DRAFT



Safe and Active STREETS

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August 22, 2017


WELCOME TO THE CITY OF
SAN FERNANDO
INCORPORATED IN 1911

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Fernando Middle School
Thursday

Acknowledgements

The City of San Fernando and Project Team thanks all those who helped shape and develop the San Fernando Safe and Active Streets Plan. Acknowledgments are in alphabetical order by first name.

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Robert C. Gonzales, Councilmember*

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Funding Agency

California Department of Transportation (Caltrans)

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Tommy Elmore, Cesar Chavez Learning Academy

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Active Transportation Program Checklist

	Caltrans Description of Requirement	Map & Figure Numbers	Page Numbers
1.	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.		
2.	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.		
3.	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.		
4.	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five E's (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.		
5.	A map and description of existing and proposed end-of-trip bicycle parking facilities.		
6.	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.		
7.	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.		
8.	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five E's (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.		
9.	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.		

	Caltrans Description of Requirement	Map & Figure Numbers	Page Numbers
10.	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.		
11.	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.		
12.	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.		
13.	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan. A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.		
14.	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.		
15.	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.		
16.	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.		

1 Introduction

The City of San Fernando has evolved over nearly two centuries, from a ranch and then to a small trading center where crops, olives, wine, and livestock were raised, bought, and sold, to now a community of over 24,000 people with a focus on commerce and manufacturing. At 2.4 square miles, San Fernando is a close-knit community with civic-minded residents, many of whose families have lived in San Fernando for generations.

San Fernando's proximity to the 5, 118, and 210 freeways and Metrolink Commuter Station continues to make the city an attractive community for those commuting to downtown Los Angeles and other destinations throughout the Valley. As the region's transportation environment continues to evolve, the population continues to grow, resources become scarcer, and traffic persists, San Fernando sees the value in investing locally to improve the quality of life for its residents by supporting active transportation and safe routes to school.



What is "Active Transportation" and "Safe Routes to School?"

"Active transportation" or "non-motorized transportation" is any form of transportation that does not involve a motor — walking, bicycling, and skateboarding are all forms of active transportation. "Safe Routes to School" programs and policies aims to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.

Why are "Active Transportation" and "Safe Routes to School" Important?

In a region where the car is seen as king, the importance of active transportation is often overlooked or goes unnoticed. Nearly every trip — going to the grocery store, work, or school - involves some form of active transportation. Whether you walk from your front door to your car, or bicycle to the train, active transportation is a critical link for every individual to get from one place to another. Some of the benefits are...

Have fun! Walking and bicycling bring a sense of joy and independence.

Build healthy habits. A walking or bicycling trip is a chance to get physical activity that every person needs to stay healthy, without an extra trip to the gym.

Clean the environment. Replacing a car trip with an active transportation trip can reduce traffic congestion and air pollution, benefiting everyone in the community.

Promote safety. Building streets with nice sidewalks, providing education, and adding traffic calming measures are some ways to improve safety.

Involve everyone. Walking or bicycling can be done by anyone without a license, and both can be activities for people of all ages and abilities.

Increase community benefits. When alone in a car, it is a challenge to meet neighbors or make new friends. Walking or bicycling can let a person discover new places to visit, meet people, and see San Fernando in a new way.

What is an "Active Transportation" and "Safe Routes to School" Plan?

An Active Transportation Plan serves as a guide for a City and its partners to make it safer and more comfortable to walk and bicycle by defining a series of programs, policies, and infrastructure improvements. A Safe Routes to School Plan identifies the "Five E's:" evaluation, education, encouragement, engineering, and enforcement policies, programs, and actions to increase the number of students walking and bicycling to school.

San Fernando's Safe and Active Streets Plan

The City of San Fernando has combined both Active Transportation and Safe Routes to School planning into one document - "The Safe and Active Streets Plan." This Plan recommends new infrastructure (such as the addition of bike lanes), city-supported programs (such as student safety education), and includes implementation steps (such as a prioritized list of projects and funding recommendations) to meet San Fernando's goals and vision. The Plan's recommendations were informed directly through extensive community engagement and outreach, and is intended to reflect the needs and desires of San Fernando stakeholders. In order to implement the Plan, the City will partner with regional partners, like the Los Angeles County Metropolitan Transportation Authority, and local residents and community-based organizations.

The Plan is organized into four main sections, including: (1) discussion about community process and input to identify active transportation needs and opportunities, (2) assessment of current conditions for active transportation, (3) the context of active transportation with existing local and regional policies and plans, and (4) recommendations for a path forward. This Plan takes into account the needs of all users of the transportation system, with a specific lens to address the needs of disadvantaged communities and those who are disproportionately impacted by poor economic and health outcomes.



2 Stakeholder Engagement

In order to develop a robust Plan reflective of community needs and values, the Project Team engaged the public in a variety of ways. The Project Team coordinated with City staff, the Transportation and Safety Commission, Recreation and Community Services Department, Los Angeles Unified School District principals, school liaisons, law enforcement, and community leaders. Engagement activities focused on reaching the community at large, as well as engaging key stakeholders one-on-one to learn about their experience walking and bicycling in San Fernando.



Outreach Strategy

This section explores the values, challenges and suggestions identified by the community. In order to reach disadvantaged communities and populations within San Fernando, the Project Team created and distributed bilingual brochures, flyers and fact sheets, and engaged predominately Spanish-speaking audiences at District English Learning Advisory Committee (DELAC) and English Learner Advisory Committee (ELAC) meetings. Food and childcare was provided at all workshops and events. Community outreach was conducted at local community events (such as the Spring Jamboree) and recreation classes, churches, and local senior centers. Spanish speaking staff and interpretation services were available at all engagement activities, and all materials were available in both Spanish and English. The Project Team also ensured engagement activities were held both north and south of the railroad tracks, which were identified as community barriers, to ensure broad representation.

Detailed feedback is included in Appendix A.

Engagement Activities

Individual meetings

The Project Team conducted interviews with school principals, liaisons, crossing guards, school police, and school administrators. These meetings were informal and aimed to gather information about active transportation and safe routes to school. The conversations focused on identifying challenges, highlighting existing policies, and brainstorming possible improvements to increase the number of people walking and bicycling to school. During the meetings, the Project Team collected preliminary data on challenges and asked for support in conducting future community engagement activities and events, such as public workshops.

The most commonly voiced concerns included unsafe student drop-off behavior, traffic congestion, speeding drivers, and drivers failing to yield to pedestrians. The table below summarizes key comments received during one-on-one meetings with community stakeholders.

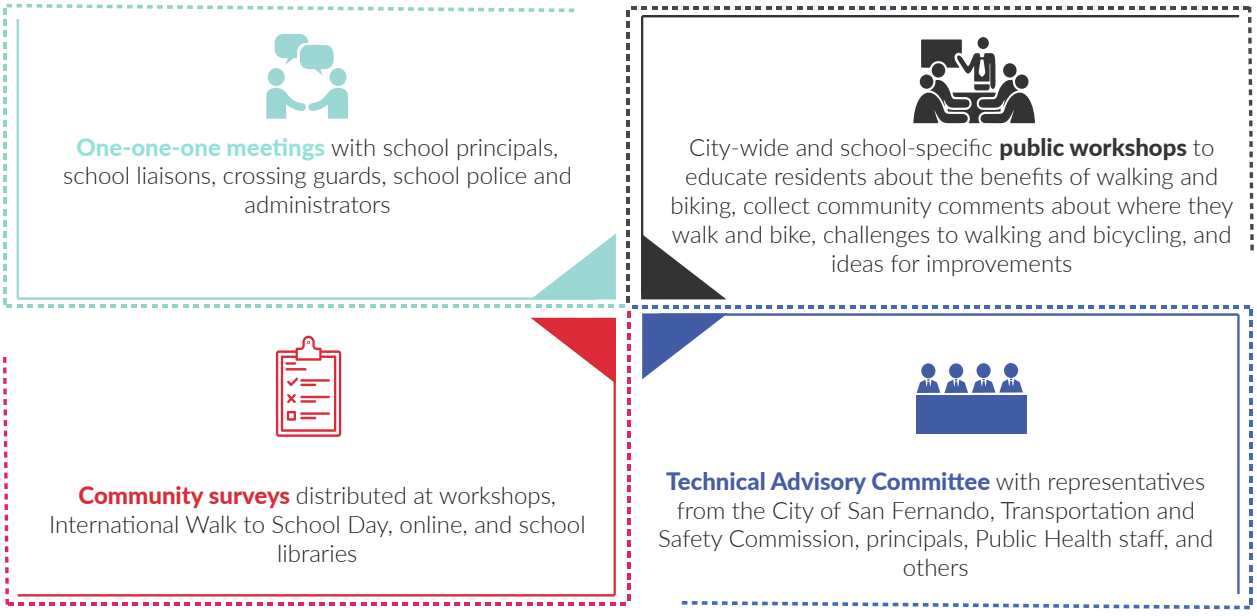


Table 1: One-On-One Meetings Log (ordered by date)

Who	Date	Location	Position	Comments
Carole Ruiz Oliver Ramirez	May 23, 2016	Morningside Elementary School	School Liaison Principal	School zone is not clearly defined Speeding and many conflict points due to cars accessing businesses Lack of signage informing drivers that they are entering school zone Major concerns with drop off and pickup location School has a valet program, bike racks and city-funded crossing guard
Santiago Vides	May 26, 2016	Mission Continuation School	Principal	Lack of pedestrian and bicycle safety programs on campus due to limited resources
Thomas Ambriz	May 27, 2016	St. Ferdinand Elementary School	Principal	Lack of marked crosswalks from school to church Traffic congestion on weekends, weekday mornings, and after school due to school and church Highly used parent-organized drop-off valet Volunteers are not always respected by parents; crossing guard is a school volunteer, retired parent
Tommy Elmore	June 7, 2016	Cesar Chavez Learning Academies	School Site Operations	Requested that restricted parking zone on Arroyo be changed to head-in, diagonal parking
Freddy Ortiz Maria Nuno	June 9, 2016	San Fernando Middle School	Principal Parent Center Director	Incidents, near misses, and malfunctions involving train tracks crossing signal arms Drivers speeding and failing to stop on Brand Blvd Drop-off/pick-up zone congestion Illegal activity and drug paraphernalia found on San Fernando Mission Trail
Pearl Arredondo	June 9, 2016	San Fernando Institute for Applied Media	Principal	Drivers speeding and failing to stop Drop-off/pick-up zone congestion Illegal activity and drug paraphernalia found on San Fernando Mission Trail
Jill Imperiale	June 16, 2016	Gridley Street Elementary School	Principal	Lack of crosswalks on Lazard St and Eighth St Traffic congestion on Lazard St
Mary Awakian	June 22, 2016	San Fernando Elementary School	Principal	Traffic congestion on Mott St Drivers speeding and failing to stop on Mott St People crossing Mott St at unmarked locations Unsafe drop-off behavior
Mary Mendoza	August 11, 2016	Vista Del Valle Dual Language Academy	Principal	Traffic congestion on Eighth St and Bromont Ave during pick-up/drop-off times Lack of circulation and flow for vehicles Flooding around school during rainy season Illegal activity and paraphernalia found in Pacoima Wash Natural Park Request to have the red curb paint removed to create an official drop off zone on the San Fernando side of the school
Fidel Ramirez Heather Oshioaka	September 13, 2016	PUC Nueva Esperanza Charter Academy	Principal Assistant Principal	No cross walk on Fourth/ Hagar (only two way stop) and lacks visible school signs leading up to the intersection; students are encouraged to walk to Fourth/ Alexander High traffic volume due to court and municipal buildings Damaged sidewalks in the area Personal safety concerns including drug activity and lack of adequate lighting
Jeremy Lawrence	September 14, 2016	San Fernando High School	Principal	Congestion on Fox St and O'Melveny Ave before and after pick-up / drop-off Street Vendors cause additional congestion

Community-Wide Workshops

The Project Team organized bilingual workshops at community centers and local parks. The City, local businesses, community based organizations, school liaisons, faith-based and service organizations were asked to distribute flyers and information about the meetings through their communication networks. Elementary, middle and high schools sent flyers home with their students and recorded Connect-Ed messages to parents to encourage workshop attendance. All workshops were promoted and conducted in English and Spanish. The workshops intended to:

- **Education** and bring awareness of Safe Routes to School and Active Streets and how to provide input into the Safe and Active Streets Plan
- **Understand** the challenges, opportunities, and needs related to creating safe and active streets
- **Create** dialogue on barriers to walking and biking
- **Identify** tools to assess the community, including walkability and bikeability audits
- **Involve** additional community leaders and determine strategies to engage all segments of the community to maximize community participation
- **Encourage** participants to assist with school site observations and develop infrastructure recommendations to improve safe walking and bicycling to schools

Table 2: Workshops Log

Event	Date	Location	Approximate Number of People Reached	Childcare Provided?	Interpretation Provided?
Community Workshop #1	April 20, 2016	Recreation Park	7	Yes	Yes-Bilingual speakers and materials in Spanish
Community Workshop #2	April 21, 2016	Las Palmas Park	14	Yes	Yes-Bilingual speakers and materials in Spanish

The community workshops offered background information on safe and active streets, highlighted existing conditions in San Fernando, and provided a space for participants to discuss. Workshop attendees learned about the link between transportation planning and public health, history and background on the Safe Routes to School movement, and the characteristics of a safe and active street. Attendees participated in small group exercises and were asked to identify areas in the city that make it challenging to safely walk or ride a bicycle. Many participants voiced their concerns regarding:

- High speeds on residential streets, major arterial streets, and near schools
- Low visibility, lighting to improve pedestrian visibility
- Unsafe or broken sidewalks
- Need for additional signage

Participants provided the following comments:

Intersections

- Walking on Brand Blvd., crossing Glenoaks Blvd.
  - » Feels dangerous to cross due to high vehicle speeds and narrow sidewalks
- Walking on Arroyo Ave., crossing Glenoaks Blvd.
  - » Feels dangerous to cross due to high vehicle speeds, and narrow and broken sidewalks

Landmarks

- Swap Meet between Glenoaks Blvd. and Arroyo Ave.
  - » Traffic, vehicle congestion
- Recreation Park
  - » Needs slower speeds
  - » Needs more visible signage near crosswalk
  - » Needs more police patrolling
- Park on Hollister St. and Carlisle St.
  - » Observed evening public intoxication

Corridors

- Brand Blvd.
  - » Feels unsafe for students walking between Eighth St. and Glenoaks Blvd. due to broken streets/sidewalks, high speeds, and construction
  - » Blind spot between Mott St. and Kewen St.
  - » High speeds
  - » Broken streets between Glenoaks Blvd. and Eighth St.
- Glenoaks Blvd.
  - » High speeds
  - » Feels unsafe for pedestrian crossing

Schools

- Cesar Chavez Learning Academies students feel unsafe crossing Glenoaks Blvd. due to narrow streets and high speeds
- San Fernando Elementary School needs more lighting

School-Site Workshops

Workshops were held at six school sites selected in collaboration with school principals, school and public safety staff and school liaisons. City, local businesses, community-based organizations, school-based liaisons, faith-based and service organizations were asked to distribute flyers and information about the meetings through their communication networks. Elementary, middle and high schools sent flyers home with their students and recorded Connect-Ed message to parents. The desired outcomes for these workshops were similar to the public workshops, except with an additional focus on the role of the school community.

The School-Site workshops offered background on safe and active streets, highlighted community feedback shared at community workshops #1 and #2 about existing conditions in San Fernando, and provided a space for participants to discuss concerns and recommendations for increasing walking and bicycling citywide. The agenda for these workshops included:

- An icebreaker activity
- Presentation about model safe route to school programs, street and intersection design concepts, and potential changes to the drop-off and pick-up procedures
- Review of potential non-infrastructure programs (education, encouragement, enforcement and evaluation)
- Identification of common routes to school through a mapping exercise
- Walk audit to assess school grounds and mapping exercise to record the barriers

Table 3: Workshops Log

Event	Date	Location	Approx. Number of People Reached	Childcare Provided?	Interpretation Provided?
Safe & Active Streets Workshop	September 13, 2016	San Fernando Middle School	17	No, but children welcome	Yes-Bilingual speakers and materials in Spanish
Safe & Active Streets Workshop	September 14, 2016	Cesar Chavez Learning Academies	25	No, but children welcome	Yes-Bilingual speakers and materials in Spanish
Safe & Active Streets Workshop	September 15, 2016	Gridley Elementary School	16	No, but children welcome	Yes-Bilingual speakers and materials in Spanish
Safe & Active Streets Workshop	September 20, 2016	Morningside Elementary School	14	No, but children welcome	Yes-Bilingual speakers and materials in Spanish
Safe & Active Streets Workshop	September 21, 2016	St. Ferdinand Elementary School	12	No, but children welcome	Yes-Bilingual speakers and materials in Spanish
Safe & Active Streets Workshop	September 22, 2016	San Fernando Elementary School	18	No, but children welcome	Yes-Bilingual speakers and materials in Spanish

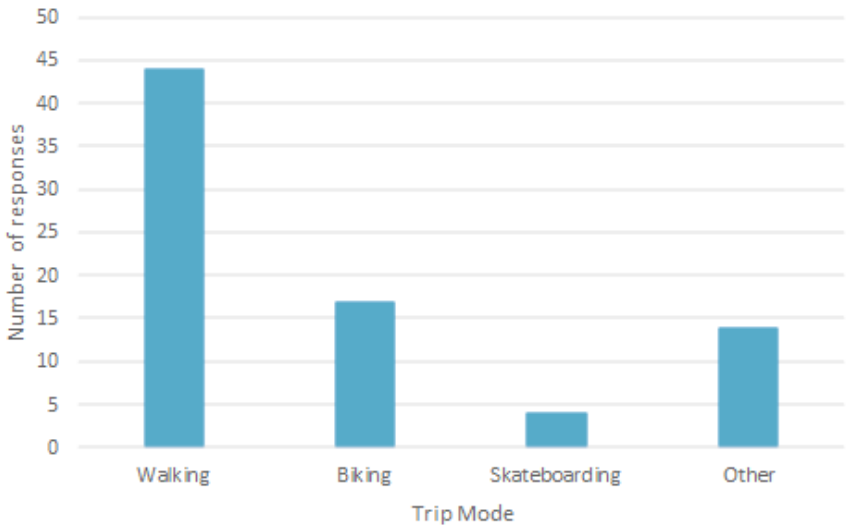


Community Survey

From November 1 through December 31, 2016, the Project Team distributed English and Spanish paper surveys at all engagement events and key locations throughout the city, including City Hall, schools and parks. The survey intended to gauge attitudes and identify needs related to walking, bicycling, healthy eating and active living in San Fernando. Ultimately, the Project Team collected and analyzed 64 surveys. The survey data is summarized below, with specific concerns highlighted in the "Key Lessons Learned" section.

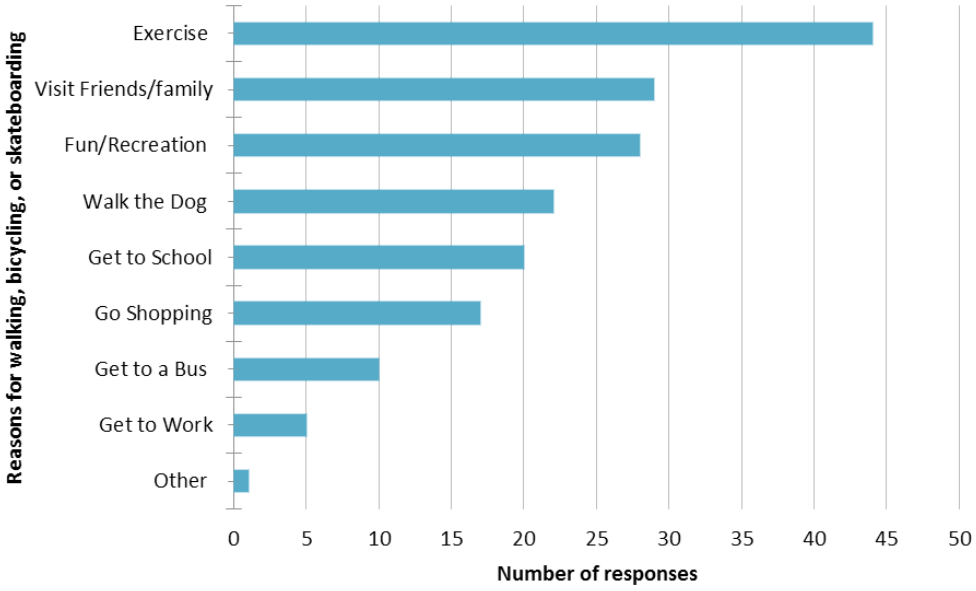
Survey participants shared their primary mode of transportation, detailed in the chart below.

Figure 1: Safe and Active Streets Survey – I make TRIPS by



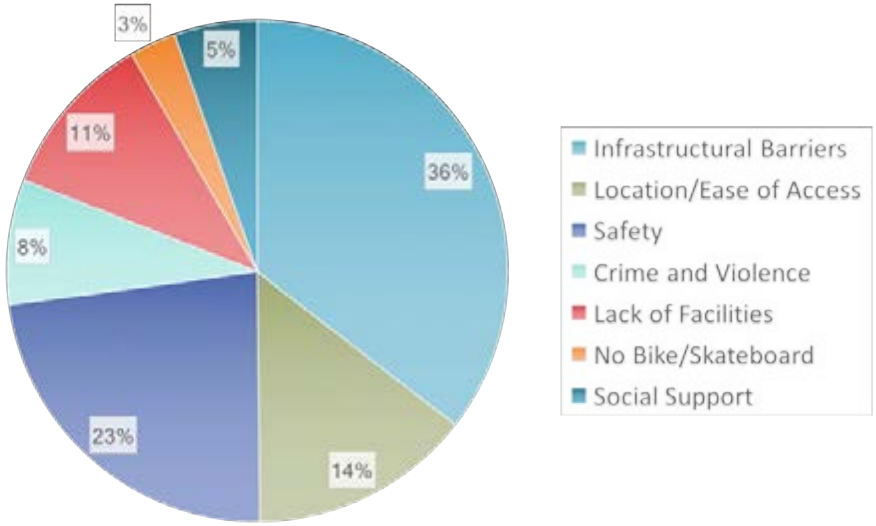
Participants were also asked to provide information on why they walk, bike or skateboard. The top three responses for using active transportation included exercising, fun/recreational activities or to visit friends and family members.

Figure 2: Safe and Active Streets Survey – Why do you walk, bike, or skateboard?



Participants also identified barriers to walking, bicycling, and skateboarding. Over 1/3 of participants faced difficulty in traveling by walking, bicycling, or skateboarding due to infrastructure barriers such as deteriorated street/sidewalk conditions, inadequate street lighting, and overall lack of street maintenance (including cleanliness). Other barriers included safety concerns regarding traffic speed and volume of car traffic.

Figure 3: Safe and Active Streets Survey – What makes it hard to get around by walking, bicycling, or skateboarding?



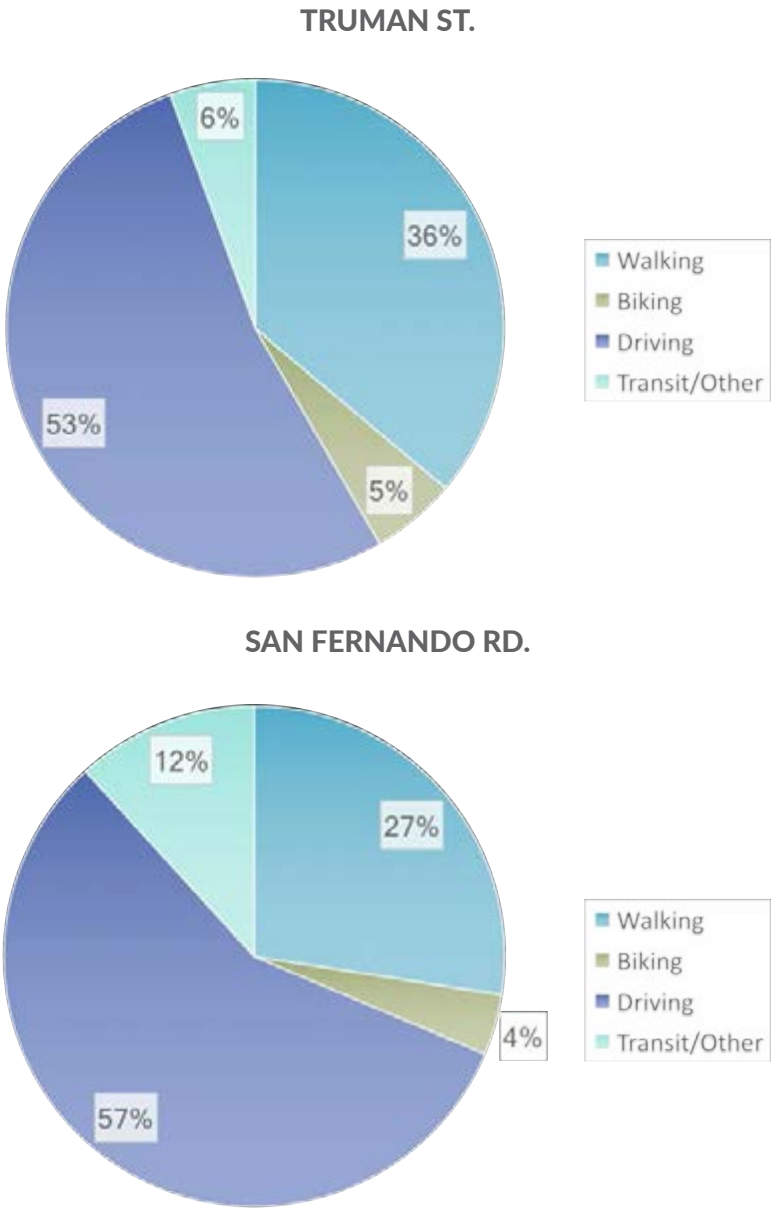
Survey participants were also asked to self-report areas in the City that are in need of improvements, such as street intersections, landmarks or points of interest. Several participants identified:

- Hubbard St. and San Fernando Rd.
- Hubbard St. and Glenoaks Blvd.
- Glenoaks Blvd. and Maclay Ave.
- Parks
- Schools

Business Survey

Urban Design students from California State University, Northridge (CSUN) distributed surveys to business owners from November 1, 2016 to December 31, 2016. This Business/Commerical Zone Survey intended to gauge perception and attitudes about active transportation from the business-owner perspective and identify potential improvement opportunities. CSUN students collected and analyzed 61 surveys from 26 businesses located along Truman Street and San Fernando Road. Business owners were asked to share their perception on how most customers get to their business.

Figure 4: CSUN Business Survey- Truman St. vs. San Fernando Rd.



Businesses on Truman Street and San Fernando Road perceive driving to be their customers' primary mode of transportation, followed by walking. Survey participants also shared interest in seeing more improvement to local infrastructure, including streets, sidewalks and lighting. The Business/Commercial Zone Survey shared similarities with the Community Survey in their prioritized improvements to the community.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is comprised of:

- Community leaders from local service agencies, non-profits, schools, religious centers and community groups
- City staff
- City leadership (Mayor, Commissioners)

The purpose of the TAC is to provide more in-depth feedback on the Plan's content and guide the structure of the Plan. TAC meetings aimed to engage key stakeholders, establish guiding Plan principles, identify problems, and discuss proposed strategies to increase walking and bicycling citywide.

Figure 5: Technical Advisory Committee Meeting #1



Over the course of the Plan's development, the Project Team facilitated three TAC meetings:

- **Meeting 1 –** Identify shared values, key destinations, and problems that the Plan should address
- **Meeting 2 –** Provide feedback on the Plan's Vision, Goals and Measures, review existing conditions analysis, and guide community engagement
- **Meeting 3 –** Provide feedback on proposed recommendations and guide next steps for Plan implementation

The TAC's feedback is incorporated into the "Key Lessons Learned" section below as well as throughout the document.

International Walk to School Day

The Project Team organized a citywide International Walk to School Day event on October 5, 2016 (Figure 6). International Walk to School Day celebrates walking to school by creating a fun, community atmosphere to walk to school together. Parents and students gathered at El Super in the morning to participate in a physical activity break, learn about safe walking and bicycling, and then head to school together. Over 200 students and parents participated. Organizing parents and school administrators around International Walk to School Day provided a direct tie-in to the Plan and planning process.

Figure 6: International Walk to School Day Event



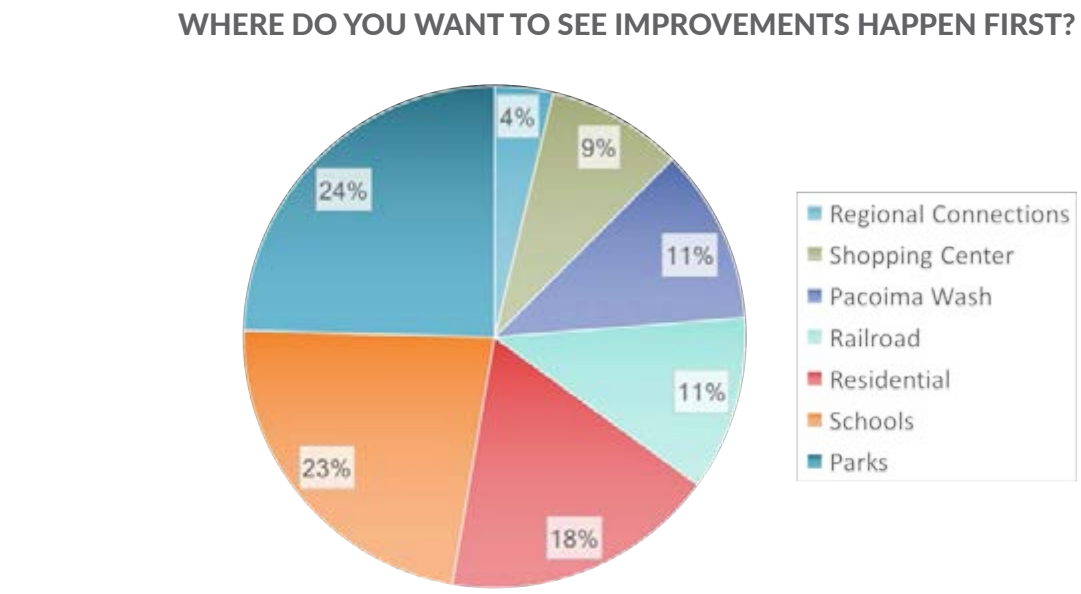
Spring Jamboree

The Project Team attended a community event to engage residents and stakeholders in a final discussion and prioritization exercise for the draft Plan's recommendations. Two maps were on display, including the proposed bicycle network and proposed intersection improvement locations. The Project Team used the maps to generate discussion around the importance citywide safety improvements.

Approximately 160 people participated in the interactive prioritization exercise. Participants were asked to vote on the following question "Where do you want to see improvements first?"

The key destinations included the railroad, parks, schools, regional connections, residential streets, shopping centers and the Pacoima Wash. The categories of destinations were based on prior community engagement activities, where the community stated where they wanted to walk and bicycle. The community ranked parks, schools and residential streets as their top three priorities. Participants were invited to an additional training to support the Plan's adoption (described below).

Figure 7: Activity Summary







During the post-Jamboree training, the Project Team encouraged community members to share their personal connections and stories about walking and bicycling in San Fernando. The Project Team highlighted important themes and recommendations of the Plan, and assisted community members in drafting talking points for future Council and Commission meetings.

Figure 8: Post-Jamboree Training



Cesar Chavez Learning Academies Photovoice

Pacoima Beautiful is a community-based organization and city partner that works with youth to generate discussion surrounding environmental change in the community through weekly meetings and on-campus school clubs. Diego Ortiz, Youth Coordinator at Pacoima Beautiful, works with youth at Cesar Chavez Learning Academies (CCLA) to discuss environmental issues in their communities and on campus. The group is called “Imagine Green,” and their interest in walking and bicycling has generated discussion on how transportation influences the environment and how built environment barriers influence their ability to walk and bicycle.

Students shared personal stories of walking and bicycling in their community during weekly meetings. Common themes included high speed of vehicles, lack of bikeways, incomplete sidewalks, and poor road conditions. A group of five student representatives from "Imagine Green" used photovoice as a platform to document what they considered to be important aspects to active transportation in the community. The photos below highlight some of the most pressing challenges students face in their commute.

Figure 9: CCLA Photovoice Boards



"Along Arroyo Avenue near our high school there are streets with no sidewalks."



"Many of the streets we encounter need improvements. Improvements would make it safer for students walking to and from school."



"Large trucks are common in our neighborhood, especially near our school. Walking along a truck can make a street feel unsafe."



"Wide streets with no crosswalks make it difficult to cross when trucks and cars speed by. They also make it hard to skate."

Figure 10: CCLA Boards up at Spring Jamboree, 2017



The project was on display at the Spring Jamboree event for the public to view and comment. Students' photographs highlighted some of the existing conditions in the City and encouraged discussion among community members. The project also acknowledged and elevated the experience of San Fernando youth.

Key Lessons Learned

Community Values

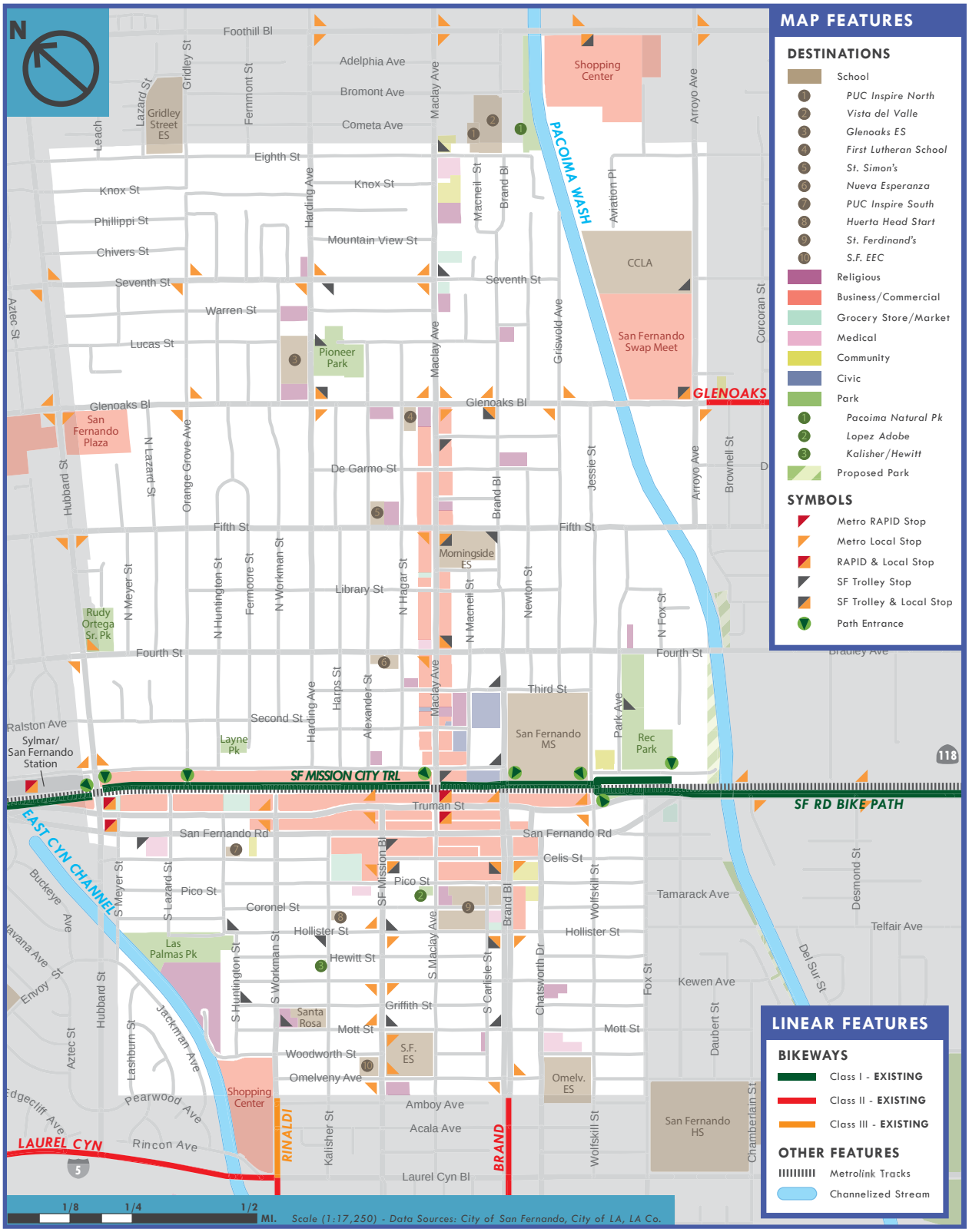
During workshops and community activities, participants were asked “what is your favorite childhood memory of how you traveled to school and how did you feel at the time?" The question is designed to set a conversational, comfortable tone, help people connect to the project, and get to know one another.

Participant responses highlight connections and strong values around walking and bicycling. The majority of participants stated that they walked to school, either or alone or in a group, with only a handful traveling by car or public transportation. Many memories involved participants enjoying nature, residential areas, stopping for hot food, bread and snacks at local store along route, and social interactions during their walk. Participants valued the ability to enjoy their experience without fear of traffic issues. Participants that felt fearful during their walk attributed their fears to long distances or specific safety concerns (e.g. homeless, persons along route) or perceived concerns (abandoned homes or trash along route). The participants that were driven to school discussed safety concerns from parents or mentioned that their parents worked and dropped them off on way to work for convenience and peace of mind. The themes that summarize the values expressed during outreach included:

- Spending time outdoors
- Feeling safe in the community
- Access to nature, open space and car free areas

These values help shape the vision and priority for creating infrastructure and programs identified in this Plan. The following map is a compilation of key community destinations gathered during outreach.

Map 1: Destinations Identified by Stakeholders



Challenges to Walking and Biking

The Project Team gathered feedback about challenges to walking and bicycling across all activities, focusing on both the needs of those who already walk or bicycle and those that would like to walk or bike, but do not currently do so. Concerns also included personal safety due to dangerous driving behaviors (e.g. speeding, unsafe turn maneuvers, etc.). During field observations, the Project Team observed many students and families in cars waiting in long lines to enter the school drop-off zone or being dropped off mid-block to avoid waiting in lines.

The general **school site-specific** challenges identified across all engagement activities included:

- Speeding due to a rush in the morning to get to school or work - creating unsafe conditions and congestion
- Parents taking the fastest routes to drop off students in the morning, which is not always the safest; some parents disobey traffic lights
- Drivers not yielding to people walking or bicycling
- Sidewalks that are narrow, broken, missing sections and in need of repair
- Bus drop-off locations with challenging access to a walkway
- Lack of law enforcement around school site
- Lack of street lighting at intersections for children attending after-school/early evening programming
- Students avoid areas known to have homeless, stray dogs, mentally ill and intoxicated persons
- Lack of bike lanes and facilities around school sites

The general **community-wide challenges** identified across all engagement activities included:

- Issues with traffic signal synchronization that creates delays, specifically along Brand Blvd.
- Lack of law enforcement around city
- Intoxicated individuals in the vicinity of the San Fernando Mission Trail
- Lack of marked pedestrian crossings and flashing stop signs at major intersections including along Brand Blvd. and O'Melveny Ave.
- Short pedestrian phases at signalized intersections
- Lack of pedestrian gates at railroad track crossings
- Old or missing bus shelters and benches
- Concerns due to homeless, stray dogs, mentally ill and intoxicated persons
- Lack of bike facilities
- Good bike share option, central locations, incentives (such as logging miles on bike)
- Lack of bikeways in front of schools
- Improvements needed on the San Fernando Mission Trail, such as adding rest areas, shade, greenery, informational placards with history, cameras, and enhanced safety
- Lack of continuous bike lanes on Brand Blvd; they end abruptly at the Los Angeles-San Fernando border
- Traffic concerns adjacent to the Swap Meet

San Fernando stakeholders were also invited to identify specific locations of concerns or opportunities; these are identified in the table below:

Table 4: Location Specific Challenges and Opportunities

Streets/Intersections	Concerns
First St. and Harding St.	Lacks visibility at night
Brand Blvd. (between Glenoaks Blvd. and Eighth St.)	Speeding drivers
	Broken streets
Brand Blvd. (between Mott St. and Kewen St.)	Blind spot
Celis St. (between Meyer St. and Workman St.)	Speeding drivers
Glenoaks Blvd.	Speeding drivers
Hollister St.	Speeding drivers
	Broken sidewalks
Hollister St. and Carlisle St.	Incidents of public intoxication
Huntington St.	Speeding drivers
Kalisher St.	Broken sidewalks
Orange Grove Ave. and Fourth St.	Lack of wheelchair access



3 Policy and Planning Context

This Plan builds upon existing community planning documents and policies that have influenced active transportation in San Fernando. The Plan aims to incorporate the improvements, policies, and programs that have been planned, recommended, or considered by the City and its partners into one comprehensive, actionable document.

This chapter describes the current state of active transportation in San Fernando, including existing plans and policies for San Fernando and neighboring jurisdictions at the regional, State, and Federal levels. Each of the items considered in this section inform either the context setting for planning streets, the infrastructure considerations that impact active transportation, or the programmatic aspects of the Plan.



The table below summarizes the plans and policies that have the greatest impact on active transportation in San Fernando.

Table 5: Applicable Plans and Policies

Jurisdiction	Plans and Policies
San Fernando	General Plan (1987) Bike Master Plan (2007) TOD Overlay Plan (expected 2017) Safe Routes to School Site Specific Plans – Citywide (2007) San Fernando Trolley Plan (2010) San Fernando Corridors Specific Plan (2005) San Fernando Roadway Improvement Plan (2016) San Fernando Parks & Recreation Master Plan (expected 2017) Municipal Code
Neighboring Jurisdictions	Los Angeles Mobility Plan 2035 (2016) Pacoima Wash Vision Plan (2011)
County / Regional	Metro Active Transportation Strategic Plan (2016) Metro East San Fernando Valley Transit Corridor Metro Brighton to Roxford Double Track Project (2016) SCAG RTP/SCS (2016)
Additional Plans & Policies	USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010) Americans with Disabilities Act (1990) Caltrans Complete Streets Policy (2008) California Complete Streets Act, AB-1358 (2008) CA Global Warming Solutions Act, AB-32 (2006) Sustainable Communities and Climate Protection Act, SB-375 (2008) School Facility Construction Contracts, AB-1581 (2014) Caltrans' Policy Directive 09-06 (2009)

San Fernando Plans & Policies

San Fernando General Plan (1987)

The Safe & Active Streets Plan aims to meet goals and objectives detailed in the General Plan and strives to be consistent with its vision for the City of San Fernando.

The Safe and Active Streets Plan first and foremost aims to increase walking and biking as a viable form of transportation to, from, and within San Fernando, which would help achieve goals in the areas of Circulation, Noise, Housing, and Open Space identified in the General Plan. In summary:

- Walking and bicycling are both low-noise and low-emission transportation modes, and when trips shift to active modes, air quality improves and noise is reduced.
- The Safe and Active Streets Plan aims to improve connectivity between neighborhoods, commercial areas, and schools, enhancing circulation by creating safer and more convenient paths, sidewalks, and corridors for walking and biking.
- This additional connectivity and access to local destinations has the potential to stimulate the local economy in commercial areas. In San Fernando, Maclay Avenue and San Fernando Road are prime examples of commercial corridors that could use additional foot traffic.
- Finally, these corridors will also function as open spaces, which can allow residents and visitors to enjoy the landscape, scenery, and wildlife, and may stimulate additional active transportation trips.

Circulation Element

The Circulation Element of the General Plan recognizes collector and access streets in a multi-modal network, with collector streets being the main roadways in and out of the community and access streets providing access to local destinations and facilities. Implementation of the Safe and Active Streets Plan intends to increase the efficiency and effectiveness of circulation overall by making non-motorized options safer and more convenient. Efficient streets make use of their sidewalks, parkways, and street width; they are safe, convenient, and inviting, and they meet the needs of all users who wish to travel on them, no matter what mode they decide to use.

Bicycling

There is a six-mile section of Class I Bike Path that was proposed by General Plan Amendment No. 1993-03. It states that "although no convenient bikeways currently exist throughout the City, a Class I bikeway is planned to be built along the Metrolink Corridor within the City limits." Subsequently, the City built a Class I Bike Path, the Mission City Bike Trail, which connects Sylmar, San Fernando, and Pacoima along the Metrolink tracks. This Path connects to destinations such as the San Fernando / Sylmar Metrolink station, San Fernando City Hall, and Pacoima City Hall. The path is the result of an inter-jurisdictional planning effort between San Fernando and Los Angeles.

In addition, the General Plan states: "Development of a bikeway system and bicycle facilities encourages bicycle commuting as an alternative mode of transportation compliance with state and local mandates for cleaner air and trip reduction measures."

Pedestrians

The San Fernando Corridors Specific Plan identifies a pedestrian-oriented corridor roadway classification to accommodate pedestrian use while also meeting the demands of local traffic. This is accomplished through various traffic calming techniques, and reducing travel lanes to one lane in each direction.

Street Requirements

Local streets comprise the majority of the residential street network in San Fernando. The City's standards for local streets include:

- Standard right-of-way of 60 feet
- Curb-to-curb pavement width of 36 to 40 feet
- Two lanes
- On-street parallel parking on both sides of the street.

Housing Element

The City has a variety of housing types including apartments, single-family homes, and townhomes. As the region grows, the City must accommodate the increased demand for housing. It plans to build new homes within walking distance to transit and in the core of the city, reducing automobile demand and creating more walkable neighborhoods. This Safe and Active Streets Plan will consider the locations where new housing is being proposed and work to improve connectivity to those locations.

Land Use Element

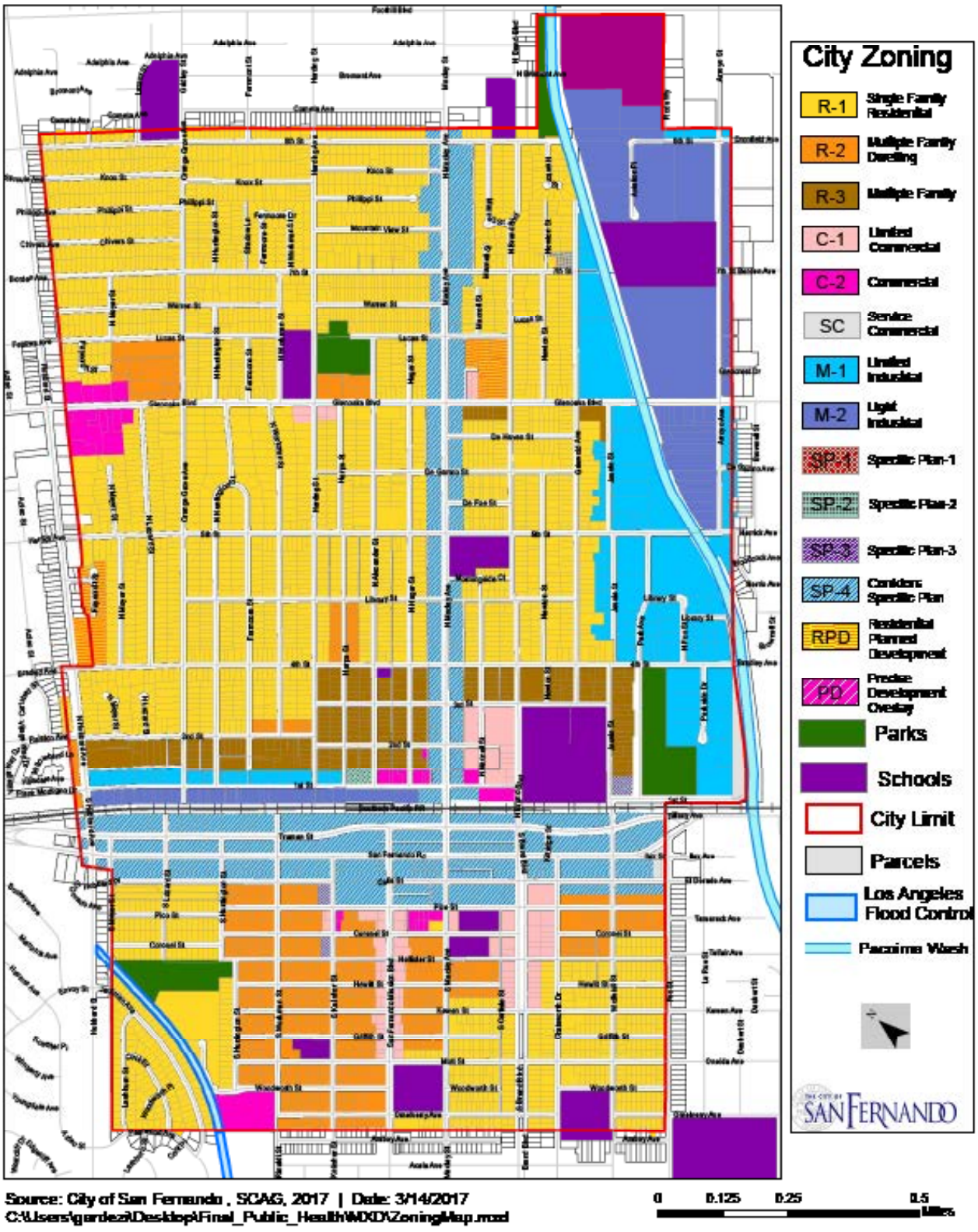
The City's Land Use Element provides detail on the location and standards for residential, commercial, industrial, and other parcels in the city. The City has increasingly considered "smart growth" principals that look at how new growth can incorporate strategies that improve health, reduce emissions, create more active communities, and increase safety. The Land Use Element also details important destinations in the City. The following Zoning Map and Land Use Map identify the plan for future growth in San Fernando.

Noise Element

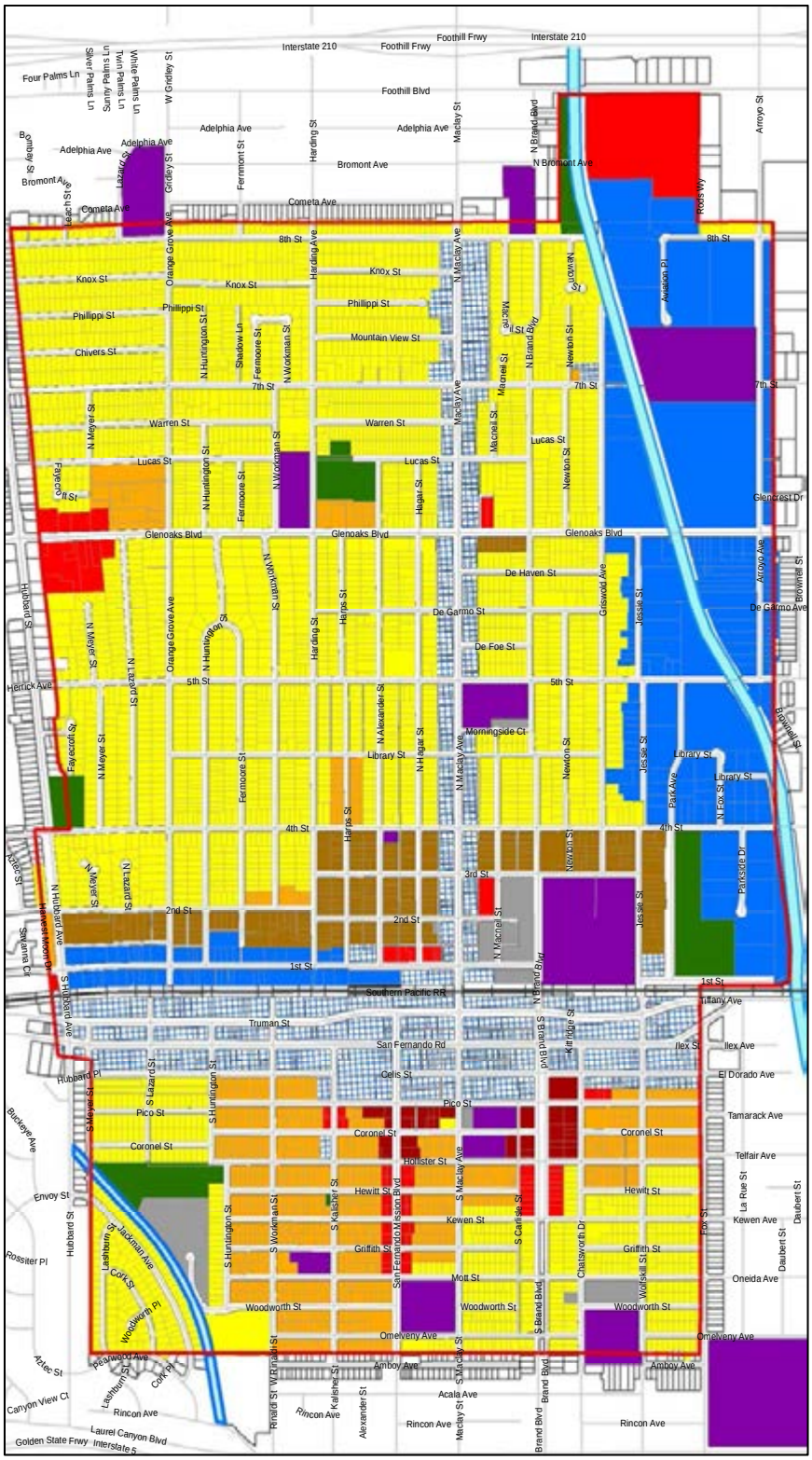
The General Plan Noise Element's objective is to "control noise in San Fernando for the protection of the health and well-being of its current and future citizens." This Plan supports this objective. Switching from automobile trips to active trips or planting more greenery are effective ways to reduce noise. This reduction also becomes a self-perpetuating cycle; as more people engage in active transportation, creating calmer, less noisy streets, additional people may become interested in active transportation.



Map 2: San Fernando Zoning Map



Map 3: San Fernando Land Use Map



City Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Central Business District
- Commercial
- Industrial
- Public/ Quasi-Public
- Multi-Use
- Park
- Specific Plan
- Schools
- City Limit
- Parcels
- Los Angeles Flood Control
- Pacoima Wash

N

THE CITY OF SAN FERNANDO

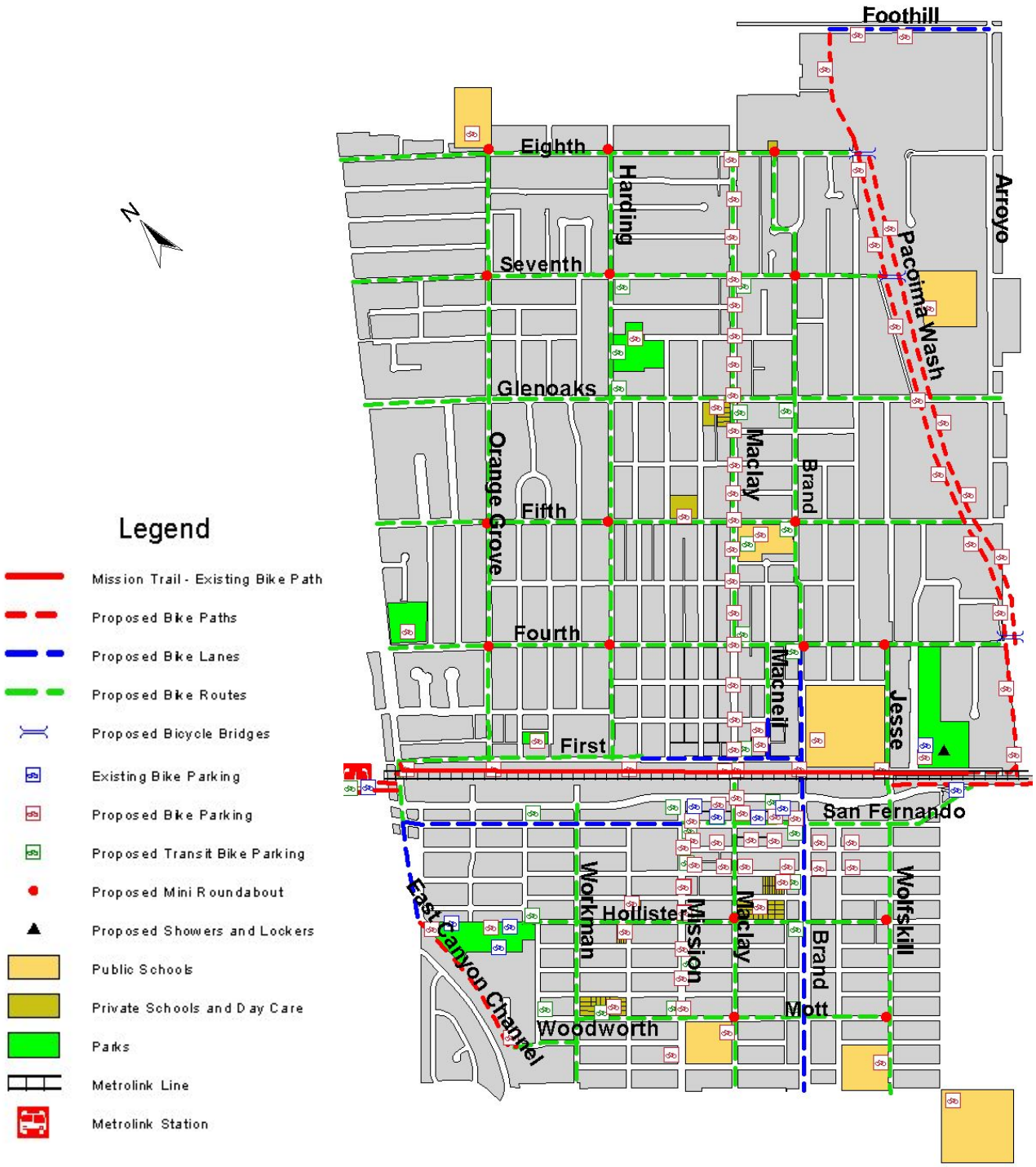
Source: City of San Fernando , SCAG, 2017 | Date: 3/14/2017
C:\Users\gardezi\Desktop\Final_Public_Health\MXD\LandUseMap.mxd

0 0.125 0.25 0.5 Miles

San Fernando Bicycle Master Plan (2007)

The San Fernando City Council adopted the San Fernando Bicycle Master Plan on January 17, 2007. The Bicycle Master Plan proposed goals, policies, infrastructure, and programs to support bicycling to key destinations throughout San Fernando. The Plan recommended new bicycle routes, updated crossings, and improved bicycle amenities, all which will be incorporated into the recommendations of the Safe and Active Streets Plan. Given the expanded scope and advancements in technology in the intervening years, this Plan expands upon the 2007 Plan, and considers new growth.

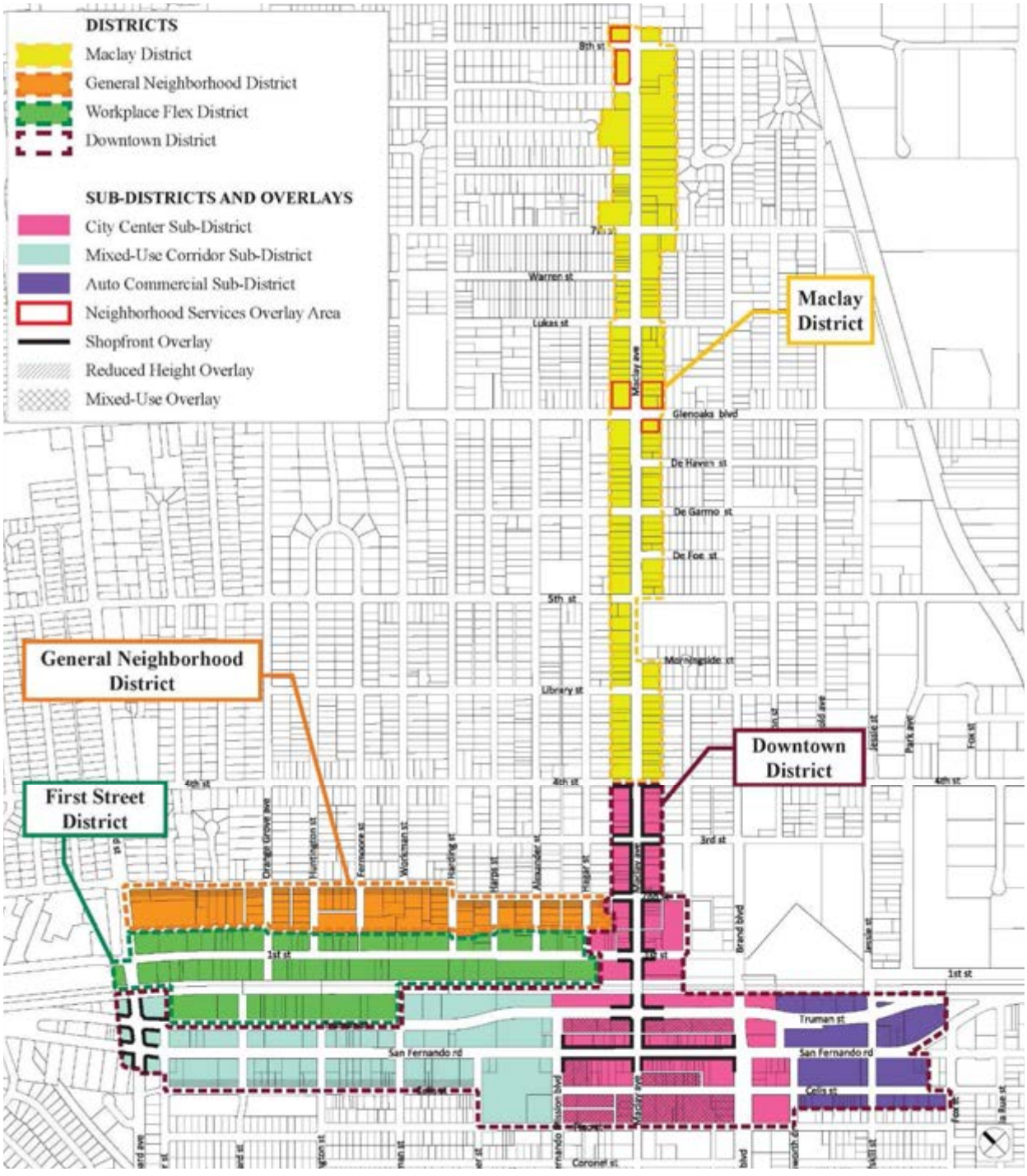
Map 4: San Fernando Bikeway -- 2007 Recommended Bikeways Map



Transit Oriented District (TOD) Overlay Zone (expected 2017)

The Transit Oriented Development Zone Project will include land use and circulation recommendations that aim to increase new housing, encourage business growth, and create alternative transportation options around the San Fernando/Sylmar Metrolink station. The City hired Sargent Town Planning through a grant from the Los Angeles County Metropolitan Transportation Authority to gather data, conduct outreach, and develop the TOD Overlay Zone Plan. The project is currently in the environmental review phase and will go before the City Advisory and Policy bodies in 2017. The Safe and Active Streets Plan incorporates the TOD Overlay Zone's new land use designations and transportation recommendations.

Map 5: San Fernando Bikeway -- 2007 Recommended Bikeways Map

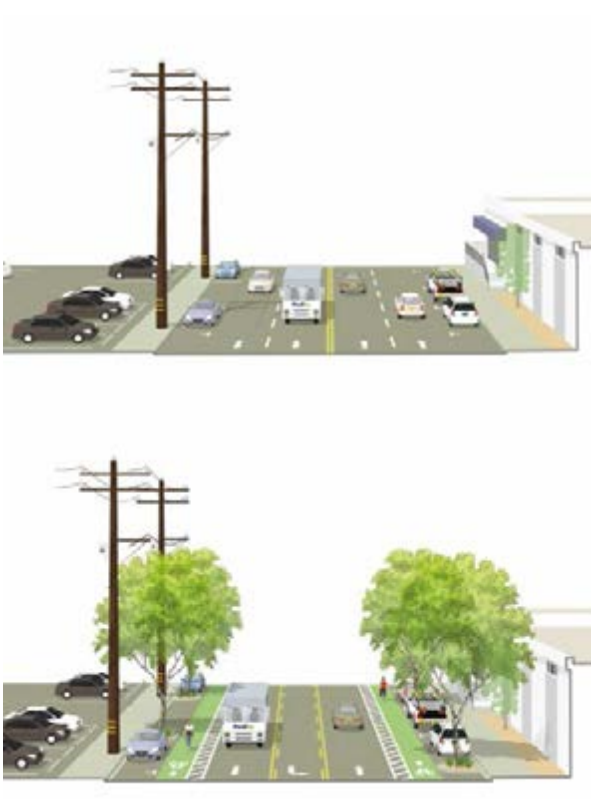


The project closely follows the Corridor Specific Plan (see below) that created the Maclay Avenue improvements in 2007, as well as further expanding on land use changes, which include re-zoning to allow for more dense residential and commercial uses in the overlay zone. It creates four distinct districts in the downtown:

- Maclay District
- General Neighborhood District
- Workplace Flex District (First Street)
- Downtown District

The Plan also creates sub-distracts and overlays to better delineate the makeup of each district. It calls for densification, better transit, and improvements to the business district in San Fernando. These improvements are anticipated to bring additional trips, spending dollars, and potentially improve the quality of life. The plan calls for improvements to active transportation as well, which can be seen in the before and after images of Truman Street below.

Figure 11: Rendering of Truman Street before (top) and after TOD improvements (bottom)



Citywide Safe Routes to School Site Specific Plans (2007)

The City hired Ryan Snyder Associates (RSA) to develop Safe Routes to School (SRTS) Plans for each local school campus in San Fernando in 2007. The Plans included recommendations for infrastructure improvements to increase walking and bicycling to school by creating a safer environment along school routes. Using the SRTS Plans, the City secured funding for improvements from the State's Safe Routes to School Cycle 7 Call for Projects, and Federal Cycles 1 and 2 Call for Projects. These improvements have been implemented throughout the city and include

- high-visibility crosswalks,
- advanced stop bars,
- truncated domes on ramps, and
- curb extensions,

among others. These new projects have been considered as part of this Plan's existing conditions assessment, and the previous SRTS Plans serve as the basis for the pedestrian improvements along routes to school.

San Fernando Trolley Plan (2012)

In addition to regional transit, San Fernando operates a local trolley that stops at destinations such as City Hall, County pool, San Fernando Mall, and the Swap Meet. The trolley is on a fixed route and operates on weekdays from 10:00 a.m. to 4:00 p.m. and on weekends from 11:00 a.m. to 4:00 p.m. The fare is $0.25 per ride. The trolley is not equipped with bicycle racks and does not allow bicycles on board. Walking and bicycling connections to trolley stops and adequate parking at trolley stop locations are key considerations for this Plan. The following map shows the trolley route and stops.

Map 6: Trolley Route Map



San Fernando Corridors Specific Plan (2005)

"The purpose of the San Fernando Corridors Specific Plan is to put in place policies and strategies to transform Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable and economically vital districts." This Plan outlines strategies for these corridors to better represent the quality and character of the community. It aims to improve pedestrian facilities and to make these important corridors for movement activity and local investment.

San Fernando Roadway Improvement Plan (2016)

In the last few years, the City has taken an active approach to local street repair. This includes the passage of a financing mechanism utilizing local Measure R tax revenues to expedite street rehabilitation programs. In 2016, the City completed street improvements on segments along:

- Warren Street,
- Eighth Street,
- North Brand Boulevard,
- Lucas Street,
- Macneil Street,
- Phillippi Street, and
- South Huntington.

More improvements are scheduled for 2017.

Other streets will be repaved in subsequent fiscal years for 5 years until the money allocated for repaving is depleted or the pavement plan is complete. Re-pavement projects are an opportunity to incorporate striping for bikeways and increased visibility for pedestrians at a lower cost, since the repaving plan will already have a budget item for painting lanes on the street. This Plan will consider streets that are slated to receive treatment options in its prioritization of projects.

San Fernando Parks & Recreation Master Plan

In late 2016, the City initiated a Parks Master Planning process to develop a comprehensive vision for park and recreation facilities and programs. The Plan will involve engaging stakeholders such as City officials, community partners, and others to assess existing conditions, identify needs and guide future implementation efforts. As part of this planning process, it is expected that linkages will be made between this Plan and the Safe and Active Streets Plan. Such focus will spur thought and planning efforts to encourage safe and active travel to local destinations (parks, facilities, programs, etc.).

San Fernando Municipal Code

The City's Municipal Code includes provisions related to active transportation facilities, active transportation laws/regulations, street striping/signage and traffic safety, among others. Some key requirements in the code around bicycles include:

- regular evaluation of bicycle safety programs
- sidewalk riding is prohibited unless otherwise specified; and
- bikeways should be in compliance with the California Bicycle Transportation Act.

The Code also designates requirements related to pedestrian travel. The code establishes the pedestrian mall along San Fernando Road between San Fernando Mission Boulevard and Brand Boulevard, including specific enhancements aimed to create a rich pedestrian environment and restricted vehicular use. The Code establishes requirements for crosswalks, including where they can be placed. The pertinent sections of the Municipal Code are included in Appendix B.

The Code also includes requirements for new development that impact walking and bicycling. Streets are supposed to be dedicated to one-half the planned ultimate width measured from the street centerline. New developments must also include curbs, gutters, sidewalks, and repair damaged sidewalks, curbs, gutters, etc. They must also plant parkway trees in the public parkway and maintain landscaping in front of the property.

San Fernando Infrastructure Policies

San Fernando has several policies that dictate the implementation of infrastructure on San Fernando's streets. All of the policies were established in December 2003 and include criteria for installation. They include policies and criteria for installation of:

- Speed humps
- Speed tables
- Full street closure
- Partial street closure
- Traffic circles
- Bulb-outs
- Raised medians
- Chokers
- Stop signs

The Safe and Active Streets Plan will recommend certain traffic calming measures. The traffic calming measures guidelines may need to be revisited in order comply with the established criteria.

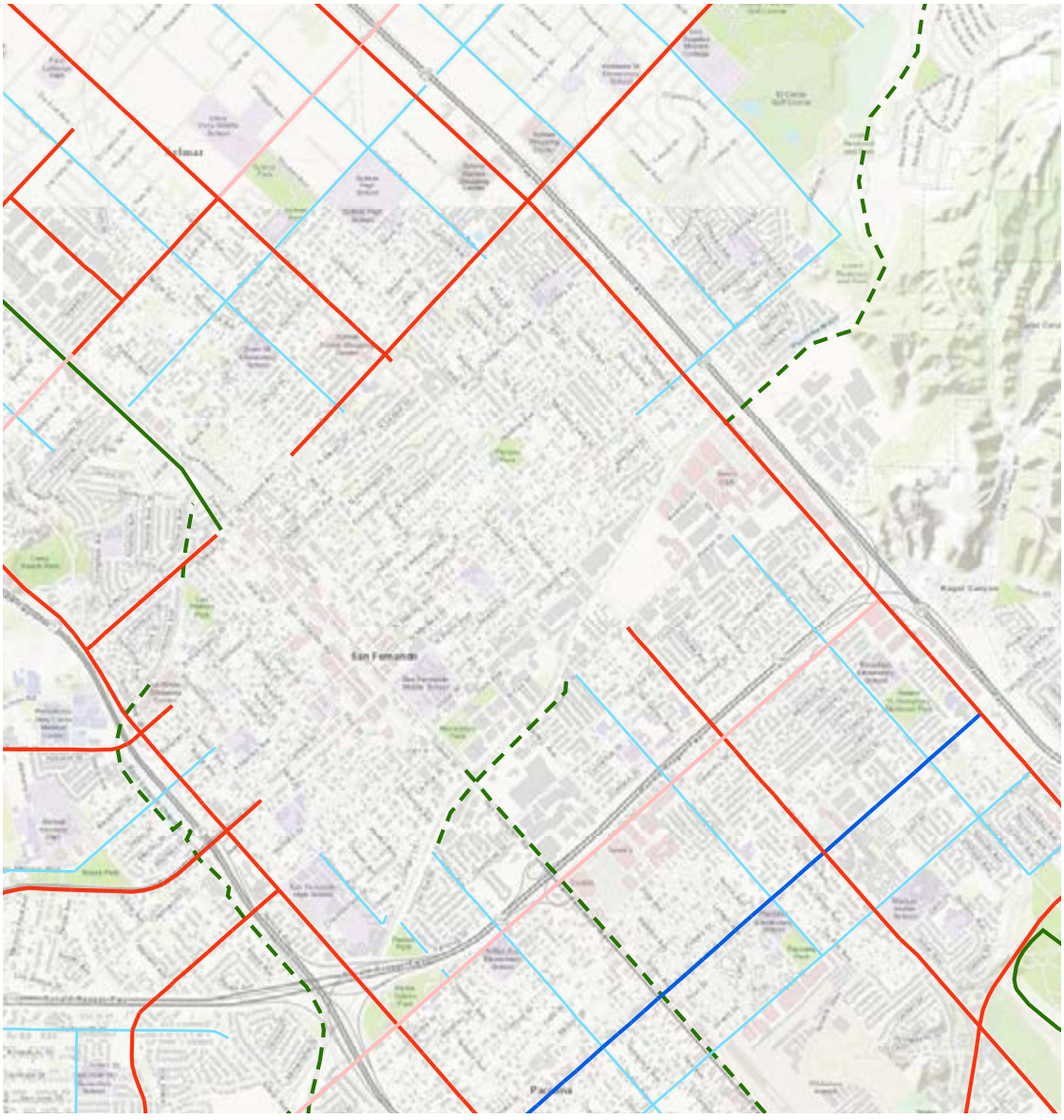


Neighboring Jurisdictions

Los Angeles Mobility Plan 2035 (2016)

The City of Los Angeles adopted a new Mobility Element to its General Plan in 2016. The Element includes priority networks for vehicles and non-motorized modes, lays out new roadway designations and requirements, and maps the vision for new facilities and improvements to existing facilities. Since San Fernando is bordered by Los Angeles in every direction, it will be critical for the two cities to work together to develop and implement projects. The figure below shows the bikeway network that is envisioned for 2035 in Los Angeles, several of which connect to San Fernando. Tier 1 (BEN) and Tier 2 (BEN) are bike lanes; Tier 3 (BEN) are protected bike lanes; Tier 1 (NEN) and Tier 2 (NEN) are bike routes with enhancements, and the Green Network are multipurpose paths.

Map 7: San Fernando Connections - LA Bicycle Network



The Mobility Element defines the street designations and standard roadway dimensions in Los Angeles. For road reconfigurations, these street dimensions and specifications will be considered to maintain connectivity with the City of Los Angeles.

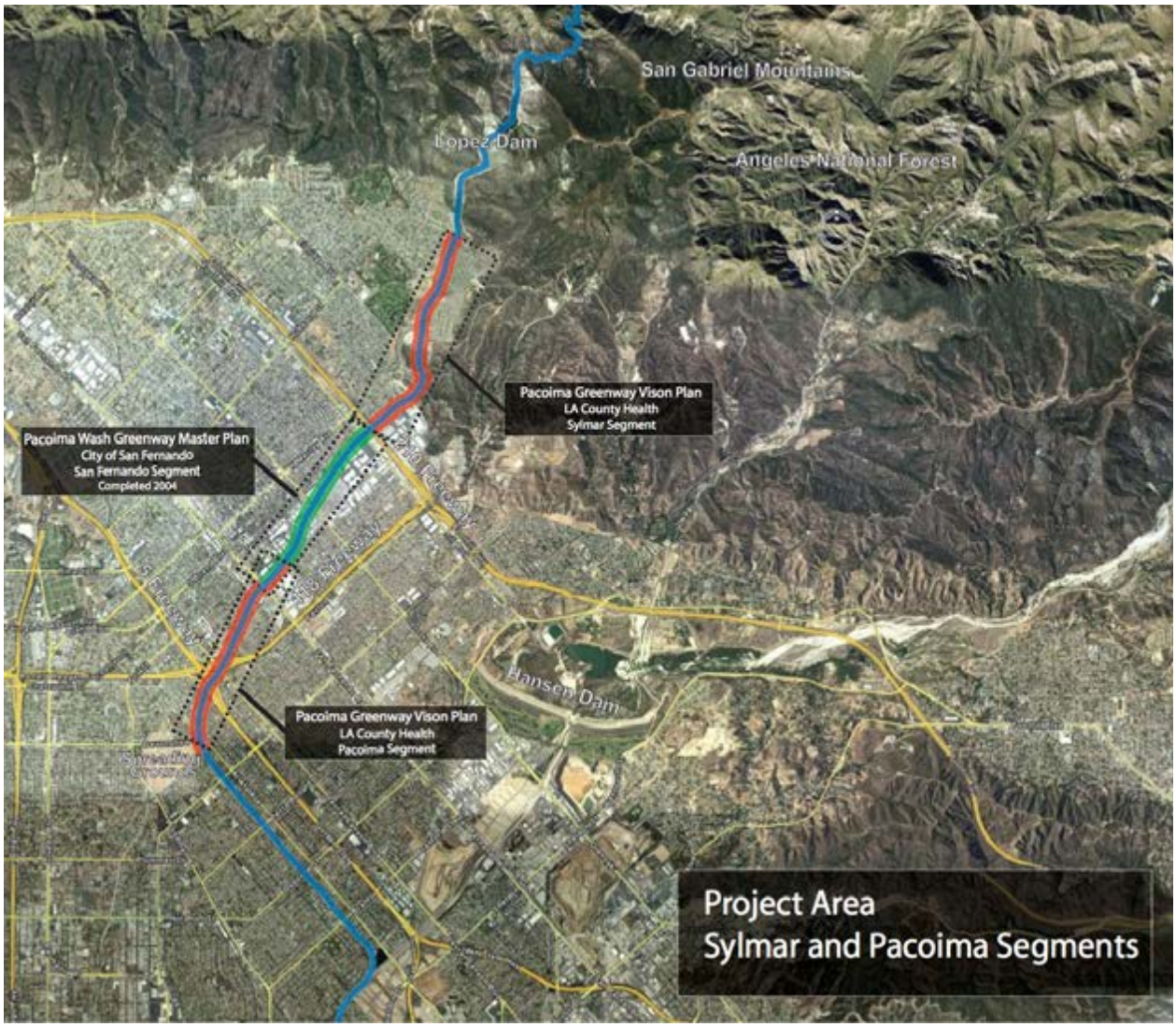
Table 6: Street Classifications from LA Mobility Element

Street Designations and Standard Roadway Dimensions				
Previous Designation	**Previous Designated Dimensions**	**Example of Previous Built Dimensions**	**New Designation(s)**	**New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)**
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10–25)
(New Designation)			Shared Street	(30' / 10')
(New Designation)			Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28–35/12 or 18)
			Bi-Directional Service Road – Adjoining Arterial Streets	(33–41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

Pacoima Wash Vision Plan (2011)

Pacoima Beautiful, a local community-based organization, coordinated the development of the Pacoima Wash Vision Plan, which details a vision to create an active use path from the San Gabriel Mountains into the San Fernando Valley. Through the Plan's development, Pacoima Beautiful led an extensive outreach process with the community, and in coordination with Los Angeles County Department of Public Works, and the cities of Los Angeles and San Fernando. Some of the content of the Pacoima Wash Vision Plan was incorporated into the Sylmar-Arleta Community Plan, part of Los Angeles' Land Use Planning element. The City of San Fernando has actively pursued funding to realize the Vision Plan in San Fernando's portion, including most recently, the State Active Transportation Program Cycle 3.

Figure 12: Pacoima Wash Vision Pl

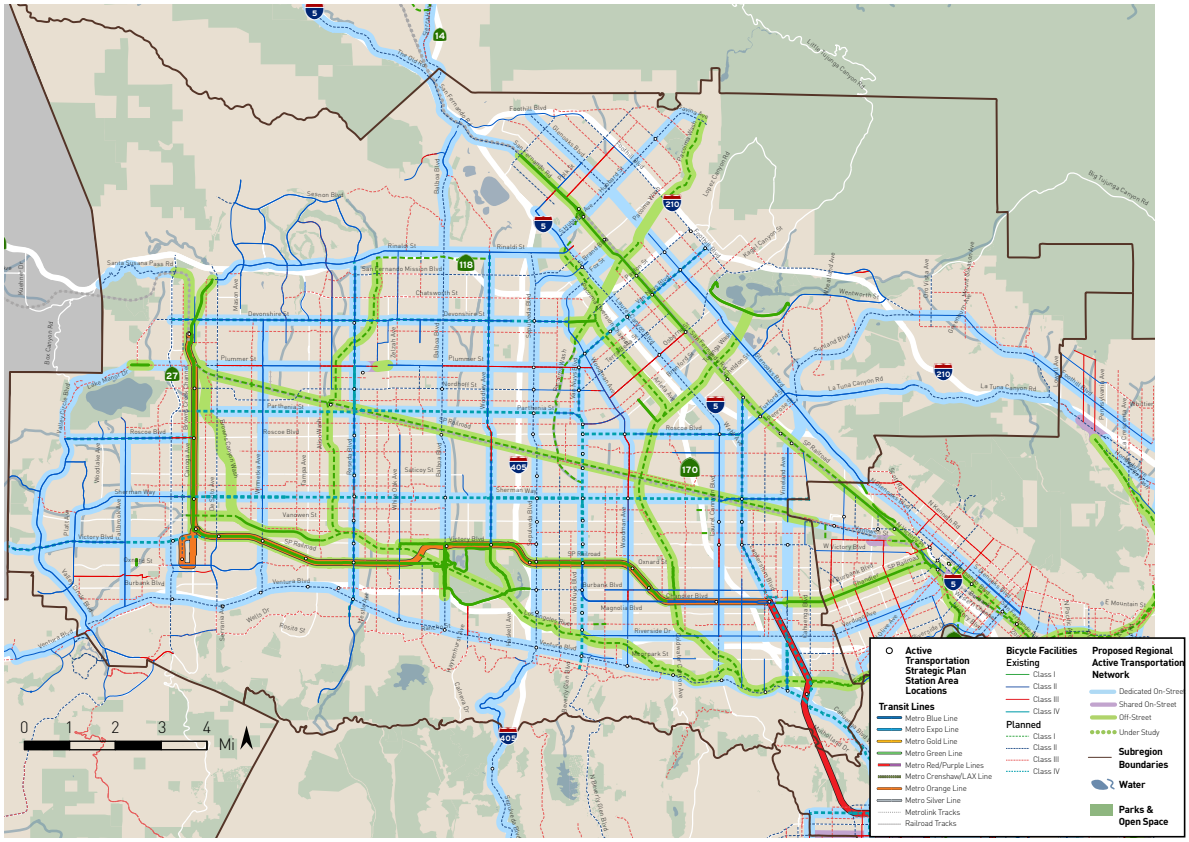


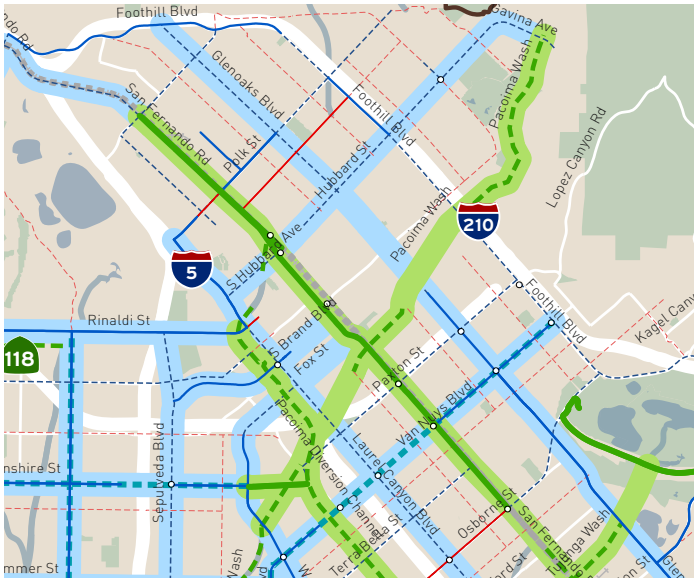
County / Regional

Active Transportation Strategic Plan (Metro)

In 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Active Transportation Strategic Plan for the region which details a countywide vision for active transportation, highlights priority projects, and documents the cost of Implementing while also looking at funding options.

Figure 13: San Fernando Valley — Metro Active Transportation Strategic Plan





Active Transportation Strategic Plan Station Area Locations

Transit Lines

- Metro Blue Line
- Metro Expo Line
- Metro Gold Line
- Metro Green Line
- Metro Red/Purple Lines
- Metro Crenshaw/LAX Line
- Metro Orange Line
- Metro Silver Line
- Metrolink Tracks
- Railroad Tracks

Bicycle Facilities

Existing	Planned
Class I	Class I
Class II	Class II
Class III	Class III
Class IV	Class IV

Proposed Regional Active Transportation Network

- Dedicated On-Stree
- Shared On-Street
- Off-Street
- Under Study
- **Subregion Boundaries**
- **Water**
- **Parks & Open Space**

The Plan lays out existing bicycle facilities, planned bicycle facilities, and a proposed regional active transportation network (Figure 14). Figure 15 gives a closer look at the proposed bicycle network improvements that impact the City of San Fernando. Most noteworthy in this proposed network for San Fernando are Glenoaks Blvd. as a dedicated on street bikeway, the Pacoima Wash as a multi-use shared off street path, and Hubbard Ave. as a recommended dedicated on street bikeway. The section of Hubbard that runs through San Fernando borders the San Fernando/Sylmar Metrolink station, which is slated for an upgrade, so these projects need to be closely coordinated to consider the station approaches for active modes and access to nearby destinations for active modes.

East San Fernando Valley Transit Corridor (Metro)

Metro service across Los Angeles County is expanding rapidly, which includes new rail services (Expo, Gold, and Purple lines) as well as new bus rapid transit expansions, which will create greater connectivity to the San Fernando Valley and the City of San Fernando. The proposed East San Fernando Valley Transit Corridor (example light rail alignment shown on the right) will connect San Fernando to the Orange Line, which will include key destinations such as Pacoima and Van Nuys Blvd. This connection point will give San Fernando residents greater access to jobs in the region as well as the potential to bring more visitors to the City. Metro is currently studying several options including "no build" and "transportation systems management" alternatives (all costs listed are preliminary capital costs in 2014 dollars and are subject to change), as shown in Table 7.

