

## Easton Sidewalk TDA Grant Application

### 1. Provide data to support potential use of the bicycle or sidewalk facility.

Easton Street is an east/west residential street located in the City of Rialto. The proposed sidewalk improvements from Acacia Avenue to Sage Court will provide continuous pedestrian access and connectivity to the nearby Easton Commercial Center located at Riverside Avenue and to nearby Frisbie Park located easterly of Acacia Avenue. The project will include construction of Americans with Disabilities Act (ADA) compliant sidewalk and curb ramps along the north and south sides of Easton Street.

Frisbie Park currently provides a variety of recreational amenities, including baseball and softball activities to the residents of Rialto. Frisbie Park includes three baseball fields serving an average of 15 baseball teams for daily games and/or practice. The games occur on Tuesdays, Thursdays and Saturdays with average weekday attendance of 175 people and weekend attendance of 250 people. The park also includes three softball fields serving an average of 27 softball teams with daily games and/or practice. The games occur daily with average weekday attendance of 225 people and weekend attendance of 325 people. Area residents use Easton Street as a walking path to and from the park.

The City plans to expand Frisbie Park with additional amenities, including additional sports fields, basketball courts, a dog park, picnic shelters and other facilities that will increase pedestrian traffic using Easton Street. **Figure 1** below identifies the limits of the proposed sidewalk improvements.

**Figure 1**



Furthermore, the Easton Street improvements will remove barriers for children and families to safely walk to and from nearby schools and churches. Rialto's Safe Routes

to School Plan provided data studied of children receiving free lunch, their health fitness index, and correlation to whether their household had access to a car shown in **Appendix B-Figure 2** included as an attachment. Children and their families living around the vicinity of the project area are experience unhealthy conditions, and who rely on free lunch so they are most likely from disadvantage homes, who also show on the census block data as not having access to vehicle. **Appendix B-Figure 3**, included as an attachment shows the neighborhood has a median income of \$34,191. **Appendix B-Figure 4**, included as an attachment indicates a high student population in the project area. **Appendix B-Figure 5**, included as an attachment demonstrations heavy population density for the two schools within a half-mile of the project area. **Appendix B-Figure 6**, included as an attachment provides the speed limits display the speed limit at the project site at 35 miles.

Additionally, attached are maps showing correlation between

See attached map in **Appendix A-Figure 1** presentation proximity of the project site to commercial and retail centers, Frisbie Park, various churches, a Fire Station on Riverside, and two schools, Frisbie Middle School and Morgan Elementary School.

**2. Describe how project is situated in the regional system: (Explain how this project is consistent with a Regional Transportation Plan or SANBAG NMTP if applicable)**

One of the goals of the San Bernardino County Non-Motorized Transportation Plan (Revised June 2018) is to increase pedestrian access by “expanding pedestrian facilities and access within and between neighborhoods, to employment centers, shopping areas, schools and recreational sites” (p. ES.2.1). The City of Rialto is currently developing a comprehensive pedestrian access plan through the efforts of the SBCTA Sidewalk Inventory plan, and Rialto’s Active Transportation Plan. The proposed Easton Sidewalk project is consistent with the NMTP goals and objectives. The Easton Sidewalk project is an approved project by the Rialto City Engineer to be “installed to accommodate pedestrians” (SBCTA NMTP, p.198). The installation of the sidewalk will eliminate barriers to pedestrian travel to school, parks, and local retail and commercial establishments.

**3. Outline the destinations served by this project: (Destinations can ben in a list form with potential number of bike/ped users described).**

- **Frisbie Park** – The existing park and the expansion project will increase pedestrian usage along Easton Avenue.

- **Easton Commercial Development** – The sidewalk improvement will improve connectivity between nearby residential neighborhoods and the recently constructed Easton Commercial Development. The Easton development hosts popular eateries such as In-N-Out, Chipotle and Coffee Bean. These popular destinations are attracting area residents and the sidewalk improvements will serve to accommodate increased pedestrian traffic from the neighborhood.
- **Community Gathering Places-** There is several Churches surrounding the project site on the west and to the south. The barriers for residents living within the vicinity to access the religious institutions by walking along Easton are eliminated with the installation of the sidewalk facilities.
- **Frisbie Middle School and Morgan Elementary School** – The two schools are located about 0.5 miles from the Easton Sidewalk project. The Rialto Safe Routes to School (SRTS) Plan indicates that there were 1,209 children enrolled at Frisbie Middle School and 564 children enrolled at Morgan Elementary School in 2017. Therefore, there is a potential for children and their parents to use the proposed sidewalk as a walking route to school. The barrier for children and parents to commute to school by walking is reduced with the installation of the sidewalk improvements, which will fill in missing gaps. **Appendix C & D** included as attachment are the Excerpt of the SRTS assessments for Frisbie and Morgan School Sites.

**4. Describe how this project improves the safety of cyclist and /or pedestrians using the corridor: (potential decrease in number of collisions).**

Area residents utilize the corridor for access to Frisbie Park and to the Easton Commercial Center, churches, and nearby schools. The project will fill in a missing gap of sidewalk to improve accessibility to destinations on either end of Easton Street. The subject segment does not currently have sidewalk on either side of the street requiring pedestrians to walk in the street with traffic. The proposed sidewalk will improve pedestrian safety allowing them to walk along the outer edge of the street. Installing sidewalk facilities will provide a safer path of travel that will be constructed in accordance with Americans with Disabilities Act (ADA) requirements. The project will include ADA compliant curb ramps improving non-motorized mobility.

**5. Explain the Multimodal or Transit system connectivity provided by this project.**

The proposed project is located 0.5 miles from Omnitrans Route 22 along Riverside Avenue, which is a major arterial in a north-south orientation. Route 22 operates along Riverside Avenue between Valley Boulevard and north of the State Route 210 Freeway. Installation of the subject sidewalk improvements will connect with existing sidewalk on Easton Street to provide a continuous path of travel for area residents and Frisbie Park users to access existing transit services along Riverside Avenue. **Figure 8** below identifies Route 22 providing connectivity to Arrowhead Regional Medical Center, the Rialto Civic Center, and many other commercial uses located along Riverside Avenue.

**Figure 8**



**6. Establish the level of the project's readiness: (include a discussion on the local participation process that resulted in the identification and prioritization of the project).**

The project is currently in the design phase. The proposed local match will be from local Measure I funds. City staff anticipates use of consultant services to complete the design. The goal is to have the improvements designed and constructed prior to completion of the park expansion improvements, which will be completed in September of 2020.



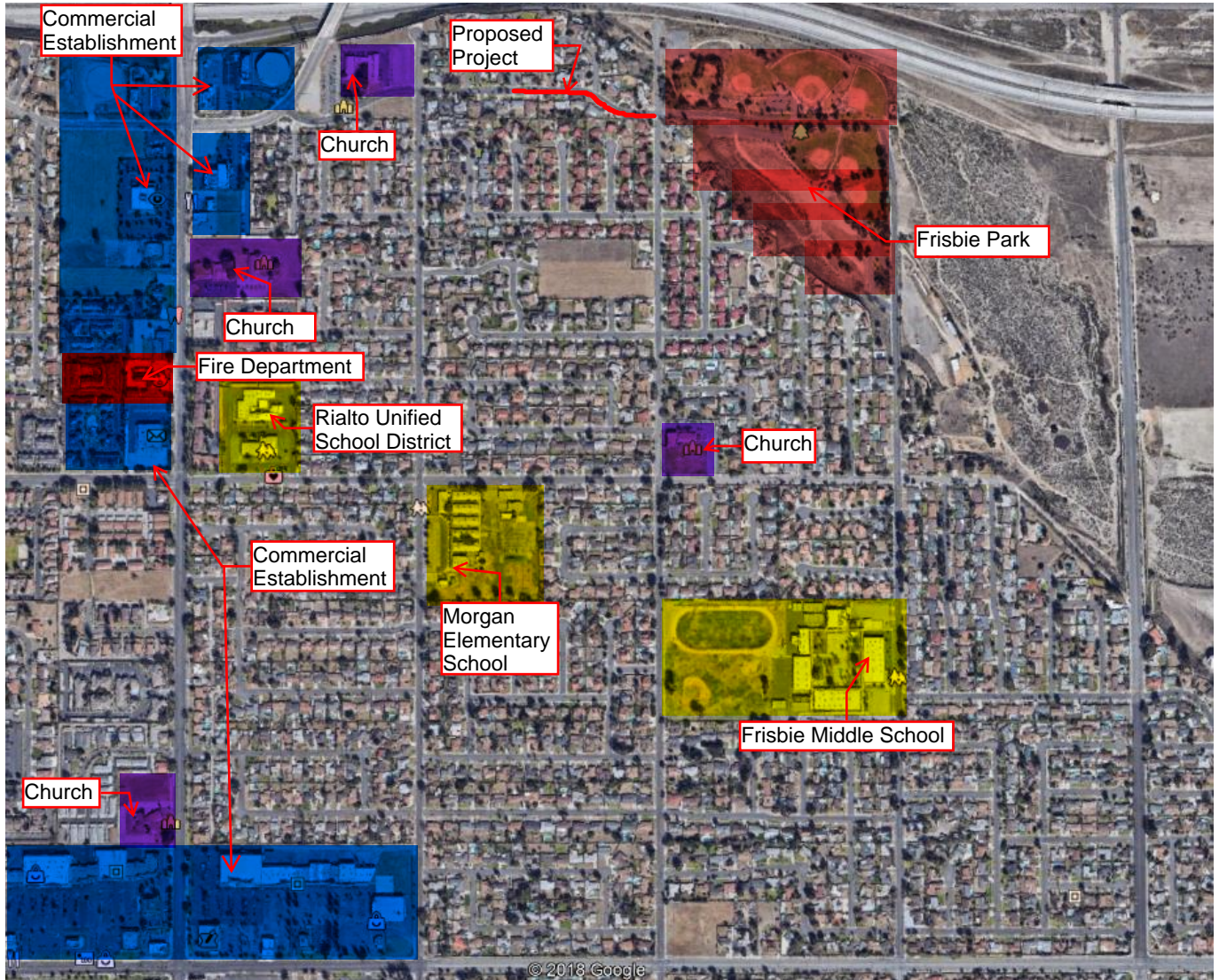
**7. Has the agency delivered past projects on schedule? If yes, what steps will be taken to ensure similar results. If no, what steps will be taken to prevent similar occurrence.**

The city has successfully delivered past projects on schedule such as the Pacific Electric Trail that included \$350,000 of TDA Article 3 funding. The Safe Routes to School Cedar Avenue Sidewalk project that includes \$250,000 of TDA Article 3 funding is currently under construction and with completion expected before the end of summer 2019.

