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Introduction

This report summarizes the Suggested Routes to School Program that was undertaken in the City of Pasadena from 2005 to 2006.

The Program began with an inventory of pedestrian-related infrastructure at each of the 19 elementary and middle schools within the City of Pasadena. Each school area was surveyed on foot to document the location of traffic signals, stop signs, crosswalks, curb ramps, school warning signs, and crossing guards.

Based on the field inventory and known student walking patterns, a Suggested Walking Routes Map was developed for each school. These maps illustrate the best route to get to school from all streets within the school’s enrollment boundary. Crossings were a key criteria in developing the suggested routes — the routes utilize crossing locations with existing traffic signals, all-way stop controls, or crossing guards.

Following the field inventory and draft map development, a Parent Survey was developed to gather information about how children get to school, input on walking routes, and specific traffic improvements. This survey was printed in both English and Spanish, and distributed to all 19 schools, with the draft Walking Route map printed on the back side of the survey. The survey forms are shown on Pages 2 and 3, and the survey results for each school can be found beginning on Page 4 of this report. The survey results were used to refine the suggested walking routes, as well as to identify locations to study in the field for engineering improvements. Based on the surveys the Suggested Walking Route Maps were finalized; these maps provided beginning on Page 42 of this report.

In addition to the walking maps, a Signage Inventory Map was developed for each school, illustrating the location and condition of all school area warning signage and pavement markings within the school zone. These signs include the “SCHOOL” warning sign, school crossing sign, and “SCHOOL, SPEED LIMIT 25 WHEN CHILDREN ARE PRESENT” sign as well as the “SLOW SCHOOL XING” pavement stencils. The City of Pasadena will use these maps to ensure that all signs and stencils are current and in good condition. The Signage Inventory Maps for each school are provided beginning on Page 50 of this report.

Finally, a field inventory was conducted at each school to identify recommendations for potential improvements to improve pedestrian safety in the school zone. A number of policy and programmatic recommendations were developed that should be implemented citywide; these are discussed beginning on Page 19. Site-specific engineering and signage recommendations for each school are provided beginning on Page 24.
School Surveys
English Survey Form

Suggested Walking and Biking Routes to School Map

- The purpose of this Walking/Biking Routes Map is to identify the best routes for children to walk or bicycle to school. We need your help to make sure the maps are accurate and reflect the best routes in your neighborhood.
- Please work with your child(ren) to highlight their walking or bicycling route to school on the map on the reverse side.
- Your input will be used to refine our suggested walking/biking route arrows and produce a set of final maps that can be distributed at school.
- Your input will also help the city identify problem areas that need attention, such as missing sidewalks or difficult intersections.

1. If your child walks or bikes to school, what route do they take?
   PLEASE WORK WITH YOUR CHILD TO HIGHLIGHT THEIR WALKING OR BIKING ROUTE ON THE MAP ON THE REVERSE SIDE.

2. What safety concerns make it difficult for your child to walk or bicycle to school? Examples may include missing sidewalks, crossings without stop signs or signals, or busy drop-off zones.
   PLEASE CIRCLE THESE PROBLEM AREAS ON THE MAP

3. Do you have suggestions to improve the safety concerns you identified?
   LIST ANY IMPROVEMENTS YOU WOULD LIKE TO SEE THAT WOULD MAKE YOUR CHILD’S WALKING/BIKING ROUTE SAFER:

Parent Survey

1. How many children do you have attending this school?

2. What grade(s) are your children in?
   Kindergarten  First  Sixth
   Second  Seventh  Third  Eighth
   Fourth

3. How does your child get TO school?
   Days Per Week?
   Driver  Carpool  Walk Alone  Walk in Group  Bike Alone  Bike in Group  School Bus  Public Bus

4. How does your child get FROM school?
   Days Per Week?
   Driver  Carpool  Walk Alone  Walk in Group  Bike Alone  Bike in Group  School Bus  Public Bus

5. If your child does not walk or bike to school, what are the reasons?
   □ Too far  □ Difficult intersections  □ Not enough time
   □ Safety  □ No sidewalks/bikeways  □ After school activities
   □ Too much traffic  □ Concerns about crime  □ Child is too young
   □ Traffic speed  □ Heavy books/backpacks  □ Drop off on way to work
   □ Other

Feedback

Is the Walking/Biking Routes map on the back of this survey useful to figure out how your child should walk or bike to school?
   □ Yes
   □ No

How can we improve the map?