Figure 14: Potential Light Rail Alignment of East San Fernando Valley Transit Corridor

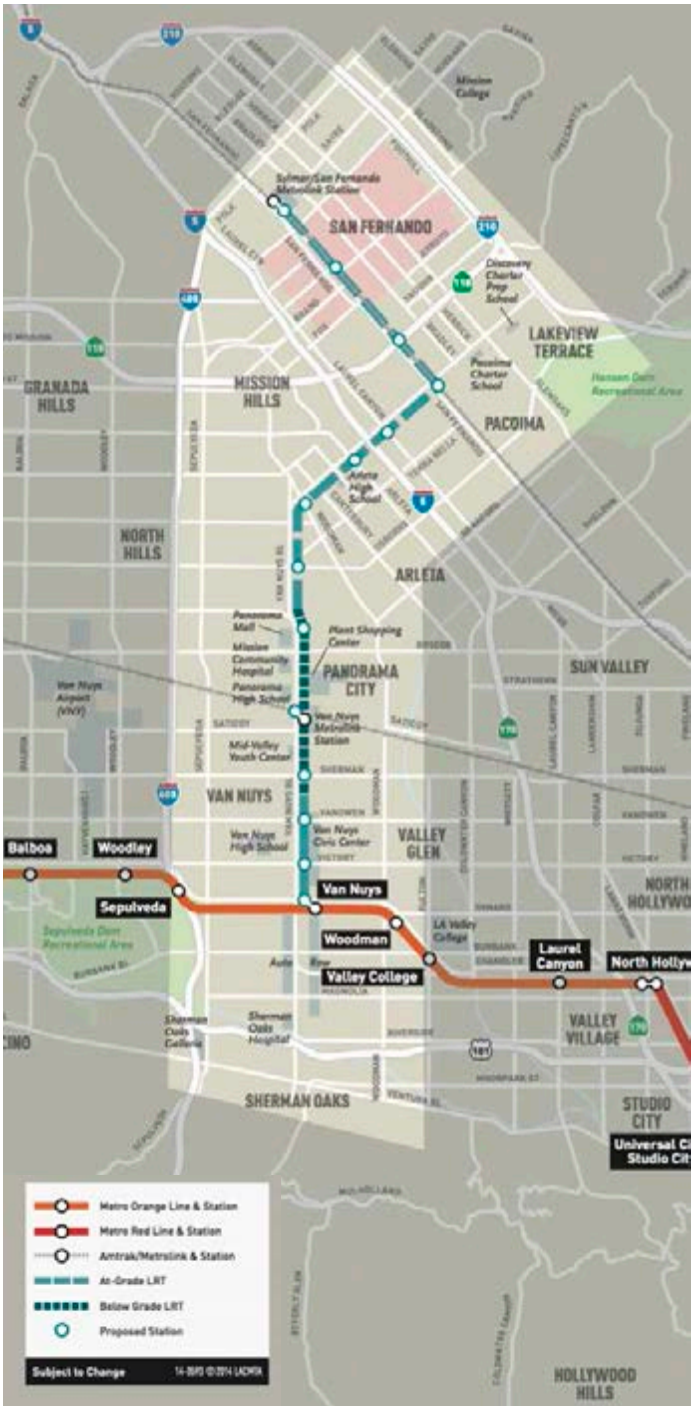


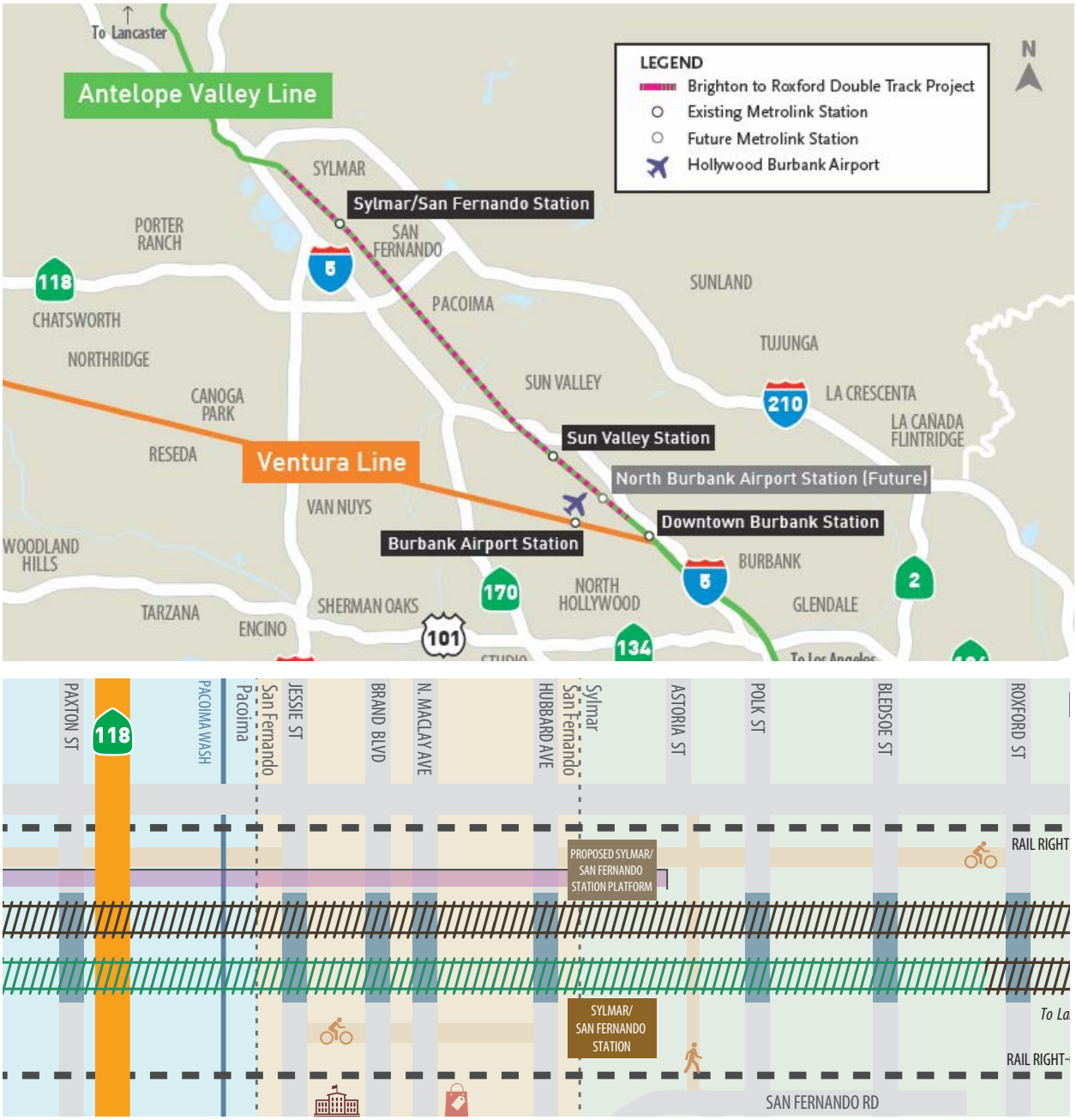
Table 7: East San Fernando Valley Transit Corridor Alternatives

Alternative and Description	Design Image
Alternative 1: Curb-running Bus Rapid Transit (BRT) - Similar to the Wilshire BRT service, there would be 6.7 miles of curb-running dedicated busway and 2.5 miles of mixed flow lanes along San Fernando Road operating either 24 hours or only in peak periods with 18 enhanced stations. This alternative would cost $294 million.	
Alternative 2: Median-running BRT - Similar to the Metro Orange Line, buses would run in a 6.7 mile dedicated median busway in the center of Van Nuys Boulevard, and 2.5 miles of mixed flow operations along San Fernando Road and would include 17 stations. This alternative would cost $402 million.	
Alternative 3: Low-floor Light Rail Transit (LRT)/Tram - Similar to San Diego, Portland and European systems, this alternative would operate in a dedicated guideway in the center of Van Nuys Boulevard for 6.7 miles and 2.5 miles mixed-flow along San Fernando Road with 28 enhanced stations. This alternative would cost $1.3 billion.	
Alternative 4: LRT - Similar to existing Metro LRT Lines, trains would operate for 6.7 miles in a median dedicated guideway with 2.5 miles underground. The trains would run for 2.5 miles on railroad right-of-way adjacent to San Fernando Road. There would be 14 stations, three of which would be underground. This alternative would cost $2.7 billion.	

Brighton to Roxford Double Track Project (Metro)

The Brighton to Roxford Double Track Project will a second main line track to an approximately 11-mile single track transportation corridor in east San Fernando Valley. The Project will be implemented in an active rail corridor within existing rail, public, and station right-of-ways. The corridor runs between Hollywood Way in the City of Burbank and through the cities of Los Angeles and San Fernando, to Roxford Street in Sylmar. This project will create over 25 miles of continuous double track rail from Downtown Los Angeles to the San Fernando Valley. In addition to the double track, the project also involves station and platform improvements in San Fernando. This rail expansion may require reconfiguration of the existing bicycle path, which parallels the tracks. Additionally, the rail expansion would include enhancement of pedestrian and traffic safety amenities (pedestrian gates, light, crosswalk improvements, etc.) in order to enhance multi-modal transportation opportunities.

Figure 15: Double Track Project Area & Future Alignment Graphic



Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS 2016)

This regional vision document specifies the regional approach to transportation and land use as the region grows. It looks at funding for active transportation, prioritizing key projects that will enhance regional connectivity, and supports local jurisdictions to have the tools required to meet the latest standards regarding the development of active transportation plans.

Complete Streets

The RTP/SCS highlights the Southern California context for complete streets and the elements that are required to be a part of these policies as dictated by the State. Complete Streets are a required aspect of major General Plan updates and the RTP/SCS can be referenced to learn more about the Southern California standards.

Complete streets principles include four main strategies:

- Regional-Trip Strategies
- Transit Integration Strategies
- Short-Trip Strategies
- Education/Encouragement Strategies

Each of these strategies play an important role in the Active Transportation Master Plan. Regional trip strategies include expanded off-street networks that accommodate long distance trips. Transit integration includes looking at how pedestrians can safely and conveniently walk or bike to transit stations to complete their trips. Short-trips that can be completed using walk or bike as their primary mode will be a large focus of this plan. To support all of these activities, expanded education/encouragement strategies will be required for people to learn about opportunities and how to walk and bike safely.

Complete Streets Policies are now required when there is an update being made to a General Plans, so this RTP will help to guide the City in to the development of its Complete Streets Policy.

Design Standards

Classification of bicycle types come from the Caltrans Highway Design Manual and will be used in this Plan.

Active Transportation Goals

The RTP spells out six goals related to active transportation:

- Reduce fatalities
- Develop and active transportation friendly environment
- Increase active transportation usage
- Encourage development of local plans
- Develop Safe Routes to School policies
- Develop Complete Streets policies

This Plan directly contributes to each of the RTP goals for active transportation. The plan strives to create a local environment that is safe for active use as well as completing part of the regional network and participating in inter-jurisdictional collaborations to build out projects.

Integration with Transit

SCAG spells out for the user the types of considerations that must be a part of any local area plan around a transit station to make that station accessible to people on foot and bicycle. See Transit Integration in the Active Transportation Appendix for more information.

Public Health Goals

The RTP/SCS separates out the areas of Public Health that will be improved by the RTP goals, as shown in the next table.



Table 8: Public Health Focus Area and RTP/SCS Goals

RTP/SCS Goals	Access to Essential Destinations	Affordable Housing	Air Quality	Climate Adaptation	Economic Opportunities	Physical Activity	Transportation Safety
Maximize mobility and accessibility for all people and goods in the region.		✓			✓	✓	✓
Ensure travel safety and reliability for all people and goods in the region.	✓						✓
Preserve and ensure a sustainable regional transportation system.			✓	✓	✓	✓	
Maximize the productivity of our transportation system.	✓	✓			✓		
Protect the environment and health of our residents by improving air quality and encouraging active transportation.		✓	✓	✓		✓	✓
Actively encourage and create incentives for energy efficiency, where possible.			✓	✓	✓		
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	✓	✓	✓	✓		✓	
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.							✓

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4 Vision, Goals, and Measures

This chapter identifies the City of San Fernando's vision, goals, and measures for active transportation. Achieving the vision will require a collaborative and inclusive approach among the City, neighboring jurisdictions, regional transportation agencies, community partners, the business community, and others



Definitions

The **vision** is the overarching frame for what the City hopes to accomplish through the implementation of this Plan.

The **goals** support the vision and describe a desired future condition; they are outcome-oriented and achievable over time.

The **measures** are quantifiable and provide a basis to track progress toward achieving the goals.

Vision

The Safe and Active Streets Plan envisions an equitable, inclusive, and engaged San Fernando community, in which walking and bicycling are: the safest and most comfortable transportation options for all trip types; are an integral part of daily life for people of all ages, abilities, and income levels; and, encourage fun and free-play among San Fernando residents of all backgrounds.

Goals

Mobility

The City aims to increase the **mobility** of people walking and bicycling in San Fernando for all trip types and for people of all ages and abilities.

Residents of and visitors to San Fernando on foot, bike, or skateboard should be able to access important destinations in the city as easily as those who drive. The City will strive to connect destinations throughout San Fernando with high quality bikeways and pedestrian network to ensure equivalent mobility for those walking and bicycling with those who drive.

Safety

The City aims to enhance **safety** for all users of the transportation system, and particularly for those walking and bicycling.

Streets are a large part of San Fernando's public space and should be designed to ensure all users, especially the most vulnerable, are safe. Changes to the design and maintenance of streets, sidewalks, and intersections could help improve safety and reduce the severity of any collisions that should occur. Combining these engineering strategies with education and enforcement will ensure behavior change over time to create a safer community. The City envisions a transportation that is safe and comfortable for all users, regardless of mode choice.



Attractiveness and Viability

The City aims to increase the **attractiveness and viability** of walking and bicycling.

In order to increase the number of people walking and bicycling for transportation and recreation, they must be attractive and viable options. The City can make walking and bicycling attractive by not only implementing the recommendations of this Plan, but further enhancing facilities by providing trees, benches, and other amenities. The City should strive to make walking and bicycling a viable option by ensuring attractive and regional connections. The City can also provide incentives to encourage residents and visitors to walk and bike through programs like discounts, bike friendly businesses, etc. The City envisions a transportation environment where walking and bicycling is just as attractive and achievable as any other mode.

Public Health

The City aims to improve **public health** for all San Fernando residents through the transportation system

The connection between transportation and health has been well-researched and documented. Transportation systems can positively or negatively impact public health. Through the implementation of this Plan, San Fernando has an opportunity to not only create a more sustainable transportation system, but a healthier population. San Fernando strives to make "the healthy choice, the easy choice" with the implementation of this Plan. Some of the opportunities to improve public health through transportation are increased physical activity rates, reduced rates of chronic disease, and improved air quality leading to fewer emergency asthma incidents, fewer severe and fatal traffic collisions, and others. The City envisions a transportation system that supports and improves the health of its residents.

Awareness

The City aims to increase **awareness** among San Fernando residents, and especially the student and parent population, about active transportation options and how to walk, bike, and drive safely.

Bicycling and walking may be new forms of transportation for many San Fernando stakeholders, and they may not be aware of the opportunities and benefits. The City will strive to increase awareness of bicycling and walking as a mode of transportation and how to do so in San Fernando and the region through programs, advertising, and education with both local and regional partners. The City envisions its residents being well-versed on the benefits of active transportation and how to engage in active transportation if they choose to do so.

Community and Wellness

The City aims to create a greater sense of **community and wellness** among San Fernando residents through active transportation programs and infrastructure.

Active transportation projects and programs should be developed with overall wellness and a sense of community in mind. The more people that are walking and bicycling, the greater opportunities there may be for social interaction and connectedness. This can lead to more positive neighborhood perceptions and an increased sense of community. Projects and programs should incorporate meaningful and inclusive community engagement that fosters opportunities for social connections.



Measures

The City should collect data every two years on the following measures to understand progress towards the Vision and Goals identified in this Plan. The measures should be evaluated at regular intervals to ensure continued progress and to adapt projects to changing conditions.

Table 9: Measures for Plan Progress

Goals	Measure	Data Source	Baseline	2020 Benchmark
Mobility	Walking and biking counts	Manual or automated counts	155 to 798 Pedestrian Average Daily Volume 6 to 153 Bicycle Average Daily Volume (See Chapter 5)	Increase by 10% across all locations
	Student mode share percentage	Student tally surveys	16.6% walk 0.5% bike	Increase by 10% overall
	Commute mode share percentage of people walking and bicycling	American Community Survey (5 year, 2011-2015)	3.3% walk 0.4% bike (3.7% active modes)	Increase by 5% overall (3.9% active modes)
Safety	Number of severe injuries and fatalities due to traffic collisions	SWITRS (5 year, 2009-2013)	10 severe injuries 3 fatalities	Annual reduction of fatalities 3%; Annual reduction of severe injuries by 1.5%
	Number of severe injuries and fatalities for bicyclists and pedestrians due to traffic collisions	SWITRS (5 year, 2009-2013)	2 severe injuries to people biking 0 fatalities of people biking 4 severe injuries to people walking 0 fatalities of people walking	Annual reduction of fatalities 3%; Annual reduction of severe injuries by 1.5%
Attractiveness	Percentage of Plan bikeway projects implemented or improved	City records	0	5%
	Percentage of Plan pedestrian projects implemented or improved	City records	0	5%
Public Health	Percentage of residents achieving recommended amount of aerobic exercise per week	2017 Key Indicators of Health Report from Los Angeles County Department of Public Health	66% (SPA 2)	Increase by 5%
Awareness	Percentage of schools with a walking or bicycling education or encouragement program	School records	14% (2 out of 14 schools)	35% (5 out of 14 schools)
	Number of citywide traffic safety education or encouragement programs implemented or improved	City records	3	5
Community & Wellness	Percentage of students/staff who feel cohesion and support at local schools	LAUSD School Report Cards http://getreportcard.lausd.net/reportcards/reports.jsp	80-93%	All schools at 93%
	96% or higher attendance for students and staff at local schools	LAUSD School Report cards	68-76%	All schools at least at 80%



5 Existing Conditions

Existing conditions in San Fernando set the framework for proposed policies, programs, and infrastructure. The Project Team has assembled data from local, state, and national sources (e.g. United States Census), as well as new data collected through fieldwork and surveys.



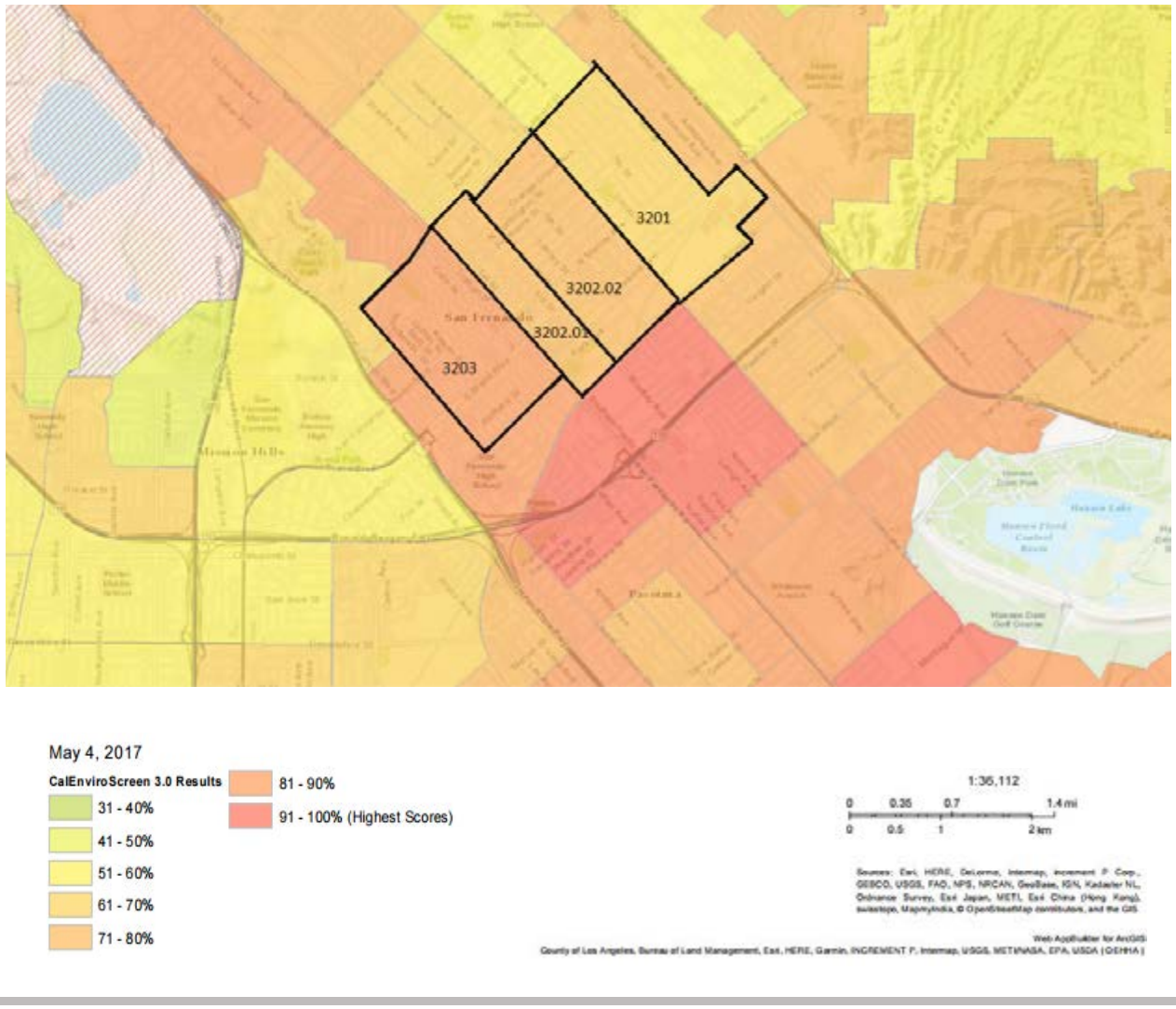
Demographics

CalEnviroscreen (CES)

CalEnviroScreen is a mapping tool that helps identify communities most impacted by pollution. The tool was developed by the California Office of Environmental Health Hazard Assessment. CalEnviroScreen compiles environment, health, and socioeconomic data to create a score for each census tract in California. High scores indicate higher pollution burdens. The tool and more information is available at: http://oehha.ca.gov/calenviroscreen

San Fernando has four (4) census tracts within its limits with CalEnviroScreen scores ranging from 71-95%; this indicates that San Fernando is disadvantaged compared to other California communities. The southern region of the city (south of Fourth Street) has higher scores (91-95th percentile), when compared with the northern region. This could be due to its close proximity to the freeway, as pollutants and environmental hazards tend to be higher in areas with more vehicular traffic. Environmental pollutants can pose a threat to those who depend on active modes because of increased exposure. This area also has a more vulnerable population, with older adults (median age is 54), linguistic isolation (88%), and poverty (95%). The map below shows the range of scores.

Map 8: CalEnviroScreen 3.0 Results Map



Health Disadvantaged Index (HDI)

The Health Disadvantaged Index was developed by the Public Health Alliance of Southern California as a way to identify cumulative health disadvantage in California (http://phasocal.org/ca-hdi/). The HDI is a composite index that includes non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior, and disease. These factors are often called the "social determinants of health" and form the root causes of health disadvantage. The HDI can help highlight health gaps that the CalEnviroScreen score may not, such as economic resources, social resources, educational resources, health outcomes, environmental hazards and neighborhood infrastructure.

As shown in the map below (or http://arcg.is/2e9QEAY), the southern region of San Fernando is considered most disadvantaged, and the northern region is disadvantaged, but less so.

Map 9: Health Disadvantage Index Results Map

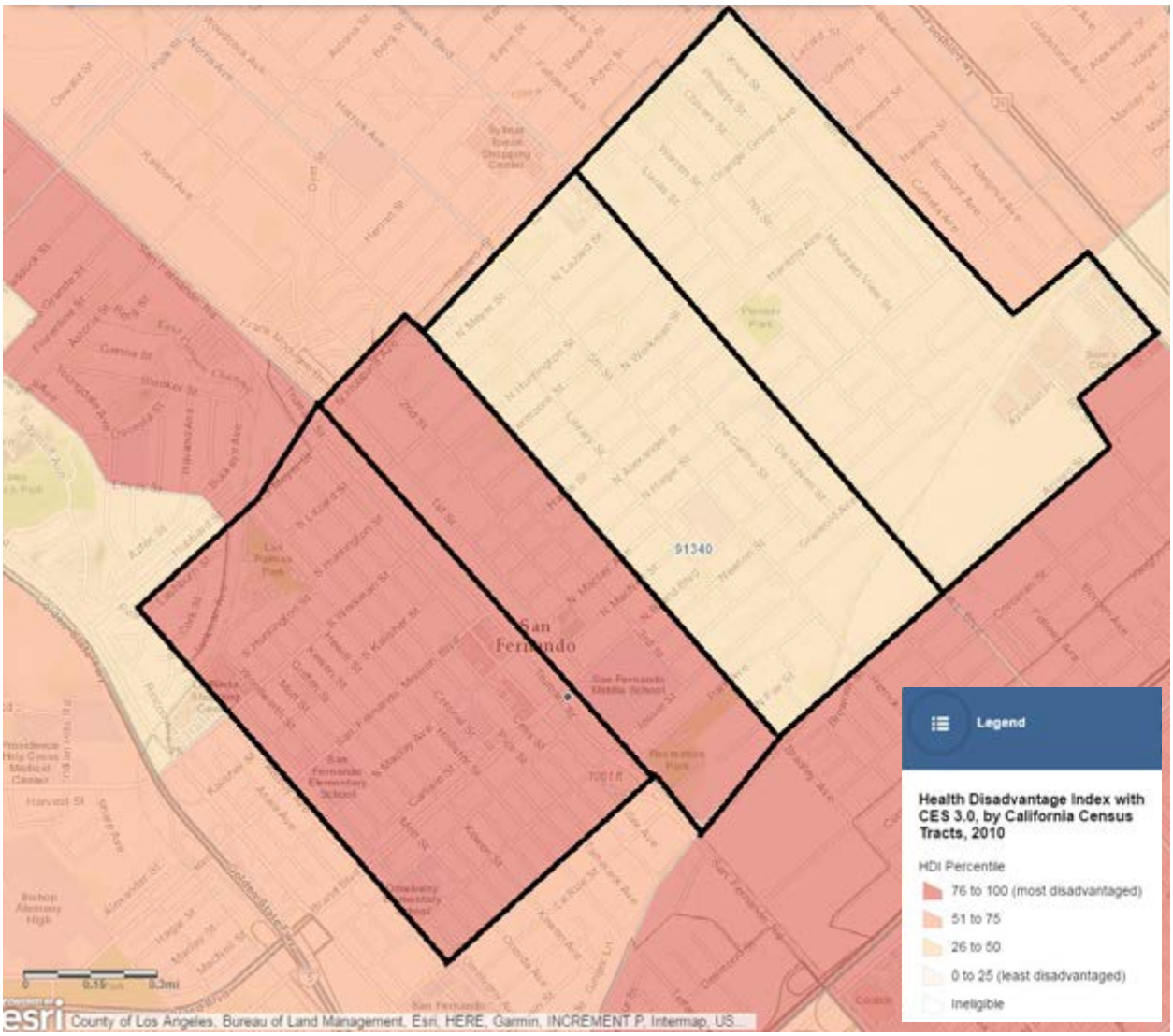


Table 10: Health Disadvantage Index Scores

	Census Tract			
	3203	3202.01	3202.02	3201
Zip Code	91340	91340	91340	91340
Population	6948	3,756	5,797	7,144
HDI Score	0.61	0.73	0.21	0.22
HDI Percentile	79.1%	85%	42.2%	43.1%
CES Percentile	93.2%	90.5%	83.7%	72%

The average HDI percentile for the City of San Fernando is 62.3%, slightly higher (making it worse) than the Los Angeles County score of 60.1%. Areas north of Fourth Street have better economic and social resources, including lower unemployment rates, higher median income, and lower rates of renter occupancy.

The area south of Fourth Street has poorer educational opportunities, with a higher rate of age-eligible children not enrolled in preschool. Citywide, a significant portion of the population makes visits to the emergency room for respiratory related conditions, which may be correlated to higher pollution levels indicated by CalEnviroScreen.

The complete neighborhoods score shows above average scores for access to foods and supermarkets, recreational, and retail accessibility. Overall, indicators for the community highlight a need for increased tree canopy; an increase in trees and shaded areas for people walking may encourage residents to engage in healthy recreational activities citywide.

Table 11: Health Disadvantage Index Score – San Fernando v. L.A. County

	Percentile Ranking Comparison	
Domain/Indicators	San Fernando	Los Angeles County
Economic Resources	66.1	88.9
Social resources	76.8	58.8
Educational Opportunity	44.7	43.9
Health Outcomes	60.8	54.0
Environmental Hazards	32.8	36.1
Complete Communities	27.6	13.7
HDI Percentile	62.3%	60.0%
CES Percentile	84.9%	64.8%

* Figures are estimates, unincorporated areas and missing data has not been included in data set

** Los Angeles County scores based on average HDI scores from data .csv file at http://phasocal.org/wp-content/uploads/2015/09/00-Methodology-for-a-Health-Disadvantage-Index-for-California_Feb2015.pdf



American Community Survey

The American Community Survey is an annual survey conducted by the United States Census Bureau. The survey is intended to assist decision makers by providing key demographic facts about a community. The following table was developed using American Fact Finder (https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml?src=bkmk), which compiles data from the American Community Survey, American Housing Survey, Annual Economic Surveys and other data sources to provide community demographics.

Table 12: San Fernando Data from American Community Survey (2011 to 2015)

Indicator	Value
Population size	24,296 people
City size	2.39 square miles
Density	10,165 people per square mile
Race / Ethnicity Breakdown	89.5% Hispanic or Latino
	8% White (of non-Hispanic origin)
	1.2% Other
	0.7% African American
	0.5% Asian
Foreign Born population	43.4%
Age	6.6% Under 5 years
	15.9% 5 to 14 years
	15.4% 15 to 24 years
	17.2% 25 to 34 years
	15.5% 35 to 44 years
	11.6% 45 to 54 years
	9% 55 to 64 years
	5.7% 65 to 74 years
	1.8% 75 to 84 years
	1.1% Over 85 years
Gender	51.9% male
	48.1% female
Household size	3.9 persons per household
Median household income	$55,170 (2% lower than Los Angeles County's median income of $56,196)
English proficiency	32.3% state their ability to speak English is "less than very well"
Vehicle ownership	2.9% No vehicle available
	12.4% 1 vehicle available
	34.3% 2 vehicles available
	50.4% 3+ vehicles available
Commute to work mode	89.4% drive their car, truck, or van to work
	77.7% typically commute alone
	4.5% public transit users
	3.3% walk
	0.4% bicycle
Travel time to work	28 minutes

From these data, we can infer:

- Given the high proportion of non-native English speakers, outreach and education must be conducted in Spanish in addition to English;
- Given the high percentage of foreign-born in the population, education and enforcement programs should be culturally-relevant and potentially address behaviors and norms that are common in other countries;
- San Fernando's large youth population indicates an opportunity to influence walking, bicycling, and driving habits early on, and the need for programs that target younger people;
- Household sizes are large in San Fernando with lower median incomes; this may indicate more pressing economic needs that should be considered when investing in active transportation, and possible intergenerational households.

Collisions

Severe injury and fatal collisions can be prevented with targeted infrastructure improvements and programs. Understanding where and why collisions are happening can help point to priority locations for infrastructure improvements, as well as potential needs for additional enforcement and education programs. The Statewide Integrated Traffic Records System (SWITRS) is a repository of vehicle-involved collisions across California. The tables below summarize this data for San Fernando from 2009 to 2013.

Table 13: Injury Collisions in San Fernando (2009-2013)

Severity	Total Collisions	Vehicle-Vehicle Collisions	Pedestrian-Vehicle Collisions	Bicycle-Vehicle Collisions	Motorcycle-Vehicle Collisions	Vehicle-Object Collisions	Not Stated
Fatal	3	0	0	0	3	0	0
Severe Injury	10	2	4	2	1	1	0
Other Visible Injury	66	40	13	8	1	4	0
Complaint of Pain Injury	246	183	24	19	7	9	4
Total	**325**	**225**	**41**	**29**	**12**	**14**	**4**

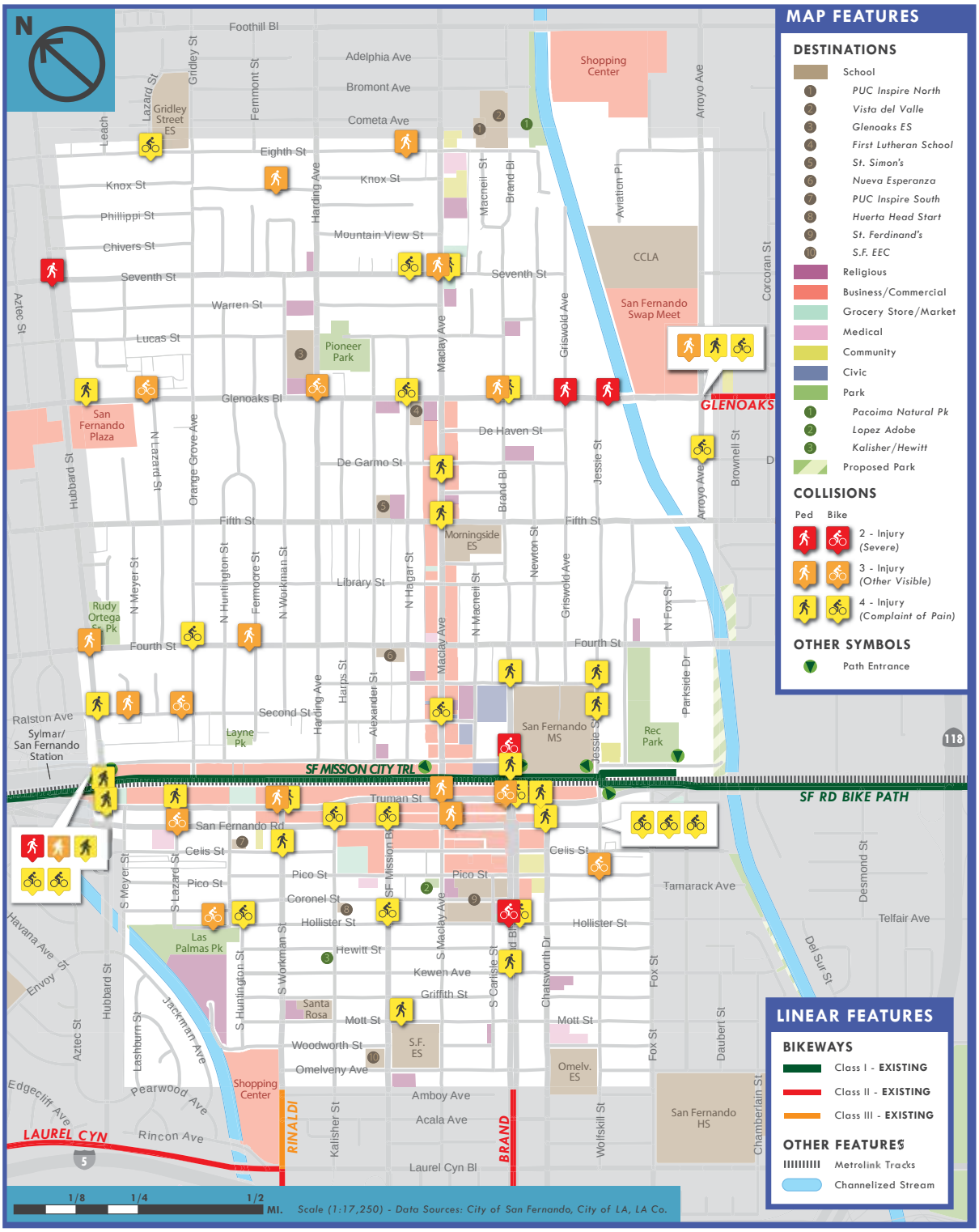
Table 14: Collision Victims in San Fernando (2009-2013)

Severity	Total Victims	Vehicle Victims	Pedestrian Victims	Bicycle Victims	Motorcycle Victims	Not Stated
Fatal	3	0	0	0	3	0
Severe Injury	10	3	4	2	1	0
Other Visible Injury	73	47	16	8	1	0
Complaint of Pain Injury	336	288	25	18	5	0
Total	**419**	**338**	**43**	**28**	**10**	**0**



The map shows the locations of pedestrian and cyclist-involved collisions, collision severity, and the volume of collisions.

Map 10: Collisions Involving People Walking or Biking (2009 to 2013)



Most bicycle-involved collisions occurred on:

- San Fernando Road;
- Hollister Street;
- Glenoaks Boulevard;
- Brand Boulevard; and
- Second Street.

None of the bicycle-involved collisions were deemed “hit and run” and the most common crash types were “broadside” and “vehicle/pedestrian.” The most common violation categories were “wrong side of the road” and “traffic signals and signs.”

Most pedestrian-involved collisions occurred on:

- Hubbard Avenue;
- Glenoaks Boulevard;
- Truman Street; and
- Brand Boulevard.

The most common violation categories were “pedestrian right-of-way” and “pedestrian violation.” These violation categories correspond to the California Vehicle Code (i.e., the offense). "Pedestrian right-of-way" indicates that the pedestrian had the right-of-way, which was violated. According to the Vehicle Code, Division 11, Chapter 5 (21950), "the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection..." "Pedestrian violation" indicates that the pedestrian was considered at-fault.

Twenty-three (23) of the collisions had the pedestrian action marked as “crossing in crosswalk at intersection” and 10 “crossing not in crosswalk,” indicating that most pedestrians were crossing at marked locations. Three of the collisions were felony hit and run; four were misdemeanor hit and run.



Bicycle and Walking Trips

Bicycle and Pedestrian Counts

San Fernando installed automated bicycle and pedestrian EcoCounters from November 11, 2015 to December 7, 2015 at four locations in the city. The equipment uses sensors to count the number of people walking and bicycling. A person riding a bicycle on the sidewalk is counted as a pedestrian by the equipment. There is a low error rate when using the automated equipment, but on occasion, a bicycle counter may count a vehicle. The counters were on 24 hours per day for the duration of the count period.

Based on bicycle and pedestrian count best practices (available at the Southern California Association of Governments' Bicycle Count Data Clearinghouse: http://www.bikecounts.luskin.ucla.edu/), the Project Team chose the following locations:

Table 15: Bicycle and Pedestrian Automated Counter Locations & Rationale

Location	Rationale
San Fernando Mission Trail at Maclay Avenue	Only Class 1 Bicycle Path in San Fernando, close to Downtown
Brand Boulevard between First Street and Third Street	At San Fernando Middle School; assess volumes especially at pickup and drop-off for school
Arroyo Avenue between Glenoaks Boulevard and Glencrest Drive	At Cesar E. Chavez Learning Academies and San Fernando Swap Meet, both potential primary attractors for pedestrians and cyclists
Wolfskill Street between Mott Street and Woodworth Street	At O'Melveny Elementary School and along potential route to school for San Fernando Senior High School (school is located in Los Angeles)

The map shows where the count equipment was installed.

Map 11: San Fernando Automated Bicycle and Pedestrian Count Locations and Destinations Map



The table below includes the average daily pedestrian and bicycle volumes for each count location. Counts were taken on both sides of the street (for example, on both the east and west side of Brand Boulevard). The numbers below sum both sides of the street and provide the average across all days that viable count data was collected.

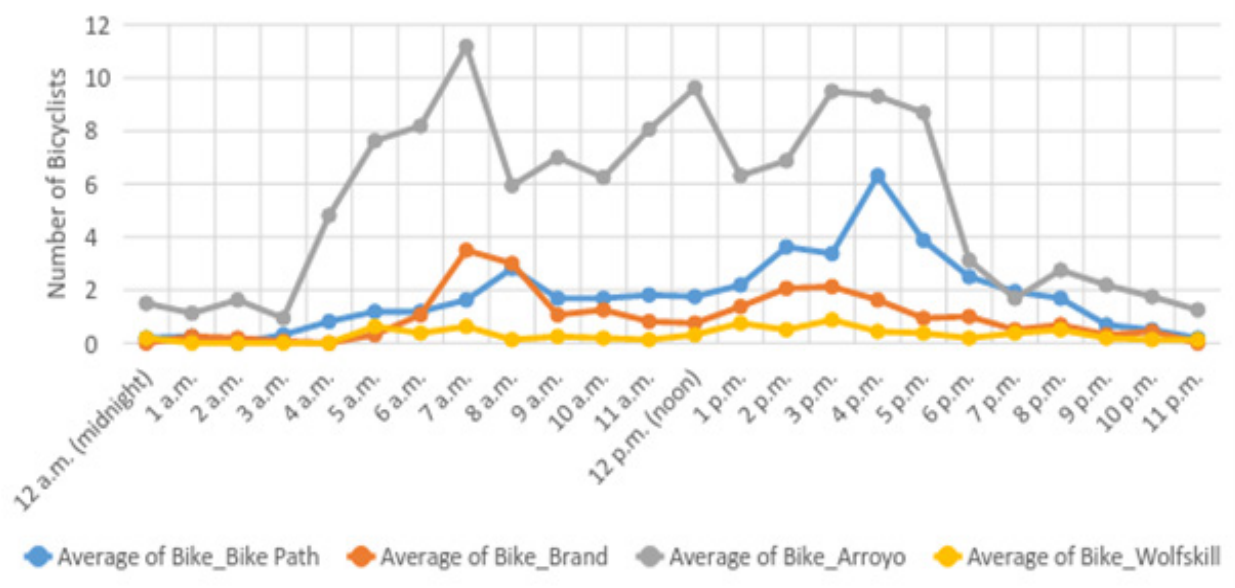
Table 16: Average Daily Pedestrian and Bicycle Volumes – Automated Counter Results

Location	Average Daily Pedestrian Volumes (bi-directional)	Average Daily Bicycle Volumes (bi-directional)
San Fernando Mission Trail at Maclay Avenue	155	43
Brand Boulevard between First Street and Third Street	676	19
Arroyo Avenue between Glenoaks Boulevard and Glencrest Drive	798	153
Wolfskill Street between Mott Street and Woodworth Street	181	6*

* One of the bicycle count tubes on Wolfskill became undone and no bicycle count data was collected for the north half of the street

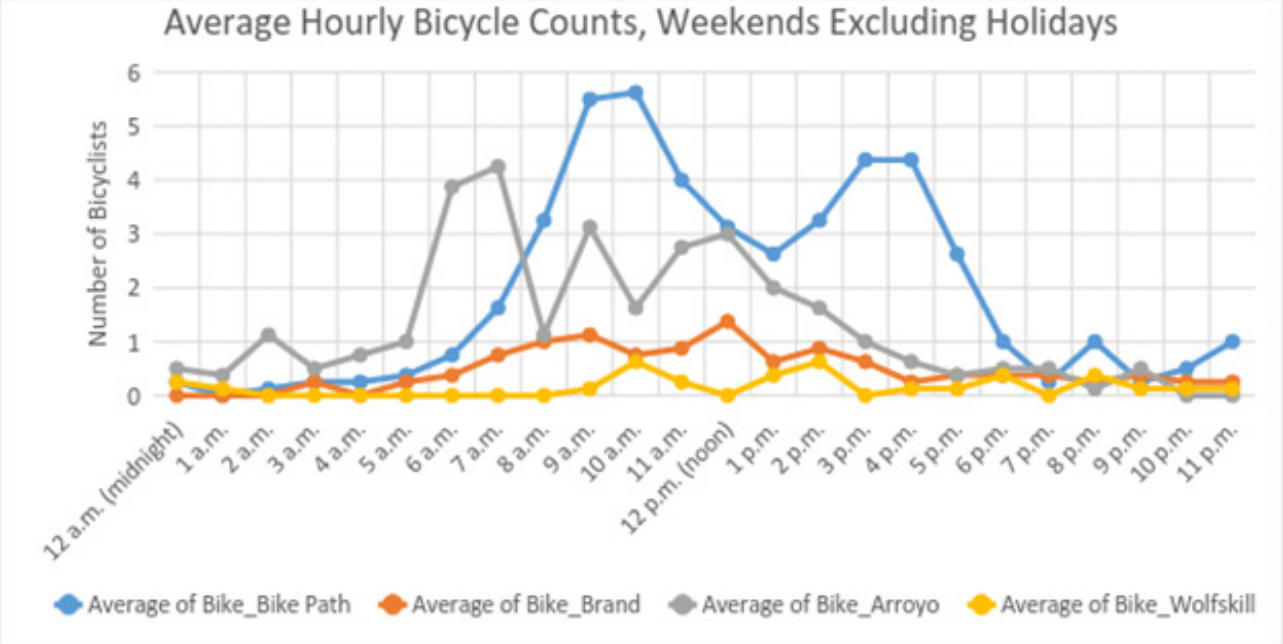
The following series of charts provide information on peak periods for walkers and bicyclists.

Figure 16: Average Hourly Bicycle Counts, Weekdays Excluding Holidays



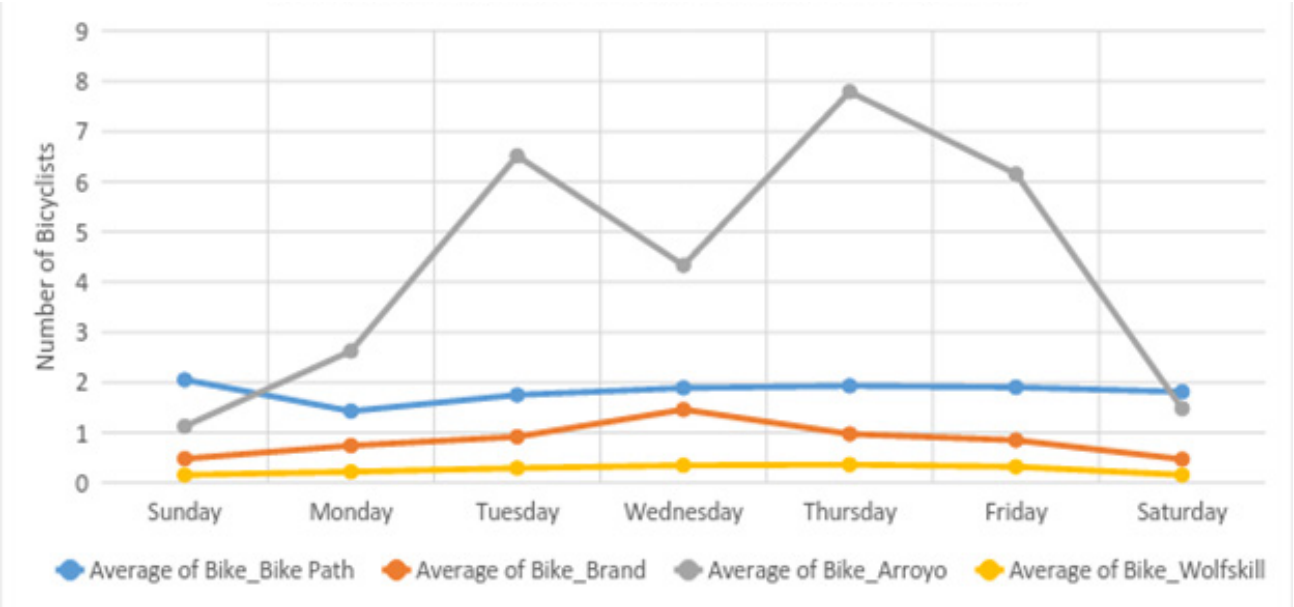
As shown in the chart above, on weekdays, there are peaks of bike travel during the morning (6 a.m. to 8 a.m.) and late afternoon (3 p.m. to 5 p.m.). This is likely due to student travel to and from school and commuters. On the San Fernando Mission Trail, there is a larger number of cyclists that use the path during evening hours when compared with morning usage. On Arroyo Avenue, we also see a peak during the midday at 12 p.m. There are a number of businesses as well as the San Fernando Swap Meet that is open during the day.

Figure 17: Average Hourly Bicycle Counts, Weekends Excluding Holidays



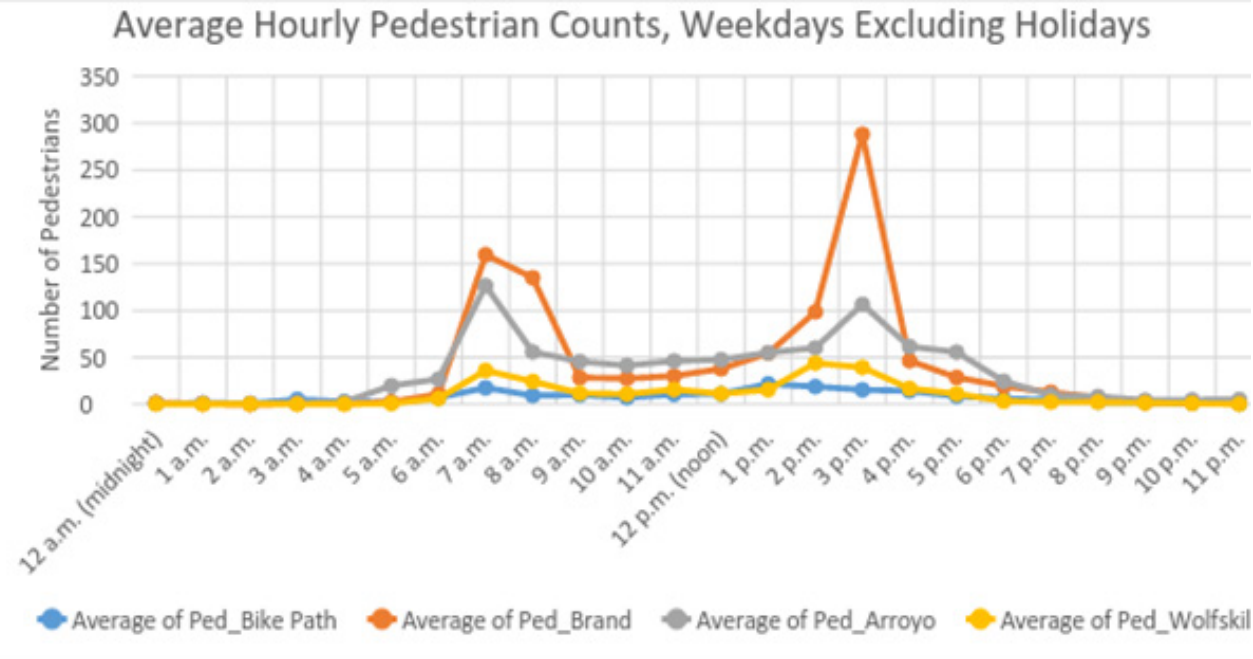
On weekends, daily travel patterns for cyclists are very different than during the weekdays. Bicycle travel is spread throughout the day, with peaks during the midday period. The San Fernando Mission Trail has much greater numbers of cyclists, indicating that the path may be used for recreational purposes or midday errands. On Arroyo Avenue, peaks remain in the morning, which could be due to shoppers and vendors arriving early at the Swap Meet.

Figure 18: Average Daily Bicycle Counts, Excluding Holidays



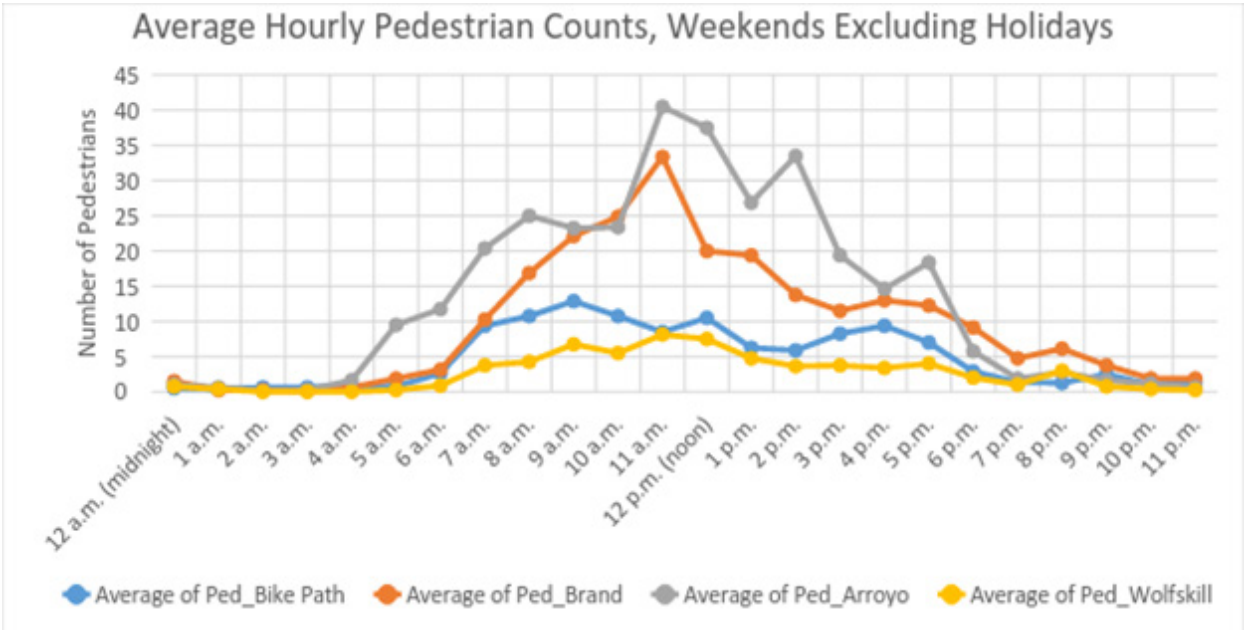
Overall, Arroyo Avenue has the greatest number of cyclists on average throughout the week, followed by the San Fernando Mission Trail, Brand Boulevard, and Wolfskill Street.

Figure 19: Average Hourly Pedestrian Counts, Weekdays Excluding Holidays



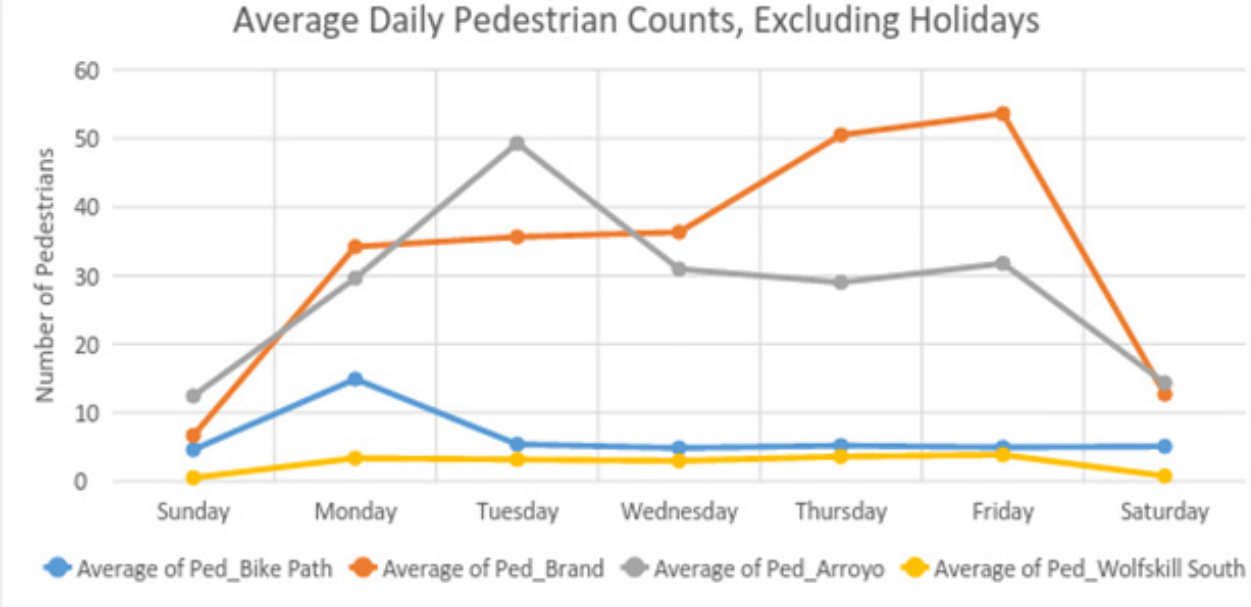
During weekdays, there is significant pedestrian activity at all locations during the morning (7 a.m. to 9 a.m.) and afternoon (2 p.m. to 4 p.m.). These coincide with school start and dismissal times, and indicate large numbers of walkers to and from school. The higher afternoon counts vs. morning counts on Brand Boulevard near San Fernando Middle School may also indicate that students are dropped off in the morning and then walk home (or to activities) after school.

Figure 20: Average Hourly Pedestrian Counts, Weekends Excluding Holidays



Similar to the pattern among cyclists, there is greater dispersion in walking during the midday on weekends.

Figure 21: Average Daily Pedestrian Counts, Excluding Holidays



The average daily pedestrian counts vary more widely day by day than the cyclist counts. There is a spike at Arroyo Avenue on Tuesday, and on Thursday and Friday on Brand Boulevard.

Estimated Number of Existing Bicycle and Pedestrian Trips

There are many methodologies to estimate the number of existing bicycle, pedestrian, and vehicle trips. The models can be complex and involve analysis of land use data, count data, weather, projected growth, and other factors, to determine estimates. The Project Team reviewed potential methodologies, and opted to go with a simple methodology to estimate the number of existing trips using the recorded pedestrian and bicycle count data and projecting for the rest of the year, since there is no standardized approach.

Counts collected over the holidays were used to estimate counts over summer when school was not in session. The average temperature for each month was used to determine which weekly period was a best fit for each month.

Table 17: Average Monthly Temperatures and Corresponding Count Data Used

Month	Avg. Temp. (°F)	Corresponding data
January	60	12/1-12/7
February	60	12/1-12/7
March	60	12/1-12/7*
April	70	11/16-11/22
May	70	11/16-11/22
June	80	11/11-11/17*
July	90	11/11-11/17*
August	90	11/11-11/17*
September	80	11/11-11/17
October	80	11/11-11/17
November	70	11/11-12/1^
December	60	11/26-12/2*^

*Academic school vacation/holiday weeks included;

^These dates substituted for the remaining days of the month for which there was no recorded data.

For example, January had an average temperature of 60 degrees F. The week of December 1 to December 7 has the most similar weather pattern to January, therefore, that data was used to estimate what the month of January might look. The same was repeated for each month of the year. This method was used to estimate the entire year. The week of November 23 to November 27 was a period of academic vacation, and was used to estimate counts during a typical academic break, such as the 12 weeks during summer vacation and one week in March (summer and spring break).

Table 18: Estimate of Annual Pedestrian and Bicycle Counts

	Pedestrian	Bicycle
Total	1,046,520	162,833

We expect this to be an underestimate, as we collected counts at four locations and there are walking and bicycling trips happening citywide.

Infrastructure

Bikeways

San Fernando currently has one designated bikeway, the San Fernando Mission Trail, a Class 1 Bike Path, which is approximately 1.15 miles in length.

The San Fernando Mission Trail runs parallel to The Metrolink Antelope Valley Line railroad tracks in a Metro-owned right-of-way, and is northeast of the tracks between Hubbard Avenue and Jessie Street. The path switches east of Jessie Street / Wolfskill Street to southwest of the tracks and then parallels San Fernando Road. The Path connects directly to the Sylmar / San Fernando Metrolink Station (located in Los Angeles) and is very close to San Fernando Middle School and Saint Ferdinand Catholic School. The Path can be accessed from the Sylmar / San Fernando Metrolink Station, Hubbard Avenue, Orange Grove Avenue, Maclay Avenue, Brand Boulevard, and Jessie Street.

Crossings of major streets such as Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Jessie Street, are currently unprotected (no signal or stop sign). Cyclists are expected to ride north of the path and cross at a signal, as defined by markings along sidewalks, rather than continuing along the path directly across the street. The Project Team observed cyclists crossing intersections to continue directly along the path parallel the rail line as shown in the pictures below. The current configuration takes people walking and bicycling off their path by at least 400'; there is latent demand for safe and direct crossings.

Figure 22: San Fernando Mission Trail Existing Conditions







Top left: Cyclist crossing Hubbard Avenue along railroad tracks, rather than go out of the way to cross at Truman Street or First Street.

Top right: Cyclist crossing Brand Boulevard along railroad tracks (between median islands), rather than at uncontrolled, flashing beacon crossing.

Bottom right: Cyclist crossing Maclay Avenue along railroad tracks (between median islands) rather than go out of the way.

Figure 23 (cont.): San Fernando Mission Trail Existing Conditions



In the photo series above, the Project Team witnessed a cyclist heading west on the San Fernando Mission trail, exit the trail and head north on Brand Boulevard (Top left), cross at the uncontrolled marked crossing at First Street (Top right), head south on Brand Boulevard (Bottom left), and then get back on the trail (Bottom right). In this case, the cyclist chose not to cross at the signal at all, and went approximately 400' out of the way.



Markings along Hubbard Avenue and Maclay Avenue, south of First Street, indicating where cyclists should go to continue on path and cross streets.

Figure 23 (cont.): San Fernando Mission Trail Existing Conditions



Entry sign for trail at Orange Grove Ave., taken from trail.



Entry to trail at Orange Grove Ave., taken from sidewalk marked path leading to trail opening (behind photo top left).



Trail at Orange Grove Ave.

Figure 23: Bike Lanes in Los Angeles that connect to San Fernando

The City of Los Angeles has marked bicycle lanes on both Glenoaks Boulevard and Brand Boulevard that do not continue through San Fernando.



Bicycle lanes on South Brand Boulevard that end at the San Fernando border.



Bicycle lanes on Glenoaks Boulevard (east of Arroyo Ave) that end at the San Fernando border.

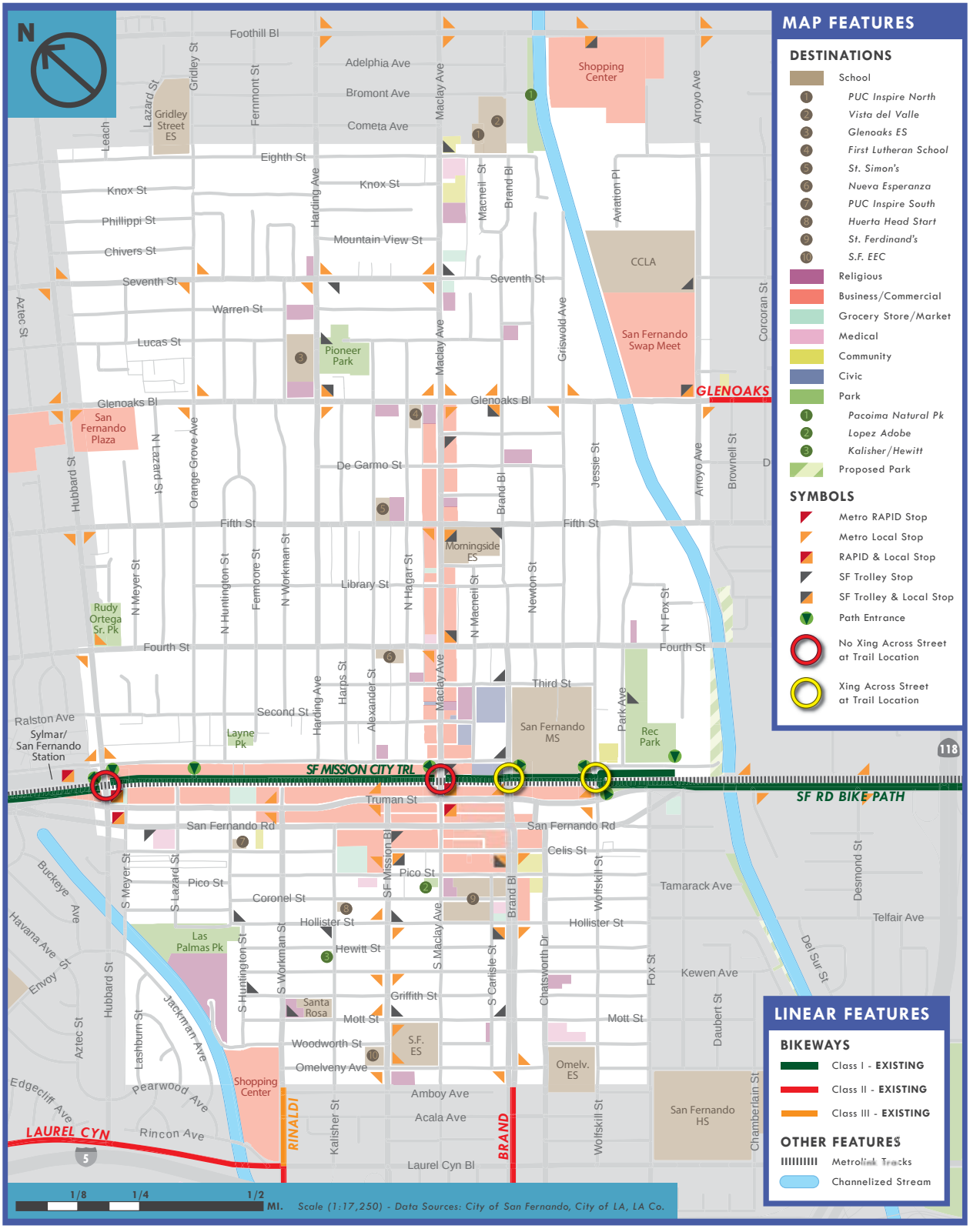
Figure 24: The Pacoima Wash

The Pacoima Wash, as described in Chapter 3, is an important opportunity area for pedestrians and cyclists. Although it does not currently have an established trail, people have been observed walking along its banks. Unfortunately, in early 2017, a Cesar Chavez Learning Academies student drowned, and was suspected to have been swept away while walking along the Wash.



The map below shows existing bikeways including regional connections, bikeway classification, and destinations in San Fernando.

Map 12: Existing Bikeways Map



Bicycle Parking, End-of-Trip Facilities & Transit Connections

San Fernando does not have a formal public bicycle parking program for sidewalk racks or bicycle parking corrals. The San Fernando Corridors Specific Plan, Section 8.2, outlines new construction of any use to include 1 bicycle parking spot for every 10 automobiles. Off-street rack facilities are an option in lieu of on-street racks. For other new development improvements, the City has required the installation of bicycle parking facilities, but these are not currently catalogued. There are currently no racks installed at public facilities or at destinations such as City Hall or parks. Several schools throughout San Fernando have installed bicycle parking onsite to provide secure parking for students, as shown in the table below.

Table 19: Bicycle Parking at Schools

School	Number	Type of Rack	Location
San Fernando Middle School	42 Bike Parking Spots	Traditional (grid bike racks)	In Student Plaza
Cesar Chavez Learning Academies	42 Bike Parking Spots	Wave bike racks	In Student Plaza
Gridley Street Elementary School	N/A	No bike racks	N/A
Morningside Elementary School	N/A	No bike racks	N/A
St. Ferdinand Elementary School	N/A	No bike racks	N/A
San Fernando Elementary School	7 Bike Parking Spots	Traditional (grid bike racks)	Southside by staff parking lot
San Fernando Senior High School	14 Bike Parking Spots	Traditional (grid bike racks)	N/A
O'Melveny Elementary School	7 Bike Parking Spots	Traditional (grid bike racks)	In Student Plaza
Santa Rosa/Bishop Alemany School	N/A	No bike racks	N/A
PUC Nueva Esperanza Charter Academy	5 Bike Parking Spots	Traditional (grid bike racks)	Front gate/Near Student Plaza
Glenoaks Elementary School	N/A	No bike racks	N/A
Vista del Valle Dual Language Academy	40 Bike Parking Spots	Traditional (grid bike racks)	Near front office
PUC Inspire Charter Academy	N/A	No bike racks	N/A

The City of Los Angeles has installed bicycle lockers and short-term, such as inverted-U bicycle racks at the Sylmar / San Fernando Metrolink Station, which benefits bicycle commuters in San Fernando. There are no bicycle parking racks installed at San Fernando Trolley route stops or Metro Bus stops.

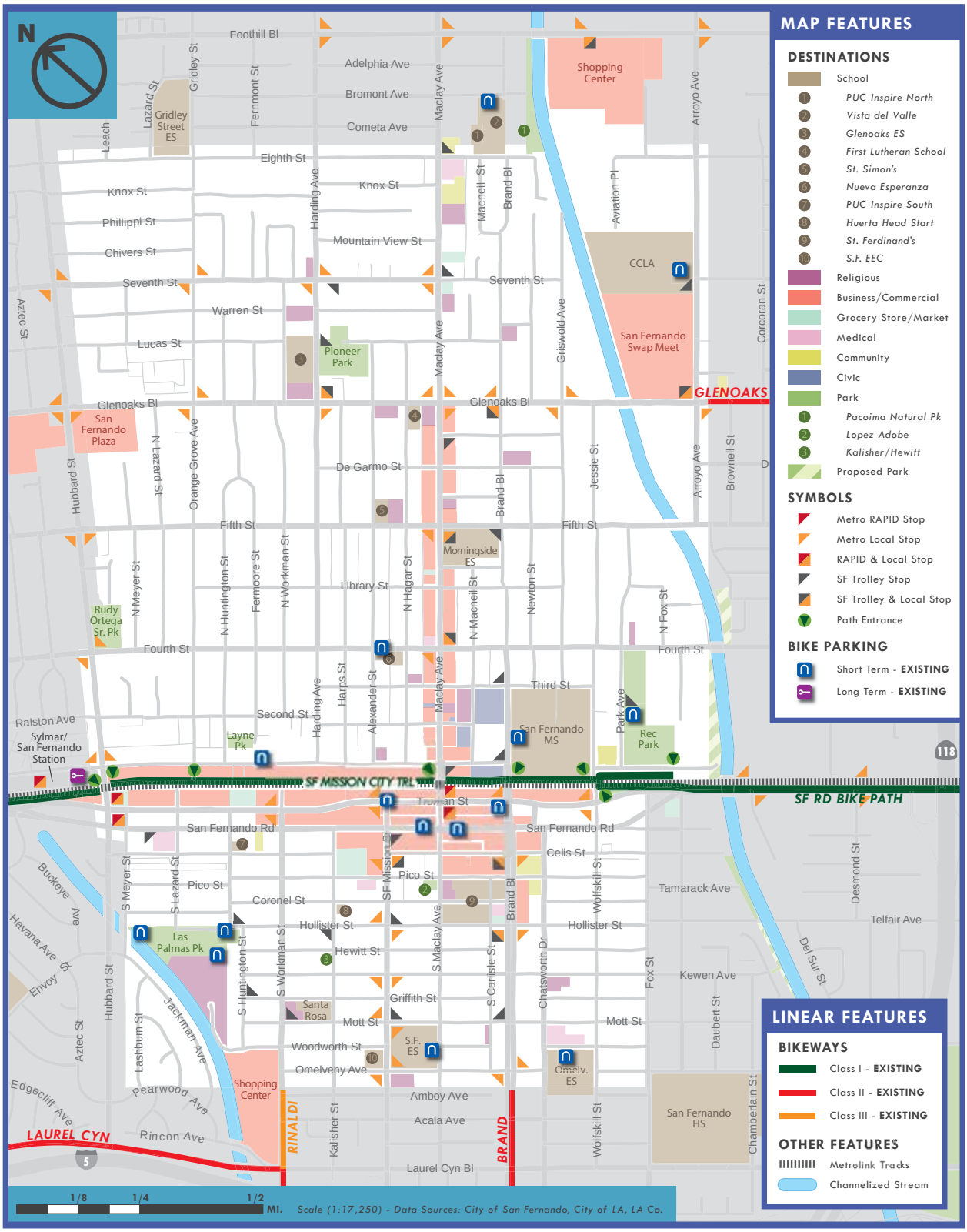
There are no additional end-of-trip facilities for cyclists in San Fernando.

The only bikeway connection to transit is the San Fernando Mission Trail Bike Path to the Sylmar / San Fernando Metrolink Station in Los Angeles.



Bicycle lockers at the Sylmar/San Fernando Metrolink Station in Los Angeles

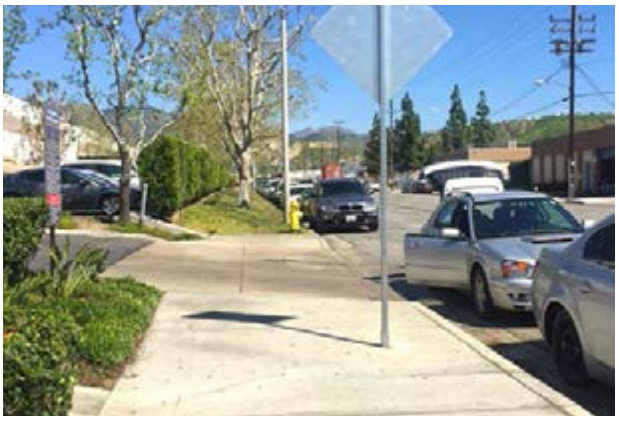
Map 13: Existing Bicycle Parking, End-of-trip Facilities, and Transit Connections Map



Pedestrian Network

The Project Team conducted on-the-ground fieldwork to inventory San Fernando's facilities including an assessment of nearly all of San Fernando's streets. The City's existing infrastructure is well equipped to handle pedestrian use. Nearly all destinations in San Fernando are connected via sidewalks. In residential areas, there are a few areas with narrow (less than 4' wide) sidewalks. Missing sidewalks were found along an alley (Carlisle Street), en route to Cesar Chavez Learning Academies, and in front of a few parcels, where sidewalks were not built into the property easement. Concrete or paved parkways (space between sidewalk and curb) contribute to a more walkable neighborhood by further separating people walking from vehicular traffic. The parkway provides a space for beautification, such as trees, plants, or art, as well as serving a practical space for utility boxes, light poles, and fire hydrants. Most streets in San Fernando have parkways, but their widths vary considerably.

Figure 25: Existing Pedestrian Network Conditions



Missing sidewalk on route to Cesar Chavez Learning Academies (north of school)



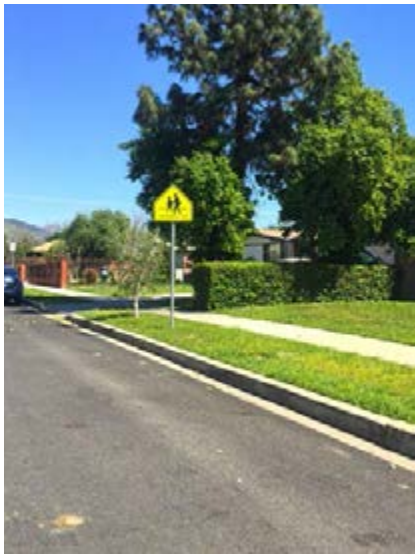
Sidewalk with no parkway adjacent to Pioneer Park



Paved parkway with large tree wells along First Street

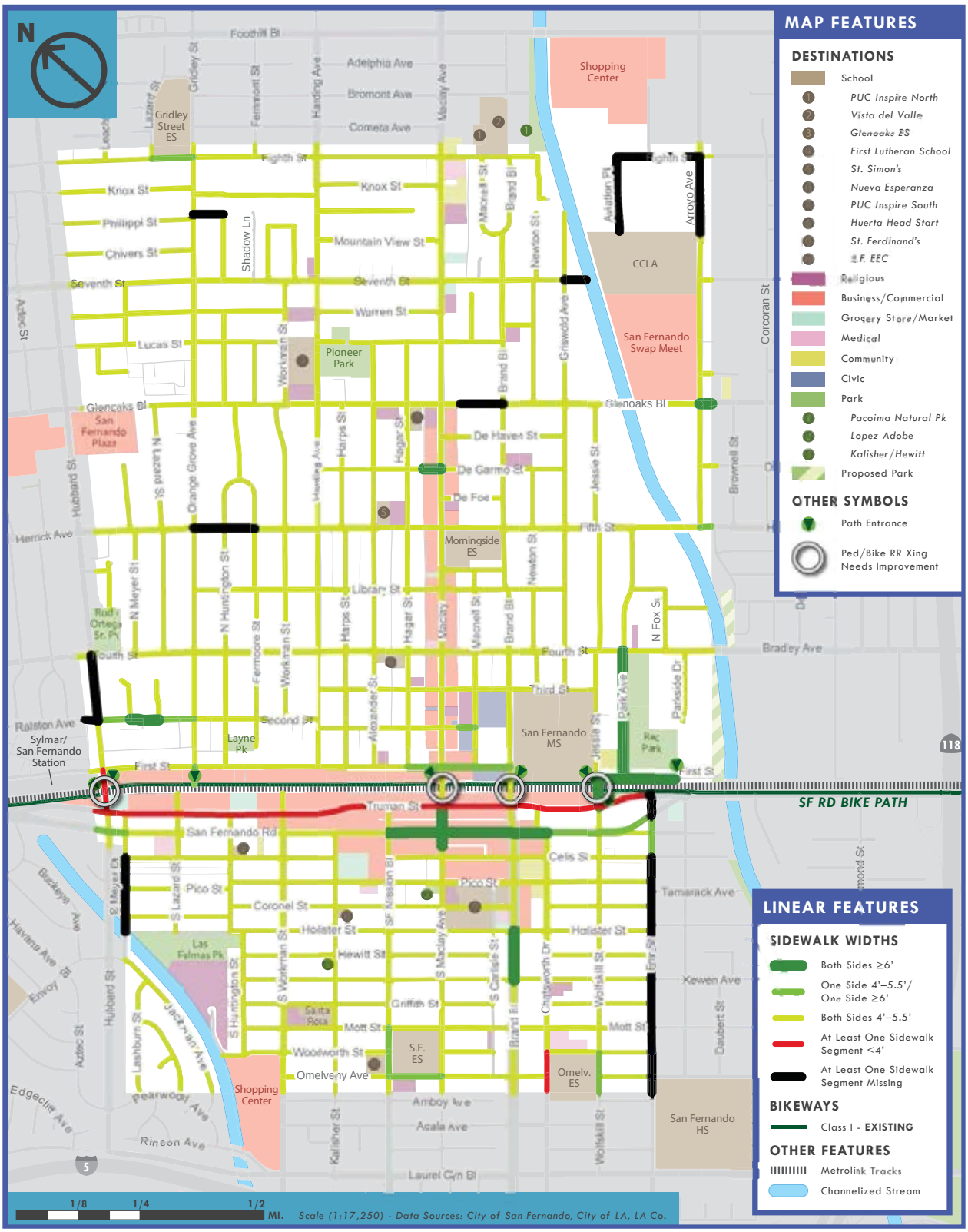


Vacant parkway in front of Rudy Ortega Park

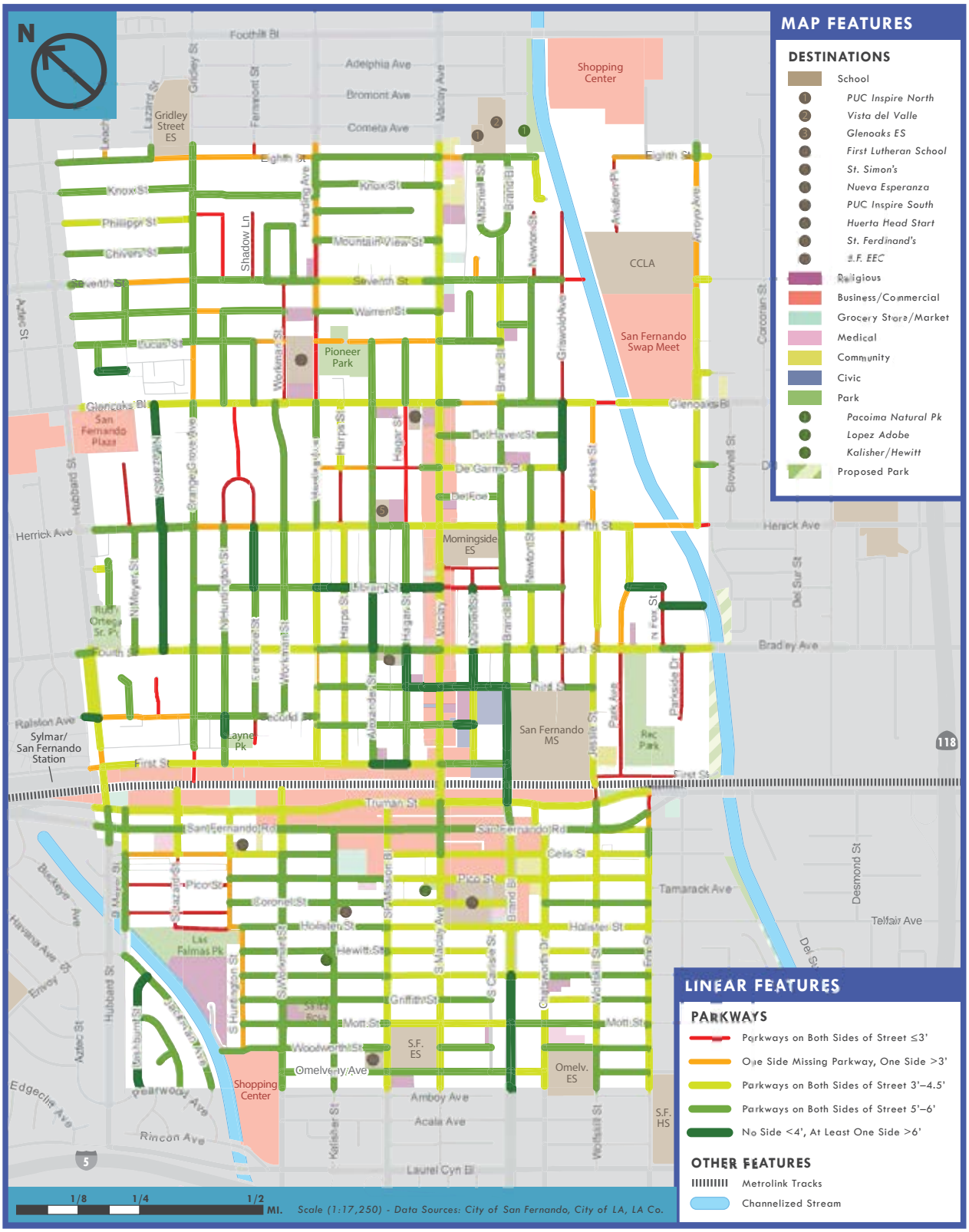


Landscaped parkway with sign in southwest San Fernando

Map 14: Existing Sidewalks Map



Map 15: Existing Parkways Map



Lighting

Lighting can help facilitate walking at all hours and create a safer, more comfortable walking environment. Overhead street lighting may suffice in low-pedestrian activity areas, such as in residential areas, but distinctive pedestrian-scale lighting in busier commercial corridors can encourage more walking. San Fernando has roadway lighting on most streets, but has limited pedestrian-scale lighting. Overhead crosswalk illumination varies throughout the City.

Wayfinding

San Fernando has developed a distinctive look and feel for the City's informational signs. These include wayfinding signs, as shown below. These wayfinding signs are present at entry points to the city and along Maclay Avenue. The signs do not have information about distances or travel times to destinations, and are largely aimed at those who are driving into the city, based on their size and placement.



Wayfinding signage at Maclay Avenue and First Street

Pedestrian Amenities

Along certain corridors, the City has invested heavily to make the environment welcoming for people walking by adding benches, pedestrian-scale lighting, wider sidewalks, shade trees, and parkways. The pictures below show some of these amenities in San Fernando. These not only help with creating a safer walking environment, but a more comfortable, memorable, and attractive one.



San Fernando Road "Mall" with wide sidewalks, trees, benches, and more.



Pedestrian-friendly area with seating and landscaping on Maclay Avenue at First Street

Intersections and Crossings

San Fernando has a broad range of existing conditions at intersections and midblock crossings. Intersections and crossings are an important part of the pedestrian and bicycle network, especially from a safety perspective; they are the place where multiple modes of transportation meet and where conflicts are most likely to occur. Designing intersections and crossings that are easy to navigate, provide clear direction to all users, and accommodate all abilities, is paramount to creating a more walkable and bikeable community.

Curb ramps allow pedestrians to cross the street easily, and are especially critical for those with mobility challenges, such as wheelchair and walker users. Truncated domes alert those with visual impairments that they are approaching a street crossing, where they may need more vigilance or assistance. Perpendicular ramps, two ramps at each corner, are preferred to diagonal ramps, as they keep the pedestrian's path of travel direct and do not send them into the street

The map below shows intersections with missing curb ramps and/or missing truncated domes. There is a concentration of missing ramps in the southern half of the city and along Fox Street, which is a border street between San Fernando and Los Angeles.



Diagonal curb ramps with truncated domes in San Fernando

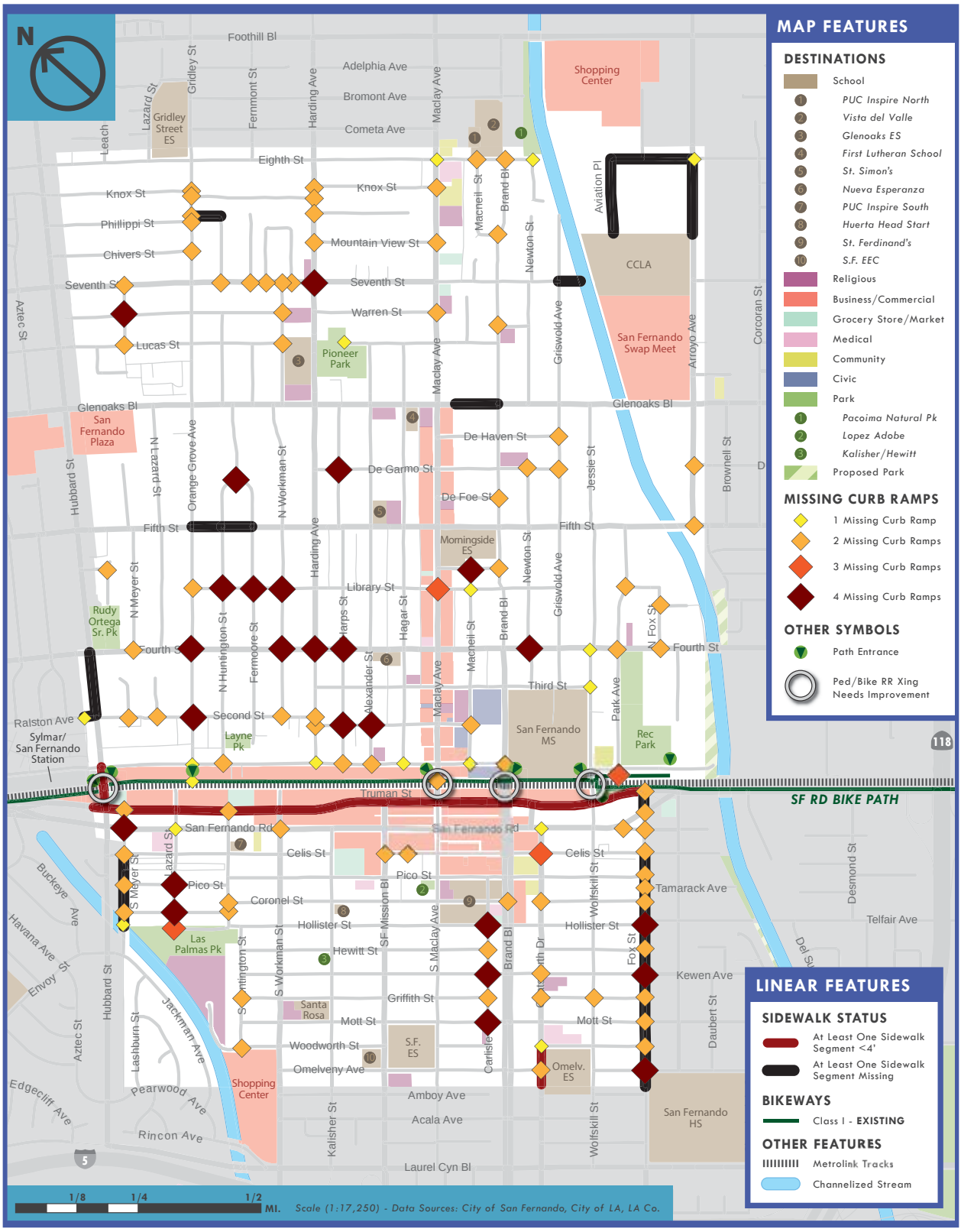


Missing curb ramp and truncated domes at entrance of Pacoima Wash Natural Park



Ramp missing truncated domes for visually impaired users at Eighth Street and Newton Street

Map 16: Existing Missing Curb Ramps and/or Truncated Domes Map



Controlled intersections have traffic lights, yield signs, or stop signs to help control traffic. These controls can help increase safety for people walking, bicycling, and driving, so long as all users are following the rules of the road. **Uncontrolled** intersections are those locations where walkers and bicyclists want to cross, but there are no controls present. At these locations it is important to provide visual cues and additional infrastructure to promote safe behaviors. In some cases, a new control (such as a signal or stop sign) may be needed.

At certain locations, the City has already improved the safety of crossings by adding new signs, markings, and curb ramps.





Pedestrian crossing at railroad tracks on Maclay Avenue. Currently, there are no signs, truncated domes, or gates warning walkers, and the sidewalk is rough across the tracks.



This crosswalk at Maclay Avenue and First Street has lost its markings over time, and could be difficult to see at night.





The school crossing at Brand Boulevard and First Street is uncontrolled and could use improvements to improve visibility.





Uncontrolled marked crossing of Glenoaks Boulevard at Alexander Avenue with Rectangular Rapid Flashing Beacons. Plastic pylons prevent vehicular crossings of Glenoaks Boulevard. The crossing distance is approximately 75' from the edge of each ramp.

The map on the next page shows intersection control types, and locations where they are marked crossings, to inform proposed recommendations.



Curb extensions (curb pushed into the street in place of a parked car) shorten the crossing distance for people walking and can help slow cars down near the intersection, making it safer for everyone.



Advanced stop bars (bar behind crosswalk, in front of STOP pavement legend) show drivers where to stop, and help prevent cars from encroaching into the crosswalk. San Fernando has installed curb extensions and upgraded pavement markings throughout the city



High-visibility crosswalks make crossings more obvious to drivers, and indicate the preferred crossing location to people walking. This is a ladder-style crosswalk; it's yellow because it is near a school.

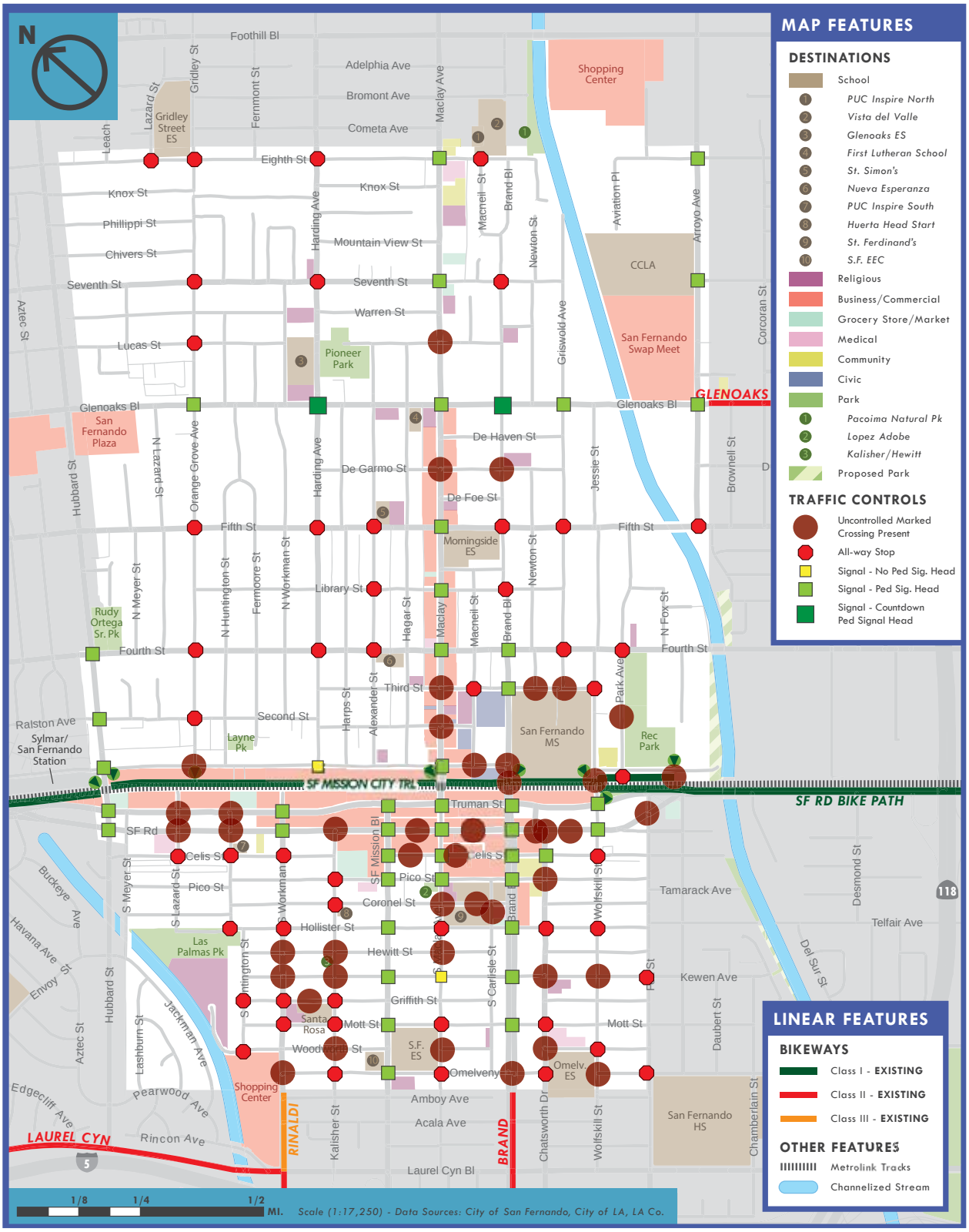


Pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) at an uncontrolled crossing on Maclay Avenue. When the button is pushed, two bright LED lights flash back and forth, signaling to oncoming drivers that someone is trying to cross the street.