The City will use qualified consultants to prepare the design, environmental, right-of-way, and construction documents for the Easton Sidewalk Project. City staff will manage the project using qualified consultants and contractors, similar to past successful TDA Article 3 projects.

# Vicinity Map

EASTON SIDEWALK  
PROJECT





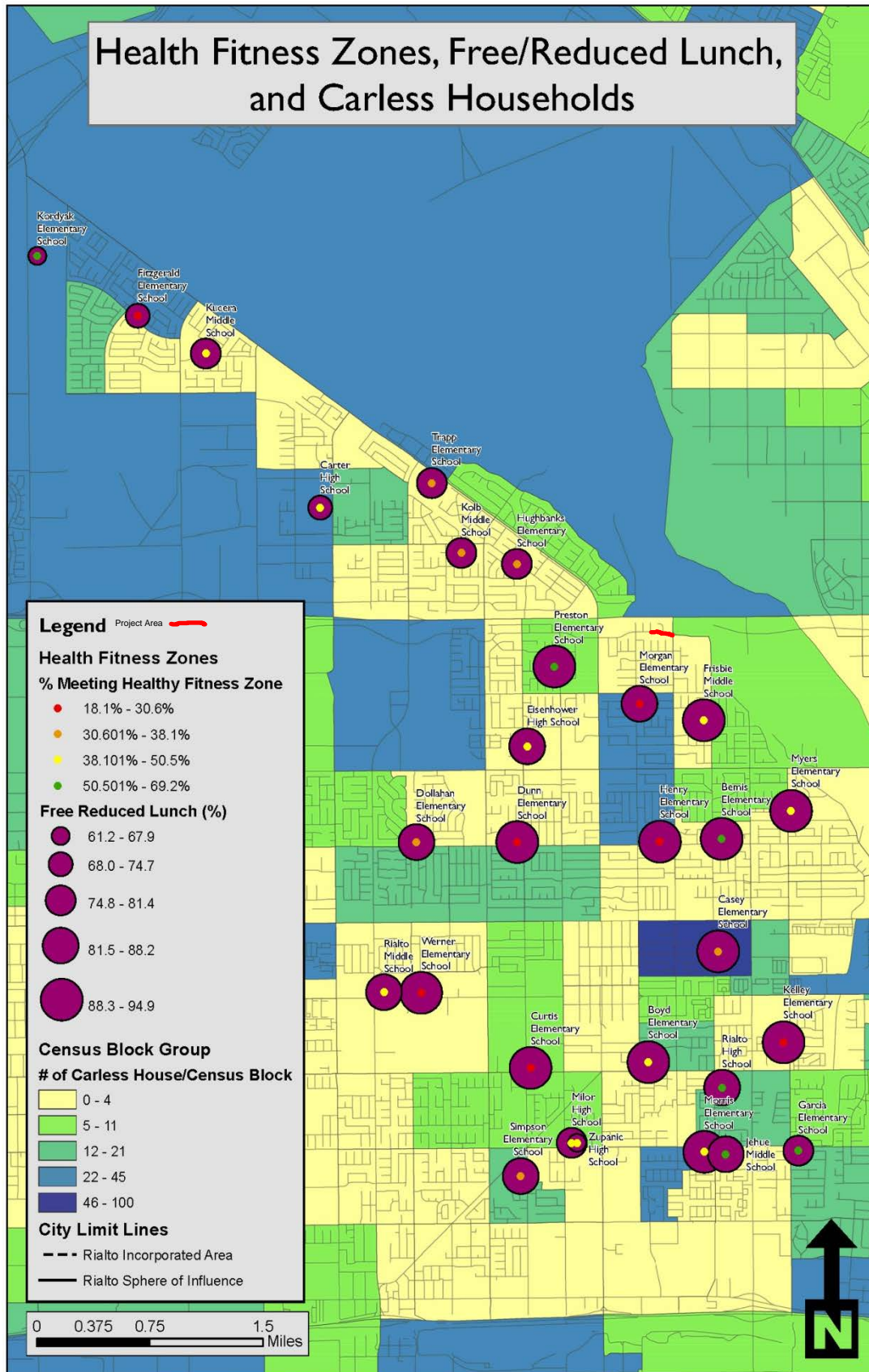


Figure 3: Percentage of School Population Meeting Healthy Fitness Zones (%), Free and Reduced Lunch (%), Carless Households

Safe Routes to School Prioritization Memorandum – Rialto Safe Routes to School

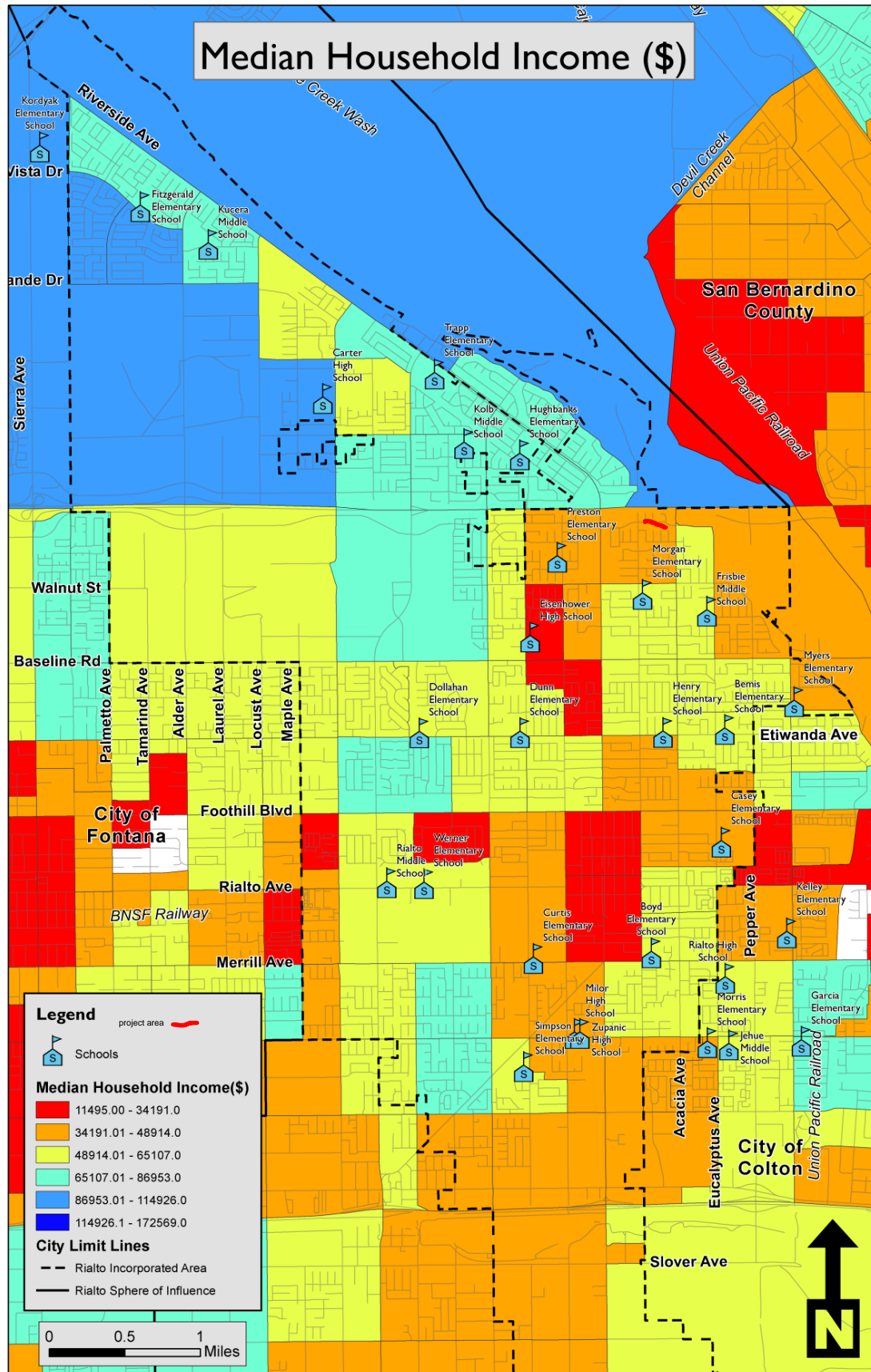


Figure 4: Median Household Income (\$)