Attach additional sheets if necessary
Mapa de rutas recomendadas para ir caminando o en bicicleta hasta la escuela

- El objetivo del mapa es identificar las mejores rutas para que los niños vayan caminando o en bicicleta hasta la escuela. Necesitamos su ayuda para asegurarnos que los mapas son exactos y que muestran las mejores rutas en su barrio.
- Por favor ayúde a su(s) niño(s) a resaltar en el mapa que figura al dorso, la ruta para ir caminando o en bicicleta hasta la escuela.
- Su aporte será utilizado para refinar nuestras flechas de rutas ciclistas y pedestres recomendadas y producir un juego de mapas final que podrá ser distribuido en la escuela.
- Su aporte también ayudará a la ciudad a identificar las áreas problemáticas que necesitan atención, tales como veredas que faltan o intersecciones difíciles.

Encuesta de los padres

1. ¿Cuántos niños tiene asistiendo a esta escuela?

2. ¿En qué grado(s) están sus hijos?

3. ¿Cómo va su niño a la escuela?

4. ¿Cómo llega su niño DE la escuela?

5. Si su niño no va caminando o en bicicleta a la escuela, ¿cuáles son los motivos?

Retroalimentación

¿Es útil el mapa que figura al dorso de esta encuesta para ver cómo su niño debería ir caminando o en bicicleta hasta la escuela?

¿Cómo podemos mejorar el mapa?
School Surveys
District Summary

To understand the needs of students and parents at specific schools, 250 surveys were distributed to each of the nineteen elementary and middle schools in Pasadena. Surveys were printed in English and Spanish and included a school area “Walking Route Map” that showed recommended walking routes to schools and crosswalks, stop signs and lights.

Walking route maps for all schools are located in Section 5 of this document. A sample of 250 parents were asked to work with their children to mark on the map the route they normally took to school, and to identify problem areas. Parents were also asked to list improvements they would like to see, and to list the reasons why their children may not walk or bike to school.

Thirteen of the schools returned surveys. A total of 309 surveys were completed. School response rates varied from less than 1% of enrollment to 11% of enrollment. Thirty-seven percent of the surveys were completed in Spanish. District-wide, more than half the students are driven to or from school by their caregivers, with 61% of respondents driven to school (non-carpool) in the morning and 55% of respondents picked up from school (non-carpool) in the afternoon. Walking is the second-most common method of traveling to and from school. More students walk home from school (38%) than walk to school (31%). Most students walk in groups; only 5-6% of respondents said they walked to or from school alone. The remainder of students either took the public bus (3%) the school bus (2%) or were in a carpool (2-3%). Very few respondents rode a bicycle to or from school.

Survey Response Language

<table>
<thead>
<tr>
<th>Language</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanish</td>
<td>37%</td>
</tr>
<tr>
<td>English</td>
<td>63%</td>
</tr>
</tbody>
</table>
School Surveys
District Summary

Concern for safety, distance of the school, and the young age of their child were the top three reasons why parents did not let their child walk or bicycle to school, with approximately 16% of parents listing these reasons.

The following pages list school-specific survey responses. The key issues noted were derived from survey responses only and may be investigated by DOT staff for future improvements.
Allendale Elementary
Summary of Survey Responses

Responses: $35/250 = 14\%$
Enrollment: 485
Percent Responded: 7\% of total enrollment

Key Issues Noted:
1. Traffic is too fast; requested speed bumps
2. Would like left turn lane at Marengo and Glenarm
3. Install crosswalks, increase length of walk signals, reduce vehicle speeds, make construction on Raymond safer
4. Add stop light at Alpine and the school.
5. Add crossing guard at Glenarm and Marengo
6. Euclid and California needs a crosswalk, traffic signal or stop sign

Allendale School
Reasons for Not Walking to or from School

Get Driven: 78\%
Walk in Group: 14\%
Walk Alone: 2\%
School Bus: 2\%
Public Bus: 1\%
Cleveland Elementary
Summary of Survey Responses

Responses: 21/250 = 8%
Enrollment: 380
Percent Responded: 6% of total enrollment

Key Issues Noted:
1. Would like less traffic at end of school day
2. There is a lot of traffic and it is difficult to cross the street
3. Install a stop sign or traffic signal at Sunset and Washington; cars pick up speed between Washington and Glenarm

Cleveland School
Reasons for Not Walking to or from School

Cleveland School
Morning Mode Share 2005

Cleveland School
Afternoon Mode Share 2005
Don Benito Elementary
Summary of Survey Responses

Responses: 7/250 = 3%
Enrollment: 740
Percent Responded: 1% of total enrollment

Key Issues Noted:
1. Slow traffic speeds
2. Reduce “bad people” in the neighborhood

NOTE: A significant number of students are bused to Don Benito Elementary

Don Benito School
Reasons for Not Walking to or from School

Note: Due to the low number of responses, these results should not be used to infer percentages for the whole school.