Uncontrolled crossing at Recreation Park (across Park Avenue) has been improved with large curb extensions (shortening the crossing distance), planted medians (provides refuge space for crossing pedestrians), and a high-visibility crosswalk marking.

Map 17: Existing Intersection Controls and Marked Crossings Map



Programs, Policies, and Procedures

This section describes the programs, policies, and procedures that support and reinforce bicycling and walking in San Fernando. Programs can be very effective, especially when paired with supportive infrastructure. They are categorized in the following manner:*

- **Education –** Teaching adults and children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns.
- **Encouragement –** Using events and activities to promote walking and bicycling.
- **Engineering –** Creating operational and physical improvements to infrastructure that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
- **Enforcement –** Partnering with local law enforcement to ensure traffic laws are obeyed (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.
- **Evaluation –** Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

*Definitions based on Federal Highway Administration's Safe Routes to School guidance: https://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/

Education

San Fernando's existing bicycle and pedestrian education programs are largely run by the Los Angeles Unified School District.

Table 20: Existing Education Programs, Policies, and Procedures

Bike/Ped	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike/Ped	Safety Valet Program & Training	The Los Angeles School Police Department (LASPD) provides Safety Valet Training upon request, which trains parent volunteers to manage pick-up and drop-off traffic.	Parents	LASPD, LAUSD
Bike/Ped	Traffic Safety Education & Awareness	LASPD staff provide classroom presentations, including on career days, to enhance driver, pedestrian, and cyclist safety awareness.	K-12, Parents	LASPD, LAUSD
Bike	LAUSD Bicycle Safety Practices Policy	LAUSD includes Bicycle Safety Practices as part of its information to parents. Only students 3rd grade and above can ride to school and they must register their bicycle with the school.	3-12	LAUSD
Bike/Ped	Healthy San Fernando	The Healthy San Fernando! Campaign is a collaborative effort to increase public awareness of obesity-related diseases while educating the community on the prevention of such diseases through healthy eating and active living. The Initiative organizes a variety of events and provides educational materials.	Residents	City of San Fernando, Providence Holy Cross, CSUN, San Fernando Community Health, VCCC

Encouragement

School-based encouragement programs vary by individual school, with few programs promoted district-wide. The City incorporates healthy and active living encouragement into regularly occurring events. Community partners also offer programs for San Fernando youth.

Table 21: Existing Encouragement Programs, Policies, and Procedures

Bike/ Ped	Program, Policy, or Procedure	Description	Audience(s)	Partners
Ped	International Walk to School Day	Annual event where parents and students are encouraged to walk to school together and celebrate.	K-12, Parents	City of San Fernando, LAUSD
Ped	Healthy San Fernando 5K Relay Walk or Run	Annual 5K Relay Walk or Run aimed to improve community health through a 5 K Run/Walk, Kids Run, Health Fair/Expo, health screenings and entertainment.	Residents	City of San Fernando Recreation, Providence Holy Cross
Bike/Ped	Imagine Green	Afterschool club at Cesar Chavez Learning Academy to promote active living and healthy environment.	9-12, Residents	Pacoima Beautiful, LAUSD
Bike/Ped	YUTEP	Youth coalition for environmental justice and health issues.	7-12, Students	Pacoima Beautiful, LAUSD

Enforcement

The City of San Fernando and Los Angeles School Police Department (LASPD) are responsible for all existing enforcement programs. Implementation of these programs is limited by the number of available officers, and other city concerns.

Table 22: Existing Enforcement Programs, Policies, and Procedures

Bike/Ped	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike/Ped	Enforcement of Vehicle Code	The vehicle code is enforced by patrolling officers including unlawful behavior by drivers, cyclists, and pedestrians	Residents / visitors	City of San Fernando Police Department
Ped	Enforcement of City Code Sec. 90-529	Pedestrians are prohibited from standing in any roadway that interferes with the movement of traffic.	Residents / visitors	City of San Fernando Police Department
Ped	Enforcement of City Code Sec. 90-530	Pedestrians are prohibited from crossing along any freeway.	Residents / visitors	City of San Fernando Police Department
Bike/Ped	Crossing Guards	City funds crossing guards to help with traffic safety during pick-up and drop-off during the school year to be posted at select schools	School community	City of San Fernando
Bike/Ped	School drop-off / pick-up enforcement	LASPD Motor Unit provides traffic safety services for students traveling to and from school at certain Los Angeles Unified School District schools.	School community	LASPD

Engineering

The City does not currently have policies embedded in the municipal code related to walking or bicycling. However, through current planning efforts, the City is building walking and bicycling infrastructure.

Table 23: Existing Engineering Programs, Policies, and Procedures

Bike/Ped	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike	Bicycle racks	Several school campuses provide secure bicycle parking for students who ride to school.	3-12	LAUSD
Bike/Ped	Traffic Calming	The City has established procedures for installing traffic calming measures, such as curb extensions and traffic circles.	n/a	n/a

Evaluation

The City conducts project-level evaluation, but does not currently produce the annual report identified in the City's municipal code.

Table 24: Existing Evaluation Programs, Policies, and Procedures

Bike/Ped	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike	Annual Bicycle Safety Report	Per the San Fernando City Code (Sec. 90-679), the City's Traffic Engineer is responsible for developing an Annual Bicycle Safety Report that includes crash data, enforcement, educational, activities and others by January 31 of each year.	Residents	City of San Fernando



6 Proposed Improvements, Programs, and Policies

To better accommodate active modes of travel, the Plan proposes improvements in the form of infrastructure and programming which are all designed to meet the objectives set forth in the Plan.



Infrastructure

The following section describes the proposed infrastructure necessary to create a more walkable and bikeable San Fernando by addressing the needs identified by stakeholders and the existing conditions analysis. All of the proposed improvements will be subject to final engineering and design based on best practices, and should be coordinated across modes in order to minimize construction costs (e.g., conduct pedestrian striping improvements alongside bikeway striping improvements). The proposed improvements should be coordinated carefully with the City of Los Angeles, the Los Angeles County Metropolitan Transportation Authority, and Metrolink.

Bikeways

The proposed bikeway network aims to accommodate all users with varying bicycling abilities and confidence. Most people are not comfortable sharing the road, especially on streets with high vehicle volumes and high vehicle speeds. Therefore, the proposed network aims to create as much separation and distance between cyclists and drivers, and on shared roadways, create an environment that supports slower vehicle speeds.

The bikeway network connects cyclists directly to important community destinations, including schools, parks, and transit centers, to make bicycling a viable option for short, city trips, as well as providing connections to regional destinations.

The proposed bikeway network includes four (4) base classes of bikeway as described below. The specific minimum design criteria for Class I to III is described Chapter 1000 of the Highway Design Manual (http://www.dot.ca.gov/hq/oppd/hdm/pdf/chp1000.pdf), and Class IV is described in State Design Information Bulletin 89 (http://www.dot.ca.gov/hq/oppd/dib/dib89.pdf). Multipurpose paths do not have a Caltrans designation, but should be designed using best practices.

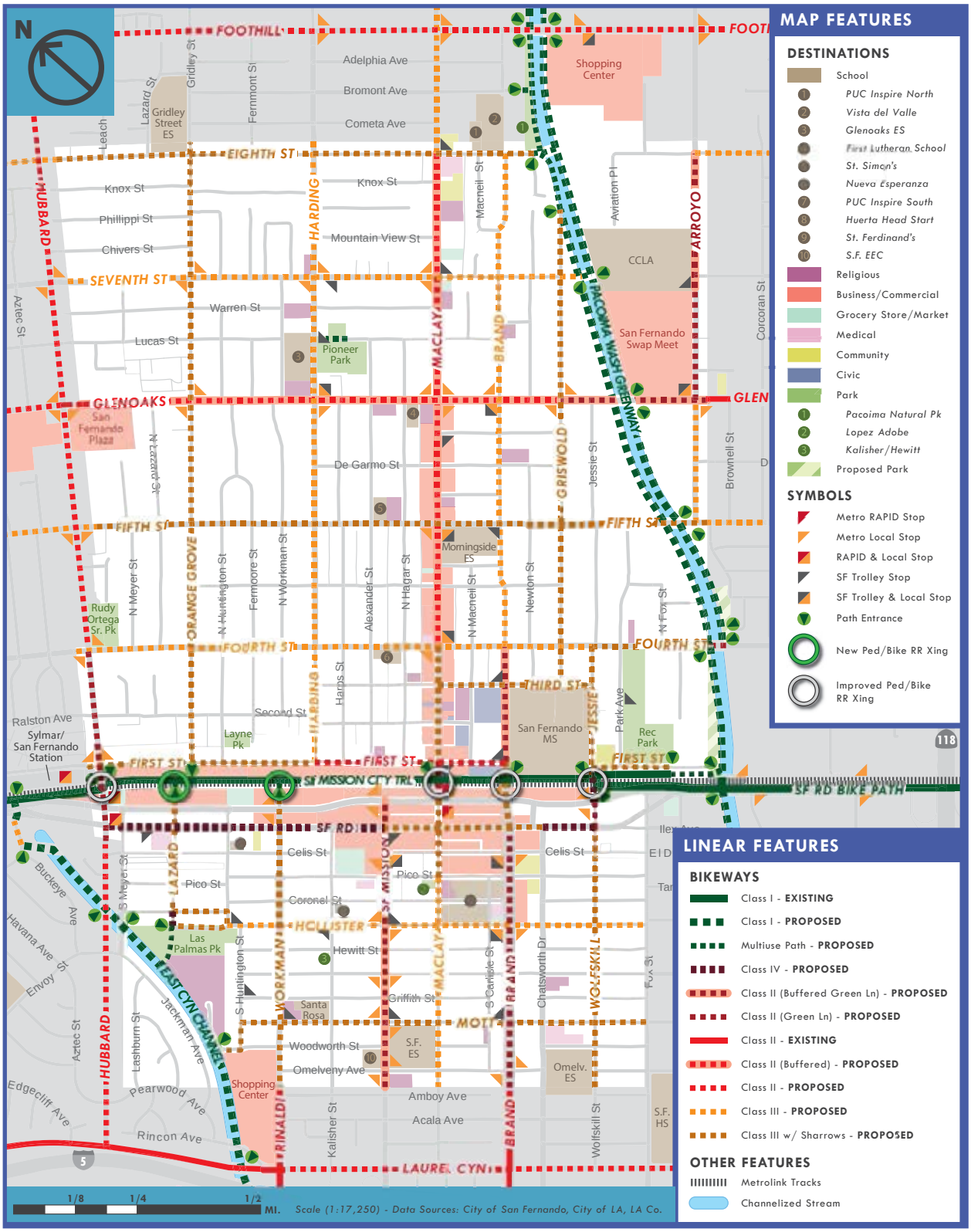


Table 25: Designated Bikeway Types

Class and Description	Example
Class 1 - Bicycle Path Bike paths are dedicated places for people bicycling and typically accommodate people walking as well. Bike paths require dedicated right-of-way and often connect regional destinations along a riverbed or a rail line. A Class I (bi-directional) Bike Path must be at least 8' wide.	 *Los Angeles River Bicycle Path via the Bicycle Fixation Blog*
Class II – Bicycle Lane Bike lanes are dedicated space in the road right-of-way for bicyclists, and must be a minimum of 5' wide (if placed next to on-street parking). Bicycle lanes do not provide a physical (curbed) separation, but help to guide more predictable movements for cyclists and motorists.	 *Bicycle Lanes in Los Angeles via Streetsblog LA*
Class III – Bicycle Route Bicycle routes are shared on-street facilities best implemented on low speed, low volume roadways to connect to other bicycle facilities or designate a preferred route through a high demand area. Bicycle routes can be identified in a number of ways, including through signs and pavement markings. Routes should be enhanced through a variety of mechanisms.such as replacing stop signs with traffic circles, adding diverters, chicanes, and adding shade trees.	 *Sharrow markings can enhance a Class III Route by noting where a cyclist should ride in the street*  *Green-backed sharrows are an experimental pavement marking used in Long Beach and other communities to further enhance a shared roadway*

Class and Description	Example
Class IV – Protected Bike Lane (Separated Bikeway) Protected bike lanes have three key characteristics: Physical separation: must have a physical, stationary, vertical separation between moving motor vehicle traffic and the bike lane such as plastic posts, bollards, curbs, planters, raised bumps or parked cars. Paint alone does not create a protected bike lane. Exclusively for people on bikes: define and allocate space exclusively for people on bikes, not shared with pedestrians or motorized traffic except for brief mixing zones where necessary and at intersections. On or adjacent to the roadway: part of the street grid and typically runs parallel and proximate to the roadway. There are several examples of these in nearby areas in the East San Fernando including along Van Nuys Blvd. through Pacoima and also along Reseda Blvd. in Northridge.	 *Protected bike lanes on Reseda Boulevard, with conflict points (merging lanes and driveways) painted green*  *Protected bike lane on Van Nuys Boulevard*
Multipurpose Path Multipurpose paths are similar to Class I Bicycle Paths, but do not need to meet the same standards. These paths are completely separate from other motorized traffic, but can link important bikeways and destinations together.	 *Path in Pacoima Wash Natural Park*

Map 18: San Fernando Existing and Proposed Bikeway Network



In order to achieve a high quality facility, and implement all of the recommended bikeways, the City may need to consider roadway reconfigurations and additional traffic calming features, as shown in the table below. The City should work closely with emergency first responders to ensure that the design of any improvements accommodates large vehicle turning radius. Often improvements that slow speeds overall (such as replacing all-way stops with traffic circles with yield signs), can still improve response times.

Table 26: Roadway Reconfiguration & Traffic Calming Options

Options and Descriptions	Example
Road Diet (Road Diet) A Road Diet is a roadway reconfiguration that involves removing one or more existing lanes, and reallocating the space for other types of improvements, such as bicycle lanes, parking, or sidewalk expansion – hence why it could also be called "Road Buffet" for giving roadway users more options! A common Road Diet is to go from 4 travel lanes to 2 travel lanes + center turn lane (3 lanes total) with bicycle lanes. Road diets can improve traffic flow on streets with many left-turn movements.	 *Road Diet on Edgewater Drive, Orlando, FL (FHWA)*
Narrowing Travel Lanes According to the AASHTO Green Book, for rural and urban arterials, lane widths may vary from 10 to 12 feet. It goes on to say that 12-foot lanes should be used where practical on higher speed, free flowing, principal arterials. However, lane widths of 10 feet may be used in more constrained areas where truck and bus volumes are relatively low and speeds are less than 35 mph. In general safety and capacity are not adversely impacted by reducing lanes widths to as little as 10 feet. By narrowing lanes, cities can include additional facilities for cyclists, pedestrians, or make utility improvements.	 *Before and after photos of First Avenue North at 49th Street in St. Petersburg, Florida. General travel lanes were narrowed to 10 feet to provide space for bike lanes. Image: Michael Frederick, via PedBikeInfo.org*

Options and Descriptions	Example

Establishing Neighborhood Greenways (Making Better Bike Routes)

Neighborhood Greenways are calm residential streets that support walking, bicycling, and free play. On streets with low car volumes, establishing a greenway can help discourage cut-through traffic, keep speeds low, and encourage walking. Creating a Neighborhood Greenway makes any bike route better; they do not establish any bike lanes and have minimal on-street parking impacts. They involve a combination of improvements such as:

- Adding wayfinding signs and pavement markings
- Adding traffic calming elements, such as traffic circles, diverters, rapid flashing beacons, medians, and others
- Adding crossing improvements such as stop signs, advanced yield markings, and lighting
- Smoothing sidewalks and adding ramps

Many cities have Neighborhood Greenway programs that can serve as a model for San Fernando, including Seattle, Portland, Chicago, and Tucson.

http://www.seattle.gov/transportation/greenways.htm



Icon from Seattle's Program: Elements of a Neighborhood Greenway



Diverter in Portland, OR



Neighborhood Traffic Circle in Austin, TX

The following map shows the proposed bikeway network with streets highlighted that have recommended roadway configurations to achieve the highest quality facility.

Map 19: San Fernando Existing and Proposed Bikeway Network with Roadway Reconfigurations

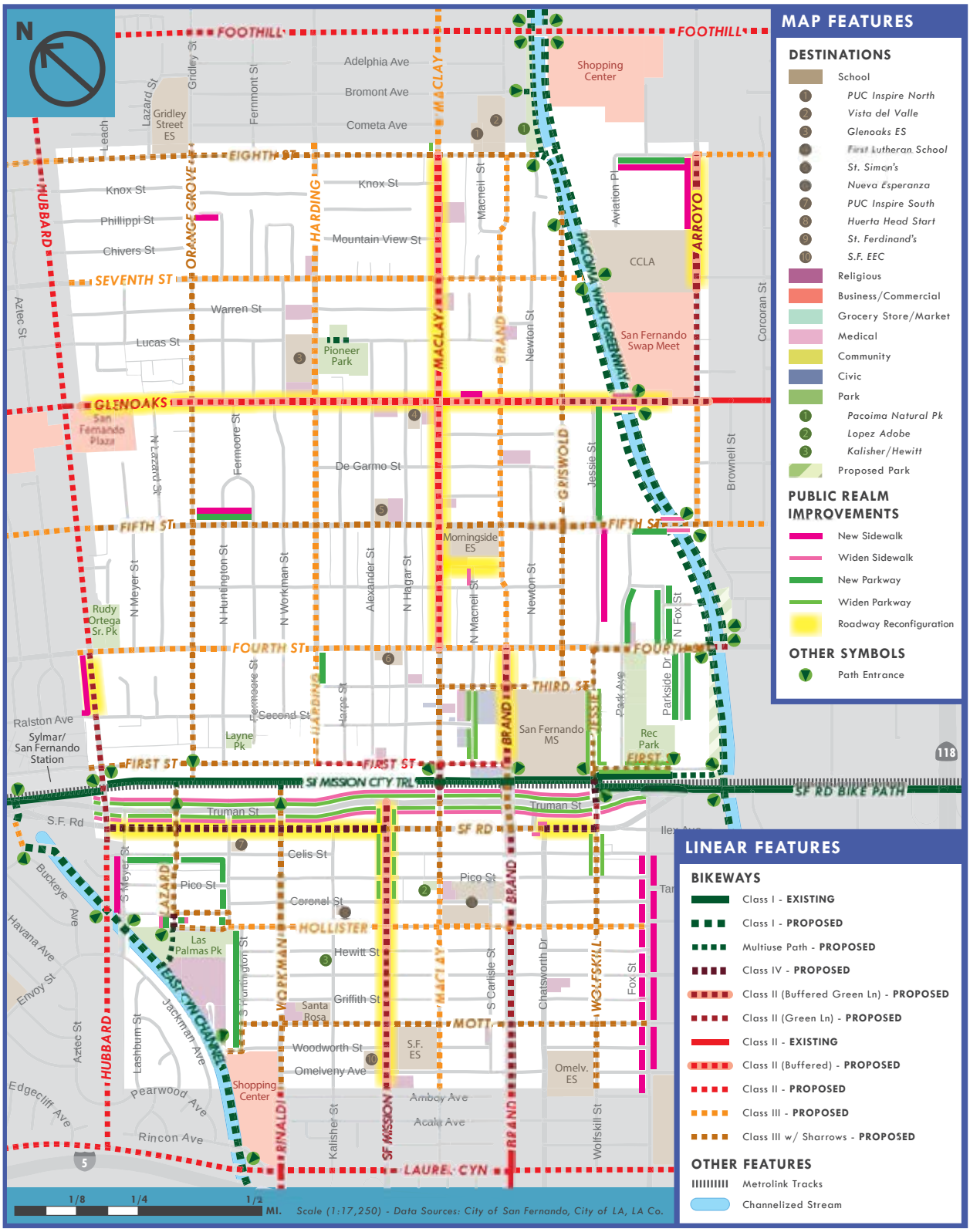


Table 27: San Fernando Proposed Bikeways

Plan Corridor	From	To	Length (Mi)	Bikeway Class	Roadway Reconfiguration?
First St	North City Border	Brand Blvd	0.85	Bike Route (Class III)	N
First St - By Park	Jessie St	Street Terminus	0.16	Bike Route (Class III)	N
Third St	N Maclay Ave	Jessie St	0.31	Bike Route (Class III)	N
Fourth St	North City Border	South City Border	1.28	Bike Route (Class III)	N
Fifth St	North City Border	South City Border	1.25	Bike Route (Class III)	N
Seventh St	North City Border	Pacoima Wash	1.04	Bike Route (Class III)	N
Seventh St Bridge (long term)	Pacoima Wash west bank	Pacoima Wash east bank	0.02	Bridge	N
Eighth St	North City Border	Street Terminus	0.97	Bike Route (Class III)	N
Eighth St Bridge (long term)	Pacoima Wash west bank	Pacoima Wash east bank	0.03	Bridge	N
Arroyo Ave	Fifth St	Eighth St/Dronfield Ave	0.75	Bike Lane (Class II)	Y (Remove some on-street parking)
S Brand Blvd	West City Border	San Fernando Rd	0.52	Bike Lane (Class II)	N
Downtown Brand Blvd	San Fernando Rd	First St	0.13	Bike Route (Class III)	N
N Brand Blvd - ARTERIAL	First St	Fourth St	0.23	Bike Lane (Class II)	Y (Repurposing of one vehicle lane)
N Brand Blvd - LOCAL	Fourth St	Eighth St	1.01	Bike Route (Class III)	N
Coronel St - S Huntington St Connector	S Lazard St	Hollister St	0.14	Bike Route (Class III)	N
East Cyn Channel	South City Border	West City Border	0.38	Bike Path (Class I)	N
Glenoaks Blvd	North City Border	South City Border	1.27	Bike Lane (Class II)	Y (Repurposing of one vehicle lane)
Griswold Ave	Third St	Street Terminus	0.97	Bike Route (Class III)	N
Harding Ave	First St	East City Border	1.26	Bike Route (Class III)	N
Hollister St	S Lazard St	South City Border/ Fox St	0.96	Bike Route (Class III)	N
Hubbard Ave	West City Border	East City Border	0.39	Bike Lane (Class II)	Y (Remove some on-street parking)
S Lazard St	Hollister St	Metrolink Tracks	0.28	Bike Route (Class III)	N
S Lazard St Over Tracks	Metrolink Tracks	SF Mission City Trail	0.02	Off-street Trail (Class I)	N
Maclay Ave Over Tracks	Truman St	First St	0.08	Bike Lane (Class II)	N
Mott St	S Huntington St	South City Border/ Fox St	0.82	Bike Route (Class III)	N
Mott St to East Cyn Channel	East Cyn Channel	Mott St	0.10	Bike Route (Class III)	N
S Maclay Ave	West City Border	Pico St	0.43	Bike Route (Class III)	N
S Maclay Ave - Downtown	Pico St	Truman St	0.15	Bike Route (Class III)	N
N Maclay Ave - Class II	Fourth St	Eighth St	1.00	Bike Lane (Class II)	Y (Repurposing of one vehicle lane)
N Maclay Ave - Class III	First St	Fourth St	0.23	Bike Route (Class III)	N
Orange Grove Ave	SF Mission City Trail	East City Border	1.29	Bike Route (Class III)	N
Pacoima Wash Greenway (Eastbank)	North City Border	Fourth St	1.42	Bike Path (Class I)	N

Plan Corridor	From	To	Length (Mi)	Bikeway Class	Roadway Reconfiguration?
Pacoima Wash Greenway (Westbank)	North City Border	South City Border	1.70	Bike Path (Class I)	N
San Fernando Mall - Class III	San Fernando Mission Bl	Chatsworth Dr	0.32	Bike Route (Class III)	N
San Fernando Mission Blvd	West City Border	Truman St	0.58	Bike Lane (Class II)	Y (Repurposing of one vehicle lane)
San Fernando Mission City Trail (realignment)	West City Border	East City Border	1.28	Bike Path (Class I)	Y (Realignment with Metro Double Track project)
San Fernando Rd - Class IV (North Segment)	Hubbard St	San Fernando Mission Bl	0.57	Separated Bike Lane (Class IV)	Y (Repurposing of one vehicle lane)
San Fernando Rd - Class IV (South Segment)	Chatsworth Dr	Wolfskill St	0.11	Separated Bike Lane (Class IV)	Y (Repurposing of one vehicle lane)
Wolfskill St/Jessie St - Class II	San Fernando Rd	Truman St	0.05	Bike Lane (Class II)	N
Wolfskill St/Jessie St - Class III (West Segment)	West City Border	San Fernando Rd	0.53	Bike Route (Class III)	N
Wolfskill St/Jessie St - Class III (East Segment)	First St	Fourth St	0.26	Bike Route (Class III)	N
Wolfskill St/Jessie St - Class IV	Truman St	First St	0.05	Separated Bike Lane (Class IV)	N
S Workman St	West City Border	Metrolink Tracks	0.61	Bike Route (Class III)	N
S Workman St Over Tracks	Metrolink Tracks	SF Mission City Trail	0.02	Off-street Trail (Class I)	N

Example Cross Sections using Street Mix

Streetmix.net is an online tool that can be used to visualize how to repurpose public roadway space to better meet the needs of the community. The following visualizations are illustrative only to help clarify the recommendations in the map and table above.

Figure 26: San Fernando Road (west of Mall)

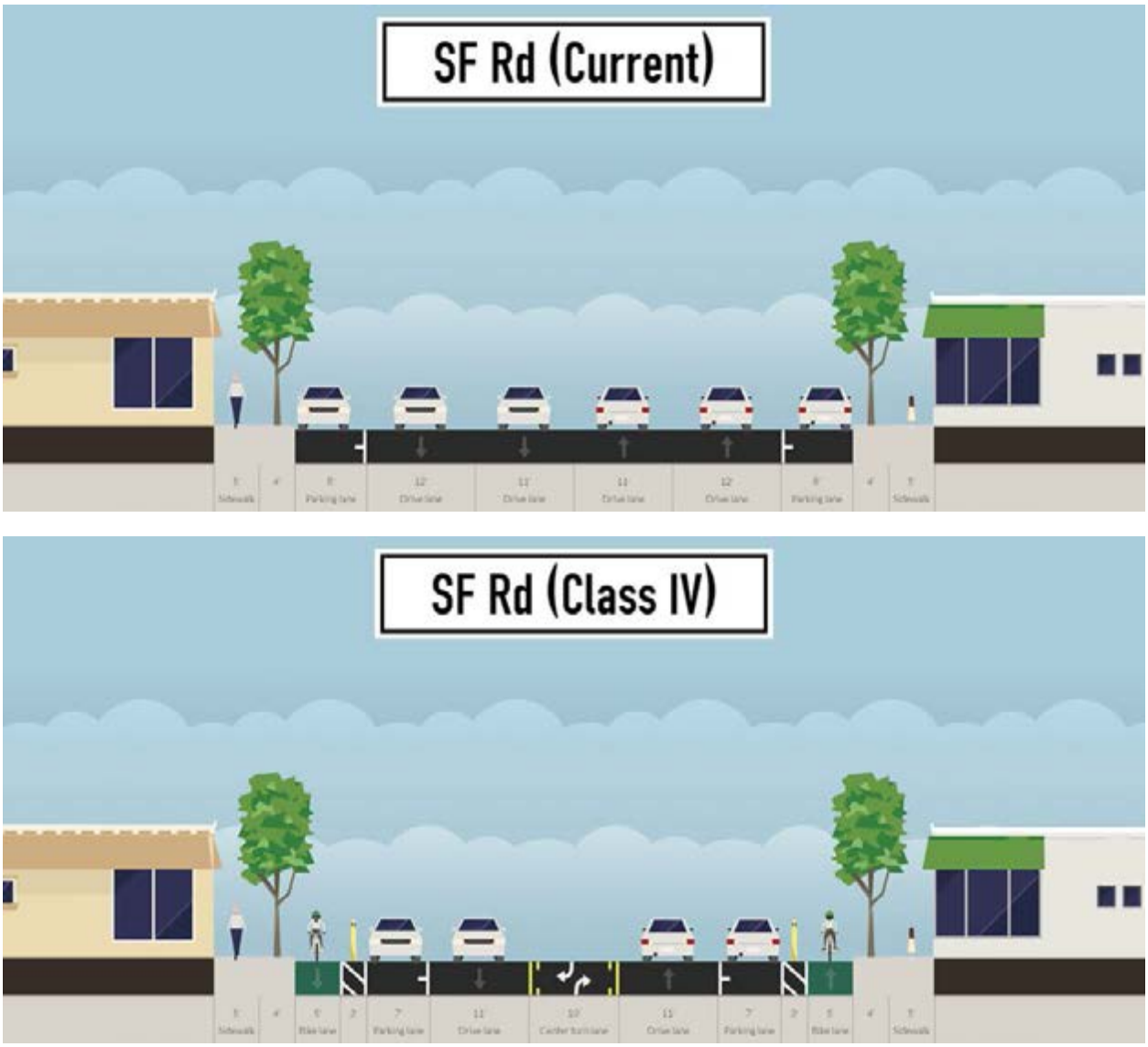


Figure 27: Hubbard Street (north of Second Street)



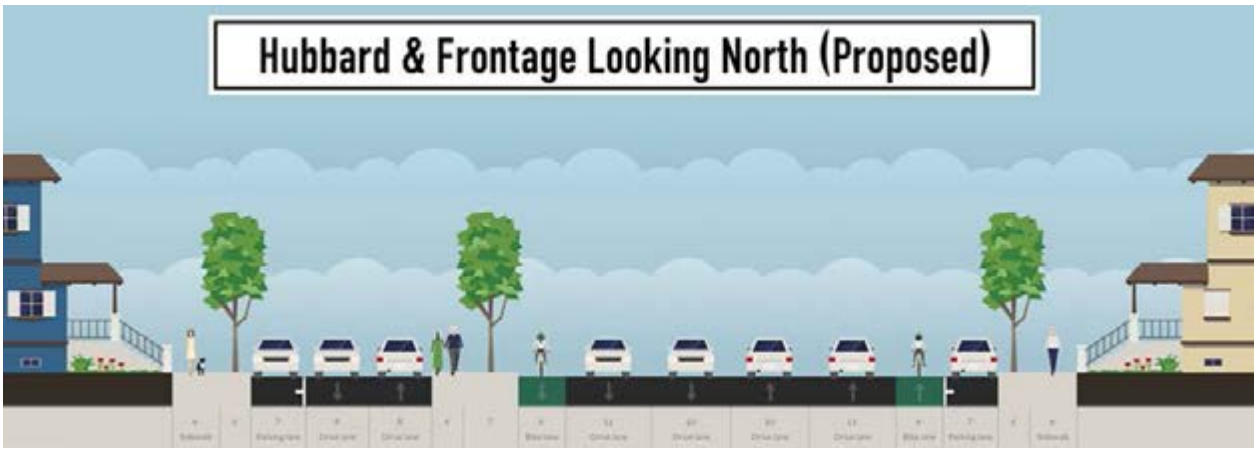


Figure 28: Maclay Avenue at Mountain View Street

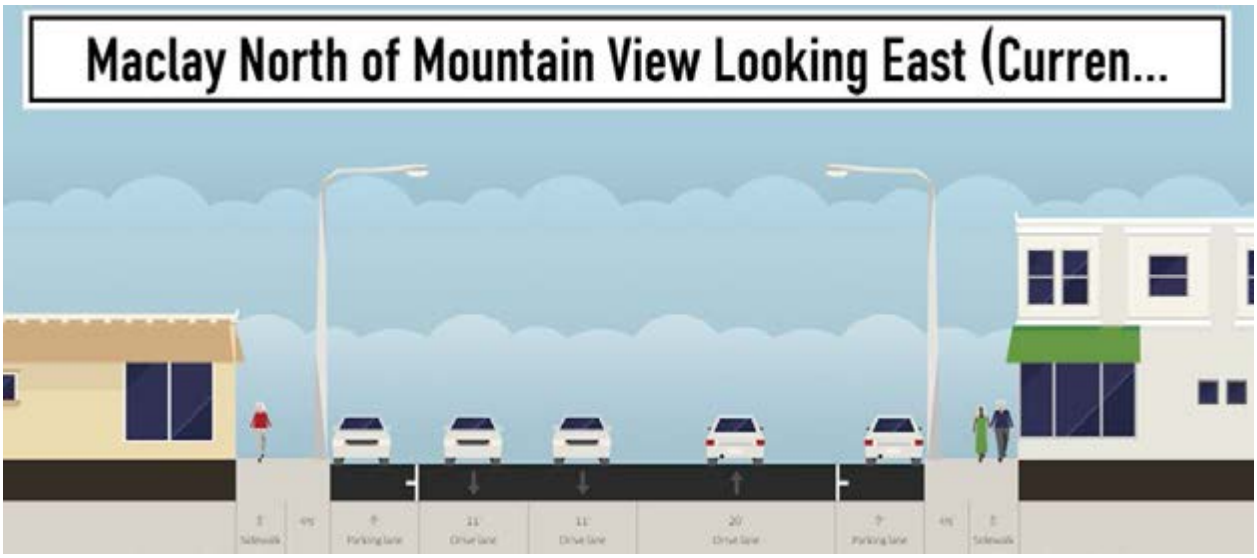




Figure 29: Arroyo Avenue (north of Borden)

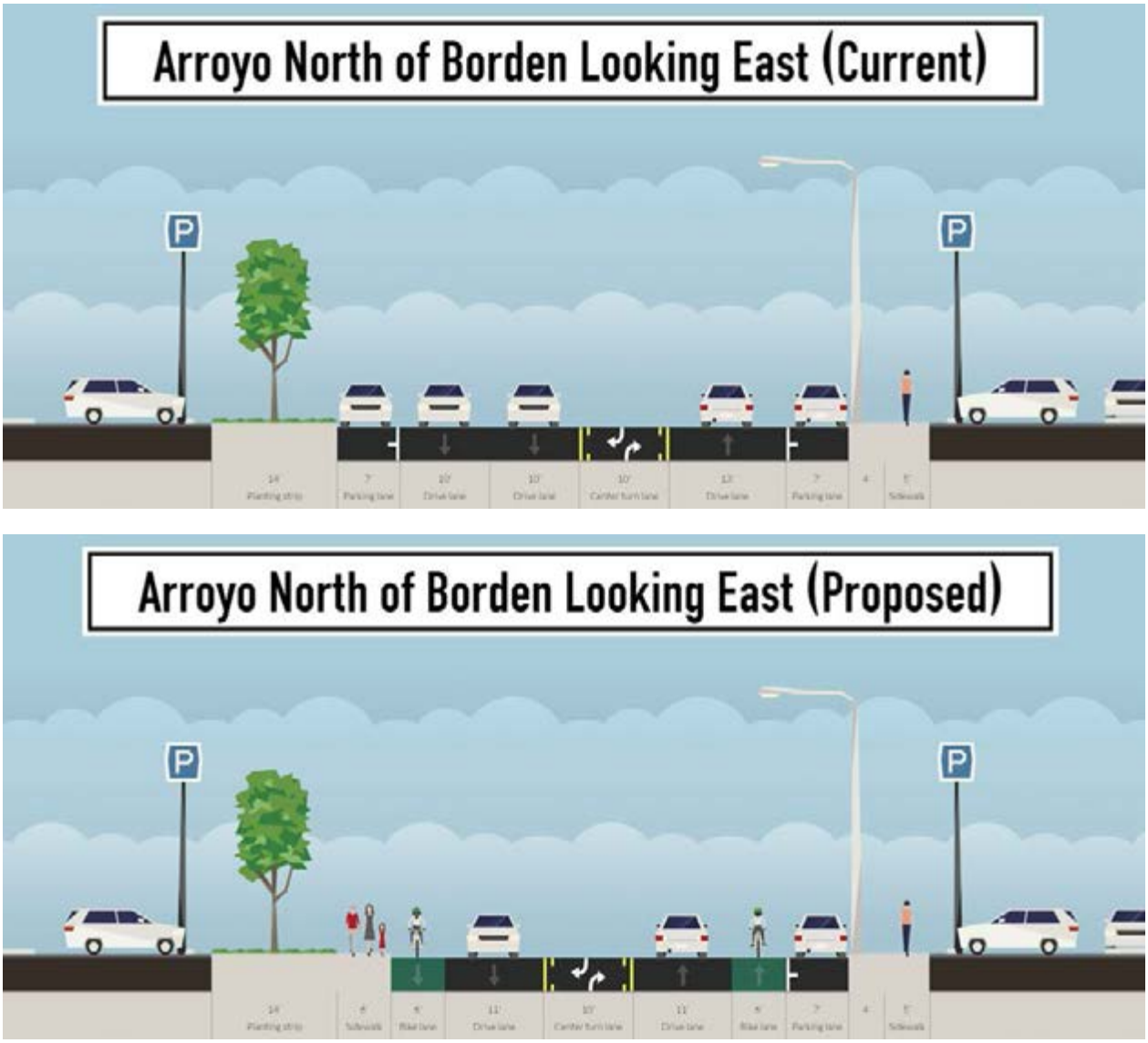


Figure 30: Arroyo Avenue (South of Borden, near CCLA)

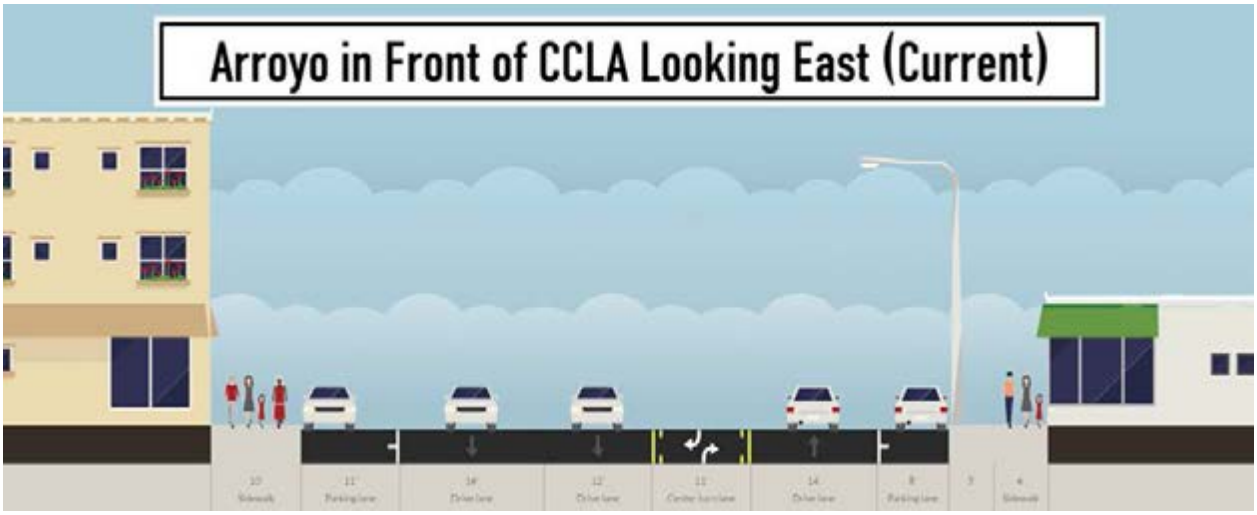
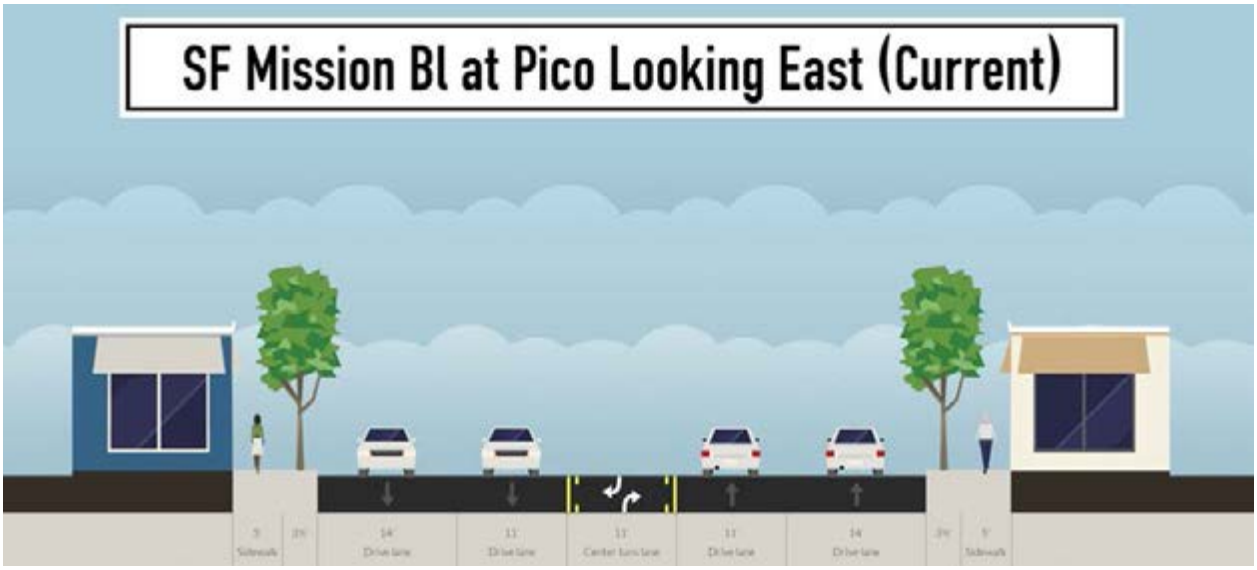




Figure 31: San Fernando Mission





Bicycle Parking, End-of-Trip Facilities & Transit Connections

All cyclists need a place to securely store their bicycle before and after a trip, much like drivers need a place to park their vehicle. The development of a comprehensive bike parking strategy can have an immediate impact on enhancing a city's bicycle environment. Much like designing parking for vehicles, different types of bicycle trips may require different parking accommodations. For example, for an employee of a local grocery store, a sidewalk bicycle parking rack in front of the store may not be sufficient. However, an inverted U rack on the sidewalk may be the perfect option for a shopper.

Table 28: Bicycle Parking Types

Short-Term Bicycle Parking	Example
Inverted U Racks Inverted U Racks provide effective and inexpensive bicycle parking for short trips. They support the bicycle frame in two places, and allow for multiple parts of the bicycle to be locked and secured. This type of parking can be placed throughout business districts and at key destinations in well-lit areas, near front entrances of buildings. Artistic variations of the inverted U rack can also contribute to placemaking, such as the fish rack shown here.	  *Top: Inverted U Racks, ideal for short-term trips* *Left: Decorative Inverted U Racks*
Parking Meter-to-Bike Rack Conversion Existing single-vehicle meter poles can be converted into bicycle parking by affixing a metal hoop to the meter. These are good solutions in areas that do not have adequate spacing available for an inverted U rack on the sidewalk or where meters are being phased out for central parking payment systems.	 *Bike ring rack on Los Angeles parking meter*
Bicycle Corral Bicycle Corrals are an on-street parking facility that can accommodate up to 16 bicycles in the same area as a single vehicle parking space. They work best where sidewalks are too narrow to accommodate bicycle racks and in areas with both high levels of people bicycling and demand for bicycle parking. Bicycle corrals should not be placed on streets that do not have frequent on-street parking.	 *Bicycle corral in Milwaukee, WI*

Long-Term Bicycle Parking	Example
Bicycle Locker Bike lockers are secure enclosures to allow the storage of one bicycle. They are more secure than inverted U bike racks and can shield the bicycles from the elements. Bike lockers are important to have at major transit hubs for day-long storage and at office or employment centers.	 *Bicycle Lockers at Los Angeles County Metro Rail Station*
Bicycle Parking Rooms Bicycle cages or rooms can be located in an auto parking garage, adjacent to transit hubs, large employment centers, or at schools. These usually require some type of secure access to its users – keycard or lock. Users lock their bicycles onto racks within the cage. Bicycle parking rooms are alternatives to bicycle lockers, especially in areas where a group of trusted users (e.g., students from the same school) will be using the parking.	 *Secured bicycle parking cage at a school*

The following map shows where the City should prioritize installing bicycle parking and includes the type of parking recommended. As described in the "Programs" section of this chapter, the City should also consider creating a sidewalk bicycle parking request program. The City should work directly with school facility managers to site and install bicycle parking on campus for students. The City should work directly with Metro to ensure adequate bicycle parking at transit hubs, and should prioritize installation of bicycle parking at Trolley Stops.

Map 20: San Fernando Proposed Bicycle Parking & Transit Connections

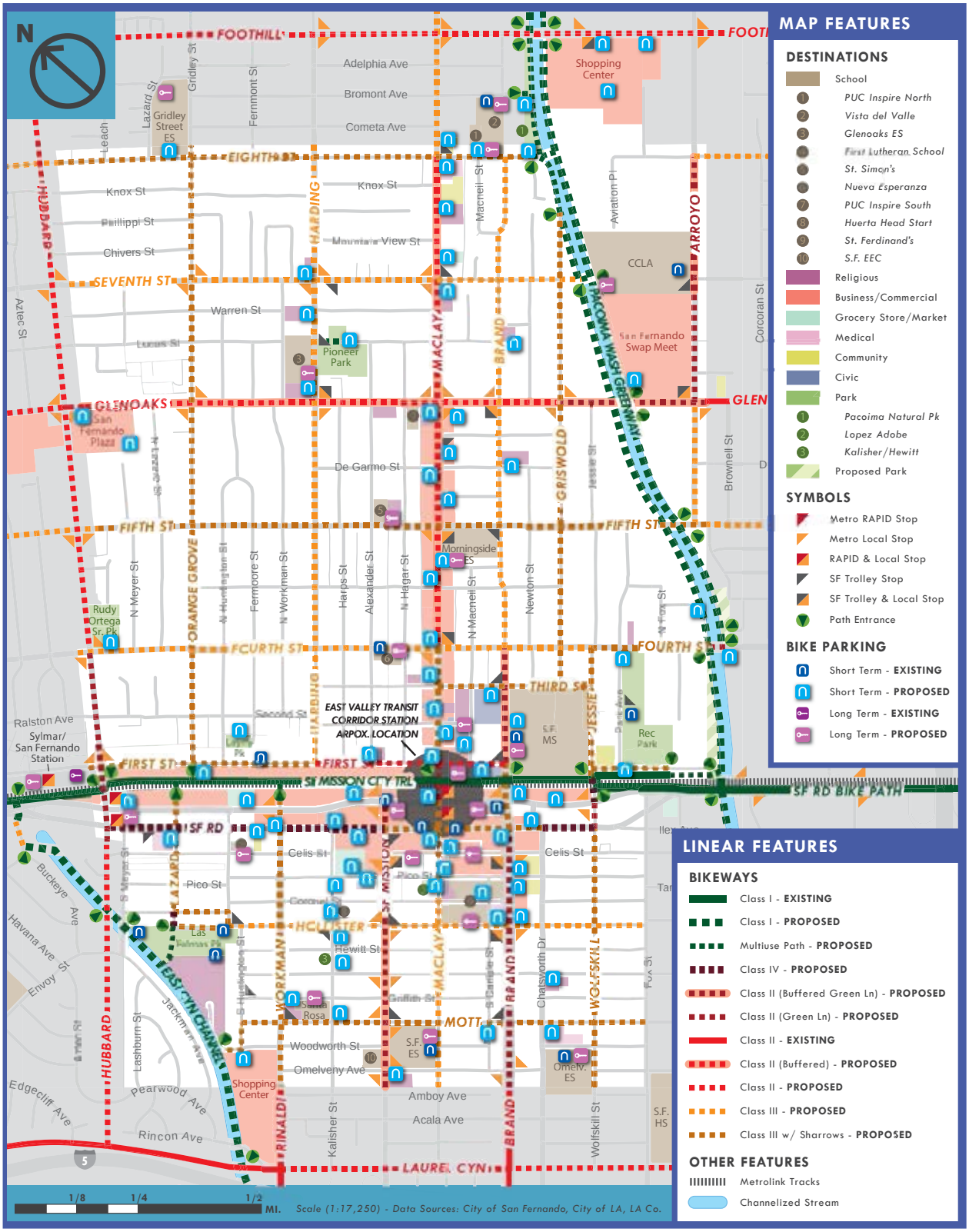


Table 29: Bicycle Parking Locations

Bike Parking Type	Status	Locations	Approximate Number of Racks/Lockers Needed
Short Term	Existing	16*	n/a
	Proposed	87	100 inverted U racks (to start program)
Long Term	Existing	1	n/a At schools, recommend at minimum 20 spots each in a secure bicycle room/cage
	Proposed	23	160 inverted U racks At other locations, lockers may be needed 10 bicycle lockers

*Estimate based on survey by EBA, review of 2007 Bicycle Master Plan, and meeting with City Manager's office



Additional End-of-Trip Amenities

Additional amenities at the beginning / end-of-trip can help encourage bicycling, and make it a viable transportation option, especially for commute trips.

Table 30: End-of-Trip Amenities

End-of-Trip Amenities	Example
Bicycle Repair Stations or Equipment Bicycle repair stations include basic tools to repair a flat tire or adjusting brakes, including assorted screwdrivers, allen wrenches, box wrenches, tire levers, air pump, and more. These stations can be installed at common gathering places and destinations, such as the Sylmar Metrolink Station, City Hall, Recreation Park, and at gathering spaces along the Pacoima Wash.	 *Public Bicycle Repair Station*
Wash Rooms (Toilet, Showers, Lockers) Additional courtesy equipment, such as a first aid kit, benches, iron, hairdryer, clothing hooks, and power for bicycle light recharging, should be at key employment centers.	 *Office wash room*
Drinking Water Stations Drinking water is important during physical exertion, especially during hot days. Convenient and accessible drinking water stations that offer fountains and the ability to fill a water bottle can be placed at key public locations, such as at all City parks, City Hall, along trails, and at shopping centers along Maclay, Brand, and San Fernando Road.	 *Example refillable water bottle station and drinking fountain*

More information on standards and end-of-trip amenities are summarized here: http://www.bikeleague.org/sites/default/files/BFB_Queensland_End_of_trip_facilities_for_bicycle_riders.pdf

Pedestrian Network

The proposed pedestrian network aims to create continuous, comfortable walkways that accommodate users of all ages and abilities, and anticipate higher pedestrian volumes at certain locations. As described in Chapter 5 – Existing Conditions, San Fernando's transportation network largely accommodates people walking. Key linear treatments can improve the pedestrian's experience by:

- Providing adequate clear space to walk
- Providing buffers between people walking and moving vehicles
- Increasing visibility
- Providing visual cues and information to destinations

The following table describes the Plan's recommendations to support these goals.

Table 31: Plan Pedestrian Recommendations

Recommendation	Example
Providing adequate clear space to walk Sidewalks should be provided on every street in San Fernando, and must be a minimum of 4' wide to meet standards set by the Americans with Disabilities Act (ADA). They should also be flat and smooth. Wider sidewalks allow people to walk side-by-side, and can enhance the environment at destinations such as schools and shopping centers. Maintenance of hedges and setting minimum setbacks for fences and walls between the sidewalk and property can also create a more comfortable environment.	 *Wide sidewalk with space for sidewalk dining along California Avenue, Palo, Alto, CA*
Providing buffers between people walking and moving vehicles Providing more space between cars and people walking creates a more calm, quiet setting to walk, and reduces the potential for conflicts. Parkways provide space for trees, utilities, lighting, and street art. Bikeways and on-street parking can also create a buffer and greater sense of comfort.	 *Drought-tolerant landscaping and trees in parkway in San Francisco, CA*  *Painted utility box in parkway in Fremont, CA*

Recommendation	Example
Increasing visibility "Crime Prevention through Environmental Design" (CPTED) strategies are built environment interventions that aim to prevent illegal activities and create safer spaces. Creating clear sight lines (e.g., no blind corners because of tall hedges), providing adequate pedestrian-scale lighting, and keeping vegetation low, are all strategies to do so.	 *Street lighting in Fort Bragg, CA illuminates the roadway and sidewalk without bright glares (Photo credit: www.pedbikeimages.org / Ron Bloomquist)*
Providing visual cues and information to destinations Visual cues, such as pavement markings and wayfinding signs, can help promote walking for short trips. For example, a sign that states how many minutes it will take to walk to a certain destination can remind residents and visitors to give walking a try.	 *"Walk Your City" wayfinding (left) next to traditional wayfinding aimed at drivers (right) in Greensboro, NC (https://walkyourcity.org/)*  *Glendale Walks Temporary Pedestrian Wayfinding*  *Pedestrian wayfinding signs in New York City*
 *Motor Avenue Parklet Wayfinding and Information sign in Los Angeles, CA*	

The following map shows areas where San Fernando should add or widen sidewalks and/or parkways in order to create a more welcome walking environment.

Map 21: San Fernando Proposed Sidewalks and Parkways

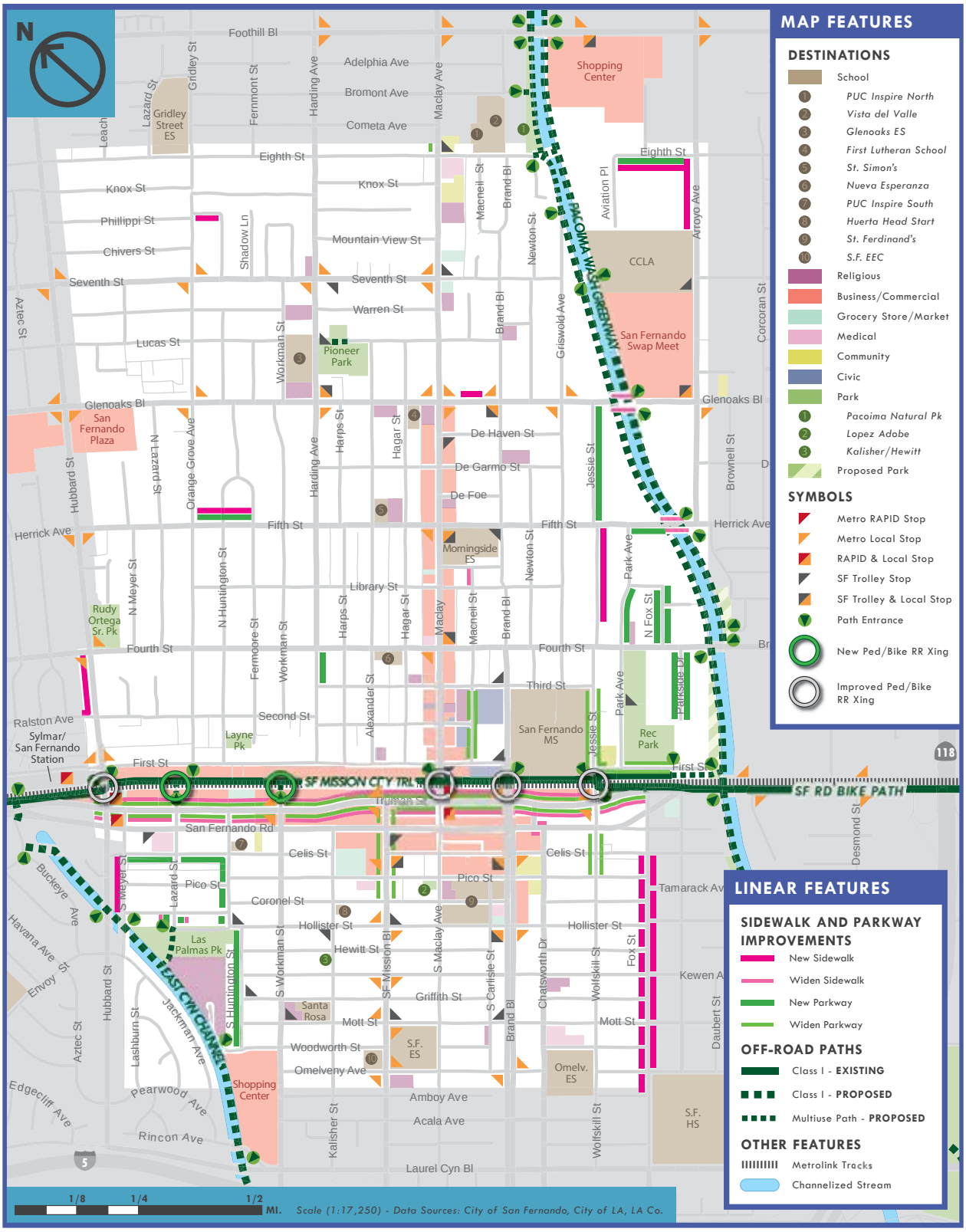


Table 32: Proposed Sidewalks & Parkways

Street	From	To	Street Side	NE Side Length (Ft)	NE Side Length (Mi)	SW Side Length (Ft)	SW Side Length (Mi)	Total Length (Ft)	Total Length (Mi)	Type	New/ Widen
Truman St	North City Border	Wolfskill St	Both	5,408.35	1.02	5,408.35	1.02	10,816.70	2.05	Sidewalk	Widen
Truman St	North City Border	Wolfskill St	Both	5,408.35	1.02	5,408.35	1.02	10,816.70	2.05	Parkway	Widen
Truman St	Wolfskill St	South City Border	West	–	–	545.09	0.10	545.09	0.10	Sidewalk	Widen
Truman St	Wolfskill St	South City Border	West	–	–	545.09	0.10	545.09	0.10	Parkway	Widen
Fox St	West City Border	Celis St	North	2,512.71	0.48	–	–	2,512.71	0.48	Sidewalk	New
Fox St	Fourth St	Library St (East Segment)	Both	659.86	0.12	659.86	0.12	1,319.71	0.25	Parkway	New
First St	Park Ave	Crosswalk at Southern Terminus of SF Mission City Trail	Both	552.18	0.10	552.18	0.10	1,104.36	0.21	Parkway	New
First St	Jessie St	Park Ave	West	–	–	290.99	0.06	290.99	0.06	Parkway	New
Second St	North City Border	Hubbard Ave	East	37.55	0.01	–	–	37.55	0.01	Sidewalk	New
Fifth St	Orange Grove Ave	Fermoore St	East	646.47	0.12	–	–	646.47	0.12	Sidewalk	New
Fifth St	Orange Grove Ave	Fermoore St	East	646.47	0.12	–	–	646.47	0.12	Parkway	New
Fifth St	Pacoima Wash Bridge	Pacoima Wash Bridge	Both	150.00	0.03	150.00	0.03	300.00	0.06	Sidewalk	Widen
Fifth St	Park Ave	Pacoima Wash Bridge	West	–	–	350.00	0.07	350.00	0.07	Parkway	New
Eighth St	Aviation Pl	Arroyo Ave	West	–	–	881.06	0.17	881.06	0.17	Sidewalk	New
Arroyo Ave	Drwy for Lehman Foods	Eighth St/ Dronfield Ave	North	710.00	0.13	–	–	710.00	0.13	Sidewalk	New
Celis St	S Meyer St	S Huntington St	West	–	–	1,119.77	0.21	1,119.77	0.21	Parkway	New
Glenoaks Bl	Maclay Ave	Brand Bl	East	83.00	0.02	–	–	83.00	0.02	Sidewalk	New
Glenoaks Bl	Pacoima Wash Bridge	Pacoima Wash Bridge	Both	115.00	0.02	115.00	0.02	230.00	0.04	Sidewalk	Widen
Harding Ave	Third St	Fourth St	South	–	–	406.63	0.08	406.63	0.08	Parkway	New
Hubbard Ave Frontage Rd	Second St	Fourth St	South	–	–	703.29	0.13	703.29	0.13	Sidewalk	New
Jessie St	First St	Third St	Both	957.75	0.18	957.75	0.18	1,915.50	0.36	Parkway	Widen
Jessie St	Fifth St	Glenoaks Bl	South	–	–	1,321.23	0.24	1,321.23	0.24	Parkway	New



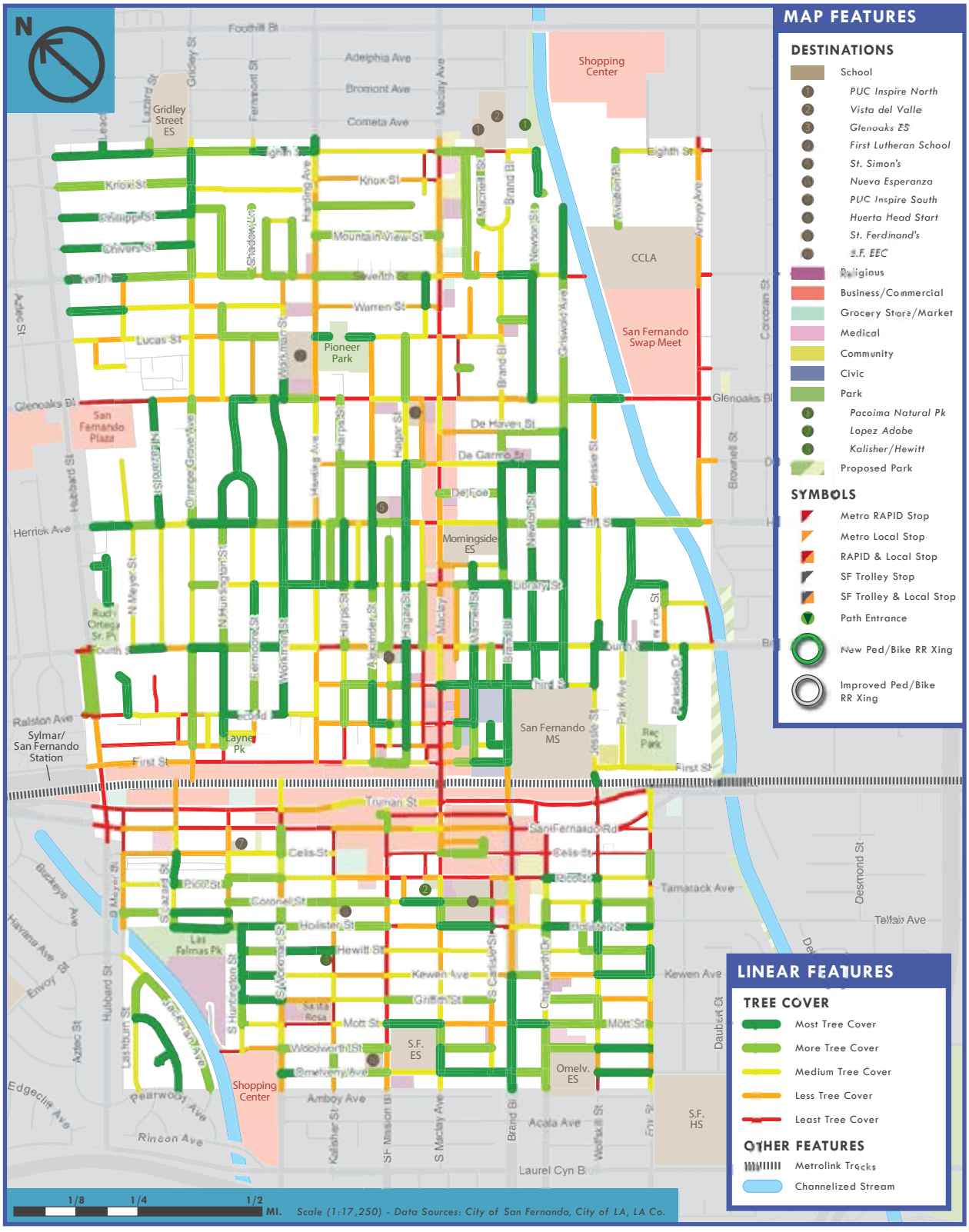
Street	From	To	Street Side	NE Side Length (Ft)	NE Side Length (Mi)	SW Side Length (Ft)	SW Side Length (Mi)	Total Length (Ft)	Total Length (Mi)	Type	New/ Widen
Jessie St	Fourth St	Fifth St	North	136.00	0.03	–	–	136.00	0.03	Sidewalk	New
Macneil St	Library St	Morningside Ct	North	211.15	0.04	–	–	211.15	0.04	Sidewalk	Widen
Macneil St	First St	Third St	Both	823.86	0.16	823.86	0.16	1,647.72	0.31	Parkway	Widen
N Maclay Ave	Eighth St	East City Border	North	129.99	0.02	–	–	129.99	0.02	Parkway	Widen
Park Ave	Fourth St	Library St	South	–	–	672.16	0.13	672.16	0.13	Parkway	New
Parkside Dr	Western Terminus	Fourth St	Both	755.37	0.14	755.37	0.14	1,510.74	0.29	Parkway	New
Phillippi St	Orange Grove Ave	N Huntington St	West	–	–	321.07	0.06	321.07	0.06	Sidewalk	New
S Huntington St	Woodworth St	Hollister St	North	1,329.94	0.25	–	–	1,329.94	0.25	Parkway	New
S Huntington St	Hollister St	Celis St	North	780.00	0.15	–	–	780.00	0.15	Parkway	New
S Lazard St	Hollister St (Las Palmas Park Parking Lot)	Coronel St	Both	150.23	0.03	150.23	0.03	300.46	0.06	Sidewalk	New
S Lazard St	Hollister St (Las Palmas Park Parking Lot)	Coronel St	Both	150.23	0.03	150.23	0.03	300.46	0.06	Parkway	New
S Meyer St	Western Terminus	Celis St	North	780.87	0.15	–	–	780.87	0.15	Sidewalk	New
San Fernando Mission Bl	Coronel St	Truman St	Both	1,077.34	0.20	1,077.34	0.20	2,154.67	0.41	Parkway	Widen
San Fernando Rd	Kittridge St	Chatsworth Dr	Both	999.31	0.02	999.31	0.02	1,998.61	0.04	Sidewalk	New
Wolfskill St	Pico St	San Fernando Rd	Both	520.34	0.10	520.34	0.10	1,040.68	0.20	Parkway	Widen



Tree Planting Opportunities

Across Los Angeles County, tree deaths far outpace tree plantings, resulting in losses to the urban forest and creating a significant public health concern. Compelling evidence demonstrates the benefits of trees, especially for vulnerable community members, such as the elderly, very young, and those who do not have an in-home cooling system. As the average number of annual extreme heat days and temperatures continue to climb, trees are especially important to offset the urban heat island effect by shading homes and cooling streets. Trees clean the air by absorbing carbon dioxide and other air pollutants. Studies have also found that residents living on tree-lined streets walk more and experience improved physical and mental health. Although the Project Team did not conduct an on-the-ground fieldwork assessment of trees, the map below shows where tree canopy is needed the most, based on a GIS-canopy analysis. With wider parkways, the City should be able to plant larger trees, providing more shade and more environmental benefits.

Map 22: San Fernando Tree Planting Opportunities



Proposed Wayfinding

Wayfinding is a simple intervention that also encourages and educates the public on safe walking and bicycling behaviors. Wayfinding signs can create a sense of place when customized for a local jurisdiction. Wayfinding can also be fun and playful, encouraging users to treat their streets as true public play spaces. Wayfinding must meet the needs of different roadway users, and should aim to:

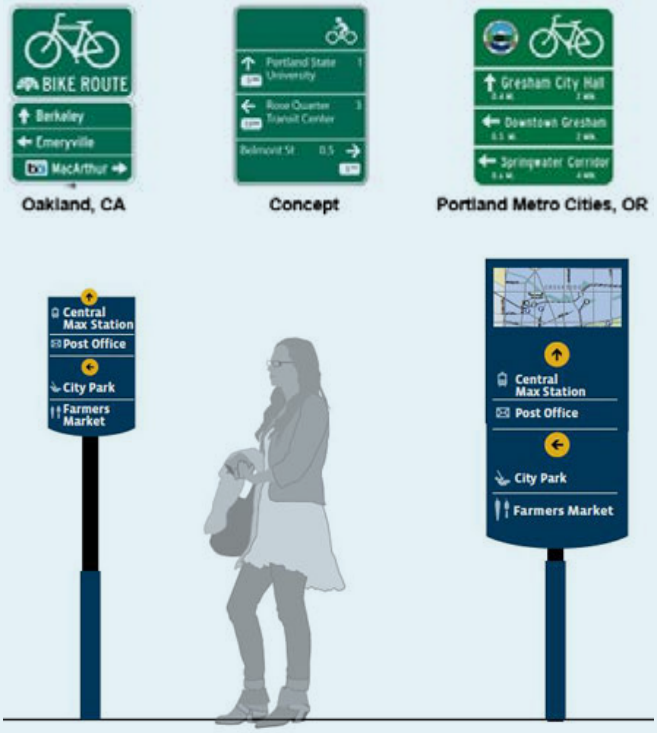
- Confirm that an individual is at the correct start or finish in their journey,
- Identify their location within a place,
- Reinforce they are traveling the right direction,
- And identify their destination upon arrival.

Directional wayfinding signs should point users in the direction of primary destinations and tell them how long and/or how far it will take to get to that destination. Signs are typically placed at decision points along bikeways or walkways (typically at the intersection of two or more bikeways or walkways), and at other key locations leading to and along bicycle or walking routes. For pedestrians, directional wayfinding is important (e.g., 10 minute walk to Downtown San Fernando this way), as are maps and kiosks with area information at central hubs and decision points (e.g., at transit stops and downtown).

The table below summarizes wayfinding signs by type and provides examples of potential locations in San Fernando. The City should consider developing a comprehensive wayfinding strategy that specifies signage design, content, and placement.

Table 33: Wayfinding Considerations

Type	Example Locations
Confirmation Signs Indicates to a pedestrian or cyclist that they are on a designated walkway or bikeway. They can include destinations and distance or time. They are usually placed every two blocks along a bikeway, and should be placed soon after turns to confirm destinations.  Berkeley, CA  Chicago, IL  Oakland, CA	• Brand Blvd. and O'Melveny Ave., O'Melveny Elementary as a destination • First St. for destinations to Civic Center and Sylmar Metrolink Station • In any new neighborhood traffic circles

Type	Example Locations
Turn Signs Primarily for cyclists, these indicate where a bikeway turns from one street onto another, and can be used in conjunction with pavement markings. They should be placed on the near-side of the intersection.  Concept Chicago, IL MUTCD	• Mott St. at Huntington St., and Huntington St. at Woodworth St., to continue to East Canyon Channel • Griswold Ave. and Fourth St, Jessie St. and Fourth St., to continue bikeway • In any new neighborhood traffic circles
Decision Signs These signs mark the junction of two or more bikeways/ walkways, and inform the person walking or cycling where the destinations are. These should be placed on the near-side of the intersection in advance of a junction.  Oakland, CA Concept Portland Metro Cities, OR	• At all entrances to Pacoima Wash (Eighth St. at Pacoima Wash Natural Park future bridge and CCLA, Glenoaks Blvd., Fifth St., Fourth St.) • At Wolfskill St. / Jessie St. / First St.. near Recreation Park, entrance to San Fernando Road Bike Path, and future entrance to Pacoima Wash • Along San Fernando Rd. and First St. to show entrances to the San Fernando Mission City Trail • In any new neighborhood traffic circles

Type	Example Locations
Information Kiosks Information kiosks should be placed at key destinations, especially where the city is likely to have visitors who may be unfamiliar with the network. These kiosks can recommend walking and bicycling directions to key destinations, connections to transit, maps of the immediate area and regional context, and phone numbers to learn more about the City. 	• Sylmar Metrolink Station • San Fernando Mall • Maclay Ave. • Local parks
Maps Neighborhood area maps and regional context maps should be placed where there may be high pedestrian activity and/or at decision points, such as transit stops.	• Along Truman St. and Brand Blvd. at bus stops • Paired with Trolley Stop map routes

For more detailed wayfinding guidance, please review the NACTO Bikeway Design Guide (https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/), and CRC Construction Innovation's Wayfinding Design Guidelines (http://www.hpw.qld.gov.au/SiteCollectionDocuments/WayfindingDesignGuidelines.pdf).

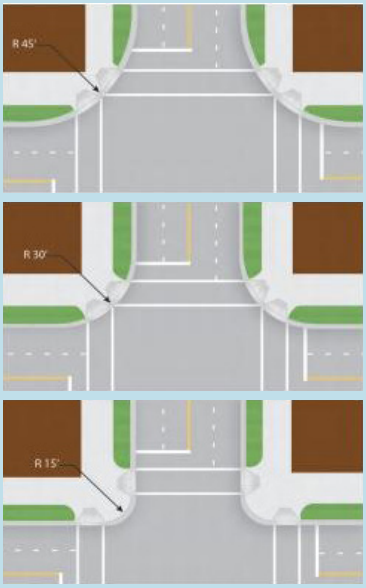
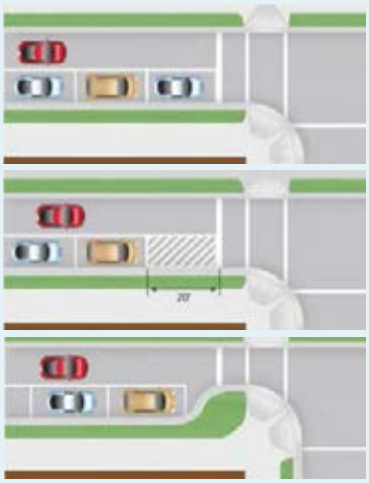
Intersections and Crossings

Intersections must be carefully designed to ensure all roadway users (people walking, bicycling, and driving) can move safely to their destination. Most safety issues for people walking and bicycling occur while crossing a street or at an intersection. The principles behind improving both the pedestrian's and cyclists' experience are to:

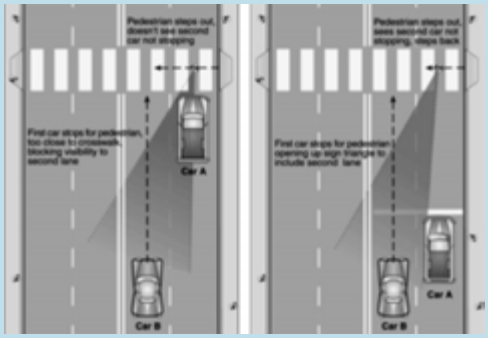
- Address all mobility needs
- Slow vehicle speeds and turning movements
- Shorten crossing distances
- Increase visibility
- Provide crossing refuges
- Enhance intersection/crossing controls, signs, and markings

Table 34: Intersection and Crossing Interventions

Recommendation	Example
Address all mobility needs Upgrading intersections to meet minimum ADA standards, such as adding ramps, truncated domes, and ensuring landing areas include the correct slope, and adding accessible pedestrian signals (audio signals), can make mobility easier for all.	 *Perpendicular ramps with truncated domes sends people walking in a straight line*  *Accessible Pedestrian Signal (http://www.apsguide.org/chapter1_aps.cfm)*

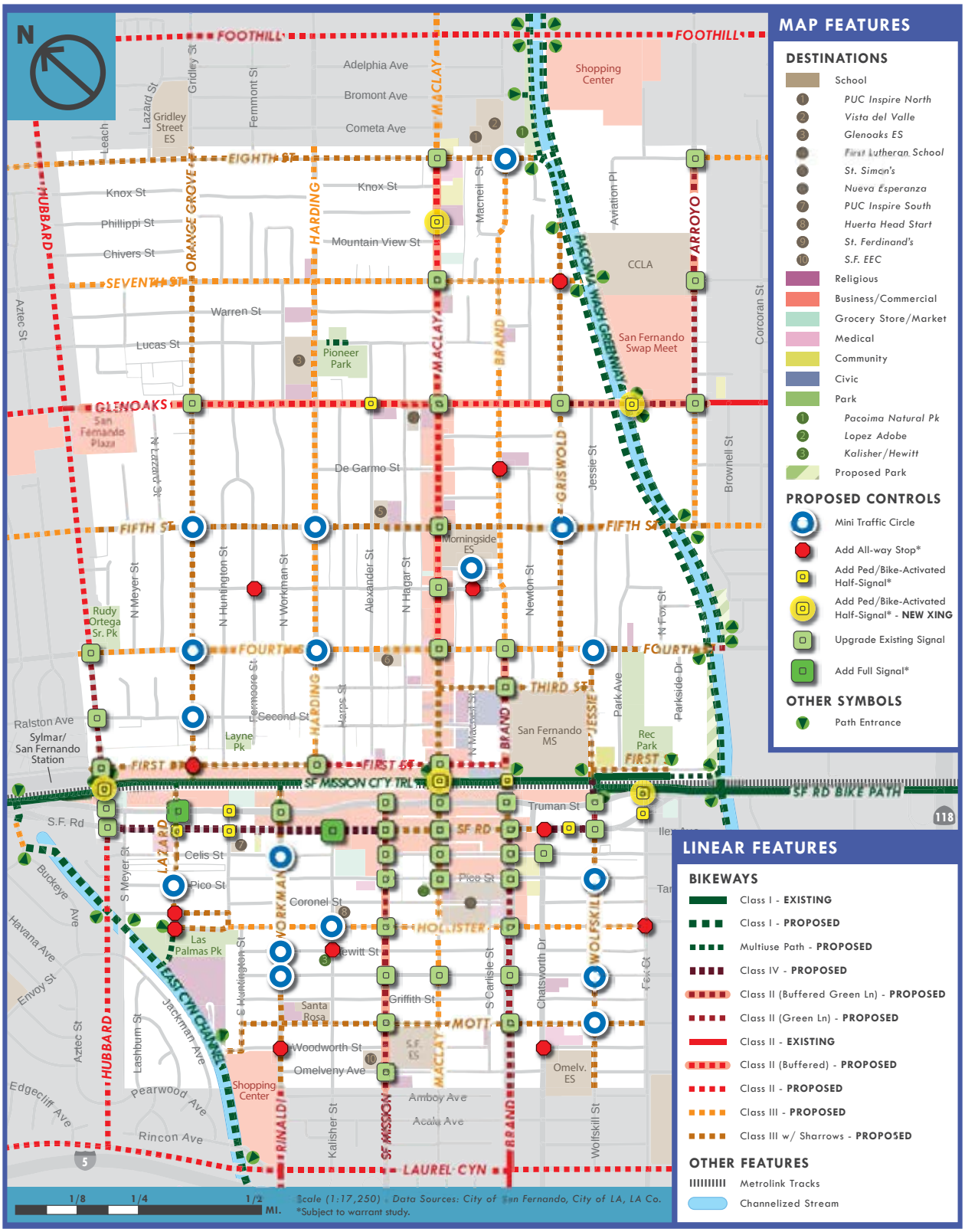
Recommendation	Example
Slow vehicle speeds & turning movements Slower vehicle speeds are a key component to creating a safe pedestrian and bicycling environment. Drivers going slower have more time to react, can stop the car with less distance, and when a collision does occur, injuries are typically less severe. Tightening corner radii and/or providing curb extensions can slow turning movements, as can providing various traffic calming measures at the intersection (such as traffic circles).	 *Tightened corner radii (Credit: Michele Weisbart)*  *Islands used to reduce the curb radius and provide an area for landscaping (Credit: PBIC Image Library)*
Shorten crossing distances One of the most dangerous times to be in the roadway is in the crosswalk; it is when a person walking (or bicycling) is most likely to get hit by a car due to exposure. Crossings can be shortened by using curb extensions and perpendicular curb ramps (two ramps per corner). Curb extensions can also be landscaped. The graphic to the right illustrates how a curb extensions could be constructed on an existing road with on-street parking; note the shortened crossing distance.	 *Curb Extensions shorten crossing times and distances (Credit: Michele Weisbart)*

Recommendation	Example
Increase visibility Making the presence of people walking and bicycling more visible can create a general heightened sense of awareness among drivers, and encourage drivers to be more cautious as they move about San Fernando. Pavement markings, such as high-visibility crosswalks, bicycle boxes, and sharrows, all indicate to drivers where to expect people walking and bicycling, and provide greater visibility by including specific pedestrian / bicycling infrastructure. Rectangular rapid flashing beacons (RRFB) and overhead crosswalk illumination further alert to drivers to the presence of a person walking. Advanced stop bars (stop line behind marked crosswalk) are typically set back 4' to 6' and deter drivers from stopping in the crosswalk, helping increase visibility. Bicycle boxes place cyclists in front of drivers, allowing them to get a head start to cross the intersection, and/or make a left turn. Ensuring that curb approaches are painted red to discourage parked cars up to the intersection, can help increase the pedestrian's ability to see oncoming traffic and vice versa. Leading pedestrian intervals (LPIs) are a function of signal timing. The pedestrian signal turns on first while all cars are still stopped, allowing the pedestrian to begin crossing the street. This discourages drivers from making right or left-turns while pedestrians are trying to cross, and increases their visibility.	 *High-visibility crosswalk with advanced stop bar*  *Bike Box*  *Overhead flashing beacon*  *Colored bike lanes and conflict zone markings at intersection approaches encourage drivers to look for cyclists before changing lanes into a right-turn lane*
Providing crossing refuges Median islands can be placed in the center of the street to facilitate pedestrian crossings. Median islands can also help cyclists or pedestrians cross the street, but allowing them to cross only one direction of traffic at a time. Existing medians can be retrofitted to include median noses, providing additional comfort to people walking or bicycling from turning vehicles.	 *Extended median nose island, provides refuge for people*

Recommendation	Example
Enhance intersection/crossing controls, signs, and markings At certain locations that have a higher probability of conflict, such as on high-speed or wide roadways and at railroad crossings, additional infrastructure may be needed to create safe and comfortable crossings. At midblock or intersection locations with destinations on both sides, and where there are high roadway volumes (Truman St., Glenoaks Blvd., etc.), stop signs, pedestrian-activated signals, or full signal controls may be needed to create a safe crossing. These traffic control devices can be enforced by police officers and should be well-known to drivers. Several railroad crossings in San Fernando can be upgraded using gate skirts, pavement markings and visible signs. The Design Guidelines Chapter highlights several best practices the City can implement to reduce injuries made at railroad crossings. At uncontrolled crossings, it is especially useful to adopt an advanced yield line with appropriate signage set back from the marked crosswalk. Placing the yield line for vehicle traffic in advance of a crosswalk helps to highlight visibility for pedestrians crossing and prevent multiple-threat crashes for pedestrians crossing multiple-lane roadways.	 *Railroad crossing with pedestrian supportive infrastructure (warning signs, continuous sidewalk, pedestrian gates, etc.)*  *Multiple threat crash diagram for uncontrolled marked crossing locations (PedSafe)*

The following map shows proposed infrastructure that focus on the intersection as a whole and could benefit both bicyclists and pedestrians, including improvements that may require warrant studies (implementation of full signals, stop signs, etc.).

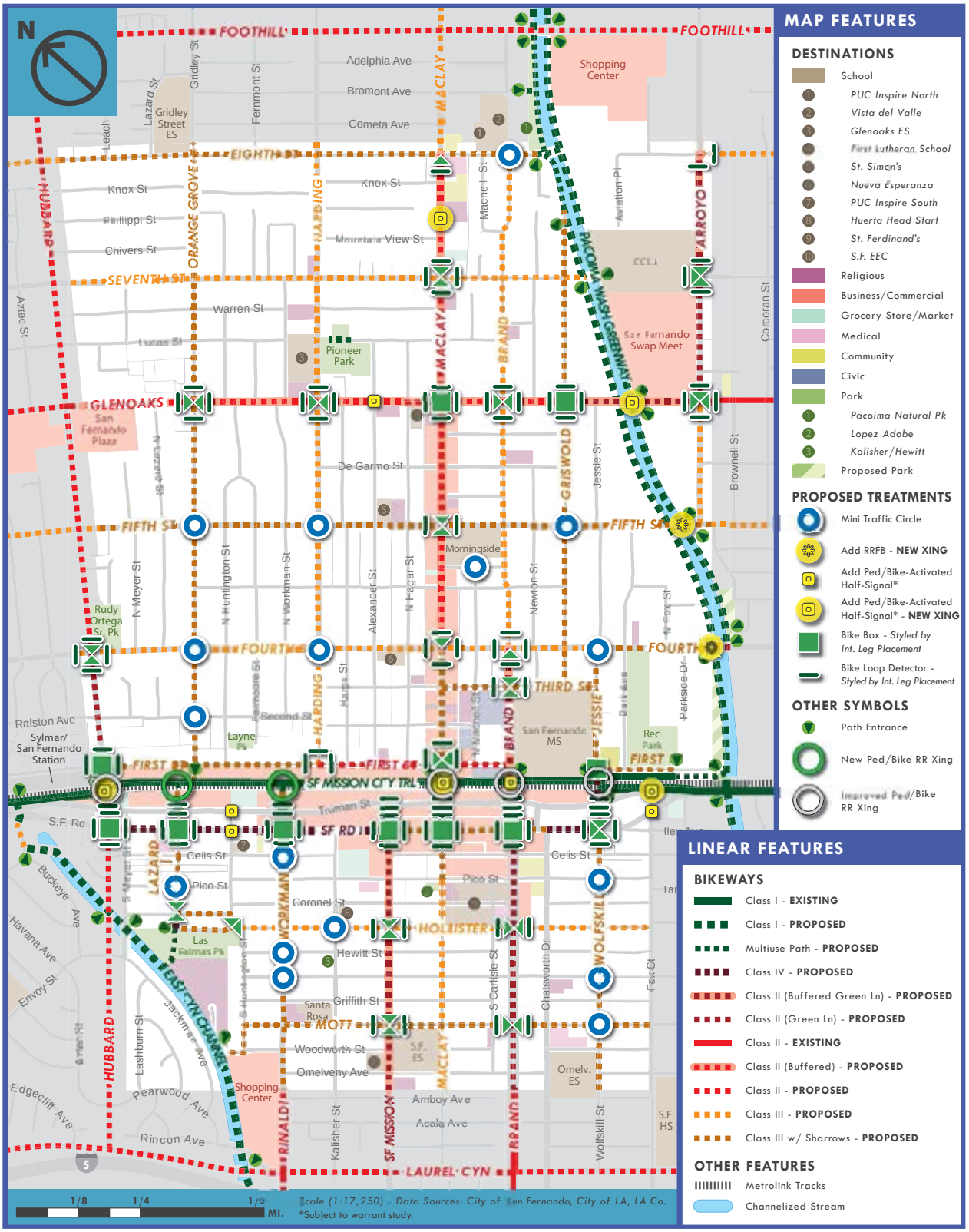
Map 23: San Fernando Proposed Intersection Improvements



The following map shows proposed infrastructure that will improve the experience for a person bicycling. The focus is to ensure connectivity, safe crossings, and safe movements through an intersection, to all designated bikeways. This includes:

- New and existing traffic controls that facilitate a cyclist moving across a large street
- Bicycle boxes, which provide space for a cyclist ahead of vehicles and help with left-turns
- Traffic circles, since they allow cyclists to navigate intersections without controls better and reduce broadside collisions
- Railroad crossings require a suite of improvements, as described in the Design Guidelines. Given forthcoming Metro projects, the City should consider comprehensive redesign of all north/south crossings, and add new crossings across the tracks at Workman and Lazard to be a part of the Double Track Project or East San Fernando Valley Corridor project.
- San Fernando Mission Trail crossings also require a suite of improvements to make path access transparent and safe. In the short-term, the City can consider adding striping and flashing beacons. In the long-term the crossings (across major arterials) should be planned and redesigned with the Metro projects described above.