Safe Routes to School Prioritization Memorandum – Rialto Safe Routes to School

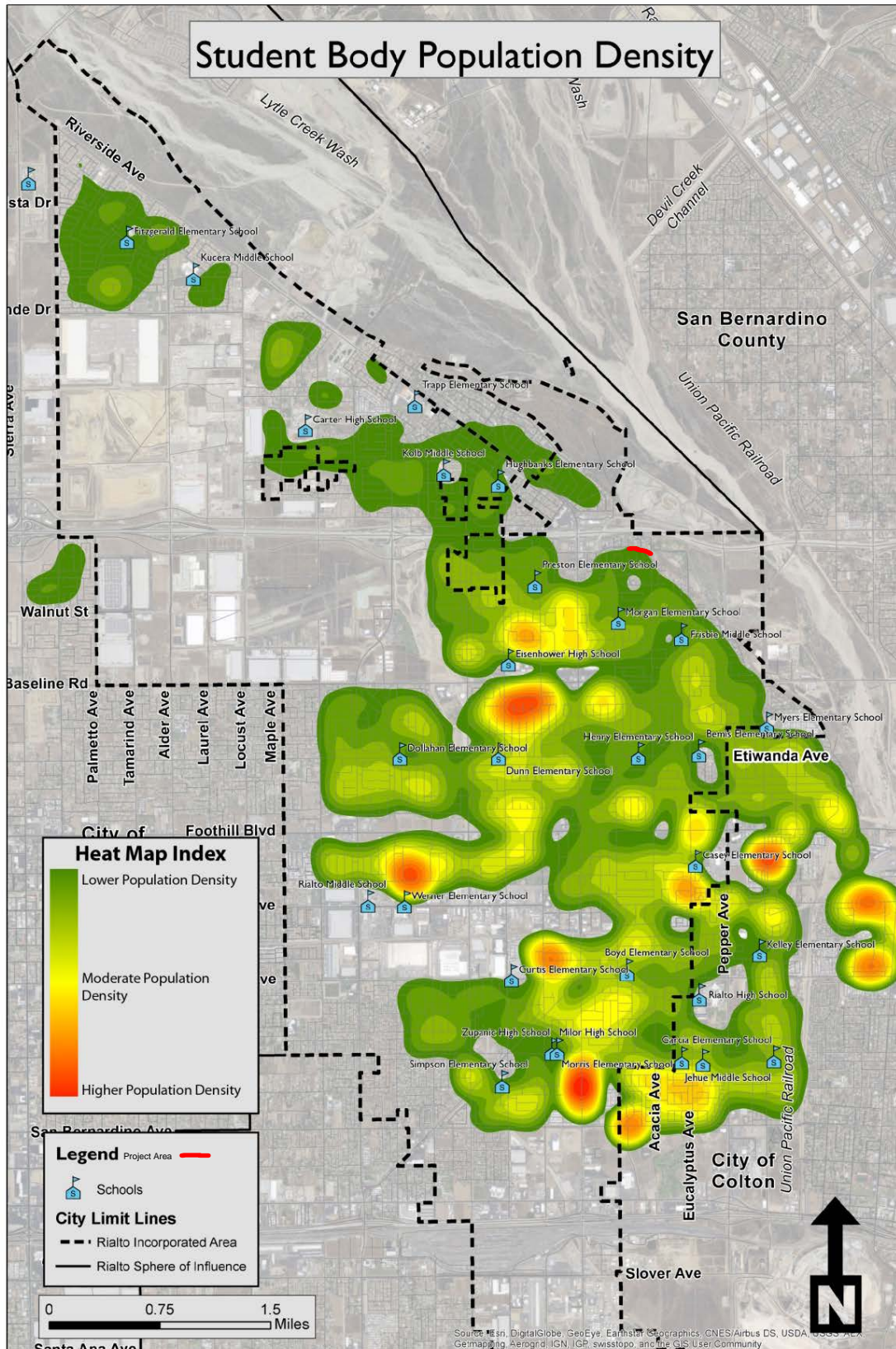


Figure 5: Student Body Population Density



Safe Routes to School Prioritization Memorandum – Rialto Safe Routes to School

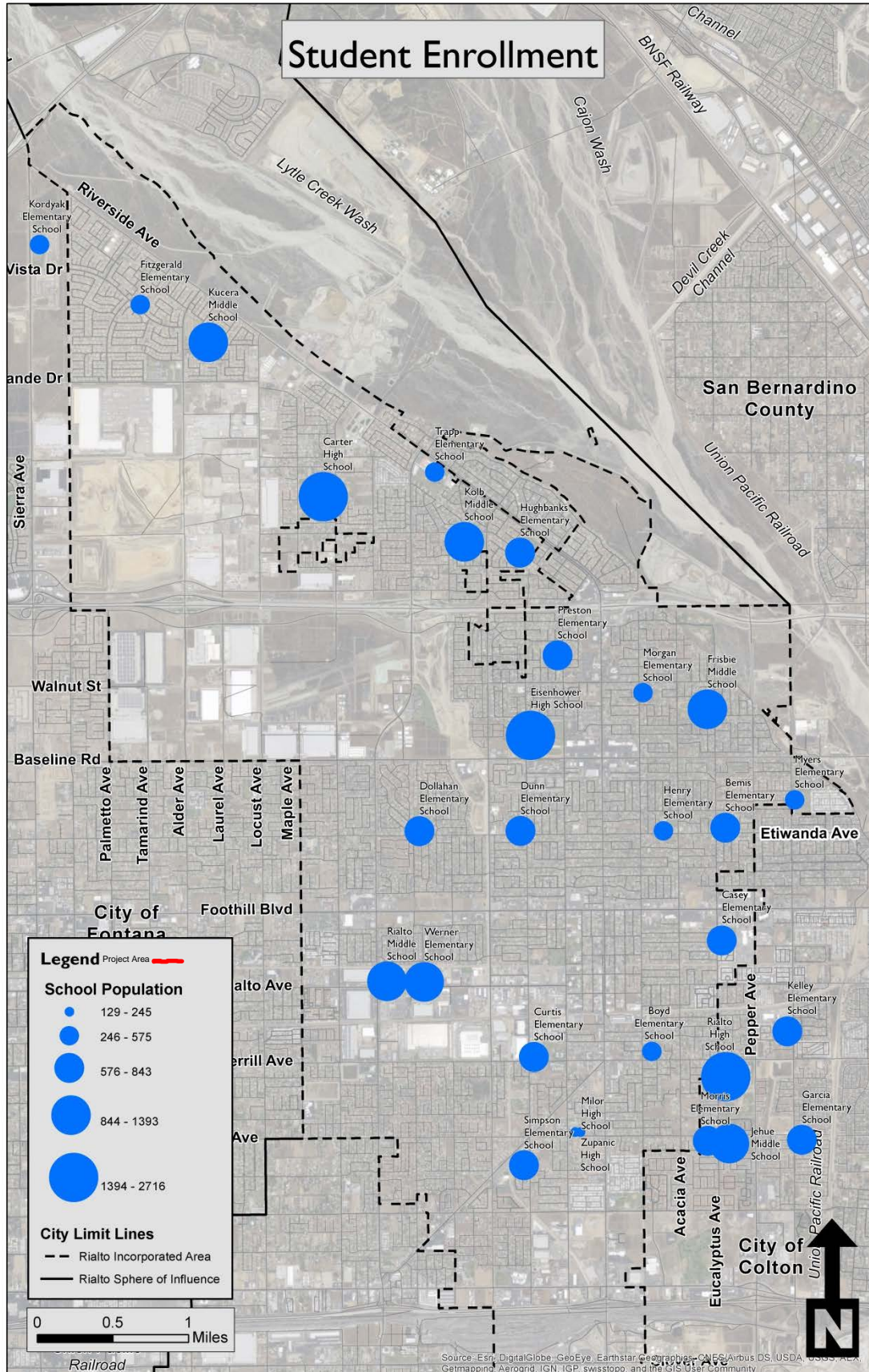


Figure 6: Student Enrollment (# of Students)



