

SCHOOL AREA TRAFFIC SAFETY GUIDELINES



PREPARED BY:

CITY OF SAN BUENAVENTURA

IN COOPERATION WITH:

VENTURA UNIFIED SCHOOL DISTRICT

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SCHOOL AREA TRAFFIC SAFETY GUIDELINES

The City of Ventura considers school age pedestrian safety to be very important. Pedestrian injuries are the second leading cause of unintentional injury-related death among children ages 5 to 14. Each year, 650 pedestrians ages 14 and under die in motor vehicle-related traffic crashes in the United States. In addition, 125 school age pedestrians (ages 5 through 18) were killed during "normal school transportation hours" in the 1997-1998 school year and accounted for 33 percent of the total pedestrians injured in motor vehicle crashes in 1998. An additional 20,000 children suffer from motor vehicle-related pedestrian injuries. These injuries are likely to be severe, with up to half requiring hospital admission.

While walking, children are at risk of being hit by motor vehicles for a variety of reasons that include high traffic volume, relatively higher posted speed limits, absence of a divided highway, and few pedestrian-control devices. Child pedestrian injuries are most



common in residential areas. Child pedestrians ages 5 to 9 are at highest risk of being killed or injured due to being hit by a car. Other factors that contribute to pedestrian injuries include lack of appropriate traffic

control measures, young children's lack of cognitive skills needed to judge traffic, and irresponsible driver behavior.

Speeding is a factor in one-tenth of all pedestrian-related traffic fatalities among children. The faster a vehicle is traveling when it strikes a pedestrian, the more severe and potentially fatal the injuries will be. The likelihood of a pedestrian being killed if struck by a vehicle traveling 20 mph or less is about 5 percent, compared to a 40 percent likelihood of death if the vehicle is traveling 30 mph or more.

Despite the risk of injury to pedestrians, walking and biking are fundamental components of physical fitness for children. It is essential that children have the ability to walk and bike safely in neighborhoods and school areas. Some potential benefits to children who are physically active:

- Makes them more alert and helps them do better in school.
- Improves their self-image and independence.
- Contributes to a healthy social and emotional development.
- Increases likelihood that children will grow into adults who lead more active lifestyles, improving their chances for better health.

Walking and biking is good for the whole neighborhood, not just for children. Here are some of the additional benefits:

- Fewer people driving means less traffic in and around homes and schools. Therefore, People walking in the community are safer, and Exhaust from the cars is reduced.
- Crimes are less likely to happen when more people are outside keeping an eye on their neighborhood.
- Neighbors have more chances to get to know each other and become friends.

In order to minimize risk and increase safety, the City has prepared these School Area Traffic Safety Guidelines. These guidelines include direction for implementation of safety improvements, and programs in the following areas:

1. Suggested School Routes
2. Adult Crossing Guards/Assistants
3. Traffic Controls
4. Walking and Biking Safety Education
5. Walking and Bicycle Programs

Each of these areas is addressed individually in this set of guidelines.

What the City Has Already Done

In 1998 the City completed an updated review of all school areas to ensure that there is consistency and uniform applications where needed. Many changes were made to add signs and new higher visibility crosswalks where needed.

Each year the City receives requests from schools to review their traffic circulation and recommend improvements. Over the past several years the City has made recommendations for improvements including implementing a change in parking restrictions, adding crossing locations or school zone signage, working with the Police Department for additional enforcement, and working with the School District on changes in school access and layout of on-site parking/drop off areas.

Evaluation Requests

Traffic control in school areas is a highly sensitive subject. If all the requests were met, there would have to be many more police and adult school crossing guards; and many more traffic signals, signs, and markings. Such requests, however, are not always in line with sound traffic engineering. Traffic engineering analysis often reveals that at many locations, requested school-crossing controls are unnecessary, costly, and tend to lessen the respect for those controls that are needed. It is important to stress that regardless of the school location, the best way to achieve safe and effective traffic control is thorough the uniform application of realistic policies, practices, guidelines, and standards. A uniform approach to school area traffic controls assures the use of similar controls for similar situations, which promotes uniform behavior on the part of the driver, pedestrian, and bicyclist.