Don Benito School
Morning Mode Share 2005

Walk Alone 20%
Get Driven 80%

Don Benito School
Afternoon Mode Share 2005

Walk in Group 52%
Get Driven 8%
Walk Alone 40%

Note: Due to low response rate, these percentages should not be used to estimate school-wide mode share.
Eugene Field Elementary
Summary of Survey Responses

Responses: 16/250 = 6%
Enrollment: 524
Percent Responded: 3% of total enrollment

Key Issues Noted:
1. Traffic is too fast on Sierra Madre; need more stop signs
Hamilton Elementary
Summary of Survey Responses

Responses: 5/250 = 2%
Enrollment: 685
Percent Responded: <1% of total enrollment

Key Issues Noted:
No comments received.

Hamilton School
Morning Mode Share 2005
- Walk in Group: 16%
- Get Driven: 84%

Note: Due to low response rate, these percentages should not be used to estimate school-wide mode share.

Hamilton School
Afternoon Mode Share 2005
- Walk in Group: 8%
- Get Driven: 92%

Note: Due to low response rate, these percentages should not be used to estimate school-wide mode share.

Hamilton School
Reasons for Not Walking to or from School
- Too Far: 45%
- Not Enough Time: 30%
- Too Young: 25%

Note: Due to the low number of responses, these results should not be used to infer percentages for the whole school.
Jefferson Elementary
Summary of Survey Responses

Responses: 7/250 = 3%
Enrollment: 840
Percent Responded: <1% of total enrollment

Key Issues Noted:
2. Crosswalks needed at Hamilton and Monte Vista
3. “Young kids should not ride bikes to school”

Jefferson School
Reasons for Not Walking to or from School

Note: Due to the low number of responses, these results should not be used to infer percentages for the whole school.
Longfellow Elementary
Summary of Survey Responses

Responses: 41/250 = 16%
Enrollment: 900
Percent Responded: 5% of total enrollment

Key Issues Noted:
1. Parents should not double-park while dropping off their kids.
2. Add traffic signal at Catalina and Lake.
3. Need more police activity around school; lots of drug dealers are around
4. Add a signal between Woodbury and Washington on Lake Avenue

Longfellow School
Morning Mode Share 2005

- Get Driven: 60%
- Walk in Group: 25%
- Walk Alone: 6%
- Carpool: 6%
- Public Bus: 3%

Longfellow School
Afternoon Mode Share 2005

- Get Driven: 53%
- Walk in Group: 34%
- Walk Alone: 3%
- Public Bus: 10%
Madison Elementary
Summary of Survey Responses

Responses: 27/250 = 11%
Enrollment: 708
Percent Responded: 4% of total enrollment

Key Issues Noted:
1. Add crossing guards to help children cross the streets.
2. Request for a 4-way stop at Ashtabula and Madison and at Ashtabula and Molino
3. Walking to school is safe and easy
4. Request for the police to help protect children from traffic
5. This response from a teacher: “A child was hit a few years ago at the intersection of
   Ashtabula and El Molino. A light is needed. People also park there, which makes visi-
   bility poor.”

Madison School
Reasons for Not Walking to or from School

Madison School
Morning Mode Share 2005

Madison School
Afternoon Mode Share 2005
Roosevelt Elementary
Summary of Survey Responses

Responses: 27/250 = 11%
Enrollment: 375
Percent Responded: 7% of total enrollment

Key Issues Noted:
1. Request for crossing guards on Orange Grove Boulevard at Pasadena and at Cypress.
2. Add a traffic light at Peoria and Lincoln Avenue
3. Additional lighting along streets
4. Install signs along Orange Grove to warn motorists of school
5. Trim and regularly maintain shrubs along streets so kids don't need to walk in street
6. Cars speed and fail to yield to pedestrians
Washington Elementary
Summary of Survey Responses

Responses: 71/250 = 28%
Enrollment: 630
Percent Responded: 11% of total enrollment