Safe Routes to School Prioritization Memorandum – Rialto Safe Routes to School

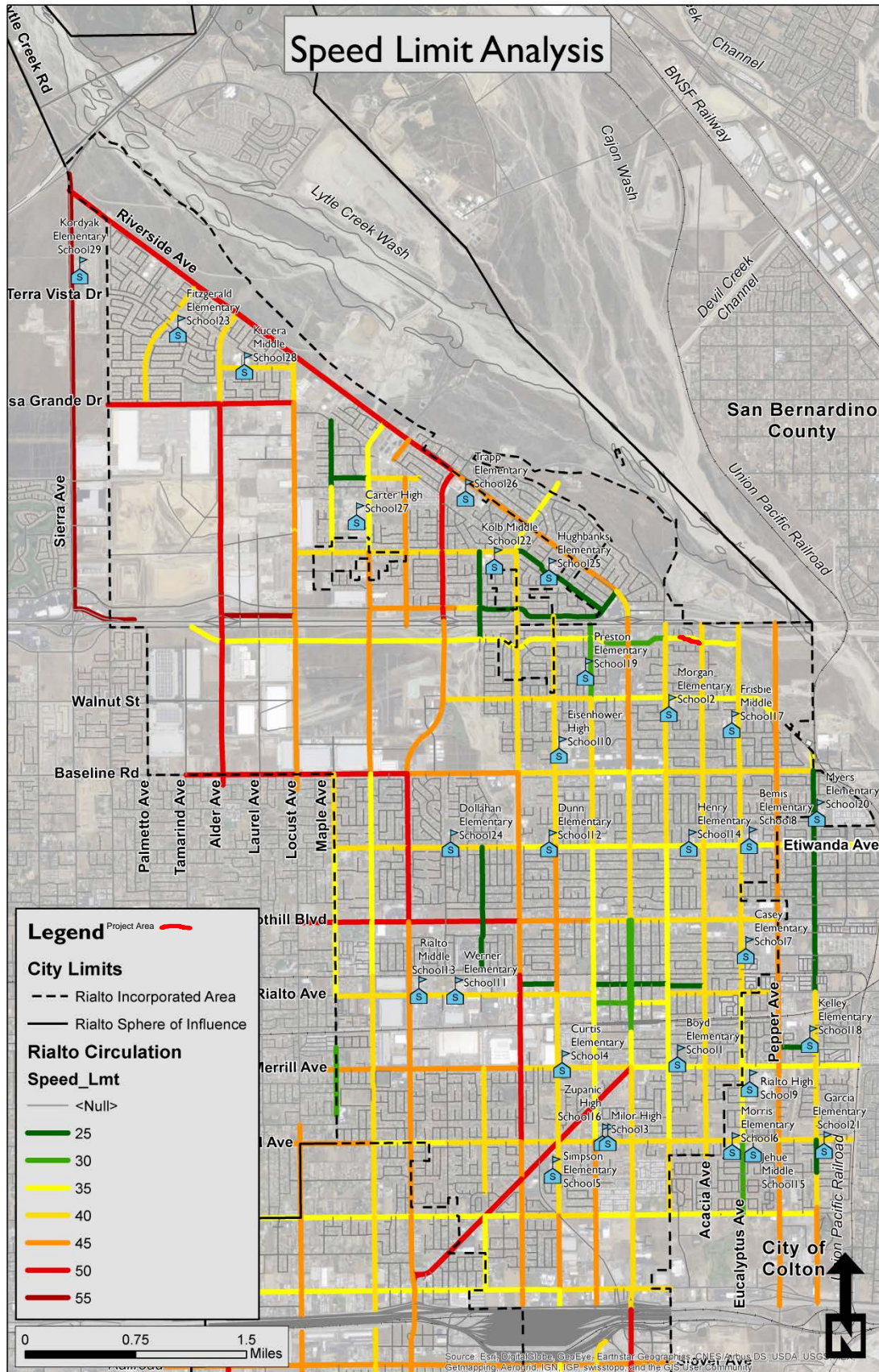
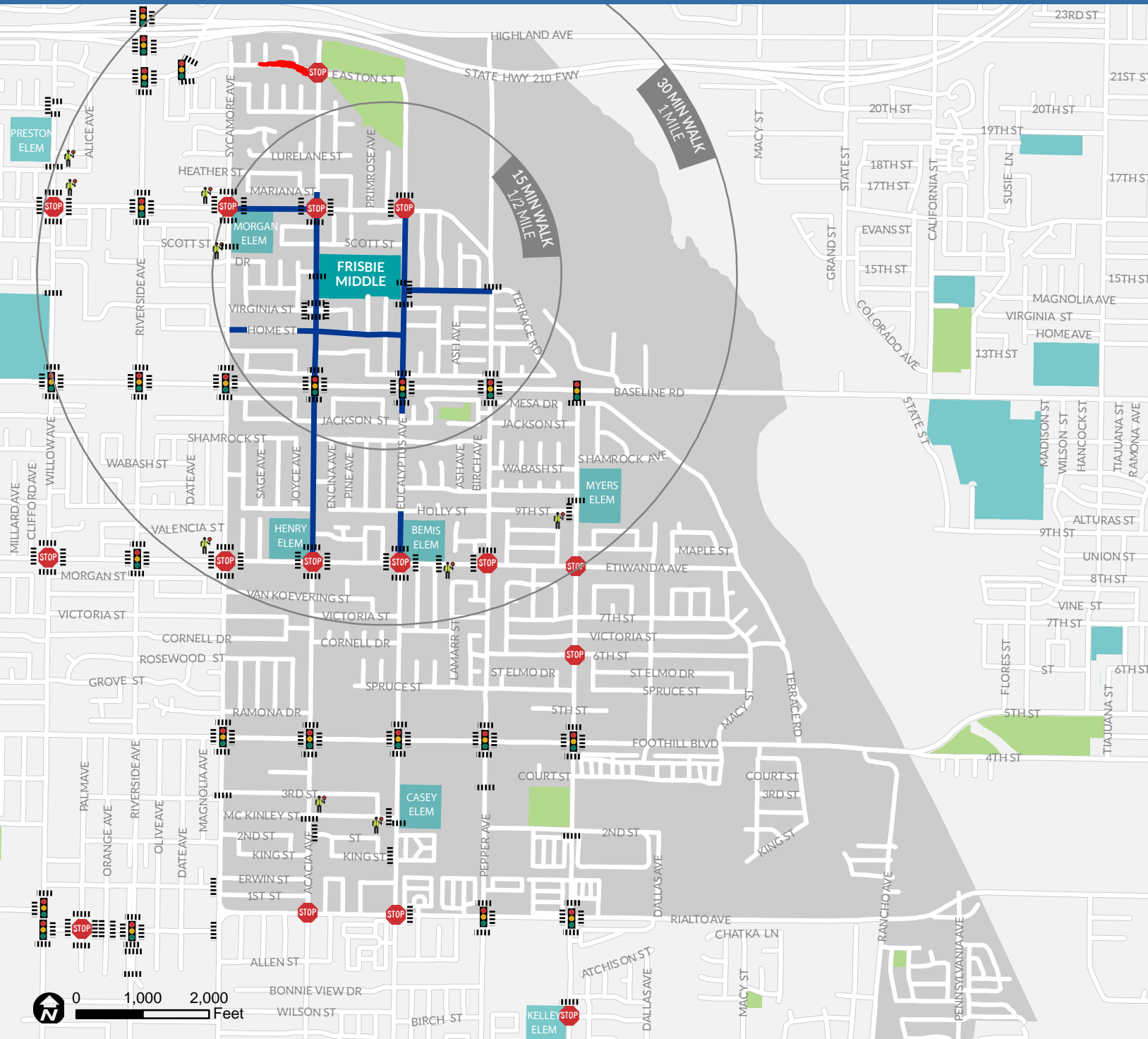


Figure 7: Speed Limit Analysis

## FRISBIE MIDDLE

## SUGGESTED WALKING ROUTES TO SCHOOL



## LEGEND

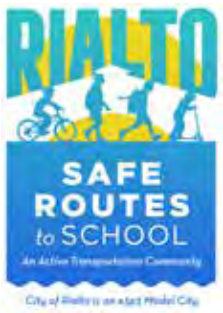
- Crosswalk
- All-Way Stop
- Crossing Guard Location
- Traffic Signal
- School Attendance Area
- School Campus
- Park
- Suggested Walking Route

## HOW TO USE THIS MAP

This suggested route to school map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the local area and the skill level of their student.

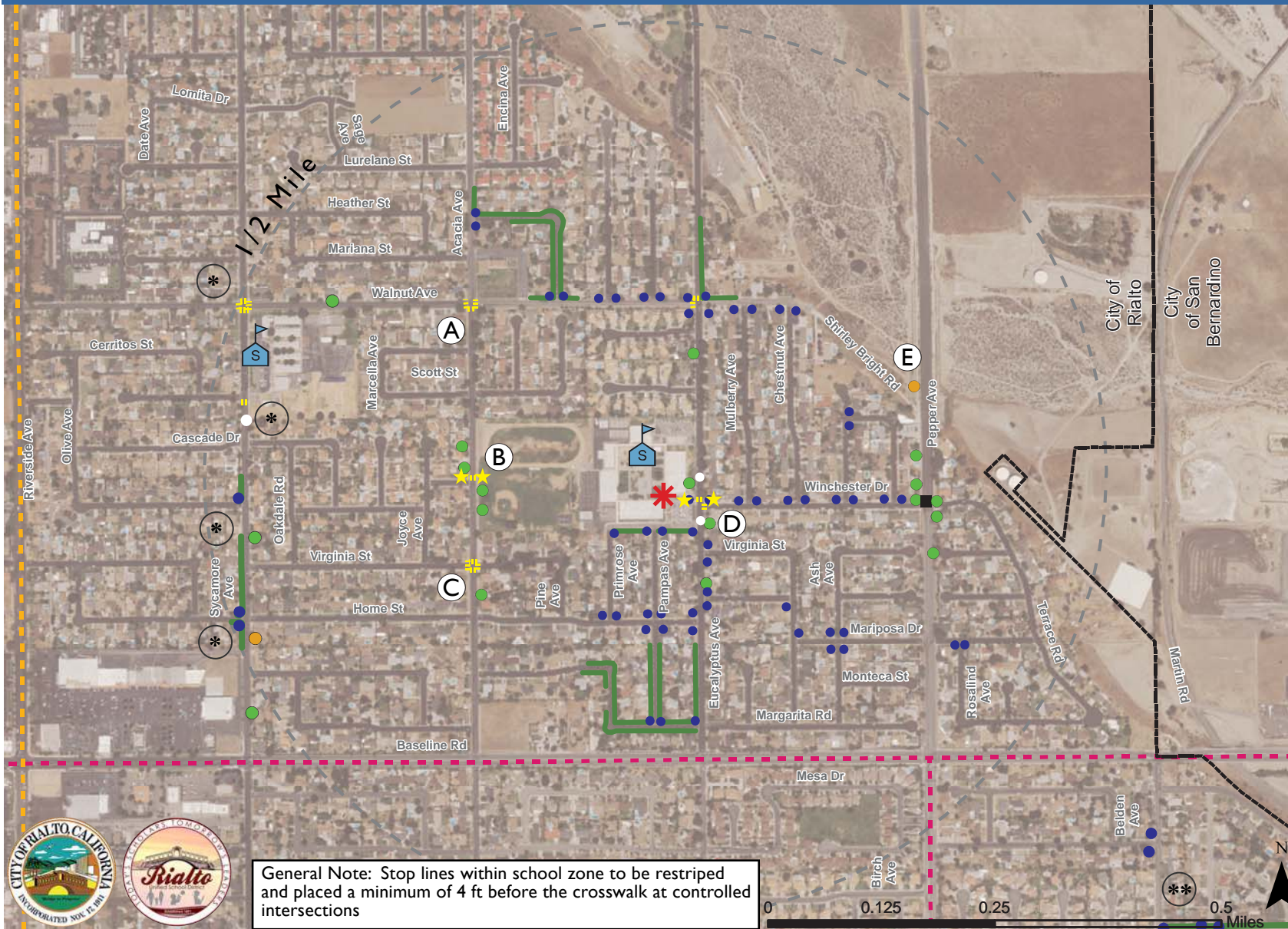
Recommended routes are based on routes currently used by students, the relative presence of quality sidewalks, and safe crosswalks.