Properly conducted engineering and traffic studies will determine the appropriate measures to be developed at school crossings. These engineering and traffic studies will be conducted by the City at the request of the School District. Types of school pedestrian measures that are typically considered include:

1. Warning signs and markings.
2. Speed limits.
3. Intersection stop signs.
4. Flashing yellow beacons.
5. Traffic signals.

6. Identify and remove visibility obstructions.
7. Adult Crossing Guards.
8. Adult Crossing Assistants.
9. Pedestrian separation structures.
10. Pedestrian walkways along the roadway.
11. Pedestrian walkways or bike paths separated from the roadway.
12. School area traffic circulation.
13. Parking controls and curb-use zones.
14. School bus transportation.

All requests for review of school area traffic safety from parents should be directed to the principal of the school in question. The principal with then, if possible with the recommendation of the school parent/teacher organization, forward the request to the Ventura Unified School District. If the School District staff feels that the location being requested is appropriate, the District will forward the request to the City Traffic/Transportation Engineer, who will arrange for the preparation of an engineering and traffic survey which includes the field collection of data necessary to thoroughly evaluate the request. This evaluation will take approximately 4-6 weeks depending on the location and time of year. In order to adequately evaluate a location, the field work will need to be conducted during a normal school day.

The study will evaluate existing conditions and make any recommendations that are necessary. The City will then present the findings to the School District and School for their input. Final recommendations will be forwarded to the School District with any recommended actions.

If the guidelines are met for placing an adult crossing guard, the City Traffic/Transportation Engineer will forward a request to the School district and Police Department to budget funds to hire a new crossing guard. When the funds are budgeted and available, the new adult crossing guard will be put into operation. If the School District is able to provide additional funding for the new location at an earlier date, the adult crossing guard can be put into effect earlier.

If the standards for a new crossing guard are not met, the City will review with the School District and the individual school the potential to start an Adult Crossing Assistant program.

SUGGESTED SCHOOL ROUTES

The City has worked with the school district to prepare a set of maps to help educate elementary grade and middle school children and their parents on how to reach school as safely as possible without using a car. A map for each elementary and middle school within the Ventura Unified School District has been developed that shows the suggested routes to school from the surrounding residential community.

The suggested school route maps were developed by the City's Traffic/Transportation Engineering Section and reviewed by the Ventura Unified School District as well as the City Police Department and school principals at each school. The school routes suggested take into account physical barriers such as railway lines, freeways, high volume streets, and major arterial streets. The suggested routes were designed to take advantage of low volume residential streets, stop signs, traffic signals, flashing beacons, bike lanes, adult school crossing guards, pedestrian bridges, and existing sidewalks.



Copies of the suggested school routes maps are included in "Attachment A."

ADULT CROSSING GUARDS / ASSISTANTS

Because there are many different situations across the District, there are two levels of crossing assistance that can lead to safer school routes; adult crossing guards, and adult crossing assistants.

Adult Crossing Guards

The highest level of authority is the adult crossing guard. The State of California has specific guidelines that dictate when an adult crossing guard should be used. If the guidelines are not met, According to the Sate's guidelines, Adult School Crossing Guards normally are assigned at locations where official supervision of elementary school pedestrians is desirable when they cross a public street indicated on the Suggested Route to School, and; a high number of elementary school pedestrians are using the crossing while going to or from school. The City uses these State guidelines to determine locations where Adult School Crossing Guards may be used. Therefore, the following conditions must be met:



1. At uncontrolled crossings where there is no alternative controlled crossing within 180 meters (600 ft.); and
 - a) Vehicular traffic volume exceeds 350 vehicles during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school. Whenever the critical (85 percentile) approach speed exceeds 40 m.p.h., the guidelines for rural areas should be applied.
 - c) In each case above there must be adequate vertical and horizontal sight distance so that vehicles can react to the crossing guard and stop prior to the crossing location.
2. At stop sign-controlled crossings:

Where the vehicular traffic volume on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.