Key Issues Noted:
1. Cars speed at Fair Oaks/Howard and there have been many accidents
2. Raymond is too busy; parents park in the street; kids don't look before crossing; drivers don’t come to a complete stop all make this a dangerous area
3. Crossing guards needed at Raymond/Grandview and at Marengo/Grandview
4. Would like parents to drop kids off in designated areas only
5. Does not trust the neighborhood; will only drive kids to school
6. Install pedestrian/flashing light at Raymond/Howard; install stop sign at Summit/Penn
7. Add stop lights on corner next to school
8. Install bigger sign on Marengo/Howard and repaint the crosswalks
9. Cars drive too fast on Howard and don't stop for pedestrians
Washington Middle
Summary of Survey Responses

Responses: 16/250 = 6%
Enrollment: 713
Percent Responded: 2% of total enrollment

Key Issues Noted:
1. Install stop sign at Penn and Fair Oaks
2. Areas where children walk should be patrolled by police before and after school
3. After school, the lights are slow to change; not enough stop signs
4. Safety from crime is a concern
5. At Fair Oaks and Howard the light does not stay green long enough to cross the street
Webster Elementary
Summary of Survey Responses

Responses: 27/250 = 11%
Enrollment: 510
Percent Responded: 5% of total enrollment

Key Issues Noted:
1. It takes one parent an hour to walk her child to school and back; would like school buses; brick crosswalks on Washington make pushing a stroller difficult
2. School parking lot needs speed bumps and speed limit signs; authorities should ticket people who drop off children in middle of street; Pepper Street drop-off area is unsafe
3. Cars drive too fast on Washington; need crossing guard at Pepper and Washington
4. Add 4-way stops at Tierra Alta/Woodlyn and Tierra Alta/Galbreth
5. Add a stop light at Martelo/Washington
Willard Elementary
Summary of Survey Responses

Responses: 9/250 = 4%
Enrollment: 840
Percent Responded: 1% of total enrollment

Key Issues Noted:
1. Too much traffic in front of school. Sight obstructions make it difficult to drop children off.
2. Parents double park to drop off children, creating safety hazard and traffic jams.
3. Install sidewalks where they are absent (e.g. south side of San Pasqual).
4. Add crosswalks at San Pasqual & Lotus
### Policy and Program Recommendations

#### Engineering Tools

Engineering methods include a variety of tools to slow traffic down and increase driver awareness, and in some cases to remove or narrow travel lanes to provide improved walking and bicycling facilities. The chart below can be used to help identify some potential solutions — some low cost and some higher cost. The chart lists objectives that City of Pasadena traffic engineers are likely to face when working to improve routes to schools. Each of the objectives can be accomplished through a variety of individual actions. Yet, most measures will work best when used at multiple locations and in combination with other treatments. In addition, many of the measures will accomplish two or more objectives.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Pedestrian design</th>
<th>Bicycle design</th>
<th>Intersection design</th>
<th>Traffic calming</th>
<th>Signals and signs</th>
<th>Other education &amp; enforcement tools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve mobility and reduce exposure for pedestrians and bicyclists</td>
<td>Sidewalk/walkway Curb ramps Crosswalk enhancements Bus stop improvements Overpasses/underpasses</td>
<td>Add bike lane/shoulder Road narrowing Bicycle boulevard Widen outside lane or shoulder</td>
<td>Curb extensions Choker Pedestrian crossing Island Raised intersection</td>
<td>Curb extensions Raised pedestrian crossing Raised intersection Crosswalk enhancements</td>
<td>Traffic signal Signal enhancement, e.g., countdown, audible Accessible pedestrian signal Signal timing</td>
<td>Safety training Crossing guards Participate in Walk and Bike to School Day Walking school bus or bicycle train</td>
</tr>
<tr>
<td>Improve sight distance and visibility for motor vehicles, pedestrians and bicyclists</td>
<td>Crosswalk enhancements Roadway lighting Move poles/newspaper boxes/signs at street corners Trim vegetation</td>
<td>Add bike lane/shoulder Widen outside lane Trim vegetation Bicycle boulevard</td>
<td>Curb extensions Raised intersection Paving treatments Move poles/newspaper boxes/signs at street corners</td>
<td>Curb extensions Speed tables Raised pedestrian crossing Crosswalk enhancements</td>
<td>High visibility SCHOOL and XING signs Advanced stop lines LED pedestrian signals Lighted crosswalks</td>
<td>Neighborhood notices re: vegetation blocking sight lines, vehicles parked on sidewalks, etc. Walking school bus or bicycle train</td>
</tr>
<tr>
<td>Reduce speed of motor vehicles</td>
<td>Curb extensions Raised pedestrian crossing Raised intersection Reduce width or number of lanes Curb radius reduction</td>
<td>Add bike lane/shoulder Reduce width or number of lanes Modern roundabout</td>
<td>Raised intersection Traffic circle Paving treatment</td>
<td>See all above, plus: Speed humps Choker and chicane Landscaping/paving treatments</td>
<td>Adjust signal timing for motor vehicles Lower speed limit, when warranted Speed feedback signs</td>
<td>Speed monitoring trailer Neighborhood Watch program, pace cars Street banners, yard signs Police enforcement</td>
</tr>
<tr>
<td>Reduce volume of motor vehicles</td>
<td>Pedestrian street Pedestrian-oriented design</td>
<td>Reduce number of lanes Bicycle boulevard</td>
<td>Gateway treatment Diverters or wooferis</td>
<td>Partial street closure Full street closure</td>
<td>Turning restrictions One-way street conversion</td>
<td>Promote carpooling Travel by other modes and alternative routes</td>
</tr>
<tr>
<td>Improve compliance with traffic laws</td>
<td>In-street pedestrian crossing signs Pedestrian crossing flags Crosswalk guards Countdown signals</td>
<td>Bicycle lane signs Share the Road signs Pavement legends Bicycle signals</td>
<td>Red-light camera Mini-circle Countdown signals Improved timing to discouragejaywalking</td>
<td>Choker Chicane Speed hump</td>
<td>High visibility and warning signs Neighborhood signs Speed monitoring trailer</td>
<td>Traffic safety training Police enforcement Speed watch program</td>
</tr>
</tbody>
</table>