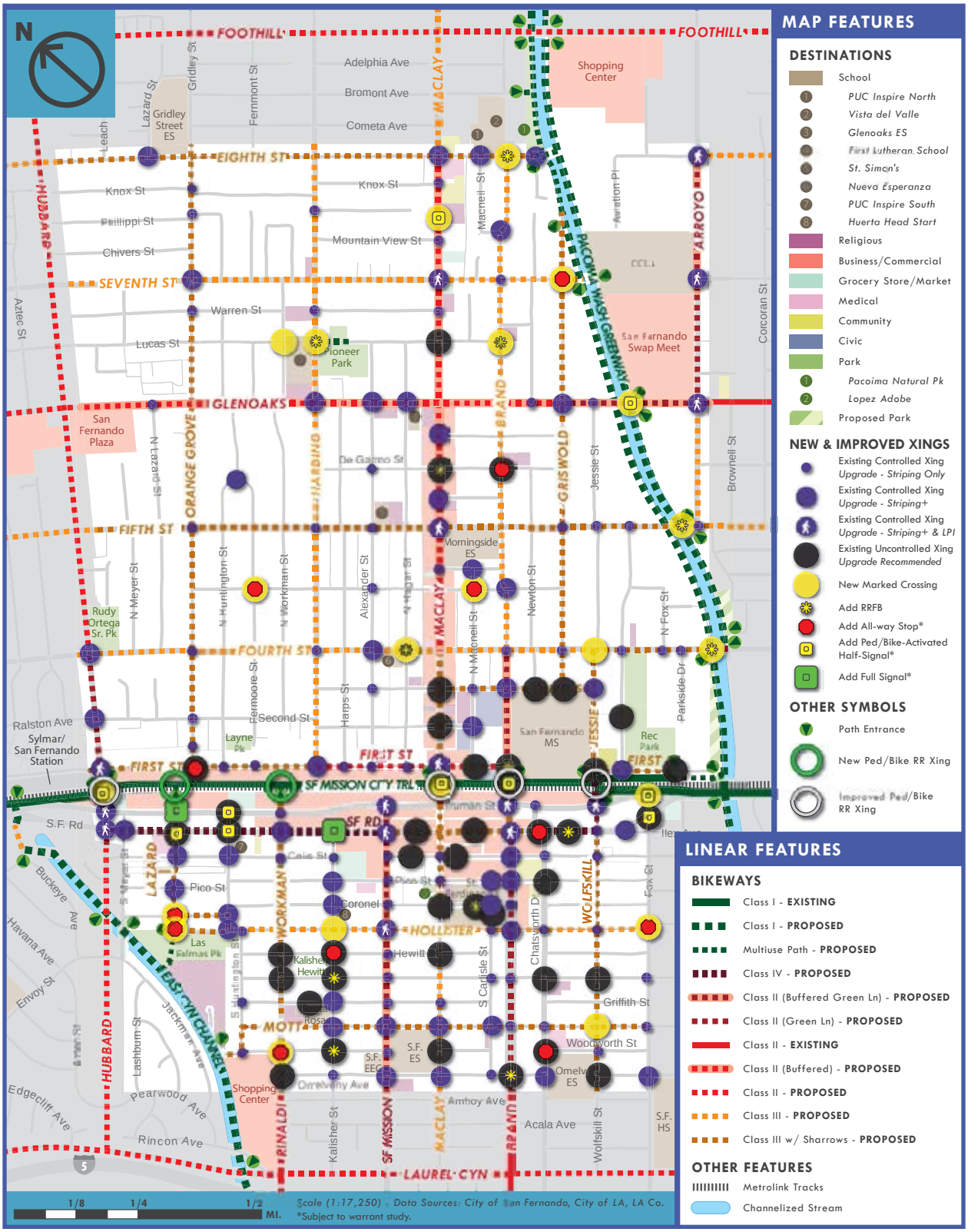
Map 24: San Fernando Proposed Intersection Improvements – Bikeways Focus



The following map shows proposed crossing improvements, focused on the pedestrian experience. Crossing improvements are split into several categories, including:

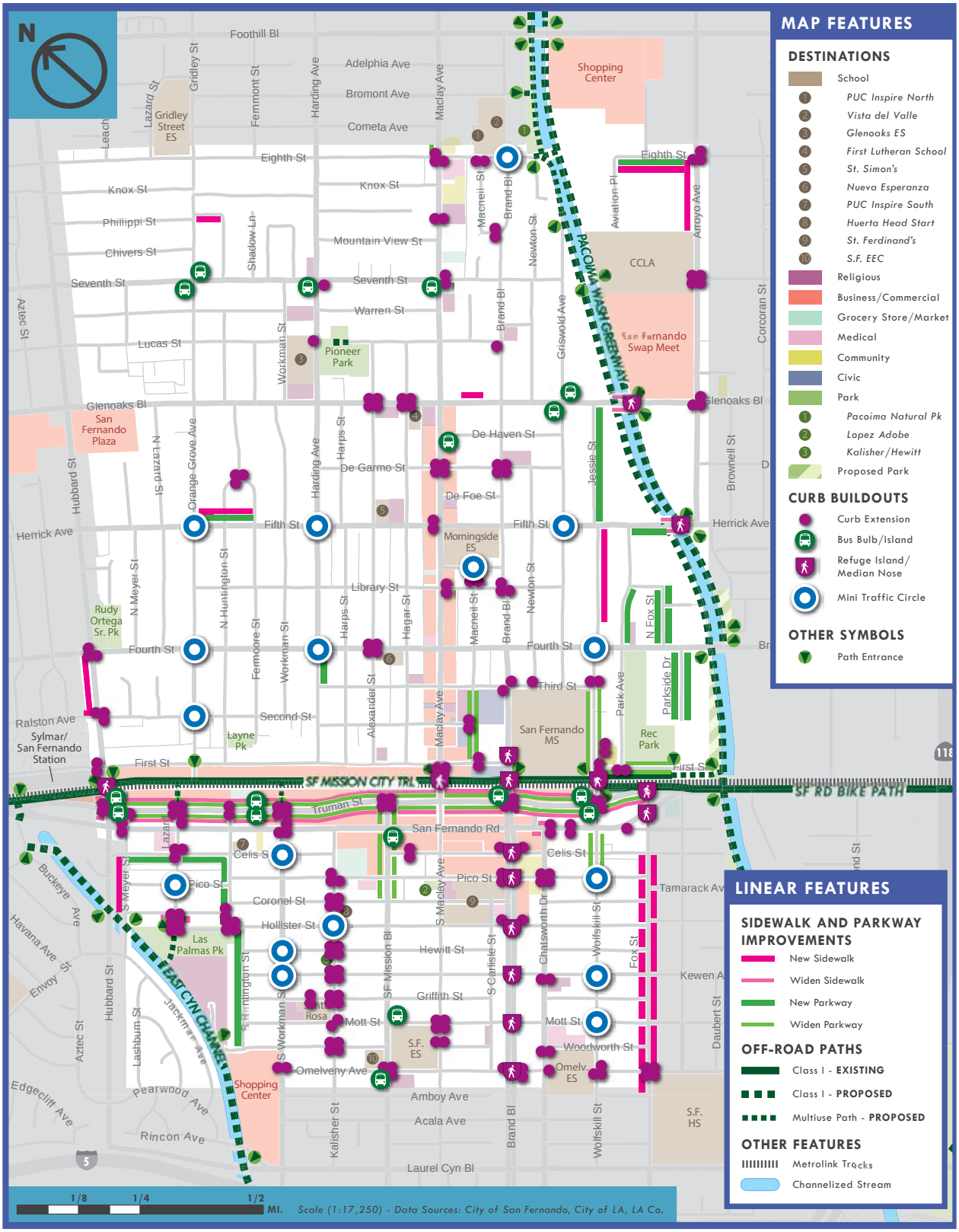
- Crossings at controlled locations (all-way stop or signal), can be improved by:
  - Striping improvements, such as high visibility crosswalk with advanced stop bar
  - "Curb work," defined as any curb movement, such as the addition of median island noses or curb extensions, designated by "Striping+" in the map below
  - Leading Pedestrian Intervals, which changes signal timing to include an all red-phase with walk signals on, allowing pedestrians to get a head-start and reducing pedestrian/vehicle conflicts.
- Crossings at uncontrolled locations (no signal or stop sign) can be improved through:
  - Striping improvements, such as high visibility crosswalk paired with advanced yield markings and signs
  - Rectangular Rapid Flashing Beacons, which are pedestrian activated and flash to warn drivers of someone crossing
  - Addition of a control (which would require an engineering warrant study)
- Railroad crossings as described above
- San Fernando Mission Trail crossings as described above

Map 25: San Fernando Proposed Crossing Improvements



The following map shows proposed curb buildouts, including locations of bus bulbs (large curb extensions that function as better bus stops), curb extensions, mini traffic circles, median noses, refuge islands, and any sidewalk/parkway changes. Moving curbs requires significant engineering design to consider drainage, utilities, and other items, and is typically more costly than striping interventions. The recommendations here are based on design best practices and have been recommended at locations that are likely feasible and require intervention to create a safe and comfortable walking and bicycling environment.

Map 26: Proposed Curb Buildouts



The following map shows where new curb ramps are needed or should be improved. The City should strive to install perpendicular curb ramps (two ramps on each corner, going directly across the street) whenever possible, and especially when installing new curb extensions.

Map 27: New Curb Ramps

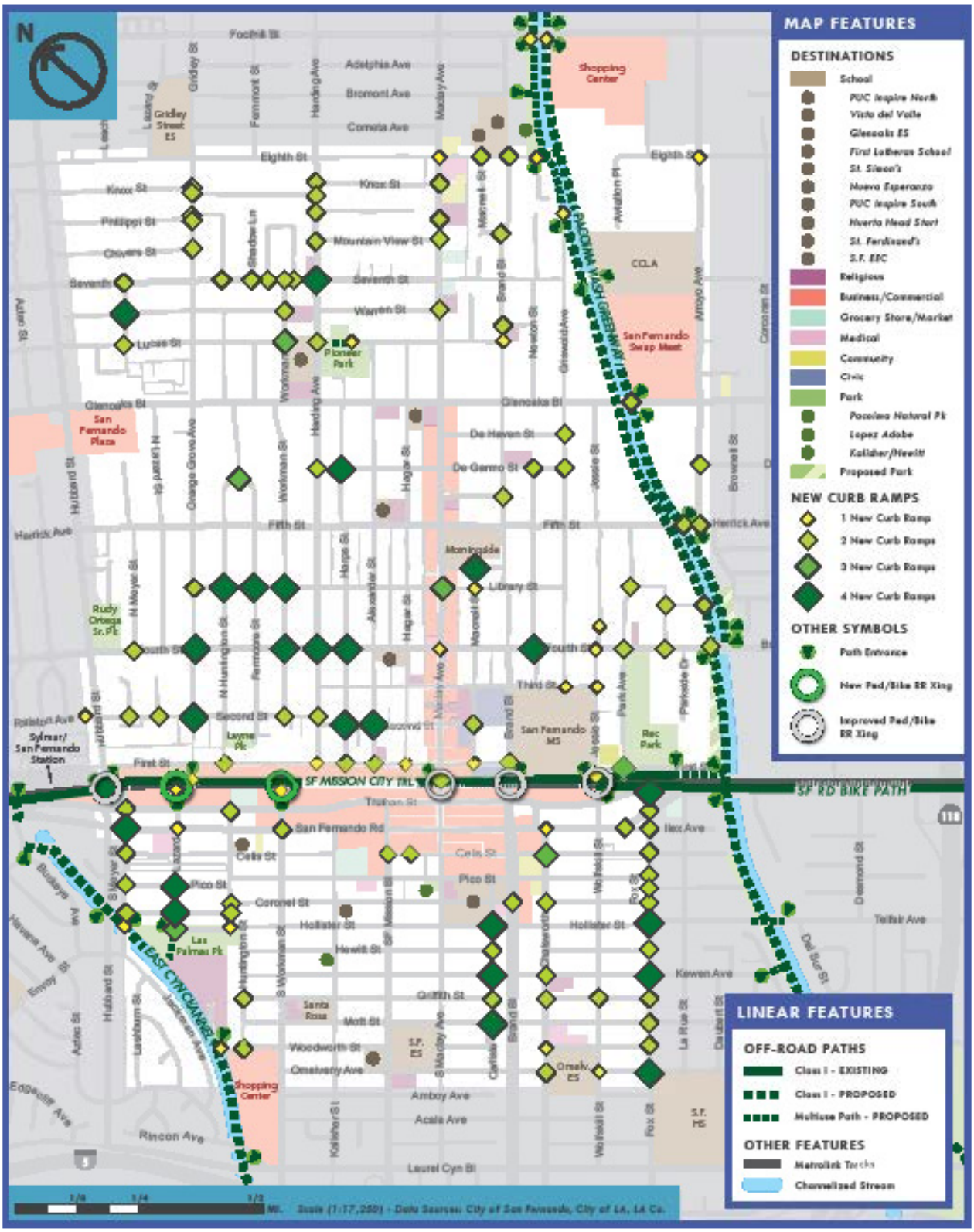


Table 35: San Fernando Proposed Intersection / Crossing Improvements – Citywide Needs

Treatment	Locations (Intersections or Crossings)	Citywide Number of Treatments
High Visibility Crosswalk	240	573
Advanced Stop Bar	220	514
Advanced Yield Markings + Signs	63	64
Overhead Crosswalk Illumination	88	88*
Rectangular Rapid Flashing Beacon	25	50
Ped/Bike Activated Signal	12	24
All-way Stop	12	23
Full Signal	2	8
Ped Countdown Head	44 (7 Locations funded thru HSIP Cycle 8)	350 (56 funded thru HSIP Cycle 8)
Leading Pedestrian Interval	15	15
Neighborhood Traffic Circle	17	17
Bicycle Loop Detector	36	61
Bike Box	31	83
Raised Crosswalk	4	4
Median Noses and Pedestrian Refuge Islands	15	21
Bus Island (take out from Curb Extension)	12	17
Curb Extension	84	220
Curb Ramp (New)	144	320
Curb Ramp (Upgrade)	234	703
Truncated Domes	340	1,061
Railroad Crossing Package Improvement (Ped/Bike/Auto)	4	4
New Railroad Crossing Package (Ped/Bike Only)	2	2

*Crosswalk illumination at intersections subject to lighting survey by city

Pedestrian Amenities

More people in San Fernando will be inclined to walk if the walking environment is interesting, and has additional amenities to make the walk comfortable. Although not an explicit task of this Plan, the Project Team was able to identify potential opportunities for new public spaces in the form of plazas, parks, or parklets, while conducting fieldwork and mapping. Los Angeles' People St. (http://peoplest.lacity.org/) program serves as an example for how excess street space can be repurposed. These new spaces can be open for free play, or used for programming, such as dance performances, yoga classes, etc. It is critical to provide amenities such as art and benches to further activate repurposed space or the sidewalks themselves.



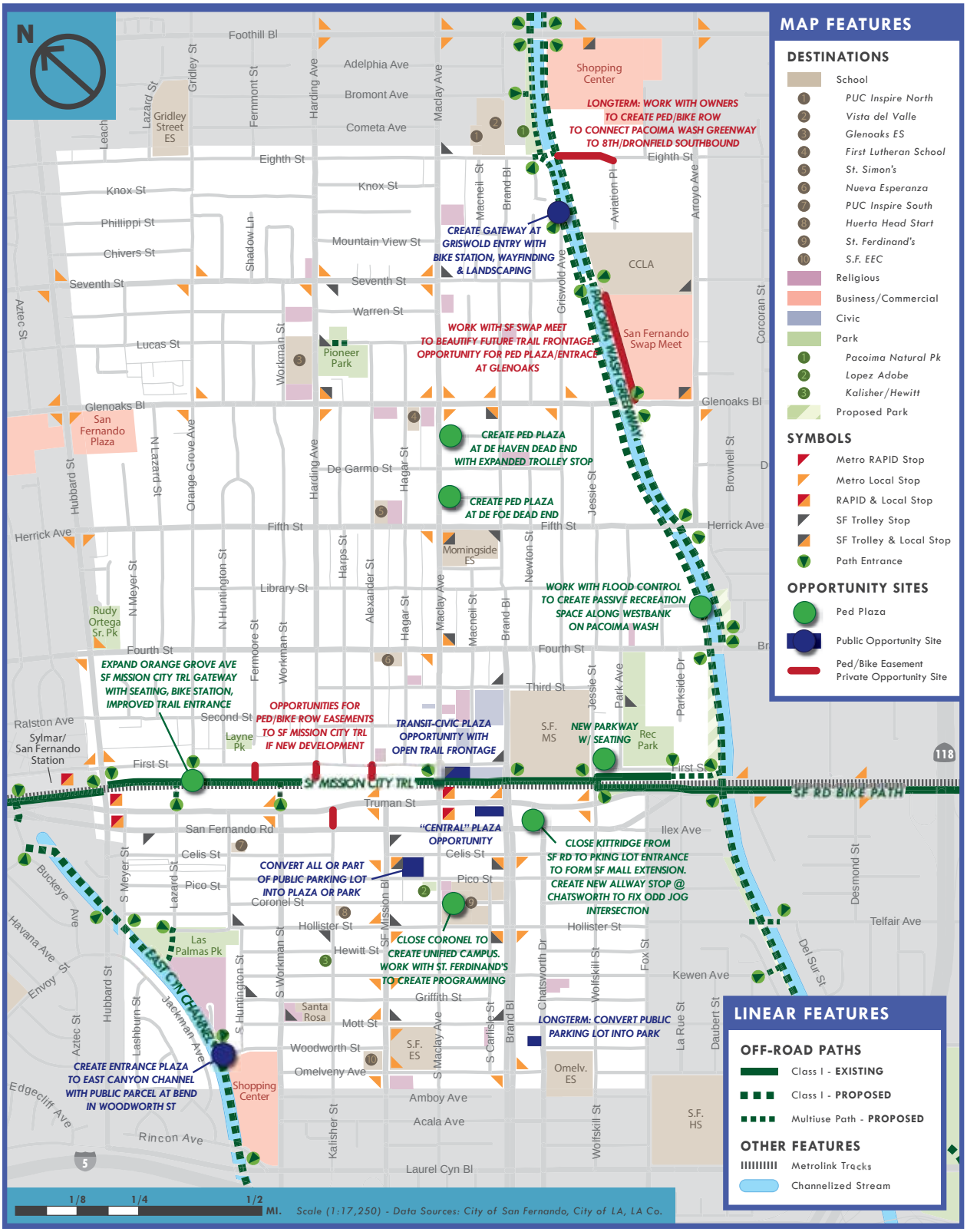
The Bradley Avenue People Street Plaza was installed between Van Nuys Boulevard and an alley in Pacoima. With simple street stenciling and street furniture, now the street is used for a host of activities, including the exercise class shown above (LADOT People St Flickr Photostream).



Parklets can take the place of several parking spots and serve as large curb extensions. This parklet provides public seating on Huntington Drive in El Sereno in an area where angled parking was prohibited. The space allows for sidewalk-adjacent dining (LADOT People St Flickr Photostream).

The map below identifies opportunity areas that could be considered for new public open space.

Map 28: Potential Pedestrian Plazas and Public Space Opportunity Areas

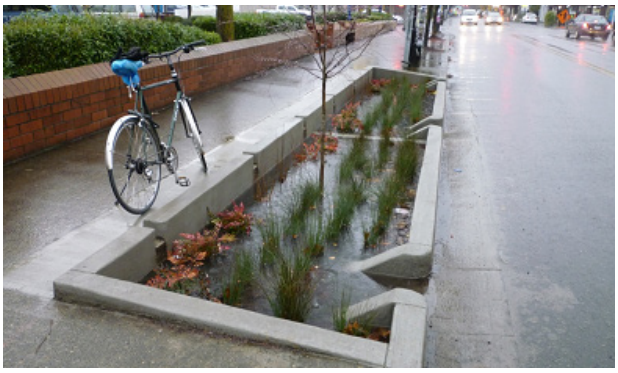


Special Case Focus Streets

Improving the walking and bicycling network as a whole and in a holistic manner will result in better projects that address multiple community needs that could go beyond walking and bicycling, such as addressing pressing environmental concerns regarding heat, shade, water runoff, and more. Several streets were identified for their unique character and potential for specific community engagement and planning that could provide an opportunity for experimentation and to create a distinctive environment that promotes health.

Green Streets or Alleys

A "Green Street" (or Green Alley) is a stormwater management approach that uses plants, soil, street design, and permeable surfaces to improve water recapture and quality, improve air quality, and cool urban streets. Green Streets are especially important in places that lack park and open space, and suffer hotter temperatures due to paved surfaces. Green Streets can incorporate features that encourage people to walk and play in the area, further promoting healthy behaviors. Features can include bioswales, permeable surfaces, tree wells that capture water, and more.



Curb cut-outs in depressed tree well/parkway allow water to seep in, be stored, and cleaned through system



Green Alley built by Trust for Public Land in collaboration with City of Los Angeles that uses permeable surfaces to cool temperatures and collect water



Green Alley uses bricks and permeable pavers to create a more inviting walking space and recapture water

Additional Resources:

http://www.lastormwater.org/green-la/south-la-green-alley-master-plan/

https://nacto.org/publication/urban-street-design-guide/streets/green-alley/

https://www.portlandoregon.gov/bes/article/199748

Shared Streets

Shared Streets use various techniques to create very calm, pedestrian-friendly streets that invite play. The streets still allow other uses, such as vehicle and bicycle traffic, but at slow, cautious speeds. Shared streets can be useful tool to transform low-volume, residential streets that lacks sidewalk infrastructure. Shared streets often remove curb altogether, to create one, level surface and use textures, street furniture, signs, art, and bollards to slow speeds.



This street uses textured pavers, street trees, and parking to invite play and slow speeds.



This street has removed curbs and uses textured pavement to visually narrow the street and invites people to walk down the middle.



Bell Street, Seattle, before shared street



Bell Street, Seattle, shortly after shared street construction



Bell Street, Seattle after shared street transformation, temporarily closed for a market

Additional Resources:

NACTO Urban Street Stormwater Guide - https://nacto.org/publication/urban-street-stormwater-guide/

NACTO Transit Street Design Guide - https://nacto.org/publication/transit-street-design-guide/

Global Street Design Guide - https://globaldesigningcities.org/publication/global-street-design-guide/

Focus Streets

Celis Street

Celis Street is a two-lane local street with on-street parking, just south of San Fernando Road. West of San Fernando Mission Boulevard, it acts as the "transition" street between dense residential neighborhoods and an important commercial area. Celis Street connects directly to the primary shopping / grocery hub in San Fernando (the El Super) and connects to a local school (PUC Inspire Charter Academy, South Campus). As it continues east of San Fernando Mission Boulevard, Celis Street becomes more commercial and nature, with access to businesses that front San Fernando Road and Pico Street, but largely through parking lots. Celis Street continues to become El Dorado Avenue in the City of Los Angeles, which will ultimately provide a connection to the Pacoima Wash Bikeway Path.

Celis Street provides direct connections to important destinations along San Fernando Road, while already being a low-volume, calm street, making it a great alternative for walking. Existing pedestrian infrastructure is currently limited and largely in disrepair, providing a "blank canvas" to create a walk-friendly street. The Orange Grove Mobile Home Park community is an important stakeholder group that likely already walks for everyday needs, and could contribute greatly to the design of the street.

Kalisher Street

Kalisher Street is a two-lane local street with on-street parking, just west of San Fernando Mission Boulevard. Although largely residential, there are neighborhood-serving local businesses at nearly every intersection south of San Fernando Road, including bars, neighborhood corner markets, and restaurants. Kalisher Street also provides access to a school, El Super, and a small pocket park. Kalisher Street has sidewalks and parkways for its entirety, but does not have a cohesive streetscape feel.

Kalisher Street is a perfect walking alternative to busy San Fernando Mission Boulevard, and is already well-positioned for more neighborhood activity. The Plan recommends more aggressive curb buildout treatments along Kalisher Street for this reason; however, the City could consider additional treatments to brand the street and transform it into a more walk-friendly street through the use of diverters, art, and programming.

Truman Street

Truman Street is currently a four (to five) lane arterial, with intermittent on-street parking. Truman Street is an important regional street, as it has several rapid and local bus lines that run along it, it connects to the Sylmar/San Fernando Metrolink Station, and it travels east/west to continue on into the City of Los Angeles to connect to the 118 Freeway (to the east) and the 5 and 210 freeways (to the west). Truman Street also serves as one of the key commercial corridors in the City of San Fernando, with a frontage of nearly all commercial uses; however, much of its frontage are parking lots for adjacent businesses.

Given that Truman Street is an important transit artery for San Fernando, as well as a main commercial corridor, the City should consider making it a "transit-first" and "pedestrian-first" street. Currently, the sidewalks and parkways are narrow on Truman Street, with new bus shelters taking up much of the room on the sidewalk. San Fernando has an opportunity to breathe life into current and new businesses by providing wider sidewalks, and considering interventions such as parklets (https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/), to create a desire for people walking to linger on the street. Given the new transit projects that will transform the east-west central core of San Fernando, the City should work with Metro to ensure that Truman Street's future design includes wider sidewalks, better bus stops, and inspires new commercial development.

First Street

First Street is a two-lane local street with on-street parking, just north of the San Fernando Mission City Trail. The uses along First are largely light manufacturing, business, and industrial, with low-volume truck traffic. First Street also provides the most direct connection from the Sylmar / San Fernando Metrolink Station to Downtown San Fernando and the Civic Center and San Fernando Middle School.

Many of the sidewalks along First Street are narrow and in disrepair, with little to no parkway. Metro's Double Track Project and East San Fernando Valley Transit Corridor Project have the potential to drastically change the uses along the south side of



First Street, providing a new opportunity to create a holistic vision for walking and bicycling along the street, while still accommodating its light industrial nature. There is an opportunity to encourage local workers to visit downtown San Fernando by foot, and provide a pleasant and interesting walkway from the Metrolink Station to Downtown.

Carlisle Street

Carlisle Street functions primarily as an alley, and is just west of Brand Boulevard between Pico Street and O'Melveny Avenue. Carlisle Street also functions as transition zone from businesses that front Brand Boulevard to residential uses. It also serves as access to parking lots behind Brand Boulevard's businesses. Given the low pedestrian, bicycle, and vehicle use of Carlisle Street, there is an opportunity to transform the street into a shared, sustainable space. Green Alleys, as described above, serve as community spaces while also addressing pressing water, air quality, and urban heat island effects. By redesigning the space with these features in mind, San Fernando has an opportunity to create a space for play and more business activity.

San Fernando Mission City Trail Alternatives

Recommendations in this Plan regarding increasing access to the existing San Fernando Mission City Trail (the Trail) and improving its crossings of Hubbard Ave, Maclay Ave, Brand Blvd, and Wolfskill St/Jessie St are based on the Trail's current configuration. However, there are currently two planning efforts being undertaken by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Southern California Regional Rail Authority (Metrolink) respectively that could change the alignment of the Trail. Metro is completing an alternatives analysis and preparing a Draft Environmental Impact Report (EIR) for the route selection for the East San Fernando Valley Transit Corridor (ESFVTC) project, a high-capacity transit line serving the Northeast San Fernando Valley and the Van Nuys corridor in Los Angeles. The ESFVTC is funded in the amount of $1.3 billion through Measure M, passed in November, 2016. For its part, Metrolink is currently studying adding a second track, or double-tracking, the Antelope Valley Line from Control Point Brighton in Burbank to Control Point Roxford in Sylmar.

Through the City of San Fernando, Metrolink Antelope Valley Line commuter trains and Union Pacific Railroad freight trains run along a single-track located in a right-of-way owned by Metro. This right-of-way varies in width from around 65 feet to 100 feet, with the most constrained portion being the segment between Brand Boulevard and Maclay Avenue. Along the eastern edge of this right-of-way, on a 30-foot to 40-foot-wide strip, is where the San Fernando Mission City Trail currently lies.

Right-of-Way Alternatives:

Alternative A: No Movement or Realignment of Trail

In the event that Metrolink were to build a second track, and Metro does not select the Light Rail Transit (LRT) alternative, there would most likely be no need to move or realign the San Fernando Mission City Trail. Also, since the California High Speed Rail Authority has decided to not pursue a High Speed Rail corridor through the City of San Fernando along the Antelope Valley Line corridor, there are no other immediate or foreseeable plans which would necessitate use of the right-of-way, meaning that the City of San Fernando could be confident that the current alignment of the Trail would be maintained for the foreseeable future.

Alternative B: Movement/Realignment of Trail

In the event that Metro decides on the LRT alternative for the ESFVTC, the Trail will most likely need to be moved to the west side of the right-of-way. This would be regardless of whether Metrolink also completes the double-tracking project. For the consideration of the San Fernando Safe & Active Streets Plan, an alternative where the Trail is moved would be assumed to involve a right-of-way with four total tracks: two light rail Metro tracks, and two Metrolink heavy rail tracks.

Phased Implementation of San Fernando Mission City Trail Improvements

Due to the ongoing and unfinished planning processes currently being undertaken by both Metro and Metrolink through the City of San Fernando, the City will pursue a phased implementation plan in regards to making safety, access, and beautification improvements to the San Fernando Mission City Trail.

Phase 1

There are immediate safety and access issues regarding the San Fernando Mission City Trail that should be addressed. These projects can be undertaken as one or individually based on funding, and other opportunities. Some of these projects would be unaffected by either alternative, so will be listed as part of Phase 1.

(1) Trail Crossings of Streets:

- Hubbard Ave: Create a ped/bike activated signalized crossing for the Trail at Hubbard with high-visibility striping, advanced yield markings, conflict markings for people walking and biking, crosswalk lighting, and other features. The crossing should be aligned with the northern extension of the San Fernando Road Bike Path in Los Angeles, on the western edge of the Metro right-of-way, to accommodate a San Fernando Mission City Trail realignment under Alternative B.
- Maclay Ave: Create a RRFB/HAWK demand-activated flashing beacon crossing at the current Trail alignment with high-visibility striping, advanced yield markings, crosswalk lighting, and other features.
- Brand Blvd: Replace current overhead flashing beacon with a RRFB/HAWK demand-activated flashing beacon crossing at the current Trail alignment with high-visibility striping, advanced yield markings, crosswalk lighting, and other features. The current overhead flashing beacon is one that is always flashing, which may be less effective at alerting motorists that someone is preparing to cross Brand Blvd. A demand-activated beacon would be a



clearer signal to motorists that someone desires to cross Brand Blvd. In addition, the current decorative crosswalk is hard to see and there are no advanced yield markings on the street itself.

- Wolfskill St/Jessie St: Stripe high-visibility crosswalks at the intersection. No need to implement other changes since the intersection is already stop-controlled.

(2) Pedestrian Crossings of Trail and Tracks:

At all locations where pedestrian paths of travel cross the Trail (sidewalks along Hubbard Ave, Maclay Ave, Brand Bl, and Wolfskill St/Jessie St), crossings should be improved by leveling uneven asphalt, installing rubber flangeway fillers to eliminate track gutters, and widening sidewalks to at least 4 feet wide around rail crossing posts, if possible. Pedestrian gates should be installed on both approaches to tracks, and conflict markings should be installed for Trail intersection with sidewalks (see Design Guidelines for best practices in pedestrian railroad crossings).

(3) New Access Points to Trail:

- Create Trail access at S Lazard St by opening fence and paving a multiuse path of at least 10 feet in width from the Lazard St terminus to the Trail. Install pedestrian gates and rubber flangeway fillers and lighting. Seek to create a pedestrian plaza at the Lazard St terminus to serve as an entry gateway for the Trail.
- Create Trail access at S Workman St by opening fence and paving a multiuse path of at least 10 feet in width from the Lazard St terminus to the Trail. Install pedestrian gates and rubber flangeway fillers and lighting. Seek to create a pedestrian plaza at the Workman St terminus to serve as an entry gateway for the Trail.

Phase 2

After implementing Phase 1 improvements to the San Fernando Mission City Trail, the City should wait until a final Trail alignment has been decided and completed. Then the City can institute Phase 2 improvements which will differ based on which right-of-way alternative is instituted.

(1) Trail Crossings of Streets:

- Hubbard Ave: No matter which alternative is chosen, this crossing should be implemented as part of Phase 1 Trail improvements at the western end of the right-of-way. In the event of an Alternative B with Metro LRT tracks, the crossing may have to be adapted to consider an LRT platform, which could possibly be located next to Hubbard Ave. An upgrade to a full signal timed to coincide with Truman St and First St green lights can also be considered.
- Maclay Ave: Under Alternative A, the existing crossing should be upgraded to a ped/bike activated signal or to a full signal timed to coincide with Truman St and First St green lights. Under Alternative B, the existing Phase 1 crossing should be replaced with a crossing at the new, western alignment of the Trail. This new crossing should be controlled by either a ped/bike activated signal or to a full signal timed to coincide with Truman St and First St green lights.
- Brand Blvd: Under Alternative A, the existing crossing should be upgraded to a ped/bike activated signal or to a full signal timed to coincide with Truman St and First St green lights. Under Alternative B, the existing Phase 1 crossing should be replaced with a crossing at the new, western alignment of the Trail. This new crossing should be controlled by either a ped/bike activated signal or to a full signal timed to coincide with Truman St and First St green lights.

- Wolfskill St/Jessie St: Under Alternative A, no new work would need to occur. Under Alternative B, the Phase 1 high-visibility crosswalk at the intersection of First St and Wilfskill St/Jessie St should remain, and a new high-visibility crosswalk with an RRFB or HAWK flashing beacon, advanced yield markings, crosswalk lighting, and other features should be installed on the new, western Trail alignment.

(2) Pedestrian Crossings of Trail and Tracks:

- Under either right-of-way alternative the City will ensure that where pedestrian paths of travel cross the Trail (sidewalks along Hubbard Ave, Maclay Ave, Brand Blvd, and Wolfskill St/Jessie St), Metro and/or Metrolink will work with the City to construct new sidewalks with rubber flangeway fillers and clear, unobstructed paths of travel across the new tracks. Pedestrian gates will be installed on approaches to the tracks. Conflict markings will be present at intersection of Trail and sidewalks.
- At Maclay Ave, under any alternative, the City should try and widen the sidewalks crossing the Metro right-of-way as much as possible. Under Alternative B with Metro constructing LRT tracks, LRT stations would be placed on the north and south side of Maclay Ave serving the Sylmar/San Fernando Metrolink Station bound, and the Orange Line bound LRT lines respectively. Under this scenario, the City should work with Metro to ensure adequate space for people walking and biking to, and by, the stations to prevent dangerous bottlenecking near station entrances/exits. The City should also ensure that Metro installs an entrance/exit on either end of the LRT stations' platforms if possible to avoid bottlenecking. These entrances/exits could be connected to either Truman St or First St via ped/bike easements for redeveloped properties.

(3) New Access Points to Trail:

- Lazard St: Under Alternative A, no change will be needed for the Phase 1 Lazard St Trail access path. However, under Alternative B, the Lazard St entry gateway would open directly onto the new, western alignment of the Trail. Under this scenario, a new path from the new, western alignment should be constructed east to the Orange Grove Ave entry gateway. This path should be at least 10 feet in width and have pedestrian gates and rubber flangeway fillers and lighting.
- Workman St: Under Alternative A, no change will be needed for the Phase 1 Workman St Trail access path. However, under Alternative B, the Workman St entry gateway would open directly onto the new, western alignment of the Trail.
- First St Easements / Harding Ave: Under Alternative A, the City should keep parcels along the west end of First St at the intersections of Fermoore St, Harding Ave, and Alexander St flagged for ped/bike easements in the event of redevelopment of the existing properties. New easements would create access directly onto the current, eastern alignment of the Trail, with the most desirable from a connectivity standpoint being an easement at Harding Ave due to its proximity to the S Workman St Phase 1 Trail access path, its location midway between the only current access points at Orange Grove Ave and Maclay Ave, and its inclusion in this plan as a Class III bikeway. Any easements should be open to the public at all times.



- Orange Grove Ave: Under Alternative B, Metro would most likely acquire properties abutting the Metro right-of-way to the east in order to provide sufficient width for four tracks plus the Trail throughout the City of San Fernando. In this case, besides the extension of a path across the tracks from Orange Grove Ave west to the new, western alignment of the Trail, the City should ensure that Metro grant ped/bike easements on any property acquired to create new access points for the San Fernando Mission City Trail. Any easements should be open to the public at all times.
- Like under Alternative A, the most desirable locations would be at the termini of Fermoore St, Harding Ave, and Alexander St, with Harding Ave being the most desirable of those three. However, if Metro acquires property that is not at any of the aforementioned street termini, the City should still work to ensure ped/bike easements at such locations to provide Trail access.
- Only one path across the tracks to the new, western alignment from any new access points created through new ped/bike easements on the east side of the right-of-way is desired between Orange Grove Ave and Maclay Ave. If such an easement is not at an intersection, the City should undertake measures to create a safe way for people biking to access the new easement via First St.
- Under Alternative B, the City should keep properties abutting the western edge of the Metro right-of-way flagged for possible new ped/bike easements for access directly onto the new, western alignment of the Trail. Any easements should be open to the public at all times.
- Under Alternative B with Metro constructing an LRT line in the right-of-way, or under Alternative A with Metro pursuing a Bus Rapid Transit line along Truman St, the City should consider redeveloping its public parking lot at the southeast corner of Maclay Ave and First St into a public transit-oriented plaza in conjunction with an LRT station at Maclay. Under Alternative A, this plaza could provide a pick up/drop off for Metro riders, parking, as well as direct access to the Trail with a bike repair station, long-term bike parking, and possible bike share among other amenities.

Programs, Policies, and Procedures

The programs, policies and procedures were developed through an iterative process that included:

- Assessing needs identified by community stakeholders
- Reviewing existing goals and policies and best practices from other jurisdictions
- Examining existing conditions data
- Identifying policy and program gaps

The goal of the proposed programs, policies, and procedures are to work together with infrastructure to improve the safety and acceptance of walking and bicycling, and thereby increases the overall use of non-motorized transportation among community members. For all of the programs, policies, and procedures described on the following pages, the City of San Fernando should consider creating culturally relevant materials and use an equity lens in program delivery.



Education

Education programs provide information to residents and visitors regarding laws that enable people walking, bicycling, and driving to travel safely within the city. These programs can range in scope, from providing general guidance on laws, to detailed instruction and training on specific topics. Educational materials and programs should meet users where they are at, from introductory to detailed instruction. The table below includes proposed education programs targeted at creating a safer walking and bicycling environment.

Table 36: Proposed Education Programs, Policies, and Procedures

Target	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike/ Ped	General educational materials	Publish safe bicycle-riding and walking tips (Spanish and English) and have the brochures available at community centers, City Hall, parks and schools.	Adults / K-12	City of San Fernando, LAUSD
Bike/ Ped	City webpage dedicated to active transportation	Develop a City webpage dedicated to active transportation. Update it regularly with bikeway maps, safe bicycle riding and walking tips, and what to do in the case of a collision. For example, The City of San Mateo has updated their webpage to include an active transportation component (http://www.cityofsanmateo.org/index.aspx?NID=2118).	Adults / K-12	City of San Fernando
Bike/ Ped	Bicycle and Pedestrian Safety Courses	Provide bicycle and pedestrian safety courses for law enforcement and professional driving community (taxi, transit, rideshare organizations).	Professional Drivers and Law Enforcement	City of Los Angeles, City of San Fernando, Metro
Bike/Ped	"Rules of the Road" training	Offer a "Rules of the Road" curriculum to schools to use in classrooms and during recreational hours to reinforce bike and pedestrian safety with students.	K-12	City of San Fernando, Metro
Bike/Ped	Safety Rodeos	Provide bicycle and pedestrian "safety rodeos," which provide on-bike and in-the-street training on how to navigate intersections and streets from a bicyclist or pedestrian perspective.	K-12	City of San Fernando, Metro, Local hospitals
Drivers	Teen Driver Safety Programs	Work with the California Highway Patrol to bring youth-focused safety programs to San Fernando, such as the "Start Smart," "Impact Teen Drivers," and "Every 15 Minutes" programs.	Teen drivers	City of San Fernando, CaliforniaHighway Patrol, LAUSD
Bike/Ped	Safety Valet Program & Training*	Continue to provide Safety Valet Training to train parent volunteers to manage pick-up and drop-off traffic at schools. Create regularly occurring training schedule, rather than on-demand program.	Parents	LASPD, LAUSD
Bike/Ped	Traffic Safety Education & Awareness*	Continue to provide classroom presentations, including on career days, to enhance driver, pedestrian, and cyclist safety awareness.	K-12, Parents	LASPD, LAUSD
Bike	LAUSD Bicycle Safety Practices Policy*	Continue to include Bicycle Safety Practices as part of its information to parents. Allow all students to ride, regardless of bicycle registration status.	K-12	LAUSD
Bike/Ped	Healthy San Fernando*	Continue organizing campaigns and events through Healthy San Fernando Initiative, and use event opportunities to distribute materials.	Residents	City of San Fernando, Providence Holy Cross, CSUN, San Fernando Community Health, VCCC

** Indicates existing programs in the City*

Spotlight: Bicycle and Pedestrian Safety Classes and Safety Rodeos

The League of American Bicyclists (LAB) has developed a comprehensive bicycle skills curriculum that is considered to be the national standard for adults seeking to improve their bike riding skills. These classes include bicycle safety checks, basic maintenance, both basic and advanced on-road skills training, and driver education. The Los Angeles County Bicycle Coalition (LACBC) currently offers adult LAB courses that are taught by certified instructors. San Fernando can partner with LACBC and other non-profit organizations to expand the course offerings or incorporate them into other city programs to educate professional drivers and law enforcement. Hospitals in Los Angeles County, such as Children's Hospital Los Angeles, also have Injury Prevention Coordinators that often lead skills development for youth to safely and walk and bicycle. San Fernando can work with the Injury Prevention Alliance of Los Angeles County to learn more about potential opportunities to partner with hospitals on safe behavior.



Safety curriculum with students Photo from Bicycle Coalition of Maine



Fulton Police Bicycle Patrol officer assisting student through skills course (New York).



Safety Valet Program at Dorris Elementary in LAUSD



Safety Valet Program at Dorris Elementary (Grandview Boulevard School)

Encouragement

Encouragement programs provide participants with incentives, recognition, or services that make bicycling and walking a more convenient mode of transportation. Successful encouragement programs entice users by making walking and bicycling fun, and attempt to increase both the frequency and length of trips that people travel by bicycle and on foot. The table below shows proposed encouragement programs.

Table 37: Proposed Encouragement Programs, Policies, and Procedures

Target	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike	Bicycles in buildings	Ensuring bicycles are allowed inside buildings (per the San Fernando City Code), can help alleviate fears of bicycle theft and provide peace of mind to bicycle commuters. Commuters often prefer bringing their bicycle into the building, rather than outdoor storage.	Commuters	City of San Fernando
Bike	Shower and Clothing Lockers	San Fernando should require showers and clothing lockers in new commercial developments of certain size to promote cycling and walking to work.	Commuters	City of San Fernando
Bike/Ped	"Bike to Work Month" and "Walk / Bike to School Day" (Monthly)	The month of May is national "Bike to Work Month." San Fernando can officially designate May as "Bike to Work Month" and participate by offering incentives to people bicycling (giveaways, raffles, discounts) and host bicycling "pit-stop" locations at employment and school sites.	Commuters and Students	City of San Fernando, Metro, Community organizations
Ped	International Walk to School Day* (Annually)	Engage parent volunteers to participate, promote a meet-up location and walking routes, offer incentives to students that walk to school, work with law enforcement to chaperone routes, and create a celebratory atmosphere at schools, during the first Wednesday of October (designated International Walk to School Day).	Students and Parents	City of San Fernando, LAUSD, Local law enforcement
Ped	Walking School Bus Program (Weekly)	Offer tools like maps, flags, safety vests, whistles, and others, to parents to create and maintain a walking school bus program, which includes regular walking routes and leave times from certain locations (like a bus).	Students and Parents	City of San Fernando, LAUSD
Bike/Ped	Healthy 5k, Diabetes Expo*	Offer bicycle and pedestrian safety information and incentives at city and community-sponsored events.	Commuters, Community members	City of San Fernando, Community Partners
Bike/Ped	Open Streets	Establish regular "Open Streets" events where streets are temporarily shut down to vehicle traffic and opened to bicyclists and pedestrians only.	All	City of San Fernando, Metro, SCAG, Community partners

* Indicates existing programs in the City

Spotlight: Bike to Work Month

The month of May is national "Bike to Work" Month, a celebration to encourage people to bicycle. The City can host group rides, workshops and bike-related events including giveaways and raffles as incentives. Partnerships with community agencies may include "pit-stop" locations at employment and school sites. Walk or Bike to School Day can be implemented using similar strategies. These nationally celebrated events are a great strategy to encourage active transport in the City. Metro has several examples of community engagement and outreach strategies used during Bike Week that the City is welcome to adopt. Many cities set up "rest stops" along commonly used bikeways offering coffee, stickers, bike lights, bicycle repair, etc. Additionally, some organizations will have cheering stations and set up additional wayfinding signage. This program encourages community members to try cycling for just one day under circumstances that may feel safer because there are more cyclists on the road, which creates a more inviting environment for all cyclists. For more information: https://www.metro.net/bikes/bike-month/

Spotlight: Walking School Bus Program

A walking school bus is a group of children walking to school with parents or family members. It can be as informal as two families taking turns walking their children to school or as formal as a well-planned walking route with meeting points, timetables and a regularly rotated schedule. The City can provide schools with tools created by the National Center for Safe Routes to School. For more information, visit http://apps.saferoutesinfo.org/training/walking_school_bus/

Spotlight: Open Streets Events

Open streets events temporarily close down streets to motorized traffic, opening up the space for bicyclists, pedestrians, skateboarders, and all other non-motorized users. These events typically have points of interest along a set route, and have programming such as games, entertainment, and food, that might be found at a street fair. These events allow community members to explore and discover their neighborhood in a different, exciting, and safe way. Open streets events are an excellent opportunity to educate and create awareness for active living, and allow people to try bicycling in a safe space with no conflicts. San Fernando will hold their first Open Streets in 2018 through funding from Metro.



Bike to Work Day in Los Angeles



Walking School Bus



Open Streets event

Enforcement

Enforcement programs target behavior of all roadway users that leads to unsafe conditions, including drivers, pedestrians, and cyclists. These programs can reinforce good behavior, target behaviors that lead to collisions, and help increase awareness and foster mutual respect of rights of different roadway users. Successful enforcement programs require coordination between local law enforcement, transportation agencies, city staff, and local community-based organizations.

The City should consider amendments to key portions of the City Code to ensure that bicyclists and pedestrians are not penalized for their travel behavior. Some recommendations are highlighted below. Additional ideas on creating a Pedestrian-Friendly Code can be found in ChangeLab Solutions Pedestrian Friendly Code Directory: http://www.changelabsolutions.org/publications/pfc-directory

Table 38: Potential Amendments to San Fernando City Code

Target	City Code	Description	Recommendations
Bike	Sec 90-736 Sec 90-677	(90-736): The licensing agency shall procure from the state department of motor vehicles the necessary bicycle license and license renewal indicia as well as registration certificates or other forms required by state law for the licensing of bicycles.	Remove "bicycle license requirement"
Bike	Sec 90-777	(90-777): No person shall ride a bicycle upon a sidewalk within the central business district, nor shall any person ride upon any other sidewalk within this city that has been posted with signs prohibiting such riding.	Remove restrictions on sidewalk bicycle riding
Ped	Sec 90-527	(90-527): No pedestrian shall cross a roadway other than by a crosswalk in the central traffic district or in any business district.	Remove restrictions on crossing at crosswalks in the central traffic district or business district (often misinterpreted—does not specify marked/unmarked crosswalks); according to the California Vehicle Code, all intersections are legal crosswalks, whether they are marked or not.
Ped	Sec 90-528	(90-528): No pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by shortest route to the opposite curb, except in a marked crosswalk.	Remove provision



Bicycle Patrol Officer



Crossing Guard in a crosswalk

The table below shows several proposed enforcement programs for bicyclists and pedestrians. Safety education and encouragement programs through law enforcement are also highlighted to present the importance of partnerships between law enforcement, local schools, and community-based organizations.

Table 39: Proposed Enforcement Programs, Policies, and Procedures

Target	Program, Policy, or Procedure	Description	Audience(s)	Partners
Law Enforcement				
Bike/Ped	Law enforcement presence at schools*	SFPD and LASPD will provide enforcement at each school in San Fernando, at least twice per month.	Students, Parents	San Fernando Police Department, Los Angeles School Police Department
Bike/Ped	Enforcement using Bicycle Patrol Units	SFPD and LASPD can monitor speeds and enforce laws in areas of the City using Bicycle Patrol Units, further creating a presence of bicyclists in San Fernando.	Commuters	San Fernando Police Department, Los Angeles School Police Department
(General) Enforcement				
Ped	Crossing guard program*	Continue to grow the City's crossing guard program, ensuring crossing guards at each school.	Students, Parents	City of San Fernando, LAUSD
Bike/Ped	National Night Out	Pass out bike/ped safety materials and equipment during National Night Out (typically in August); law enforcement can dialogue with residents about safe walking and bicycling.	All residents	San Fernando Police Department, Los Angeles School Police Department
Bike/Ped	"Caught Being Good"	An incentive program that can be administered by law enforcement to those who are engaging in safe walking and bicycling behavior. Typically targets youth and provides incentive such as gift certificates.	All residents	San Fernando Police Department, Los Angeles School Police Department
Drivers	Speed enforcement	Regular enforcement on streets that have bicycle facilities, but also have had reported high speeds, can be helpful to deter speeding.	n/a	San Fernando Police Department

* Indicates existing programs in the City

Spotlight: Bicycle Patrol Units

Bicycle Patrol Units allow police officers to access locations that are not easily accessible by car, such as paths, parks or other rights-of-way. Bicycle officers undergo special training in bike safety and bicycle-related traffic laws, thus making them more effective in enforcing laws that pertain to bike travel and educating the community.

Spotlight: Crossing Guard Program

The City's crossing guard program can be expanded to ensure an adult presence at school crossings during drop-off and pick-up. Adult crossing guards require training and monitoring and should be equipped with a bright and reflective safety vest and a STOP paddle. Police enforcement in school zones may be needed in situations where drivers are speeding or not yielding to children in crosswalks.



Engineering

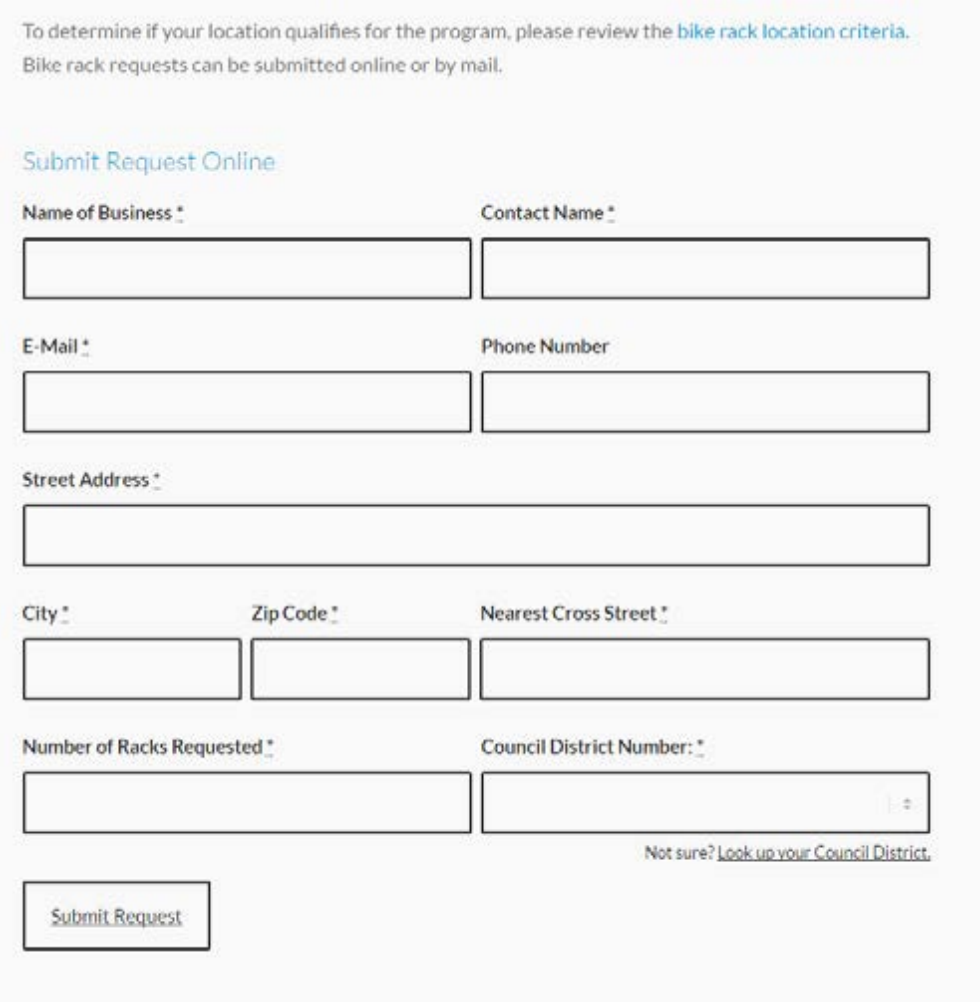
Beyond the infrastructure recommendations outlined in the previous sections of this Plan, additional programs, policies, and procedures will be needed to ensure that future projects incorporate an active transportation lens.

Table 40: Proposed Engineering Programs, Policies, and Procedures

Bike/Ped	Program, Policy, or Procedure	Description	Partners
Bike	Short-term bicycle parking	Develop bicycle parking rack request program to provide sidewalk racks. Develop bicycle parking design guidelines for in buildings and public racks.	City of San Fernando, Metro
Bike	Long-term bicycle parking	Clarify opportunities for San Fernando residents to access the bicycle lockers at the Sylmar / San Fernando Metrolink Station, and provide this information on the City's website	City of San Fernando, Metrolink
Bike	Bicycle parking at schools*	Ensure provision of at least 20 secure bicycle parking spots at each school.	City of San Fernando, LAUSD
Bike/Ped	Potential modifications to City Code	Amend City Code to make crosswalk placement easier along pedestrian desire lines. Remove language regarding 400 foot block lengths (Sec 90-526) Require short-term bicycle parking as part of new commercial development or redevelopment of any size; require long-term and short-term bicycle parking as part of new multi-family residential housing	City of San Fernando
Bike/Ped	Potential modifications to engineering approach	Ensure all controlled signals have in-loop detection for bicyclists. Install parking prohibitions near intersections and at marked crosswalks to increase visibility for people walking and drivers. Revise Traffic Calming policies to allow for additional features and flexibility in implementation.	City of San Fernando
Bike/Ped	Hotline, Mobile App	Offer a hotline or online comment area to report broken sidewalks, curb ramps or other infrastructure concerns	City of San Fernando
Ped	Tree Planting and Maintenance Form	Develop a tree planting and maintenance request form to identify locations for new trees and where trees may need to be removed/replaced	City of San Fernando

Spotlight: Bicycle Rack Request Program

The City has a lack of short-term bicycle parking at most destinations. One method of soliciting input and installing racks where they are wanted is to create an online request form. Local businesses or residents can request that specific locations are reviewed for bicycle rack installation. The rack request program could also be expanded to include bicycle corrals, which are installed in the street to take the place of one vehicular spot, and are especially useful in areas with narrow sidewalks with no room for sidewalk racks.


To determine if your location qualifies for the program, please review the bike rack location criteria.
Bike rack requests can be submitted online or by mail.

Submit Request Online

Name of Business *
Contact Name *
E-Mail *
Phone Number
Street Address *
City *
Zip Code *
Nearest Cross Street *
Number of Racks Requested *
Council District Number: *
Not sure? Look up your Council District.
Submit Request

Los Angeles Department of Transportation Bicycle Rack Request Form

References:

Essentials of Bike Parking: http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf

San Francisco Bicycle Parking Requirements: http://sf-planning.org/bicycle-parking-requirements

Bicycle Parking: Standards, Guidelines, Recommendations: https://www.sfmta.com/sites/default/files/pdfs/2015/SFMTA_bicycle_parking_guidelines.pdf

Evaluation

Bi-annual evaluations will help the City understand if it is meeting the goals identified in Chapter 4 of this Plan. The following evaluation programs may help the City garner additional funding for future projects.

Table 41: Proposed Evaluation Programs, Policies, and Procedures

Target	Program, Policy, or Procedure	Description	Audience(s)	Partners
Bike/Ped	Amend City Code to develop Bicycle and Pedestrian Safety Report*	Every two years, the City should develop a Bicycle and Pedestrian Safety Report tracking measures identified in Chapter 4.	All agencies, Partners, Residents	City of San Fernando, LAUSD, community-based organizations
Bike/Ped	Citywide bicycle and pedestrian counts	Counting the number of cyclists and walkers regularly can help frame new projects and track whether the City's implementation of this Plan is making a difference.	All residents	City of San Fernando
Bike/Ped	Project-level bicycle and pedestrian counts	The City should consider bicycle and pedestrian counts, in addition to vehicular counts, for new development	Developers	City of San Fernando

* Indicates existing programs in the City

Engagement

The successful implementation of this Plan will depend on the involvement of local leaders and community organizations. A civically engaged population is more likely to assist in project development, design, and implementation, and will help build trust in government. The following are examples of potential opportunities to increase engagement.

Support Youth Coalitions

There are existing youth coalitions, such as those at Cesar Chavez Learning Academies, that teach youth leadership skills. The City can consider actively partnering with these existing coalitions and supporting new ones to help with the implementation of this Plan through door-to-door engagement, conceptual project design and promotion, and helping to implement programs.

Community Beautification Projects

Student artists can collaborate with the city to showcase murals, sculptures and other interventions that help create an interesting active transportation environment. Students can help to beautify the city through community service clean up events. Art can improve the commuter and pedestrian experience for those passing through, and help create a stronger sense of community identity.

Expand Internship Opportunities

Expanding city internship opportunities will provide San Fernando staff with extra assistance, direct lines of communication into the community, and allow for local residents to gain skills and understanding of local government. San Fernando could consider creating project-based internships or collaborations with local schools to, for example, create an outreach/engagement strategy for the City.

Hold Regular, Informal Meetings (e.g., Coffee with the Public Works Director)

Regular Commission and Council meetings are critical to city process; however, these formal meetings can often be intimidating for residents. Holding informal meetings, akin to school-based "coffee with the Principal," can allow residents to learn more about the City and ask questions in an informal setting. Allocating this time allows community-based organizations to engage and ask questions of City staff directly and problem-solve.

Establish Clear Communication and Response Channels

Transparency is critical to establishing trust between residents and local government. The City's recently updated website provides a great platform to do so, and already clarifies much of what is happening at City Hall. Continuing to populate the website with available data and project status for the Plan can help build project champions. In addition, continuing to expand on existing reporting channels for maintenance issues and concerns, can foster additional trust.



7 Safe Routes to School Plans by School

The City of San Fernando is committed to creating safe and active streets to improve the safety of students who walk or bicycle to all of its public schools through the creation of Safe Routes to School Plans for each school in the City of San Fernando that fall within the city's boundaries and within Los Angeles Unified School District (LAUSD). The infrastructure and non-infrastructure recommendations that are included in each plan are the result of school and community outreach, field research, background research, and specific feedback from school-site workshops. Through implementation of this Plan, the City aims to enhance the safety and comfort of residents when walking or bicycling to and from schools. This chapter was funded by a grant from Caltrans to create a City of San Fernando Safe Routes to School Plan. The city partnered with Evan Brooks Associates and Public Health Advocates to create this chapter that is part of the San Fernando Safe and Active Streets Plan that will position the City well to receive future grants for both infrastructure projects and non-infrastructure programs that support safe routes to school.



Guiding Principles

This section focuses on individual "Safe Routes to School" plans. The recommended improvements per school site are based on the "5 E's" evidence-based approach that has been proven successful to increase the number of students walking and bicycling to school. The 5 E's include:

- **Engineering**-to make physical improvements to the routes that students use to walk or bicycle to school.
- **Education**-to teach students, parents, staff, and neighbors safe waking, bicycling and safe driving habits, and to emphasize the health and environmental benefits. Can include programs or events that create consistent messaging to students and parents on the importance of safety and abiding by traffic safety laws.
- **Encouragement**-to promote walking and bicycling to school to school and increase interest of students and parents to do so. Can include programs or events that incentivize students and parents to engage in walking or biking.
- **Enforcement**-to ensure that rules and laws of the road are followed, as well as safe pick-up and drop-off practices are adhered to at all the schools. Can include programs or events in collaboration with law enforcement to help address issues with speeding motor vehicles, parents violating existing traffic laws and addressing larger school site issues with crime and safety.
- **Evaluation**-to track the Plan to assess its success and to modify it accordingly. Can include programs or events to collect and analyze current travel behavior of students through parent surveys, in-classroom tallies, walk audits, bicycle and pedestrian infrastructure assessments, bicycle and pedestrian counts, motor vehicle counts and collision data.

Safe Routes to School engineering improvements help communities reduce traffic congestion and improve neighborhood safety and air quality through infrastructure improvements. Safe Routes to School programs are also helping to address the epidemic of childhood overweight and obesity by increasing children's daily physical activity levels. Major considerations are being given to increasing visibility, encouraging safe driving behavior through physical improvements and creating a larger network that supports walking and bicycling for all ages. Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements, including bicycle facilities, traffic calming, and roadway redesigns that may not be included here, such as traffic circles and curb extensions. Given, the close proximity of schools and density of the city of San Fernando, Citywide recommendations are intended to improve school site environments that are impacted by the larger street network, including congestion around schools drop off and pick up areas. According to the Los Angeles Safe Routes to School Youth Safety Report (December 2016), motor vehicle crashes are the leading cause of death for children between the ages of 5 and 14, and the second leading cause of death for people from the ages of 1 to 4 and 15 to 24.[1] Half of the fatal and severe injury collisions involving youth occur within a quarter mile of schools, and half of the victims are youth victims between the ages of 15 and 22. Young people walking or bicycling are more likely to be killed or severely injured in traffic crashes during school pick-up and drop-off times.

1 Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003-2012, Los Angeles: Los Angeles County Department of Public Health, August 2015

Relationship with Other Plans and Policies

The set of recommendations has been considered in partnership with the City of San Fernando's General Plan, the Corridors Specific Plan (currently being updated), as well as policies and plans through LAUSD, the Los Angeles County Metropolitan Transportation Authority (Metro), the City of San Fernando and the City of Los Angeles. Plan recommendations are developed in concert with the Safe Routes to School National Partnership. Their mission is to advance policy change; catalyze support with a network of more than 750 partner organizations, as well as schools, policy makers, and grassroots supporters; and we share our deep expertise at national, state and local levels with those helping propel our mission

Community Engagement

The Caltrans grant funded a range of community outreach efforts at school sites to gather data, observations and parental input to initiate this Plan. The grant was used to do the following:

- Conduct Safe and Active Streets workshops at schools
- Assess barriers and safety issues to walking and bicycling to school
- Conduct walk audit and plan physical modifications to the routes.

Project Elements

This chapter includes school profiles with a list of recommended onsite and offsite school improvements that will help to encourage more walking and bicycling to school as well as make conditions safer and directions clearer for all modes interacting around school sites. The Design Elements proposed will aid in the calming of traffic, and will do so by reducing the speed of vehicles, improving sight distance and visibility, eliminating potential conflict points between motorized and non-motorized users, improving compliance with local traffic laws, addressing inadequate traffic control devices and pedestrian facilities.

Recommended physical changes and project elements generally fall within the categories of improving drop off and pick up in the morning and afternoons, enhancing crossings around the school sites, addressing areas of conflicts, and designating walking and bicycling routes between home and school. Elements also include updating traffic control measures and repairing deteriorated signage and striping in conformance with applicable laws, standards and guidelines. Recommendations are focused on improving congestion around schools during morning drop off and afternoon pick up times and making the environmental around the schools safe for pedestrians, including school children and their parents. Lastly, recommended non-infrastructure programs in the plan provide education to students and parents about safe walking and biking habits, to teach parents the importance of safe driving habits, encourage and promote walking and bicycling to school through incentive programs and enforcement programs that ensure safe pick-up and drop-off practices are adhered to through programs such as valets.









Support Pedestrians

Propose ideal conditions for school-aged pedestrians include low volumes of traffic moving at slow speeds, sidewalks and separation from traffic.

Pavement Markings
Slow School Zone; Yield to Peds; School Crossing Ahead; Ped Crossing

Signs & Signals
Fluorescent yellow-green background with a black legend and border; Yield to Pedestrians; School Crossing; Countdown Signals

Enhancements
Continental (piano bar) striping; Improved Student drop-off/Pick up, signage, gates and entry points; Recommended routes to school

High Visibility Crosswalks with stop bars along school routes
Enhancements: Continental (piano bar) striping

Improved Student drop-off/Pick up, signage, gates and entry points

Recommended routes to school

Support Bicycling

Propose ideal conditions for school-aged pedestrians feel most comfortable and safe when bicycling on roadways with low traffic volumes where vehicles are traveling at low speeds. Bike facilities can be another alternative.

Bicycle Racks
Artistic/custom racks, lockers, shelter, cover

Skateboard racks
Artistic/custom racks, lockers, shelter, cover

Bicycle Facilities
Bike lanes and Boulevards

Traffic Calming

Propose traffic calming measures that can be categorized into volume control or speed control. Aid in the calming of traffic by reducing the speed of vehicles, improving sight distance and visibility, eliminating potential conflict points between motorized and non-motorized users, improving compliance with local traffic laws, addressing inadequate traffic control devices and pedestrian facilities.

Visual Cues
Textured or colored pavement, message sign with speed radar

Street Design
Narrowed lanes, rumble strips, on-street parking

Physical Diverters
Median barriers, turn islands, street closures

Vertical Deflection
Raised crosswalks, intersections, speed humps, speed cushions

Please refer to the Manual Uniform Traffic Control Devices (MUTCD) Guidelines in the Safe and Active Streets Master Plan for a complete list of improvements.

Evaluation

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 42 shows results of the first baseline tally conducted in classrooms in the Fall of 2016. Students identified the way that commute to school by all the modes that are commonly used; walk, bike, school bus, family vehicle, carpool, transit, and other. "Other" may include skateboards, scooters or taxis.

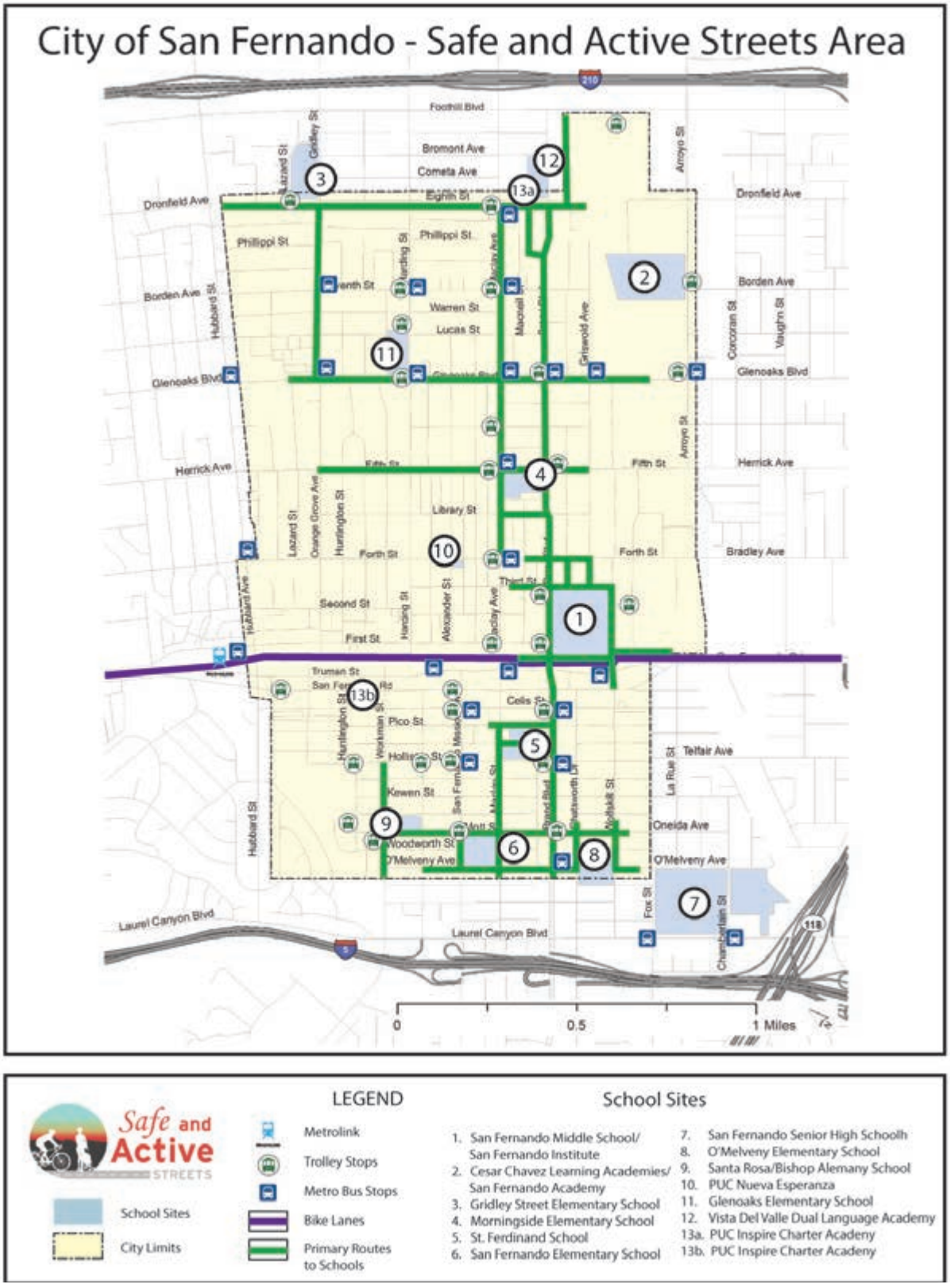
Table 42: Travel Tally Table

School	Weather		# of Students		Walk		Bike		School Bus		Fam. Vehicle		Carpool		Transit		Other	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cesar Chavez Academies	O/S/R	O/S	890	740	97	159	9	7	27	4	652	448	36	29	26	38	43	55
Vista Del Valle	R	O/R/S	468	464	60	79	0	0	2	3	360	357	45	24	0	1	1	0
Morningside	R/S	O/S	585	564	108	122	5	2	2	0	441	404	23	29	4	5	2	2
St Ferdinand	R/O	R/O/S	267	267	2	2	0	0	0	0	264	264	0	0	1	1	0	0
San Fernando Elem.	R	R/O/S	176	171	42	43	0	0	3	3	126	117	4	7	1	1	0	0
Nueva Esperanza	S/O/R	S/O/R	161	159	26	46	0	0	0	0	127	103	6	7	0	0	2	3
Inspire Charter	S/O	S/O	87	37	2	1	0	0	0	0	77	34	8	2	0	0	0	0
SFIAM	R/S	R/S/O	349	344	52	74	1	1	0	0	284	253	7	11	3	4	2	1

Key	
O	Overcast
R	Rainy
S	Sunny

Map 29 shows the City of San Fernando school sites that are part of the plan, as well as existing bicycle lanes, trolley stops, Metrolink Station, Metro bus stops, primary routes to school and city limits.

Map 29: Key Map



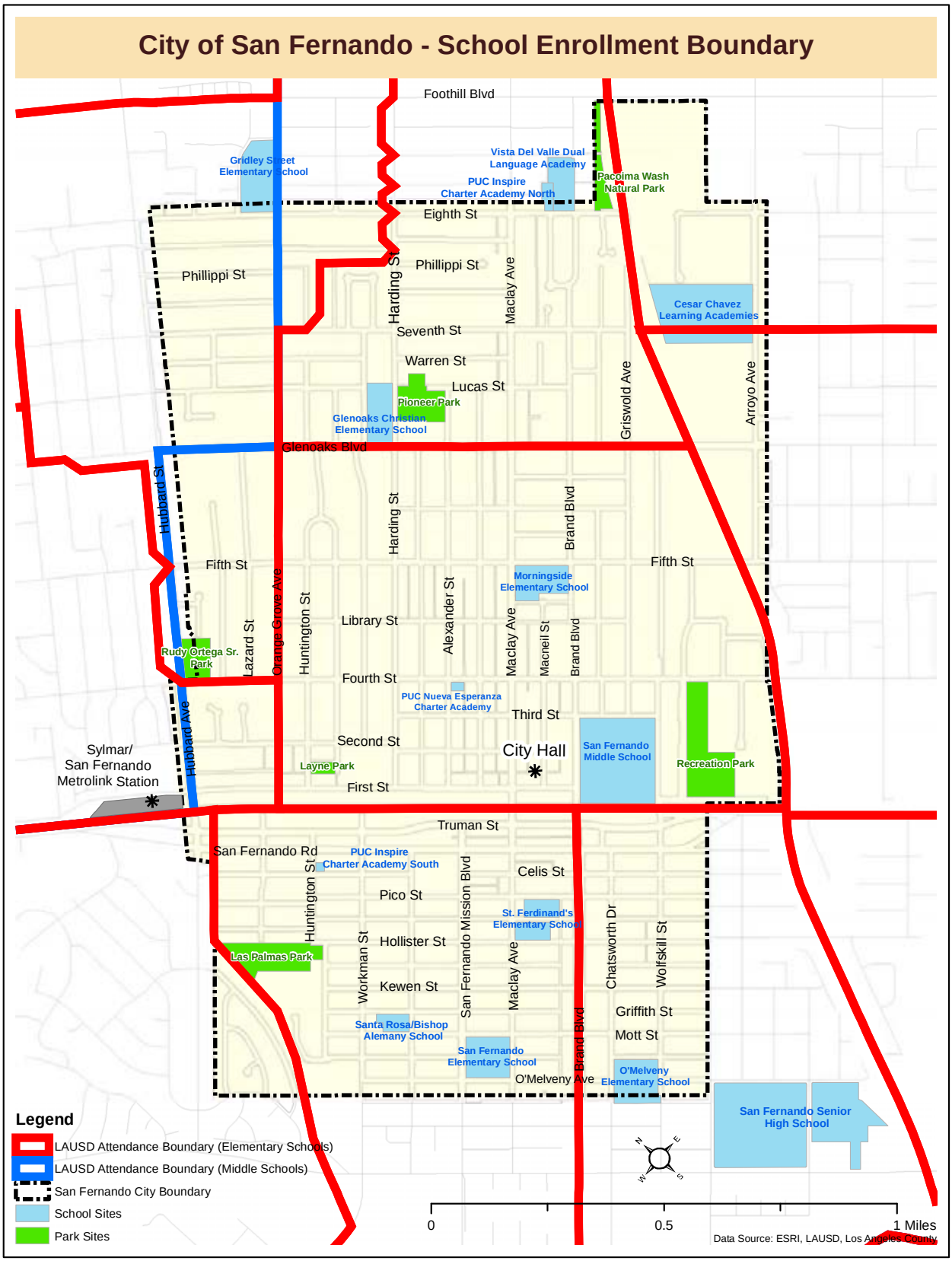
Map 30 shows common routes that students take to get to school. The proposed improvements were planned along these routes.

Map 30: Common Routes to School Map



Map 31 below shows the geographic boundary of all San Fernando Schools that fall within Los Angeles Unified School District.

Map 31: School Enrollment Boundaries



Crash History

The following analysis of pedestrian and bicyclist-involved collisions in the City of San Fernando is intended to determine the number and severity of recent crashes and crash locations. Map 32 shows the collision environment around the school and the number of pedestrian collisions within a ¼-mile area around the fourteen target schools in San Fernando. The school profiles include an analysis by school site and provide recommendations to address spatial clusters and patterns of injuries and fatalities.

Map 32 also includes data for pedestrian and bicycle-involved crashes in San Fernando for the most recent five year period (2009-2013) that data is available through ESRI, California Transportation Injury Mapping System Data (TIMS). The data shows 35 pedestrian collisions and 23 bicycle collisions. These collisions are heavily concentrated along the Glenoaks Boulevard corridor and Truman Street corridor, with a significant concentration of collisions occurring at or near Truman Street and Brand Boulevard.



Map 32: Bike and Pedestrian Involved Collisions

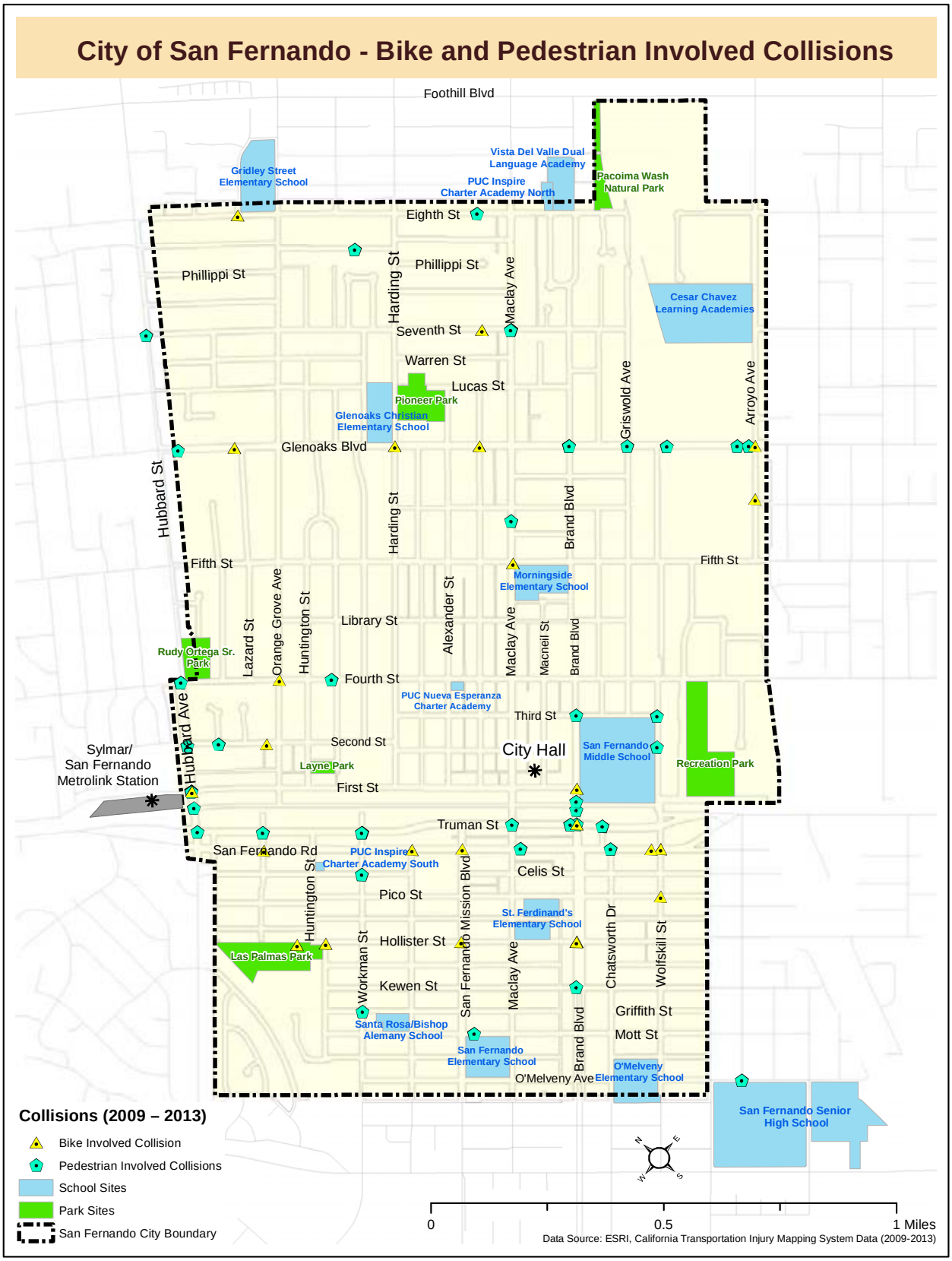


Figure 32 and Figure 33 show a visual rendering of recommended physical improvements along school routes based on comments from the SRTS workshops that resulted in plans addressing the issues raised. Renderings are illustrations and are not at scale.

Figure 32: Photo Simulation: Brand at Mission City Trail

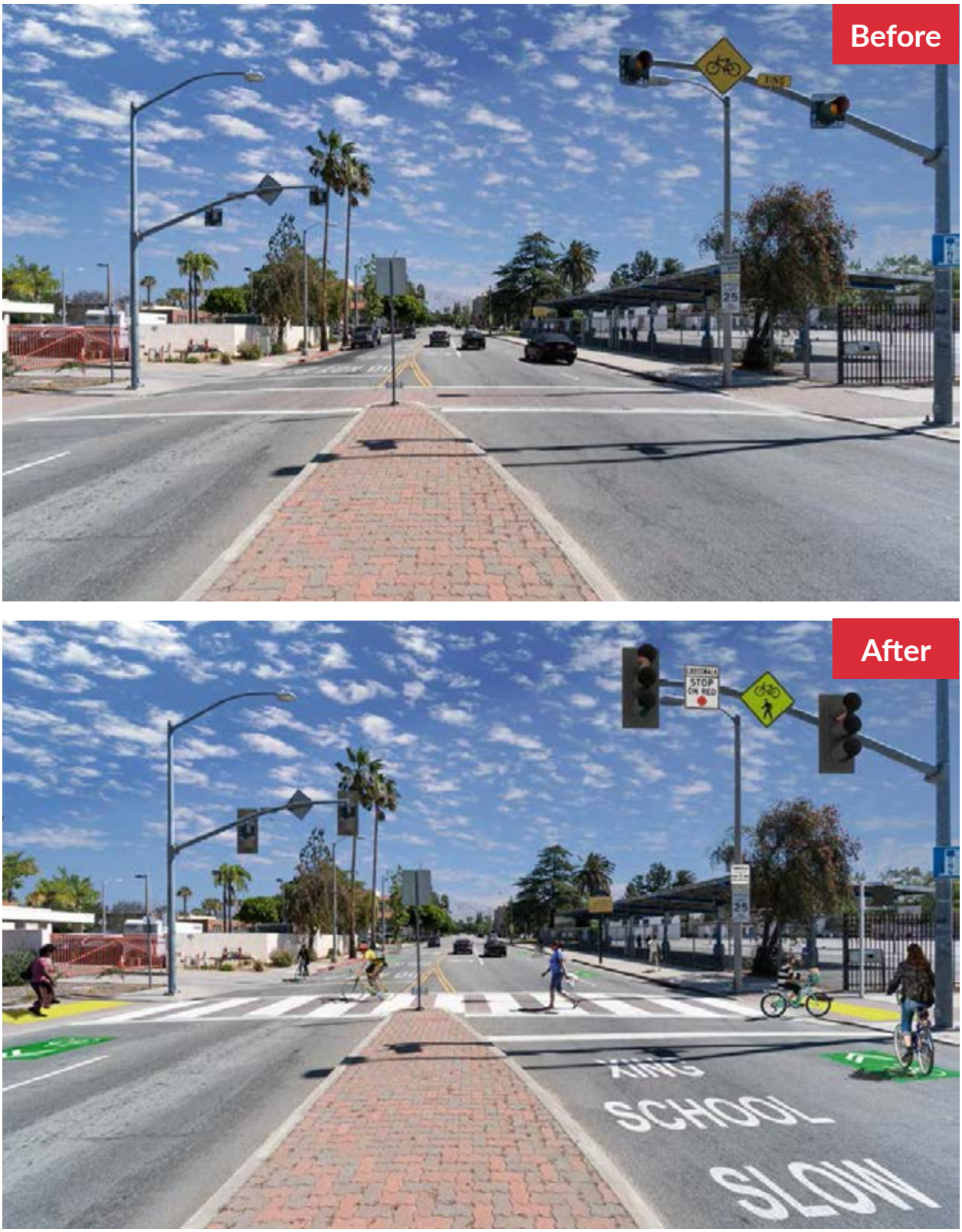
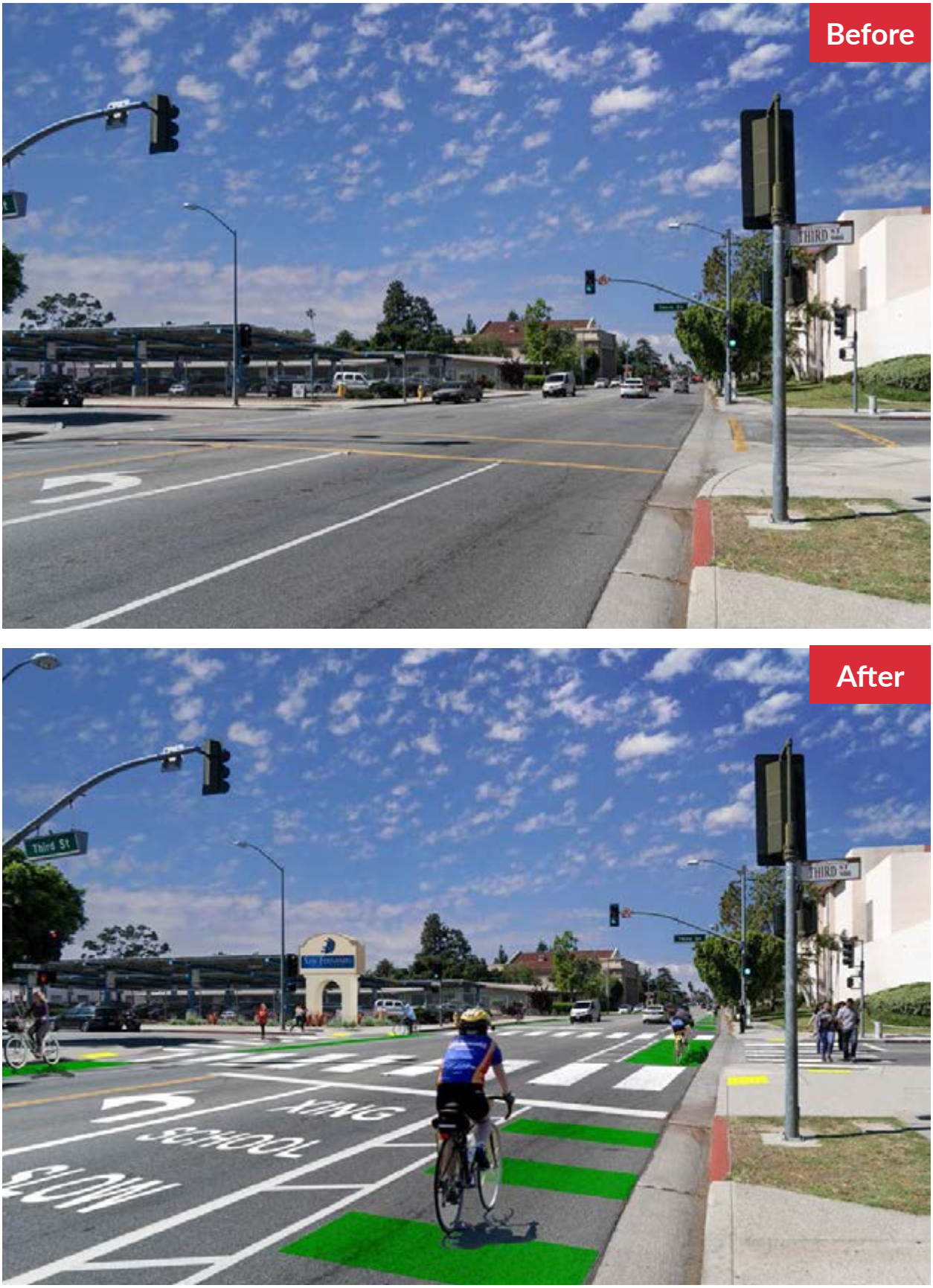


Figure 33: Photo Simulation: Brand and Third Street



Implementation

Proposed public improvements surrounding the schools were developed to be feasible, cost effective, and implementable in the near term with improve safety as the primary objective. These improvements should be given priority consideration within overall Citywide improvements as contained in the San Fernando Safe and Active Streets Master Plan. Citywide priority should be given to improving crosswalks around schools for increased pedestrian visibility, particularly along busy, high-volume arterials. Priority should also be given to traffic calming along common routes to schools, particularly along commercial corridors near schools. The City and the schools should work in partnership to provide for on school site drop off and pick up where feasible to reduce conflicts and congestion around sounds in the mornings and afternoons.

Site specific school projects include better defining vehicle drop-off/pick-up areas to avoid conflicts between school children, pedestrians and vehicle traffic. While most proposed improvements are outside of the school property, within the jurisdiction of the City of San Fernando, some are within the school property and would require coordination with the school and the applicable school administration offices. Some improvements are within the City of Los Angeles and would require coordination between the two cities and the school.

Individual project implementation phasing and urgency has been assigned as “Immediate”, to be completed within years 1-3, or “Near-Term”, to be completed within years 4-7. Estimated costs for project specific improvements have been assigned as “Low” ($10,000 to $100,000), “Medium” ($100,000 to $1,000,000), and “High” ($1,000,000 to $3,000,000). Funding opportunities as described in the Master Plan could cover some of the proposed improvements once grouped into a funding program for cost efficiency. An on-going maintenance program for completed projects should be established to identify responsible parties, entities, and project future maintenance costs. Projected increases in pedestrians and bicycle trips and mode shifts are expected with implementation and are further explained in the Master Plan.