This does not include four way stop locations with only one lane in each direction. However, it will be the judgement of the City Traffic/Transportation Engineer to determine if a crossing guard is needed at such locations.

At Traffic signal-controlled crossings:

- a) Where the number of vehicular-turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or,
- b) Where there are circumstances not normally present at a signalized intersection, such as crosswalks more than 80 feet long with no intermediate refuge, or an abnormally high proportion of large commercial vehicles.

When these guidelines are met, a crossing guard will be considered by the City and the School District in coordination with the affected school to fund and provide for the crossing guard.

Adult Crossing Assistants

There are intermediate situations where the volume of traffic or pedestrians does not meet the above State guidelines but the City, the School District, and the School wants to provide an increased level of safety. In these instances, each individual school can set up a volunteer Adult Crossing Assistant Program. An Adult Crossing Assistant is essentially a traffic safety trained adult assisting children in crossing the street at either uncontrolled or controlled intersections, which may include traffic signalized intersections.



Adult crossing assistants should be considered when there is a sufficient need for some level of assistance, but the State guidelines for a crossing guard are not met. Depending on the location and number of school age pedestrians each location will be reviewed on an individual basis and should be a street crossing location identified on the suggested route to school.

The duties and responsibilities of the crossing assistant will be limited to assisting, guiding, and educating the school age pedestrians on how to cross safely. They will be able to hold a school crosswalk warning sign to reinforce the presence of the crosswalk to motorists. They will also be allowed to cross back and forth in the crosswalk to execute their duties.

At signalized intersections crossing assistants will be limited to assisting and educating school age children on the proper use of the traffic signal pedestrian indications. No preemption or authority over the traffic signal will be allowed.

Crossing assistants will consist of adult volunteers organized by each individual school. The City will provide training through the Police Department and will provide high visibility vests or jackets, handheld warning signs, and other traffic control devices necessary for safety. Volunteers should be checked by police to ensure they have no criminal background.

School Crossing Guard/Assistant Training

The Police Department will provide a thorough four-hour training program for all new Adult Crossing Guards/Assistants, and will monitor the effectiveness of all existing guards on an ongoing basis.

Only after the candidate has received their training will they be allowed to act as a crossing guard or crossing assistant. As a part of the completion of training the city will provide the proper attire, signage, and other appurtenances.



TRAFFIC CONTROL DEVICES

The City of San Buenaventura follows State policies and the California Vehicle Code. The Code requires us to follow the national guidelines outlined in the State Traffic Engineering Manual. Traffic control devices include signal lights, traffic signs, and paint markings. The State Manual covers all aspects of the placement, construction and maintenance of every form of approved traffic control. The guidelines prescribe five basic requirements for all devices. They must:

- Fulfill a need
- Command attention
- Convey a clear, simple meaning
- Command respect of road users
- Give adequate time for proper response

The State Manual emphasizes "uniformity" of traffic control devices. A uniform device conforms to the regulations for dimensions, color, wording and graphics. The standard device should convey the same meaning at all times. Consistent use of traffic control devices protects the clarity of their messages. As stated in the State Manual, uniformity must also mean treating similar situations in the same way.

Alternate gaps and blockades are formed in the vehicular traffic stream in a pattern peculiar to each crossing location. To reduce the risk of an accident at a specific crossing, adequate gaps must be available. When adequate gaps are less than an average rate of 60 gaps per hour, some form of traffic control device should be considered that would create adequate gaps in the traffic stream. Several common traffic control devices that are used in the vicinity of schools are covered here, others such as traffic signals can be reviewed on an as needed bases.