The City of Rialto does not guarantee the safety of these routes and is not liable for injuries or damages.





# FRISBIE MIDDLE SCHOOL - ENGINEERING & OPERATIONAL IMPROVEMENTS MAP



## LEGEND

- School
- School Access Location
- Proposed**
  - School Crosswalk
  - Sidewalk
  - ADA Curb Ramp
  - School Pavement Marking
  - School Signage
  - Speed Feedback Sign
  - Rectangular Rapid Flashing Beacon
  - Pedestrian Hybrid Beacon
  - Summary Recommendation

- Existing Proposed**
- Class II Bike Lane
  - Class III Bike Route

For Class II Bike Lanes, install R81(CA) and R7-9 signs along lane. Install R117(CA) and/or R4-1 for Class III Bike Routes.



**SAFE ROUTES to SCHOOL**

An Active Transportation Community

City of Rialto is an esp3 Model City

## Draft Engineering & Operational Improvement Callouts

- A** Restripe existing school crosswalks with high visibility paint (ladder style).
- B** Restripe existing school crosswalks with high visibility paint (ladder style). Install SW24-3(CA) Assembly D signs for northbound and southbound traffic. Install R1-5 signs and corresponding yield lines for northbound and southbound traffic.
- C** Restripe existing school crosswalks with high visibility paint (ladder style). Install SR4-1 (CA) Assembly C sign for northbound traffic.
- D** Restripe existing school crosswalks with high visibility paint (ladder style). Install SR4-1(CA) Assembly C signs for northbound/southbound traffic. Install RRFb's for northbound and southbound traffic. Relocate existing school pavement markings to be 100 feet from crosswalks. Remove crosswalk at Virginia Street. Install R1-5 signs and corresponding yield lines for northbound/southbound traffic at Winchester Dr.
- E** Install speed feedback sign for southbound traffic. Install SW24-3(CA) Assembly D signs for northbound and southbound traffic. Install SW24-2(CA) Assembly B signs for northbound/southbound traffic. Install pedestrian hybrid beacon with pedestrian actuation.

Recommendation provided for Trapp Elementary School.

Recommendation provided for Hughesbanks Elementary School.

May 11, 2017

## FRISBIE MIDDLE SCHOOL SITE ASSESSMENT

The Frisbie Middle School Site Assessment contains school information and school existing conditions findings. These were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

### School Details

<b>Address</b>	1442 North Eucalyptus Ave., Rialto CA 92376-2913
<b>Grades</b>	Sixth – Eighth
<b>2018 Total Enrollment</b>	1,209

### Existing Conditions

#### *School Geographic Position and Drop Off/Pick Up Loop Location*

Frisbie Middle School is located centrally within the city of Rialto, CA along Eucalyptus Avenue, which is below the 210 Freeway and above the 66 Highway (34° 7'33.62"N) (117°21'29.54"W). There are two main pick up and drop off loops on site, both of which have independent entry and exit driveways.

#### *Sidewalk Coverage and Status*

There is an almost complete coverage of sidewalks around Frisbie Middle School. Some areas have missing segments and certain regions are missing sidewalks entirely. Towards the southwest of campus there are three streets that have no sidewalks (Jackson Street, Mesa Drive, Mariposa Drive, and Home Street.) Directly south, Primrose Avenue, Pampas Avenue, and Margarita Road have missing segments of sidewalks. Towards the north of campus there are no sidewalks along Heather Street and Encina Avenue. Immediately surrounding the campus there is a complete coverage of sidewalks. The existing sidewalks are in good condition with few issues that need attention.

### *Curb Ramp Coverage – ADA curb ramps*

Frisbie Middle School does not have a complete curb ramp coverage surrounding its campus. Most of the streets to the north, east, and west have missing curb ramps. Towards the west, there are more existing and widespread coverage, with missing curb ramps where ever there is missing sidewalks. The north, east, and south regions mostly have sidewalk coverage, but have a general lack of existing curb ramps. Along Eucalyptus Avenue, the main school road, there are many missing curb ramps just south of campus towards Baseline Road. Walnut Avenue and East Winchester Drive, both popular school roads, have numerous missing curb ramps as well.

### *Crosswalks (School Crosswalks, Regular Crosswalks, Mid-Block Crossings)*

Frisbie Middle School has thirteen existing school and regular crosswalks within the surrounding school area. There are four regular white painted crosswalks along Baseline Road, a four-lane arterial roadway. Nine other yellow painted school crosswalks exist along Walnut Avenue, Acacia Avenue, Eucalyptus Avenue, and Pepper Avenue. The school crosswalks along Eucalyptus Avenue are in great condition and the crosswalks along Acacia Avenue were freshly painted and in excellent/new condition. Along Sycamore Avenue, the crosswalks were observed to be slightly faded.

### *School Signage and Flashing Beacon Location*

Frisbie Middle School has six school signs in the surrounding school area along Acacia Avenue. There are no school signs present on Eucalyptus Avenue. The school signs that are present are two SR4-1 School Speed Limit Assembly C (CA) 25 mile per hour (mph) school speed limit signs and four SW24-2 School Crosswalk Warning Assemble B (CA) pedestrian crossing signs. The four SW24-2 School Crosswalk Warning Assemble B (CA) signs are surrounding the crosswalks that exist along Acacia Avenue. There are no flashing beacon signs present in the surrounding school area. The signs that are present are in good condition with a few that are slightly faded.

### *On Street Parking Restrictions*

Immediately in front of Frisbie Middle School there are numerous R26(S) "NO STOPPING ANY TIME" CA signs posted along Eucalyptus Avenue which restrict parking. There is a side road that allows access to the school parking lot (North Primrose Avenue extension west of North Eucalyptus Avenue) that has two existing "NO PARKING" pavement markings that restrict parking along the gate. On the east side of North Acacia Avenue at East Winchester Drive, red curb exists north and south of existing yellow crosswalk. The condition of the red curbs is showing signs of fading.



### *Bicycle and Pedestrian Detection*

There are no existing bicycle detection systems in place around Frisbie Middle School, nor are there any bicycle lanes/routes present. There are four intersections that are signalized within the school zone, all of which have existing pedestrian detection (pedestrian push button) systems available. These pedestrian push buttons are located along Base Line Road and Riverside Avenue, four lane arterial roadways. No other detection systems for either pedestrians or bicyclists exist besides the ones listed at the signalized intersections.

### *Speed Limit, Street Condition, Street Width, and Observed High Speeds*

The posted speed limits that surround Frisbie Middle School vary. Walnut Avenue is posted at 30 miles per hour (mph), Sycamore Avenue outside of the school zone is posted at 40 mph, Baseline Road is posted at 40 mph, Acacia Avenue is posted at 40 mph, and Pepper Avenue is posted at 35 mph. Baseline Road is a four lane arterial roadway, which is measured at 68 feet, curb to curb. The two lane roadways (Sycamore Avenue, Walnut Avenue, Acacia Avenue, and Pepper Avenue) are measured at 41 feet, curb to curb. The streets were in overall good condition with few areas that exhibit infrastructure issues. There was no observed excessive speeding on any roads.

### *Signalized Intersection Location and All Way STOP Controlled Intersections*

Within the Frisbie Middle School zone, along Baseline Road there are four signalized intersections (Sycamore Avenue, Acacia Avenue, Eucalyptus Avenue, and Pepper Avenue.) Along Walnut Avenue there are three existing all way STOP controlled intersections (Acacia Avenue, Sycamore Avenue, and Eucalyptus Avenue).