Table 43: Proposed Programs and Policies (All Schools)

Education	Encouragement
Conduct in-class pedestrian or bicyclist safety to students	Hold a Walk to School event
Host a Bicycle Rodeo to practice pedestrian or bicyclist safety skills with students	Conduct a walking school bus/bicycle train program
Educate parents about laws requiring yielding to pedestrians and bicyclists	Use a frequent Walker Punch Card
Develop an "Eyes on the Street" program-initiate awareness with leaving fliers on vehicles or handing out "I helped keep our students safe!" tickets or gift certificates to local businesses to incentivize safe driving	Promote a Morning or Recess Mile Program
Use technology, clever videos featuring students and parents	Engage parent volunteers to participate, promote a meet up location and walking routes, offer incentives to students that walk to school, work with law enforcement to chaperone routes, and create a celebratory atmosphere at schools, during the first Wednesday of October (designated International Walk to School Day)
Publish safe bicycle-riding and walking tips and have brochures available at community centers, City Hall, parks and schools	
Work with California Highway Patrol to bring youth-focused safety programs to San Fernando, such as "Start Smart", "Impact Teen Driver", and "Every 15 Minutes" programs to new drivers	
Continue to provide Safety Valet Training to train parent volunteers to manage pick-up and drop-off traffic. Create regularly occurring training schedule, rather than on-demand program	Offers tools like maps, flags, safety vests, whistles, and others, to parents to create and maintain a walking school bus program, which includes regular walking routes and leave times from certain locations
Continue to provide classroom presentations, including on career days, to enhance driver, pedestrian, and cyclist safety awareness	
Continue to include Bicycle Safety Practices as part of its information to parents. Allow all students to ride, regardless of bicycle registration status	
Enforcement	**Evaluation**
Develop a driver education campaign to encourage slowing down	Conduct Walkability and Bike-ability Audits bi-annually to assess progress with traffic flow, safety, and drop off/pick up areas.
Using a speed trailer	
Beginning a school safety patrol	
Enforcing no parking in drop-off and pick-up areas	Every two years, the City should develop a Bicycle and Pedestrian Safety Report tracking measures identified in Chapter 4
Issue citations for double parking or otherwise illegally parked vehicles during school drop off and pick up hours.	
Create Parent Hotline to report illegal parking, etc.	
Creative ways to ticket illegal parking and driving	
Parent volunteers to enforce and educate	
Work with local public works department to modify parking and stopping restrictions	
Partner with Law Enforcement to conduct targeted speed limit and crosswalk enforcement operations at the school, speak at SRTS assemblies and serve on SRTS Committee.	
Improve School Drop off and pick up zones	**Engineering (See Proposed Improvements)**
SFPD and LASPD will provide enforcement at each school in San Fernando, at least twice per month	Ensure provision of at least 20 secure bicycle parking spots at each school
SFPD and LASPD can monitor speeds and enforce laws in areas of the City using Bicycle units, further creating a presence of cyclists in San Fernando	Traffic Calming
Continue to grow the City's crossing guard program, ensuring crossing guards at each school	Improve Visibility
Pass out bike/ped safety materials and equipment during National Night Out; Law enforcement can dialogue with residents about safe walking and bicycling	Delineating School Zones
An incentive program that can be administered by law enforcement to those who are engaging in safe walking and bicycling behavior. Typically targets youth and provides incentives such as gift certificates	Define Drop-Off & Pick-Up Areas



Cesar Chavez Learning Academies 1001 Arroyo Avenue, San Fernando, CA 91340



GRADES: 9-12

ENROLLMENT: 474 students (2016)

FITNESSGRAM[1] DATA RESULTS: Not Applicable

DEMOGRAPHIC CHARACTERISTICS: Lower middle Class (85% of students low income) 94.9% Hispanic, 2.3% White, 1.5 Asian, 1.2% Black. English language Learners: 11%, 52% Female/48% Male, 9% in gifted/talented program. 62.7% eligible for free lunch. 12% have a learning disability.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 44: Travel Tally (Cesar Chavez Learning Academies)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
10.9%	21.5%	1%	.1%	3%	.5%	73.3%	60.5%	4%	3.9%	2.9%	5.1%	4.8%	7.3%

A majority of the students at Cesar Chavez Learning Academies are driven or drive to school and many walk to school. Biking and other forms of transportation are low. This could have a correlation with the lack of bicycle infrastructure. In the afternoon, more students walk, bike, carpool, take transit, or another form of transportation.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School recently formed PTSA
- School currently hosts afterschool and summer programs, including the College Center, which is open 9-5pm daily in order for students to access resources for college and career planning. Afterschool clubs including Adventure Seekers (sports program) and Run LA (active runners program) meet after school from 3:45-4:45pm in order for students to participate in afterschool games and off campus activities. Other clubs hold walkathons.
- No crossing guard program at this school site
- School does not have a valet program
- Four wave-loop bike racks are available on campus (approximately utilized by 42 bicycles and higher number of skateboards)
- Current policy is to walk bicycles on campus.
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
  - » Current issue includes multiple bike thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

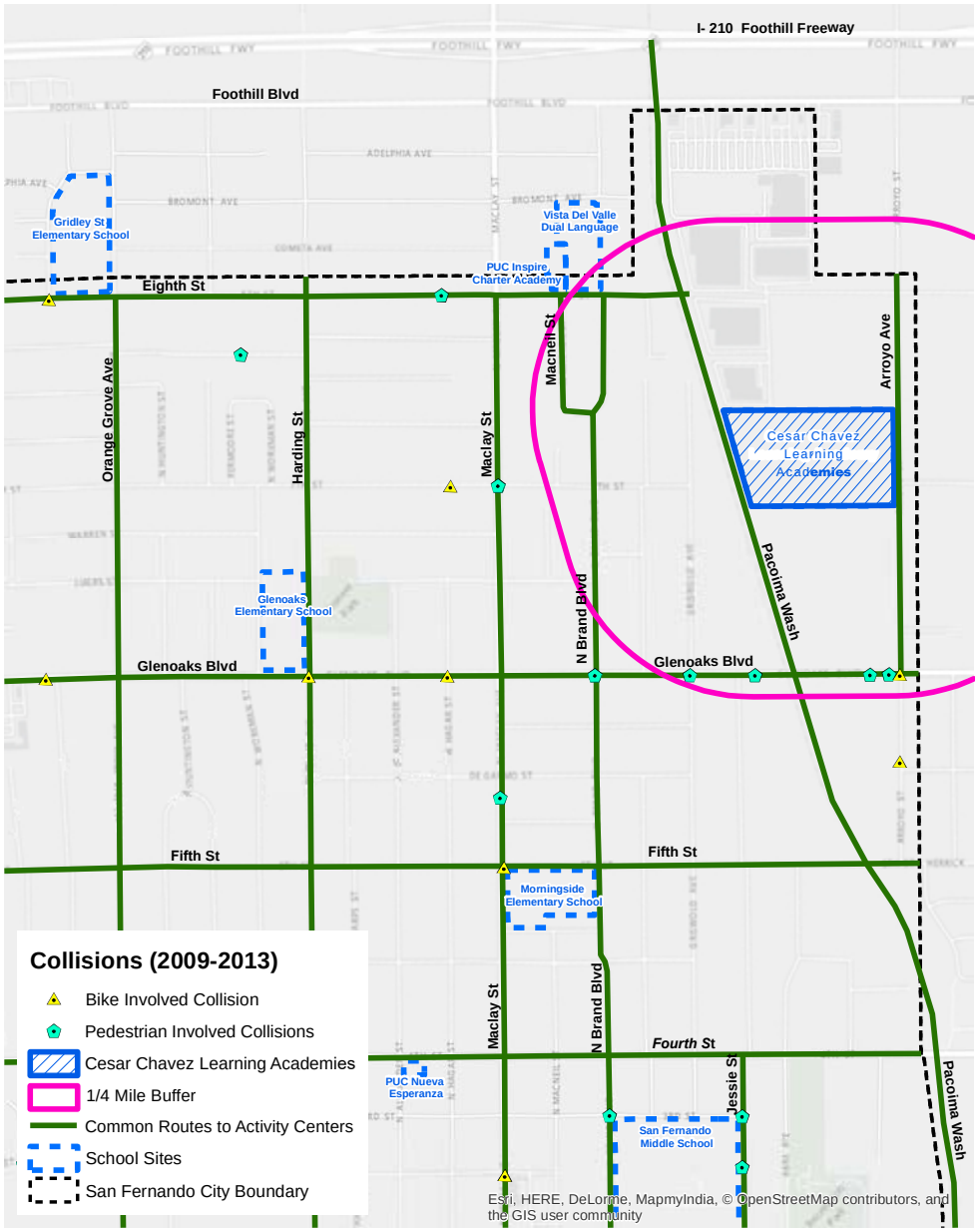


Common Routes and Collisions

The school is surrounded by a commercial area consisting of a swap meet directly south of the school and distribution centers and light manufacturing. Glenoaks Blvd is a high speed arterial road where many accidents occur near the school. Traffic calming measures should be initiated to accommodate students, faculty, and staff that walk, bike, or skate to school. Glenoaks Blvd along Pacoima Wash and Arroyo Ave lack bicycle infrastructure but have adequate sidewalks. Due to the lack of car traffic, the introduction of walking and biking infrastructure along the Pacoima Wash could ease traffic accidents involving pedestrian and cyclists. Common routes to the school include Arroyo Ave, along the schools drop-off/pick-up frontage, and along Glenoaks Blvd from the south.

Crash data obtained from SWITRS shows a series of pedestrian accidents along Glenoaks Blvd between North Brand Blvd and Arroyo Ave with four pedestrian involved collisions and one bicycle involved collision within ¼ mile of Cesar Chavez Learning Academies as shown on Map 33 below.

Map 33: Common Routes with Pedestrian and Bicycle Involved Collisions (Cesar Chavez Learning Academies)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) workshop was conducted on September 20, 2016. The following key stakeholders attended: School Principal, Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The workshop was held to gather public input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

- The rush to get students to school, given there are two bell schedules for students to arrive in the morning start time is causing problems within the school zone. Other factors include:
  - » Limited number of gates open to enter the school site creates congestion at one or two locations primarily in the morning, but also in the afternoon when school lets out and parents pick up students.
  - » The school currently has only one drop off and pick up zone along Arroyo Ave directly in front of the school. It is the only street you can access the school from. The curb is currently red along Arroyo Ave creating conflicts for parents to legally drop off students and as a result use other danger means to drop off students including mid-block drop offs and pick up.
  - » School currently does not have a valet program and lacks parent volunteers necessary to sustain a program.
- Other concerns focused around bad driving behaviors. Field visits confirmed that infrastructure is often old, out of date, and deteriorated which can lead to drivers, pedestrians, and bicyclists not understanding how to interact with each other.

Safety Concerns

- Morning drivers not following traffic signal rules and running red light
- Concern with registered sex offenders around school site

Citywide

- Pioneer Park and Pacoima Wash is unsafe- homeless, drugs, gang activity
- For the students who live on the opposite side of the 118 Freeway, parents are concerned about having their kids walk through those under crossings as there are homeless encampments there.
- Vaughn St/Foothill Blvd - mobile homes, debris on the road, and homeless activity.
- Glenoaks Ave underpass under 118 unsafe
- Public transit bus stations around the schools do not provide shade relief for students during hot sunny days

Location –Specific Issues:

- There are no sidewalks along Arroyo Ave between Foothill Blvd and School site.
- Route from Arroyo Ave between the school and Foothill Blvd only have one sidewalk which is on the east side of the street, the far side from the school.
- If they choose to not use that sidewalk they walk either in the road, on an uneven grassy parkway, or through the private parking lot in front of Fresh & Ready Foods.
- The school often receives complaints from Fresh & Ready Foods about students using their private property lot.
- Walking through this lot provides a direct path through to the Sam's Club Mall.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 34: School Site Facilities (Cesar Chavez Learning Academies)

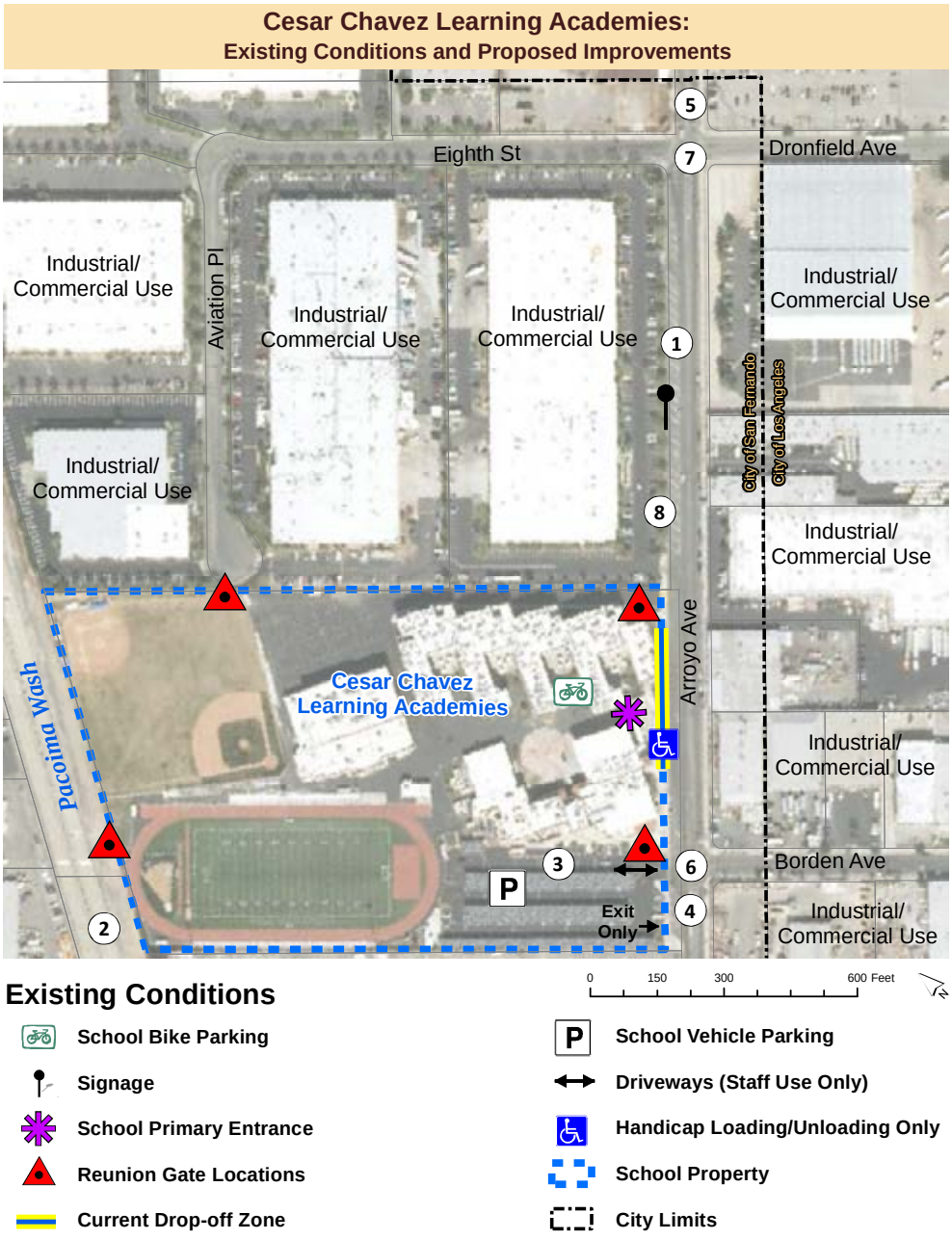


Table 45: Existing and Proposed On- and Off-Site Improvements Around School (Cesar Chavez Learning Academies)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1: Arroyo Avenue between Eighth Street and School Delivery	Arroyo Ave serves industrial distribution uses with heavy truck traffic. The roadway is one lane in each direction. There is a grassy berm on the west side of Arroyo Ave between the industrial distribution building and the northern boundary of the school campus but no sidewalk. There is a roadway buffer marking on the west side of Arroyo Ave. There is no signage indicating a school nearby.	**New Sidewalk** Pedestrian, Off-Site: Install sidewalk along the west side of Arroyo Ave where there is currently only a grassy landscaped berm between the street, curb and industrial distribution building and buffer area. Cost: Medium. Urgency: Immediate.	Students are walking along the grassy berm or in the street within the painted buffer area causing a dangerous situation with heavy truck traffic. A sidewalk will provide a designated walking path for students traveling from the north.
2. Pacoima Wash	The Pacoima Wash transects the eastern section of the City from north to south and runs directly behind the school. Both sides of the Wash are lined with a mix of industrial and residential buildings. The Wash is fenced off but a few openings have been created by trespassers.	**New Route** Pedestrian & Bicycle, On- and Off-Site: Create a Class I Bike Path and a pedestrian pathway along the Pacoima Wash as a viable and safe route to school. Include associated safety and security measures and improvements. Coordinate with local law enforcement and the Los Angeles County Department of Public Works and Flood Control District. Include an entry gate at the rear of the school. Cost: High. Urgency: Near-Term.	The Wash provides a good opportunity to create an active transportation route through the City with a designated access, portal entry for the school. Safety considerations are key to making this a viable route with concerns about personal safety and physical safety.
3. On-Site Parking Lot at Borden Avenue and Arroyo Avenue	There is an on-site parking lot at the south end of the school with a signalized entrance at the T-intersection of Arroyo Ave and Borden Ave.	**Drop Off/Pick Up** Pedestrian, On Site: Create an on-site drop off and pick up area within the existing school parking lot at the signalized intersection. Cueing to occur at the rear of the parking lot to avoid conflicts with current drop off and pick up on Arroyo Avnue. Cost: Low. Urgency: Near-Term.	On-site cuing and drop of and pick up of students and passengers is more desirable for both avoiding pedestrian-vehicle conflicts and to help reduce roadway congestion in am and pm peak periods on Arroyo Avnue.
4. On-Site Parking Lot at Borden Avenue and Arroyo Street	Arroyo Ave is one lane in each direction except for the southbound lane fronting the school which has two southbound lanes, a curbside drop off lane with some parking restrictions, and in-road flexible bollards.	**Drop Off/Pick Up** Pedestrian, On- and Off-Site: Discourage vehicle drop off and pick up on Arroyo Ave and designate a school frontage zone giving priority to walk up pedestrians and bicyclists. Cost: Low. Urgency: Immediate.	Current drop off and pick up in front of the school causes traffic congestion in the am and pm peak periods. The cuing curbside lane is not long enough to accommodate the large number of vehicles in the peak periods.
5. Industrial Business Park to the North	There are industrial buildings and one lane in each direction on both sides of Arroyo Ave to the north of the school. All sides of the signalized intersection of Arroyo Ave and Eighth St have standard white crosswalks. There is no school signage.	**Improved Route** Pedestrian, On- and Off-Site: Work with businesses to the north of the school to create a safe route along improved pathways from Foothill Blvd to the north to the school entrance on Arroyo Ave to the south. Cost: Low. Urgency: Immediate.	Establishing and identifying common routes would improve safety around schools.
6. Arroyo Avenue and Borden Avenue Intersection	Arroyo Ave accommodates 3,360 vehicles just south of this intersection. There are standard yellow crosswalks on all four sides of the signalized intersection of Borden Ave and Arroyo Ave. Arroyo Ave and Borden Ave have one lane in each direction, and there is no school signage. The surrounding area to the south includes the San Fernando Swapmeet which operates on certain days. There are industrial buildings and outside storage spaces on the east side of Arroyo Ave.	**Crosswalks** Pedestrian, Off-Site: Install continental crosswalks at signalized intersection with pedestrian countdown signals. Cost: Low. Urgency: Immediate.	Continental crosswalks (white) are more visible and desirable crosswalk treatment for improved safety.



Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
7. Arroyo Avenue and Eighth Street Intersection	All four sides of the signalized four-leg intersection of Arroyo Ave and Eighth St have standard white crosswalks and the roadway has one lane in each direction. There is no school signage.	**Crosswalks** Pedestrian, Off-Site: Install continental crosswalks with advanced stop lines at signalized intersection. Cost: Low. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety.
8. Surrounding school	The school is surrounded by industrial buildings to the north and east, a swapmeet to the south, and the Pacoima Wash to the west. Arroyo Ave, Borden Ave, and Eighth St all have one lane in each direction and there is no school signage. The signalized intersection at Arroyo Ave and Borden Ave has standard yellow crosswalks on all sides. The signalized intersection at Arroyo Ave and Eighth St has standard white crosswalks on all sides. There is no school zone and speed limit signage. There is no pavement marking for school crossing.	**Signage/Markings** Pedestrian, Off-Site: Install signage and pavement markings for school areas in accordance with the California MUTCD. Cost: Medium. Urgency: Immediate.	The school has limited visibility to vehicles and trucks along Arroyo Ave. There is no pavement markings or signage indicating an adjacent school. The school is located in a heavy industrial and distribution area and the existence of the school is more non-traditional since schools are more often found in residential areas. Alerting drivers through signage and other cues is important to signal that students are nearby.
9. Trolley Stop on Borden Avenue	There is a City trolley stop on the west side of Arroyo Ave with a buffer zone in front of it indicated by crosshatched lines.	**Transit** Pedestrian; Off-Site: Encourage use of the City trolley circulator system and enhance the existing stop by adding additional information about routes, schedules, destinations, etc. Cost: Medium. Urgency: Immediate.	Increased use of the City's trolley transit system by school students, parents, and staff will reduce the number of vehicle trips and help to reduce conflicts.

Figure 34: Proposed Improvements (Cesar Chavez Learning Academies: Pacoima Wash)

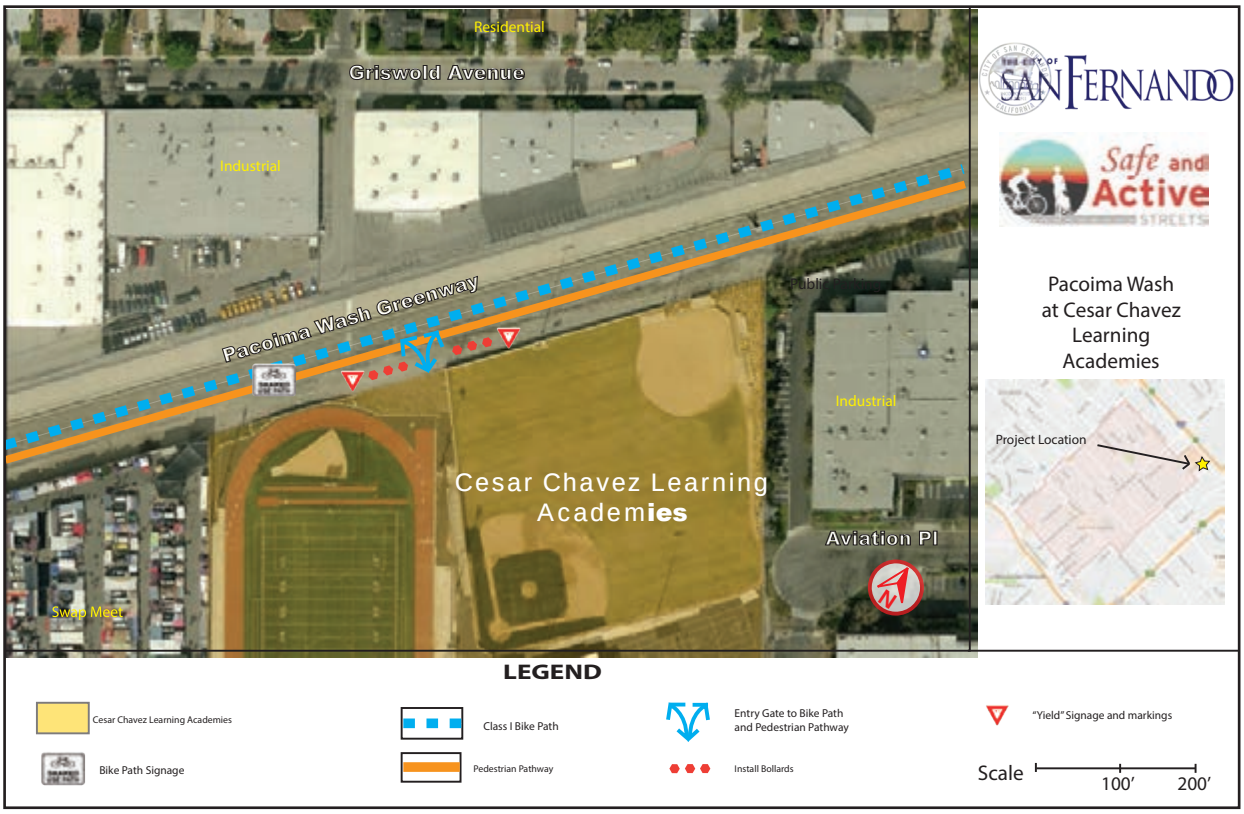


Figure 35: Proposed Improvements (Cesar Chavez Learning Academies: Arroyo Avenue and Borden Avenue)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 45 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that better locate and direct drop-off/pickup to prevent cueing congestion on Arroyo Ave in the morning and afternoon peak school times. Common routes to school should be improved addressing safety concerns, particularly industrial truck traffic surrounding the school. The Pacoima Wash should be improved as an additional school route since common routes to school are limited and present challenges within the primarily industrial and commercial neighborhood. Coordination between neighboring businesses should be conducted to facilitate and improve routes often taken by students from neighborhoods to the north.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: valet program along Arroyo Ave and expand bicycle facilities and storage for scooters and skateboards. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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Glenoaks Christian Elementary School (includes the San Fernando Academy of Scientific Exploration)

1525 Glenoaks Blvd, San Fernando, CA 91340



GRADES: Pre K-6

ENROLLMENT: 80 students (2016)

FITNESSGRAM[1] DATA RESULTS: In Aerobic Capacity 77% of 5th graders fell within the Healthy Fitness Zone; In Body Composition 45% of 5th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 47% Hispanic, 45% White, 5% Black, 3% Asian/Pacific Islander.

Glenoaks Christian Elementary School shares facilities with the San Fernando Academy of Scientific Exploration. The schools share entrances, exits and surrounding roadways. Consequently, existing programs, policies and issues are shared.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

This school opted not to participate in the Travel Tally.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs
- No crossing guard program at this school site
- School does not have a valet program
- One single sided grid bike rack is are available on campus (approximately utilized by 5 bicycles)
- Current policy is to walk bicycles on campus
- Strong parental engagement. School piloted PIQE (Parents Institute for Quality Education) which offered a series of workshops including health screenings, fitness, and post -secondary education
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
  - » Current issue includes multiple bicycle thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

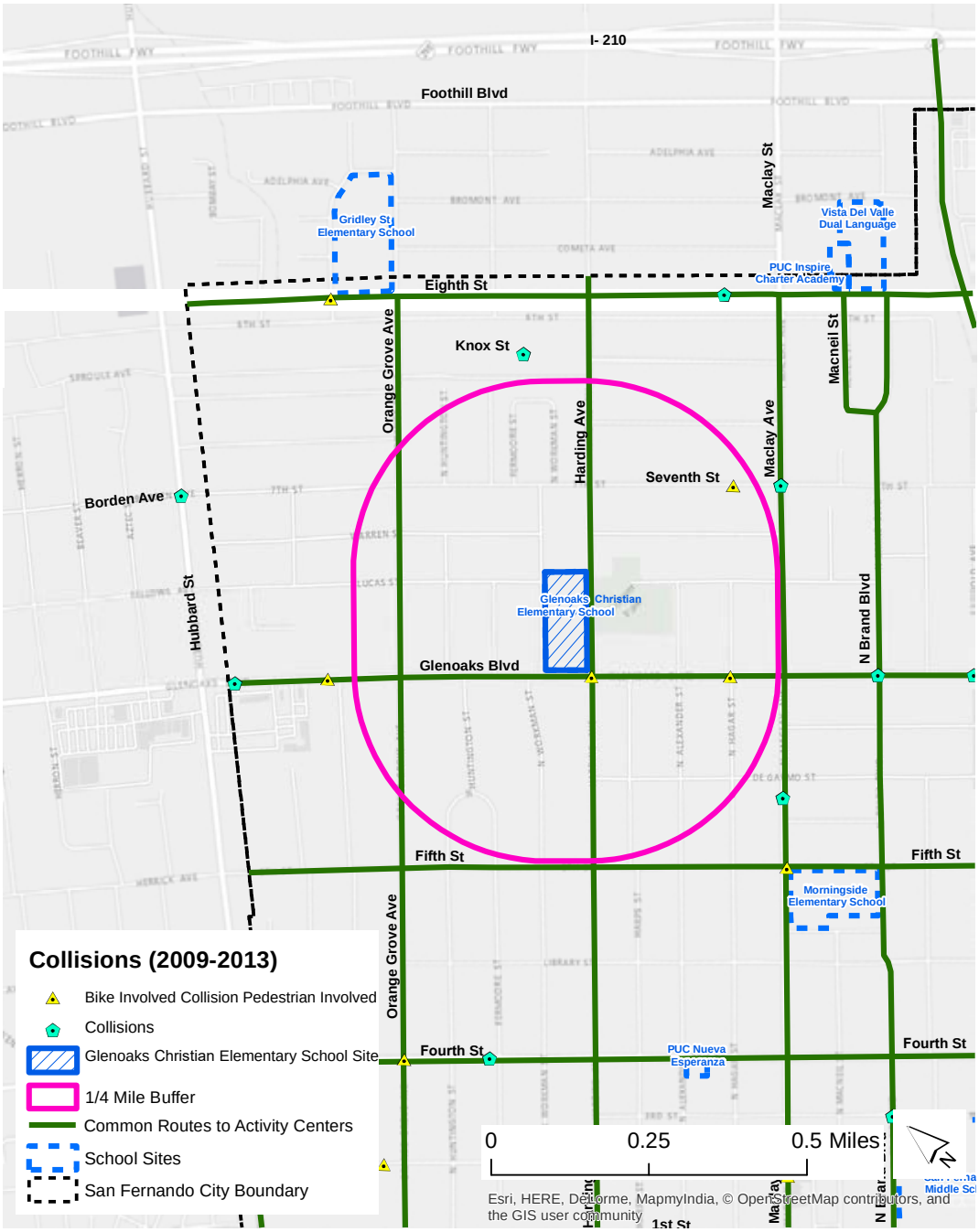


Common Routes and Collisions

The School is surrounded by residential neighborhoods on all four sides and a local park to the east. Glenoaks Blvd divides the neighborhoods and is a high speed, high crash, arterial that serves a large portion of the City and the northern San Fernando Valley. Traffic calming measures should consider localized pedestrian and bicycle activity. Common routes to the school follow Glenoaks Blvd at the southern boundary and Harding Ave along the schools primary drop-off/pick-up zone.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows a series of pedestrian and bicycle collisions along Glenoaks Blvd, with three pedestrian collisions within a ¼-mile area around the School as shown on Map 35 below.

Map 35: School Enrollment Boundary (Glenoaks Christian Elementary School)



Community Engagement - SASMP Stakeholder Meetings

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- The rush to get students to school, given there are two bell schedules for students to arrive in the morning start time is causing problems within the school zone. Other factors include:
- There are no pedestrian crossing signals, "countdown" pedestrian traffic signals, pedestrian hybrid beacons, rectangular rapid flash beacons at traffic signals in school's walk/bike zone
- There are no bike lanes or bike routes in school's walk/bike zone.
- School does not have traffic safety plan or crossing guard program
- School has no bicycle parking for the student body
- Sidewalks are in acceptable condition (Some cracked, bucked or missing sections and have few or no obstacles (garbage bins, signs, utility poles)
- Some improvements have already been made to the school site: New high visibility cross walk (Yellow Ladder), ADA curb ramp and wide advanced stop bars from SRTS Cycle 7 Constructions on Harding/ Glenoaks

Safety Concerns

- No designated walk zone at end of street so students with parents walk into the street in order to cross.

Citywide

- 4 way signaled intersection
- There is two streets, adjacent to school where students can walk or bike onto property that is two lanes.
- There is signage indicating 25MPH speed limit in school zone.
- The curb radius medium size (30) feet near the school zone
- The main drop off zone (in front of the school).
- Marked crosswalks are prevalent throughout walk/bike zone.
- Sidewalks are prevalent throughout school's walk/bike zone.
- There are no raised medians or refuges within the bike/walk zone.
- There are no modern (bike/walk-connected) cul-de-sacs in school's walk/ bike zone.
- Existing school zone signs are discolored and faded.

General city-wide challenges identified across all engagement activities included:

- Gang/drug activity
- Lack of adequate lighting
- Unsafe and damaged sidewalks
- There is supervision at crossings (unofficial), but no crossing guards



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 36: School Site Facilities (Glenoaks Christian Elementary School)

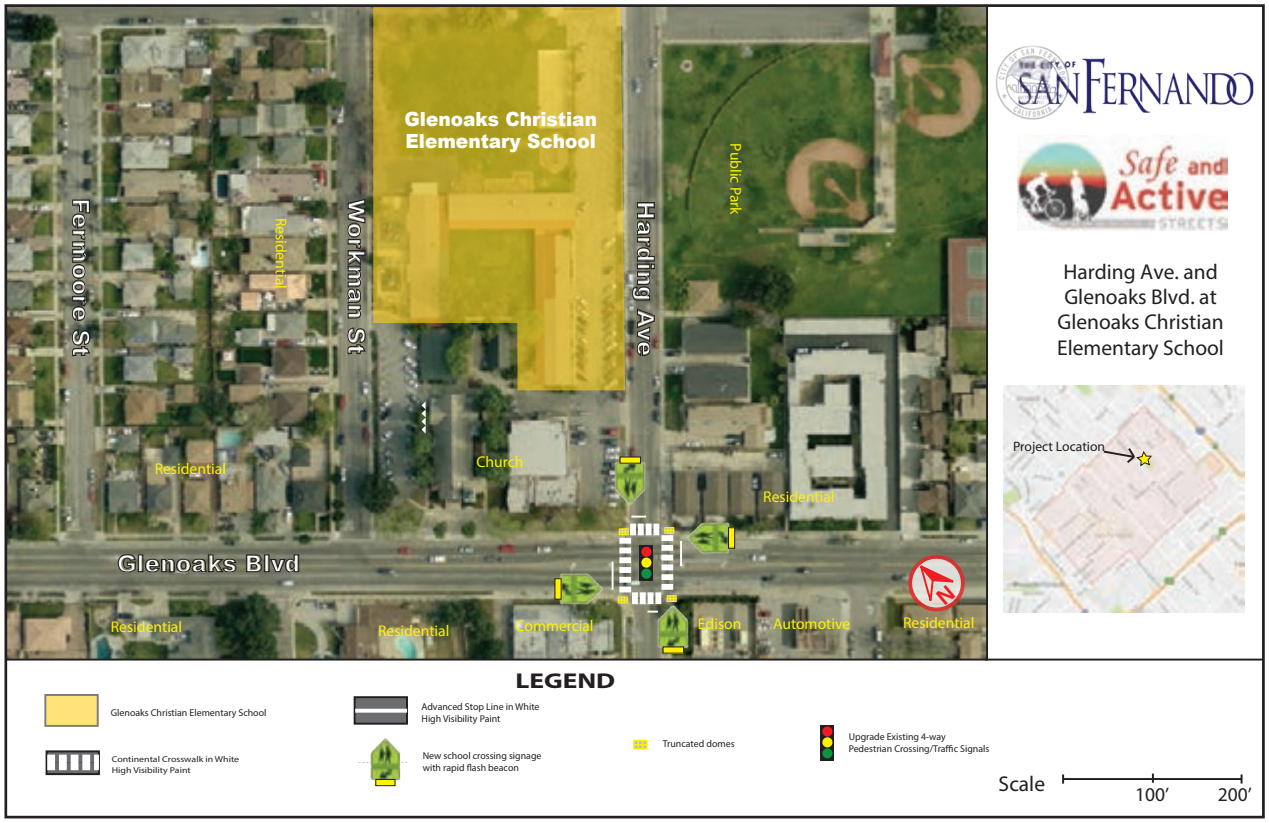


Table 46: Existing and Proposed On- and Off-Site Improvements Around School (Glenoaks Christian Elementary School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Harding Avenue and Glenoaks Boulevard	There is currently a four way signaled intersection with standard white crosswalk markings at the intersection of Harding St and Glenoaks Blvd. The surrounding area is a mix of commercial and residential uses. Glenoaks Blvd is a high volume arterial roadway with two lanes in each direction.	**Intersection Improvements** Pedestrian: Improve intersection with high visibility crosswalk in white continental style with advanced stop bars. Add pedestrian crossing and traffic signals, add rapid flashing beacons indicating the schools walk/bike zone.	This intersection is the primary crossway that parent and student pedestrians use to access the schools entrance.
2. Front Entrance to School, Midblock on Harding Avenue between Glenoaks Boulevard and Warren Street	The schools main entrance and main drop off zone is midblock on Harding Ave, north of Glenoaks Blvd. There is a teacher parking lot with driveway access and one 15 MPH speed bump in front of the entrance. There are no designated crosswalks, medians, or refuges in the schools walk/bike zone. Harding Ave is a low volume residential street, Pioneer Park is located directly across the street. A trolley stop is located on its east side. Traffic volume is low at 2,320 vehicles per day.	**Drop Off/Pick Up** Better define, with signage and other physical cue, the school entrance and drop off/pick up zone.	Provides a better drop- off and pick- up zone.
3. Workman Street and Glenoaks Boulevard	Workman St is the other primary road that provides access to campus. Workman St is a low volume, residential street with one lane traveling in each direction Workman St and Glenoaks Blvd form a T intersection that is controlled by a one-way stop sign at Workman St. There is no school signage on Glenoaks Blvd.	**Intersection Improvements** Improve intersection for pedestrians. Consider various options.	There is minimal indication of school's walk/bike zone and the nearest crosswalk for students to use to cross Glenoaks is to the south, at the intersection of Glenoaks Blvd and Orange Grove Ave.
4. Alexander Street and Glenoaks Boulevard	This is a four way intersection acting as two T intersections with in-road bollards to prevent thru traffic across Glenoaks Blvd. Alexander St is a residential street with one lane traveling in each direction. Traffic approaching Glenoaks Blvd is controlled by a stop sign and right turn only sign: no thru or left turns are allowed. There is a standard style crosswalk across one side of Glenoaks Blvd that has no signal or pedestrian crossing signs, and is partially obstructed by the bollards.	**Traffic Calming** Consider traffic calming, signage, and pedestrian signals to improve safety conditions along Glenoaks Blvd.	Improved conditions for pedestrians and addresses modal conflicts.
5. Hagar Street and Glenoaks Boulevard	This is a four way, unsignalized intersection that is acting as two T intersections with in-road bollards to prevent thru traffic across Glenoaks Blvd. Hagar St is a residential street with one lane traveling in each direction. The traffic approaching Glenoaks Blvd from either side on Hagar St is controlled by a stop sign and right turn only sign. There are no crosswalks across Glenoaks Blvd on either side and there are no crosswalks across Hagar St. Traffic volume on Glenoaks Blvd at this location is high at 19,700 vehicles per day.	**Traffic Calming** Consider traffic calming, signage, and pedestrian signals to improve safety conditions along Glenoaks Blvd.	Improved conditions for pedestrians and addresses modal conflicts.



Figure 36: Proposed Improvements (Glenoaks Christian Elementary School)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

Restructure the primary school entry for active transportation should be designated as the frontage zone along Eighth St. A secondary active transportation entrance should be created at the rear of the school along Adelphia Ave to be designated as the vehicle drop off and pick up zone providing adequate vehicle cuing in the am and pm peak periods.

Implementation

Table 46 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements to front entrance of school, midblock on Harding Ave, between Glenoaks Blvd and Warren St and better define school entrance and drop off/pick up zone along school frontage zone giving priority to walk up pedestrians and bicyclists along Harding Ave to highlight entry.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: valet program along Harding Ave and expand bicycle facilities and storage for scooters and skateboards. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

Gridley Street Elementary School

1907 Eighth Street, San Fernando, CA 91340



GRADES: K-6

ENROLLMENT: 657 students (2016)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 45.6% of 5th graders fell within the Healthy Fitness Zone; In Body Composition 47.6% of 5th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 95.4% Hispanic, 1.8% White, 1.5% Black, .8% Asian; 45% Female 55% Male; 84% qualify for free lunch; 11% have a learning disability.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

This school opted not to participate in the Travel Tally.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site workshops, meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs-Music classes, Library and Homework Club, YS Afterschool Playground and evening Computer Education Classes
- City funds Crossing guard program at this school site
- School recently made active transportation additions including:
- Valet Program for Student Drop-offs (operating through limited parent volunteers) for one location only
- Bike Rack or skateboard storage not available on campus
- School enforces policy that students that walk home must go to main office to sign out of campus for safety measures.
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- School receives services from the Office of Environmental Health and Safety (OEHS), Traffic and Pedestrian Safety Program and LASPD Safe Passages Motorcycle Task Force that coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses. Traffic Safety Coordinator from OEHS is available to administrators to implement program and for follow up questions or concerns.

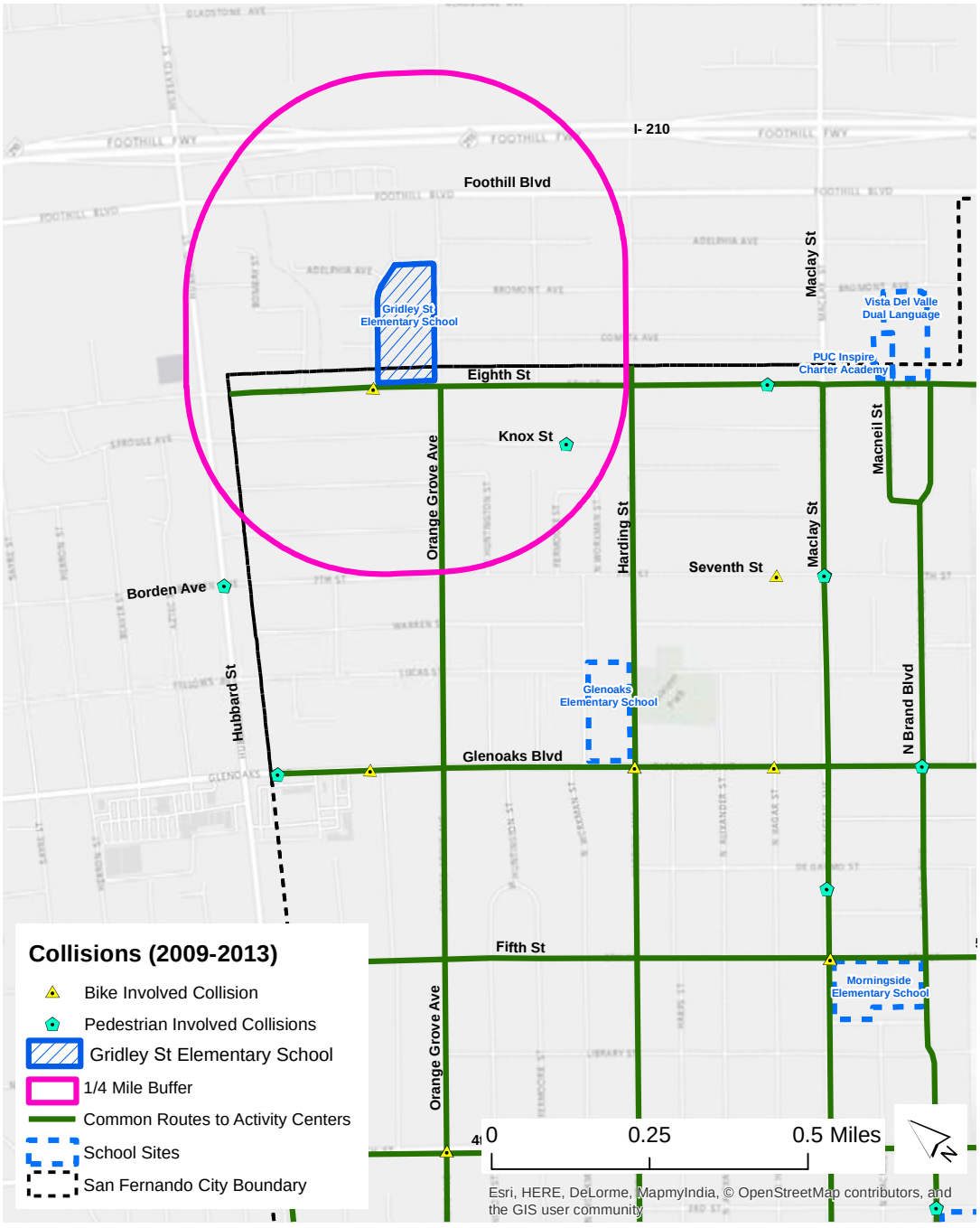


Common Routes and Collisions

The school is surrounded by residential neighborhoods with a park .7 miles to the south. Foothill Blvd is the closest arterial road which lacks complete sidewalks and bicycle infrastructure. The residential streets surrounding the school lack bicycle infrastructure but have wide sidewalks. Common routes to the school extend along Eighth St and Orange Grove Ave at the schools southern end.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows one pedestrian involved accident and one bicycle involved accident within ¼ mile from Gridley Elementary School as shown on Map 37.

Map 37: Common Routes with Pedestrian and Bicycle Involved Collisions (Gridley Street Elementary School)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) workshop was conducted on September 20, 2016. The following key stakeholders attended: School Principal, Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The workshop was held to gather public input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

- The rush to get students to school by the morning start time and dropping of siblings at neighboring schools is causing problems within the school zone. Other factors include:
- High Congestion due to majority of students (about 90%) being dropped off
- Limited number of gates open to enter the school site, creates congestion at one or two locations primarily in the morning, but also in the afternoon when school lets out and parents pick up students
- No storage for bikes, very few students bike to school.

Safety Concerns

- Ensuring the safety of walking children amid gang violence and predators in the area is an issue. Lockdown occurred this year on campus where gang members fired at each other.
- Safety concerns for crossing guards due to distracted drivers on cell phones or purposely ignoring instructions and being disrespectful.
- Safety concerns for younger children being dropped off at red curb and not walked to the gate by their parents. This creates a problem for school buses to park and drop off along the front of school on Eighth St.
- Dark crosswalks at night with minimal lighting.
- Lack of law enforcement presence to patrol and enforce that parents not stop or park at red curb.

Citywide

- Concern with excessive potholes

Location – Specific Issues:

- Lazard St and Eighth St: Missing crosswalks & High Congestion
- Lazard St and Cometa Ave: High Congestion from outside city boundary impacting circulation around school
- The school's current drop off and pick up is along Gridley St at a gate along the side of the school. The common entrance is at the front of the school on Eighth St behind an onsite parking lot. This entrance and parking is for teachers, staff, and visitors. Gridley St in the City of Los Angeles becomes Orange Grove Ave in the City of San Fernando, just north of Eighth St.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 38: School Site Facilities (Gridley Street Elementary School)

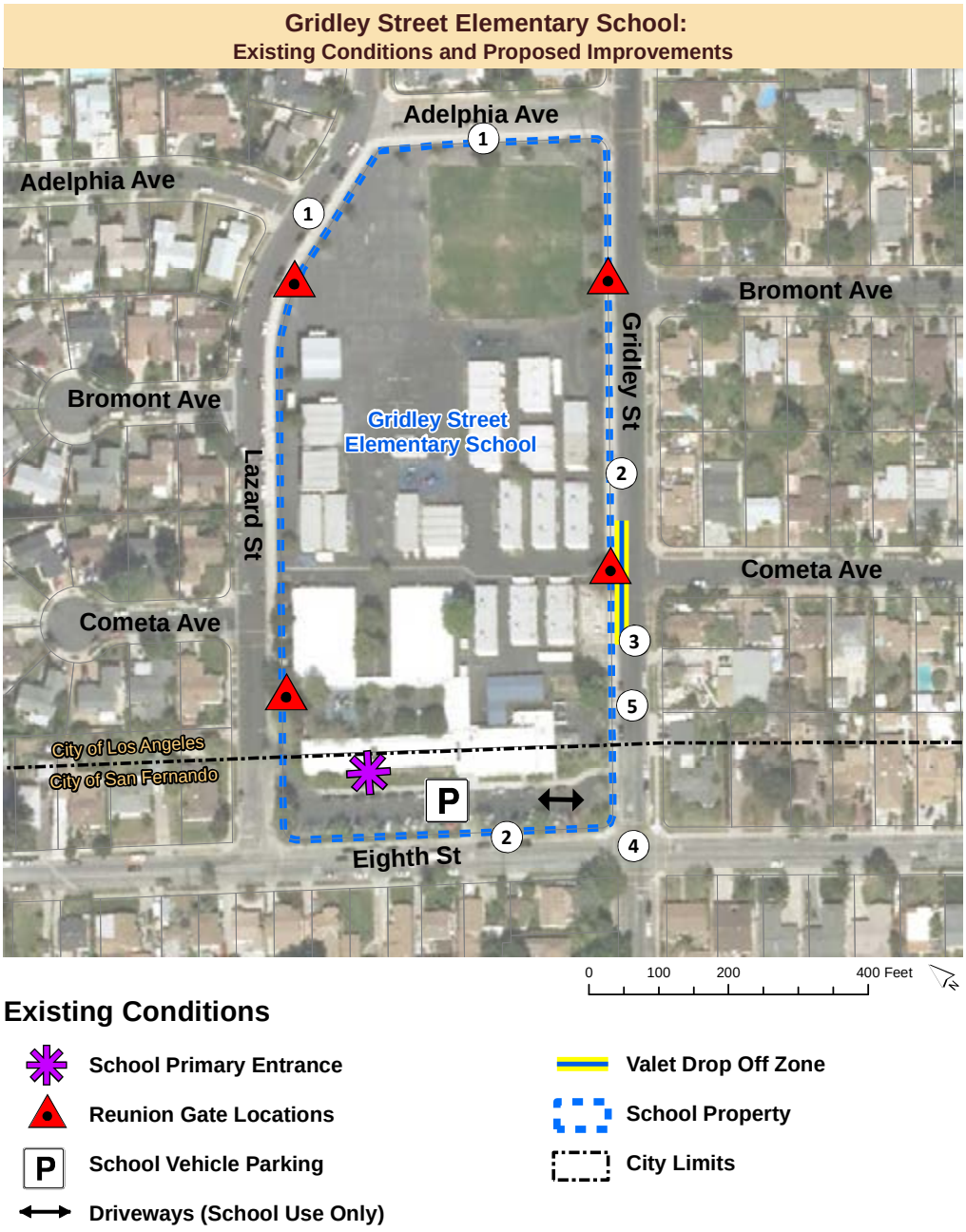


Table 47: Existing and Proposed On- and Off-Site Improvements Around School (Gridley Street Elementary School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Rear of School along Adelphia Avenue and Lazard Street	The school is surrounded by residential neighborhoods. Adelphia Ave is a local neighborhood street behind the school and terminates at Gridley St. Lazard St is a local neighborhood street along the western end of the school beginning at Eighth St and meeting Adelphia Ave. Both roadways have low volumes. The current school designated pick up and drop off is along Gridley St, on the east side of the school.	**Drop Off/Pick Up** Pedestrian; On- and Off-Site: Create a vehicle drop off and pick up area with cuing along the rear and west side of the school grounds with a pedestrian entry gate. Vehicles can cue along the rear roadways away from through traffic along Gridley St/ Orange Grove Ave and Eighth St. Cost: Low. Urgency: Immediate	Student pick up and drop off causes am and pm peak vehicle congestion on surrounding roadways, particularly on Gridley St/Orange Grove Ave, an important north-south street serving neighborhoods in north San Fernando. This proposed new gate will relieve traffic congestion around the school in the am and pm peak periods and will help to reduce pedestrian/vehicle conflicts during drop off and pick up times.
2. Traditional School Entry on Eighth Street	The school is located within a residential neighborhood with the frontage in the City of San Fernando and a large portion of the school grounds in the City of Los Angeles. The traditional school frontage is on Eighth St. Gridley St is an important north-south roadway extending from Foothill Blvd at the north to First St at the southern end. The roadway changes name to Orange Grove Ave at Eighth St in the City of San Fernando. Traffic volumes are low on these streets outside of school am and pm peak periods.	**Drop Off/Pick Up** Pedestrian; On- and Off-Site: Prohibit vehicle drop off and pick up along the Eighth St and Gridley St sides of the School. Designate a school frontage zone giving priority to walk up pedestrians and bicyclists along Eighth St, the traditional school entry. Highlight this entry and create walking paths from the intersection of Gridley Ave and Eighth St around the frontage parking lot. Cost: Low. Urgency: Immediate	There is very limited and inconspicuous signage and faded pavement markings surrounding the school to indicate that this is a school zone and that vehicle speeds need to be reduced. New more highly visible signage and school crossing pavement markings will help to alert motorists that they are approaching a school zone.
3. Gridley Street (Current Entry)	Gridley St/Orange Grove Ave is a local roadway, one lane in each direction with a center dividing line and on-street parking. The roadway segment is surrounded by single family neighborhood from Foothill Blvd at the north to First St on the south. All intersections on this roadway are stop sign-controlled with the exception of the signalized intersection at Glenoaks Blvd.	**Drop Off/Pick Up** Pedestrian; On- and Off-Site: Eliminate the current school entry and drop off/pick up zone along Gridley St. Cost: Low. Urgency: Immediate	The Gridley St/Orange Grove Ave roadway segment from Foothill Blvd in the City of Los Angeles to the SCRRA railroad in the City of San Fernando is an important north-south roadway in the City and school activities should not impede with traffic flow. Eliminating the drop off on Gridley St will help to eliminate student/vehicle conflicts along this roadway.
4. Orange Grove Avenue and Eighth Street Intersection	The four-leg intersection at Orange Grove Ave and Eighth St is stop sign-controlled with crosswalks on all four sides (bulbouts currently under construction). Orange Grove Ave and Eighth St both have one lane in each direction. The Eighth St segment between Orange Grove Ave and Lazard St has a green curb side loading zone in front of the school with a 15 MPH speed limit sign and speed bumps.	**Intersection Improvement** Pedestrian; On- and Off-Site: Install continental crosswalks at un-signalized, four-way stop intersection. Include pedestrian crossing signage and school zone signage. Highlight this intersection and make more visible with cues. Cost: Medium. Urgency: Immediate	This intersection is a primary crossing for neighborhood students with a volunteer crossing guard. Highlighting this intersection and adding more visible cues will help to alert motorists of pedestrians.
5. Surrounding School	The school is surrounded by residential uses. The is no school zone signage or speed limit signage or pavement markings indicating school crossings.	**Identify School Zone** Install signage and pavement markings for school areas in accordance with the California MUTCD. Cost: Medium. Urgency: Immediate	The addition of pavement markings and signage would help provide a visual cue to motorists that a school is near and to slow speeds as appropriate and safe.



Figure 37: Proposed Improvements (Gridley Street Elementary School: Adelphia Avenue)



Figure 38: Proposed Improvements (Gridley Street Elementary School: Eighth Street)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 47 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

Restructure the primary school entry for active transportation should be designated as the frontage zone along Eighth St. A secondary active transportation entrance should be created at the rear of the school along Adelphia Ave to be designated as the vehicle drop off and pick up zone providing adequate vehicle cuing in the am and pm peak periods.

Implementation

Table 43 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that better locate and direct drop-off/pickup to rear of school along Adelphia Ave and Lazard St to alleviate morning and afternoon peak school times and congestion at primary drop-off/pickup on Gridley St. Common routes to school should be improved addressing safety concerns, particularly residential traffic surrounding the school.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups to form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Bike rack and skateboard storage program and parking valet for parents to drop off students along potential new drop-off/pickup locations. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.



Morningside Elementary School 576 N Maclay Avenue, San Fernando, CA 91340



GRADES: K-5

ENROLLMENT: 652 students (2016)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 56.2% of 5th graders fell within the Healthy Fitness Zone; In Body Composition 40% of 5th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of a population of 98% Latino, 89% Economically Disadvantaged, 38% English Learners, 10% Students with Disabilities, and 5% identified Gifted.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 48: Travel Tally (Morningside Elementary School)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
18.5%	21.6%	.9%	.4%	.3%	0%	75.4%	71.6%	3.9%	5.1%	.7%	.9%	.3%	.4%

A majority of students go to and from school by family vehicle. The second most frequent form of transportation to and from school is walking. Morningside elementary has bikes racks and a small number of students utilizing them. The lack of utilization has a direct correlation with the lack of bicycle infrastructure, like painted lines on the streets.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs-Youth Services (YS)
- City funds Crossing guard program at this school site
- School recently made active transportation additions including:
  - » Valet Program for Student Drop-offs (operating through parent volunteers since 2013-Present)
  - » Bike Rack available on campus
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- School receives services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

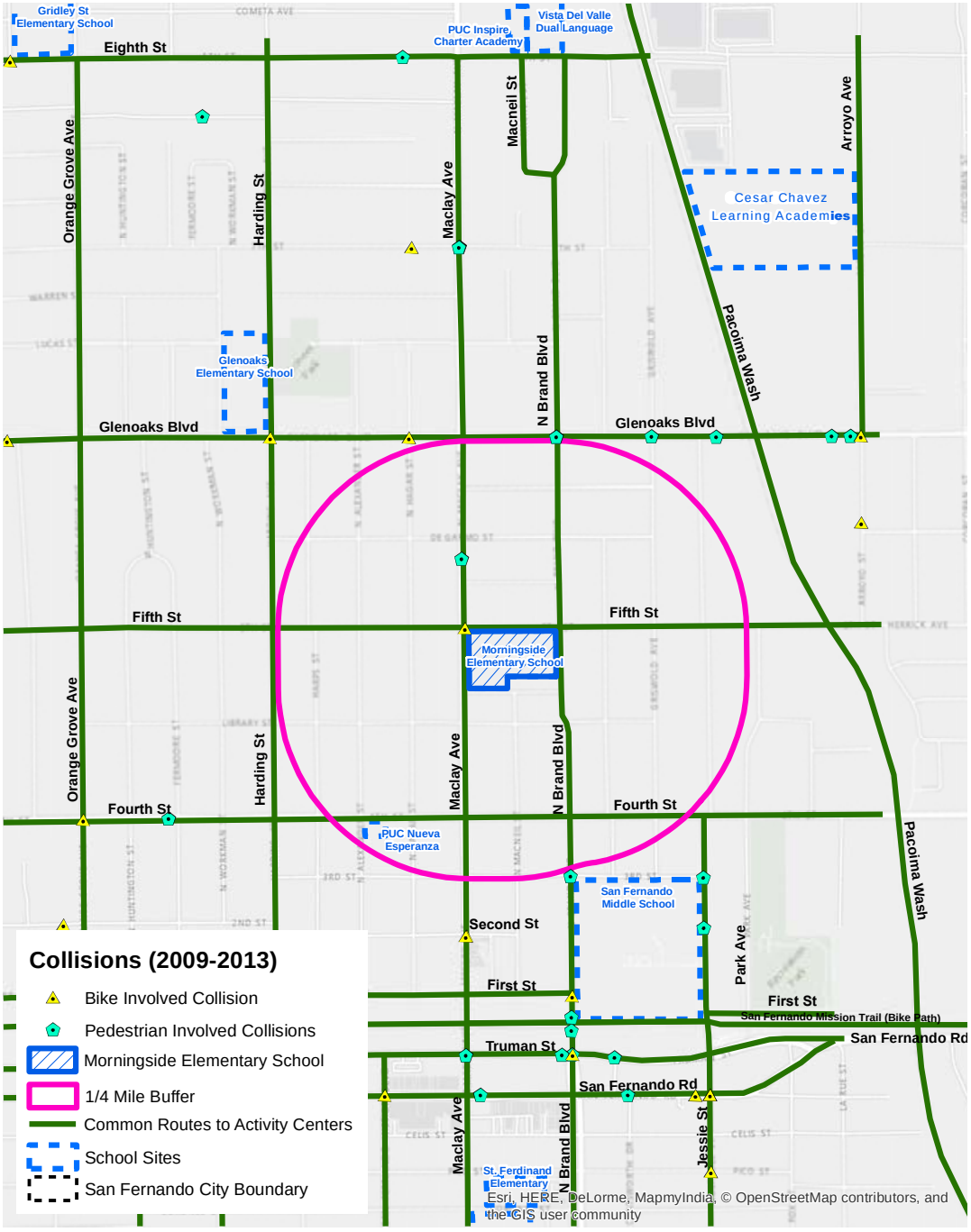


Common Routes and Collisions

The school is along the edge of a residential neighborhood and along Maclay Ave, an arterial road and a commercial corridor. There is a park and public swimming pool ¾ of a mile to the east. The streets surrounding the school lack bicycle infrastructure, but have wide sidewalks directly outside of the school. Common routes to the school extend along Maclay Ave and Fifth St. Secondary school access is along Brand Blvd at the rear of the school.

Crash data obtained from SWITRS Statewide Integrated Traffic Records System) shows a series of pedestrian and bicyclist involved accidents within a ¼ mile from Morningside Elementary School along Maclay Ave and Brand Blvd as shown on Map 39 below.

Map 39: School Enrollment Boundary (Morningside Elementary School)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) workshop was conducted on September 20, 2016. The following key stakeholders attended: School Principal, Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The workshop was held to gather public input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

- The rush to get students to school by the morning start time is causing problems within the school zone. Other factors include:
- Limited number of gates open to enter the school site, creates congestion at one or two locations primarily in the morning, but also in the afternoon when school lets out and parents pick up students.
- Other concerns focused around bad driving behaviors. Field visits confirmed that infrastructure is often old, out of date, and deteriorated which can lead to drivers, pedestrians, and bicyclists not understanding how to interact with each other.

Safety Concerns

- Crossing guard indicated that Maclay Ave is congested during morning and afternoon bell times and many drivers disregard the traffic light at Fifth St/ Maclay Ave. She suggested that school police should be more involved during these times and that police visibility could serve as a deterrent for speeding, illegal turns, double parking and other dangerous driving practices.
- Maclay Ave (between First St toward Foothill Blvd): Community members appreciate the bike path that runs east/ west. It provides a buffer zone between pedestrians and vehicle traffic.
- Several parents stated that they have multiple school drop-offs due to having children in different schools in the area.
- School has an assigned crossing guard stationed at Maclay Ave/Fifth St. They have petitioned for an additional guard to assist with valet and directing children from the valet zone to their respective gates. Parent volunteers have provided relief in the meantime.
- Walkers and bicyclists are in danger due to distracted drivers on phone and morning drivers not following traffic signal rules and running red light.
- Parents are running late and speeding around school site in the morning.
- Major traffic on Maclay Ave (Morningside School) morning and after school hours

Citywide

- City needs new pedestrian crossing at Brand Blvd and O'Melveny Ave.
- City needs to add flashing stop sign at Brand Blvd and Fifth St.
- Major traffic on Maclay Ave (Morningside Elementary School) morning and after school hours.
- City police needs to patrol school sites.

Location –Specific Issues:

- Brand Blvd/ O'Melveny Ave: poor cross walk visibility.
- First St/Brand Blvd: Low visibility on crosswalks, dangerous to cross during the day and especially evening
- Brand Blvd/ San Fernando Road: This has been described as a high volume crossing point for students
- Maclay Ave between Truman St and Glenoaks Blvd: Speeding, illegal turns. Maclay and Brand: Traffic valets are often disrupted by through traffic. Sidewalk is often blocked by traffic valet.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 40: School Site Facilities (Morningside Elementary School)

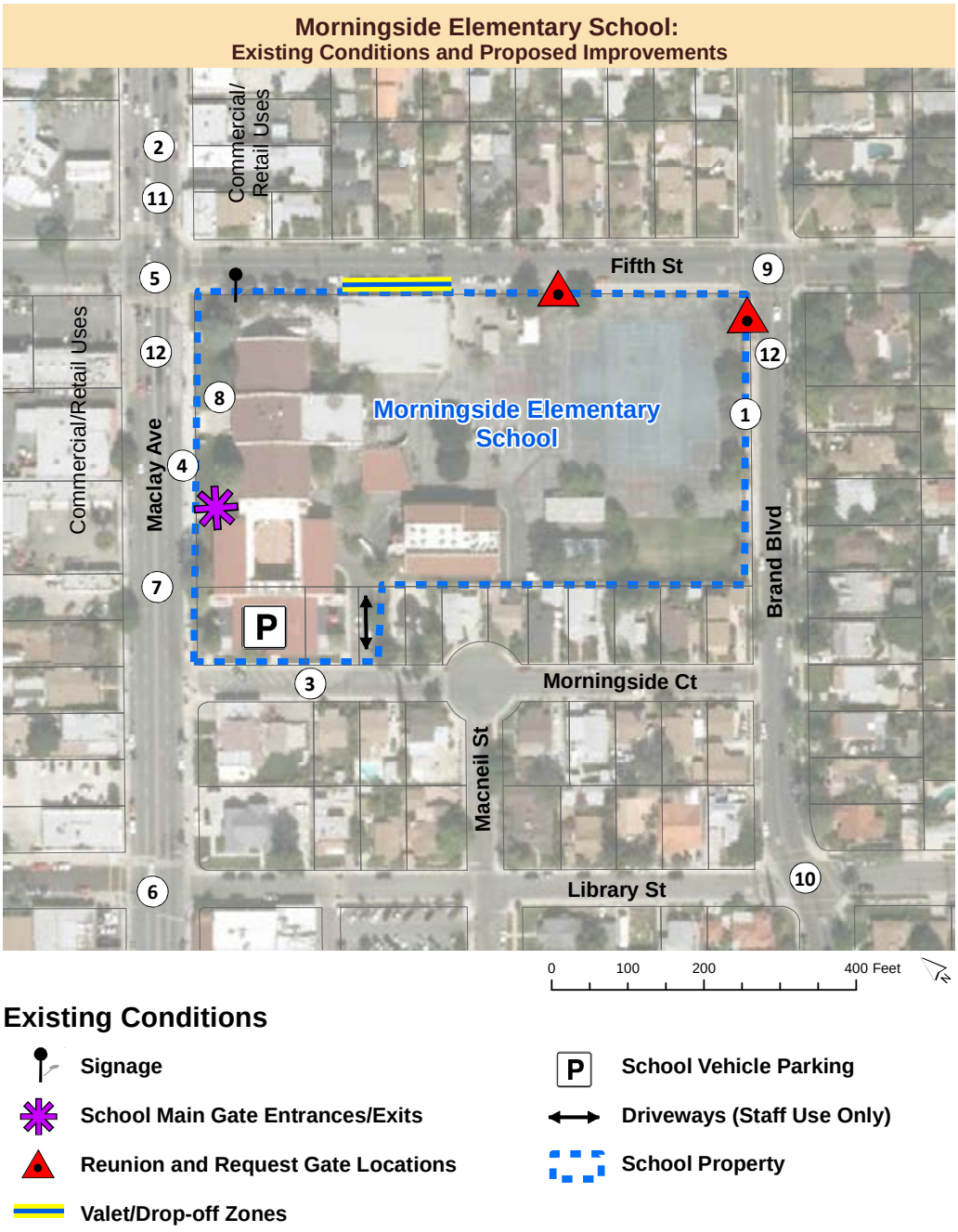


Table 49: Existing and Proposed On- and Off-Site Improvements Around School (Morningside Elementary School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Brand Boulevard between Fifth Street and Morningside Court	This roadway segment is within a residential neighborhood. There are two lanes, one in each direction. Traffic volumes are relatively low at up to 6,000 vehicles per day at Brand Blvd and Fifth St.	**School Entry** Consider a secondary school entrance for vehicles student drop off and pick up at rear of school along Brand Blvd. Add an associated access gate for students and staff in the am and pm periods. Cost: Low. Urgency: Immediate.	Student pick up and drop off causes am and pm peak vehicle congestion on high volume roadways, particularly on Maclay Ave. This proposed secondary location provides a more appropriate drop off and pick up site to reduce the impact of school related traffic on City roadways.
2. Surrounding School	There is a school sign (speed 25 MPH) on Maclay Ave between Library St and Fifth St on Fifth St just east of Maclay Ave, and on Brand Blvd between Fifth St and Morningside Court. There is a "slow school Xing" pavement marking on Fifth St between Maclay Ave and Brand Blvd and on Brand Blvd between Morningside Court and Fifth St.	**Identify School Zone** Clarify the limits of the "School Zone" in accordance with the California Vehicle Code and other applicable guidelines and laws. Install school crossing pavement markings in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD). Cost: Low. Urgency: Immediate.	There is very limited and inconspicuous signage and faded pavement markings surrounding the school to indicate that this is a school zone and that vehicle speeds need to be reduced. New more highly visible signage and school crossing pavement markings will help to alert motorists that they are approaching a school zone.
3. Morningside Court at Maclay Avenue	The Morningside Court segment between McNeil St and Maclay Ave has been converted to a one-way with no right turns in from Maclay Ave. There is angled on-site parking on one side. This segment is 26' wide	**School Entry** Eliminate angled parking and one way segment and create a drop off and pick up zone and relocate street parking. Cost: Medium. Urgency: Near-Term	The existing roadway modifications restricts traffic flow and redirects vehicles to alternative streets causing conflicts on the alternative streets. On street parking is not needed in this segment since the school site provides adequate parking.
4. Maclay Avenue at School Entry	The school's primary entry has been designed to face Maclay Ave.	**Drop Off/Pick Up** Prohibit vehicle drop off and pick up on Maclay Ave and designate a school frontage zone giving priority to walk up pedestrians and bicyclists. Cost: Low. Urgency: Immediate	The School's traditional entry is on the east side of Maclay Ave. The architecture of the school makes it clear this is the main school entry encouraging motorists to stop in front for easy drop off. The cueing for drop off and pick up on Maclay Ave causes backup on this busy arterial.
5. Maclay Avenue and Fifth Street	This signalized four-way intersection has the standard painted (yellow) crosswalks at each of the four approaches.	**Intersection Improvements** Install continental crosswalks at signalized intersection with pedestrian countdown signals. Cost: Medium. Urgency: Immediate	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety.
6. Maclay Avenue and Library Street Intersection	This four-way intersection is signalized only at the Maclay Ave approaches. There is only one crosswalk across Maclay.	**Intersection Improvements** Install continental crosswalks at this signalized intersection with pedestrian countdown signals. Cost: Medium. Urgency: Near-Term	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety.
7. Maclay Avenue	There is no pavement markings indicating an adjacent school.	**Identify School Zone** Install "School Zone" pavement markings and signage in accordance with the California MUTCD. Cost: Low. Urgency: Immediate	The addition of pavement markings would help provide a visual cue to motorists that a school is near.

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
8. Maclay Avenue	The school entrance is distinguished by the architecture but is somewhat hidden from street view due to the setback.	**Visual Cues** Enhance school frontage zone with decorative sidewalks, retaining walls, landscaping, school signage, etc. to add to the street visibility of the school and highlight its importance and thus its visibility to motorists along Maclay. Cost: Medium. Urgency: Near-Term	The school is somewhat hidden along Maclay Ave which is a major arterial in the City and the only north-south routes through the City. Maclay Ave between Fourth St and Glenoaks Blvd is within a dense strip commercial district with local-serving businesses. Enhancing the school frontage with design elements will serve as a visual cue to motorists that a school is present and to watch for children and pedestrians.
9. Fifth Street and Brand Boulevard	There are painted ladder crosswalks (yellow) at all four approaches of this 4-way stop sign controlled intersection.	**Crosswalks** Install continental crosswalks with advanced stop lines. Cost: Low. Urgency: Near-Term	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety.
10. Brand Boulevard and Library Street	There are painted ladder crosswalks (yellow) at all four approaches of this 4-way stop sign controlled intersection.	**Crosswalks** Install continental crosswalks with advanced stop lines. Cost: Low. Urgency: Near-Term	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety.
11. Surrounding school	There is limited signage, pavement marking, and other cues indicating a school is near.	**Identify School Zone** Install signage and pavement markings for school areas in accordance with the California MUTCD. Cost: Medium. Urgency: Immediate	The general environment around the school lacks visibility. The existence of a school is minimized due to the high commercial activity along the Maclay Ave arterial with high traffic volumes. Additional treatments to increase visibility will help to address safety concerns.
12. Maclay Avenue and Brand Boulevard	There is a trolley stop on Maclay Ave in front of the school and another stop behind the school on Brand Blvd near Fifth St.	**Transit** Encourage the use of the City trolley circulator transit bus and enhance existing two stops at School on Maclay Ave and Brand Blvd. Cost: Low. Urgency: Near-Term.	Increased use of the City's trolley transit system by school students, parents, and staff will help reduce the number of vehicle trips and help to reduce conflicts.

Figure 39: Proposed Improvements (Morningside Elementary School: Maclay Avenue)

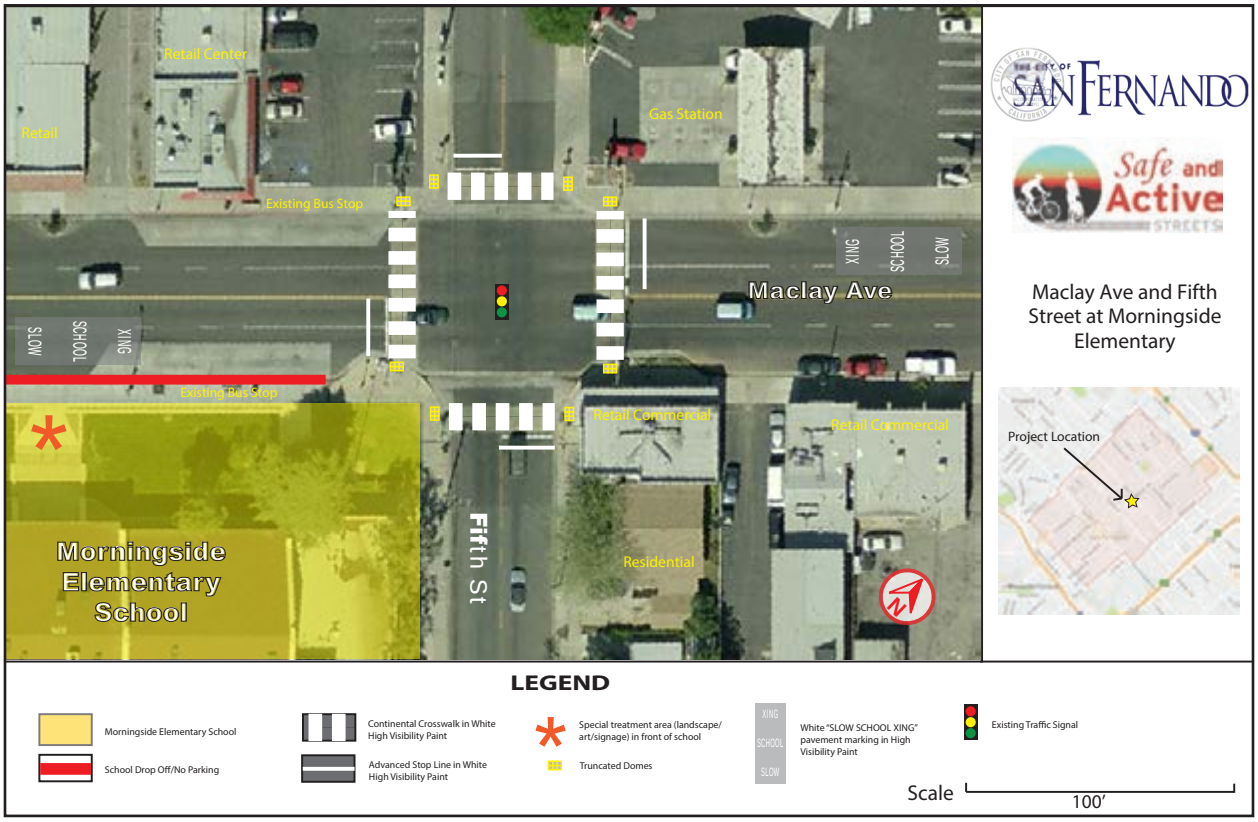


Figure 40: Proposed Improvements (Morningside Elementary School: Morningside Court)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 49 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that better locate drop-off/pickup at a secondary school entrance at rear of school along Brand Blvd to alleviate morning and afternoon peak school times and congestion at primary drop-off/pickup on Maclay Ave. Consideration should be made to add an associated access gate for students and staff in the am/pm periods.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: expanding crossing guard program near reunion entrance and expanding bicycle facilities. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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O'Melveny Elementary School 728 Woodworth Street, San Fernando, CA 91340

GRADES: K-5

ENROLLMENT: 562 students (2016)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 55.4% of 5th graders fell within the Healthy Fitness Zone; In Body Composition 33.7% of 5th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 96.8% Hispanic, 2% White, 0.2% Black, 0.7% Asian/Pacific Islander; 50% Male 50% Female, 78.3% qualify for free lunch, 0.7% have a learning disability, 5% identified as gifted, 41% limited English proficiency.

DISADVANTAGED Reduced Meals

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

This school opted not to participate in the Travel Tally.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

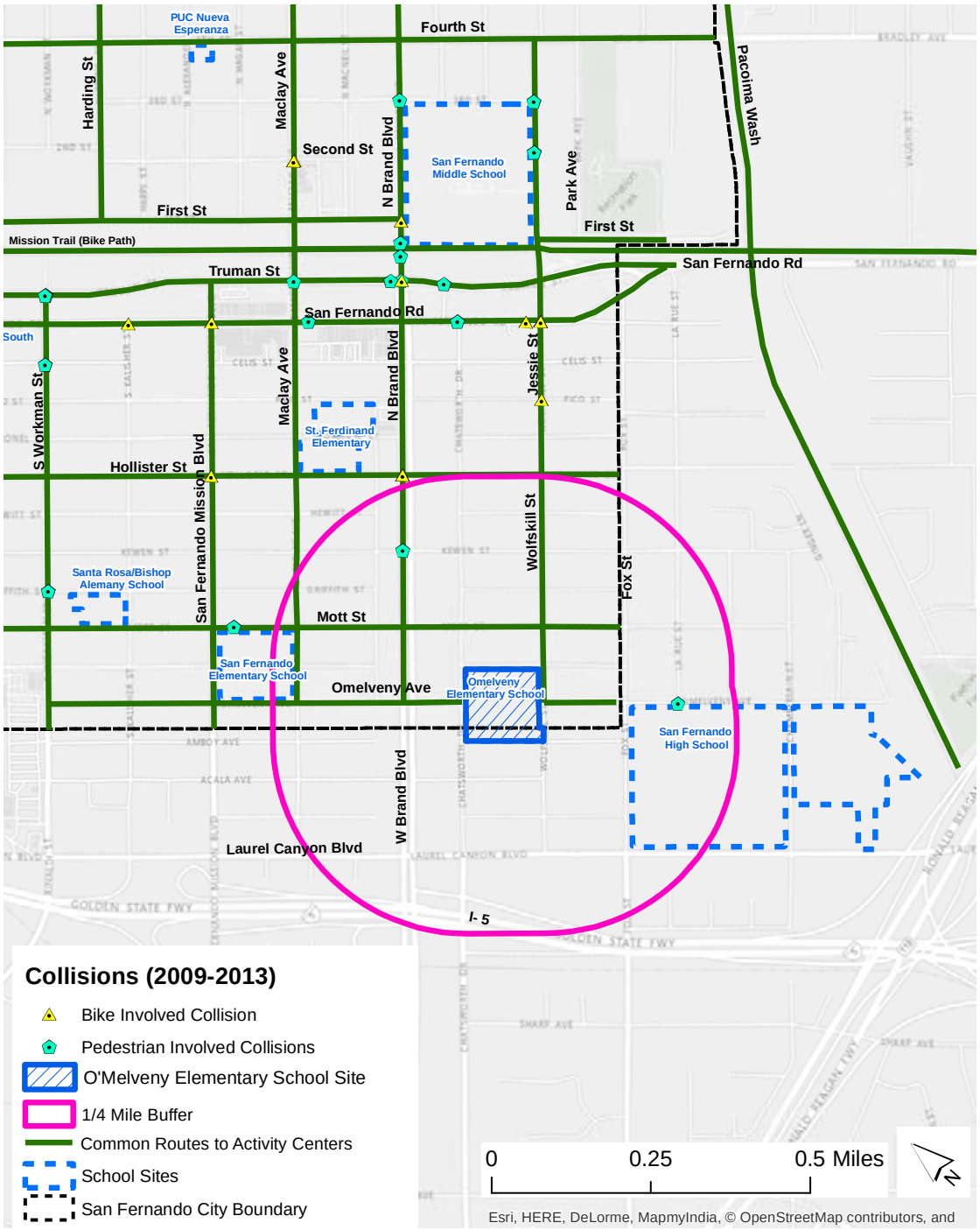
- School currently hosts afterschool and summer programs
- No crossing guard program at this school site
- School currently operates a “Safety Valet Drop Off” Program at the front gate
- After School Pick up Policy: Children are to be picked up from designated gate by 2:28 pm, except on Tuesdays, by 1:24 pm. After 2:40 pm (or 1:35 pm on Tuesdays) parents will need to come through the main office or playground gate to pick up their child. Students in grades 2-5 left on campus after 2:40 pm (or 1:35 pm on Tuesdays) will be sent to Youth Services. Kindergarten and 1st grade students will be sent to the main office.
- One single-sided Grid Bike Rack currently available on campus (approximately utilized by up to 7 bicycles)
- Current policy is to walk bicycles on campus.
- School receives services from the Los Angeles School Police Department’s (LASPD) Motor Unit, formed in 2002. The unit’s main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- Current issue includes multiple bicycle thefts per year.
- School has accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

Common Routes and Collisions

The school is surrounded by a residential neighborhood and directly across the street from a community based non-profit.Laurel Canyon Blvd is a commercial corridor and experiences additional traffic due to the Chatsworth Dr on and off ramp from the I-5 freeway. Common routes to the school are along O'Melveny Ave, Brand Blvd, and Wolfskill St.

Crash data obtained from SWITRS Statewide Integrated Traffic Records System) shows a series of two pedestrian involved collisions within ¼ mile from O'Melveny Elementary School site as shown on Map 41.

Map 41: Common Routes with Pedestrian and Bicycle Involved Collisions (O'Melveny Elementary School)



Community Engagement - SASMP Stakeholder Meetings

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- Limited number of gates open to enter the school site creates congestion primarily in the morning, but also in the afternoon when school lets out and parents pick up students
- School does not have traffic safety plan or crossing guard program
- School has limited bike parking, only one Single sided Grid Bike Rack currently available on campus (approximately utilized by up to 7 bicycles)

Safety Concerns

- The rush to get students to school and congestion around bell schedule.
- General school site-specific challenges identified across all engagement activities included:
- Harding St is the main entrance to the school, there is a speed bump and minimal signage; only 25 speed limit sign in the area that is black and white
- No official school zone signage

General city-wide challenges identified across all engagement activities included:

- Issues with traffic signal synchronization that creates delays, specifically along Brand Blvd.
- Lack of law enforcement around city
- Intoxicated individuals in the vicinity of the San Fernando Mission Trail
- Lack of marked pedestrian crossings and flashing stop signs at major intersections along Brand Blvd and O'Melveny Ave.
- Short pedestrian phases at signalized intersections



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 42: School Site Facilities (O'Melveny Elementary School)



Table 50: Existing and Proposed On- and Off-Site Improvements Around School (O'Melveny Elementary School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Chatsworth Dr and Woodworth Street	The intersection is a three-way, T-intersection with yellow standard crosswalks on the Woodsworth St leg of the intersection and the south leg of Chatsworth Dr. There is school crossing signage on both streets and pavement markings indicating a school crossing on Chatsworth Dr. Woodsworth St is stop sign controlled, but Chatsworth Dr is not. Both streets have one lane in each direction. There is a health clinic and parking lot to the north of this intersection.	**Intersection Improvement** Pedestrian, Off-Site: Add continental crosswalks to all three legs. Add advanced stop bars to the crosswalks. Add stop signs to the south Chatsworth Dr approach. A study should be conducted in association with this improvement. Cost: Medium. Urgency: Immediate.	Continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. Stop signs at intersections with crosswalks increase pedestrian safety as well. An additional crosswalk on the north Chatsworth Dr. approach will help to encourage pedestrian crossings.
2. Chatsworth Dr and O'Melveny Avenue	The intersection is a three-way, stop sign controlled T-intersection with yellow standard crosswalks on the O'Melveney Ave leg of the intersection and the north leg of Chatsworth Dr. There are faded advanced stop bars on both sides of Chatsworth Dr. There is school crossing signage on both streets. Both streets have one lane in each direction and are surrounded by residential uses.	**Crosswalks** Pedestrian, Off-Site: Add continental crosswalks to all three legs. Add advanced stop bars. Cost: Low. Urgency: Immediate.	Continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. A third crosswalk on the south leg of Chatsworth Dr. is needed since this intersection is in front of the school's primary entrance.
3. Chatsworth Dr and Acala Avenue (City of Los Angeles)	The intersection is a four-way intersection that is stop sign controlled with advanced stop bars on both sides of Acala Ave. There are no stop signs on Chatsworth Dr (both north and south approaches). There are no crosswalks on any of the four approaches. Both streets have one lane in each direction.	**Intersection Improvement** Pedestrian, Off-Site: AAdd continental crosswalks to all sides of the intersection with advanced stop bars before each crosswalk. Add stop signs and school crossing signage to both sides of Chatsworth Dr. Cost: Medium. Urgency: Immediate.	Continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians on crosswalks. Stop signs at intersections with crosswalks increase pedestrian safety as well. Missing crosswalks send a signal that the intersection is too dangerous to cross and thus discourages walking.
4. Acala Avenue and Wolfskill Street (City of Los Angeles)	The intersection is a three-way T-intersection with a stop sign on Acala Ave but none on Wolfskill St. There are no crosswalks or school crossing signage on any of the approaches. Both streets have one lane in each direction and are surrounded by residential uses.	**Intersection Improvement** Pedestrian, Off-Site: Add continental crosswalks to all three sides. Add advanced stop bars to the new crosswalks. Consider adding a stop sign to Wolfskill St. Add school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians in crosswalks. Stop signs at intersections with crosswalks increase pedestrian safety as well.
5. Wolfskill Street and Amboy Avenue (City of Los Angeles)	The intersection is a three-way, stop sign controlled T-intersection. There is a standard yellow crosswalk on the north leg of Wolfskill St. Signage is on Amboy Ave and the north leg of Wolfskill St. Both streets have one lane in each direction. This intersection is located at the southern end of the school site.	**Crosswalks** Pedestrian, Off-Site: Add continental crosswalks to all three sides. Add advanced stop bars to the new crosswalks. Cost: Low. Urgency: Immediate.	Continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks, enhancing pedestrian safety.

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
6.Wolfskill Street and O'Melveny Avenue	The intersection is a three-way, T-intersection with yellow standard crosswalks on the south leg of Wolfskill St and at a stop sign on O'Melveney Ave. There is no stop sign on either approach of Wolfskill St. There is one school crossing sign on the north leg of Wolfskill St. Both streets have one lane in each direction.	**Intersection Improvement** Pedestrian, Off-Site: Add continental crosswalks to all three sides. Add advanced stop bars to the crosswalks. Add stop signs to both sides of Wolfskill St. Add pedestrian signage to both streets. Cost: Medium. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians on crosswalks. Stop signs at intersections with crosswalks increase pedestrian safety as well.
7. Wolfskill Street and Woodsworth St	The intersection is a four-way intersection that is stop sign controlled with advanced stop bars on both sides of Wolfskill St. There are standard yellow crosswalks on all sides of the intersection and school crossing signage on Wolfskill St. Both streets have one lane in each direction and are surrounded by residential uses.	**Crosswalks** Pedestrian, Off-Site: Add continental crosswalks to all sides of the intersection with advanced stop bars before each crosswalk. Add school crossing signage to Woodsworth St. Cost: Medium. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians on crosswalks.
8. Chatsworth Dr and Mott St	The intersection is controlled by a two-way stop sign and has no crosswalks. There are white stop bars. The speed limit is 30 MPH.	**Crosswalks** Add continental crosswalks to all legs of the intersection. Cost: Low. Urgency: Medium.	Continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety.
9. Chatsworth Dr and O'Melveny Avenue (Drop-off and Pick-up)	The single drop off and pick up area is at this T-intersection.	**Pick Up/Drop Off** Pedestrian, Off-Site: Increase the length of the drop off and pick up cue on-street or consider an alternative at the rear of the school. Cost: Medium. Urgency: Immediate	The drop off is highly congested in the morning and is made worse by the limitation of this intersection which ends at the school gate.
10. Chatsworth Dr and O'Melveny Avenue (Drop-off and Pick-up)		**Flashing Beacons** Add continental crosswalks and rectangular flashing beacon. Cost: Medium. Urgency: Immediate	Continental crosswalks are more visible to drivers and flashing beacons alert drivers to pedestrians and students in the crosswalk.
11. Brand Boulevard and Mott St		**Crosswalks** Add continental crosswalks. Cost: Medium. Urgency: Immediate	Continental crosswalks are more visible to drivers and enhance pedestrian safety.

Figure 41: Proposed Improvements (O'Melveny Elementary School: Chatsworth Drive and O'Melveny Avenue)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 50 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that improve crosswalks along Chatsworth Drive and O'Melveny Ave to help encourage pedestrian crossings. A third crosswalk on the south leg of Chatsworth Dr. is needed since this intersection is in front of the school's primary entrance. Coordination with the City of Los Angeles will be required to address recommendations for streets located in Los Angeles.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Implementing crossing guard program along Acala Ave and Wolfskill Ave and expand bicycle facilities and storage for scooters and skateboards. Monitoring of progress will be most effective under evaluation and tracking of best practices through a maintenance plan.

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PUC Inspire Charter Academy - North Campus

919 Eighth Street, San Fernando, CA 91340



GRADES: 7-8

ENROLLMENT: 195 students (2016). Started with 330 in 2014 when school opened and has since split into North and South Campus)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 77% of 7th graders fell within the Healthy Fitness; In Body Composition 45% of 7th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: Demographics unavailable, given school was split to North and South Campus in two separate locations.

PUC Inspire Charter Academy has two campuses that are coordinating schools. The North Campus on Eighth St campus is for 7th and 8th grade students. The South Campus on Celis St is for 6th grade students.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 51: Travel Tally (PUC Inspire Charter Academy: North Campus)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2.3%	2.7%	0%	0%	0%	0%	88.5%	91.9%	9.2%	5.4%	0%	0%	0%	0%

A majority of students use a family vehicle to get to and from school. The next most popular form of transportation is by walking. Students do not have the opportunity to bike to school due to the lack of bike racks and bicycle infrastructure, like painted lines on the road.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site workshops, meetings, and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs
- No crossing guard program at this school site
- School does not have a valet program
- No bike parking available on campus
- Current policy is to walk bicycles on campus
- Strong parental engagement. School piloted PIQE (Parents Institute for Quality Education) which offered a series of workshops including health screenings, fitness, and post -secondary education
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
  - » Current issue includes multiple bicycle thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

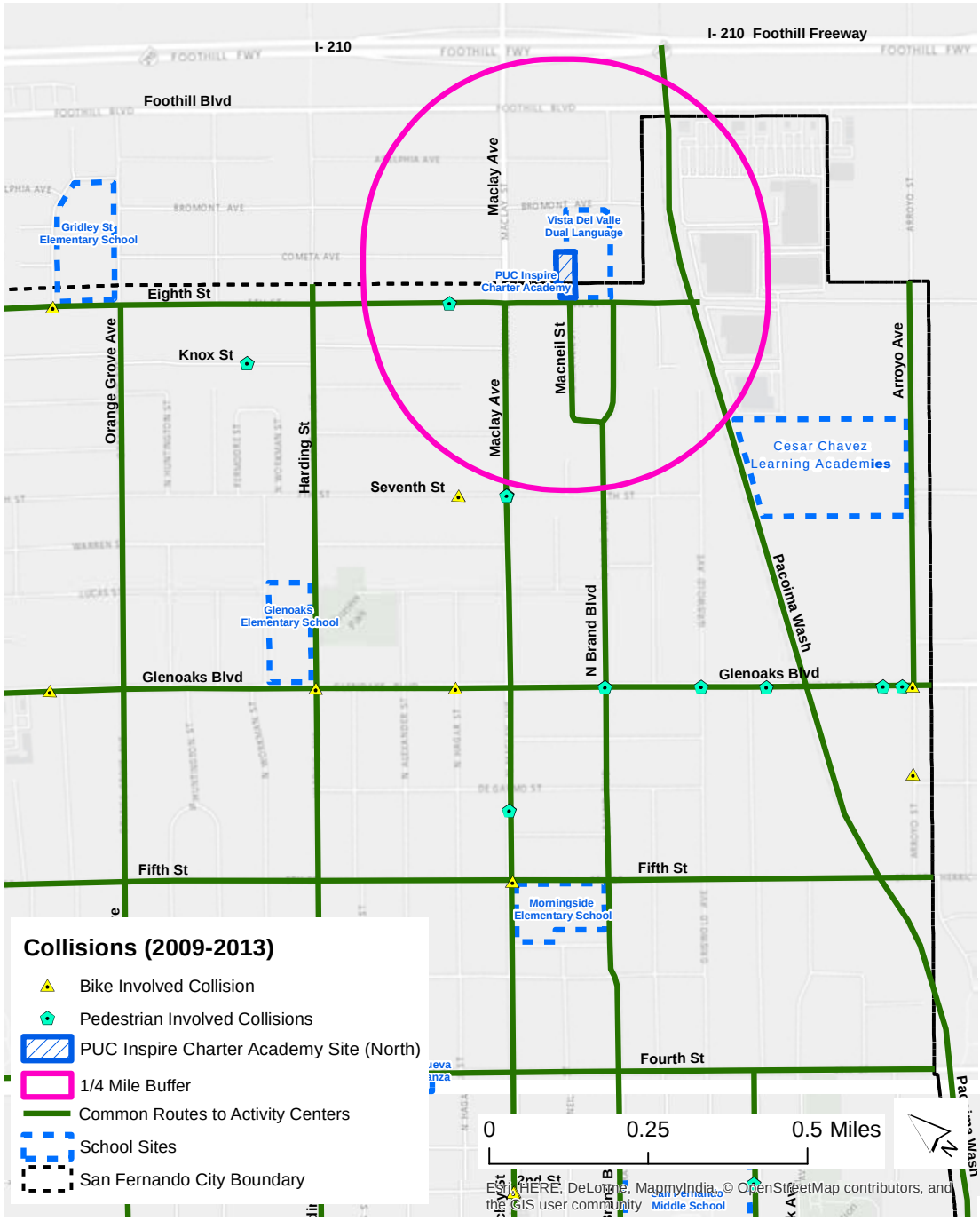


Common Routes and Collisions

The school is surrounded by mixed residential and commercial areas on all four sides. The streets around the school lack bicycle infrastructure and complete sidewalks. Foothill Blvd is the main arterial road and experiences a high volume of traffic due to the 210 Freeway offramp. It is also located next to the Pacoima Wash which lacks walking and cycling infrastructure, but could be a safer option for students rather than using the main roads. Common routes to the school include Eighth St and McNeil St.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows one pedestrian involved crash within a ¼ mile from PUC Inspire Charter Academy (North) as shown on Map 43 below.