Some infrastructure improvements require more time because of lengthy design and community input procedures; however, there are many low-cost measures that can be implemented in a short time. The following low-cost measures may be effective in providing safe routes to school:

- Trim shrubs that limit sight distance and encroach into walkways
- Install high-visibility signs and pavement markings
- Install advance limit lines at crosswalks
- Remove obstacles from sidewalks
- Close gaps in discontinuous sidewalks
- Repair damaged sidewalks or pathways
- Plant trees for traffic calming
- Create “bicycle boulevards”
- Narrow travel lanes and create bicycle lanes through restriping
- Increase the size of designated school zones
Policy and Program Recommendations
Crosswalk Striping

The California Manual on Uniform Traffic Control Devices stresses the importance of applying uniform standards to school area signage and warning devices, noting that uniformity is “the best way to achieve reasonably safe and effective traffic control.” During field observations of the school areas, several different types of crosswalk striping patterns were observed, with no consistent application citywide.

It is recommended that the City of Pasadena establish a citywide standard for high-visibility crosswalk striping within school zones. The City should select a single high-visibility striping pattern.

Possible high-visibility patterns include the following:

“Ladder” Style: Parallel crossbars enclosed by transverse lines.

“Continental” or “Zebra” Style: Parallel crossbars, no transverse lines.

“Triple Four” Crosswalk: Two rows of four-foot wide bars, separated by a four-foot wide gap. Standard high-visibility pattern in City of Sacramento.
Policy and Program Recommendations
School Area Signage

It is recommended that the City of Pasadena refer to the guidelines and standards in the California Manual of Uniform Traffic Control Devices (MUTCD) to develop school area signage plans for each school. The diagram below is taken from the MUTCD 2003 California Supplement and shows an example signing plan for a school area traffic control plan with school speed limits. A sample School Area Traffic Control Plan for Longfellow Elementary School is located on the next page.
Policy and Program Recommendations
Sample School Area Traffic Control Plan
Policy and Program Recommendations
School Area Signage

Citywide signage recommendations for the City of Pasadena

- Ensure that all school area signs comply with CA MUTCD.
- Replace all yellow school signs with fluorescent yellow-green signs
- Priority for school sign replacement:
  ⇒ Replace existing signs in poor condition
  ⇒ Replace existing standard yellow signs that do not meet current MUTCD
  ⇒ Replace existing FYG signs that do not meet current MUTCD
  ⇒ Use high-intensity or diamond-grade sheeting for all school warning signs
- For arterials near schools, e.g. Washington and Del Mar, install oversized (Expressway Size) Assembly C sign plates
- Ensure that flashing yellow beacons are active only during school commute period

Fluorescent yellow-green sign currently installed at Madison Elementary.
Policy and Program Recommendations

Enforcement and Education Programs

Effective enforcement and education programs are an important complement to the proposed design improvements. These programs increase awareness of walking as means of transportation, emphasize crossing safety, and contribute to helping people make more healthy lifestyle choices. The ultimate goal of education and enforcement programs is to enable a cultural shift toward walking and driving safely, making walking a viable way to travel. Since concerns about traffic safety are a prime reason why parents don’t let their children walk to school, it is important that these programs target not only students and their parents, but also all drivers in Pasadena.