### *School Pavement Markings*

There are eight total school pavement markings that surround Frisbie Middle School, with two along the main school corridor, Eucalyptus Avenue. Acacia Avenue is host to four school pavement markings and Pepper Avenue to two markings. The school pavement markings read, "SLOW SCHOOL XING." The condition of these school pavement markings is great and they are vibrant and visible.

### *Potential Sight Distance Issues and Overgrown Trees/Shrubbery*

There were no observed sight distance issues and overgrown greenery in the surrounding Frisbie Middle School area.

### *Rail Road Crossing Location*

There are no rail crossings within the school zone for Frisbie Middle School.



### *Crossing Guard Location*

There are no directly posted crossing guards for Frisbie Middle School, however there are two located along Sycamore Avenue for Morgan Elementary School, providing access to neighboring schools. At the all way STOP controlled intersection of Walnut Avenue and Sycamore Avenue there is a school crossing guard posted. At the mid-block crossing on Sycamore Avenue and East Scott Street there is another crossing guard.

Violations within ¼ Mile		Total
22450 (a)	Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	1
21802	Failure to stop at stop sign or yield right-of-way at intersection with stop sign	0
22107	Safe turning/lane change	0
21453 (a)	Failure to stop at red traffic signal	0
21453 (c)	Turning against red arrow signal	0
21461 (a)	Failure to obey MUTCD/regulatory sign/signal	0
21950	Failing to yield right-of-way for pedestrian in crosswalk	0
21954 (a)	Pedestrian failing to yield to traffic (not in crosswalk)	0
21955	Jaywalking between two adjacent signalized intersections	0
22101 (d)	Failure to obey turning movement sign/signal	0
22102	Non-intersection U-turn in business district	0
22349 (a)	Speeding (>65mph on highway)	0
22350	Speeding (> reasonably safe speed)	0

Frisbie Middle Cumulative Violations (08/01/2014-07/31/2017) Data provided by Rialto Police Department

## Enforcement Recommendations

- Driver Safety Education – multiple agency campaign citywide.
- School District and School Partnerships – Crossing Guard consideration, pedestrian/bicycle safety assembly, and flyer campaign.
- Neighborhood Speed Watch Program – surrounding school neighborhood.
- Diversion Program – citywide pedestrian and bicycle behavior modification initiative with specific school area overlap.

## Engineering Recommendations

- Traffic Calming Striping: High Visibility Crosswalks
- Pedestrian Crosswalk Control Devices: Flashing Beacon, \*Rapid Flashing Rectangular Beacons (RRFBs), In-Pavement Flashers or Countdown Pedestrian Signal Heads
- Traffic Calming Measure: Raised Crosswalk
- Other engineering and operational improvement items noted in the "Engineering & Operational Improvement" Map, which is provided below.

## Non-Infrastructure Recommended Improvements

<b>Site-specific circulation plan</b>	Ensure pick-up/drop-off gates and loops are open for use. Plan should include vehicular, pedestrian, and cyclist accessibility. Collaboration between the City of Rialto, Rialto Unified School District, and SRTS team members is recommended.
<b>Park and walk sites</b>	Encourage parents to park in a designated nearby residential street or park and walk students in. This will help mitigate congestion and pollution within the immediate school area.
<b>Staggered bell schedule</b>	Implement a staggered bell schedule, particularly for school sites within close proximity to each other to alleviate pick-up/drop-off congestion.
<b>RUSD safety officers</b>	Develop a rotational schedule so that all school sites are more regularly monitored during pick-up/drop-off periods.
<b>Pick-up/drop-off supervision</b>	Assign trained school staff and/or volunteers to facilitate pick-up/drop-off supervision through the entire drop-off and pick-up windows. Staff duties shall rotate with proper guidance from head school staff for placement, as well as yearly (or bi-yearly) training.
<b>Bike storage facilities</b>	Enhance campus bicycle/scooter/skateboard storage facilities to encourage use of active transportation. Designate primary bicycle parking locations and provide necessary improvements.
<b>Campus activities and clubs</b>	Establish a campus organization, club, or group that encourages walking and rolling to school. An example would be a running or walking club.



# CITYWIDE **SAFE ROUTES** to SCHOOL

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## Outreach Event: Sidewalk Workshop – FRISBIE MIDDLE

### Summary:

Date/Time: 4/11/2018 12:15-1:45PM

Workshop Location: Near the main exit of the school along the sidewalk pathway leading to the exit, in front of the crosswalk at Eucalyptus Ave and Winchester Dr.

Materials used: Two engineering recommendation maps, one engineering toolbox, and an A-Frame sign

Staff Attendance: Harold Arzate – Assistant Planner & Mitchell Miralaie – Construction Management Coordinator

Attendees: 30 attendees

Parental Involvement: high/med/**low**

School Staff Involvement: high/med/**low**

Student Involvement: **high**/med/low

### Workshop Overview

- SRTS staff set up near the main release gate to capture the greatest number of student participants. Many students expressed interest in the recommended improvements and responded overwhelmingly positive to the idea of improving the area. Many students were eager to share their thoughts and experiences getting to and from school.







### All Campus Release Outreach Strategy

- Since this event was held at a middle school, parent participation was, as expected, low. As students exited the school Staff engaged curious students by asking their mode of transit as a way to open up the conversation.
- In addition to student participants SRTS staff approached the safety officer for the school for their insight on traffic safety issues and possible solutions for the area.
- After the release bell rang, staff talked with the teachers to understand from their point of view on how the SRTS recommendations can address their concerns.

### Input from Students

- Many of the students expressed that they have had conflicts with vehicles while walking. Most incidents were said to occur along Eucalyptus Ave. When informed about the proposed recommendations, particularly in front of the school, they responded positively.
- Students noted that they liked the new crosswalk on Winchester Dr. and Pepper Ave. They were interested in adding more crosswalks throughout the area.
- Students thought the addition of pedestrian beacons was “cool.” Noting that it would help when crossing streets and to stop drivers from crossing occupied sidewalks.
- Comments received included:
  - “We need the sidewalks a lot. A lot of us jay walk”*
  - “We need everything”*
  - “We should have one of those (Class I bike path), but they only have them in like Europe”*





### Other Feedback










- The safety officer expressed issue with students gathering and fighting in a few locations off campus. Students mentioned this as well.
- The safety officer also mentioned issues with transients in the areas surrounding the school.

# MORGAN ELEMENTARY

EXCERPT FROM RIALTO SRTS PLAN

## SUGGESTED WALKING ROUTES TO SCHOOL

### LEGEND

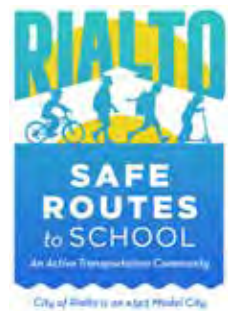
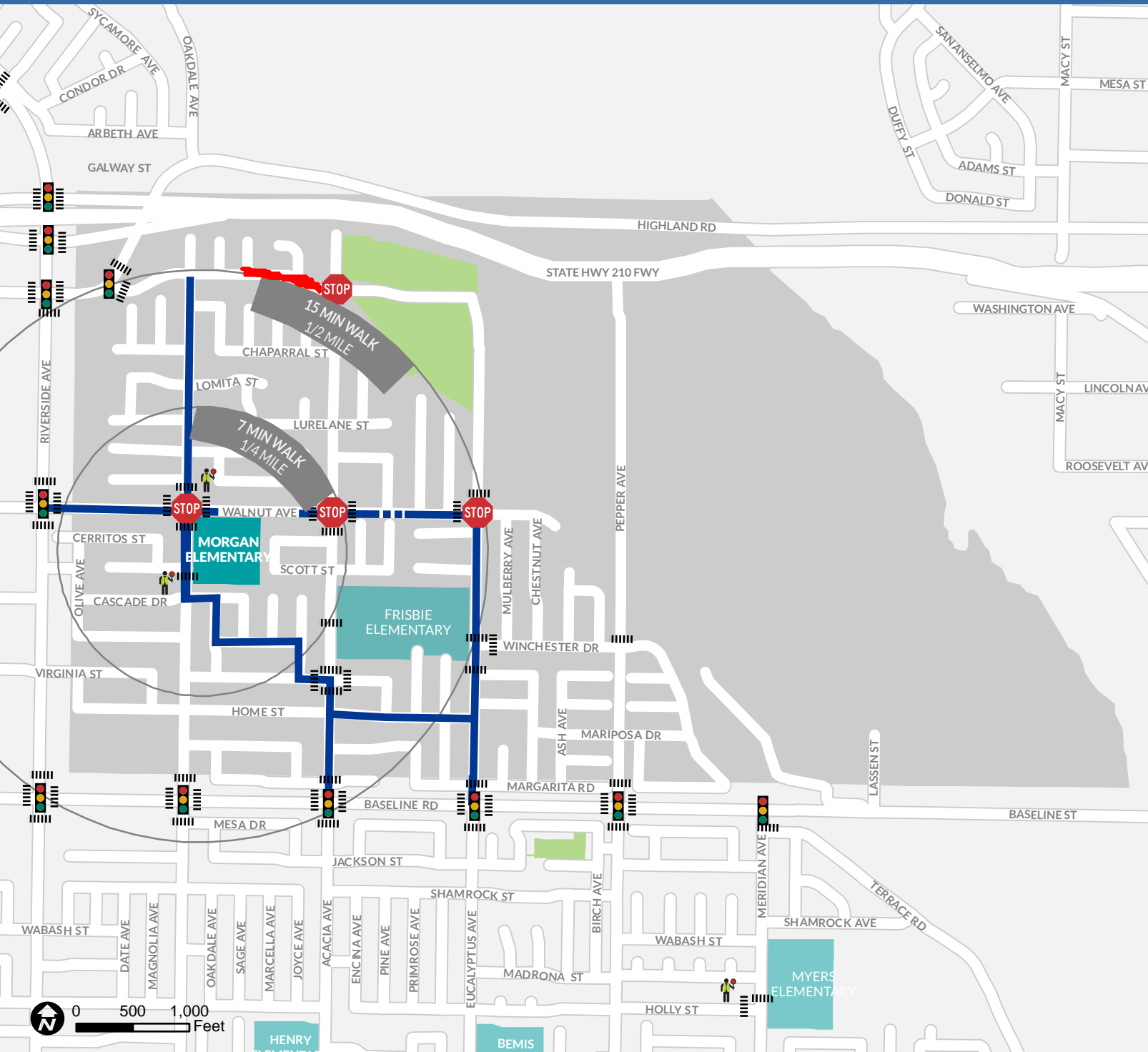
-  Crosswalk
-  All-Way Stop
-  Crossing Guard Location
-  Traffic Signal
-  School Attendance Area
-  School Campus
-  Park
-  Suggested Walking Route
-  Sidewalk Present One Side