Curb Parking Markings

Curb markings have definite and important functions to perform in a proper scheme of school area traffic control. They serve as a very effective means of conveying certain regulations providing direction for drivers on where to park, load, or drop-off. For the use of paint upon curbs, the following colors only shall be used, and the colors indicate as follows:

1. **Red** - Indicates no stopping, standing, or parking, whether the vehicle is attended or unattended, except that a bus may stop in a red zone marked or signed as a bus loading zone.
2. **Yellow** - Indicates no stopping, standing, or parking at any time between the hours of 7:00 a.m. and 6:00 p.m. of any day except Sundays and holidays for any purpose other than the loading or unloading passengers or materials, provided that the loading or unloading of passengers shall not consume more than three minutes, nor the loading or unloading of materials more than 20 minutes.
3. **White** - Indicates no stopping, standing, or parking at any time between the hours of 7:00 a.m. and 6:00 p.m. of any day except Sundays and holidays for any

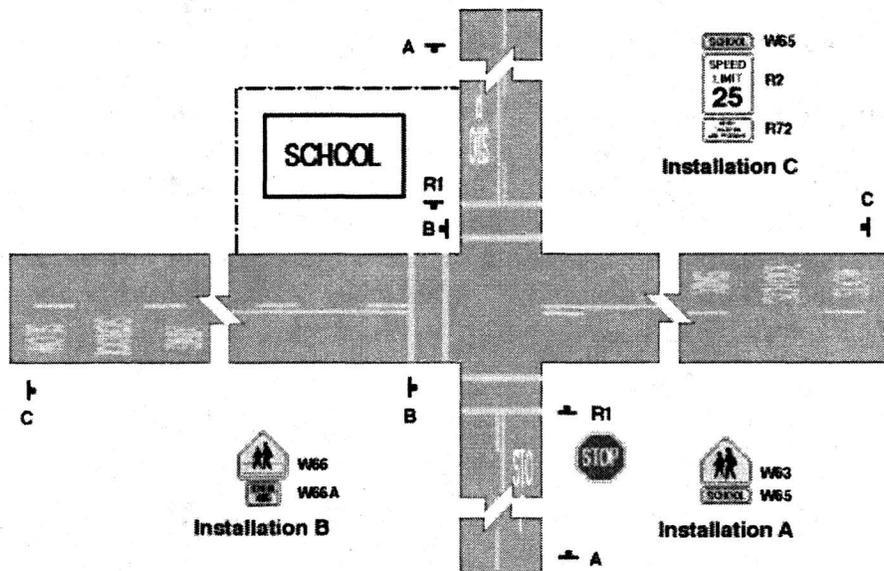
purpose other than the loading or unloading passengers for the following purposes:

- a) Loading or unloading of passengers.
 - b) Depositing mail in an adjacent mail box.
4. **Green** - Indicates no stopping, standing, or parking at any time between the hours of 9:00 a.m. and 6:00 p.m. of any day except Sundays and holidays for a period longer than 24 minutes.

Curb markings may be supplemented with signs. When signs are not used, the intended meaning will be stenciled on the curb.

School Area Signage

Signs shall be placed in positions where they will convey their messages most effectively without restricting clearances or sight distances. Typical school zone signage includes school crossing warning signs, school zone speed limit signs, and school bus stop signs. A typical layout of signage is shown in the figure below:



Crosswalks

When a marked crosswalk has been established adjacent to a school building or school grounds, it shall to be painted yellow. Other established marked crosswalks may be painted yellow if either the nearest point of the crosswalk is not more than 600 feet from a school building or grounds.

Crosswalks should be marked at all intersections on the "suggested route to school." They should also be marked where there is high conflict between vehicles and students (while crossing), where students are permitted to cross between intersections, or where students could not otherwise cross. The best safety measure for school age children is to educate them on how and where to safely cross the street.