Enforcement Programs

Enforcement tools are aimed at ensuring compliance with traffic and parking laws in school zones. Through a variety of active and passive methods, enforcement activities help to reduce the threats to the health and safety of children associated with activities such as speeding, failing to yield to pedestrians, illegal turns, illegal parking, and other violations. Enforcement strategies, in conjunction with education efforts, are intended to clearly demonstrate what is expected of motor vehicle operators and to make them accountable for the consequences of their actions. While enforcement tools logically center on police and other law enforcement, they also entail working with school officials, crossing guards, parents and volunteers. In addition to motor vehicle enforcement, these activities also focus on ensuring that students walking and bicycling to school are complying with traffic laws.

Education Programs

Curriculum programs implemented in schools can teach children the basics regarding pedestrian and bicycle safety. Outside schools, educational materials can be developed for different audiences, including elected officials (describing the benefits of and need for a SR2S program), and parents (proper school drop-off procedures and safety for their children). Educational programs should be linked with events and incentive programs when appropriate, and students should be included in task force activities, such as mapping locations for improvements.

Sample Educational Topics

- Crossing the street with an adult
- Driveways and cars backing up
- Understanding traffic signals
- Walking in drop-off zones
- On-bike skills training
- Rules of the road
- Wearing helmets
- Use of hand signals
- How to negotiate intersections
School-Specific Recommendations

The following pages contain specific recommendations for improving walking and bicycling conditions near nineteen schools within the Pasadena School District. The schools included are:

1. Allendale Elementary
2. Cleveland Elementary
3. Don Benito Elementary
4. Eugene Field Elementary
5. Hamilton Elementary
6. Jefferson Elementary
7. Linda Vista Elementary
8. Longfellow Elementary
9. Madison Elementary
10. Marshall Fundamental School
11. McKinley Elementary
12. Norma Coombs Elementary
13. Roosevelt Elementary
14. San Rafael Elementary
15. Washington Elementary
16. Washington Middle
17. Webster Elementary
18. Willard Elementary
19. Wilson Junior High
Allendale Elementary
Planned and Recommended Improvements

Planned Improvements:
None

Recommended Improvements (Pending Outcome of School Closure):

Warrant Studies
- Conduct stop warrant studies at:
  ⇒ Euclid/California
  ⇒ Euclid/Alpine

Curb Extensions
- Install curb extensions at all corners of Glenarm/Marengo

Curb Ramps
- Install curb ramps at Euclid/Glenarm

Signage
- Replace all school area signage with fluorescent yellow green (FYG) color
- Add “Passenger Loading Only” signage to No Parking areas along Euclid and Allendale

Ensure curb extensions do not conflict with bike lanes along Glenarm.

Add “Passenger Loading Only” plates to No Parking signs along Euclid and Allendale.
Cleveland Elementary
Planned and Recommended Improvements

Planned Improvements:
Bus Stop Pad Improvements
- Lincoln/Washington, northbound, far side

Recommended Improvements:
Warrant Studies
- Conduct all-way stop warrant studies at:
  ⇒ Palisade/Forest
  ⇒ Washington/Summit

Signage
- Replace all school area signage with fluorescent yellow green (FYG) color
- Install larger school speed limit Assembly C signs on Washington Boulevard in both directions in advance of school
Don Benito Elementary
Planned and Recommended Improvements

**Planned Improvements:**

* Curb Ramps
  - Hastings Ranch/Daveric — all 4 corners

**Recommended Improvements:**

* Signage
  - Replace all school area signage with fluorescent yellow green (FYG) color

* Striping
  - Restripe crosswalks with high-visibility pattern
Eugene Field Elementary
Planned and Recommended Improvements

**Planned Improvements:**

**Bus Stop Pad Improvements**
- Sierra Madre at Hastings Ranch, eastbound, mid-block
- Sierra Madre at Hastings Ranch, eastbound, far side
- Sierra Madre across from school, westbound, mid-block
- Sierra Madre, west of school, eastbound, mid-block
- Sierra Madre at Sierra Madre Villa, eastbound, near side
- Sierra Madre at New York, westbound, far side
- Sierra Madre Villa at Orange Grove, southbound, near side

**Recommended Improvements:**
- Install school speed limit Assembly C signage along westbound Sierra Madre Boulevard.

School area speed signage on Sierra Madre Blvd. eastbound approaching the school.

Westbound Sierra Madre Boulevard lacks school speed limit signage.