### HOW TO USE THIS MAP

This suggested route to school map is intended to encourage adults and students to walk to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the local area and the skill level of their student.

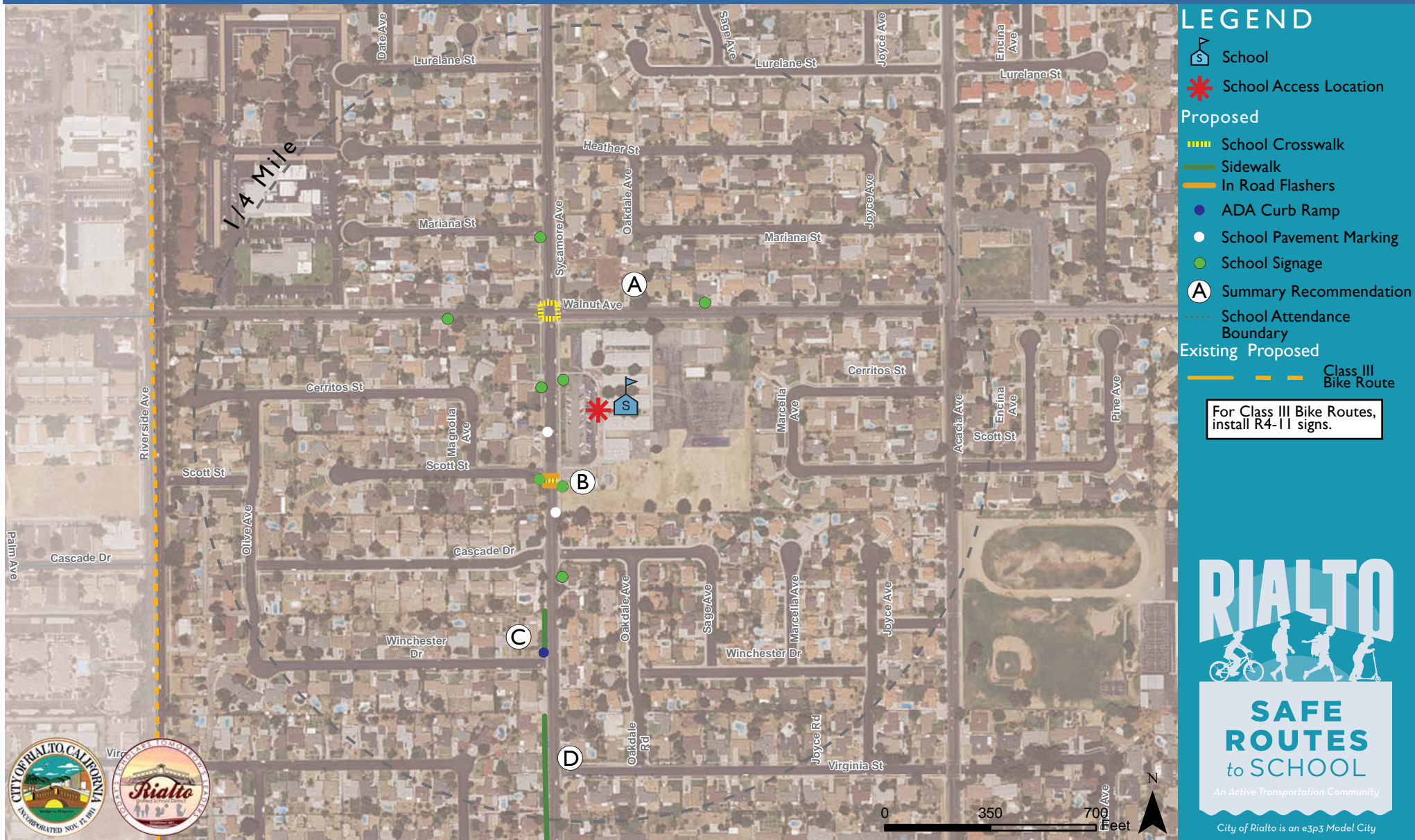
Recommended routes are based on routes currently used by students, the relative presence of quality sidewalks, and safe crosswalks.

The City of Rialto does not guarantee the safety of these routes and is not liable injuries or damages.





# MORGAN ELEMENTARY SCHOOL - ENGINEERING & OPERATIONAL IMPROVEMENTS MAP



## Draft Engineering & Operational Improvement Callouts

April 28, 2017

- A** Restripe school crosswalks with high visibility paint (ladder style). Install SW24-3(CA) Assembly D signage for all approaches along Walnut Avenue.
- B** Restripe school crosswalk with high visibility paint (ladder style). Install SW24-2(CA) Assembly B signage. Install school pavement marking corresponding to school crosswalk. Install R1-5 sign with yield lines. Install in-roadway lights with pedestrian activated buttons.

- C** Install curb ramp at southwest corner of Winchester Drive and Sycamore Avenue. Install 150 ft of sidewalk on west side of Sycamore Street.
- D** Install 450 ft of sidewalk on west side of Sycamore Avenue from Winchester Drive to Home Street.

General Note: Stop lines within school zone to be restriped and placed a minimum of 4 ft before the crosswalk at controlled intersections.

## MORGAN ELEMENTARY SCHOOL SITE ASSESSMENT

The Morgan Elementary School Site Assessment contains school information and school existing conditions findings. These were used to inform and prioritize the listed recommendations, all of which are meant to improve safety and walkability to and from school.

### School Details

<b>Address</b>	1571 North Sycamore Ave., Rialto CA 92376-3665
<b>Grades</b>	Pre-Kindergarten – Fifth
<b>2018 Total Enrollment</b>	564

### Existing Conditions

#### *School Geographic Position and Drop Off/Pick Up Loop Location*

Morgan Elementary School is located centrally within the City of Rialto, CA along Sycamore Avenue, which is south of the 210 Freeway and north of the 66 Highway. There is one main pick up and drop off loop present on site located along Sycamore Avenue with independent entry and exit driveways.

#### *Sidewalk Coverage and Status*

Morgan Elementary School has a widespread coverage of existing sidewalks. There are however some segments and regions that do not have existing coverage of sidewalks. The region to the south of campus has numerous missing segments for example, Margarita Road, Mariposa Drive, Home Street, Virginia Street, Winchester Drive, parts of Sycamore Avenue on the west side, and Mesa Drive. Towards the north-east of campus there are no sidewalks along Heather Street and Encina Avenue. The sidewalks that are in existence are in good condition, with no observed raised lips or cracks. Immediately surrounding the campus the sidewalk coverage is complete.

#### *Curb Ramp Coverage – ADA curb ramps*

In the immediate vicinity of Morgan Elementary School there are existing curb ramps. Sycamore Avenue, which is the main arterial roadway that provides access to the campus, has multiple locations with missing curb ramps,

exclusively on the west side. Aside from the missing curb ramps along Sycamore Avenue, there are multiple missing segments along the north side of Walnut Avenue (north-east region of the school zone.) The western neighborhood region and southern neighborhood region have a high number of missing curb ramps along all areas where there are no sidewalks (Margarita Road, Mariposa Drive, Home Street, Virginia Street, Winchester Drive, and Mesa Drive.) The curb ramps that do exist are in good condition, made up of new non-slip yellow traction pads and older constructions that are made of concrete.

#### *Crosswalks (School Crosswalks, Regular Crosswalks, Mid-Block Crossings)*

Morgan Elementary School has eight existing crosswalks, made up of three regular white-painted crosswalks and five yellow-painted school crosswalks. The regular crosswalks are located at Sycamore Avenue and Base Line Road, at Acacia Avenue and Base Line Road, and at Riverside Avenue and Walnut Avenue. The five yellow-painted school crosswalks are located at: Walnut Avenue and Sycamore Avenue, Sycamore Avenue and Scott Avenue, Acacia Avenue and Virginia Street, Acacia Avenue and Winchester Drive, and Acacia Avenue and Walnut Avenue. The crosswalks were observed to be significantly faded in some areas, and slightly faded in other locations.