Map 43: School Enrollment Boundary (PUC Inspire Charter Academy: North Campus)



Community Engagement - SASMP Stakeholder Meetings

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- After-school programs: None offered through traditional YPI program that other schools offer but does have extended day until 6pm for enrichment programs and clubs.
- There are no bike lanes or bike routes in school's walk/bike zone.
- School does not have traffic safety plan or crossing guard program but does have a
- School has no bicycle parking for the student body
- Sidewalks are in acceptable condition (Some cracked, bucked or missing sections and have few or no obstacles (garbage bins, signs, utility poles)

Safety Concerns

- The street around school is painted red and when a parent needs to pick up kid during school day, will illegally park at drop off zone in front of school and other cars get blocked in.
- General school site-specific challenges identified across all engagement activities included:
- Pick up/Drop off: Directly in front of valet drop off zone (looks like the share of a U-turn) in front of school where parents drive up and drop off students. Valet is managed by supervising staff, no parents. It operates from 7am-8am and runs 2:30pm-3pm on Tuesdays and 2:30-4pm the rest of school days.
    - » Issue: Valet is extremely backed up given the small area and impact from cars traveling to Vista Del Valle.

General city-wide challenges identified across all engagement activities included:

- Gang/drug activity
- Lack of adequate lighting
- Unsafe and damaged sidewalks
- There is supervision at crossings (unofficial), but no crossing guards



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be “Low”, “Medium”, or “High”. Timing and urgency is estimated to be “Immediate”, “Near-Term”, or “Long-Term”. Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 44: School Site Facilities (PUC Inspire Charter Academy: North Campus)

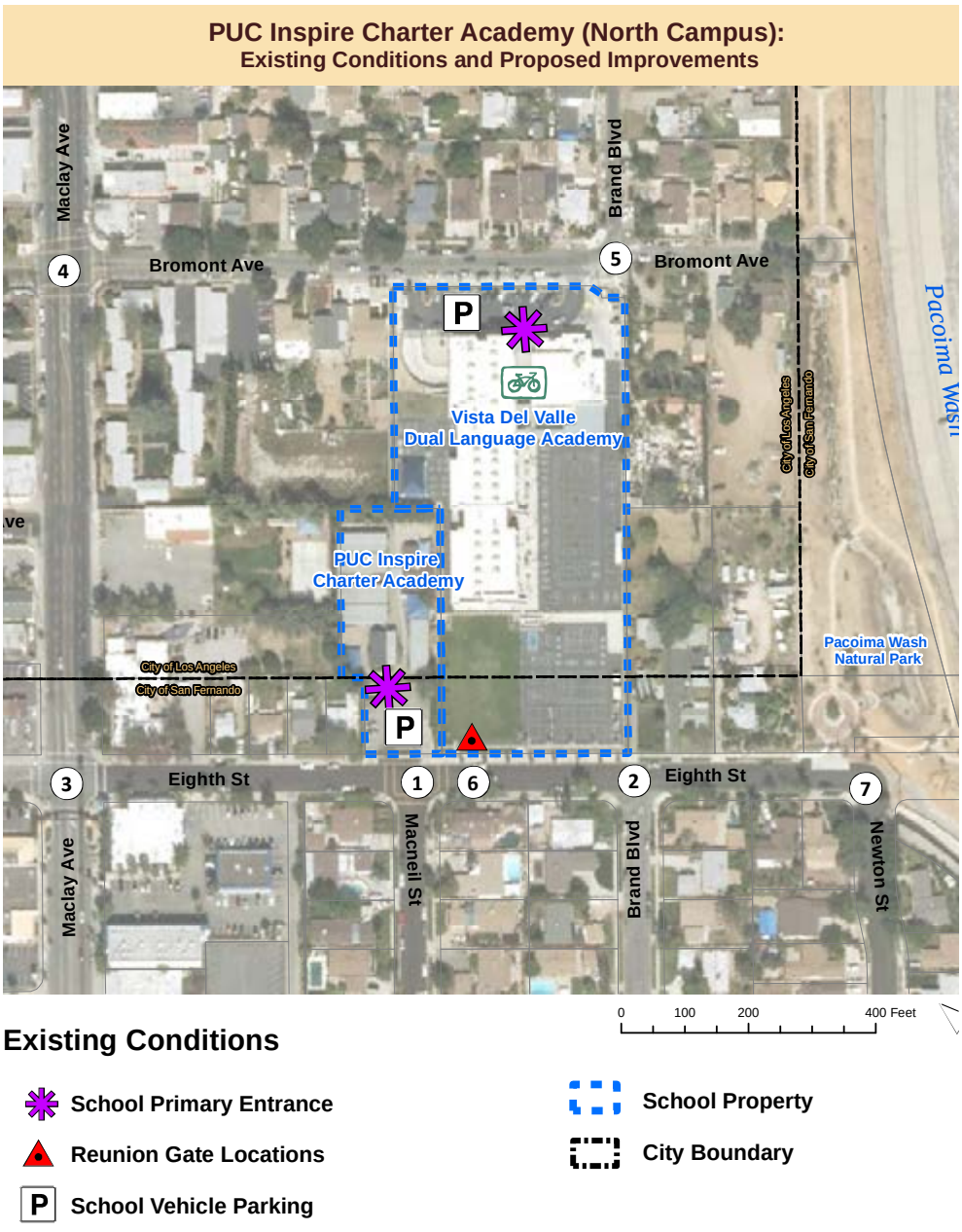


Table 52: Existing and Proposed On- and Off-Site Improvements Around School (PUC Inspire Charter Academy: North)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1: Macneil Street and Eighth Street	The intersection is a three-way T-intersection that is stop sign controlled. There is no School Zone crossing signage. All three sides of the intersection have yellow standard crosswalks. Both streets have one lane in each direction.	**Crosswalks** Pedestrian, Off-Site: Install high visibility crosswalks and advanced stop bars on all sides. Install School Zone crossing signage. Cost: Low Immediate. Urgency: Immediate.	High visibility crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
2. Brand Boulevard and Eighth Street	The intersection is a T-intersection that is stop sign controlled with a faded advanced stop bar on Brand Blvd. There are no marked crosswalks. The intersection is uncontrolled along Eighth St. There is no school crossing signage. Both streets have one lane in each direction	**Intersection Improvement** Pedestrian, Off-Site: Install stop signs on the west leg and east leg of Eighth St. Install high visibility crosswalks and advanced stop bars on all sides. Install school crossing signage. Cost: Medium. Urgency: Immediate.	High visibility crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
3. Maclay Avenue and Eighth Street	The intersection is a four-way signalized intersection with standard white crosswalks. There is no School Zone crossing signage. Eighth St has one lane in each direction. Maclay Ave has two lanes in the southbound direction and one lane in the northbound direction.	**Crosswalks** Pedestrian, Off-Site: Add high visibility crosswalks on all sides of the intersection with pedestrian countdown signals. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	High visibility crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
4. Maclay Avenue and Bromont Avenue	The intersection is a four-way signalized intersection with standard white crosswalks. There is no school zone crossing signage. Bromont Ave has one lane in each direction. Maclay Ave has two lanes in each direction.	**Crosswalks** Pedestrian, Off-Site: Add high visibility crosswalks on all sides of the intersection with pedestrian countdown signals. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	High visibility crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
5. Bromont Avenue and Brand Boulevard	The intersection is a three-way, stop sign controlled T-intersection. There are no crosswalks at the intersection and no school crossing signage. Both streets have one lane in each direction.	**Crosswalks** Pedestrian, Off-Site:: Add high visibility crosswalks on all sides of the intersection. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	High visibility crosswalks are a more visible and desirable crosswalk treatments for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
6. Eighth Street (Drop-off and Pick-up)	The drop off zone is on Eighth St and cuing occurs onsite.	**Drop Off/Pick Up** Pedestrian, Off-Site: Provide a longer cuing lane off site and coordinate drop off with Vista Del Valle next door. Cost: Low. Urgency: High	Spillover cuing caused backup on Eighth St.
7. Newton Street and Eighth Street	This intersection is the entrance to the Pacoima Wash Natural Park and is within a residential neighborhood. The Wash presents an access barrier to the neighborhood and school.	**Flashing Beacon** Pedestrian, Off-Site: Install high visibility crosswalks with advanced yield markings and signage. Install Rectangular Rapid Flashing Beacon. Cost: Medium. Urgency: Near-Term.	High visibility crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. Flashing beacons are pedestrian activated and alerts drivers to students crossing.



Figure 42: Proposed Improvements (PUC Inspire Charter Academy: North Campus)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 52 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements to crosswalks along Brand Blvd and Eighth St to help encourage pedestrian crossings. Improvements include creating controlled crosswalks through installation of high visibility crosswalks and advanced stop bars on all sides. Install school crossing signage to create more visible and desirable crosswalk treatments for improved safety. Priority should also be given to improving drop off/pick up zone on Eighth St through a longer cuing lane off-site and coordinate drop off with Vista Del Valle next door.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Implementing valet program along Harding Ave, crossing guard program and expand bicycle facilities and storage for scooters and skateboards. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.



PUC Inspire Charter Academy - South Campus

1445 Celis Street, San Fernando, CA 91340

GRADES: 6

ENROLLMENT: 108 students (2016). Started with 330 in 2014 when school opened and has since split into North and South Campus.

FITNESSGRAM DATA RESULTS: NA-Fitness Gram only applies to 5, 7, and 9th grade.

DEMOGRAPHIC CHARACTERISTICS: Demographics unavailable, given school was split to North and South Campus in two separate locations.

PUC Inspire Charter Academy has two campuses that are coordinating schools. The North Campus on Eighth St campus is for 7th and 8th grade students. The South Campus on Celis St is for 6th grade students.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 53: Travel Tally (PUC Inspire Charter Academy: South Campus)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2.3%	2.7%	0%	0%	0%	0%	88.5%	91.9%	9.2%	5.4%	0%	0%	0%	0%

A majority of students use a family vehicle to get to and from school. The next most popular form of transportation is by walking. Students do not have the opportunity to bike to school due to the lack of bike racks and bicycle infrastructure, like painted lines on the road.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site workshops, meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs
- No crossing guard program at this school site
- School does not have a valet program
- One single sided grid bike rack is are available on campus (approximately utilized by 5 bicycles)
- Current policy is to walk bicycles on campus
- Strong parental engagement. School piloted PIQE (Parents Institute for Quality Education) which offered a series of workshops including health screenings, fitness, and post -secondary education
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
  - » Current issue includes multiple bicycle thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

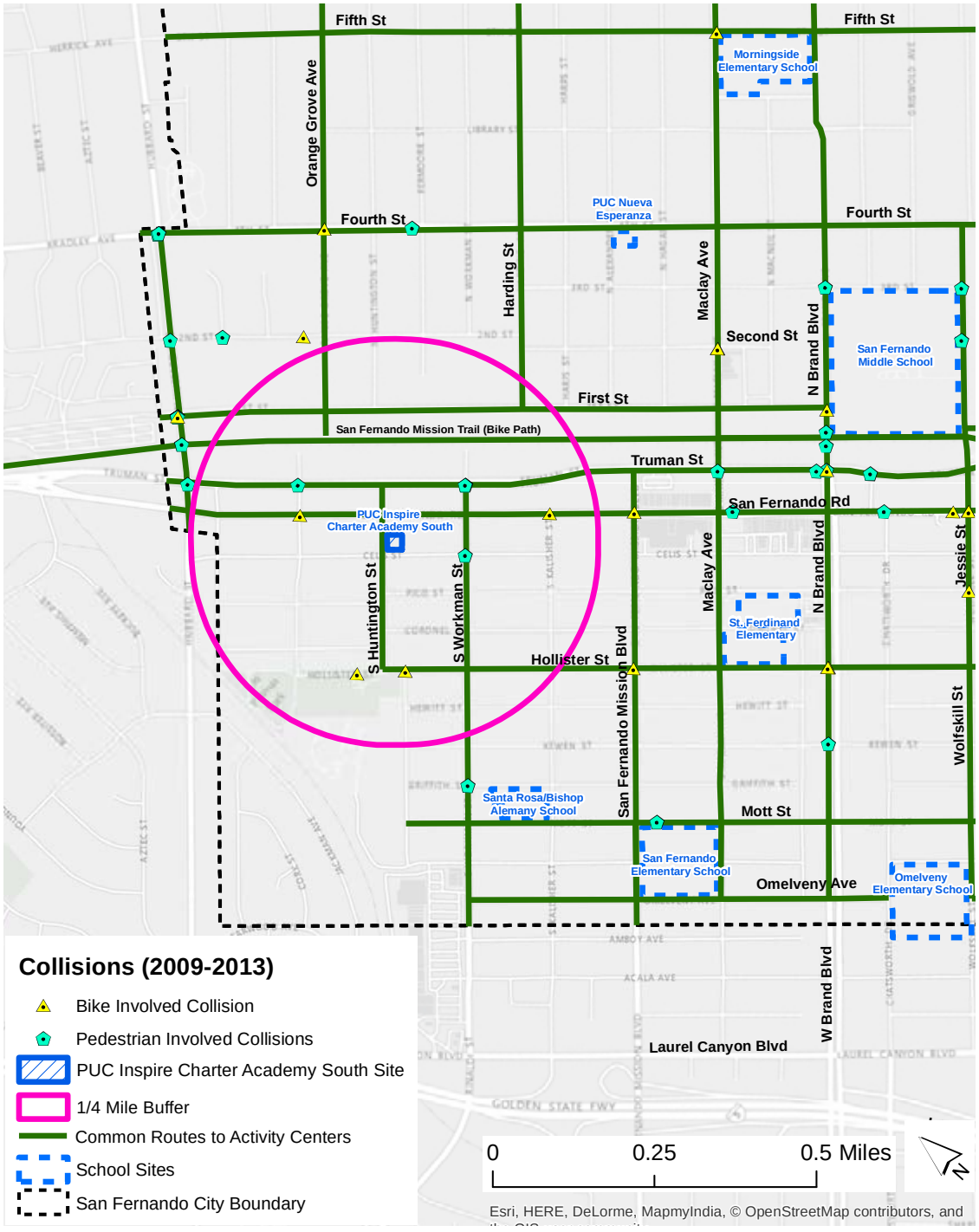


Common Routes and Collisions

The school is in a commercial corridor and along the edge of a residential neighborhood. There is a lack of bicycle infrastructure in the surrounding area. Las Palmas Park lies south of the school. Traffic calming measures should be initiated to due to the high volume of collisions. Common routes to the school are along Huntington St and San Fernando Road.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows a series of three pedestrian and three bicycle involved collisions within a quarter mile of the school site as shown on Map 45 below.

Map 45: School Enrollment Boundary (PUC Inspire Charter Academy: South Campus)



Community Engagement - SASMP Stakeholder Meetings

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- After-school programs: None offered through traditional YPI program that other schools offer but does have extended day until 6pm for enrichment programs and clubs.
- There are no bike lanes or bike routes in school's walk/bike zone.
- School does not have traffic safety plan or crossing guard program but does have a
- School has no bicycle parking for the student body
- Sidewalks are in acceptable condition (Some cracked, bucked or missing sections and have few or no obstacles (garbage bins, signs, utility poles)

Safety Concerns

- The street around school is painted red and when a parent needs to pick up kid during school day, will illegally park at drop off zone in front of school and other cars get blocked in.

General school site-specific challenges identified across all engagement activities included:

- Only drop off is valet program on Celis St. Starts at 7am-745am Gates close and parents must come through the front office and park on Huntington. Valet reopens at 3:10pm afterschool and at 210 on Tuesdays.
- Students cross street daily to utilize park for physical activity

General city-wide challenges identified across all engagement activities included:

- Gang/drug activity
- Lack of adequate lighting
- Unsafe and damaged sidewalks
- There is supervision at crossings (unofficial), but no crossing guards



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be “Low”, “Medium”, or “High”. Timing and urgency is estimated to be “Immediate”, “Near-Term”, or “Long-Term”. Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 46: School Site Facilities (PUC Inspire Charter Academy: South Campus)



Table 54: Existing and Proposed On- and Off-Site Improvements Around School (PUC Inspire Charter Academy: South)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1: Celis Street and Huntington St*	The intersection is a four-way, stop sign controlled intersection that has standard yellow crosswalks on all four legs. There are advanced stop bars on the approach to each crosswalk. There is yellow "SLOW SCHOOL XING" markings on both legs of Celis St on the approach to the intersection. There are pedestrian crossing signs on the approaches to all crosswalks, but there is no school crossing signage. Both streets have one lane in each direction.	**Intersection Improvement** Pedestrian, Off-Site: Install white continental crosswalks on all sides. Cost: Low Immediate. Urgency: None.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
2. Huntington Street and San Fernando Road	The intersection is a four-way, stop sign controlled intersection. There is a standard white crosswalk on the north leg of San Fernando Road and stop bars on both legs of Huntington St. There is pedestrian signage on all legs of the streets except the west leg of Huntington St. Huntington St has one lane in each direction and San Fernando Road has two lanes in each direction.	**Intersection Improvement** Pedestrian, Off-Site: Install white continental crosswalks and advanced stop bars on all four legs of the intersection. Cost: Low. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks.
3. San Fernando Road and Workman Street	The intersection is a four-way signalized intersection with standard white crosswalks. There is no School Zone crossing signage. Workman St has one lane in each direction. San Fernando Road has two lanes in each direction.	**Intersection Improvement** Pedestrian, Off-Site: Add white continental crosswalks on all sides of the intersection. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
4. Workman Street and Celis Street	The intersection is a four-way intersection controlled by flashing red stop signs. There are standard white crosswalks on all four legs of the intersection. There is no school zone crossing signage.	**Intersection Improvement** Pedestrian, Off-Site: Add white continental crosswalks on all legs of the intersection. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
5. Celis Street (Drop-off and Pick-up)*	There is a drop-off and pick-up zone at the entrance of the school on Huntington St	**Drop Off/Pick Up** Pedestrian, Off-Site: Provide a clear drop off zone. Cost: Low. Urgency: Immediate	The school is inconspicuous and a more clearly marked drop off will help to identify this location as a school.



Figure 43: Proposed Improvements (PUC Inspire Charter Academy: South Campus)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 54 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements to crosswalks along Celis St/Huntington St and Huntington St/San Fernando Road to help encourage pedestrian crossings. Improvements include creating controlled crosswalks through installation of high visibility crosswalks and advanced stop bars on all sides. Install school crossing signage to create more visible and desirable crosswalk treatments for improved safety. Priority should also be given to improving drop off/pick up zone on Celis St at the entrance of the school on Huntington St through a clearly marked drop off to help identify this location as a school.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Implementing valet program along Celis St, crossing guard program and expand bicycle facilities and storage for scooters and skateboards. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.



PUC Nueva Esperanza Charter Academy

1218 Fourth Street, San Fernando, CA 91340



GRADES: 6-8

ENROLLMENT: 657 students (2016)

FITNESSGRAM DATA RESULTS: Data not available.

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 96.4% Hispanic; 1.8% White, 1.5% Black, 0.8% Asian, 55% Male 45% Female; 84% qualify for free lunch; 11% have a learning disability.

DISADVANTAGED Reduced Meals

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 55: Travel Tally (PUC Nueva Esperanza Charter Academy)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
16.2%	28.9%	0%	0%	0%	0%	78.9%	64.8%	3.7%	4.4%	0%	0%	1.2%	1.9%

A majority of students use a family vehicle to get to and from school. The next most popular form of transportation is by walking. The school does contain a bike rack, but students are not utilizing them. This could have a direct correlation with the lack of bicycle infrastructure, like painted lines on the road.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site workshops, meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs
- No crossing guard program at this school site
- School does not have a valet program
- One single sided grid bike rack is are available on campus (approximately utilized by 5 bicycles)
- Current policy is to walk bicycles on campus
- Strong parental engagement. School piloted PIQE (Parents Institute for Quality Education) which offered a series of workshops including health screenings, fitness, and post -secondary education
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
  - » Current issue includes multiple bicycle thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

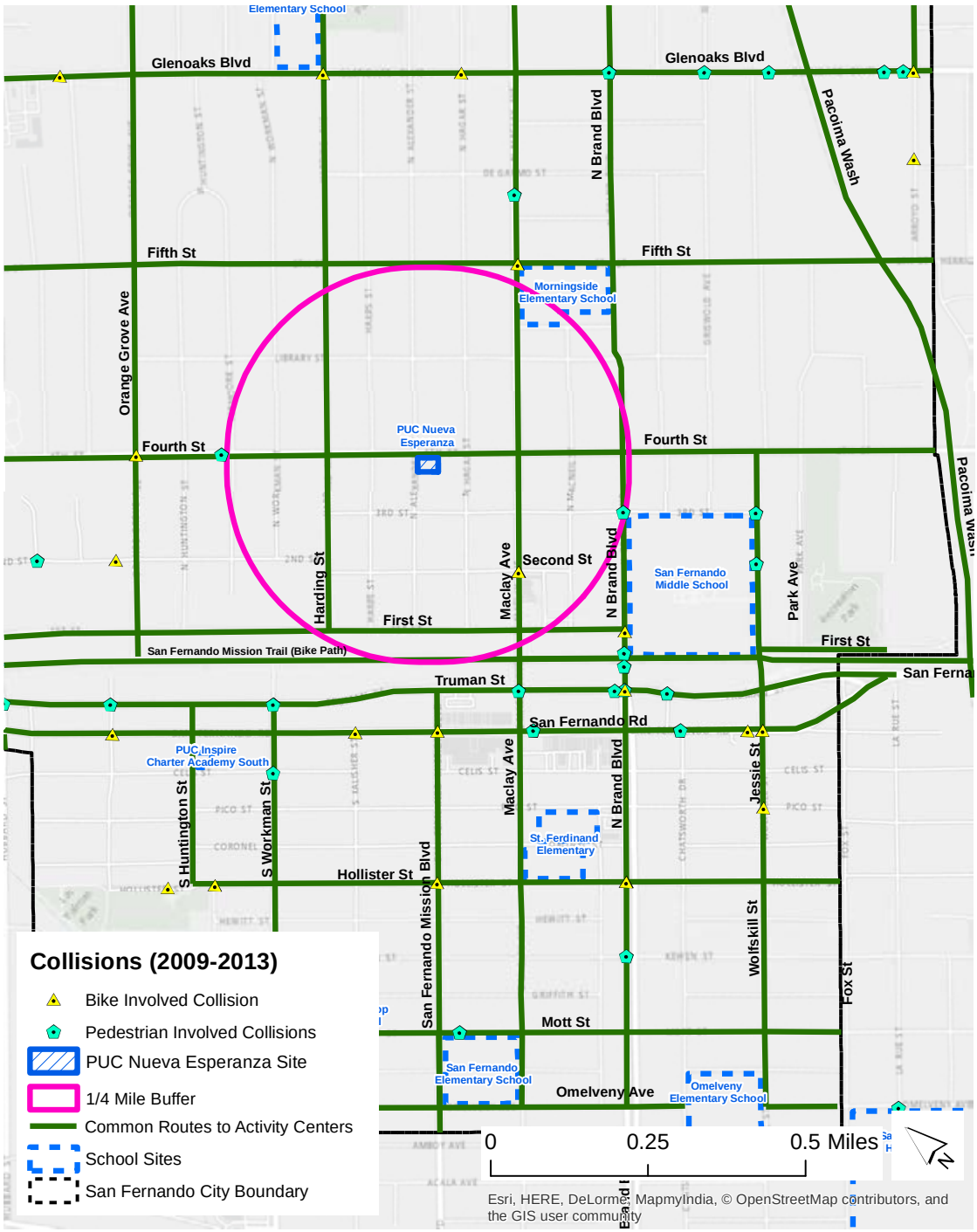


Common Routes and Collisions

The school is in a mixed residential and commercial area. There is a lack of bicycle infrastructure but sidewalks are adequate. Layne Park is just west of the school site. Maclay Ave and Fourth St are busy arterial roads. Since the school is located on Fourth St, traffic calming measures should be initiated. Common routes to the school extend along Fourth St and secondarily along Harding St.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows one pedestrian collision within a quarter mile of PUC Nueva Esperanza as shown on Map 47 below.

Map 47: School Enrollment Boundary (PUC Nueva Esperanza Charter Academy)



Community Engagement - SASMP Stakeholder Meetings

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- There are no bike lanes or bike routes in school's walk/bike zone.
- School does not have traffic safety plan or crossing guard program
- School has limited bicycle parking for the size of student body
- Sidewalks are in acceptable condition (Some cracked, bucked or missing sections and have few or no obstacles (garbage bins, signs, utility poles)

Safety Concerns

- High volume traffic due to court and municipal buildings brings congestion and increases volume near school crossing/ drop off zone.

General school site-specific challenges identified across all engagement activities included:

- There are two or more streets adjacent to the school where students can walk or bike onto property that has two sides and is two lanes.
- Bus loading/unloading is not separated from parent pick-up and drop-off
- There is signage indicating 30MPH speed limit in school zone.
- The curb radius medium size (16-30) feet near the school zone
- No designated walk zone at end of street so students with parents walk into the street in order to cross.
- Marked crosswalks are prevalent throughout walk/bike zone.
- Sidewalks are prevalent throughout school's walk/bike zone.
- There are no crossing guards to guide difficult to cross streets
- 2 per corner and 1 per corner ADA compliant ramps are present at most intersections but not all.
- There are no pedestrian crossing signals, "countdown" pedestrian traffic signals, pedestrian hybrid beacons, rectangular rapid flash beacons at traffic signals in school's walk/bike zone
- This school has a bike rack that appears small. There were two students walking bikes.
- There are no raised medians or refuges within the bike/walk zone.
- There are no modern (bike/walk-connected) cul-de-sacs in school's walk/bike zone.
- Existing school zone signs are discolored and faded.
- Crossing guards do not have safety equipment, look more like a security guard and have issues
- There are personal security concerns, with crime, loose dogs and areas around school that feel unsafe.
- There is on-sight skateboard rack, no bike racks but more kids ride skateboards
- Fourth St is a major thoroughfare for all modes of traffic
- Hagar/Alexandar are heavily used
- No crosswalk on Fourth/Hagar (only a two way stop)
- Encouraged to walk to Fourth/Alexander
- Fourth/Hagar lacks visible school signs leading up to the intersection

General city-wide challenges identified across all engagement activities included:

- Gang/drug activity
- Lack of adequate lighting
- Unsafe and damaged sidewalks
- There is supervision at crossings (unofficial), but no crossing guards
- Street that separates the playground and classrooms.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 48: School Site Facilities (PUC Nueva Esperanza Charter Academy)

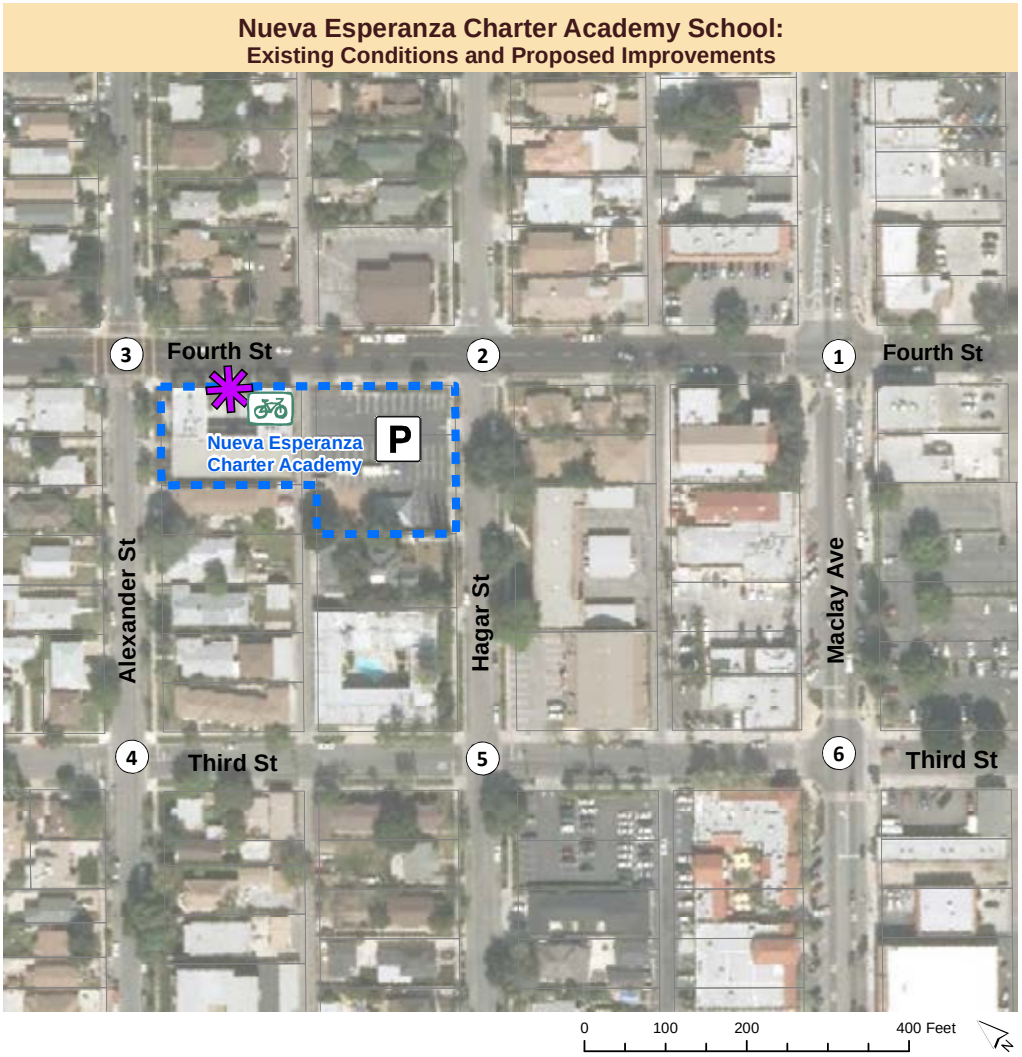


Table 56: Existing and Proposed On- and Off-Site Improvements Around School (PUC Nueva Esperanza Charter Academy)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Maclay Avenue and Fourth St	This is the nearest major intersection to the front entrance of the school. There is currently a four-way signalized intersection with no clearly marked crosswalks. Fourth St has one lane traveling in each direction while Maclay Ave has two. Maclay Ave is a heavily traveled roadway with commercial and municipal buildings as well as a Metro bus stop for the 234 line. Once cars turn onto Fourth St in the direction of the school, there is signage indicating a 30 MPH speed limit in the school zone. Three of the four corners have curb extensions with potted plants. The traffic volume on Maclay Ave is high considering the low commercial and residential densities.	**Crosswalks** Pedestrian; On- and Off-Site: Add white continental crosswalks at the signalized intersection that includes pedestrian countdown signals. Add advanced stop lines to approach the new crosswalk. Add school zone crossing signage and consider the placement of properly uniformed crossing guards to assist pedestrians at this busy intersection. Cost: Medium. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians, enhancing pedestrian safety. School crossing signage alerts drivers to students and pedestrians on crosswalks. Crossing guards further enhance pedestrian safety on busy intersections because they have the authority to help control traffic during peak hours.
2. Hagar Street and Fourth St	Both Hagar St and Fourth St provide entrance to the school campus. Hagar St is heavily used for drop off, and students entering on Hagar St must cross through the student teacher parking lot. There is currently a four-way intersection controlled by two-way stop signs on Hagar St. There are no marked crosswalks at this intersection on all four approaches. Students can additionally access the main entrance of the school by traveling along Fourth St. Both streets have one lane traveling in each direction.	**Flashing Beacon** Pedestrian; Off-Site: Add white continental style crosswalks to this intersection with advanced stop lines approaching the crosswalk. Additionally, add school zone crossing and signage. Install rectangular rapid flashing beacon. Cost: Medium. Urgency: Immediate.	This intersection in lacks visible school signs leading up to the intersection. White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage and a flashing beacon will alert drivers to student pedestrians on crosswalks.
3. Alexander Street and Fourth St	There is currently a four-way, stop sign controlled intersection with standard yellow crosswalks connecting all corners. This is a primarily residential area with high volume traffic on Fourth St due to the school's front entrance.	**Crosswalks** Pedestrian; Off-Site: Add white continental crosswalks with high visibility markings especially across Fourth St. Add advanced stop lines approaching the new crosswalks. Add school zone signage. Cost: Medium. Urgency: Immediate.	Students are encouraged to walk to this intersection to access the front entrance of the school. White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians on crosswalks.
4. Alexander Street and Third St	This is currently a four-way intersection controlled by two-way stop signs on Third St with no marked crosswalks on all four legs. The area is primarily residential. Both streets have one lane in each directions.	**Crosswalks** Pedestrian; Off-Site: Add white continental style crosswalks with high visibility crosswalks especially across Fourth St. Add advanced stop lines approaching the new crosswalks. Add school zone crossing signage. Cost: Low. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians in crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians in crosswalks.

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
5. Hagar Street and Third St	This is currently a four-way intersection controlled by two-way stop signs on Third St with no marked crosswalks on all four approaches. The area has mixed use buildings but is primarily residential. Both streets have one lane in each direction.	**Crosswalks** Pedestrian; Off-Site: Add white continental crosswalks with high visibility crosswalks especially across Fourth St. Add advanced stop lines approaching the new crosswalks. Add school zone crossing signage and advanced stop bars to cross Third St. Cost: Low. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians in crosswalks.
6. Maclay Avenue and Third St	This is currently a four-way intersection controlled by two-way stop signs on Third St with no clearly marked crosswalks. The area has commercial buildings and both streets have one lane in each direction. There is a pedestrian activated signal on Maclay Ave. The speed limit is 25 MPH. Curb extensions and potted plants are located on three of the four corners. Shark teeth pavement markings are on the north and south legs of Maclay Ave.	**Proposed Improvements** Add white continental crosswalks with high visibility especially across Fourth St. Add advanced stop lines approaching the crosswalks. Add school zone crossing signage. Cost: Low. Urgency: Immediate.	The intersection is unsignalized. White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians in crosswalks.

Figure 44: Proposed Improvements (PUC Nueva Esperanza Charter Academy: Fourth Street and Maclay Avenue)



Figure 45: Proposed Improvements (PUC Nueva Esperanza Charter Academy: Third Street and Maclay Avenue)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 56 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements to crosswalks along Maclay Ave/Fourth St and Hagar St/Fourth St to help encourage pedestrian crossings. Improvements include creating controlled crosswalks through installation of high visibility crosswalks, advanced stop bars on all sides and rectangular rapid flashing beacon. Install school crossing signage to create more visible and desirable crosswalk treatments for improved safety.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Implementing valet program along Hagar St/Fourth St, crossing guard program along Alexander St/Fourth St and expand bicycle facilities and storage for scooters and skateboards Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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St. Ferdinand Elementary School 1012 Coronel Street, San Fernando, CA 91340

GRADES: K-5

ENROLLMENT: 224 students (2016)

FITNESSGRAM DATA RESULTS: Data not Available.

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of a population of 94% Hispanic, 4% Asian/ Pacific Islander, 1% Black, and 1% White.



Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 57: Travel Tally (St. Ferdinand Elementary School)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
.7%	.7%	0%	0%	0%	0%	98.9%	98.9%	0%	0%	.4%	.4%	0%	0%

Almost every student at St. Ferdinand Elementary go to and from school by family vehicle. A small minority of students walk or take transit. Students do not have the opportunity to bike to school due to the lack of bike racks and bicycle infrastructure, like painted lines on the road.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs.
- City funds Crossing guard program at one crossing
- School recently made active transportation additions including:
  - » Drop off and pick up zone along Hollister St at the southern end of the campus with a one-way drive aisle (operating through parent volunteers)
  - » Volunteer valet program at the drop off/pick up zone on Coronel St with limited support and a volunteer crossing guard at the pedestrian crossing on Coronel St.
- No Bike Rack available on campus
- Enforces all LAUSD policies, including enforcing the CA Safety Helmet Law , distribution of Pedestrian and Traffic Safety Tips
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- School receives services from the Office of Environmental Health and Safety (OEHS), Traffic and Pedestrian Safety Program and LASPD Safe Passages Motorcycle Task Force that coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses. Traffic Safety Coordinator from OEHS is available to administrators to implement program and for follow up questions or concerns.

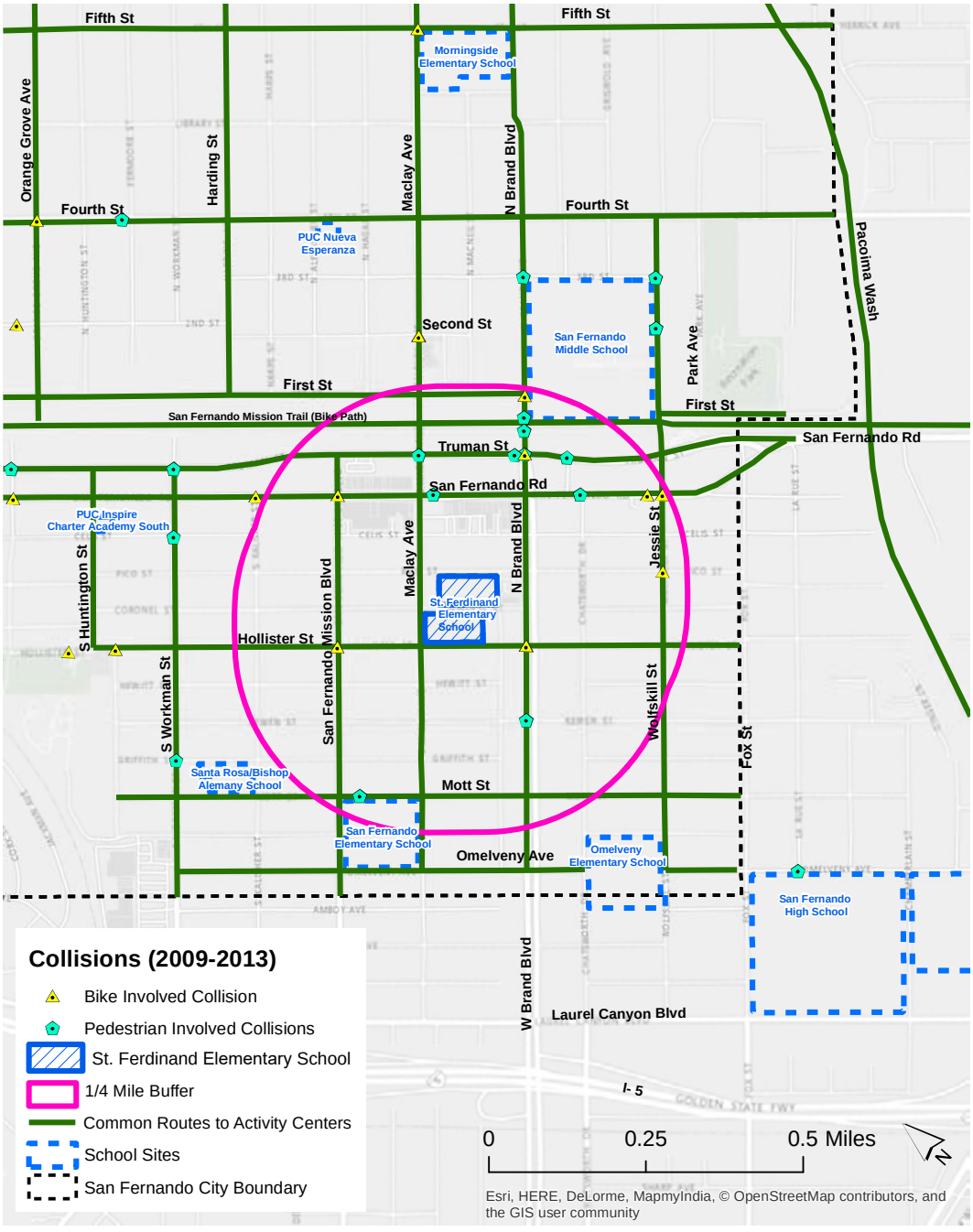


Common Routes and Collisions

The school site is located between a commercial corridor and a residential neighborhood. The school site is located between the two major arterial roads of Brand Blvd and San Fernando Mission Blvd. There is a lack of bicycle infrastructure and adequate sidewalks.The sidewalks are cracked and lifted due to tree roots. The cracks and lifts are potential issues for seniors and those who are physically challenged. Common routes to the school principally include Hollister St and Brand Blvd, and secondarily include Maclay Ave, Pico St and Coronel St.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows a series of ten pedestrian involved collisions and eight bicycle involved collisions within a quarter mile from St. Ferdinand Elementary School as shown on Map 49 below.

Map 49: School Enrollment Boundary (St. Ferdinand Elementary School)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) workshop was conducted on September 20, 2016. The following key stakeholders attended: School Principal, Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The workshop was held to gather public input into the Safe and Active Streets Master Plan summarized below. Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

The majority of students are dropped off and as a result there is a rush to get students to school through the valet by the morning start time is causing problems within the school zone. The Saint Ferdinand School is a private complex of school facilities located to the east and south of Ferdinand Church on the southeast corner of Maclay Ave and Pico St. There is a south campus school for elementary school children and a north campus facility next to the church for middle school students separated by Coronel St. A pedestrian-activated crossing signal and pavement parking is located midblock between the two campuses along Coronel St. Other factors include:

- Distracted drivers causing delays.
- Drivers not respecting the Crossing Guard Stop Sign
- Parents parking in red zones during school drop-off, pick-up time.
- Two vehicles have been consistently disregarding crossing guards on Coronel, driving aggressively.

Safety Concerns

- Sidewalks uplifted on Coronel St creates dangerous walking conditions especially at night.
- City needs to fix sidewalks along Coronel St.
- Barriers include broken sidewalks in need of repair.
- Repair/new sidewalk needed along Coronel St between Maclay Ave and Brand Blvd
- Major traffic on Maclay Ave (Morningside School) after school hour 2:30pm
- Lack of city police needs to patrol school sites.

Citywide

- Exit off of SF Mission creates a bottleneck due to traffic light timing.
- Brand/ Laurel Cyn needs turn arrows, congestion and dangerous pedestrian crossing conditions.
- High speed traffic on Coronel despite speed bumps and school signs.
- City needs areas designated for skateboarding. Skateboarders are currently using off-loading areas behind commercial building and skateboards are going to street traffic Pico St.

Location –Specific Issues:

- School needs city assistance to install better street sign for Enter Only and Exit Only at School Parking lots.
- Intoxicated people hanging out in alleys near St. Ferdinand's school site.
- Have police do random morning patrol at each school. Parents will follow rules and create good habits
- Pedestrians often push "light-up stop signs" and walk without waiting for traffic to stop; cars often have to slam on their brakes to avoid striking pedestrians. Beneficial at night throughout San Fernando.
- Synchronize traffic lights on Maclay and SF Mission Blvd.
- 4 way stop near school.
- Increase the size of speed bumps to discourage speeding on surrounding streets.
- Public parking available with close proximity to the school to curtail double/ red-zone parking.
- Principal suggested opening up church lot.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 50: School Site Facilities (St. Ferdinand Elementary School)

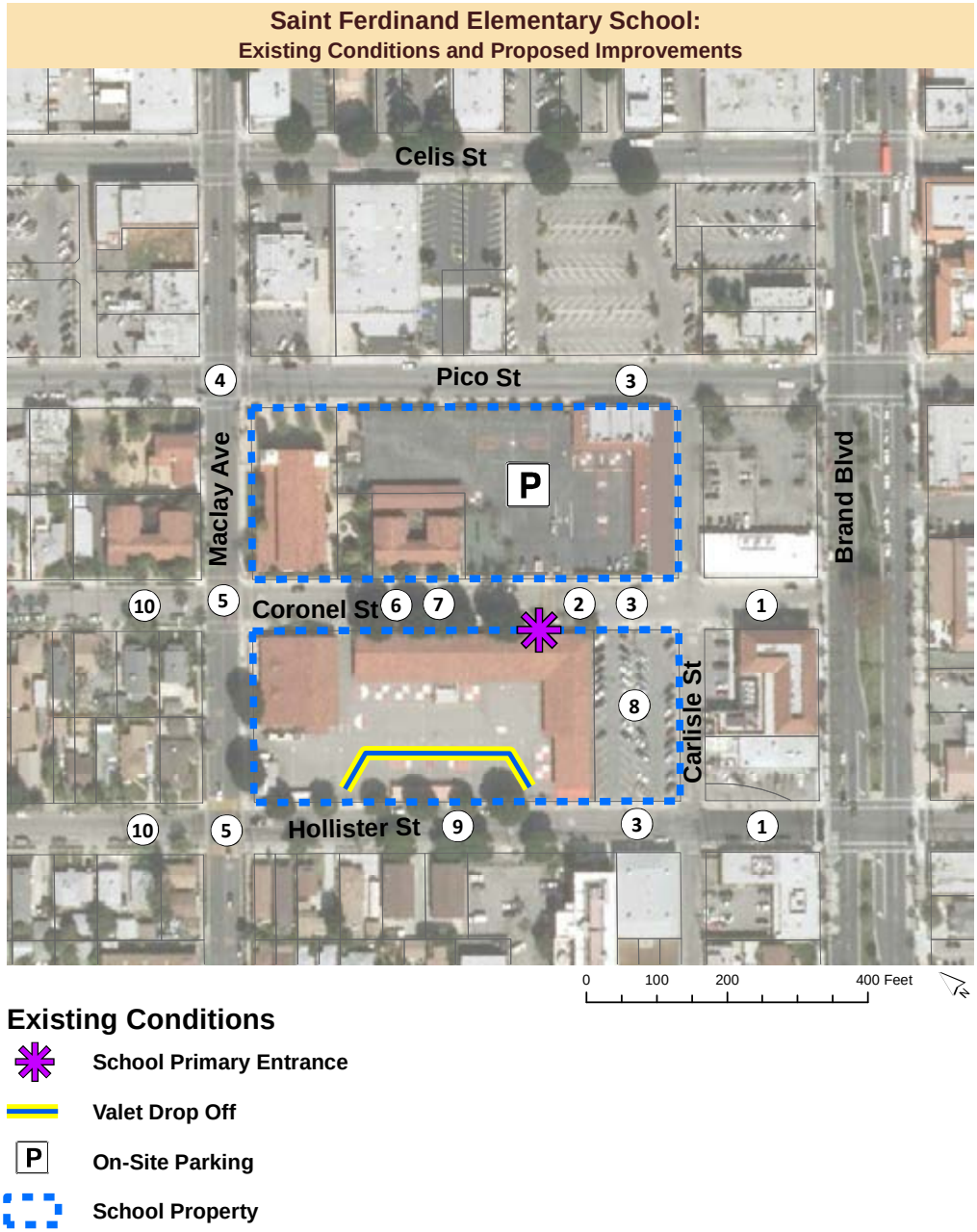


Table 58: Existing and Proposed On- and Off-Site Improvements Around School (St. Ferdinand Elementary School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Surrounding school	There is very limited signage and pavement markings that designate the area around both school sites as a school zone.	**Identify School Zone** Pedestrian; Off-Site: Install signage and pavement markings for school areas in accordance with the California MUTCD. Cost: Medium. Urgency: Immediate.	The odd placement of school buildings and lack of school signage make it difficult for the school to be seen. Adding signage and markings will help to highlight these sites and streets as a school zone encouraging reduced speeds.
2.Coronel Street Mid-Block Crossing	The school entry is along this segment. There are speed bumps with 15 MPH speed limits, a yellow ladder crosswalk, a flashing pedestrian activated signal, and school signage.	**Mid-block Crossing** Pedestrian; Off-Site: Upgrade and enhance existing mid-block crossing with white highly visible pavement markings, upgraded flashing pedestrian-activated signals, and additional signage. Cost: Medium. Urgency: Near-Term.	This mid-block crossing in front of the school is highlighted with crosswalks, speed bumps, and signage, but such treatments could be consolidated better and placed more strategically mid-block. Because students cross this segment since the school has two campuses, one on each side of the street.
3. Coronel Street, Pico Street and Hollister Street	Coronel St has a school related mid-block crossing but similar crossings do not exist at Pico St and Hollister St between Carlisle St and Maclay Ave.	**Mid-block Crossing** Pedestrian; Off-Site: Install new mid-block pedestrian crossings with pavement and signage along these segments to enhance the pedestrians network associated with the diversity of surrounding uses including schools, church, residential neighborhoods, commercial uses, and parking lots. Cost: Medium. Urgency: Near-Term.	These streets are between arterials Brand Blvd and Maclay Ave, which have traffic volumes between 13,000 and 14,000 vehicles per day. Creating mid-block pedestrian crossings will enhance the pedestrians network and expand crossings on low volume roadways making these interior roadways safer for pedestrians.
4. Maclay Avenue and Pico Street Intersection	This is a four-way signalized intersection within a surrounding commercial district.	**Crosswalks and Visual Cues** Pedestrian; Off-Site: Install continental crosswalks at signalized, four-way, intersection. Include pedestrian countdown signals. Identify this intersection as a school/church location and make more visible with cues. Cost: Medium. Urgency: Near-Term.	This intersection marks the southern end of the commercial district and the transition to the school and residential surrounding uses. The intersection treatments should be commercial in character to slow traffic and serve as the transition with the goal of increasing pedestrian visibility.
5. Maclay/ Coronel and Maclay/ Hollister Intersections	These two intersections are four-way stop sign controlled with yellow ladder crosswalks across Maclay Ave but standard yellow crosswalks across Hollister St and ladder crosswalks across Coronel St. There is school crossing signage, but no pavement markings.	**Crosswalks and Visual Cues** Pedestrian; Off-Site: Install continental crosswalks at un-signalized, four-way stop intersection. Include pedestrian crossing signage and school zone signage. Highlight these intersections and make more visible with cues. Include pedestrian-activated flashing lights at one or both locations. Cost: Medium. Urgency: Near-Term.	These two intersections are at the western end of the school sites and should be similar in design. High visibility crosswalks will help increase pedestrian safety around school sites. Speed limits need to slow along this Maclay Ave segment.
6. Coronel Street	Broken sidewalks are found around street trees along this segment.	**Sidewalk Improvement** Pedestrian; Off-Site: Repair broken sidewalk damage due to tree root growth to enhance the pedestrian nature of this segment between Brand Blvd and Maclay Ave. Cost: Medium. Urgency: Immediate.	Street tree maintenance and sidewalk repairs will improve the pedestrians network around the school and thus encourage safer pedestrians travel.
7. Coronel St	There is no pedestrian lighting along this segment.	**Pedestrian Lighting** Pedestrian; Off-Site: Consider installing pedestrian lighting along this segment between Brand Blvd and Maclay Ave to highlight the pedestrian nature of this street. Cost: Medium. Urgency: Near-Term.	Pedestrians lighting will help increase pedestrian visibility at night while also adding a streetscape amenity giving this segment a pedestrian feel to promote more active forms of transportation.

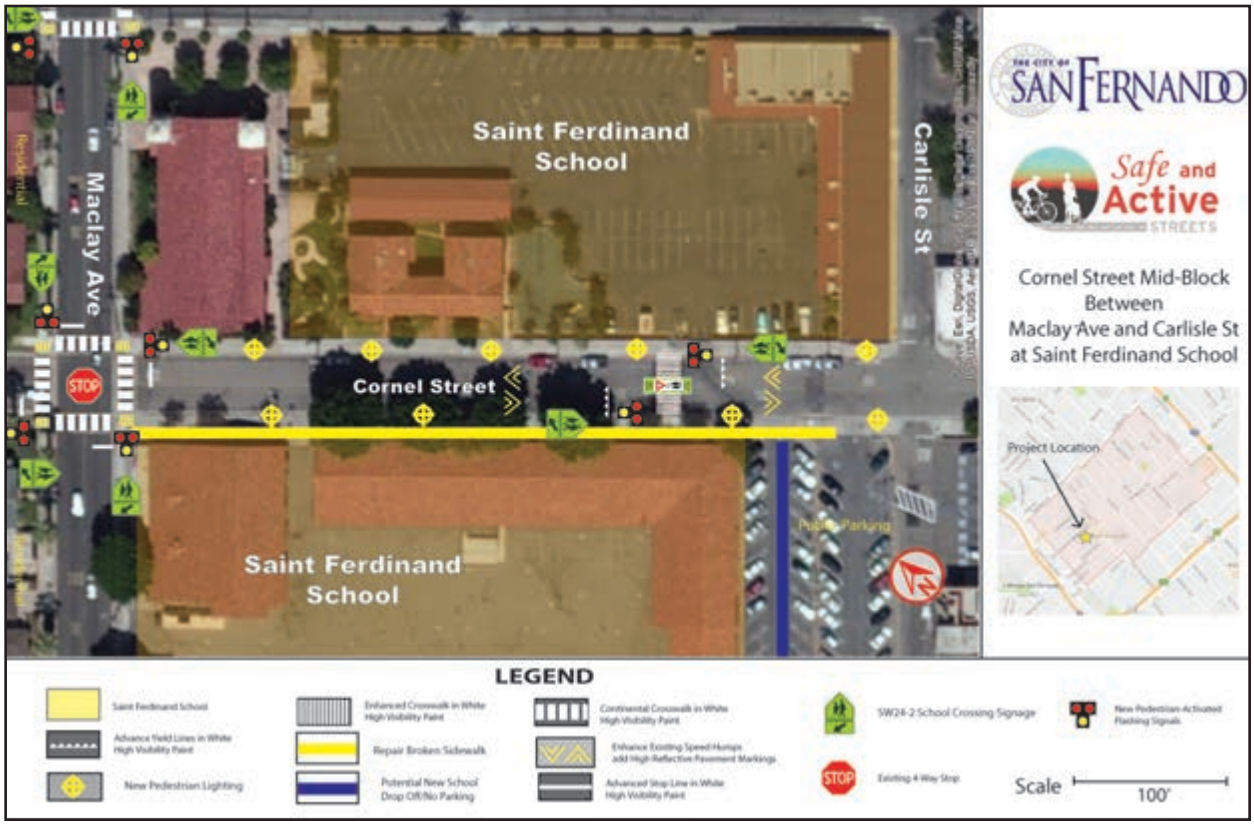


Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
8. City Parking Lot to the East of School	The public surface parking lot next to the school serves as a curing lane during pick up and drop off.	**Drop Off/Pick Up** Pedestrian; Off-Site: Consider reconfiguring parking lot adjacent to school to act as or aid in school drop off and pick up. Cost: Medium.	The City and the school can work together to reconfigure the lot to facilitate drop off and pick up by designating a portion as a drive aisle for school drop off and pick up.
9. Onsite Drop Off/Pick Up along Hollister Street Mid-block	Hollister St is a low volume residential street. This segment between Maclay Ave and Carlisle St is at the rear of the school. A surface parking lot (City owned) is located adjacent to the east of the school site and serves as a cueing lane for drop off and pick up.	**Drop Off/Pick Up** (Pedestrian; On- and Off-Site: Install signage along Hollister St marking the entrance and exits for the on-site drop off zone. Consider adding sidewalk pavement treatments to help identify the orderly vehicle path of travel. Cost: Low. Urgency: Immediate.	An orderly and well identified drop off and pick up will help to ease morning drop off and afternoon pick up congestion both on-site and off-site.
10. Coronel Street and Hollister St	These low volume roadways have school related speed bumps with posted 15MPH speed limits.	**Speed Bumps** Pedestrian; Off-Site: Enhance existing speed bumps/humps on these streets and add high reflective pavement marking. Bumps should be bike-friendly. Cost: Medium. Urgency: Near-Term.	The speed bumps are an added safety features but should be upgraded with more visible pavement markings and signage.

Figure 46: Proposed Improvements (St. Ferdinand Elementary School: Holister Street Mid-Block between Maclay Avenue and Carlisle St)



Figure 47: Proposed Improvements (St. Ferdinand Elementary School: Coronel Street Mid-Block between Maclay Avenue and Carlisle St)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- The primary school entry for active transportation should be designated along Coronel St with a vehicle drop off and pick up onsite either as currently occurring at the rear of the campus or along the eastern edge on the property line with the adjacent City parking lot.

Implementation

Table 58 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that better locate and direct drop-off/pickup along Hollister St. mid-block to ease morning and afternoon peak school times. Common routes to school should be improved addressing safety concerns, particularly creating mid-block crossings along Pico St. and Hollister St to enhance the pedestrian's network and expand safer crossings for pedestrians.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: expanding crossing guard program to include Maclay Ave/Coronel St, and bicycle facilities. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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San Fernando Elementary School

1130 Mott Street, San Fernando, CA 91340



GRADES: K-5

ENROLLMENT: 635 students (2016)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 57.8% of 5th graders fell within the Healthy Fitness Zone; In Body Composition 55.9% of 5th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 96.7% Hispanic, 1.6% White, 0.6% Black, 0.5% Asian; 47% Male 53% Female; 84.6% qualify for free lunch; 13% have a learning disability.

DISADVANTAGED Reduced Meals

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 59: Travel Tally (San Fernando Elementary School)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
23.9%	25.2%	0%	0%	1.7%	1.8%	71.6%	68.4%	2.8%	4%	.6%	.6%	0%	0%

A majority of students get to and from school by family vehicle. The next most popular form of transportation is walking. The site does contain a bicycle rack, but is being underutilized. This may have a direct correlation with the lack of bicycle infrastructure, like painted lines on the road.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs
- City funds crossing guard program with two City-paid crossing guards on Mott St.
- School recently made active transportation additions including:
  - » Valet Program (with a 30-foot lane) for Student Drop-offs (operating through parent volunteers)
  - » Host assemblies for Safety in Numbers, includes walking info.
- There is one single-sided grid bike rack on campus that can hold a total capacity of 7 bikes.
- Enforces all LAUSD policies, including enforcing the CA Safety Helmet Law , distribution of Pedestrian and Traffic Safety Tips
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- School receives services from the Office of Environmental Health and Safety (OEHS), Traffic and Pedestrian Safety Program and LASPD Safe Passages Motorcycle Task Force that coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses. Traffic Safety Coordinator from OEHS is available to administrators to implement program and for follow up questions or concerns.

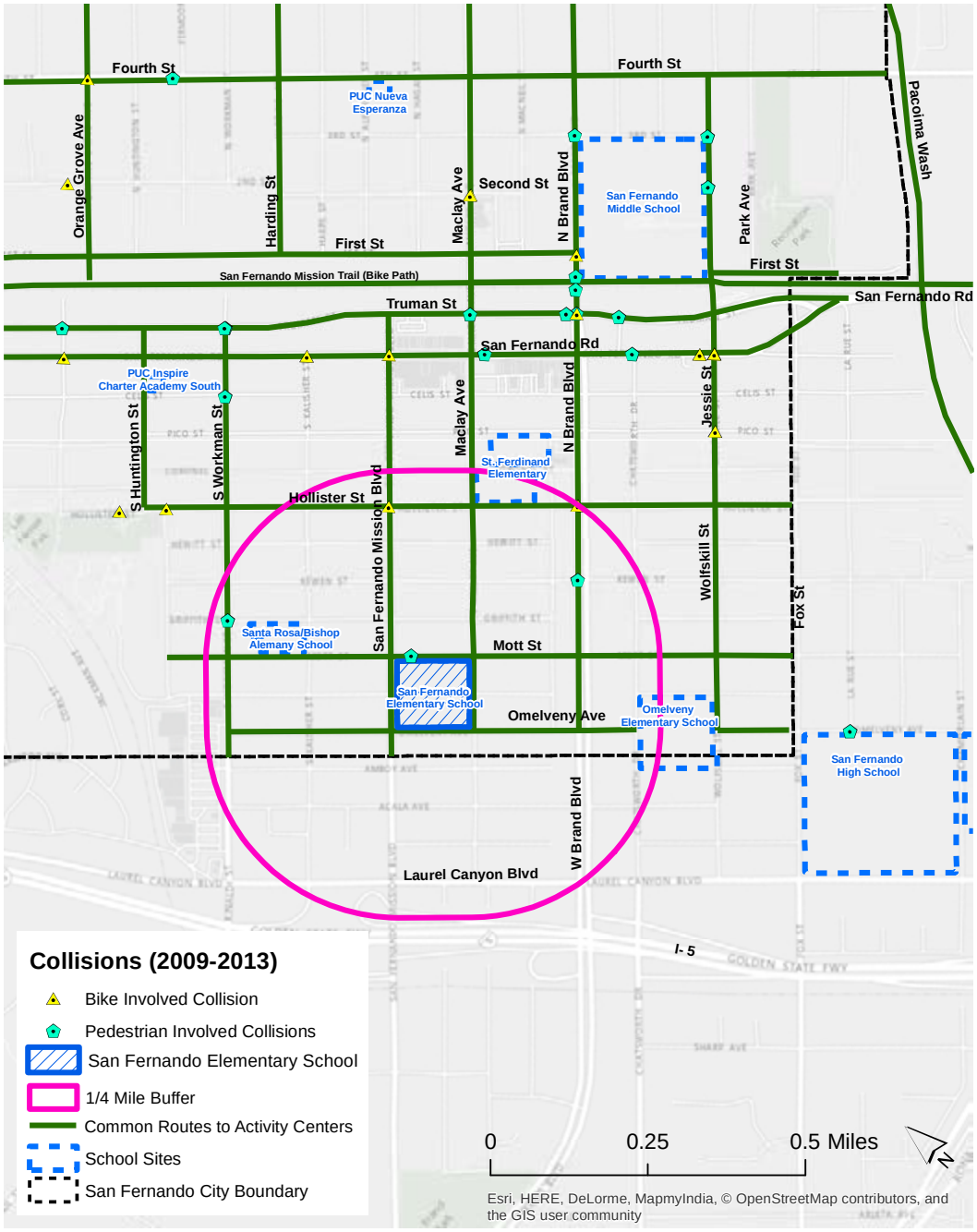


Common Routes and Collisions

The school site is in a residential neighborhood. San Fernando Mission Road is the closest arterial road, but is still a primarily residential road. There is a lack of bicycle infrastructure in the area; impacted sidewalks create obstructions in the pavement, including cracks and pavement lifted from tree roots. There are a high number of schools within the quarter mile with busy arterial roads. Common routes to the school extend along all four sides of the school and include; Mott St, San Fernando Mission Blvd, O'Melveny Ave and Maclay Ave.

Crash data obtained from SWITRS Statewide Integrated Traffic Records System) shows a series of three pedestrian involved collisions and one bicyclists involved collision within a ¼ mile from San Fernando Elementary School as shown on Map 51 below.

Map 51: School Enrollment Boundary (San Fernando Elementary School)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) workshop was conducted on September 20, 2016. The following key stakeholders attended: School Principal, Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The workshop was held to gather public input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

The rush to get students to school by the morning start time is causing problems within the school zone. Other factors include:

- Limited number of gates open to enter the school site, creates congestion at one or two locations primarily in the morning, but also in the afternoon when school lets out and parents pick up students.
- Other concerns focused around bad driving behaviors. Field visits confirmed that infrastructure is often old, out of date, and deteriorated which can lead to drivers, pedestrians, and bicyclists not understanding how to interact with each other.
- While School has a valet, parents use valet to park in order to walk kids to class and creates serious safety issues.
- School only has one drop off zone and parents make dangerous drop offs as a result in other areas. Additional drop-off zones should be considered along Maclay Ave or O'Melveny Ave.
- Need more parent volunteers to help with valet drop-off program, some days the school does not have a valet because there are no parent volunteers. Volunteers are hesitant to help in the valet area because of some aggressive parents.

Safety Concerns

- Need traffic patrol enforcement on Huntington St around Las Palmas Park.
- Difficult to walk along Laurel Canyon Blvd, commercial access and freeway on/off ramps.
- Cars are speeding and not following safe speed limits around school site.
- Neighboring/stray Dogs are a reason some parents will not allow their children to walk to and from school.

Citywide

- Parents voiced the fact that there are no bike lanes throughout the city.
- Parents voiced that they do not feel safe enough to walk/bike or skate on any streets in the City of San Fernando.
- Need traffic patrol enforcement on Huntington St around Las Palmas Park.
- Difficult to walk along Laurel Canyon Blvd, commercial access and freeway on/off
- Parents complained about the smell of Marijuana in Las Palmas Park in the afternoon. They feel uncomfortable taking their young children to the park because of the smell.
- Families use the skate park located at Ritchie Valens Park in Pacoima because there isn't one in the City of San Fernando.
- Pedestrians need to be vigilant when using the middle crosswalk along Maclay Ave as vehicles are usually traveling too fast and do not yield for pedestrians.
- Students from the Middle School and High School use the city trolley along with some parents to get to and from school.

Location –Specific Issues:

- Need Stop Ahead Flashing Signs near school site at intersection Maclay Ave/ Mott St
- Need Med-Block Street Crossing Flashing Signs at Maclay Ave/Woodworth St
- Low street lighting along Maclay Ave near school.
- Need new painted crosswalk striping at all intersections near school site.
- Need traffic patrol enforcement on Huntington St.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 52: School Site Facilities (San Fernando Elementary School)



Table 60: Existing and Proposed On- and Off-Site Improvements Around School (San Fernando Elementary School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Mott Street and San Fernando Mission Boulevard Intersection	This is a four-way signalized intersection with standard crosswalks. Mott St extends across much of the southern portion of the City from Huntington St to Fox St.	**Crosswalks and Visual Cues** Pedestrian; Off-Site: Install continental crosswalks at signalized, four-way, intersection. Include pedestrian crossing signage and school zone signage. Highlight this intersection and make more visible with cues and streetscape improvements. Install pedestrian countdown signals. Cost: Medium. Urgency: Immediate.	On site cueing for drop off and pick up will help to alleviate traffic connections on the major atrial and will reduce conflicts particularly along high speed roadways.
2. O'Melveny Avenue and San Fernando Mission Boulevard	This is a four-way signalized intersection with standard crosswalks. A Metro bus stop is located at the northeast corner of this intersection.	**Crosswalks and Visual Cues** Pedestrian; Off-Site: Install continental crosswalks at signalized, four-way, intersection. Include pedestrian crossing signage and school zone signage. Highlight this intersection and make more visible with cues. Install pedestrian countdown signals. Cost: Medium. Urgency: Near-Term.	San Fernando Mission Blvd is a two-lane roadway with a 35 MPH speed limit outside of the school zone. The school is not highly visible and 25MPH speed limit signage may not be enough to slow traffic along this important north-south route in the southern portion of the City surrounded by primary residential areas but with commercial destinations to the north and regional access to the south. Increase visibility will be key to adding more visibility at this southern corner of the school.
3. O'Melveny Avenue and Maclay Avenue Intersection	This is a four-way stop sign controlled intersection with yellow standard crosswalks and one school crossing sign.	**Crosswalks and Visual Cues** Pedestrian; Off-Site: Install continental crosswalks at un-signalized, four-way stop intersection. Include pedestrian crossing signage and school zone signage. Highlight this intersection and make more visible with cues. Consider pedestrian-activated flashing lights. Cost: Medium. Urgency: Near-Term	Maclay Ave is a major north-south street in the City and although this southern segment is within a low volume residential neighborhood, through traffic may not be aware that a school is adjacent. High visibility crosswalks are important to signal an awareness for pedestrians.
4. Brand Boulevard at First Street Intersection	This is a T-Intersection mid-block along Maclay Ave, along the east side of the school. There is a yellow ladder crosswalk across Maclay Ave and a yellow standard crosswalk across Woodworth St.	**Crosswalks** Pedestrian; Off-Site: Enhance the existing crosswalk with pavement markings and pedestrian crossing signage at this T-intersection. Add a second crosswalk across Maclay Ave, south of the existing ladder crosswalk. Cost: Low. Urgency: Immediate.	Because this is a T-intersection, pedestrian visibility is generally reduced. Enhancing the crosswalk markings and signage will help to increase pedestrian visibility.
5. School Entry on Mott St	Mott St from San Fernando Mission Blvd to Maclay Ave is a low volume residential street with one lane in each direction and on-street parking. The primary school entry is located mid-block. School signage indicates limited parking. The intersection of San Fernando Mission Blvd and Mott St is signalized with standard crosswalks. The intersection of Maclay Ave and Mott St is a four-way stop controlled intersection with yellow ladder crosswalks.	**Pick Up/Drop Off** Pedestrian; On- and Off-Site: Eliminate the current vehicle drop off and pick up along Mott St. Designate a school frontage zone giving priority to walk up pedestrians and bicyclists along Mott St highlight this entry. Create walking paths from the intersection of San Fernando Mission Blvd and Mott St. Cost: Low. Urgency: Immediate.	This intersection is the closest to the current school entry on Mott St and is about the halfway point between commercial uses to the north and the Freeway to the south. As a result, it deserves special treatments to highlight this as a key intersection with cures to signal motorists to slow speeds to 25MPH or less.
6. Mott Street and San Fernando Mission Boulevard	There is a City trolley, sheltered stop on the southeast corner of this intersection.	**Transit** Transit; Off-Site: Enhance Trolley Stop at this location. Cost: Low. Urgency: Near-Term.	Although the trolley stop is sheltered, the signage is poor and difficult to see. More visible signage and route information would help transit riders and pedestrians to better reach City destinations including schools.



Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
7. Maclay Avenue and Mott Street Intersection	There is currently a painted yellow ladder crosswalk at this stop controlled intersection. This intersection is within a residential neighborhood.	**Crosswalks** Pedestrian; Off-Site): Install continental crosswalks at this four-way, stop sign controlled intersection. Include pedestrian crossing signage. Cost: Low. Urgency: Near-Term	This is a major school crossing intersection Pedestrians crossings need to be made more visible particularly in this low volume residential neighborhood.
8. Rear of School along O'Melveny Avenue	O'Melveny Ave from San Fernando Mission Blvd to Maclay Ave is a low volume residential street with one lane in each direction and on-street parking. Playgrounds and accessory school buildings line this street. The intersection of San Fernando Mission Blvd and O'Melveny Ave is signalized with standard crosswalks. The intersection of Maclay Ave and O'Melveny Ave is a four-way stop controlled intersection with standard crosswalks.	**Pick Up/Drop Off** Pedestrian; On- and Off-Site: Move the vehicle drop off and pick up from Mott St to the rear of the school at one of two optional locations, one at O'Melveny Ave, 50 feet east of San Fernando Mission Blvd, or at the corner of O'Melveny and Maclay Ave. Drop off and pick up to be conducted onsite with a designated cuing lane. Cost: Low. Urgency: Immediate.	Vehicle pick up and drop off should be placed away from high volume, high speed roadways. The rear of the school provides playgrounds that can serve as on-site driveways for drop off and pick up of students and avoid school-generated congestion on local roadways.
9. Surrounding the School	A school crossing sign is located at the intersection of O'Melveny Ave and Maclay Ave. There is no school pavement markings. There is a 25 MPH school speed limit sign below the intersection of San Fernando Mission Blvd and O'Melveny Ave and above the intersection of San Fernando Mission Blvd and Mott St.	**Identify School Zone** Pedestrian; Off-Site: Install signage and pavement markings for school areas in accordance with the California MUTCD. Cost: Medium. Urgency: Immediate	There is only one school crossing sign, two speed limit signs, and no pavement markings surrounding the school making the school less identifiable to vehicles particularly passing vehicles along San Fernando Mission Blvd. School zone identification is needed to provide vehicles with more visual cues to pay attention to school pedestrian activity.

Figure 48: Proposed Improvements (San Fernando Elementary School: Rear of School)

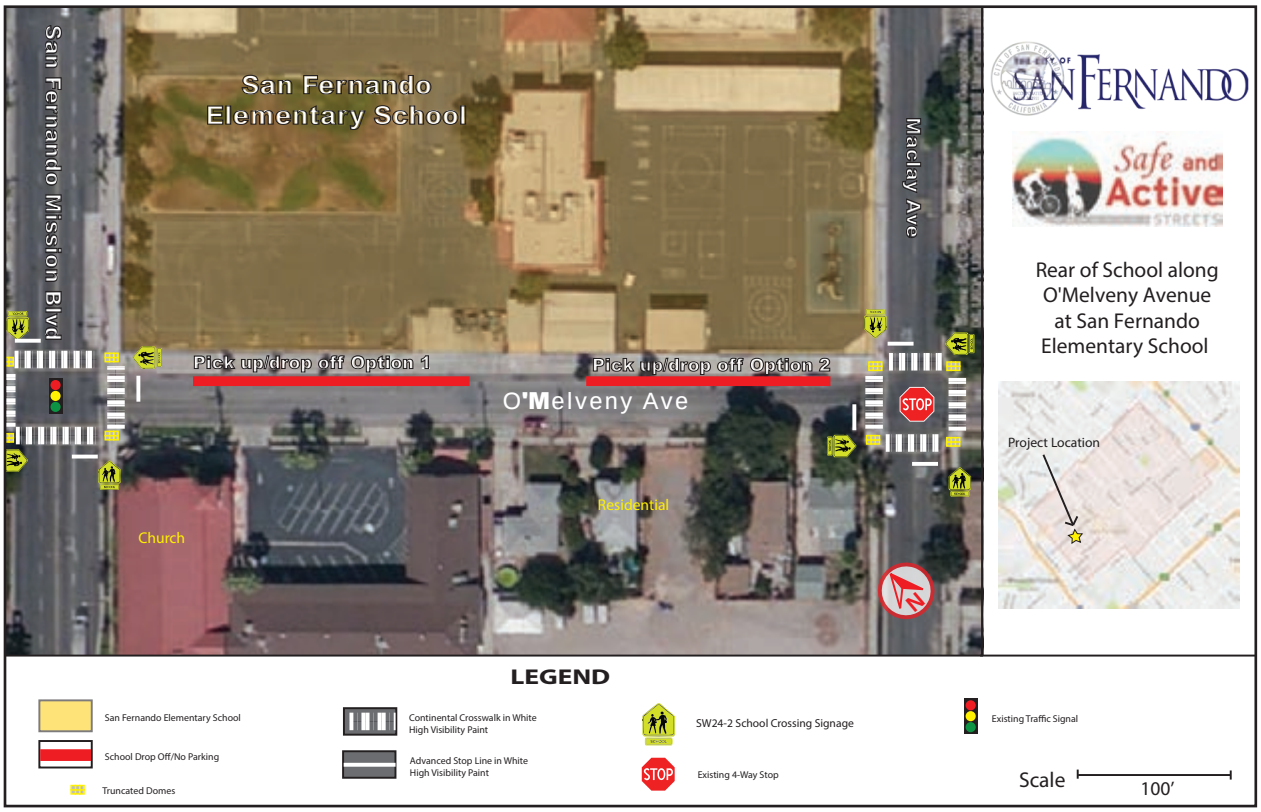


Figure 49: Proposed Improvements (San Fernando Elementary School: School Entry)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- The primary school entry for active transportation should be designated as the frontage zone along Mott St. A secondary entrance should be created at the rear of the school along O'Melveny Ave for vehicle pick up and drop off providing adequate vehicle onsite cuing in the am and pm peak periods.

Implementation

Table 60 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as "Immediate" for the highest priority consideration or "Near-Term" for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that better locate and direct drop-off/pickup to rear of the school along O'Melveny Ave and designate a school frontage zone giving priority to walk up pedestrians and bicyclists along Mott St to highlight entry.

Implementation of Proposed "5 E" Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Creating walking paths from the intersection of San Fernando Mission Blvd. and Mott St. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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San Fernando Middle School
(includes the San Fernando Institute of Applied Media)

130 North Brand Boulevard. San Fernando, CA 91340



GRADES: K-5

ENROLLMENT: 811 students (2016)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 51.4% of 7th graders fell within the Healthy Fitness Zone; In Body Composition 42.3% of 7th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 96.3% Hispanic, 1.8% White, 0.6% Black, 0.7% Asian; 51% Male 49% Female; 92.1% qualify for free lunch; 16% have a learning disability, 11% are identified as gifted; 25% have limited English proficiency.

DISADVANTAGED Reduced Meals

San Fernando Middle School shares facilities with the San Fernando Institute of Applied Media. The schools share entrances, exits and surrounding roadways. Consequently, existing programs, policies and issues are shared.

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 61: Travel Tally (San Fernando Middle School)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
14.9%	21.5%	.3%	.3%	0%	0%	81.4%	73.6%	2%	3.2%	.9%	1.2%	.6%	.3%

A majority of students use a family vehicle to get to and from school. The next most popular form of transportation is by walking. This site has bike racks and a small number of students utilizing them. The lack of utilization has a direct correlation with the lack of bicycle infrastructure, like painted lines on the street.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs.
- City funds Crossing guard program at one crossing
- School recently made active transportation additions including:
  - » Drop off and pick up zone along Hollister St at the southern end of the campus with a one-way drive aisle (operating through parent volunteers)
  - » Volunteer valet program at the drop off/pick up zone on Coronel St with limited support and a volunteer crossing guard at the pedestrian crossing on Coronel St.
- There are six single-sided grid bike rack on campus that can hold a total capacity of 42 bikes.
- Enforces all LAUSD policies, including enforcing the CA Safety Helmet Law , distribution of Pedestrian and Traffic Safety Tips
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- School receives services from the Office of Environmental Health and Safety (OEHS), Traffic and Pedestrian Safety Program and LASPD Safe Passages Motorcycle Task Force that coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses. Traffic Safety Coordinator from OEHS is available to administrators to implement program and for follow up questions or concerns.

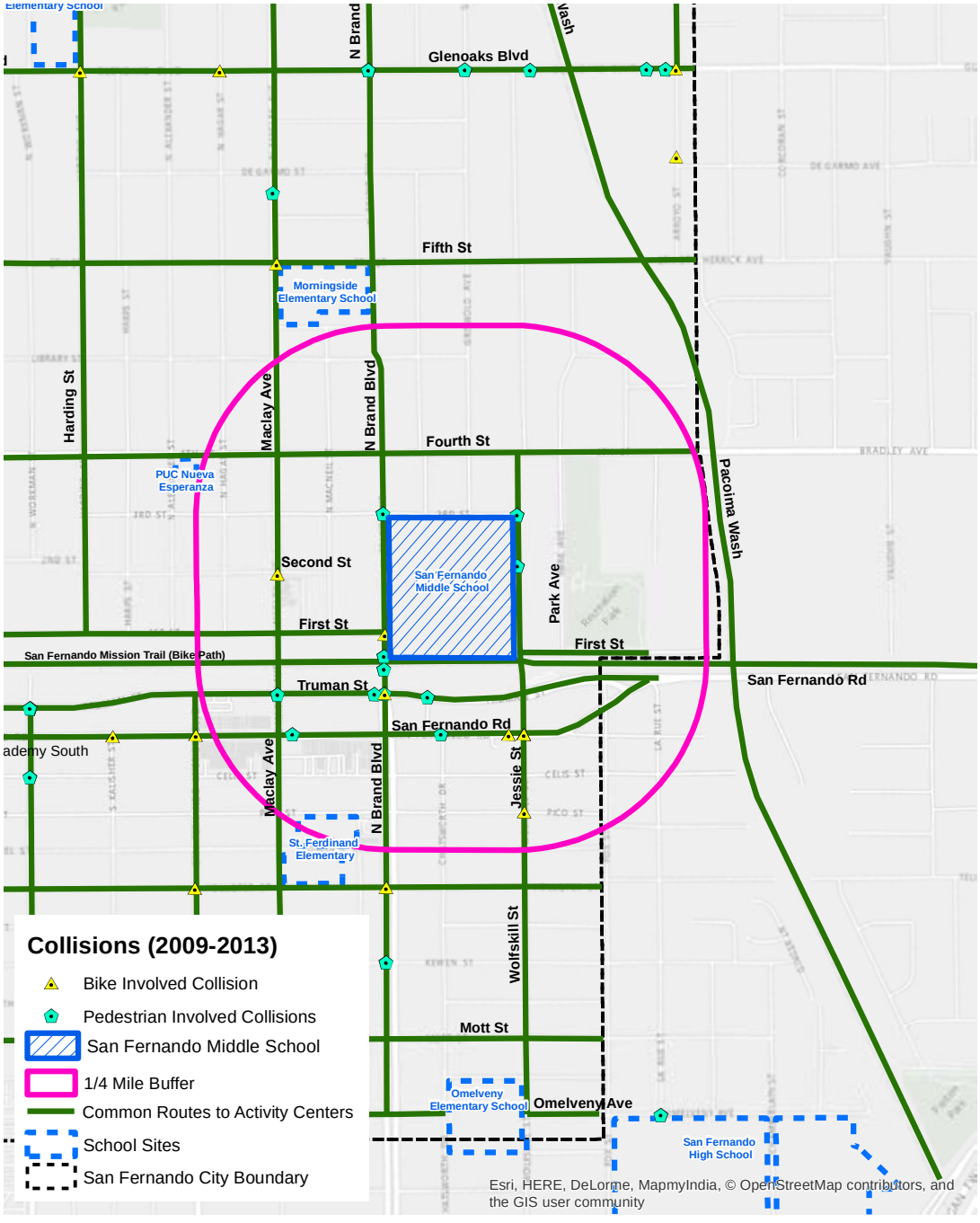


Common Routes and Collisions

The school site is in a mixed residential, commercial, and office area. Brand Blvd is the main arterial road and due to the number of businesses in the area surrounding the school, there is a high-volume of collisions. The sidewalks around the school are adequate and wide, but the streets lack bicycle infrastructure. Common routes to the school are found along all four sides of the school and include Brand Blvd, Third St, Jessie St, Truman St, and the San Fernando Mission Trail bike path.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows a series of ten pedestrian involved collisions and six bicyclist involved collisions within a quarter mile of the San Fernando Middle School as shown on Map 53 below.

Map 53: School Enrollment Boundary (San Fernando Middle School)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) workshop was conducted on September 20, 2016. The following key stakeholders attended: School Principal, Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The workshop was held to gather public input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

The majority of students are dropped off and as a result there is a rush to get students to school through the valet by the morning start time is causing problems within the school zone. Other issues include:

- Congestion along Brand Blvd that is directly in front of the school that serves as only drop off and pickup in the morning and afternoon when school lets out and parents pick up students.
- Other concerns focused around bad driving behaviors. Field visits confirmed that infrastructure is often old, out of date, and deteriorated which can lead to drivers, pedestrians, and bicyclists not understanding how to interact with each other.

Safety Concerns

- There is no valet or designated drop off zone so parents behaviors dropping off and picking up students is risky.
- Lack of red curb and no drop off sign along front of school site and encourage parents to use side streets to drop off.
- The rear gate on Jessie only open in afternoons, parents would like to have access in the am
- Lack of police patrolling around school site to see issues
- Dogs off-leash
- Narrow/broken sidewalks along routes
- Intoxicated people hanging out in bike path along near south of school site

Citywide

- Major traffic on Brand Blvd (SF Middle School) before and after school
- Route along side of school is not safe-parents advised kids to take alt. routes that do not use path
- Mission City Trail unsafe-transient/ homeless occupy and drug use along trail
- Morning traffic along Brand Blvd
- Traffic along Swap Meet is an issue
- City need to synchronize traffic signals along Brand Blvd. and Wolfskill St.
- Need more safety along Pacoima Wash
- Crime, residential burglaries during day, criminals mark territory to target
- Lack of trees and benches

Location –Specific Issues:

- Brand Blvd: Illegal drop-offs of student due to lack of mid-block crossing to allow for pedestrians to cross safely.
- Brand Blvd: Limited lighting along the vicinity of the school site.
- Brand Blvd: Parked cars block views, lack of red curbs.



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 54: School Site Facilities (San Fernando Middle School)

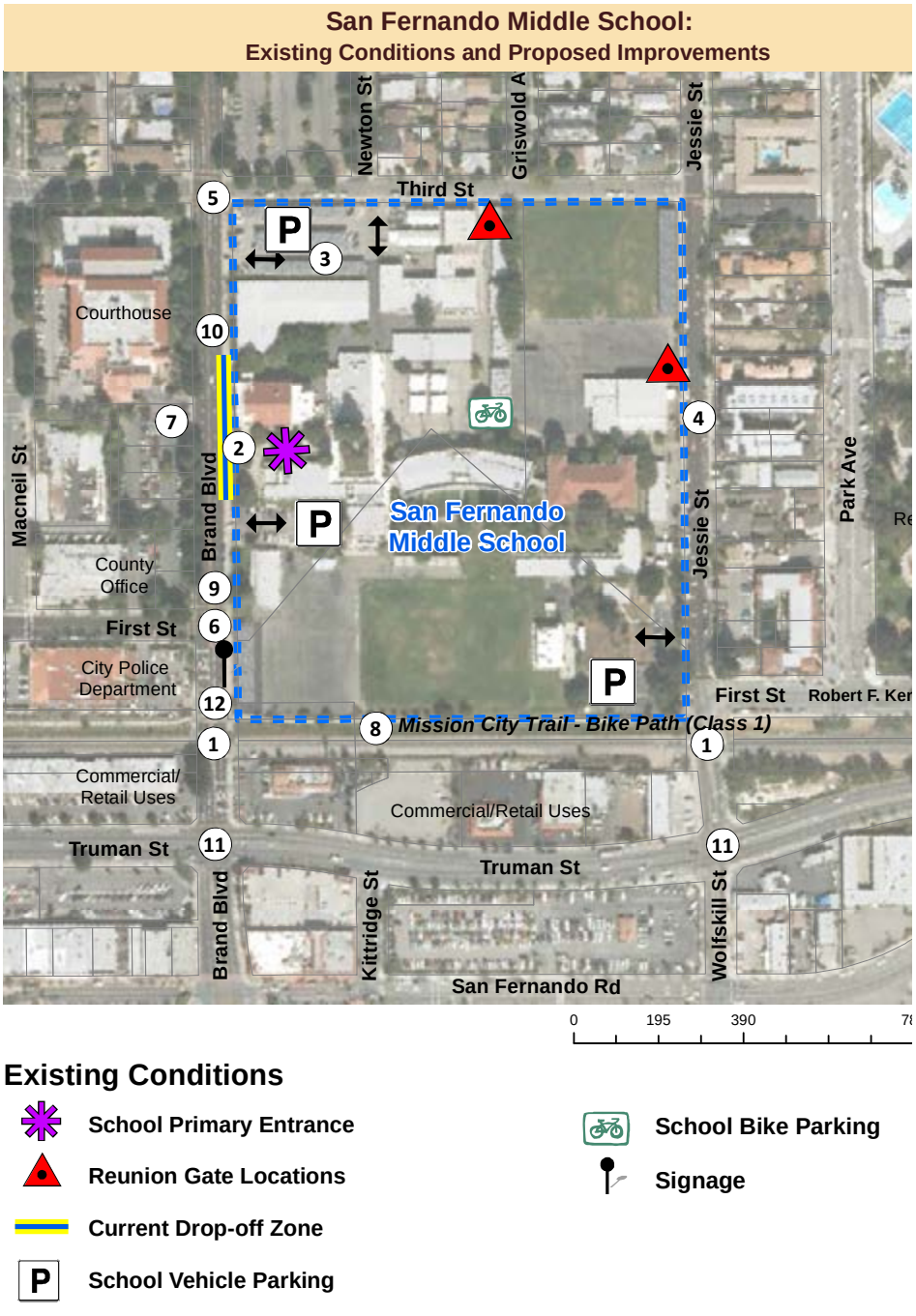


Table 62: Existing and Proposed On- and Off-Site Improvements Around School (San Fernando Middle School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Railroad Crossings at Brand Boulevard and Jessie Street	There is a railroad crossing with signage, pavement markings, and railroad flashing light signals. However, there are no pedestrian gates pedestrian gates at the two railroad crossings.	**Railroad Crossing** Pedestrian; Off-Site: Install pedestrian gates at the two railroad crossings, one at Brand Blvd and the other at Jessie St. Install associated signage in accordance with railroad crossing guidelines and standards under the Southern California Regional Rail Authority and MUTCD. Include associated crosswalk pavement markings. Cost: Medium. Urgency: Immediate.	Pedestrian crossings along Brand Blvd and Jessie St are unmarked, narrow, and ill defined. Installing pedestrians gates will both increase pedestrians safety and help to mark a defined crossing path for pedestrians.
2. Brand Boulevard at School Entry	Brand Blvd has two lanes in each direction and is the eastern limits of the civic center. There are mixed-use buildings and a drop off/pick up zone on the east side of Brand Blvd in front of the school.	**Pick Up/Drop Off** Pedestrian; On- and Off-Site: Prohibit vehicle drop off and pick up on Brand Blvd and designate a school frontage zone giving priority to walk up pedestrians and bicyclists at Brand Blvd. Highlight the historic architectural features and building frontage features to alert drivers of the school. Cost: Medium. Urgency: Immediate.	The school building is highly visible due to its historic architecture, but improved signage and landscaping features could better define this entrance for active transportation modes. School cueing on Brand Blvd causes traffic congestion on this important north-south arterial and should be avoided.
3. On-Site Parking Lot at Third Street and Brand Boulevard	The school has an on-site parking lot at the northwest corner of the property with entrances on Brand Blvd and Third St. There is a standard yellow crosswalk leading to the entrance on Third St but nothing leading to the entrance on Brand Blvd.	**Pick Up/Drop Off** Pedestrian; On- and Off-Site: Create an on site drop off and pick up area within the existing school parking lot at the corner of signalized intersection. Cueing to occur at the rear of the parking lot to avoid conflicts. Access to the on-site drop off to be placed on Third St. Cost: Low. Urgency: Near-Term.	On-site cueing for drop off and pick up will help to alleviate traffic connections on the major arterials and will reduce conflicts particularly along high speed roadways.
4. Jessie Street between Third Street and First Street	Jessie St has one lane in each direction and is lined with residential buildings on the east side of the street with the school on the west side. There are no parking restrictions along the street and there is a gated entrance to a parking lot at that southeast corner of the school property.	**Drop Off/Pick Up** Pedestrian; On- and Off-Site: Introduce a secondary entrance for vehicle/student drop off and pick up location and a secondary gate for student/teacher access in the am and pm periods at rear of school along Jessie St. Cost: Low. Urgency: Immediate.	A secondary entrance is needed to reduce the demand on both arterials and local streets.
5. Brand Boulevard and Third Street Intersection	The four-leg intersection is signalized and has standard yellow crosswalks on all four sides. Brand Blvd has two lanes in each direction while Third St has one lane in each direction. There is a 25 MPH school sign to the north. The traffic volumes at this intersection is high at 11,220 vehicles per day.	**Crosswalk** Pedestrian; Off-Site: Install continental crosswalks at signalized intersection with pedestrian countdown signals and advanced stop bars. Cost: Low. Urgency: Immediate.	This is a high-volume intersection and marks the northern corner of the school campus. High visibility crosswalks are needed to increase visibility and pedestrian safety.
6. Brand Boulevard at First Street Intersection	This is a low-grade pedestrians crossing with a standard crosswalk across Brand Blvd and one across First St with a pedestrians crossing sign. The crosswalk is south of the school entrance.	**Crosswalks and Intersection Improvements** Pedestrian; Off-Site: Install continental crosswalks at un-signalized, T-intersection with pedestrian activated flashing lights and pedestrian countdown signals. Cost: Medium. Urgency: Immediate.	The nearest signalized crossing is north of the school at Third St. Improving this crossing is needed to serve as a secondary crossing over Brand Blvd for the school. There are multiple conflicts in this area with civic center traffic and railroad crossings to the south.



Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
7. Government Uses to the West	City Hall and County court and government uses are located to the west of the school.	**Safe Pathways** Pedestrian; Off-Site: Work with government uses to the west of the school to create a safe route along sidewalks that interface with high capacity parking lots to avoid conflicts. Coordination should also include annual, daily, and weekly schedules of activities and uses. Cost: Low. Urgency: Immediate.	The combination of civic uses, commercial uses, and school uses next to each other will need coordination to help reduce the conflicts and traffic patterns between each within a close location.
8. Class I Bike/ Walk Path	There is an existing Class I Bike Path to the south of the school site known as the Mission City Trail.	**Class I Bike Path/Pedestrian Trail** Pedestrian; Off-Site: Make a series of improvements and create an on-going maintenance and security program for the Class I Bike Path along the railroad. Improvements include better wayfinding signage, improved landscaping, and amenities such as benches, water fountains, and heritage boards about the City's history. Include associated safety and security measures. Coordinate with local law enforcement and regional agencies. The Bike Path should have pavement markings across major and minor arterials such as Brand Blvd. Cost: Medium. Urgency: Immediate.	Improved conditions on and around the Bike Path will encourage increased use for school and other related activities.
9. Brand Boulevard and First St	There is a City trolley bus shelter at this location which is somewhat hidden from street view.	**Transit** Pedestrian; Off-Site: Highlight the current bus shelter/stop for the City's trolley service. Trim landscaping around the shelter to improve visibility. Install wayfinding signage. Add schedule information and route maps. Cost: Low. Urgency: Immediate.	A more visible accommodating bus stop will help to encourage higher usage particularly for school related use.
10. Surrounding school	There is school speed limit signs and school crossing signs at marked crosswalks, but limited roadway pavement.	**Identify School Zone** Pedestrian; On- and Off-Site: Install signage and pavement markings for school areas in accordance with the California MUTCD. Cost: Medium. Urgency: Immediate.	Pavement markings are needed to alert drivers of the school. The school is above the commercial district and to the east of the civic center and needs to be highlighted as equally important.
11. Brand Boulevard/ Truman Street and Wolfskill Street/ Truman Street Intersections	There is a ladder yellow crosswalk at the signalized intersection of Brand Blvd and Truman St and a yellow standard crosswalk at the signalized intersection of Wolfskill St and Truman St which has an average daily traffic volume of 19,700.	**Crosswalks** Pedestrian; On- and Off-Site: Install white high visibility continental crosswalks at these intersections with advance stop bars and pedestrian countdown signals. Cost: Low. Urgency: Immediate.	These two intersections are high volume, vehicle oriented intersections that link the southern part of the City to the northern part and that provide access to the school from area to the south. Students having to cross the Truman St arterial have to cross four travel lanes. Portions of Truman St are curved. Pedestrian's enhancements are needed at these intersections for pedestrian safety.

Figure 50: Proposed Improvements (San Fernando Middle School: Railroad Crossing at Brand Boulevard.)



Figure 51: Proposed Improvements (San Fernando Middle School: Brand Boulevard School Entry)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- The primary school entry for active transportation should be designated along Coronel St with a vehicle drop off and pick up onsite either as currently occurring at the rear of the campus or along the eastern edge on the property line with the adjacent City parking lot.

Implementation

Table 62 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that address safety concerns for pedestrians along railroad crossings at Brand Blvd/Jessie St. Installing pedestrian gates will both increase pedestrian safety and help mark a defined crossing for pedestrians. Priority should focus on designating a school frontage zone at Brand Blvd giving priority to walk up pedestrians and bicyclists.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: expanding crossing guard program at busy intersections and reunion gates, such as Third St/Griswald St and Third. St/Newton Ave and expanding bicycle facilities to include skateboard racks. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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San Fernando Senior High School

11133 O'Melveny Avenue, San Fernando, CA 91340



GRADES: 9-12

ENROLLMENT: 2370 students (2016)

FITNESSGRAM DATA RESULTS: Data not Available.

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of a population of 48% Latino, 76.6% Economically Disadvantaged, xx% English Learners, 11% Students with Disabilities, and xx% identified Gifted. Middle class, moderately educated; 96.5% Hispanic; 48% Female 52% Male; 76.6% qualify for free lunch; 11% have a learning disability.



Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

This school opted not to participate in the Travel Tally.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs, including College Center that open 9-5pm daily in order for students to access resources for college and career planning. Afterschool clubs including Adventure Seekers (sports program) and Run LA (active runners program) meet after school from 3:45-4:45pm in order for students to participate in afterschool games and off campus activities. Other clubs hold walkathons.
- No crossing guard program at this school site
- School does not have a valet program
- Multiple Bike Racks are available on campus (approximately utilized by 40 bicycles and higher number of skateboards)
- Current policy is to walk bicycles on campus.
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- Current issue includes multiple bicycle thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

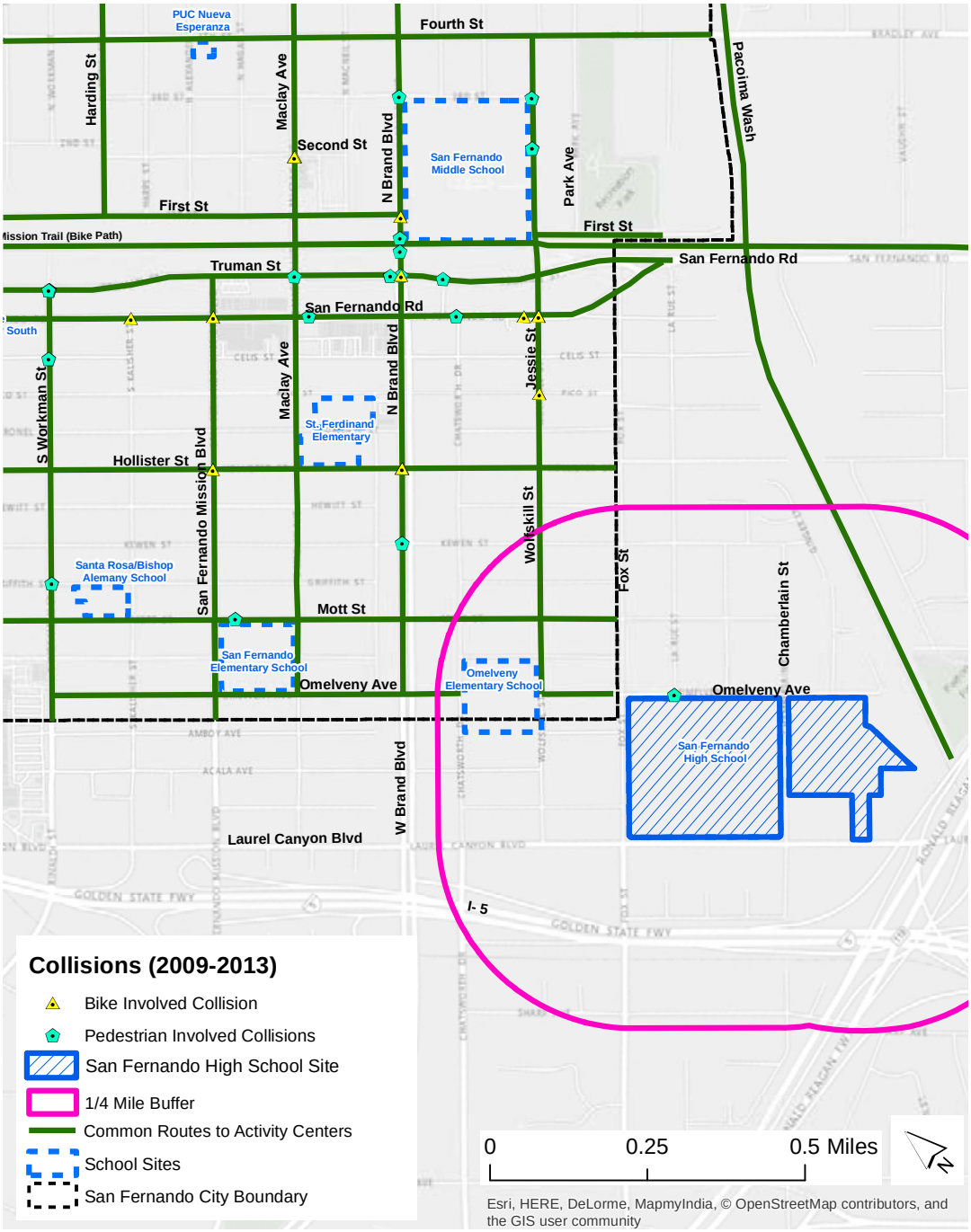


Common Routes and Collisions

The school site is located right of the 5 freeway off the Fox St exit. Due to the exit being right by the high school and being right off Laurel Canyon Blvd, traffic calming measures should be initiated due to the volume of speed of the traffic in the area. Much of the schools surrounding are in the City of Los Angeles. The area is mixed residential and commercial. The Galpin Dealership near the high school attracts an increased amount of traffic. Common routes to the school for neighborhoods within the City of San Fernando, include; Fox St and O'Melveny Ave.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows one pedestrian involved collision within a quarter mile from the San Fernando High School as shown on Map 55 below.

Map 55: School Enrollment Boundary (San Fernando Senior High School)



Community Engagement - SASMP Workshop

A Safe and Active Streets Master Plan (SASMP) meeting was held on September 14, 2016 with Principal Jeremy Lawrence and other key stakeholders including the Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The meeting was held to gather input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP Workshop, meetings with school Principals, staff and parents, the following safety issues were raised:

General

- Limited number of gates open to enter the school site creates congestion at one or two locations primarily in the morning, but also in the afternoon when school lets out and parents pick up students
- School currently does not have a valet program and lacks parent volunteers necessary to sustain a program. There is heavy congestion on Fox St and Chamberlain during morning and afternoon bell times
- Other concerns focused around bad driving behaviors. Field visits confirmed that infrastructure is often old, out of date, and deteriorated which can lead to drivers, pedestrians, and bicyclists not understanding how to interact with each other
- School does not have traffic safety plan or crossing guard program
- School has (2) single sided grid bike racks that hold a total of 14 bikes

Safety Concerns

- The rush to get students to school and congestion on Fox St and O'Melveny Ave around bell schedule. Street vendors cause additional congestion

General school site-specific challenges identified across all engagement activities included:

- Speeding due to a rush in the morning to get to school or work-creating unsafe conditions and congestion
- Parents taking the fastest routes to drop off students in the morning, which is not always the safest; some parents disobey traffic lights and don't yield to people walking or bicycling
- Sidewalks that are narrow, broken, missing sections in need of repair
- Bust drop off locations with challenging access to walkway
- Lack of law enforcement around school site
- Lack of street lighting at intersections for children attending after-school/early evening programing
- Students avoid areas known to have homeless, stray dogs, mentally ill and intoxicated persons
- Lack of bike lanes and facilities around school sites

General city-wide challenges identified across all engagement activities included:

- Issues with traffic signal synchronization that creates delays, specifically along Brand Blvd.
- Lack of law enforcement around city
- Intoxicated individuals in the vicinity of the San Fernando Mission Trail
- Lack of marked pedestrian crossings and flashing stop signs at major intersections along Brand Blvd and O'Melveny Ave.
- Short pedestrian phases at signalized intersections



Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 56: School Site Facilities (San Fernando Senior High School)



Table 63: Existing and Proposed On- and Off-Site Improvements Around School (San Fernando Senior High School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Laurel Canyon Boulevard and Fox Street	The intersection is a four-way signalized intersection with yellow continental crosswalks and white advanced stop bars. There is no school zone crossing signage on Laurel Canyon Blvd. There is one school crossing sign on Fox St, south of Laurel Canyon Blvd. Fox St has one lane in each direction. Laurel Canyon Blvd has two lanes in each direction. There is a 25MPH sign on Fox St north of Laurel Canyon Blvd and 40 MPH on Laurel Canyon Blvd. There is a bus shelter on Laurel Canyon Blvd east of Fox Street. There are left turn pockets at all four intersection approaches.	**Crosswalks and Visual Cues** Pedestrian, Off-Site: Install white continental crosswalks on all four approaches. Consider visual cues at this intersection to signal motorists that a school is near. Cost: Medium. Urgency: Immediate.	White continental crosswalks are more highly visible than the yellow continental crosswalks. Laurel Canyon Blvd is a major arterial and access route to the freeway. This intersection is not a clearly marked school intersection.
2. Laurel Canyon Boulevard and Chamberlain Street	The intersection is a four-way signalized intersection with standard yellow crosswalks on all sides except the east leg. There are no advanced stop bars on any side except the east leg. There is no school crossing signage. Laurel Canyon Blvd has two lanes in each direction. Chamberlain St has one lane in each direction. The 118 Freeway ramp is located less than one mile east of this intersection and both sides of Laurel Canyon Blvd do not have concrete sidewalks.	**Crosswalks** Pedestrian, Off-Site: Install white continental crosswalks and advanced stop bars. Install school crossing signage. Cost: Low. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
3. O'Melveny Avenue and Chamberlain Street	The intersection is a four-way stop sign controlled intersection with faded yellow standard crosswalks on the west leg of O'Melveny Ave and the south leg of Chamberlain St. There are no crosswalks on the north leg of Chamberlain St or the east leg of O'Melveny Ave, but there are advanced stop bars. Both streets have one lane in each direction. There is a school crossing sign along the southbound lane of Chamberlain St before O'Melveny Ave.	**Crosswalks** Pedestrian, Off-Site: Install white continental crosswalks and advanced stop bars. Install school crossing pavement markings. Cost: Low. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing pavement markings alerts drivers to students crossing.
4. O'Melveny Avenue and Daubert Street	The intersection is a T-intersection that is stop sign controlled. There is no School zone crossing signage on O'Melveny but there is a school crossing sign on Daubert St. There are no crosswalks only advanced stop bars at all three approaches. Both streets have one lane in each direction.	**Crosswalks** Pedestrian, Off-Site: Add white continental crosswalks with advanced stop bars. Add School zone crossing pavement markings. Cost: Low. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage and pavement markings alerts drivers to students crossing.

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
5. O'Melveny Avenue and La Rue St	The intersection is a three-way T-intersection that is stop sign controlled. There is a school crossing sign on La Rue St north of O'Melveny Ave. There is a faded, standard crosswalk on the west leg of O'Melveny Ave. There are advanced stop bars on the east leg of O'Melveny St and at La Rue St. Both streets have one lane in each direction.	**Crosswalks** Pedestrian, Off-Site: Add white continental crosswalks with advanced stop bars to all sides. Add additional school zone crossing signage. Cost: Low. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage and pavement markings alerts drivers to students crossing.
6. O'Melveny Avenue and Fox Street	The intersection is a four-way, stop controlled intersection. There are yellow standard crosswalks on the east leg of O'Melveny Ave and the south leg of Fox St. There is a school crossing sign on Fox St to the north; however, there are school crossing markings on the eastbound lane of the east leg of O'Melveny Ave. There are advanced stop bars on the west leg of O'Melveny Ave and the north leg of Fox St. Both streets have one lane in each direction.	**Crosswalks and Identity School Zone** Pedestrian, Off-Site: Add white continental crosswalks with advanced stop bars to all sides. Add school zone crossing signage and pavement markings. Cost: Low. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. Crosswalks on all four intersection approaches provide a more pedestrian safe crossing environment. School crossing signage alerts drivers to students crossing.
7. Chamberlain Street Between O'Melveny Avenue and Lauren Canyon Boulevard	This roadway segment has chain link gates at each end which are closed during school hours. Street parking may be school related during school hours. Consider permanently closing this local roadway.	**Identity School Zone** Pedestrian, Off-Site: Add clear and highly visible signage that this public roadway is closed during specific days and times. Cost: Low. Urgency: High.	Gates within public rights of way are not common and by adding better signage an unexpecting motorist will be better informed. Particularly motorists or bicyclists using navigation devices.
8. Around the School	Certain segments have curbs but no concrete path, only a dirt sidewalk. A few segments have no curbs or sidewalks.	**New Sidewalks** Pedestrian, Off-Site: Install curbs and sidewalks along all segments surrounding the school site. Cost: Medium. Urgency: Near-Term	Unimproved sidewalks indirectly discourages walking to school sending a message that the pedestrian infrastructure is not a high priority.

NOTE: These locations are primarily within the City of Los Angeles and improvements will have to be coordinated between both jurisdictions.



Figure 52: Proposed Improvements (San Fernando Senior High School: O'Melveny Avenue and Fox St)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 63 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements to crosswalks along O'Melveny Ave./Fox Street to help encourage pedestrian crossings. Improvements include, creating controlled crosswalks through installation of high visibility crosswalks, advanced stop bars on all sides and rectangular rapid flashing beacon. Install school crossing signage and pavement markings to create more visible and desirable crosswalk treatments for improved safety. Other priorities should include identifying the school zone along Chamberlain Street between O'Melveny Ave. and Laurel Canyon Blvd. Improvements include, adding clear and highly visible signage that this public roadway is closed during specific days and times.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Implementing valet program along O'Melveny Ave. and expanding bicycle facilities to include scooters and skateboard racks. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.

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Santa Rosa Bishop Alemany School

1316 Griffith St. San Fernando, CA 91340



GRADES: K-8 (Faith-Based Private)

ENROLLMENT: 140 students (2016)

FITNESSGRAM DATA RESULTS: Not Available.

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 97% Hispanic, 1% Asian/API, 1% Black, 1% Hawaiian/Pacific Islander, 1% White, 1% American Indian/Alaska Native, 1% 2 or more races.



Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

This school opted not to participate in the Travel Tally.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs, including
- No crossing guard program at this school site
- School does not have a valet program
- Lack of Bike Racks are available on campus
- Current policy is to walk bicycles on campus.

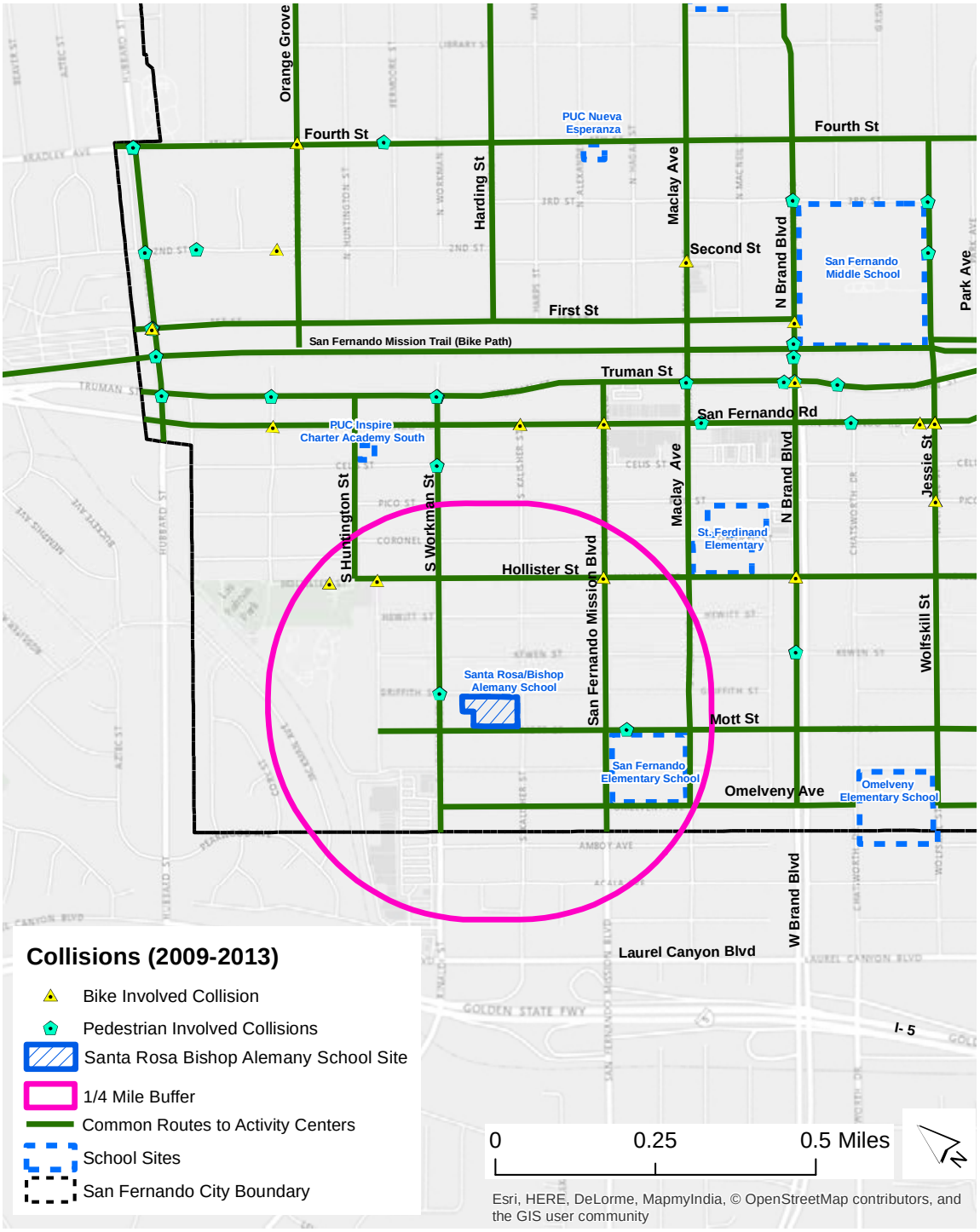


Common Routes and Collisions

The school site is located on the busy arterial road of San Fernando Mission Blvd. The surrounding area is near a commercial corridor and a residential neighborhood. There is a lack of bicycle infrastructure, but overall has adequate streets. Common routes to the school include Mott St and S Workman St.

Crash data obtained from SWITRS (Statewide Integrated Traffic Records System) shows a series of two pedestrian involved collision and three bicycle involved collisions within a quarter mile of Santa Rosa/Bishop Alemany School as shown on Map 57 below.

Map 57: School Enrollment Boundary (Santa Rosa Bishop Alemany School)



Community Engagement - SASMP Stakeholder Meetings

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- Lack of bicycle racks and bike facilities on campus

Safety Concerns

- The rush to get students to school and congestion on San Fernando Mission Blvd for entering and exiting campus around bell schedule.

General school site-specific challenges identified across all engagement activities included:

- There are two or more streets adjacent to the school where students can walk or bike onto property that has two sides and is two lanes.
- There is signage indicating 30MPH speed limit in school zone.
- The curb radius medium size (16-30) feet near the school zone
- There are no bike routes in school's walk/bike zone.
- Sidewalks are in good condition (few or no cracked, buckled or missing sections and don't have obstacles (garbage bins, signs, utility poles)
- Marked crosswalks are prevalent throughout walk/bike zone.
- Sidewalks are prevalent throughout school's walk/bike zone.
- There are no crossing guards to guide difficult to cross streets
- 2 per corner and 1 per corner ADA compliant ramps are present at all intersections.
- There are rectangular rapid flash beacons at traffic signals in school's walk/bike zone
- There are no pedestrian crossing signals, "countdown" pedestrian traffic signals, pedestrian hybrid beacons in school's walk/bike zone
- This school didn't have a bike rack, nor was there a student who brought a bike.
- There are no raised medians or refuges within the bike/walk zone.
- There are no modern (bike/walk-connected) cul-de-sacs in school's walk/bike zone.

General city-wide challenges identified across all engagement activities included:

- Issues with traffic signal synchronization that creates delays, specifically along Brand Blvd.
- Lack of law enforcement around city
- Intoxicated individuals in the vicinity of the San Fernando Mission Trail
- Lack of marked pedestrian crossings and flashing stop signs at major intersections along Brand Blvd and O'Melveny Ave.
- Short pedestrian phases at signalized intersections

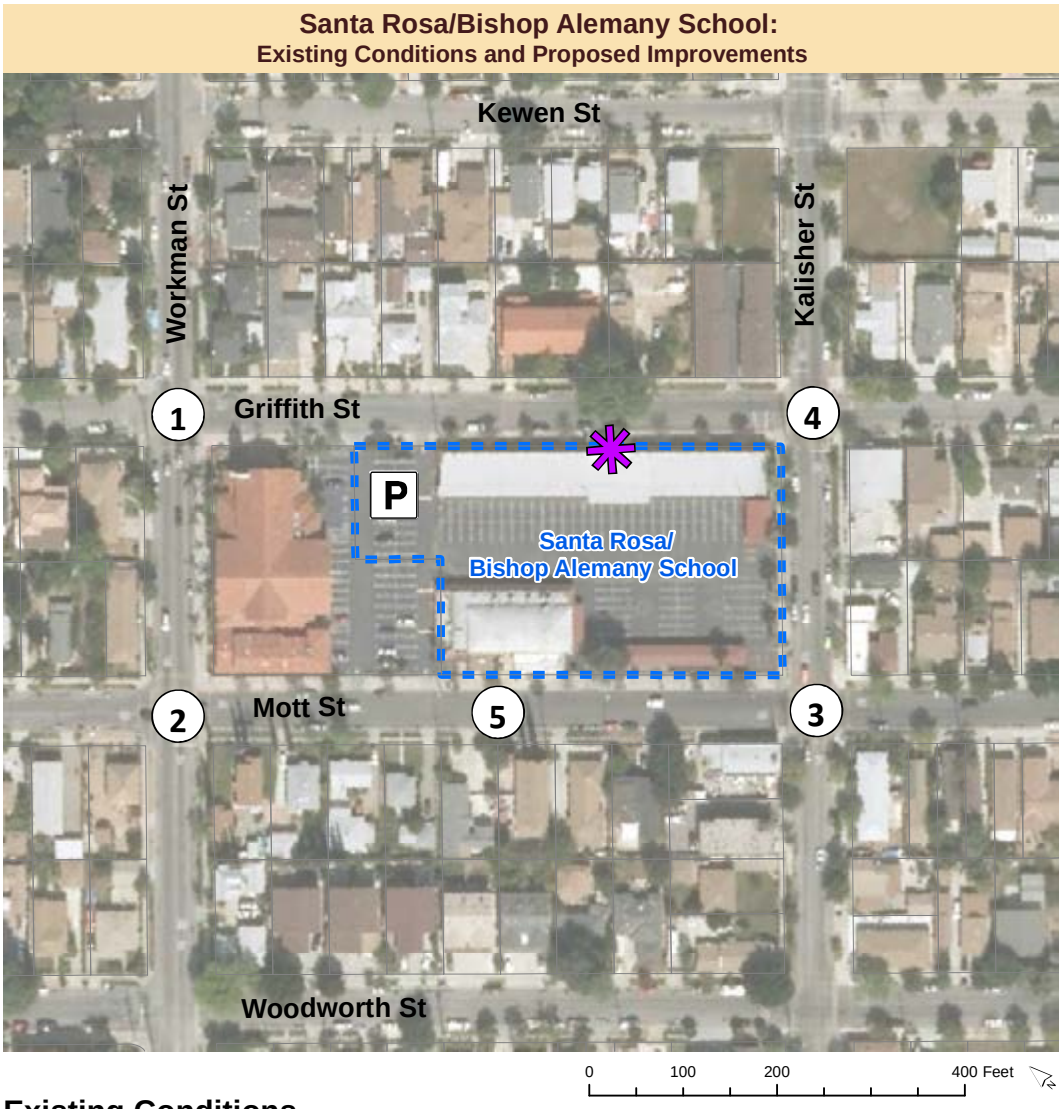


Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 58: School Site Facilities (Santa Rosa Bishop Alemany School)



Existing Conditions

- School Primary Entrance
- School Vehicle Parking
- School Property

Table 64: Existing and Proposed On- and Off-Site Improvements Around School (Santa Rosa Bishop Alemany School)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Workman Street and Griffith St	This four-way, stop sign controlled intersection lies in an area with low density residential and commercial buildings. High visibility yellow ladder crosswalks with advanced stop bars are on this intersection as well as flashing beacons on Workman St.	**Crosswalks** Pedestrian, Off-Site: Consider white continental crosswalks. Cost: Low. Urgency: Near-Term.	White is a more visible pavement marking.
2. Workman Street and Mott Street	This four-way, stop sign controlled intersection lies in a residential area. High visibility yellow ladder crosswalks with advanced stop bars are on this intersection as well as flashing beacons on Workman St.	**Crosswalks** Pedestrian, Off-Site: Consider white continental crosswalks. Cost: Low. Urgency: Near-term.	White is a more visible pavement marking.
3. Mott Street and Kalisher Street	This is a four-way stop-sign controlled intersection in an area surrounded by low rise commercial and residential. All four sides of the intersection have yellow standard crosswalks, and there is no school zone crossing signage.	**Crosswalks and Identify School Zone** Pedestrian, Off-Site: Add white continental style crosswalks with high visibility crosswalks. Add advanced stop lines approaching the new crosswalks. Add school zone crossing signage. Cost: Low. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians on crosswalks.
4. Griffith Street and Kalisher Street	This is a four-way stop-sign controlled intersection in an area surrounded by primarily residential uses. All four sides of the intersection have yellow standard crosswalks, and there is no school zone crossing signage.	**Crosswalks** Pedestrian, Off-Site: Add white continental crosswalks with advanced stop bars. Add School zone crossing pavement markings. Cost: Low. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage and pavement markings alerts drivers to students crossing.
5. O'Melveny Avenue and La Rue Street	The intersection is a three-way T-intersection that is stop sign controlled. There is a school crossing sign on La Rue St north of O'Melveny Ave. There is a faded, standard crosswalk on the west leg of O'Melveny Ave. There are advanced stop bars on the east leg of O'Melveny St and at La Rue St. Both streets have one lane in each direction. This location appears to be a school entry point.	**Drop Off/Pick Up** Pedestrian, Off-Site: Add white continental style crosswalks with high visibility crosswalks. Add advanced stop lines approaching the new crosswalks. Add school zone crossing signage. Cost: Low. Urgency: Immediate.	White continental crosswalks are more visible to drivers and advanced stop bars add space between vehicles and pedestrians on crosswalks enhancing pedestrian safety. School crossing signage alerts drivers to student pedestrians on crosswalks.



Figure 53: Proposed Improvements (Santa Rosa Bishop Alemany School)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 64 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements to crosswalks along Workman Street/Griffith Street and Workman Street/Mott Street to help encourage pedestrian crossings. Improvements include, creating controlled crosswalks through installation of high visibility crosswalks, advanced stop bars on all sides and rectangular rapid flashing beacon. Install school crossing signage and pavement markings to create more visible and desirable crosswalk treatments for improved safety.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Expanding crossing guard program at busy intersections and reunion gates, and expanding bicycle facilities to include scooters and skateboard racks. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.



Vista Del Valle Dual Language Academy

12441 Bromont Avenue, San Fernando, CA 91340



GRADES: K-5

ENROLLMENT: 467 students (2016)

FITNESSGRAM DATA RESULTS: In Aerobic Capacity 68.4% of 5th graders fell within the Healthy Fitness Zone; In Body Composition 65.8% of 5th graders fell within the Healthy Fitness Zone

DEMOGRAPHIC CHARACTERISTICS: The student body is comprised of 98% Hispanic, 1% White; 51% Male 49% Female, % qualify for free lunch, 5% have a learning disability.

DISADVANTAGED Reduced Meals

Existing Transportation Conditions and Programs

In the Fall of 2016, a voluntary Travel Tally was collected at participating school sites in the City of San Fernando to determine how school-aged students are getting to and from school each day. The Travel Tally was developed to help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The Travel Talley was administered in-class by teachers to students over a consecutive two-day time frame. Monday and Friday were not permitted as tally days. The Travel Tally gathered baseline data on existing commute to school patterns and insights into challenges around school site infrastructure, streets and the public transportation amenities offered by the schools. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements are more likely to result initially from the implementation of "5E" programs alone. Further increases can be expected once the physical improvements are made.

Table 65: Travel Tally (Vista Del Valle Dual Language Academy)

Walk		Bike		School Bus		Family Vehicle		Carpool		Transit		Other	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12.8%	17%	0%	0%	0.4%	0.7%	76.9%	76.9%	9.6%	5.2%	0%	0.2%	0.2%	0%

A majority of students get to and from school by car, either by a family vehicle or carpooling. Many children walk. The school has bike racks, but are not being utilized and this may have a correlation with the lack of bicycle infrastructure, like painted lines, on the streets.

1 Fitnessgram is a comprehensive fitness assessment battery for youth that assesses cardiovascular fitness, muscle strength, muscular endurance, flexibility, and body composition.

Existing Programs and Policies

Through individual school site meetings and research on existing programs, data was gathered on the following school-level and/or district programs and policies that help implement or harm the efforts to increase walking, bicycling or skateboarding to school:

- School currently hosts afterschool and summer programs
- No crossing guard program at this school site
- School does not have a valet program
- Multiple Bike Racks are available on campus (approximately utilized by 40 bicycles and higher number of skateboards)
  - » Current policy is to walk bicycles on campus.
- School receives services from the Los Angeles School Police Department's (LASPD) Motor Unit, formed in 2002. The unit's main focus is to provide traffic safety for the students while traveling to and from school. The LASPD Motor officers are responsible for providing driver, pedestrian, and cyclist safety awareness through traffic education, engineering, enforcement and investigations.
- Current issue includes multiple bicycle thefts per year.
- School has not accessed services from the LASPD Safe Passages Motorcycle Task Force coordinate the Safety Valet Program for Schools to train parent volunteers and school personnel on how to set up valets to assist students and parents with a safe way to exit their vehicles and enter the campuses.

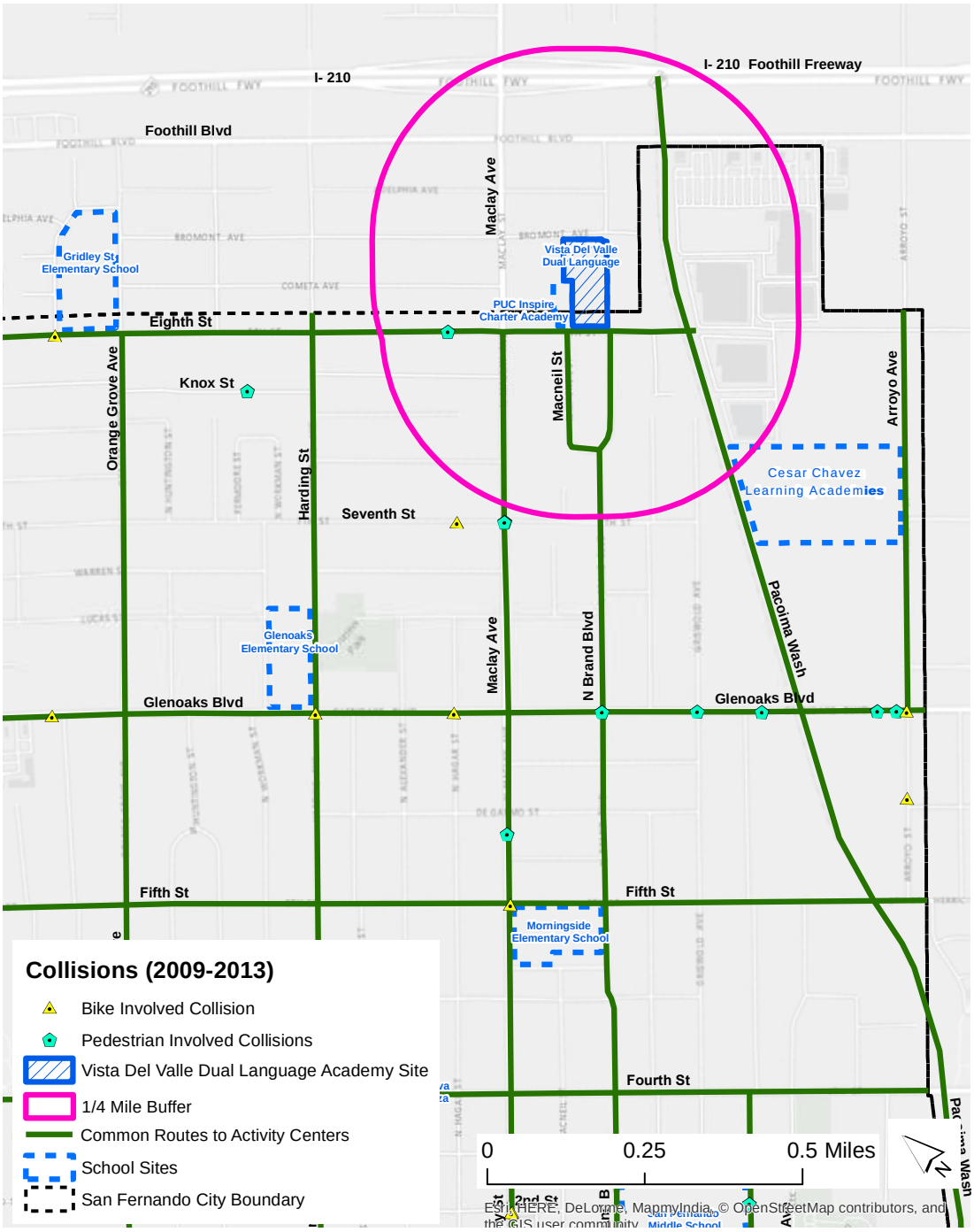


Common Routes and Collisions

The school is surrounded by mixed residential and commercial areas on all four sides. The streets around the school lack bicycle infrastructure and complete sidewalks. Foothill Blvd is the main arterial road and experiences a high volume of traffic due to the 210 freeway off ramp. It is also located next to the Pacoima Wash which lacks walking and cycling infrastructure, but could be a safer option for students rather than using the main roads. Common routes to the school include Maclay Ave, Bromont Ave and Eighth St.

Crash data obtained from SWITRS Statewide Integrated Traffic Records System) shows one pedestrian involved crash within a ¼ mile from Vista Del Valle Dual Language Academy as shown on Map 59 below.

Map 59: School Enrollment Boundary (Vista Del Valle Dual Language Academy)



Community Engagement - SASMP Stakeholder Meetings

A Safe and Active Streets Master Plan (SASMP) meeting was held on August 11, 2016 with Principal Mary Mendoza and other key stakeholders including the Parent Center Coordinator, school crossing guard, school police, parents and representatives from Public Health Advocacy, LADPH, and LAUSD. The meeting was held to gather input into the Safe and Active Streets Master Plan summarized below.

Based on field visits, observations, SASMP stakeholder meetings with school Principals, staff and parents, the following safety issues were raised:

General

- Circulation is an issue because school is on cul-de-sac roads (both sides)
- There are flooding challenges since the school sits on a slope, downhill from mountains
- This school wasn't as chaotic in the morning nor the afternoon
- Better safety measures and designated crosswalks needed
- No bike rack or students visibly riding a bike

Safety Concerns

- The rush to get students to school and congestion on Eighth St and Bromont Ave around bell schedule.

Citywide

- Traffic congestion on Eighth St and Bromont Ave around bell schedule.
- Lack of circulation and flow for vehicles
- Flooding around school during rainy season
- Red "NO PARKING" curb on Eighth St makes it difficult to drop off students via car
- Red painted curb in front of school is a challenge. Need to create an official drop off zone on the San Fernando side of the school and remove parking restrictions
- Congestion on Bromont Ave during pick up and drop off times

General city-wide challenges identified across all engagement activities included:

- Illegal activity and paraphernalia found in Pacoima Wash Natural Park
- Issues with traffic signal synchronization that creates delays, specifically along Brand Blvd.
- Lack of law enforcement around city
- Intoxicated individuals in the vicinity of the San Fernando Mission Trail
- Short pedestrian phases at signalized intersections

Existing Physical Conditions and Proposed Infrastructure Improvements

Site specific locations around the school have been identified, particularly intersections and pedestrian crosswalks that need enhanced visibility. They are critical links that connect neighborhoods in the City of San Fernando and the City of Los Angeles to classrooms for students, faculty, staff, parents, and visitors.

See recommendations map pinpointing the specific locations and extent of recommended improvements as listed below. Improvement costs and timing has been estimated for future capital programming purposes. Costs are estimated to be "Low", "Medium", or "High". Timing and urgency is estimated to be "Immediate", "Near-Term", or "Long-Term". Refer to the San Fernando Safe and Active Streets Plan to get the full set of Citywide proposed improvements.

Map 60: School Site Facilities (Vista Del Valle Dual Language Academy)

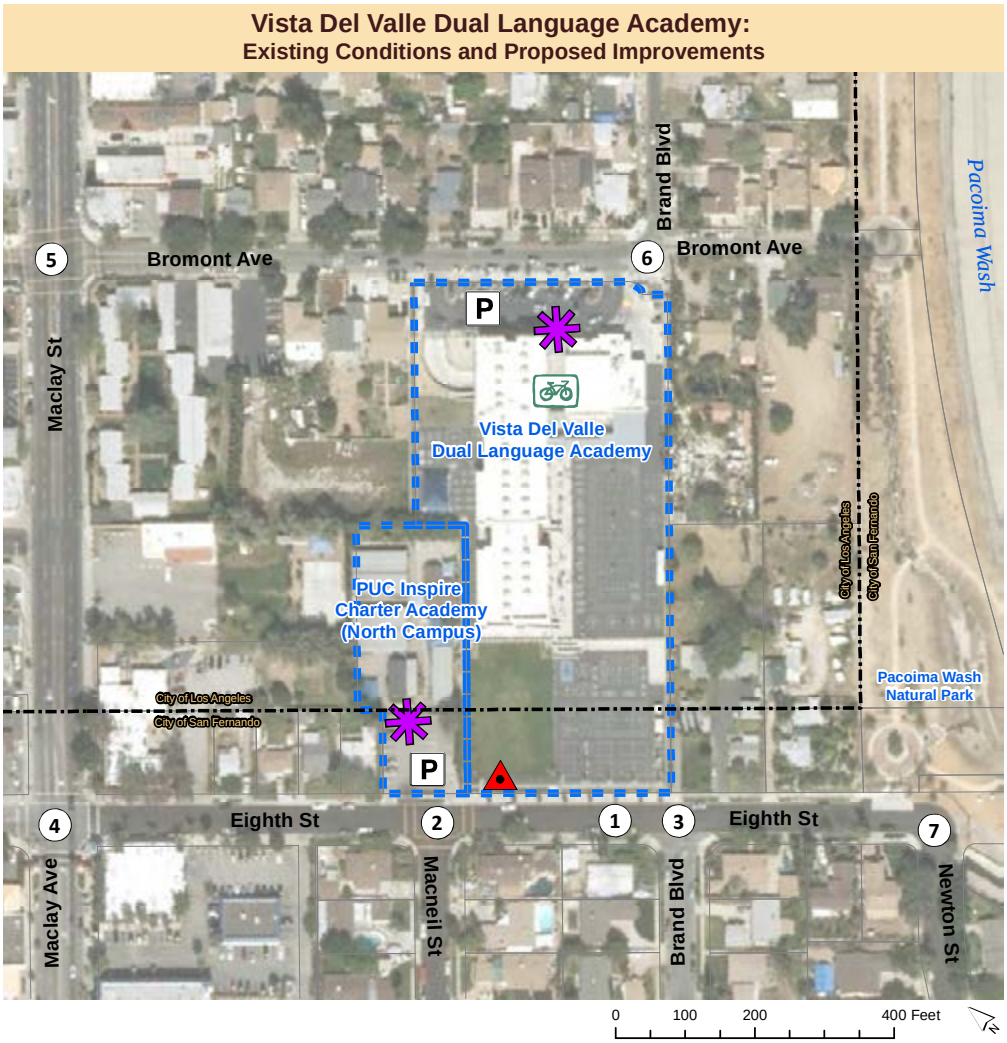


Table 66: Existing and Proposed On- and Off-Site Improvements Around School (Vista Del Valle Dual Language Academy)

Location	Existing Physical Conditions	Proposed Improvements	Problem and Solution
1. Around School	There is a red "NO PARKING" curb on Eighth Street that makes it difficult to drop off students via car. There is congestion on Bromont during pick up and drop off times. Circulation is an issue because school is on cul-de-sac roads (both sides)	**Drop Off/Pick Up** Create drop off zone along Eighth St and remove red curb zone. The School has asked the City for this. Remove "NO PARKING" red curb from Eighth St and create valet to drop off students via car. Cost: Low. Urgency: Immediate.	Parents are complaining about a backup on Eighth St due to the adjoining PUC Inspire School.
2. Macneil Street and Eighth St	The intersection is a three-way T-intersection that is stop sign controlled. There is no School Zone crossing signage. All three sides of the intersection have yellow standard crosswalks. Both streets have one lane in each direction.	**Crosswalks** Pedestrian, Off-Site: Install white continental crosswalks and advanced stop bars on all sides. Install School Zone crossing signage. Cost: Low Immediate. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
3. Brand Boulevard and Eighth Street	The intersection is a T-intersection that is stop sign controlled with a faded advanced stop bar on Brand Blvd. There are no marked crosswalks. The intersection is uncontrolled along Eighth St. There is no school crossing signage. Both streets have one lane in each direction.	**Intersection Improvement** Pedestrian, Off-Site: Install stop signs on the west leg and east leg of Eighth St. Install white continental crosswalks and advanced stop bars on all sides. Install school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
4. Maclay Avenue and Eighth Street	The intersection is a four-way signalized intersection with standard white crosswalks. There is no School Zone crossing signage. Eighth St has one lane in each direction. Maclay Ave has two lanes in the southbound direction and one lane in the northbound direction.	**Crosswalks** Pedestrian, Off-Site: Add white continental crosswalks on all sides of the intersection with pedestrian countdown signals. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
5. Maclay Avenue and Bromont Avenue	The intersection is a four-way, signalized intersection with standard white crosswalks. There is no School Zone crossing signage. Bromont Ave has one lane in each direction. Maclay Ave has two lanes in each direction.	**Crosswalks** Pedestrian, Off-Site: Add white continental crosswalks on all sides of the intersection with pedestrian countdown signals. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks (white) are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
6. Bromont Avenue and Brand Boulevard	The intersection is a three-way, stop sign controlled T-intersection. There are no crosswalks at the intersection and no school crossing signage. Both streets have one lane in each direction.	**Crosswalks** Pedestrian, Off-Site: Add white continental crosswalks on all sides of the intersection. Add advanced stop bars to the new crosswalks. Add school crossing signage. Cost: Medium. Urgency: Immediate.	Continental crosswalks are a more visible and desirable crosswalk treatments for improved safety. Advanced stop bars create space between vehicles and crosswalks. School crossing signage alerts drivers to students crossing.
7. Newton Street and Eighth Street	This intersection is the entrance to the Pacoima Wash Natural Park and is within a residential neighborhood. The Wash presents an access barrier to the neighborhood and school.	**Flashing Beacon** Pedestrian, Off-Site:): Install high visibility crosswalks with advanced yield markings and signage. Install Rectangular Rapid Flashing Beacon. Cost: Medium. Urgency: Near-Term.	High visibility crosswalks are a more visible and desirable crosswalk treatment for improved safety. Advanced stop bars create space between vehicles and crosswalks. Flashing beacons are pedestrian activated and alerts drivers to students crossing.



Figure 54: Proposed Improvements (Vista Del Valle Dual Language Academy)



Proposed Programs and Policies

The SASMP Workshop, provided parents an opportunity to review existing Safe Routes to School programs and policies that have been proven successful on a national level and generate a list of ideas they would like administration to implement at the school site. Since school administrators, law enforcement and parents are key to a successful Safe Routes to School programs, it is critical that school site develop a Safe Routes to School (SRTS) Committee to design and implement the following programs to encourage, educate, enforce and evaluate Safe Routes to School efforts to increase the number of children walking and bicycling to school, student traffic education and driver enforcement.

Please refer to Table 43 Proposed Programs and Policies for a comprehensive list of beneficial programs and policies for implementation.

School Level Policies

In addition to programs, school-level policies are effective means that should be changed enacted in order to encourage, enforce, and educate the student/parent population.

- Assess impact of two arrival schedules for students and impact to morning drop-off congestion.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.

Implementation

Table 66 includes proposed projects and improvements considered to be the most important and cost effective for physical changes around the school given travel patterns, common routes, collisions, and feedback received during the public outreach process. Priority is given to safety for pedestrians around the school including school children, parents, adults, and care-givers traveling to the school by foot from surrounding neighborhoods. Phasing and timing for project implementation are categorized as “Immediate” for the highest priority consideration or “Near-Term” for the second phase of implementation.

Implementation and prioritization for the school should focus on those improvements that better locate and direct drop-off/pickup on Eighth St and remove red curb zone to prevent cueing congestion on Bromont St in the morning and afternoon peak school times. Other priorities should focus on improvements to crosswalks along Brand Blvd/Eighth St to help encourage pedestrian crossings. Improvements include, creating controlled crosswalks through installation of high visibility crosswalks, advanced stop bars on all sides and school crossing signage.

Implementation of Proposed “5 E” Programs and Policies detailed in Table 43, will be most effective when school site administrators, law enforcement, school and parent groups form Safe Routes to School Committees at school. These Committees should be tasked to plan and implement education and encouragement programs, including: Valet program on Eighth St, crossing guard program at busy intersections and reunion gates and expanding bicycle facilities to include scooters and skateboard racks. Monitoring of progress will be most effective under evaluation and tracking of best practices through maintenance plan.



8 Funding and Implementation

This chapter describes a funding and implementation strategy to make the Safe and Active Streets Plan a reality. In order to implement the Plan, the City will need to actively work with community and regional partners to plan, design, and build infrastructure projects and implement programs regularly.



Prioritization

The implementation strategy is guided by the goals of this Plan, allowing San Fernando staff to advance projects that the community desires first. Many variables will influence implementation including the availability of funding, level of complexity in design, engineering analysis / environmental analysis required, and support from community stakeholders and representatives.

Prioritization Criteria

The prioritization criteria outlined below are intended to be flexible and serve as guidelines. In general, the City will prioritize projects and programs that are low cost with high returns. The concept of "returns" is not just monetary, but includes community goals and desires and regional "win-wins." In general, the City should consider a project or program in context, including:

- Ability or intention to meet City and Community goals (Chapter 4)
- Ease of implementation, logistics, and funding
- Community prioritization

Ability or Intention to Meet City and Community Goals

Mobility projects intend to increase opportunities for residents by providing more and varied ways of connecting citizens to regional jobs and businesses. Projects could include:

- **Gap Closure -** Gaps in the pedestrian and bicycle transportation network come in a variety of forms, ranging from a "missing link" on a roadway to larger geographic areas without facilities. Gaps in the bikeway network discourage bicycle use because they limit access to key destinations and land uses. Facilities that fill a gap in the transportation network are of high priority because they enhance mobility and access.
- **Connectivity to Regional Facilities -** Linkage to existing and future regional bikeways in the San Fernando Valley will enhance future connectivity between San Fernando and Los Angeles. This includes connecting to both existing or planned off-street trails along waterways, utility corridors, Pacoima Wash, etc., and on-street bikeways that directly connect to Los Angeles.
- **Connectivity to Activity Centers -** Improved linkage to local employment, recreational, commercial and civic destinations can increase pedestrian and bicycle activity and reduce in-town vehicular travel for short trips.
- **Connectivity to Multi-Modal Transportation Centers -** Facilities that link to public transportation can increase the geographical distance and destinations pedestrians and cyclists are able to travel. Proposed bicycle and pedestrian facilities that connect to transit stops and centers improve residents' mobility and are key pieces of the active transportation network. Priority could be given to increase connections to: Sylmar/San Fernando Metrolink Station, Metro bus stops along Glenoaks Blvd, San Fernando Rd, Seventh St, and Hubbard Ave, and Greyhound Station on Rinaldi St.

Safety

Safety is paramount in using public spaces and roads. Pedestrians and cyclists take a big risk in interacting with vehicles; the ultimate and costliest consequence being death. Creating safer corridors for the most vulnerable road users could have the highest return on investment by preventing loss of life.

- **Fatal and Severe Collision Prevention –** Projects that intend to address primary crash factors, such as vehicle speed, visibility, turning movements, etc., on high-risk roadways can reduce conflicts and crash severity, and are great candidates for external funding sources.

Public Health

Public health focused projects may increase opportunities for users to use active transportation for recreation or exercise. Projects could include:

- **Recreation –** Provide opportunities for recreation through the transportation network, such as projects that increase access to local parks or provide trail use.
- **Easy to use network -** Projects that create a more user-friendly active transportation network may contribute to more frequent and long-lasting users, such as increased and improved wayfinding, as well as encouragement and education programs. Those that normally don't choose to walk or bike will feel more comfortable, confident, and ready to use alternative modes if the biking and walking network is easy to use.



Attractiveness

Attractiveness projects can range from simple street beautification and art, to major roadway reconstruction. These projects focus on making walking and bicycling more appealing modes of transportation (over driving), and allow the user to meet multiple needs, such as social interaction or recreation.

- **Street Beautification** – Adding street furniture or street art is a relatively simple and low cost action to create a more attractive street, but also create a place where people will choose to linger a little longer. Street beautification projects can create a stronger sense of place and community.
- **Trees / Landscaping** – Adding shade trees and landscaping could be an exponential improvement to a sidewalk. Trees provide shade, beauty, and a buffer between moving traffic and people walking.

Awareness

Awareness projects such as public campaigns, advertisements, or workshops to educate and encourage safe walking and cycling are relatively low cost compared to infrastructure change, but require continued long-term investment. Education is a good way to create an informed community, ensuring they know their options and giving them the opportunity to push for more options. Creating awareness for alternative mode choices can be a priority item because it is one of the easier projects to execute with the greatest benefits in creating a community driven impetus for change.

Community and Wellness

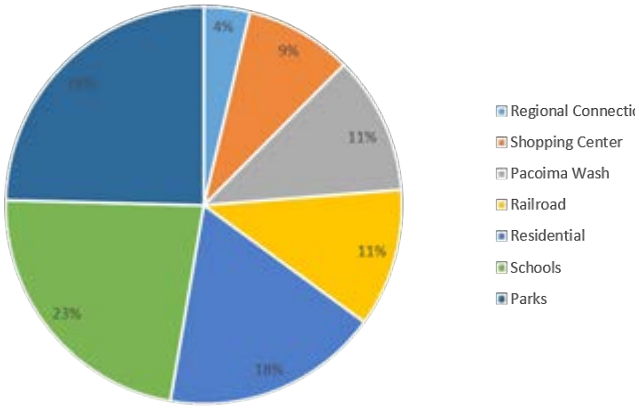
Community and wellness projects are those that take a holistic view of the community and use transportation opportunities to build community cohesion, social interaction, and spaces for play. The community is more likely to use the facilities if they are enthusiastic about the project.

Ease of implementation, Logistics, and Funding

This criterion addresses the ease of implementing each proposed project from a municipal standpoint. These factors often have to do with approval, funding, coordinating with multiple agencies, and environmental review. Each of these factors are described below.

- **Permitting:** Projects that can be implemented by San Fernando alone should be prioritized. Projects that require permitting and approvals from other agencies, such as adjacent jurisdictions, approval by Caltrans, or permitting by the Los Angeles County Department of Public Works for projects utilizing local washes, creeks, storm channels, etc., will require greater resources from San Fernando and more time to clear all approval processes.
- **Project Cost:** Projects that are less expensive and that can be completed using local return or general fund dollars are the easiest to implement. Projects that require grant funding will take more time and administrative process to implement.
- **Parking Displacement:** Vehicular parking can be a challenging subject. Installing safe, easily accessible and attractive bicycle and pedestrian facilities occasionally requires the displacement of on-street vehicular parking. The public may be opposed to such projects; therefore, projects that do not require parking displacement should be implemented first. It is important to have community support for bicycling and walking if parking needs to be reduced.

Where do you want to see improvements happen first?



- **Re-striping v. Moving Curb:** Projects that require striping changes only (such as adding bicycle lanes to an existing street) are the easiest to implement, as they will require the least amount of engineering analysis. When curb is moved, such as increasing sidewalk space, adding curb extensions, or adding parkways, a host of other issues may be triggered such as drainage concerns. These projects must be carefully analyzed and will transform the street the most, requiring more community outreach and engagement.
- **Community prioritization:** It is important to engage with the public in what changes they want to see in their community, as Plan implementation success requires behavior change and use of new facilities and programs. The Safe and Active Streets Project team surveyed community members about where, in general, they would like to see changes happen first. They ranked general categories as follows:

Timeline

In order to prioritize the many projects identified by the Plan, the Project Team reviewed each corridor segment holistically to understand whether it addressed the primary categories of:

- Ability or intention to meet City and Community goals (Chapter 4) (Low, Medium, High)
- Complexity involving implementation, logistics, and funding (Simple, Medium, Complex)
- Community priority (Low, Medium, High)

The timeline is separated into:

- Short – within the next 5 years
- Medium – 6 to 10 years
- Long – 11+ years

Small segment and spot intersection improvements are not included in the table.



Table 67: Plan Corridor Prioritization

Plan Corridor	Goals	Complexity	Community	Score	Timeline
Hollister St	High	Simple	High	9	Short
Orange Grove Ave	High	Simple	High	9	Short
First St	High	Medium	High	8	Short
Eighth St	Medium	Simple	High	8	Short
Brand Blvd (S of San Fernando Rd)	High	Simple	Medium	8	Short
S Lazard St	Medium	Simple	High	8	Short
Mott St	Medium	Simple	High	8	Short
Fifth St	High	Medium	Medium	7	Short
Brand Blvd (N of Fourth St)	Medium	Simple	Medium	7	Short
Third St	Low	Simple	Medium	6	Short
Maclay Ave (S of Fourth St)	Medium	Simple	Low	6	Short
Hubbard Ave	High	Medium	High	8	Medium
Arroyo Ave	High	Complex	High	7	Medium
Brand Blvd (San Fernando Rd to Fourth St)	High	Complex	High	7	Medium
Glenoaks Blvd	High	Complex	High	7	Medium
Harding Ave	Medium	Medium	High	7	Medium
Morningside Ct	Medium	Medium	High	7	Medium
San Fernando Rd	High	Complex	High	7	Medium
Wolfskill St/Jessie St	High	Medium	Medium	7	Medium
Fourth St	Medium	Medium	Medium	6	Medium
Griswold Ave	Medium	Medium	Medium	6	Medium
Rinaldi St/Workman St	Medium	Medium	Medium	6	Medium
San Fernando Mission Blvd	High	Complex	Medium	6	Medium
Seventh St	Low	Medium	Medium	5	Medium
Fox St	Low	Complex	Medium	4	Medium
Pacoima Wash Greenway (Eastbank) & Eighth St Bridge	High	Complex	High	7	Long
Railroad Crossings	High	Complex	High	7	Long
San Fernando Mission City Trail	High	Complex	High	7	Long
Truman St	High	Complex	High	7	Long
Seventh St Bridge over Pacoima Wash	High	Complex	High	7	Long
Pacoima Wash Greenway (Westbank)	High	Complex	Medium	6	Long
Kalisher St	Medium	Complex	Medium	5	Long
Maclay Ave (N of Fourth St)	Medium	Complex	Medium	5	Long
Carlisle St	Low	Complex	Low	3	Long
Celis St	Low	Complex	Low	3	Long
East Canyon Channel	Low	Complex	Low	3	Long

Steps Necessary for Implementation

Implementation Actions

Identify Lead Coordinator

The City should identify a single point person to begin coordination and implementation of activities in this Plan. This will help ensure consistent reporting and a single point of communication between the City and public regarding active transportation. This person will be responsible for continuing to convene partners and pursue funding for implementation.

Convene Regularly with Partners

San Fernando is a small jurisdiction, yet many of its roadways are subject to large regional transportation projects. The City has a working relationship with the Los Angeles County Metropolitan Transportation Authority as well as the City of Los Angeles, but would benefit from more regular meetings with representatives from both agencies to ensure project development and implementation is aligned. San Fernando could see cost savings by collaborating on grant applications with Los Angeles for projects that are in both jurisdictions, such as the Pacoima Wash trail. In developing this Plan, San Fernando staff met with Los Angeles Department of Transportation and Department of City Planning staff to ensure access to Los Angeles' most recent Mobility Element recommendations. The City should also continue to convene with partners such as school principals, Los Angeles Unified School District, Police Department, and others. These partners can continue to guide implementation, help with community outreach, and more.

Address Policies & Update Striping Plans

The City will need to revisit internal policies and the municipal code that may not be conducive to active transportation. This may include the guidelines for traffic calming infrastructure, bicycle licensing, bikes in buildings, and developer requirements for bicycle parking. In addition, striping plans for City streets that are used regularly should be updated to reflect new street designs that incorporate bikeways and pedestrian infrastructure.

Coordinate Project Implementation with Capital Improvement Program

The City should look for opportunities to incorporate implementation with regularly occurring maintenance and the Capital Improvement Program (CIP). The City will create a process by which it reviews the CIP in context with the Safe and Active Streets Plan to ensure implementation.

Engage Residents to Design Complex Projects

Community participation in the design of more complex projects will help ensure that projects will meet their objectives. The City should work with partners to create different ways for community members to engage in the design process, such as participating in regular fairs/recreation events, online mapping and surveys, and community-wide workshops. This provides avenues for community ownership of each project.

Prepare for Grants

Grant resources will be critical for full plan implementation. Staff should identify potential funding sources that match well with each project, and start gathering requisite information to ensure on-time grant submittal.



Reporting

Reporting progress is important for self-evaluation and keeping the community and other stakeholders updated and engaged. The City of San Fernando intends to regularly post updates of infrastructure implemented on the City's website. The City will work with its partners to report every two years on the evaluation measures identified in Chapter 4, and brief the Safety Commission on progress. The City of San Fernando's Department of Public Works intends to analyze data it has access to, such as collision data, but will rely on and partner with local schools and other agencies to collect other relevant evaluation data, such as student mode share.

The City hopes to include community in data collection and reporting, such as soliciting volunteers for biannual bicycle and pedestrian counts and survey distribution. The City also hopes to work with the County of Los Angeles, City of Los Angeles, and other regional partners, to see how San Fernando compares. Looking at this big picture will help the City of San Fernando celebrate its achievements and ensure the Safe and Active Streets Plan is implemented.



Maintenance

Existing Maintenance Practices

Bicycle and pedestrian facilities require regular maintenance and repair, and are currently included as part of the San Fernando's regular maintenance operations. The City has a regular repaving cycle, using local return dollars to make improvements to ensure smooth pavement. Adjacent property owners are responsible for maintaining vegetation and the City has two programs where residents can report maintenance concerns. They are:

- **Graffiti Abatement Program:** City's Graffiti Abatement Program and ensuring that graffiti is removed from all areas in the public right of way, including sidewalks, streets, telephone/light poles, and utility boxes. The Division's graffiti abatement team works to ensure that all graffiti is removed within 72 hours of the initial report. The Program has a hot-line number (818) 898-7315 and email address (SFGRAFFITI@SFCITY.ORG). For more on the Graffiti Abatement program, visit: http://ci.san-fernando.ca.us/our-city/community-development/community-preservation/graffiti-abatement/
- **Request for Services:** Residents can report Public Works related items such as sidewalk uplifts, excessive water run-off, and dumped items or to request services such as City-owned tree trimming/removal. Residents can fill out a request online at: http://ci.san-fernando.ca.us/our-city/public-works/request-for-services/ or can request service at (818) 898-1293 or PWDispatch@sfcity.org.
- **Street & Trees Maintenance:** The City provides tree trimming and general maintenance to preserve and prolong the aging trees and trees in the public right of way. The City responds to fallen limbs and hazardous situations. They also coordinate a tree maintenance program enforcing policies and codes relating to the care and maintenance of trees. Residents can request services here: http://ci.san-fernando.ca.us/our-city/public-works/request-for-services/

Maintenance Best Practices

Maintenance is a critical element to ensure that cycling and walking are viable forms of transportation. Since most cycling occurs on public roads, roadway maintenance is an important part of accommodating cycling. On-street bicycle facilities should be maintained as part of normal roadway maintenance, ensuring street sweepers clear bicycle lanes. Bike paths should be inspected regularly on the same schedule as sidewalk maintenance.

Controls for vegetation, sidewalk/pavement repairs, sidewalk cleaning, and lighting are some common measures for city maintenance that can significantly improve conditions for both pedestrians and cyclists.

The City should not rely on a complaint-based system to address infrastructure concerns. The City should adopt a more proactive approach to actively and regularly inspect the sidewalks and bikeways for anomalies. Maintenance best practices are highlighted in the next table.



Table 68: Best Practices in Maintenance of Bicycle and Pedestrian Facilities

Best Practices in Maintenance	
Surface Repairs (Streets and Sidewalks) Regularly inspect bikeways, sidewalks, and road shoulders regularly for surface irregularities	
Sweeping Prioritize bikeways when establishing a street sweeping schedule. Sweep road shoulders of accumulated sand and gravel in the springtime and fallen leaves in the autumn where they accumulate. Sweeping should be picked up rather than just pushed aside in areas with curbs. Driveway approaches must be paved to reduce loose gravel on paved roadway shoulders. Off-street bicycling facilities should have an established maintenance schedule that includes routine sweeping.	
Pavement Overlays Where new pavement is installed, extend the overlay to the edge of the roadway. If this is not possible, ensure that no ridge remains at the edge of the road shoulder or bike lane. Do not leave a ridge within the bicycle travel area. Drain grates should be within 6 millimeters of the pavement height to create a smooth travel surface. Special attention should be given to ensure that utility covers and other road hardware are flush with new pavement.	
Rail Crossings Rail crossings can be hazardous to cyclists, particularly if they are at an oblique angle. Warning signs and extra space at the road shoulder can allow cyclists to cross at a 90 degree angle. A special smooth concrete apron or rubber flange may be justified at some crossings.	

Best Practices in Maintenance

Vegetation / Trees

Vegetation may impede sight lines, or roots may break up the travel surface.

Vegetation should be cut back to ensure adequate sight lines for both pedestrians and cyclists, and invasive tree roots may be cut back to preserve the travel surface.

Trees should be regularly pruned to ensure sight lines and lighting visibility.



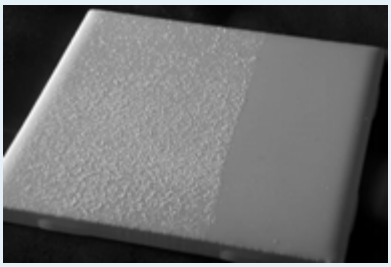
Street Markings

Bicycle lane markings and signal loop indicators may become hard to see over time. These should be inspected regularly and retraced when necessary.



Markings

Whenever roadway markings are used, traction or non-skid paint should be used to avoid the markings becoming slippery in wet weather.



Utility Covers and Construction Plates

Utility covers and construction plates present obstacles to bicyclists due to their slipperiness and change in surface elevation with the surrounding pavement. While covers and plates can be replaced with less slippery designs, it is best to design the roadway so that they are not located within the typical path of bicyclists riding on the roadway.

New construction should endeavor to not place manhole and other utility plates and covers where bicyclists typically ride (within the six feet adjacent to the curb, or between 7 and 12.5 feet from curb if parking is permitted). These guidelines require a minimum of 2.5 feet straight and clear.



Lighting

Light fixtures should be inspected on a regular cycle depending on the life of the bulb.



Post-Implementation Impact

This section describes the potential expected impacts after this Plan has been implemented.

Trip Mode Share

The table below presents commute to work data estimated for San Fernando and neighboring jurisdictions, as reported in the 2011-2015 American Community Survey's 5-year estimates.

Table 69: Existing Mode Split Comparison with Neighboring Cities

Jurisdiction	Walk	Bike	Transit	Carpool	Drive Alone
San Fernando	3.3%	2.1%	4.5%	11.7%	77.7%
City of Los Angeles	3.6%	2.8%	10.6%	9.3%	67.9%
County of Los Angeles	2.8%	2.3%	6.8%	9.9%	73%
California	2.7%	2.5%	5.2%	10.8%	73.4%
United States	2.8%	1.8%	5.1%	9.5%	76.4%

Source: 2011-2015 American Community Survey 5-year Estimates

Walking and biking mode shares are about the same for San Fernando compared to Los Angeles. However, the transit mode share is less than half that for Los Angeles. Carpooling and driving account for that difference. Improving walk and bike facilities to regional connectors could have an impact on the transit mode share.

Trip Replacement

With improved bicycling infrastructure, avid pedestrians may find the barrier to entry for bicycling is lower and try to make longer trips with a bicycle. New or inexperienced bicyclists might find it safer with improvements and choose to make more trips more often via bicycle. A trip that was once in a car could potentially change to a trip by walking or bicycling and/or connecting to transit. A larger mode share for active transportation would self-perpetuate and encourage others to replace their trips with active transportation modes. We expect that more residents will replace their short driving trips with walk/bike trips, and that most vehicle trips will remain regional.

Benefits

To the extent that bicycling and walking trips replace single-occupancy vehicle trips, there will be both tangible and intangible benefits.

The economic benefits of increased foot traffic and access will support local businesses. Reductions in parking requirements for new construction could potentially lower construction costs. In addition, the reduced need to own and operate a vehicle saves car owners' money. Reductions in traffic congestion and collisions may be another result.

There are numerous intrinsic benefits to choosing active transportation. Increased quality of life is an intangible benefit – being happier and healthier are difficult concepts to calculate. The way the community interacts with each other and their environment will be different; increased walking and bicycling can create opportunities for a community to experience their neighborhood differently and contribute to a stronger sense of place.

Environmental benefits include reductions in vehicle emissions from fewer vehicle miles travelled, which contributes to improved air quality and fewer collisions. The community may see fewer respiratory related illnesses. Increased amounts of greenery will contribute to cooler temperatures and reduce the urban heat island effect. With more vegetation to efficiently insulate the built environment, temperatures may be more pleasant and conducive for active transportation.

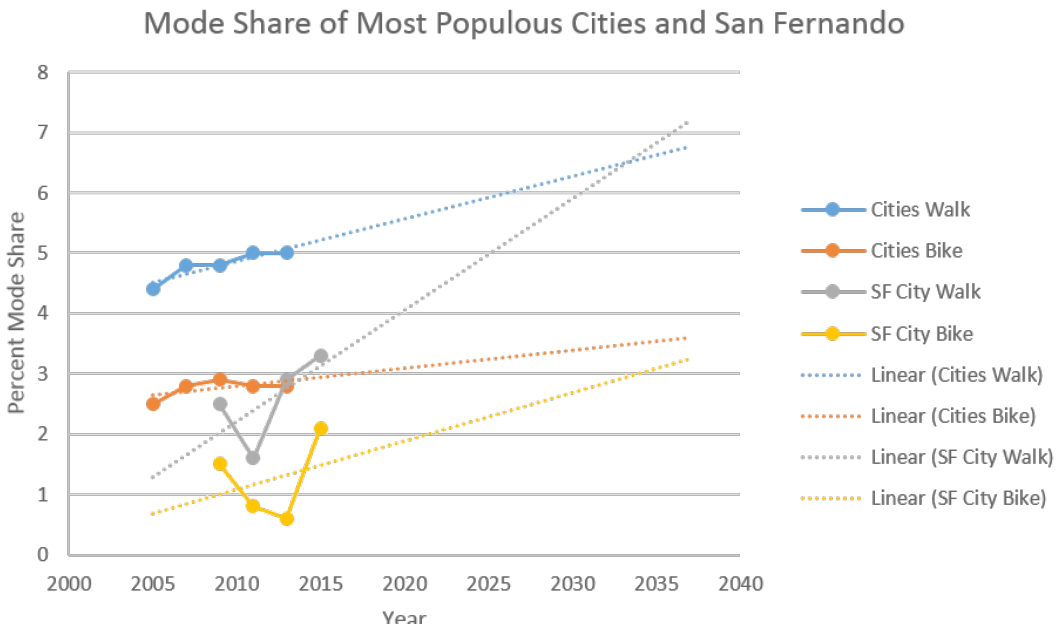
Potential Future Walking and Bicycling Trips

To model future walking and bicycling trips, we compared San Fernando's mode share data to average walk and bike mode shares from the most populous cities (including Portland, San Francisco, New York City, etc.) from the Alliance for Biking and Walking's 2016 Benchmarking Report (http://www.bikewalkalliance.org/resources/benchmarking). The City of San Fernando has recorded mode share data beginning in 2009 from the American Community Survey. The numbers derived in this projection are absolutes represented in percentages. In short, walking and bicycling mode share are increasing in San Fernando, and with the implementation of this Plan, could exceed other jurisdictions.

Assumptions and Limitations:

- The trends from the most populous cities are based on significantly larger populations and geographical areas.
- The trends from the most populous cities could be due to a number of reasons, however, many of these major cities are aggressively implementing active transportation infrastructure.
- The large dataset of 20+ most populous cities might be more normalized and more reliable compared to the single dataset for San Fernando.
- The 2 year intervals for the data fail to accurately depict the decline from 2009-2014 in bicycle mode share for San Fernando.

Figure 55: Mode Share of Most Populous Cities v. San Fernando



The trend lines derived from this set of data shows that San Fernando could potentially meet the same numbers that were predicted for the most populous cities in America. By 2035, San Fernando could possibly have nearly a 7% mode share for walking, surpassing the prediction for the most populous cities. Bicycling as a mode share shows a slower increase, but still on track to meet the most populous cities' standards.

Funding

Past Expenditures

The City of San Fernando as part of regular public works operations, maintains its streets, sidewalks, and parkways (see above). For infrastructure implementation, the City largely relies on grant resources. The City received two grants in the past 5 years to support walking in San Fernando.

Table 70: Past Expenditures on Active Transportation Projects

Location(s)	Project	Funding Amount (Source)
Glenoaks Boulevard	Raised medians at intersection approaches, improved signals, and left-turn phasing	$3,478,246 (Measure R, City funds, HSIP, CalRecycle)
Citywide safe routes to school improvements	Installation of bulb-outs, curb extensions, sidewalk, curb ramps, crosswalks, signs, flashing beacons, countdown ped-heads, and safety lighting	$3,231,836 (State SRTS, Cycle 7; Federal Cycles 1 and 2; City funds)

This amounts to $6,710,082.

Future Financial Needs

Planning-level costs were used to estimate expenditures necessary for implementation of the Safe and Active Streets Plan. The planning level infrastructure cost estimates do not include potential right-of-way acquisition, extensive grading, landscaping, or potential utility impacts. Cost estimate refinements will occur based on further engineering review. The following table shows the unit costs used to generate total project costs.

Table 71: Unit-Level Planning Cost Estimates for Bike/Ped Infrastructure

Category	Item	Cost Range (Low)	Cost Range (High)	Unit
Bikeway	Bicycle Boulevard	$9.49	$27.20	foot
Bikeway	Bike Lane Dilineator	$45.00	$150.00	each
Bikeway	Bike Lane Stencil	$250.00	$270.00	each
Bikeway	Bike-Thru Median	$721.00	$721.00	foot
Bikeway	Class I Path	$12.31	$757.58	foot
Bikeway	Class II Bike Lane Buffer Addition	$0.69	$0.69	foot
Bikeway	Class II Bike Lanes	$7.58	$7.58	foot
Bikeway	Class III - Sign only	$2.84	$2.84	foot
Bikeway	Class IV - At-grade	$24.79	$24.79	foot
Bikeway	Class IV - One Way Raised cycle track	$68.16	$68.16	foot
Bikeway	Class IV - Two Way Raised cycle track	$188.00	$698.00	foot
Bikeway	Green-backed Sharrow Lane	$2.71	$2.71	foot
Bikeway	Road Diet with Bike Lanes	$6.00	$30.00	foot
Bikeway	Sharrow Stencil	$250.00	$339.00	each
End-of-trip	Bicycle Locker	$1,280.00	$2,680.00	each
End-of-trip	Bicycle Repair Station	$695.00	$1,500.00	each
End-of-trip	Bike Corral	$3,000.00	$3,000.00	each
End-of-trip	Inverted U Rack	$200.00	$200.00	each

Category	Item	Cost Range (Low)	Cost Range (High)	Unit
End-of-trip	Skateboard Rack	$2,300.00	$2,300.00	each
Intersection	Bicycle Loop Detector	$6,630.00	$7,730.00	each
Intersection	Bicycle Signal Head	$5,000.00	$5,000.00	each
Intersection	Bicycle Signal Push Button Actuation	$3,000.00	$3,000.00	each
Intersection	Bike Box	$5,000.00	$5,000.00	each
Intersection	Crosswalk overhead illumination	$310.00	$13,900.00	each
Intersection	Curb Extension	$15,600.00	$28,397.00	each
Intersection	Curb Ramp	$1,000.00	$3,800.00	each
Intersection	Diverter	$5,000.00	$35,000.00	each
Intersection	Full signal	$140,000.00	$250,000.00	intersection
Intersection	HAWK Signal	$150,000.00	$150,000.00	intersection
Intersection	High Visibility Crosswalk Marking	$300.00	$1,000.00	each
Intersection	New stop sign	$150.00	$150.00	each
Intersection	Pedestrian and Bicycle Crossing Sign	$200.00	$200.00	each
Intersection	Ped-head Countdown Signal	$1,000.00	$1,500.00	each
Intersection	Push Button	$1,000.00	$1,500.00	each
Intersection	Raised Crosswalk	$3,500.00	$3,500.00	each
Intersection	Raised Medians	$1,700.00	$21,580.00	island
Intersection	Rectangular Rapid-Flash Beacon	$7,500.00	$20,250.00	each
Intersection	Reduced Curb Radius	$2,000.00	$7,000.00	varies
Intersection	Refuge Island	$1,700.00	$21,580.00	each
Intersection	Signal Timing Adjustments (Leading Pedestrian Interval)	$0.00	$0.00	each
Intersection	Stop Bar	$77.00	$570.00	each
Intersection	Truncated Domes	$200.00	$229.00	each
Pedestrian	Parkway	$12.00	$60.00	foot
Pedestrian	Pedestrian lighting	$3,000.00	$4,000.00	each
Pedestrian	Repair / Enhance Parkway	$12.00	$60.00	foot
Pedestrian	Repair / Enhance Sidewalk	$12.00	$60.00	foot
Pedestrian	Sidewalk	$12.00	$60.00	foot
Signs & Markings	Advanced Yield Marking and Sign	$127.00	$720.00	each
Signs & Markings	Line/stripe addition	$0.25	$0.40	foot
Signs & Markings	Line/stripe removal	$0.62	$0.62	foot
Signs & Markings	Pavement Marking - General	$3,000.00	$7,500.00	varies
Signs & Markings	Remove and Reinstall existing sign	$140.00	$140.00	each
Signs & Markings	Remove existing sign	$129.00	$129.00	each
Signs & Markings	Sign - General	$50.00	$150.00	each
Signs & Markings	Speed Feedback Sign	$8,000.00	$10,000.00	each
Signs & Markings	Wayfinding sign	$200.00	$440.00	each
Traffic Management	Chicanes	$5,000.00	$5,000.00	each
Traffic Management	Speed Hump	$2,500.00	$2,800.00	each
Traffic Management	Traffic Circle	$6,000.00	$20,000.00	each
Traffic Management	Pre-fabricated bridge	$500.00	$2,000.00	foot



Project costs are organized to include both bicycle and pedestrian improvements along a corridor. Intersection treatments are included for both streets that they are present (e.g., intersection costs for Truman St./Brand Blvd. are listed in both the Truman St. corridor and Brand Blvd. corridor, since either street could accommodate intersection improvements).

Table 72: Cost Estimates for Plan Corridor and Intersection Projects

Plan Corridors	Score	Timeline	Linear Bike and Ped Improvements (Low)	Linear Bike and Ped Improvements (High)	Intersection Costs (Low)	Intersection Costs (High)
Hollister St	9	Short	$43,625	$54,612	$359,457	$1,074,698
Orange Grove Ave	9	Short	$74,640	$88,174	$195,119	$575,386
First St	8	Short	$76,891	$123,864	$406,528	$1,147,496
Eighth St	8	Short	$55,940	$66,083	$167,970	$557,232
Brand Blvd (S of San Fernando Rd)	8	Short	$57,037	$57,037	$378,493	$1,031,928
S Lazard St	8	Short	$27,438	$110,725	$618,718	$1,446,754
Mott St	8	Short	$56,383	$79,893	$259,542	$787,512
Fifth St	7	Short	$113,422	$292,411	$197,758	$593,824
Brand Blvd (N of Fourth St)	7	Short	$32,881	$34,477	$341,292	$1,045,878
Third St	6	Short	$18,005	$21,270	$145,242	$495,536
Maclay Ave (S of Fourth St)	6	Short	$49,101	$53,755	$577,943	$1,220,786
Hubbard Ave	8	Medium	$52,199	$84,964	$604,995	$1,379,032
Arroyo Ave	7	Medium	$85,120	$155,251	$334,099	$889,334
Brand Blvd (San Fernando Rd to Fourth St)	7	Medium	$43,473	$47,509	$443,871	$869,426
Glenoaks Blvd	7	Medium	$153,006	$214,388	$893,441	$1,781,660
Harding Ave	7	Medium	$45,949	$67,460	$214,280	$596,654
Morningside Ct	7	Medium	$3,304	$13,641	$66,718	$245,842
San Fernando Rd	7	Medium	$233,155	$242,839	$1,302,622	$2,401,002
Wolfskill St/Jessie St	7	Medium	$105,858	$256,048	$419,731	$1,293,176
Fourth St	6	Medium	$54,237	$58,295	$434,491	$1,161,066
Griswold Ave	6	Medium	$55,662	$65,755	$168,101	$469,114
Rinaldi St/Workman St	6	Medium	$53,422	$126,483	$300,102	$915,546
San Fernando Mission Blvd	6	Medium	$104,888	$221,140	$428,313	$1,117,232
Seventh St	5	Medium	$33,936	$35,518	$195,078	$589,036
Fox St	4	Medium	$60,305	$301,525	$472,962	$915,840

Plan Corridors	Score	Timeline	Linear Bike and Ped Improvements (Low)	Linear Bike and Ped Improvements (High)	Intersection Costs (Low)	Intersection Costs (High)
Pacoima Wash Greenway (Eastbank) & Eighth St Bridge	7	Long	$180,693	$7,092,244	n/a	n/a
Railroad Crossings	7	Long	n/a	n/a	$1,750,000	$3,500,000
San Fernando Mission City Trail	7	Long	$83,142	$5,116,695		
Truman St	7	Long	$288,742	$1,433,587	$1,140,168	$2,716,426
Seventh St Bridge over Pacoima Wash	7	Long	n/a	n/a	$50,000	$200,000
Pacoima Wash Greenway (Westbank)	6	Long	$15,260	$939,157	n/a	n/a
Kalisher St	5	Long	n/a	n/a	$667,928	$2,139,350
Maclay Ave (N of Fourth St)	5	Long	$102,460	$105,629	$689,215	$1,601,580
Carlisle St	3	Long	$0	$0	$31,346	$132,952
Celis St	3	Long	$13,437	$67,186	$228,979	$754,700
East Canyon Channel	3	Long	$24,576	$1,512,482	n/a	n/a
Alexander St (intersections)	n/a	n/a	n/a	n/a	$28,285	$88,494
Chatsworth Dr (intersections)	n/a	n/a	n/a	n/a	$164,224	$609,912
Hagar St (intersections)	n/a	n/a	n/a	n/a	$25,200	$76,644
Huntington St (intersections)	n/a	n/a	n/a	n/a	$88,677	$298,434
Macneil St (intersections)	n/a	n/a	n/a	n/a	$68,113	$256,692
Other (intersections)	n/a	n/a	n/a	n/a	$129,274	$472,108
Pico St (intersections)	n/a	n/a	n/a	n/a	$76,049	$284,430
SHORT-TERM TOTAL			**$605,363**	**$982,301**	**$3,648,062**	**$9,977,030**
MEDIUM-TERM TOTAL			**$1,084,514**	**$1,890,817**	**$6,278,804**	**$14,623,960**
LONG-TERM TOTAL			**$708,310**	**$16,266,981**	**$4,557,636**	**$11,045,008**
OTHER INTERSECTION IMPROVEMENTS TOTAL			**n/a**	**n/a**	**$579,822**	**$2,086,714**
GRAND TOTAL			**$2,398,187**	**$19,140,098**	**$15,064,324**	**$37,732,712**
				Low cost total $17,462,511		**High cost total $56,872,810**

**Note: Maintenance for new facilities recommended in plan will be required, and is not included in the estimate above. Furthermore, this estimate does not include costs for emergency repairs.*

The following streets are either under design or beginning design and scheduled for 2017 and could incorporate pedestrian/bikeway improvements recommended by this Plan, helping to minimize costs.

Table 73: Planned Street Resurfacing for 2017

Street Location	Limit	Limit	Linear Bike or Ped Project?	Intersection Projects?
Phillippi St	Hubbard St	Orange Grove Ave	No	No
Arroyo Ave	Fifth St	Glenoaks Blvd	Yes	Yes
Lazard St	Fourth St	Glenoaks Blvd	No	No
Lucas St	Orange Grove Ave	Workman St	No	Yes
Workman St	Glenoaks Blvd	Seventh St	No	Yes
Harding Ave	Glenoaks Blvd	Eighth St	Yes	Yes
Alexander St	Library St	Lucas St	No	Yes
Glenoaks Blvd	Hubbard St	Arroyo Ave	Yes	Yes
Alexander St	First St	Library St	No	Yes

The City should allocate funds to support programmatic activities, including a funded staff position to run and organize programs, conduct evaluation activities, and spend time addressing policy gaps. Funds should also be allocated for ongoing continuing education for both City staff as well as the community at-large, as well as budget for incentive items to support. Ideal recommended annual programmatic costs are shown below; the City could phase budget allocation over time, beginning with a Mobility Coordinator focused on implementing both infrastructure and programmatic recommendations.

Table 74: Cost Estimate for Annual Programming

Category	Item	Approximate Annual Cost
All	Mobility Coordinator (1 FTE)	$80,000.00
All	Continuing staff / community education for all E's (e.g., crossing guard training, bike/ped infrastructure class, etc.)	$2,000.00
All	Printed materials	$1,000.00
All	Website and communications (PSAs, press releases, etc.)	$2,500.00
Education	Bike/ped safety courses for adults and youth	$8,000.00
Encouragement	Bike/Walk events (Walk to School Day, Open Streets, etc.)	$5,000.00
Enforcement	Crossing guards (all schools, everyday)	$100,000.00
Enforcement	0.25 FTE Police Officer dedicated to bike/ped issues and school-based enforcement	$20,000.00
Evaluation	Annual data collection and evaluation (speeds, vehicle/bike/ped counts, crashes)	$1,500.00
Annual Total		**$220,000.00**

Potential Funding Sources & Anticipated Revenues

To help implement the proposed infrastructure projects and safety programs identified in this Plan, the City should use low-cost opportunities such as roadway repaving to implement network segments that require limited change. Local return dollars should be evaluated for use to support walking and bicycling projects.