Pedestrian crossing Sierra Madre Blvd at Rivera Drive.
Hamilton Elementary
Planned and Recommended Improvements

Planned Improvements:
Bus Stop Pad Improvements
• Del Mar at Craig, eastbound, near side

Recommended Improvements:
Sidewalk
• Complete sidewalk gap on San Marino between Rose Villa and Del Mar (future coordination with Los Angeles County Public Works).

Signage
• Upgrade all school area signage to fluorescent yellow green (FYG) color.
• Install larger school speed limit Assembly C signs along Del Mar in both directions in advance of school.
Jefferson Elementary
Planned and Recommended Improvements

Planned Improvements:
Bus Stop Pad Improvements
- Villa at Sierra Bonita, westbound, near side
- Villa at Hill, eastbound, near side

Curb Extensions
- Villa between Hamilton and Sierra Bonita, midblock

Recommended Improvements:
Signage
- Upgrade all school area signage to fluorescent yellow green color.
Linda Vista Elementary
Planned and Recommended Improvements

Planned Improvements (Pending School Closure):

Curb Ramps
- Linda Vista at Bryant, SW corner
- Linda Vista between Bryant and Afton, SE and SW corners

Recommended Improvements (Pending School Closure):

Signage
- Upgrade all school area signage to fluorescent yellow green color.

Flashing beacon at Linda Vista Avenue crosswalk at Bryant Street.

Linda Vista Avenue crosswalk at Banyon Street, lacking curb ramps.

Crosswalk warning Assembly B sign (old style) on Linda Vista Ave. approaching Banyon St.
Longfellow Elementary
Planned and Recommended Improvements

Planned Improvements:

Bus Stop Pad Improvements
- Washington at Catalina, eastbound, far side
- Washington at Mar Vista, eastbound, far side
- Washington at Mar Vista, westbound, far side
- Lake at Claremont, southbound, far side
- Lake at Howard, northbound, far side

Curb Ramps
- Catalina at Rio Grande, NW, NE, and SE corners
- Mar Vista at Rio Grande, all corners

Lighted Crosswalk
- Lake at Elizabeth

Recommended Improvements:

Crosswalks
- Consolidate crosswalks along Lake Avenue corridor. Consider removal of crosswalk at Ladera Street

Signage
- Upgrade all school area signage to fluorescent yellow green color.
- Provide enhanced signage at Rio Grande crossing on Lake Avenue, per sample signage plan
- Provide enhanced signage along Washington Avenue corridor, per sample signage plan
- Replace/relocate other school area signs per sample signage plan

Signalization
- Lake/Rio Grande — signal warrants met. Install signal when funding available
- Washington/Catalina — signal warrants met. Install signal when funding available.
Madison Elementary
Planned and Recommended Improvements

Planned Improvements:

Curb Ramps
- Los Robles at Buckeye, SW corner
- Oakland at Buckeye, NE and SE corners
- Orange Grove at Madison, south side

Lighted Crosswalk (In-Roadway Warning Lights)
- Los Robles at Buckeye, across Los Robles

Curb Extensions
- Orange Grove at Madison

Recommended Improvements:

Warrant Studies
- El Molino/Buckeye - Conduct Stop warrant
- El Molino/Ashtabula - Conduct Stop warrant
- Madison/Orange Grove – Conduct Signal warrant

Signage
- Upgrade all school area signage to fluorescent yellow green color.
- Provide enhanced signage along Orange Grove, including larger school speed limit Assembly C signs

Recently installed new Assembly B signage on Ashtabula Street.

Existing overhead beacon on Orange Grove Boulevard.

Future location for lighted crosswalk on Los Robles at Buckeye.
Marshall Fundamental School
Planned and Recommended Improvements

Planned Improvements:
None

Recommended Improvements:

Signage
• Provide enhanced signage along Allen Avenue, including large school speed limit Assembly C signs.
• Upgrade all school area signs to fluorescent yellow green color.
• Provide improved, secure bicycle parking so that students do not need to park along railings at parking lot entrance.
• Develop pick-up/drop-off zone on Allen Avenue and Casa Grande Street to improve circulation and safety.
McKinley Elementary
Planned and Recommended Improvements

Planned Improvements:

Bus Stop Pad Improvements
- Del Mar at El Molino, westbound, far side
- Del Mar at El Molino, eastbound, far side
- Del Mar at Hudson, westbound, far side
- Del Mar at Hudson, eastbound, far side
- California at Hudson, westbound, far side

Curb Extensions
- Oak Knoll south of Del Mar, midblock crosswalk

Recommended Improvements:

Signage
- Install larger school speed limit Assembly C signs along Del Mar, in both directions approaching school.
Norma Coombs Elementary
Planned and Recommended Improvements

Planned Improvements:
Lighted Crosswalk
- Paloma between Altadena and Sierra Madre, midblock

Recommended Improvements:
Signage
- Relocate school crosswalk warning Assembly B signs closer to crosswalk, replace with current MUTCD Assembly B.
- Replace other school area signage with fluorescent yellow green color.
- Oversized Assembly C sign plates on Orange Grove Boulevard.
Roosevelt Elementary
Planned and Recommended Improvements

**Planned Improvements:**

Lighted Crosswalk
- Orange Grove at Pasadena, across Orange Grove

**Recommended Improvements:**

Signage
- Install school speed limit Assembly C signage along Walnut Street in each direction in advance of the back entrance to Roosevelt Elementary
- Install school crosswalk warning signs (Assembly B) and ladder-style crosswalk on Orange Grove at Pasadena Ave.
San Rafael Elementary
Planned and Recommended Improvements

Planned Improvements:

Curb Ramps
- Avenue 64 at Nithsdale, west side and southeast corner
- San Miguel at Nithsdale, northeast and southeast corners

Recommended Improvements:

Signage
- Upgrade all school area signage to fluorescent yellow green color.
Washington Elementary and Middle Schools
Planned and Recommended Improvements

Planned Improvements:

Bus Stop Pad Improvements
- Fair Oaks at Howard, southbound, far side
- Fair Oaks at Penn, northbound, far side
- Washington at Marengo, westbound, far side
- Washington at Marengo, eastbound, far side
- Washington at Los Robles, westbound, far side
- Fair Oaks at Tremont, northbound, far side

Curb Ramps
- Grandview at Marengo, all 4 corners

Lighted Crosswalk
- Raymond at Grandview, across Raymond

Recommended Improvements:

Signage
- Upgrade all school area signage to fluorescent yellow green color.
Webster Elementary
Planned and Recommended Improvements

Planned Improvements:
None

Recommended Improvements:

Signage
- Install larger school speed limit Assembly C signs along Washington Boulevard in both directions in advance of school
- Upgrade all school area signage to fluorescent yellow green color
- Install “ENTER ONLY” and “EXIT ONLY” signs at school entrance and exit driveways to enhance pavement markings in these locations and ensure a one-way circulation flow through the parking lot.
Willard Elementary and Wilson Junior High
Planned and Recommended Improvements

Planned Improvements:

Bus Stop Pad Improvements
- Sierra Madre at Michillinda, eastbound midblock

Curb Ramps
- Madre at Grayburn, northeast corner
- Halstead at Grayburn, northeast corner

Recommended Improvements:

Signage
- Consider installing In-Pavement Yield to Pedestrian Sign for mid-block crossing on Madre south of Del Mar
- Install larger school speed limit Assembly C signage along Del Mar in both directions approaching school area
- Upgrade all school area signage to fluorescent yellow green color

Sidewalk Gaps
- Consider installing sidewalk along Grayburn Road on south (back) side of Wilson Jr. High school, to provide for an alternate drop-off/pick-up site for the Junior High.

Drop-Off and Pick-Up
- Encourage Willard Elementary drop-off and pick-up within school parking lot along Thorndale.
Walking Route Maps

Walking route maps were created for each school that participated in the Safe Routes to School Program. Each maps shows:

- Location of the school
- School attendance area
- Half-mile radius around the school
- Stop signs, traffic lights, crosswalks, and crossing guards
- Locations of other schools, parks, fire stations
- Suggested walking route to school

Maps were developed through numerous field visits, data provided by the City of Pasadena, and comments received from the school surveys.
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Pasadena City Bike Map: www.cityofpasadena.net/trans/bikeway/bikemap.asp
Caltrans Safe Routes to School: http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm

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Pasadena City Bike Map: [www.cityofpasadena.net/trans/trans/bikeMaps/PAS_BikeSystemMap.jpg](http://www.cityofpasadena.net/trans/trans/bikeMaps/PAS_BikeSystemMap.jpg)
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WALKING ROUTES
Washington Elementary School

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- Caltrans Safe Routes to School: www.dot.ca.gov/hq/traf/strs/

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Prepared by Parisi Associates Transportation Consulting and Alta Planning + Design. February 2009
WALKING ROUTES
Webster Elementary School

Prepared by Parisi Associates Transportation Consulting and Alta Planning + Design. February 2006

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