#### *School Signage and Flashing Beacon Location*

There are twelve school signs that surround the Morgan Elementary School campus. The existing signs consist of school speed limit signs SR4-1 (CA) and pedestrian crossing signs SW24-2 (CA). There are six of each sign and most are in good condition, with the exception of a few that are older, slightly faded, and less visible. The signs are present along Sycamore Avenue, along Acacia Avenue, and along Walnut Avenue. There are no existing flashing beacon signs within the school area of Morgan Elementary School.

#### *On Street Parking Restrictions*

There were no observed posted parking restriction signs around Morgan Elementary School. The on-street parking restrictions that do exist are limited to a few red curbs along Sycamore Avenue and Walnut Avenue.

#### *Bicycle and Pedestrian Detection*

There are no existing bicycle detection systems in place around Morgan Elementary School, nor are there any bicycle lanes/routes present. There are three intersections that are signalized within the school zone, all of which have existing pedestrian detection systems available. These pedestrian push buttons are located along Base Line Road and Riverside Avenue, four lane arterial roadways. No other detection systems for either pedestrians or bicyclists exist besides the ones listed at the signalized intersections.



### *Speed Limit, Street Condition, Street Width, and Observed High Speeds*

The posted speed limits that surround Morgan Elementary School vary. Walnut Avenue is posted at 30 miles per hour (mph), Sycamore Avenue outside of the school zone is posted at 40 mph, Base Line Road is posted at 40 mph, and Acacia Avenue is posted at 40 mph. Base Line Road and Riverside Avenue are both four lane arterial roadways, which are measured at 68 feet, curb to curb. The two-lane roadways (Sycamore Avenue, Walnut Avenue, Acacia Avenue) are measured at 41 feet, curb to curb. The streets were in overall good condition with few areas that need attention. There was no observed excessive speeding on any roads.

### *Signalized Intersection Location and All Way STOP Controlled Intersections*

There are three signalized intersections that surround Morgan Elementary School along Base Line Road and Riverside Avenue. Furthermore, there are two existing all way STOP controlled intersections along Walnut Avenue within the school zone.

### *School Pavement Markings*

There are no school pavement markings in front of Morgan Elementary School along Sycamore Avenue. Along Acacia Avenue to the east of campus there are four existing school pavement markings. The condition of the existing markings is vibrant and visible.

### *Potential Sight Distance Issues and Overgrown Trees/Shrubbery*

Along Sycamore Avenue north bound before E. Cascade Drive, there is a tree on the right-hand side that covers the SR4-1 (CA) speed limit sign. Other than this there were no overserved sight distance issues surrounding Morgan Elementary School.

### *Rail Road Crossing Location*

There are no rail crossings within the school zone for Morgan Elementary School.

### *Crossing Guard Location*

There are two posted crossing guards for Morgan Elementary School, both along Sycamore Avenue. At the all way stop controlled intersection of Walnut Avenue and Sycamore Avenue there is a school crossing guard posted. At the mid-block crossing on Sycamore Avenue and E Scott Street there is another crossing guard.



Violations within ¼ Mile		Total
22450 (a)	Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	3
21802	Failure to stop at stop sign or yield right-of-way at intersection with stop sign	1
22350	Speeding (> reasonably safe speed)	1
21453 (a)	Failure to stop at red traffic signal	0
21453 (c)	Turning against red arrow signal	0
21461 (a)	Failure to obey MUTCD/regulatory sign/signal	0
21950	Failing to yield right-of-way for pedestrian in crosswalk	0
21954 (a)	Pedestrian failing to yield to traffic (not in crosswalk)	0
21955	Jaywalking between two adjacent signalized intersections	0
22101 (d)	Failure to obey turning movement sign/signal	0
22102	Non-intersection U-turn in business district	0
22107	Safe turning/lane change	0
22349 (a)	Speeding (>65mph on highway)	0

Morgan Elementary Cumulative Violations (08/01/2014-07/31/2017) Data provided by Rialto Police Department

## **Enforcement Recommendations**

- Driver Safety Education – multiple agency campaign citywide.
- School District and School Partnerships – Crossing Guard consideration, pedestrian/bicycle safety assembly, and flyer campaign.
- Speed Monitoring Devices – short-term operations in close proximity to schools.
- Neighborhood Speed Watch Program – surrounding school neighborhood.
- Diversion Program – citywide pedestrian and bicycle behavior modification initiative with specific school area overlap.

## **Engineering Recommendations**

- Engineering and operational improvement items noted in the “Engineering & Operational Improvement” Map, which is provided below.

## Non-Infrastructure Recommended Improvements

<b>Site-specific circulation plan</b>	Ensure pick-up/drop-off gates and loops are open for use. Plan should include vehicular, pedestrian, and cyclist accessibility. Collaboration between the City of Rialto, Rialto Unified School District, and SRTS team members is recommended. Facilitate proper use of campus parking facility.
<b>Park and walk sites</b>	Encourage parents to park in a designated nearby residential street and walk students in. This will help mitigate congestion and pollution within the immediate school area.
<b>Staggered bell schedule</b>	Implement a staggered bell schedule, particularly for school sites within close proximity to each other to alleviate pick- up/drop-off congestion.
<b>RUSD safety officers</b>	Develop a rotational schedule so that all school sites are more regularly monitored during pick-up/drop-off periods.
<b>Pick-up/drop-off supervision</b>	Assign trained school staff and/or volunteers to facilitate pick-up/drop-off supervision through the entire drop-off and pick-up windows. Staff duties shall rotate with proper guidance from head school staff for placement, as well as yearly (or bi-yearly) training.
<b>Bike storage facilities</b>	Enhance campus bicycle/scooter/skateboard storage facilities to encourage use of active transportation. Designate primary bicycle parking location and provide necessary improvements.
<b>Campus activities and clubs</b>	Establish a campus organization, club, or group that encourages walking and rolling to school. An example would be a running or walking club.



# CITYWIDE **SAFE ROUTES** to SCHOOL

An Active Transportation Community ★ City of Rialto is an e3p3 Model City



## **Outreach Event: Sidewalk Workshop – Morgan Elementary**

### **Summary:**

Date/Time: 4/12/2018 12:15PM-1:45PM

Workshop Location: In front of the main access gate inside the parking lot

Materials used: Two engineering recommendation maps, one engineering toolbox, and an A-Frame sign

Staff Attendance: Jenny Yu- Assistant Planner, Felix Mario Ramos- Assistant Engineer, & Roger Pelayo – Senior Planner

Attendees: 30 attendees

Parental Involvement: high/med/low

School Staff Involvement: high/med/low

Student Involvement: high/med/low

### **Workshop Overview**

- SRTS staff set up near the main release gate to capture the greatest number of parents. Many parents and students expressed support for the recommended improvements. Many students were also eager to share their thoughts and experiences getting to and from school.

### **All Campus Release Outreach Strategy**

- After staff set up the workshop, KOA staff approached individual parents who arrived early to wait for their child to get off of school.
- As the bell time approached and more parents showed up, some parents stopped by the workshop to get an idea of what is happening.
- After the bell rang for classes to be dismissed, both parents and students stopped by the workshop. A handful of students stayed inside the school gates, but were curious about the workshop, so staff approached them to engage them in the conversation.





## Input from Participants

- Workshop participants overwhelmingly approved of the proposed engineering improvements. They really appreciated the additional school signage, crosswalk on Walnut Ave and Sycamore Ave, and sidewalk on Sycamore Ave.
- Comments received included:
  - "I think these are all pretty good ideas."*
  - "Safety for the kids."*
  - "You guys have some good ideas."*
  - "I think it's really cool."*
- They also commented on the need to improve the pick-up/ drop-off area since the area gets really busy during pick-up or drop-off.
- They also expressed the need for more improvements along Sycamore Ave, including speed humps and visible signage.
- A teacher stopped the workshop, and showed his support for the project. Previously during the check-in process, the principal also expressed his enthusiasm for the project.





## Easton Sidewalk Improvements Project

	Units	SL'Y	NL'Y	Unit Cost	Cost
Mobilization	(LS)	0.5	0.5	10000	\$10,000.00
Traffic Control	(LS)	0.5	0.5	10000	\$10,000.00
SW (SF)	(SF)	2820	3000	\$8.00	\$46,560.00
Curb Ramp (EA)	(EA)	0	2	\$5,000.00	\$10,000.00
DWY(SF)	(SF)	1440	1440	\$10.00	\$28,800.00
Planter (EA)	(LF)	10	0	\$50.00	\$500.00
Block Wall (EA)	(LF)	0	10	\$50.00	\$500.00
5 ft Ret. Wall (SF)	(SF)	500	400	\$250.00	\$225,000.00
Earthwork (CY)	(EA)	133	100	\$160.00	\$37,280.00

Total Construction Cost: \$368,640.00

<b>Construction Cost</b>	\$368,640.00
<b>Design Cost (12%)</b>	\$44,300.00
<b>CM&amp;Inspection (12%)</b>	\$44,300.00
<b>Project Management (12%)</b>	\$44,300.00
<b>Total Project Budget:</b>	<b>\$501,540.00</b>

<b>TDA Article 3 Funding Request</b>	\$225,700.00	45%
<b>Rialto Local Measure I Funding</b>	\$275,840.00	55%
<b>Total Project Funding</b>	<b>\$501,540.00</b>	