For projects that require more intensive curb work or intersection redesign, a variety of funding sources are available at the federal, state and local levels. The City should consider pursuing local dollars first, as they are typically less onerous to manage than federal funds. Below is a description of the most promising funding programs available for the proposed projects. Most funding sources are highly competitive and may require preparation of extensive applications. Future funding sources may be uncertain; City is advised to continue to check similar sources of funding in planning future projects.

Regional and Local Funding Sources

AB2766 Motor Vehicle Subvention Program

The State of California charges a motor vehicle registration fee authorized by AB2766. The South Coast Air Quality Management District (SCAQMD) distributes these Motor Vehicle Subvention Program funds to cities and counties based on their populations within its district. Cities and counties can use these funds to develop measures or programs that reduce motor vehicle emissions. Funds can be used for projects that encourage biking, walking and/or use of public transit. Examples include designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements by installing bicycle lockers and racks and providing assistance with bicycle loan programs for police officers, communities members and the general public.

More information can be found at:

http://www.aqmd.gov/home/programs/local-government/local-government-detail?title=ab2766-motor-vehicle-subvention-program

Metro Call for Projects

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program. The Call for Projects Program is a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Metro accepts applications for this program every other year. Funding levels for each mode is established by the Metro Long Range Transportation Plan.

More information can be found at:

https://www.metro.net/projects/call_projects/

Metro Local Return Program

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

More information can be found at:

https://www.metro.net/projects/local_return_pgm/

Metro Open Streets Program

Metro allocates up to $2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. These events temporarily close streets to vehicle traffic and open them to non-motorized transportation. Metro's Open Streets initiative encourages mode shift to sustainable modes of transportation, reduce traffic congestion, and achieve economic and public health improvements.

More information can be found at:

https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/



Metro Transit Oriented Development Planning Grant Program

Metro's TOD Planning grants are intended to spur the adoption of transit-supportive land use and other regulatory plans around station areas in order to increase access to and utilization of public transit. Los Angeles County jurisdictions with land use authority within one-half mile of existing, planned or proposed transit stations are eligible for grant funding.

More information can be found at:

https://www.metro.net/projects/tod/

SCAG Sustainability Planning Grant Program

SCAG's Sustainability Planning Grant Program provides member jurisdictions with technical assistance for planning and policy work that supports the implementation of the regional Sustainable Communities Strategy (SCS). SCAG awards grants under three categories, including Active Transportation, which includes bicycle, pedestrian and SRTS plans and non-infrastructure programs.

More information can be found at:

http://sustain.scag.ca.gov/Pages/default.aspx

State Funding Sources

Active Transportation Program (ATP)

The Active Transportation Program combines federal Alternative Transportation funds and former separate bicycle, pedestrian and Safe Routes to School funds into one program. Caltrans administers these funds and will likely have an annual Call for Projects starting in 2018. Cities may apply for funds to construct projects, carry out programs and prepare active transportation plans.

More information can be found at:

http://www.catc.ca.gov/programs/ATP.htm

California Strategic Growth Council

The Strategic Growth Council is a state agency that manages the Sustainable Communities Planning Grant and Incentives (SCPGI) Program, as well as the Affordable Housing and Sustainable Communities (AHSC) program. The SCPGI program provides grants for the development and implementation of plans that have a variety of environmental, economic, and social benefits. The AHSC program provides funding for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gases. Funds can be used for walking and bicycling infrastructure, signage, bicycle sharing and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

More information can be found at:

http://sgc.ca.gov/

Caltrans Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Program is a state funded program that includes funding to support various transportation projects and community mobility needs including bike and pedestrian safety enhancement plans, traffic calming measures and Safe Routes to School projects.

More information can be found at:

http://www.dot.ca.gov/hq/tpp/documents/GrantBrochure.pdf

http://www.dot.ca.gov/hq/tpp/grants.html

Environmental Enhancement and Mitigation Funds (EEMP)

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency.

More information can be found at:

http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/

Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Cities, counties and districts authorized to acquire and develop park and recreation space are eligible for grant funding. Applicants must fund the project entirely and will be reimbursed for half of the cost.

More information can be found at:

https://www.nps.gov/subjects/lwcf/index.htm

Low Carbon Transit Operations Program

The Low Carbon Transit Operations Program funds new or expanded bus, rail services or intermodal transit facilities. Funding also includes facility improvements such as equipment, bicycle racks/lockers, covered benches, lighting and maintenance. If eligible, the program covers free or reduced-fare transit passes/vouchers for students and low income residents living near transit areas.

More information can be found at:

http://www.dot.ca.gov/hq/MassTrans/lctop.html

Office of Traffic Safety Grants (OTS)

The California OTS provides funding for safety programs and equipment. Bicycle and pedestrian safety education or similar programs are eligible for these funds. This category of grants include enforcement and education programs, which encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, and other health information materials.

More information can be found at:

http://www.ots.ca.gov/Grants/Pedestrian_and_Bicycle_Safety.asp

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a five-year plan developed by Caltrans that allocates funding to new construction projects that add capacity to the transportation network. STIP funding is a mix of state, federal, and local taxes and fees. Bicycle and pedestrian projects can be programmed under the Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP).

More information can be found at:

http://www.catc.ca.gov/programs/stip.htm

Federal Funding Sources

Bus and Bus Facilities Grants Program

The Federal Transit Administration (FTA) offers allocations and grants to local governments to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.

More information can be found at:

https://www.transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339

Community Action for a Renewed Environment (CARE)

Environmental Protection Agency's CARE is a competitive grant program that offers an innovative way for the community to organize and take action to reduce toxic pollution in its local environment. Through CARE a community creates partnerships that implement solutions to reduce release of toxic pollutants and minimize people's exposure to them. Transportation and "smart-growth" types of projects are eligible.

More information can be found at:

https://www.epa.gov/communityhealth/community-action-renewed-environment-care-resources

https://www.epa.gov/sites/production/files/2015-04/documents/care_resource_guide.pdf

Community Development Block Grant Program (CDBG)

The Community Development Block Grants (CDBG) program run by the US Department of Housing and Urban Development (HUD) provides money for a variety of different projects, including pedestrian and bicycle improvements and streetscape revitalization. The CDBG Entitlement Program provides annual grants and loan guarantees for local government or third party developers.

More information can be found at:

https://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a federal funding source administered at the local level through the Southern California Association of Governments (SCAG). CMAQ provides funding to state and local agencies for transportation projects that help meet the Clean Air Act objectives. Funded projects must work to reduce congestion and improve air quality. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, as well as projects that encourage bicycle transportation options.

More information can be found at:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Fixing America's Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years). The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

More information can be found at:

https://www.fhwa.dot.gov/fastact/

Highway Safety Improvement Program (HSIP)

The HSIP is a federal aid program administered by Caltrans that aims to achieve a significant reduction in traffic fatalities and serious accidents through the implementation of infrastructure-related highway safety improvements. Any physical improvement that contributes to safety is eligible. Examples may include projects such as bike lane or sidewalk improvements and traffic calming measures to improve safety.

More information can be found at:

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/HSIP_Guidelines.pdf

Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service (NPS). RTCA provides technical assistance to a variety of agencies and organizations to preserve open space and develop trails. RTCA's funds can be used for developing plans, engaging the public and identifying other sources of funding for conservation and outdoor recreation projects.

More information can be found at:

https://www.nps.gov/orgs/rtca/apply.htm

TIGER Discretionary Grants

The TIGER Discretionary Grants are awarded through the U.S. Department of Transportation (USDOT) to fund transportation projects aimed to improve the efficiency of the transportation system and reduce environmental impacts including costly future infrastructure investments. States, metropolitan planning organizations and local governments are eligible to apply.

More information can be found at:

http://ops.fhwa.dot.gov/freight/infrastructure/tiger/#tg14

Private Funding Sources

Kodak American Greenways Program

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants ($250 to $2,000) to stimulate the planning, design, and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts and building trails.

More information can be found at:

http://www.rlch.org/funding/kodak-american-greenways-grants

Knight Cities Challenge

The Knight Cities Challenge awards grants to innovative projects at the city, neighborhood, and block level that help cities attract and keep talented people, improve economic prospects for individuals and encourage civic involvement. The grant program is funded by the Knight Foundation and the funds are distributed over an 18-month period.

More information can be found at:

http://www.knightfoundation.org/challenges/knight-cities-challenge

PeopleForBikes Community Grant Program

PeopleForBikes is a coalition of bicycle suppliers and retailers that has awarded $2.9 million in community grants and leveraged an additional $670 million since its inception in 1999. The grant program funds bicycle paths and rail trails, as well as mountain bike trails, bicycle parks, BMX facilities, and large-scale bicycle advocacy initiatives.

More information can be found at:

http://www.peopleforbikes.org/pages/community-grants

Plan4Health Coalitions

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average $150,000, and no more than two awards will be granted in a single state.

More information can be found at:

http://plan4health.us/plan4health-coalitions/

Rails-to-Trails Conservancy

The Rails to Trails Conservancy provides technical assistance for converting abandoned rail corridors to use as multiuse trails.

More information can be found at:

http://www.railstotrails.org/

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today is the largest U.S. foundation devoted to improving the health and health care of all Americans. The organization awards grants to public agencies and non-profit organizations for a variety of health-related projects, including bicycle education and bicycle infrastructure projects.

More information can be found at:

http://www.rwjf.org/en/how-we-work/grants/funding-opportunities.html

Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bicycle and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify transactions from corporations. Corporations typically donate when a widely supported capital improvement program is implemented.

Roadway and Utility Construction, Repair and Upgrade

Whenever streets are resurfaced or repaved, any street markings such as bike lanes, sharrows, crosswalks, and advance stop/yield markings can be put in for little cost. The least expensive and disruptive time to widen sidewalks, install bikeways and apply surface markings is when reconstruction takes place.

Joint projects between cities and utility companies require a great deal of coordination, a careful delineation of scope items and some type of agreement or understanding. Joint projects between cities and cable television and telephone companies also require a significant amount of advance planning. It may be possible to request reimbursement for impacted bicycle and pedestrian facilities.



9 Facility Design (Guidelines)



This chapter identifies guidelines for the design of bicycle and pedestrian facilities. This chapter is not intended to be an exhaustive guide; there are many more detailed resources available to San Fernando city staff to guide specific project design. They include:

- Federal Highway Administration PedSafe Guide: https://www.fhwa.dot.gov/research/deployment/pedsafe.cfm
- Urban Street Design Guide: http://nacto.org/publication/urban-street-design-guide/
- Urban Bikeway Design Guide: http://nacto.org/publication/urban-bikeway-design-guide/
- NACTO Urban Street Stormwater Guide: https://nacto.org/publication/urban-street-stormwater-guide/
- NACTO Transit Street Design Guide: https://nacto.org/publication/transit-street-design-guide/
- Global Street Design Guide: https://globaldesigningcities.org/publication/global-street-design-guide/
- Pedestrian and Bicyclist Infrastructure Cost Summary: http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf
- Caltrans Active Transportation Program: http://www.dot.ca.gov/hq/LocalPrograms/atp/
- California State Bike and Ped Plan: http://www.cabikepedplan.org/
- Pedestrian and Bicycle Facilities in California: http://atfiles.org/files/pdf/Pedestrian-Bicycle-Facilities-Caltrans.pdf

A well-designed facility is paramount to encouraging active transportation. Good design takes into account the user's experience, including enjoyment, comfort, and safety for all road users. Cities have begun to include safety measures in all projects regardless of mode in order to reduce the number of severe and fatal collisions. San Fernando should identify the physical design and engineering strategies that most effectively address collision factors and prevent further injury. In project design, it is also important to consider recent data, good engineering choices, and sound design principles.

Principles of Bicycle and Pedestrian Facility Design

Accommodating pedestrians and cyclists in roadway design can create more opportunities for residents. Good roadway design should make all modal options equally attractive, rather than eliminate certain modes of travel. The choice of appropriate design depends on multiple factors including safety, existing infrastructure amenities, cost, and convenience. The following principles provide an overarching frame for creating safe and comfortable environments for walking and bicycling:

- Actual and perceived safety can be a barrier of entry for people walking and bicycling.
- Slower moving traffic creates safer conditions for all.
- Streetscapes must include visual or spatial indicators for pedestrians and cyclists
- How comfortable or pleasant a path or roadway is will dictate a user's mode choice.
- Dense, mixed-use destinations can encourage active transportation.
- Providing amenities for each type of road user will promote the convenience of active transport.



The strategies recommended in this chapter will outline some of the infrastructure options a jurisdiction has to encourage safe and comfortable places for walking and bicycling. The solutions are listed roughly in the order of increasing degree of cost and effort for implementation, directly correlated with commitment and accessibility to active transportation. The more vehicle traffic on a street, the more robust the cycling and walking infrastructure needs to be. Many of improvements identified here support both people walking and bicycling, and can often create safer driving conditions as well.

Table 75: Potential Improvements by Investment / Intensity

Investment / Intensity	Pedestrian	Bicycle
Low	High-visibility Crosswalk Advanced Stop/Yield Line Roadway striping reconfiguration Curbside Paint	Sharrows Bike Lane Bike Box
Moderate	Signs (wayfinding) Sidewalk Improvements Signal Timing	Signs (wayfinding) Neighborhood Greenway (Enhanced Bike Route) Intersection Treatments
High	Modified Marked Crosswalks Shorten Crossing Distance Lighting Signals	Bike Traffic Signals Protected Bike Lane Beginning/End of Ride Amenities

Crash Reduction or Modification Factors are used to compute the expected number of crashes after implementing a countermeasure. These factors are collected based on best-practices research. The following table summarizes factors relevant to the Plan and are here for reference. Additional factors can be found by searching the Crash Modification Factors Clearinghouse at http://www.cmfclearinghouse.org/

Table 76: Engineering Solutions and Potential Crash Reduction Factors

Engineering Solution	Crash Reduction Factor
Advance stop/yield lines	Research indicates they are effective in increasing driver yield rates
Curb extensions	30%(1)
Flashing beacons	50-80% increased rate of drivers yielding to pedestrians (no CRF available)
High-visibility crosswalk	47%(1)
Increase signal time to walk	51%(1)
Intersection lighting/crosswalk lighting	27%
Leading Pedestrian Interval	5%
Medians	46% (no signal); 25% (signal) (1)
New traffic signal at unsignalized intersection (when warranted)	25%
Parking restrictions near intersections	30%
Pedestrian countdown heads	25%
Pedestrian hybrid beacon (HAWK signal)	69% (vehicle/ped); 29% all collisions
Pedestrian refuge islands	56%
Protected bicycle lanes	89% decrease in risk of bicyclist injury, when compared to major streets w/o infrastructure
Road buffet (Road diet)	30%(1)
Roundabout (Traffic circle) conversion	27% reduction from unsignalized to traffic circle 73% in ped collisions (research does not state whether they were controlled or not prior to conversion)
Segment lighting	23%
Separate left-turn phase	48%(1)
Signal timing to slow traffic	37%(1)

All from Vision Zero Los Angeles Collision and Countermeasure Analysis: Literature Review, 2016 (http://visionzero.lacity.org/wp-content/uploads/2016/03/VisionZeroLosAngeles_LitReview.pdf) unless noted otherwise

(1)WalkFirst Safety Design Tools for Vision Zero. Toolbox of Countermeasures and their Potential Effectiveness for Pedestrian Crashes, www.pedbikeinfo.org



Pedestrian Design Solutions

The walking environment should be open, inviting, and activated. Pedestrians need more than just sidewalks and crosswalks. In addition to protecting pedestrians from motor vehicle traffic through physical separation, it is important to have a pleasant and interesting walking environment to encourage people to walk.

Traffic speed is crucial to decision-making when selecting a mode of transport. Pedestrians have an increased likelihood of being killed or injured on streets with faster speeds. Redesigning streets to calm traffic through slower speeds, adding sidewalk stimulation, increasing pedestrian visibility or reducing the crossing distance for pedestrians, can improve safety, comfort, and convenience of walking.

Based on the community-identified concern, the City can incorporate different approaches.

Concern	How to Address
Safety	Designate space, add lighting, reduce traffic speeds
Comfort	Ensure adequate space, provide shade (trees, awnings, etc.), add street furniture (benches), create a clear separation from traffic
Convenience	Reactive signals, direct crosswalks, short blocks and crossing distances
Attractive	Create space for interaction, public art, maintain regularly, add greenery

Low Investment

One of the simplest and least expensive resources in any jurisdictions' toolbox is paint. A little can go a long way in demarcating space for pedestrians and providing visual cues to drivers. Low investment strategies focus on adding markings versus movement of infrastructure (i.e., moving curbs).

Pavement Markings

High-visibility Crosswalk

High visibility crosswalks, also called continental crosswalks, include markings that are parallel to the roadway. This creates more visual area for a driver to see than a lateral line crosswalk marking. Marked crosswalks can be created using paint or inlay tape. Inlay tape will cost more, but will last longer than paint. Marked crosswalks should be present at every controlled (stop sign or signal) intersection. They should also be added where pedestrians have a desire to cross (e.g., from a parking lot to a building entrance across a roadway) with additional appropriate infrastructure to make the crossing safer.



Continental Crosswalk with Advance Stop Bar and Pedestrian Island



Continental Crosswalk (Atwater Village)
Credit: pedestrianphotographer.com

Advanced Stop Bar and Yield Marking

Other simple pavement markings are advance yield or stop lines, which should always be paired with a marked crosswalk. These are painted on the approach to a crosswalk and indicate where vehicles should stop. Markings are typically placed anywhere from three feet to ten feet prior to the crosswalk. This method reduces the likelihood of vehicle encroachment into the crosswalk and improves drivers' view of pedestrians. Advanced yield markings have been shown to reduce collisions at uncontrolled locations on multi-lane roads. In these cases, often one car will stop too close to the crosswalk, impeding both the pedestrian and drivers' visibility, resulting in one car stopping for a crossing pedestrian and the car in the second lane hitting the pedestrian. In addition, they add comfort for the pedestrian as vehicles are not driving up to an arm's length reach of their path. Advanced stop bars are used at controlled intersections; advanced yield markings (and signs) are used at uncontrolled locations.



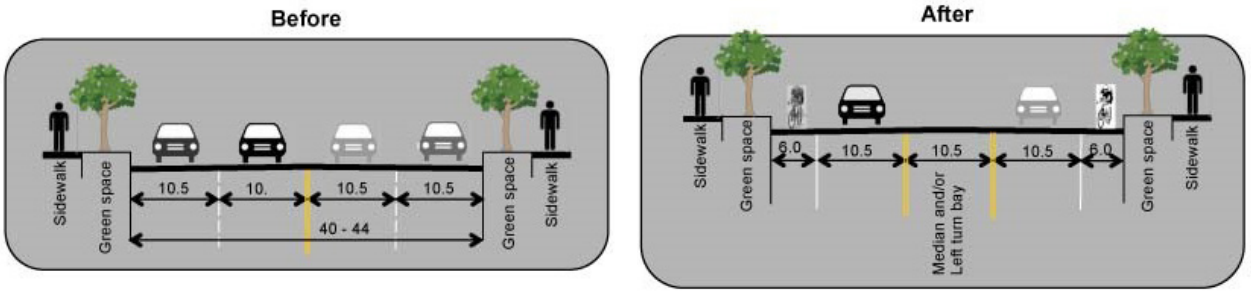
Continental Crosswalk with Advance Stop Bar



Advance Yield Markings & Sign at crosswalk (Lee Engineering, LLC)

Roadway Striping Reconfiguration

Restriping a roadway to better demarcate space can create a safer, more cohesive environment. For example, striping an existing parking lane can visually narrow the roadway without actually changing anything. Narrowing lane widths to ten feet (standard acceptable national minimum), with seven foot-wide parking lanes can also slow vehicle speeds and provide extra space for other amenities. Changing the lane configuration of a roadway can be challenging, but is typically much lower cost than having to move curb. A typical reconfiguration is called a "road diet," which restripes a four-lane road to a three-lane road (one lane in each direction with center turn lane) with the addition of bicycle lanes or other pedestrian amenities with the leftover space. This slows vehicle speeds and can often improve traffic flow, especially on streets with many driveways and turning movements.



Curbside Paint

Painting curbs to ensure that cars do not park too close to intersections increases visibility for people crossing the street.

Moderate Investment

Adding physical improvements beyond just paint requires moderate investment, but can contribute significantly to safety and comfort. This category includes signs, sidewalk improvements, and changes to signals.

Signs

Looking beyond paint and pavement markings, adding signage is the next step forward in committing to pedestrian mobility. Signs provide vertical visual cues to all roadway users. The simplest addition could be adding a pedestrian yield sign at an uncontrolled crosswalk, or a "no right turn on red," which reduces conflicts between right-turning vehicles and crossing pedestrians. Wayfinding signage that indicates key attractions and walking distance / time can also create a more inviting environment.

Sidewalk Improvements

Improvements or additions to sidewalks are excellent ways to enhance the walking experience. Creating physical and psychological boundaries from road traffic can help delineate a safer path for pedestrians. Street art and furniture add to the façade of a street making it more interesting and visually appealing. Furniture also encourages pedestrians to spend more time in the walkway, contributing to a vibrant streetscape.

Planting greenery like trees and bushes contributes to a walk-friendly path. A tree-lined street provides shade, in addition to being a shield for other elements like wind and rain, and contributes to cleaner air. Greenery serves as a sound barrier dispersing and absorbing some noise pollution from traffic. In selecting the trees and associated decor, the jurisdiction has the opportunity to add character and contribute to the identity of its neighborhoods.

Signal Timing

Ensuring pedestrians have enough time to cross the street is an easy fix and can contribute to safety, especially for those who walk more slowly like children and older adults. Including a pedestrian countdown signal-head allows a pedestrian to understand where they fit in the flow of traffic. At intersections with large numbers of pedestrians, countdown signals should turn on automatically; this signal timing assumes that pedestrians are always present and wanting to cross. Pedestrian-activated push buttons can be added at low-pedestrian volume locations. The length of time between signal changes is another factor to consider; the longer the wait, the more likely the pedestrian may proceed independent of the signal, making it more dangerous for all parties involved.



Wayfinding Signage with Walk Times



Walk-Friendly Street with Seating



Tree-Lined Walk-Friendly Street



Pedestrian Countdown Signal

High Investment

The methods listed in this category typically involve larger scale construction projects, either new construction or modifications to existing infrastructure. These types of changes to the streetscape are more extensive, and typically provide greater impact. Typically, these improvements shorten crossing distances, remove obstacles, and slow vehicle speeds.

Lighting

Lighting is critical to safety. Installing pedestrian-scale lights along walkways can deter crime and allow for all-hours use of a street. Decorative street lights can also add character to the walkway and neighborhood. In addition, overhead crosswalk illumination ensures pedestrians are more visible to drivers while crossing the street.

Modified Marked Crosswalks

Midblock Crossing

Adding a crosswalk midblock or at uncontrolled locations may be helpful where there are highly trafficked destinations or bus stops. Long retail streets and school crossings also may require a midblock crossing. With faster moving traffic, uncontrolled crosswalks benefit from rectangular rapid flashing beacons (RRFB) that are push button activated. This device flashes to alert motorists to yield to pedestrians and allow for safe passage. Shortening crossing distance and adding advanced visual cues ensure that midblock crossings remain safe.

Pedestrian Scramble

Creating an all-way pedestrian crossing (also called pedestrian scramble), would require both new pavement markings and signal timing changes that stop all roadway traffic at once. It establishes an all direction red phase that allows pedestrians to cross linearly or diagonally. This allows pedestrians to get to their destination with a single crossing. This type of intersection is most beneficial at highly trafficked intersections. The chances of pedestrian-motor vehicle collisions during turns are reduced significantly because pedestrians and motor vehicles are never simultaneously mobile.

Median Island

Constructing an island with its own physical curb in the middle of a crosswalk is another method to shorten the crossing distance, providing more time for anyone, and especially the handicapped or disabled, to cross a particularly long intersection. This also allows the pedestrian to break the crossing into two phases, needing to only look in one direction at a given time. This may be most feasible on roadways with an existing median. Adding greenery to the island can also provide noise insulation among other benefits.



Overhead Crosswalk Illumination Placement



Rectangular Rapid Flash Beacon at an Uncontrolled Crossing (Lara Justine, Flickr CC)



Pedestrian Scramble at Hollywood and Highland



Median Pedestrian Island

Railroad Crossings

Railroad crossings represent a significant safety risk to pedestrians. Signs and physical barriers must be explicit and effective when a train is crossing. Pairing physical barriers with educational placards regarding the risks and consequences of improper crossings and how to cross properly can be helpful in deterring unsafe crossings. Railroad crossings should include:

- Continuous sidewalk with edge lines across railroad tracks, and truncated domes near track approach
- Advanced signage, indicating upcoming rail crossing
- Pedestrian gates that physically separate pedestrian from tracks
- Audible signals that indicate oncoming train
- Countdown signal, as appropriate

Although expensive, addressing insufficient railroad crossings should be a high priority. More information about railroad crossing design is available at the USDOT Federal Railroad Administration (https://www.fra.dot.gov/eLib/Details/L02732).

Shorten Crossing Distance

Bulb-outs

Bulb-outs or curb extensions are a segment of the sidewalk landscaping or curb that is extended into the street, typically into a parking lane, thereby shortening the crossing distance and improving visibility of walkers. This reduces the amount of time pedestrians are the most vulnerable - the time in the intersection. In addition, this improves the drivers' view of pedestrians, as people walking are further out in the intersection, without having to physically be in the road. Another benefit is that turning vehicles need to slow down to accommodate a sharper turning radius. These are often at intersections on streets that have parallel parking. Curb extensions also provide a traffic calming effect.

Curb Ramps

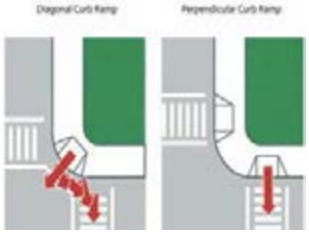
Curb ramps allow for a smooth transition from sidewalk to street for wheelchair, walker, and stroller users to cross the street safely and comfortably. The Americans with Disabilities Act requires access at every street corner. Including truncated domes at curb ramps adds texture and color to indicate where the ramp begins to slope and ends, providing important notifications for those with visual impairments. Appropriately placed curb ramps in line with crosswalks (perpendicular curb ramps) shorten crossing distances and lower the risk of encroaching into moving traffic.



Pedestrian Railroad Crossing (Odell, Illinois - http://railtec.illinois.edu/GLXS/tourdetailthur.php)



Bulb-outs shorten the crossing distance



Perpendicular Curb Ramps Provide a More Direct Path to cross the street



Truncated domes (ADA Sign Depot)

Bicycle Design Solutions

Bicycles come in a variety of sizes and configurations, such as a conventional bicycle, recumbent bicycle, unicycle, or tricycle. Similarly, cyclists can have different levels of experience, behavioral characteristics, enthusiasm, and experience. Any plan to increase bicycle ridership should consider primary users, and who or what they will need to interact with on the roadway and intersections. A newer, less experienced cyclist may require more robust infrastructure to feel safe, whereas a competitive cyclist may need very little additional infrastructure to feel comfortable. In designing and building bike friendly streets, it is important to consider the needs of every type of rider. An indicator often used to determine how safe a bikeway may be is to look at how many women and children are using the facility. The options listed below provide guidelines from minimum standards that might attract experienced and confident cyclists to those that would appeal to inexperienced and nervous cyclists.

Concern	How to Address
Safety	Dedicate space for cyclists, intersection priority
Comfort	Add buffer zones, wayfinding, traffic signal activation, intersection continuity
Convenience	Provide exclusive facilities, complete journey amenities, bicycle storage
Attractive	Provide shade, maintain facilities, add greenery and art

Low Investment

The options in this category use low-cost methods to establish space and visibility of cyclists on the road and at intersections.

Sharrows

Roads with slower traffic speeds and low vehicle volumes could be appropriate for sharrows, which indicate to all users the potential presence of cyclists. The sharrow symbol is marked or painted in a lane to show that the road must be shared between cyclists and drivers, and where cyclists should be riding in the travel lane. Sharrows should not be placed everywhere; rather, they should be placed on bicycle routes where cyclists have priority.

Bike Lane

Bike lanes provide a designated space on the roadway for cyclists and are demarcated by paint. They can be enhanced with additional striped buffers and colored pavement. A basic bicycle lane must be a minimum of four feet, curbside or five feet if placed next to a parking lane. Bike lanes provide cyclists their own space and alert other vehicles to stay in their own lanes. Wider bicycle lanes are preferred, especially on higher volume or higher speed roadways.



Sharrow Markings







Bike Lanes (Top to Bottom) – Curbside Bike Lane, Buffered Bike Lane, Colored Bike Lane



Bike Box at Intersection



Bicycle Wayfinding with Distance Markers



Bike Lane dashed marking through intersection



Cyclist Stopped to Activate Detector

Bike Box

A bike box establishes a space for cyclists to wait for a signal to change in front of vehicle traffic. Similar to an advanced stop line, vehicles are designated to stop further back. This provides cyclists a safe space to accelerate through the intersection and enter the bike lane across the intersection.

Moderate Investment

Additional signage and more visual indicators will create a more appealing built environment for cyclists. Among the most critical considerations to a bikeway are intersection treatments that help create bikeway continuity.

Signs (wayfinding)

Wayfinding signs that indicate distance to major landmarks or points of interest are helpful navigational tools to cyclists and can ensure cyclists stay on the preferred bike network. These help to overcome a barrier to entry for infrequent cyclists by providing direction to familiar landmarks. These signs also help cyclists familiarize themselves with the bicycle network and identify the best route to a destination. Additional signage related to watching for cyclists can be helpful visual reminders to motorists.

Neighborhood Greenway (Enhanced Bike Route)

Low volume, low speed streets can often be the most comfortable and safe places to bicycle. Including adequate signage and traffic calming measures can further enhance these streets to make them better bikeways. These measures could include replacing all-way or one-way stops with mini traffic circles, installing diverters to discourage cut-through traffic, installing chicanes and curb extensions to narrow the roadway, and more. Neighborhood Greenways can further support community goals to increase safe streets and places for free play.

Intersection Treatments

One of the most dangerous places for a cyclist to be is in an intersection. Intersections can be confusing to navigate if a bike lane ends and begins across the intersection with no clear indicators for how to cross the street. Since cyclists typically travel at slower speeds than vehicles, it is also important to ensure enough time for a cyclist to clear the intersection with proper signal timing. Including dashed lines to have a bikeway continue across the intersection can help to direct the flow of traffic. This method provides both motorists and cyclists cues to the appropriate path.

Bike Loops / Detectors

In-pavement loop detectors are often installed to ensure a signal changes when a vehicle approaches the intersection. Sometimes, these detectors do not pick-up cyclists, requiring cyclists to risk crossing without a signal change or needing to leave their bicycle. Placing push-buttons that are next to the bike lane and installing markings for where bicyclists should wait to activate the signal are two ways to make cyclists more comfortable at intersections.

High Investment

Placing physical obstacles or barriers preventing vehicular traffic from encroaching onto bicycle traffic or installing independent light and signal systems require significant more investment, but are often necessary to attract inexperienced and nervous cyclists.

Protected Bike Lanes (Cycle Tracks)

Protected bike lanes, also called cycle tracks, are similar to bike lanes except they include a physical barrier between the lane and moving vehicles. They can be multi-lane or bi-directional. Designers can use various materials to separate the lanes from traffic including physical raised curb/median, raised reflectors or beads, or flexible bollards. Another characteristic of protected bike lanes is that street parking shifts from the traditional curbside lane to outside of the cycle track, serving as another physical barrier between vehicular traffic and cyclists. This also removes the problem of car doors opening into the bike lane.

Bicycle Path / Trail

A bicycle path or trail is a completely separate right-of-way, exclusively for use by cyclists and pedestrians. Bicycle paths are typically bi-directional and require an eight feet minimum width (four feet in each direction) with two foot shoulders on each side of the path. Bicycle paths should be well-lit, free of debris, and have visibility from adjacent properties to deter illegal activity. Crossings of bicycle paths must be well designed to deter potential conflicts.

Signals

Bicycle signals should be included on any roadway or path that has at-grade crossings. It provides clear direction for cyclists and motorists, and eliminates some uncertainty in motorist-cyclist interactions during turns and other risky maneuvers.

Beginning & End of Ride Amenities

Inverted-U bike racks serve well for short term parking, e.g., popping into a market (two to three hour long trips). Long-term parking can take the form of attendant run facilities or bicycle lockers for rent. These are more important to have at employment centers and major transit hubs so bicycles can be stored for more hours.

Another innovative method for short-term storage is a bicycle corral. A bicycle corral is placed in the street in one or more parallel parking spaces adjacent to the sidewalk. Up to 16 bicycles can occupy the space of one vehicle. In addition to creating a buffer between the sidewalk and roadway traffic, it also improves sight lines for drivers, especially if they are at street corners. Private businesses often opt for a corral outside their establishment and are responsible for maintenance.

Additional bicycling amenities that can be installed at central hubs and parks citywide include self-service repair stations equipped with tools, a repair rack, and air pumps.



Cycle Track Adjacent to Sidewalk



Bicycle Lockers, Ideally Located Near Transit



Bicycle Corral



Self-Service Bicycle Repair Station

10

Resolution Showing Plan Adoption





Appendices

Appendix A - Notes from Workshops

Appendix B - Planning & Policy Context References

Appendix C - Traffic Calming Policies



Appendix A — Notes from Workshops

SRTS Workshop #1 Notes

Meeting date and time:	September 13, 2016, 8-10:30am
Meeting location:	San Fernando Middle School
Meeting called by:	City of San Fernando
Purpose:	Safe and Active Streets Plan
Facilitator(s):	See Attached Agenda
Note taker:	EBA Team
Attendees:	See Attached Sign-In Sheet

Discussion

1. Welcome: Evan Brooks Associates facilitated the workshop, presented project team and overview of Safe and Active Streets Plan:

- City of San Fernando: Chris Marcarello, Deputy City Manager/Public Works Director, Brian Saeki, City Manager
- EBA: Juliet Arroyo, Senior Planner, Jorge Zarza, Associate Planner, Hector Ramirez, Administration Christina Cardenas, Project Manager
- LA County Department of Public Health: Nico Linesch, Transportation Planner, & Chanda Singh, Policy Analyst, PLACE Program
- LA Police: Liz Lara, Ana Kegeyan
- LAUSD: Jose Castelo
- PHA: Alfred Mata, Project Manager, Paul David, Project Coordinator

2. Icebreaker: How have you been involved in the past and why did you come to the meeting?

3. Mapping Activity: Participants were provided aerial maps and invited to indicate their primary route to school (via walking, car or bike).

4. Walking Tour: Participants walked the perimeter of school grounds with consultant team to discuss:

- Biggest barriers to dropping off/picking up students at school
- Biggest barriers to walking/biking to school
- Other challenges: Parking, traffic, speeding, safety, etc.
- School site design solutions to barriers
- Community wide barriers to walking and biking
- School and community wide opportunities to support walking and biking



The following comments were taken from sticky notes and group conversations at end of meeting/ Mapping Exercise:

General Comments

- School buses – need to qualify
- Bike share good option, central locations, incentives (log miles on bike)
- Class II Bike – place in front of school, drivers to respect peds and parking
- Class I Bike Path on Rail line – improve, rest area, shade, green, marker with history, cameras, safety
- Bike lane on Brand Blvd in City of LA ends abruptly in City of San Fernando
- City Trolley – good option for students, can circle City more often, better schedule and stops
- Parked cars block views, red curbs would help
- Signals are not synchronized (Truman/ Wolkskill)
- Brand Blvd. and other major streets should have bike lanes
- Police bike patrol on bike path would help
- Need incentive to bike and walk and take transit
- Protected bike lanes on Brand and Mission would help, place on busy streets
- No walking paths in the City
- Not a lot of options for walking
- Trolley Stop – pilot program (try free rides), increase frequency, improve route, doesn't go south
- San Fernando to Burbank – open streets
- Crime, residential burglaries during day, criminals mark territory to target
- Trees and benches, eyes on pedestrian network
- Need safety along Pacoima Wash
- San Fernando is a small city – problem is cars keep circulating around City
- Synchronize lights at Wolf skill @ Truman -- This intersection receives heavy volumes of traffic and is tricky for navigating as a pedestrian
- Consider advertising the Trolley (it stops right in front of the school) and other forms of public transportation to the students or having a subsidized rate program for the students.
- Traffic around the Swap Meet is an issue

Location Specific

- The drop off zone in front of the school along Brand is not big enough and gets backed up as far as the train tracks in the morning
- The path along the side of the school is not safe to walk on, parents advise their kids to take alternate routes that do not use the path.
- The rear gate on Jessie is only open for leaving school in the afternoon, some parents would like to have their kids be able to enter the school there in the morning.
- Risky drop offs
- No valet program
- No designated drop off zone
- Unsafe walking paths
- Dogs off-leash
- Traffic not giving pedestrians the right of way
- Narrow sidewalks
- Broken sidewalks
- Mission City Trail is unsafe
- High transient / homeless population occupies the trail
- Drug use is known to occur along the trail
- Parents do not feel it is a safe route to school

Comments from Table Discussion

Citywide

- City needs to synchronize traffic signals along Brand Blvd and Wolfskill St.
- Major traffic on Brand Blvd (San Fernando Middle School) morning and after school
- City police needs to patrol around school site
- Intoxicated people hanging out in bike path along near south of school site.

Drop-off Zone

- School needs to provide appropriate drop-off zone. Possible drop-off at rear exiting school gate along Jessie Street.
- Police Patrol
- Have police do random morning patrol at each school. Parents will follow rules and create good habits.

Walking Safety

- Parents have concern with morning traffic along Brand Blvd.
- Intoxicated people hanging out in bike path along near south of school site.

Barriers to Walking

- City needs to add more traffic patrol around schools site.

Biking

- No comment.

Street Sign

- City needs to add red curb and no drop-off sign along front of school site and encourage parents to use side streets to drop-off.

Mid-Block Crossing

- Add proper Mid-Block Crossing to allow for pedestrians to cross safely along Brand Blvd.

Lighting

- Add better lighting along the vicinity of the school site.

Skateboarding

- No comment.

Traffic Signal

- City needs to synchronize traffic signals along Brand Blvd and Wolfskill St.

Pedestrian Traffic Signal

- Add proper Mid-Block Crossing to allow for pedestrians to cross safely along Brand Blvd.



SRTS Workshop #2 Notes

Meeting date and time:	September 14, 2016, 8-10:30am
Meeting location:	Cesar Chavez Learning Academies
Meeting called by:	City of San Fernando
Purpose:	Safe and Active Streets Plan
Facilitator(s):	See Attached Agenda
Note taker:	EBA Team
Attendees:	See Attached Sign-In Sheet

Discussion

1. Welcome: Evan Brooks Associates facilitated the workshop, presented project team and overview of Safe and Active Streets Plan:

- City of San Fernando: Chris Macarello, Deputy City Manager/Public Works Director, Brian Saeki, City Manager
- EBA: Juliet Arroyo, Senior Planner, Jorge Zarza, Associate Planner, Hector Ramirez, Administration Christina Cardenas, Project Manager
- LA County Department of Public Health: Nico Linesch, Transportation Planner, & Chanda Singh, Policy Analyst, PLACE Program
- LA Police: Liz Lara, Ana Kegeyan
- LAUSD: Jose Castelo
- PHA: Alfred Mata, Project Manager, Paul David, Project Coordinator

2. Icebreaker: How have you been involved in the past and why did you come to the meeting?

3. Mapping Activity: Participants were provided aerial maps and invited to indicate their primary route to school (via walking, car or bike).

4. Walking Tour: Participants walked the perimeter of school grounds with consultant team to discuss:

- Biggest barriers to dropping off/picking up students at school
- Biggest barriers to walking/biking to school
- Other challenges: Parking, traffic, speeding, safety, etc.
- School site design solutions to barriers
- Community wide barriers to walking and biking
- School and community wide opportunities to support walking and biking

The following comments were taken from sticky notes and group conversations at end of meeting/ Mapping Exercise:

General Comments

- Different start times
- Kids pick the quickest ways to school
- Underpass Glenoaks Blvd, Freeway 118, group of homeless people
- Idea of wash, back of school, date, petition district as entrance
- Challenge, all sides of school, are in private adjacent ownership
  San Fernando and Sylmar are the neighborhoods for this school
  permission for a pilot program
- Concerns with crime, registered sex offenders, drugs at park
- Volunteers, need to check background
- Bus stops, Arroyo and Glenoaks
- Missing sidewalks are a high priority

Location Specific

- Glenoaks Blvd/ Arroyo Ave needs a protected left turn onto Glenoaks Blvd. When large trucks are coming along Arroyo Ave from Foothill Blvd towards Glenoaks Blvd and want to turn onto Glenoaks Blvd to get to the 118 Freeway it can be only one truck getting through to turn left per light. Tommy Elmore recommends that there be a permissive left turn phase for this signal.
- The school successfully worked with the city to change the road striping plan to include additional parking on the west side of Arroyo Ave (school side) between the school and Eighth Street. The converted parking was aimed to relieve stress on the school lot and it fills up every day.
- We visited the school garden in the back of the school along the Pacoima Wash. Mr. Elmore wants to see this as an entrance to the school once the Wash project gets built.
- The students who walk on Arroyo Ave between the school and Foothill Blvd only have one sidewalk which is on the east side of the street, the far side from the school. If they choose to not use that sidewalk they walk either in the road, on an uneven grassy parkway, or through the private parking lot in front of Fresh & Ready Foods. The school often receives complaints from Fresh & Ready Foods about students using their private property lot. Walking through this lot provides a direct path through to the Sam's Club Mall.
- For the students who live on the opposite side of the 118 Freeway, parents are concerned about having their kids walk through those under crossings as there are homeless encampments there.
- One of the mothers who lives near Vaughn / Foothill (half a mile away) always drives her kids to the school, she doesn't think it is safe for them to walk due to mobile homes, debris on the road, and homeless activity.
- The Glenoaks underpass under 118 Freeway is particularly unsafe, so says one parent.
- The bus shelters provide no shade, and long wait times. One of the counselors notices the students shielding themselves from the sun with their books, the bus stops need better amenities, particularly along Arroyo Ave and near the school.
- One parent talked for about five minutes (she is also staff at Valle Del Vista Academy) about how there are sex offenders that live all around the area. She screens volunteers and staff who come to work at her school so she has looked closely at the map of where sex offenders live and this is very worrying to her about letting her kids walk alone to school, so they drive every day.
- Pioneer Park & Pacoima Wash Natural Park are a known place for drug activity. Sometimes the teachers have found drug paraphernalia in both of these parks.
- There is an issue of not reporting incidents, such as muggings and car collisions. The community has many people who are not documented so they often times will not report incidences.



- Residents are skeptical that resources are dedicated towards improving environments at schools
- City Council has "promised" improvements "but nothing has happened".
- Public transit bus stations around the schools do not provide shade relief for students during hot sunny days
- Pacoima Wash
- Parents feel that the Pacoima Wash is unsafe
- Homeless / transient community occupies the trail
- Gang activity is known to happen along the trail
- Drug use is known to occur along the trail
- Pilot program – Eighth Street entrance to encourage student use of the Pacoima Wash
- Reducing the length of red curb striping along Arroyo Ave allows for parents to drop off students
- Volunteers need to be screened to make sure children are not put in harm's way

Comments from Table Discussion

Citywide

- Parents take the fastest routes to drop off students in the morning, not always the safest.
- Outside students take the fastest, dangerous routes, Glenoaks Blvd at 118 Freeway
- Some students attending San Fernando Schools live outside San Fernando: Live in Pacoima and travel along Van Nuys Boulevard

Vista del Valle School:

- Problems with Red Curb and no drop off zone. (Nico spoke with principal about issue)
- No access to Eighth Street to drop off
- City police needs to patrol school sites.

Drop-off Zone

- School needs to add second drop-off zone. Possible second drop-off in staff parking lot.
- Need parents to volunteer and help with drop-off.

Police Patrol

- Have police do random morning patrol at each school. Parents will follow rules and create good habits.

Walking Safety

- City needs to install sidewalks along Arroyo Ave between Foothill Blvd and school site.

Barriers to Walking

- Morning drivers not following traffic signal rules and running red lights.

Biking

- No comment.

Street Sign

- City needs to update street signs.

Mid-Block Crossing

- Add proper Mid-Block Crossing in front of school along Arroyo Ave to allow for pedestrians to cross street safely.

Lighting

- No comment.

Skateboarding

- No comment.

Traffic Signal

- City needs to update intersection signals.

Pedestrian Traffic Signal

- Add proper Mid-Block Crossing in front of school along Arroyo Ave and update intersection signals.

SRTS Workshop #3 Notes

Meeting date and time:	September 15, 2016, 8-10:30am
Meeting location:	Gridley Street Elementary School
Meeting called by:	City of San Fernando
Purpose:	Safe and Active Streets Plan
Facilitator(s):	See Attached Agenda
Note taker:	EBA Team
Attendees:	See Attached Sign-In Sheet

Discussion

1. Welcome: Evan Brooks Associates facilitated the workshop, presented project team and overview of Safe and Active Streets Plan:

- City of San Fernando: Chris Macarello, Deputy City Manager/Public Works Director, Brian Saeki, City Manager
- EBA: Juliet Arroyo, Senior Planner, Jorge Zarza, Associate Planner, Hector Ramirez, Administration Christina Cardenas, Project Manager
- LA County Department of Public Health: Nico Linesch, Transportation Planner, & Chanda Singh, Policy Analyst, PLACE Program
- LA Police: Liz Lara, Ana Kegeyan
- LAUSD: Jose Castelo
- PHA: Alfred Mata, Project Manager, Paul David, Project Coordinator

2. Icebreaker: How have you been involved in the past and why did you come to the meeting?

3. Mapping Activity: Participants were provided aerial maps and invited to indicate their primary route to school (via walking, car or bike).

4. Walking Tour: Participants walked the perimeter of school grounds with consultant team to discuss:

- Biggest barriers to dropping off/picking up students at school
- Biggest barriers to walking/biking to school
- Other challenges: Parking, traffic, speeding, safety, etc.
- School site design solutions to barriers
- Community wide barriers to walking and biking
- School and community wide opportunities to support walking and biking



The following comments were taken from sticky notes and group conversations at end of meeting/ Mapping Exercise:

General Comments

- Rush in the morning
- Kids don't walk
- Parent behavior
- Families have kids that go to this and siblings to other schools
- Hitting curb which is not painted
- Public works construction – bulb outs
- Speed bumps in front
- Pedestrian crosswalks
- Safety issue – potholes
- A lot of cars
- No painted
- Blocking at right turns
- Distracted drivers
- Intersection lighting flashing lights
- Biggest issue, parents are the problems, are in a rush and don't pay attention
- Drop off, staggered times
- Gate open, time blocked
- Should change back to former
- Older parents pick up
- Then police officers are there, better behavior
- Teacher training
- Parents park in red, block access
- Principal need to show her face more often
- Parents should get together
- Parents to volunteer, school should have a structure
- Bulbouts are inappropriate for this location

Location Specific

- Crossing Guard comment: Need flashing stop signs; Need to paint curbs; Need parents to follow rules
- City should do better planning during construction to mitigate problem with traffic and pedestrian crossing during construction.
- Parents should get notified on construction around school site.
- School needs to have all Gates open on time for morning drop off and after school pickup.
- School site needs to create more parent volunteer groups to help with other gates.
- School principal/vice principal need to do a morning and after school walk around the school to do observation and encourage good behavior.
- School needs to encourage parents to park vehicle and walk the students to school gates.
- Parents are dropping off on red curb and creating a problem for school buses to park and drop off along the front of school on Eighth Street.
- Additional financial resources are needed to fund more crossing guards at school site.
- School site needs more police patrol to enforce parents not to drop off at red curb.
- School needs to allow new drop off zone in existing staff parking lot along the front of school and move staff parking to rear of school.

Comments from Table Discussion

- Invite principal to get more involved to meet parents
- There is lack of supervision by school administrators
- Parent volunteers need to participate more and voice concerns to principal
- Current staff are not Spanish speaking
- Parents should have better communication and good coordination.
- School should hire staff to keep school site safe.
- School staff should talk to police about more patrol at school site in the morning and afternoon.
- Paint all existing and new curb along the front of school and side street.
- Open more gates (3 and 4) in the morning for drop off and get more parents to volunteer

SRTS Workshop #4 Notes

Meeting date and time:	September 20, 2016, 8-10:30am
Meeting location:	Morningside Elementary School
Meeting called by:	City of San Fernando
Purpose:	Safe and Active Streets Plan
Facilitator(s):	See Attached Agenda
Note taker:	EBA Team
Attendees:	See Attached Sign-In Sheet

Discussion

1. Welcome: Evan Brooks Associates facilitated the workshop, presented project team and overview of Safe and Active Streets Plan:

- City of San Fernando: Chris Macarello, Deputy City Manager/Public Works Director, Brian Saeki, City Manager
- EBA: Juliet Arroyo, Senior Planner, Jorge Zarza, Associate Planner, Hector Ramirez, Administration Christina Cardenas, Project Manager
- LA County Department of Public Health: Nico Linesch, Transportation Planner, & Chanda Singh, Policy Analyst, PLACE Program
- LA Police: Liz Lara, Ana Kegeyan
- LAUSD: Jose Castelo
- PHA: Alfred Mata, Project Manager, Paul David, Project Coordinator

2. Icebreaker: How have you been involved in the past and why did you come to the meeting?

3. Mapping Activity: Participants were provided aerial maps and invited to indicate their primary route to school (via walking, car or bike).

4. Walking Tour: Participants walked the perimeter of school grounds with consultant team to discuss:

- Biggest barriers to dropping off/picking up students at school
- Biggest barriers to walking/biking to school
- Other challenges: Parking, traffic, speeding, safety, etc.
- School site design solutions to barriers
- Community wide barriers to walking and biking
- School and community wide opportunities to support walking and biking



The following comments were taken from sticky notes and group conversations at end of meeting/ Mapping Exercise:

General Comments

- Driver behavior
- Not enough (or any) enforcement
- Distracted drivers -cell phones
- No "respect" or do not listen
- Safest place to walk and bike is at Pioneer Park
- Ideas for this school – Maclay Ave – large
- Address Morningside Court – small kids are on that side
- School needs to purchase bike racks
- Valet – ongoing for past three years
- Need to recognize location along Maclay Avenue

Citywide

- City needs new pedestrian crossing at Brand Blvd and O'Melveny Ave.
- City needs to add flashing stop sign at Brand Blvd and Fifth Street
- Major traffic on Maclay Avenue (Morningside Elementary School) morning and after school hours.
- City police needs to patrol school sites.

Location Specific

- Maclay and Brand traffic valets are often disrupted by through traffic.
- Sidewalk is often blocked by traffic valet on Maclay Ave near Morningside.
- Recommendation that police issue citations for double parking or otherwise illegally parked vehicles during school drop off hours.
- Creation of "relief zone" on Brand Blvd to take pressure off of other valet zones.
- Restructure the arrival and departure gates to decrease sidewalk congestion and also improve drop-off/ pickup during peak traffic times.
- Crossing guard indicated that Maclay Ave is congested during morning and afternoon bell times and many drivers disregard the traffic light at Fifth/ Maclay. She suggested that school police should be more involved during these times and that police visibility could serve as a deterrent for speeding, illegal turns, double parking and other dangerous driving practices.
- Several community members appreciate the bike path that runs east/west along Maclay St. between First toward Foothill Blvd. They agree that this path provides a buffer zone between pedestrians and vehicle traffic.
- Several parents stated that they have multiple school drop-offs due to having children in different schools in the area.
- Morningside Elementary School has an assigned crossing guard stationed at Maclay St/Fifth. They have petitioned for an additional guard to assist with valet and directing children from the valet zone to their respective gates. Parent volunteers have provided relief in the meantime.

The intersections presenting the greatest concern for community members are as follows:

- A. Brand Blvd/ O'Melveny Ave: poor crosswalk visibility. — Remedy Desired: Reflectors on crosswalk, high visibility paint.
- B. First St/Brand Blvd: — Remedy Desired: Reflectors on crosswalk, high visibility paint
- C. Brand Ave/ San Fernando Road: This has been described as a high volume crossing point for students — Remedy Desired: R/ L-hand turn traffic light.
- D. Maclay Ave between Truman Ave and Glenoak Blvd: Speeding, illegal turns — Remedy Desired: Increased police visibility.

Comments from table discussion

Drop-off Zone

- School needs to add second drop-off zone. Possible second drop-off at Morningside Court (side street)
- Takeout existing the front drop-off zone to encourage parents to walk students.

Police Patrol

- Have police do random morning patrol at each school. Parents will follow rules and create good habits.

Walking Safety

- Parents are running late and speeding around school site in the morning.
- Major traffic on Maclay Avenue (Morningside Elementary School) morning and after school hours.

Barrier for Walking

- Morning drivers not following traffic signal rules and running red light.

Biking

- No comment.

Street Sign

- City needs to add 4-way flashing stop signs at Brand Blvd and Fifth Street.

Mid-Block Crossing

- Add proper Mid-Block Crossing along Fifth Street to allow for pedestrians to cross safely at drop-off zone.

Lighting

- No comment.

Skateboarding

- No comment.

Traffic Signal

- No comment

Pedestrian Traffic Signal

- Add pedestrian signal at Brand Blvd and Fifth Street.



SRTS Workshop #5 Notes

Meeting date and time:	September 21, 2016, 8-10:30am
Meeting location:	St. Ferdinand School
Meeting called by:	City of San Fernando
Purpose:	Safe and Active Streets Plan
Facilitator(s):	See Attached Agenda
Note taker:	EBA Team
Attendees:	See Attached Sign-In Sheet

Discussion

1. Welcome: Evan Brooks Associates facilitated the workshop, presented project team and overview of Safe and Active Streets Plan:

- City of San Fernando: Chris Macarello, Deputy City Manager/Public Works Director, Brian Saeki, City Manager
- EBA: Juliet Arroyo, Senior Planner, Jorge Zarza, Associate Planner, Hector Ramirez, Administration Christina Cardenas, Project Manager
- LA County Department of Public Health: Nico Linesch, Transportation Planner, & Chanda Singh, Policy Analyst, PLACE Program
- LA Police: Liz Lara, Ana Kegeyan
- LAUSD: Jose Castelo
- PHA: Alfred Mata, Project Manager, Paul David, Project Coordinator

2. Icebreaker: How have you been involved in the past and why did you come to the meeting?

3. Mapping Activity: Participants were provided aerial maps and invited to indicate their primary route to school (via walking, car or bike).

4. Walking Tour: Participants walked the perimeter of school grounds with consultant team to discuss:

- Biggest barriers to dropping off/picking up students at school
- Biggest barriers to walking/biking to school
- Other challenges: Parking, traffic, speeding, safety, etc.
- School site design solutions to barriers
- Community wide barriers to walking and biking
- School and community wide opportunities to support walking and biking

The following comments were taken from sticky notes and group conversations at end of meeting/ Mapping Exercise:

General Comments

- Approximately 90% of students are dropped off/ live out of the area.
- Several comments were made about elderly drivers in the area (coming and going from St. Ferdinand Church) disregarding traffic signs and light-up crosswalks.
- "Drop-off and go"-commuter school culture. Most of the 260 students are dropped off.

Location Specific

- Exit off of SF Mission Blvd creates a bottleneck due to traffic light timing.
- Brand Blvd/ Laurel Canyon Blvd needs turn arrows, congestion and dangerous pedestrian crossing conditions.
- Sidewalks uplifted on Coronel St, creates dangerous walking conditions especially at night.
- High speed traffic on Coronel St despite speed bumps and school signs.
- Parents parking in red zones during school drop-off, pick-up time.
- Two vehicles have been consistently disregarding crossing guards on Coronel St, driving aggressively.
- Principal Ambriz discussed the possibility of converted Hollister St to a one way street.
- Increase the size of speed bumps to discourage speeding on surrounding streets.
- Public parking available with close proximity to the school to curtail double/ red-zone parking.
- Principal suggested opening up church lot.
- Pedestrians often push "light-up stop signs" and walk without waiting for traffic to stop; cars often have to slam on their brakes to avoid striking pedestrians. Beneficial at night throughout San Fernando.
- Synchronize traffic lights on Maclay Ave and SF Mission Blvd.
- 4 way stop near school.
- School drop-off times have posed safety concerns with parents driving the wrong way, making unsafe turns when entering/ exiting the drop off area. Parents appear to be rushing in and out of drop off area.

Comments from Table Discussion

Citywide

- City police needs to patrol school sites.
- Intoxicated people hanging out in alleys near St. Ferdinand's school site.

Drop-off Zone

- School provides on-site drop-off zone with entrance and exit access to Hollister Street.

Police Patrol

- Have police do random morning patrol at each school. Parents will follow rules and create good habits.

Walking Safety

- Students do not walk to school.
- Annual walk from St. Ferdinand's School to Las Palmas Park, no problems walking in residential neighborhood.

Barriers to Walking

- City needs to fix sidewalks along Coronel Street.
- Barriers include broken sidewalks in need of repair.
- Repair/new sidewalk needed along Coronel Street between Maclay Avenue and Brand Boulevard.

Biking

- No students bike to school. All students get dropped-off to school site.

Street Sign

- School needs city assistance to install better street sign for Enter Only and Exit Only at School Parking lots.



Mid-Block Crossing

- Add proper Mid-Block Crossing to allow for pedestrians to cross safely from city parking lot areas:
- Pico Street – between Maclay Ave and Brand Blvd
- Celis Street – between Maclay Ave and Brand Blvd

Lighting

- Coronel Street needs better lighting between Maclay Ave and Brand Blvd
- St. Ferdinand's School needs better lighting - along Coronel Street between School building and City Parking Lot 9.

Crossing Guard

- Drivers not respecting the Crossing Guard Stop Sign

Skateboarding

- City needs areas designated for skateboarding. Skateboarders are currently using off-loading areas behind commercial building and skateboards are going to street traffic Pico Street.

Traffic Signal

- City needs to synchronize traffic signals on San Fernando Mission Road to improve flow of traffic.

Pedestrian Traffic Signal

- Pedestrians need to wait on sidewalk for cars to do a complete stop after activating flashing signal at Maclay Avenue and Coronel Street intersection.

SRTS Workshop #6 Notes

Meeting date and time:	September 22, 2016, 8-10:30am
Meeting location:	San Fernando Elementary School
Meeting called by:	City of San Fernando
Purpose:	Safe and Active Streets Plan
Facilitator(s):	See Attached Agenda
Note taker:	EBA Team
Attendees:	See Attached Sign-In Sheet

Discussion

1. Welcome: Evan Brooks Associates facilitated the workshop, presented project team and overview of Safe and Active Streets Plan:

- City of San Fernando: Chris Macarello, Deputy City Manager/Public Works Director, Brian Saeki, City Manager
- EBA: Juliet Arroyo, Senior Planner, Jorge Zarza, Associate Planner, Hector Ramirez, Administration Christina Cardenas, Project Manager
- LA County Department of Public Health: Nico Linesch, Transportation Planner, & Chanda Singh, Policy Analyst, PLACE Program
- LA Police: Liz Lara, Ana Kegeyan
- LAUSD: Jose Castelo
- PHA: Alfred Mata, Project Manager, Paul David, Project Coordinator

2. Icebreaker: How have you been involved in the past and why did you come to the meeting?

3. Mapping Activity: Participants were provided aerial maps and invited to indicate their primary route to school (via walking, car or bike).

4. Walking Tour: Participants walked the perimeter of school grounds with consultant team to discuss:

- Biggest barriers to dropping off/picking up students at school
- Biggest barriers to walking/biking to school
- Other challenges: Parking, traffic, speeding, safety, etc.
- School site design solutions to barriers
- Community wide barriers to walking and biking
- School and community wide opportunities to support walking and biking



The following comments were taken from sticky notes and group conversations at end of meeting/ Mapping Exercise:

General Comments

- Problem with valet parking drop off area on Mott Street, cars are backing up on San Fernando Mission Boulevard.
- Need traffic patrol enforcement on Huntington Street around Las Palmas Park.
- Difficult to walk along Laurel Canyon Boulevard, commercial access and freeway on / off ramps.
- Cars are speeding and not following safe speed limits around school site.
- Need Stop Ahead Flashing Signs near school site at intersection Maclay Avenue / Mott Street
- Need Mid-Block Street Crossing Flashing Signs at Maclay Avenue / Woodworth Street
- Low street lighting along Maclay Avenue near School.
- Need new painted crosswalk striping at all intersections near school site.
- Need more parent volunteers to help with valet drop-off program.
- Have police do random morning patrol at school site. Parents will follow rules and create good habits.

Location Specific

- Parents use the valet area to park in order to walk their kids to class.
- Volunteers are hesitant to help in the valet area because of some aggressive parents.
- Some days the school does not have a valet because there are no parent volunteers.
- Parents feel that police presence will make a difference.
- There are several parents that make U-turns when exiting the valet.
- Parents drop off their children in the middle of the street instead of pulling over to the curb.
- Parents voiced the fact that there are no bike lanes throughout the city.
- Neighboring/stray Dogs are a reason some parents will not allow their children to walk to and from school.
- Students from the Middle School and High School use the city trolley along with some parents to get to and from school.
- Pioneer Park parking lot gets full with people from the neighboring church.
- There are many parents that walk to Santa Rosa Church.
- Parents complained about the smell of marijuana in Las Palmas Park in the afternoon. They feel uncomfortable taking their young children to the park because of the smell.
- Families use the skate park located at Ritchie Valens Park in Pacoima because there isn't one in the City of San Fernando.
- Pedestrians need to be vigilant when using the middle crosswalk along Maclay Ave. as vehicles are usually traveling too fast and do not yield for pedestrians.
- Parents voiced that they do not feel safe enough to walk/bike or skate on any streets in the City of San Fernando.
- Sargent Lara provided concerned parents with the number to call for troublesome pets. Animal Control in San Fernando (888)452-6381 ext. 145.
- Sargent Lara also provided parents with the number to the dispatch center in the event that a school police officer is needed. (213)625-6631.

Comments from Table Discussion

Citywide

- Need traffic patrol enforcement on Huntington Street around Las Palmas Park.
- Difficult to walk along Laurel Canyon Boulevard, commercial access and freeway on / off ramps.

Drop-off Zone

- School needs to add second drop-off zone. Additional drop-off zone can be along Maclay Ave. or O'Melveny Ave.
- Need more parent volunteers to help with valet drop-off program.

Police Patrol

- Have police do random morning patrol at school site. Parents will follow rules and create good habits.

Walking Safety

- Need Stop Ahead Flashing Signs near school site at intersection Maclay Ave/Mott St
- Need Med-Block Street Crossing Flashing Signs at Maclay Ave/Woodworth St
- Low street lighting along Maclay Avenue near School.
- Need new painted crosswalk striping at all intersections near school site.
- Need traffic patrol enforcement on Huntington Street around Las Palmas Park.

Barrier for Walking

- Need traffic patrol enforcement on Huntington Street around Las Palmas Park.
- Difficult to walk along Laurel Canyon Boulevard, commercial access and freeway on/off ramps.
- Cars are speeding and not following safe speed limits around school site.

Biking

- No comment.

Street Sign

- Need Stop Ahead Flashing Signs near school site at intersection Maclay Ave/Mott St

Mid-Block Crossing

- Need Mid-Block Street Crossing Flashing Signs at Maclay Ave/Woodworth St

Lighting

- Existing low street lighting along Maclay Avenue near School.

Skateboarding

- No comment.

Traffic Signal

- City needs to synchronize traffic signals on San Fernando Mission Rd to improve flow of traffic.

Pedestrian Traffic Signal

- Need Stop Ahead Flashing Signs near school site at intersection Maclay Ave/Mott St
- Need Mid-Block Street Crossing Flashing Signs at Maclay Ave/Woodworth St
- Need new painted crosswalk striping at all intersections near school site.





Appendix B – Planning & Policy Context References

Goals & Objectives of the General Plan

Elements	Goals	Objectives
Housing	To retain the small town character of San Fernando	To conserve single family neighborhoods
	To promote economic viability of commercial areas	To attract new commercial activities, particularly within the downtown area
	To maintain an identity that is distinct from surrounding communities	
Open Space	To provide the fullest amount possible of open land for parks and recreational purposes and for the passive and visual enjoyment of the community residents	To conserve single family neighborhoods
	To give aesthetic variety and distinction to the community by adding relief to developed areas through the conservation of existing and the development of new landscaping particularly along the urban corridors	To attract new commercial activities, particularly within the downtown area
	To provide a complete range of recreational, cultural and sports programs to meet the diverse needs to fit community's population.	
Noise	To minimize noise impacts to the people who live and work in San Fernando	To reduce transportation noise by imposing traffic restrictions where necessary
	To control noise in San Fernando for the protection of the health and well-being of its current and future citizens.	To identify potential land use conflicts and to determine where acoustical analysis and mitigation studies will be necessary through the periodic use of the noise contour maps and noise impact tables.
	To maintain or reduce noise levels in noise sensitive areas	To incorporate noise control techniques, as appropriate. In housing rehabilitation programs.
		To Require project applicants to reduce or buffer noise generated by a proposed development if it would otherwise create an unsatisfactory noise environment for adjacent properties.
Circulation	To provide an efficient street system which allows maximum accessibility, while providing maximum safety and economy of movement.	Conflicts between vehicular traffic and railway operations will be minimized to the maximum extent possible.
	To provide a street system that links San Fernando to other communities and regional facilities, while providing the residents of those communities with easily accessible routes to various facilities within the City of San Fernando.	The Central Business District will be enhanced as a commercial area through the establishment of efficient circulation patterns.
	To recognize problem areas and to Implement programs aimed at solving these problems.	Traffic improvements will be implemented, as needed, to respond to changes in regional traffic patterns that affect local circulation.

City Code Related to Pedestrian and Bicycle Traffic

Accessed from https://www.municode.com/library/search?stateId=5&clientId=4200&searchText=sidewalk&contentTypeId=CODES

Section of Code	Description
Sec. 90-679. - Annual safety report.	The city traffic engineer, with the advice of the chief of police or chief of the traffic division, and any other city officials having to do with bicycle matters shall prepare an annual bicycle safety report. Such report is to include accident data, enforcement, licensing, registration and educational activities, and any other information deemed pertinent. The report shall be submitted to the city council on or before January 31 of each calendar year.
Sec. 90-706. - Duties of traffic division.	It shall be the duty of the traffic division of the police department, in conjunction with the duties described within this chapter, with such aid as may be rendered by other members of the police department, to: (1) Enforce this article and all of the Vehicle Code sections applicable to bicycle traffic in the city; (2) Make arrests for traffic violations; (3) Investigate bicycle accidents; and (4) Cooperate with the city traffic engineer and other city officers in the administration of this article and in developing ways and means to improve traffic conditions and bicycle safety. (Code 1957, § 5.51)
Sec. 90-777. - Operation upon sidewalks.	No person shall ride a bicycle upon a sidewalk within the central business district, nor shall any person ride upon any other sidewalk within this city that has been posted with signs prohibiting such riding. (Code 1957, § 5.33)
Sec. 90-781. - Lane markings.	(a) The city traffic engineer is authorized to mark and designate bicycle lanes upon the surface of a roadway to designate that portion of the roadway to be traveled by bicycles and may place signs or may cause signs to be placed to prohibit or restrict parking, standing or stopping of motor vehicles to maintain the effectiveness of such lanes. (b) If the city traffic engineer shall establish any bicycle lane, path or route which comes within the meaning of the term "bikeway," as that term is defined in Streets and Highways Code § 890.4, the city traffic engineer shall then comply with all the requirements of Streets and Highways Code § 890 et seq. (the California Bicycle Transportation Act) in designing, establishing or maintaining any such bicycle lane, path or route. (Code 1957, § 5.37)
Sec. 90-677. - Use of fees collected.	There is established a special fund in the city treasury entitled the "bicycle license fund." Fees collected pursuant to this article by the licensing agency shall be deposited into such fund, and the city clerk is authorized to make the necessary disbursements for all costs of administering the bicycle licensing program provided for in this article. (Code 1957, § 5.31)
Sec. 90-526. - Establishment, designation and maintenance of crosswalks.	(a) The city traffic engineer shall establish, designate and maintain crosswalks at intersections and other places by appropriate devices, marks or lines upon the surface of the roadway as follows: Crosswalks shall be established and maintained at all intersections within the central traffic district and at such intersections outside such district and at other places within or outside such district where the city traffic engineer determines that there is particular hazard to pedestrians crossing the roadway, subject to the limitation contained in subsection (b) of this section. (b) Other than crosswalks at intersections, no crosswalk shall be established in any block which is less than 400 feet in length. Elsewhere, not more than one additional crosswalk shall be established in any one block, and such crosswalk shall be located as nearly as practicable at midblock. (c) The city traffic engineer may place signs at or adjacent to an intersection in respect to any crosswalk directing that pedestrians shall not cross in the crosswalk so indicated. (Code 1957, § 13.55) State Law reference— Power of local authorities to establish crosswalks, Vehicle Code § 21106.
Sec. 90-527. - Use of crosswalks in central traffic district or business districts.	No pedestrian shall cross a roadway other than by a crosswalk in the central traffic district or in any business district. (Code 1957, § 13.56)
Sec. 90-528. - Crossing roadways at right angles.	No pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb, except in a marked crosswalk. (Code 1957, § 13.57)
Sec. 90-529. - Standing in roadways.	No person shall stand in any roadway other than in a safety zone or in a crosswalk, if such action interferes with the lawful movement of traffic. This section shall not apply to any public officer or employee or any employee of a public utility, when necessarily upon a street in the line of duty. (Code 1957, § 13.58) State Law reference— Standing in roadways for purpose of soliciting rides, Vehicle Code § 21957.

Sec.90-530.-Restrictedcrossing of freeways.	No pedestrian shall walk across or along any street established as a freeway, as defined by state law, except in the space set aside for the use of pedestrians, provided that official signs are in place giving notice of such restrictions. (Code 1957, § 13.59)
Sec. 90-883. - Transportation demand and trip reduction measures.	Applicability of requirements. Prior to approval of any development project under this article, the applicant shall make provision for, as a minimum, all of the applicable transportation demand management and trip reduction measures contained in subsection (b) of this section. This article shall not apply to projects for which a development application has been deemed "complete" by the city pursuant to Government Code § 65943 or for which a notice of preparation for a draft environmental impact report has been circulated or for which an application for a building permit has been received, prior to the effective date of the ordinance from which this article derives. All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair. Development standards. Development standards shall be as follows: Nonresidential development of 25,000 square feet or more shall provide a bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include but is not limited to the following: Current maps, routes and schedules for public transit routes serving the site. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators. Ridesharing promotional material supplied by commuter-oriented organizations. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. Nonresidential development of 50,000 square feet or more shall comply with subsection (b)(1) of this section and shall provide all of the following measures to the satisfaction of the city: Not less than ten percent of employee parking area shall be located as close as is practical to the employee entrances, and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of the city. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces shall be signed/striped as demand warrants, provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet shall be signed/striped for carpool/vanpool vehicles. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas. Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of one-half or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or a locked room) shall be to the satisfaction of the city. Nonresidential development of 100,000 square feet or more shall comply with subsections (b)(1) and (b)(2) of this section and shall provide all of the following measures to the satisfaction of the city: A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development. If determined necessary by the city to mitigate the project impact, bus stop improvements must be provided. The city will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops. Safe and convenient access from the external circulation system to bicycle parking facilities on site. (Code 1957, § 13.170)

Sec. 74-193. - Poles, hydrants, signs.	Poles; fire and police boxes; lampposts; parking, street, directional or warning signs; parking meters; drinking fountains; hydrants; flagpoles or standards; decorations for public events; mail collection boxes; sidewalk clocks; armed forces recruiting signs; refuse cans; bicycle racks; benches; barriers; and any other similar installations may be placed on any sidewalk or roadway. However, any such installation not owned and maintained by the city shall be subject to the prior approval of the city council. (Code 1957, § 23.114)

Appendix C - Traffic Calming Policies

The City of San Fernando recognizes two categories of traffic calming measures:

1. Solutions to address excessive traffic volumes
2. Solutions to address excessive traffic speeds

These measures are primarily to be implemented along residential streets defined in Section 515 of the California Vehicle Code with a minimum density of dwellings per ¼ mile, and other dimensional requirements.

Several other criteria for traffic volume and/or speed must be met. Emergency Vehicle Access interference must be minimized or nonexistent in most situations. Affecting transit routes are more flexible criteria. Parking is not to be affected in most cases.

The City of San Fernando presents a list of initial measures followed by a second listing of secondary measures should the initial efforts not produce the desired effect.

Excessive Speeds	If ineffective:
Stop signs	Speed humps
Enforceable speed limits, speed feedback	Speed table
Warning, regulatory signs	Traffic circles
Striping, edge lines, bicycle lanes, angle parking	Neck downs
Rumble strip, optical speed bars, speed striping	Center island narrowing
Police enforcement	Chokers
Traffic signal timing	
Excessive Volumes	If ineffective:
One way streets	Speed humps
Turn prohibitions	Speed tables
Metering with signal timing	Full closures
	Half closures

The City also lists measures that for various reasons are not appropriate or cost-effective, which include.

- Diverters
- Forced turn islands
- Median barriers
- Raised crosswalks/intersections
- Textured pavements
- Roundabouts
- Chicanes
- Realigned intersections
- Photo radar enforcement

Full policies below.

Various criteria have been established to identify locations experiencing excessive traffic volumes and excessive traffic speeds, the two primary issues addressed by traffic calming measures. In addition, the numbers of traffic collisions as well as the collision rates at residential intersections and along residential street segments have also been considered in the Traffic Calming Study. The City plans to use a combination of traffic calming measures including education, enforcement, and various physical features to address the primary issues. Measures to be considered on a case by case basis for use on residential streets in the City of San Fernando include the following:

FOR RESIDENTIAL STREETS EXPERIENCING "EXCESSIVE VOLUMES"

The following traffic calming measures have been initially considered for residential street segments exceeding the City's criteria for "excessive volumes":

- Traditional traffic control devices including:
    - One way streets
    - Turn prohibitions (No left turn, no right turn, no turn on red, etc.)
    - Metering using traffic signal timing

If implementation of one or more of the corrective measures above fails to reduce traffic volumes to levels below the acceptable thresholds, then the following physical street modifications will be considered as traffic calming measures:

- Speed humps on local residential streets (see policy
- Speed tables on residential collector streets (see policy)
- Full Closures (cul de sacs)
- Half closures (partial closures, one way closures)

The traffic calming measures below have been carefully considered in the Traffic Calming Study. For various reasons, these measures are not considered to be appropriate or cost effective to address "excessive volumes" on residential streets in the City of San Fernando at this time:

- Semi diverters
- Diagonal diverters (diagonal road closures)
- Median barriers (median diverters)
- Forced turn islands (channelization, pork chops, right turn islands)
- Star diverters

FOR RESIDENTIAL STREETS EXPERIENCING "EXCESSIVE SPEEDS"

The following traffic calming measures have been initially considered for residential street segments exceeding the City's criteria for "excessive speeds":

- Traditional traffic control devices including:
  - STOP signs (see policy)
  - Enforceable speed limits
  - Warning and regulatory signs
  - Striping of narrow lanes; edge lines; bicycle lanes; angle parking
  - Rumble strips; optical speed bars; speed striping
- Neighborhood speed watch including special signing
- Speed alert signing (speed trailer)
- Targeted police enforcement
- Traffic signal timing such as fixed time; "rest in red"

If implementation of one or more of the corrective measures above fails to reduce traffic speeds to levels below the acceptable thresholds, then the following physical street modifications will be considered as traffic calming measures:

- Speed humps (see policy)
- Speed tables (see policy)
- Neighborhood traffic circles (intersection islands)
- Neck downs (bulb outs, intersection narrowing, corner bulges)
- Center island narrowing (midblock medians, slow points)
- Chokers (pinch points, constrictions)

The traffic calming measures below have been carefully considered in the Traffic Calming Study. For various reasons, these measures are not considered to be appropriate or cost effective to address "excessive speeds" on residential streets in the City of San Fernando at this time:

- Raised crosswalks (sidewalk extensions)
- Raised intersections (intersection humps)
- Textured pavements
- Roundabouts (rotaries)
- Chicanes (reversing curves, twists)
- Realigned intersections
- Photo radar enforcement

Traffic Calming Criteria Matrix

The matrix on the following page compares each of the various traffic calming measures to be considered on residential streets in the City of San Fernando. The matrix identifies the problems being targeted as well as the type of street and provides a comparison of the various criteria for each of the traffic calming measures. The pages following the matrix provide further detailed information regarding the criteria developed for each of the traffic calming measures.

Excessive vehicle speeds on residential collector streets are a concern frequently reported by residents in the City. The installation of speed tables is often requested as a quick and effective solution to reduce excessive vehicle speed.

Speed tables are ridges of pavement placed across a roadway to slow vehicles as they cross over them. Typically, speed tables are 22 feet in length, about 3 inches high in the center, and installed between 300 and 600 feet apart.

To be considered for installation of speed tables, **each of the following criteria must be met** on a residential collector street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:
    a. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or
    b. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.
2. **Street Materials** – Only on a street constructed of asphalt, not concrete.
3. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.
4. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.
5. **Traffic Volumes** – Only on a street with traffic volumes ranging from:
    a. More than 2,500 to less than 8,000 during 24 hours on any day; or
    b. More than 250 to less than 800 during one hour on any day.
6. **Traffic Speeds** – Only on a street with one of the following:
    a. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour over 24 hours on any day; or
    b. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour during one hour on any day; or
    c. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour over 24 hours on any day; or
    d. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour during one hour on any day.
7. **Emergency Vehicle Access** – Not to be placed on streets that are designated emergency access routes.
8. **Transit Routes** – May be placed on established transit routes.

Before speed tables are considered for installation on a residential collector street, the attached petition form must be completed and submitted to the City of San Fernando Department of Public Works. There is no cost to property owners or to residents to install the speed tables. As City funding to install speed tables is limited, fully completed petitions for the installation of speed tables will be prioritized according to the date received on a first come, first served basis.

The person circulating the petition must contact at least 80% of the property owners or residents along the residential collector street. “Speed Tables Pros and Cons” listed below must be attached to the front of the petition for review at the time the petition is signed by residents and/or property owners. The number of persons signing the petition in favor of the installation of speed tables must represent at least 2/3 (67%) of the total number of homes along the impacted residential street. Only one signature from either the property owner or from a resident at each address is necessary.

SPEED TABLES – PROS AND CONS

PROS

- Vehicle speeds typically decrease near the speed table to about 30 mph.
- Speed tables reduce speeds 24 hours a day, seven days a week.
- Speed tables may decrease volumes by discouraging non-resident traffic.

CONS

- Speed tables may increase fire and police emergency response time.
- Traffic may be diverted to adjacent streets to avoid the speed tables.
- Drivers may travel faster between the speed tables to make up lost time.
- Motorists may drive the gutter to partially avoid the speed tables.
- Speed tables may impact bicyclists, motorcyclists, and pedestrians.
- Signing and marking for the speed tables may be considered unsightly.
- Vehicle braking and suspension noise increases near speed tables.
- Disabled persons may experience discomfort going over speed tables.

PETITION FOR THE INSTALLATION OF SPEED TABLES

We, the undersigned residents, do hereby petition the City of San Fernando to install speed tables on ___ _____ between

_____ and _____.

“As the contact person, I personally certify under penalty of perjury under the laws of the State of California to the best of my knowledge that the signatures on this petition are true and correct.”

“I attest that each undersigned person is 18 years of age or older.”

“I attest that a copy of the City of San Fernando Speed Table Installation Policy including “Speed Tables Pros and Cons” was attached to the front of this petition for review at the time this petition was signed.”

Designated contact person(s) regarding speed tables on this street are:

Contact Person _____ Signature_____

Daytime Telephone Number_____ Executed on _____

Alternate Contact_____ Signature_____

Daytime Telephone Number_____ Executed on _____

NOTE: Only one signature per dwelling unit is necessary.

SIGNATURE	PRINT NAME	PRINT ADDRESS	IN FAVOR	OPPOSED

Excessive through commuter traffic on local residential streets is a concern reported by some residents in the City. The full closure of local streets has been requested as an effective solution to reduce through, non local commuter traffic.

Full closures are barriers placed across a street to close the street completely to both through and local traffic, usually leaving only sidewalks or bicycle paths open. They are also called cul de sacs or dead ends. A full street closure is a measure of last resort and will only be considered if other less restrictive physical measures fail to reduce the volume of through, non local commuter traffic.

To be considered for full street closure, **each of the following criteria must be met** on a local residential street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:
    a. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or
    b. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.
2. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.
3. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.
4. **Traffic Volumes** – Only on a local street with traffic volumes exceeding:
    a. 1,000 with 20% or more through traffic during 24 hours on any day; or
    b. 100 with 20% or more through traffic during one hour on any day.
5. **Emergency Vehicle Access** – Not to be installed on streets that are designated emergency access routes.
6. **Transit Routes** – Not to be installed on established transit routes.
7. **Traffic Impact Study** - Must document that traffic volumes resulting from the full street closure may NOT create excessive traffic on adjacent local residential streets as follows:
    a. The maximum traffic increase on any local residential street is limited to 400 vehicles per day; AND
    b. The resulting daily volume on the impacted adjacent residential street shall not exceed 1,000 vehicles per day.

Excessive through commuter traffic on local residential streets is a concern reported by some residents in the City. Partial closure of local streets has been requested as an effective solution to reduce through, non local commuter traffic.

Partial closures are formed when a barrier is placed in one lane of traffic on a two lane street, limiting travel to only one direction at that point on the street. While this measure is effective at reducing through, non local commuter traffic, it may require additional police enforcement at times to reduce violations of the device. A partial street closure will only be considered if other less restrictive physical measures fail to reduce the volume of through, non local commuter traffic.

To be considered for a partial street closure, **each of the following criteria must be met** on a local residential street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:
    a. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or
    b. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.
2. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.
3. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.
4. **Traffic Volumes** – Only on a local street with traffic volumes exceeding:
    a. 1,000 with 20% or more through traffic during 24 hours on any day; or
    b. 100 with 20% or more through traffic during one hour on any day.
5. **Emergency Vehicle Access** – Not to be installed on streets that are designated emergency access routes.
6. **Transit Routes** – Not to be installed on established transit routes.
7. **Traffic Impact Study** - Must document that traffic volumes resulting from the partial street closure may NOT create excessive traffic on adjacent local residential streets as follows:
    a. The maximum traffic increase on any local residential street is limited to 400 vehicles per day; AND
    b. The resulting daily volume on the impacted adjacent residential street shall not exceed 1,000 vehicles per day.

A traffic circle is a raised circular island in the center of an intersection. This design requires vehicles to slow, keep right and travel through the intersection in a counter clockwise direction around the island. The size of the traffic circle is determined by the size of the intersection and it can be placed at both four legged and three legged intersections to slow traffic. Vehicles entering the traffic circle are required to "YIELD" to traffic already within the intersection. On street parking is generally prohibited on the approaches to the traffic circle to provide proper sight distance. The continuing cost and the responsibility for maintenance and irrigation of landscaping within the traffic circle itself must be considered.

To be considered for the installation of traffic circles, **each of the following criteria must be met** on a local residential street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:
    a. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or
    b. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.
2. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.
3. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.
4. **Traffic Volumes** – Only on a street with traffic volumes ranging from:
    a. More than 1,000 to less than 2,500 during 24 hours on any day; or
    b. More than 100 to less than 250 during one hour on any day.
5. **Traffic Speeds** – Only on a street with one of the following:
    a. More than 50 percent of vehicles exceeding 30 miles per hour over 24 hours on any day; or
    b. More than 50 percent of vehicles exceeding 30 miles per hour during one hour on any day; or
    c. More than 15 percent of vehicles exceeding 35 miles per hour over 24 hours on any day; or
    d. More than 15 percent of vehicles exceeding 35 miles per hour during one hour on any day.
6. **Emergency Vehicle Access** – May be placed on streets that are designated emergency access routes.
7. **Transit Routes** – May be placed on established transit routes.

Bulb outs (also known as neck downs, intersection narrowing, corner bulges, or curb extensions) involve narrowing of the roadway. Typically, curbs are extended toward the center of the roadway, slowing vehicles as they pass through the narrowed section. They are typically installed on intersection approaches without STOP signs and are also used to shorten pedestrian crossings. On street parking is prohibited at the narrowed roadway section, permitting traffic to safely travel in both directions. Bulb outs may adversely impact bicycle lanes and require careful consideration of drainage requirements.

To be considered for the installation of bulb outs, **each of the following criteria must be met** on a residential collector street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:

    c. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or

    d. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.

2. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.

3. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.

4. **Traffic Volumes** – Only on a street with traffic volumes ranging from:

    a. More than 2,500 to less than 8,000 during 24 hours on any day; or

    b. More than 250 to less than 800 during one hour on any day.

5. **Traffic Speeds** – Only on a street with one of the following:

    a. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour over 24 hours on any day; or

    b. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour during one hour on any day; or

    c. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour over 24 hours on any day; or

    d. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour during one hour on any day.

6. **Emergency Vehicle Access** – May be placed on streets that are designated emergency access routes.

7. **Transit Routes** – May be placed on established transit routes.

Raised medians (also known as center island narrowing or slow points) involve narrowing of the roadway in the middle of the street. Typically, curbs are installed in the center of the roadway, slowing vehicles as one way traffic passes on each side. The length of the raised median can vary from 30 feet to a full block. While raised medians provide a significant opportunity for landscaping, it may be costly to plant the median as well as to properly irrigate and maintain the landscaping. Raised medians restrict access into driveways to right turns only and can cause circuitous travel and u-turns at the ends of the raised medians.

To be considered for the installation of raised medians, **each of the following criteria must be met** on a residential collector street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:

    e. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or

    f. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.

2. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.

3. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.

4. **Traffic Volumes** – Only on a street with traffic volumes ranging from:

    a. More than 2,500 to less than 8,000 during 24 hours on any day; or

    b. More than 250 to less than 800 during one hour on any day.

5. **Traffic Speeds** – Only on a street with one of the following:

    a. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour over 24 hours on any day; or

    b. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour during one hour on any day; or

    c. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour over 24 hours on any day; or

    d. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour during one hour on any day.

6. **Emergency Vehicle Access** – May be placed on streets that are designated emergency access routes.

7. **Transit Routes** – May be placed on established transit routes.

Chokers (also known as pinch points or constrictions) involve midblock narrowing of the roadway. Typically, outside curbs are extended toward the center of the roadway, slowing vehicles as they pass through the narrowed section. While chokers provide an opportunity for landscaping, it may be costly to plant as well as to properly irrigate and maintain the landscaping. On street parking is prohibited at the narrowed roadway section, permitting traffic to safely travel in both directions. Chokers may adversely impact bicycle lanes and require careful consideration of drainage requirements.

To be considered for the installation of chokers, **each of the following criteria must be met** on a residential collector street in the City of San Fernando:

1. **Street Classification** - Only on a street in a residence district as defined in Section 515 of the California Vehicle Code with either:

    g. 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or

    h. 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.

2. **Street Length, Width and Number of Lanes** – Only on a street at least ¼ mile in length with a roadway width of 40 feet or less and having only one travel lane in each direction.

3. **Horizontal Alignment** – Only on a street with a 300 foot radius curve or greater along the roadway centerline.

4. **Traffic Volumes** – Only on a street with traffic volumes ranging from:

    a. More than 2,500 to less than 8,000 during 24 hours on any day; or

    b. More than 250 to less than 800 during one hour on any day.

5. **Traffic Speeds** – Only on a street with one of the following:

    a. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour over 24 hours on any day; or

    b. More than 50 percent of vehicles exceeding the speed limit by 5 miles per hour during one hour on any day; or

    c. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour over 24 hours on any day; or

    d. More than 15 percent of vehicles exceeding the speed limit by 10 miles per hour during one hour on any day.

6. **Emergency Vehicle Access** – May be placed on streets that are designated emergency access routes.

7. **Transit Routes** – May be placed on established transit routes.

Excessive vehicle speeds on residential streets are a concern frequently reported by residents in the City. The installation of STOP signs is often requested as a quick and effective solution to reduce excessive vehicle speed. Because STOP signs cause substantial inconvenience to motorists, they should only be used where established criteria are exceeded. The following criteria for STOP signs apply only to residential streets meeting the definition in Section 515 of the California Vehicle Code with either:

- 13 or more separate dwellings on one side of the roadway within a distance of a quarter of a mile; or
- 16 or more separate dwellings on both sides of the roadway within a distance of a quarter of a mile.

Multi-way STOP signs should ordinarily be used only where the volume of vehicular traffic plus pedestrians crossing is approximately equal on both streets. For residential street intersections, multi-way STOP signs may be installed where any one or more of the following criteria are satisfied:

1. **Intersection Volumes – Four Hours**
    - Vehicles entering and pedestrians crossing the intersection must average at least 300 per hour during any four hours of a day, and vehicles entering from the minor street plus pedestrian crossings of the major street must average at least 120 during these hours.
2. **Intersection Volumes – Peak Hour**
    - Vehicles entering and pedestrians crossing the intersection must exceed 300 during one hour of a day, and vehicles entering from the minor street plus pedestrian crossings of the major street must exceed 120 during this hour.
3. **Traffic Collisions**
    - Two or more reported collisions within a 12 month period of a type susceptible to correction by a multi-way stop installation. Such collisions include broadside, right turn, and left turn collisions.
4. **Intersection Volumes - School Areas with Yellow Crosswalk**
    - Vehicles entering and pedestrians crossing the intersection must average at least 300 per hour during any two hours of a day, and vehicles entering from the minor street plus pedestrian crossings of the major street must average at least 120 during these hours