signage directing motorists to parallel park, decomposed granite parking area, or an asphalt parking lot.</td>
<td>N/A</td>
<td>WUESD</td>
</tr>
<tr>
<td>7th Street (north of school)</td>
<td>- Install signage to prohibit parking north of 7th Street</td>
<td>$800</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>- Install signage directing westbound motorists to school entrance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7th Street (east of school)</td>
<td>- Install sidewalk with curb and cutter on south side of 7th Street that continues existing sidewalk.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Stripe a high-visibility yellow crosswalk across Strawberry Lane</td>
<td>$67,350</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>- Hire crossing guard for 7th Street/Strawberry Lane intersection (cost not included, WUESD responsibility)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Consider Assembly C Speed Feedback Sign for 7th Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Avenue at 7th Street</td>
<td>- Stripe high-visibility yellow crosswalk on east, south, and west legs of intersection.</td>
<td>$151,500</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>- Continue bike lane on Central Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Consider streetscape improvements to 7th Street such as a landscaped median or other gateway treatment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Stripe bike lanes on both sides of 7th Street</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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John Prueitt Elementary School

Safe Routes to School Improvement Plan

School Grounds
- Consider formalizing parking area on the southeast corner of the 7th Street/Strawberry Lane intersection. Options include signage directing motorists to parallel park, a decomposed granite parking area, or an asphalt parking lot.

7th Street (east of school)
- Install Class I Path on south side of 7th Street that connects existing sidewalk
- Stripe a high-visibility yellow crosswalk across Strawberry Lane
- Hire crossing guard for 7th Street/Strawberry Lane intersection
- Install Assembly C signage in both directions on 7th Street. Consider speed feedback signs.

7th Street (north of school)
- Install signage to prohibit parking north of 7th Street
- Install signage directing westbound motorists to school entrance

Central Avenue at 7th Street
- Stripe high-visibility yellow crosswalk on east and south legs of intersection.
- Continue bike lane on Central Avenue
- Consider streetscape improvements to 7th Street such as a landscaped median or other gateway treatment.
- Stripe bike lanes on both sides of 7th Street

Figure 6-1: John Prueitt Elementary School Recommended Improvements
7. Implementation

7.1. Prioritization of Improvements

Every recommendation in this Study will improve walking and bicycling conditions at schools in Wasco. However, because funding and other constraints for the implementation of pedestrian and bicycle improvements may be unknown or limited, this section prioritizes recommendations so that the most effective improvements will be implemented first.

7.1.1. Prioritization Criteria

Projects were evaluated based on their effectiveness at achieving the goals of the Plan. Safety, connectivity, and importance to the community are all represented in the criteria listed below. The maximum possible score is 8 points.

Table 7-1: Prioritization Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>Points Possible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Located in School Zone</td>
<td>A “School Zone” is defined as the area within 500 feet of the grounds of a school. Improvements to traffic safety near schools are a critical focus of this Plan, and therefore, projects located within a school zone receive one point.</td>
<td>1</td>
</tr>
<tr>
<td>Community Outreach</td>
<td>This criterion emphasizes those recommendations directly from the community outreach process that included five walk audits and a community meeting in January 2013. Community members provided project recommendations and were asked to identify their highest priorities of the projects discussed. Consensus community priorities receive two points and other community-identified improvements receive one point.</td>
<td>2</td>
</tr>
<tr>
<td>Located on Walking Route to School</td>
<td>During the series of walk audits held at each school, the community suggested walking and bicycling routes to schools. Improvements along these routes will be especially important because of their location on streets where students are encouraged to walk and bike. Projects located on suggested walking and bicycling routes receive one point.</td>
<td>1</td>
</tr>
<tr>
<td>Land Use (Commercial Zone)</td>
<td>Schools are a major destination for both children and adults, but are otherwise well-represented in the prioritization criteria. The city’s commercial areas provide employment, shopping, and community gathering spaces. This criterion assigns one point to recommendations that serve areas with commercial zoning classifications.</td>
<td>1</td>
</tr>
<tr>
<td>Barrier Crossing</td>
<td>While many streets within Wasco have low traffic speeds and volumes and are therefore comfortable for pedestrians and bicyclists, other streets pose barriers. Providing infrastructure that allows pedestrians and bicyclists of all ages and ability levels to cross barriers is a priority of this planning effort. Projects that improve barrier crossing receive one point.</td>
<td>1</td>
</tr>
<tr>
<td>Collision Score</td>
<td>Pedestrian and bicycle-related collisions between 2006 and 2010 that occurred within 300 feet of each recommended facility. The raw numbers of collisions are compared. These projects also break naturally into three groups based on the frequency of nearby collisions, and receive zero to two points.</td>
<td>2</td>
</tr>
</tbody>
</table>

Total points possible 8
Projects were then placed into three phasing groups: Tier 1, Tier 2, and Tier 3.

- 4-8 points: Tier 1 projects have the highest potential for addressing the City’s goals for safe pedestrian and bicycle transportation to schools and are intended for near-term project implementation within one to five years.
- 3 points: Tier 2 projects are intended for development within 6 to 10 years.
- 1-2 points: Tier 3 projects are not currently ready for implementation but are included as long-term potential bicycle-specific projects over the next 11 to 20 years.

### 7.1.2. Project List

Table 7-2 lists Safe Routes to School projects. Projects are listed by priority ranking within each school zone. “Map ID” refers to the location of each project on the respective School Recommended Improvements map, located in Chapters 2 through 6.
<table>
<thead>
<tr>
<th>Map ID</th>
<th>School</th>
<th>School Zone</th>
<th>Outreach</th>
<th>Walking Route</th>
<th>Land Use</th>
<th>Barrier Cross</th>
<th>Collision Score</th>
<th>Composite</th>
<th>Responsibility</th>
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The projects listed in Chapters 2 through 5 present typical planning-level unit costs for Safe Routes to School projects. Table 7-3 below lists summary cost estimates for each type of facility. While these costs reflect expenses of construction within Kern County, California, they do not consider right-of-way acquisition, drainage modifications, or other costs that may arise during the implementation process.

**Table 7-3: Safe Routes to School Improvement Unit Costs**

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<tr>
<th>Item</th>
<th>Cost</th>
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<td>Transverse Crosswalk</td>
<td>$300</td>
<td>Traffic Sign (general)</td>
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<td>High-visibility Crosswalk</td>
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<td>Assembly A, B, C, or D signage</td>
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<td>Crosswalk or Stencil Removal</td>
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<td>Rectangular Rapid Flash Beacon</td>
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<td>Sign Removal</td>
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<td>Stripe Removal</td>
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<td>Speed Feedback Sign</td>
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<td>SLOW SCHOOL XING stencil</td>
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<td>Curb Ramp</td>
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<td>Sidewalk (SF)</td>
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<td>Curb Extension</td>
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<td>Curb and Gutter</td>
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<td>Advance Yield Marking</td>
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<td>Advance Stop Bar</td>
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<td>Landscaped Median (LF)</td>
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</table>

While the recommendations presented include possible designs, these should be considered as conceptual alternatives. The unit cost estimates do not reflect the additional field verification and design work needed prior to construction.