Flashing Beacons

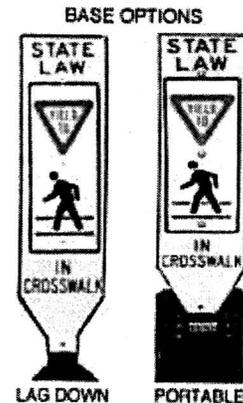
When flashing beacons are used where not warranted they soon lose much of their effectiveness. After continually being alerted to a condition which does not appear to be truly unusual, research and experience has shown that drivers actually stop seeing a flashing light. This can result in a disregard for all beacons, even those that are truly needed. The State Guidelines for installation of flashing beacons are:

A flashing yellow beacon may be justified when ALL of the following conditions are fulfilled:

1. The uncontrolled school crossing is on the "Suggested Route to School"; and
2. At least 40 school pedestrians use the crossing during each of any two hours (not necessarily consecutive) of a normal school day; and
3. The crossing is at least 180 m from the nearest alternate crossing controlled by traffic signals, stop signs or crossing guards; and
4. The vehicular volume through the crossing exceeds 200 vehicles per hour in urban areas or 140 vehicles per hour in rural areas during the same hours the students are going to and from school during normal school hours; and
5. The critical approach speed (85 percentile) exceeds 35 mph (56 km/h) or the approach visibility is less than the stopping sight distance.

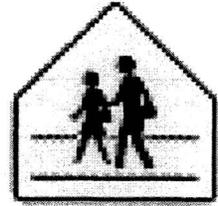
Warning Devices

There are several types of warning devices on the market that are geared toward crosswalk and school area safety. They consist of portable or "lag down" (semi-portable) warning signs that can be placed in the center roadway to reinforce compliance of the school crossing location. Wording consists of "YIELD TO PEDESTRIANS IN CROSSWALK," The lag down devices can be temporarily mounted to a permanent rubber base so that vehicles that inadvertently hit them will not send it flying like a projectile. Examples of such devices are:



If deemed appropriate for the location by the City, the crossing guard or crossing assistant will be provided with these devices. The devices will be installed on a daily basis while the crossing guard/assistant is actively crossing students.

At locations where there is a school crossing identified on the suggested school route, and there is no guard or assistant, the City will review the location to determine if additional signage or warning devices are necessary. If a warning device is determined to be necessary, a crossing guard or assistant will be assigned to install and remove the device on a daily basis. No warning devices will be allowed at signalized intersections.



Another warning device to be used by the crossing assistants is a handheld sign that would be a smaller version of the standard yellow school crosswalk sign. However, this sign will be provided in the newly approved high-visibility florescent yellow-green color. This sign would be used by crossing assistants to reinforce the already present warning signs to encourage drivers to yield to pedestrians. These signs will be retrofitted with a yellow flashing LED indication.

Because of the additional authority given by meeting the State criteria, adult crossing guards will use a handheld "STOP" sign. This sign will be fitted with a red flashing LED indication to bring additional awareness to the presence of the crossing guard.

WALKING AND BIKING SAFETY EDUCATION

There are several things that the City, School District, and individual schools can do to enhance school route safety. A program to educate school age children on traffic safety could be prepared and presented to the schools on an annual basis. The program should include both pedestrian and bicycle safety tips with demonstrated examples. In addition, students can learn about safety at the following interactive website - www.nhtsa.dot.gov/people/outreach/KidsPage/.

Implementation Strategies

There are three primary audiences that are generally accepted as the principal targets for school area safety education and awareness efforts.

1. **Children:**

- a) The very youngest (elementary school ages, 5-11), are impulsive, have limited peripheral vision, lack training and experience, have poor speed/gap assessment, think grownups will look out for them, think close calls are fun, are short in stature making it difficult for them to see and be seen, want to run to limit street crossing time, and like to copy behavior of older people.
- b) Pre- and early teens (middle school ages, 12-15) are willing to take chances and cross more busy roadways.
- c) Teens (high school ages, 16-18) are very active, go long distances, and feel invincible.
- d) Primary messages and important skills for children should include:
 - Stopping, looking, and yielding before entering or crossing a roadway.
 - Learning the concept of an edge when crossing a street.
 - Scanning left-right-left to look for traffic before crossing a street.
 - Understanding walk/don't walk signals.
- e) Primary strategies should include:
 - Classroom/school based programs.
 - Printed materials distributed through schools and other outlets.
 - Annual safety event - highlighting the most important safety messages.
 - TV, radio, and print public service announcements.

2. **Parents.** Parents of young children are also an important target audience, even though they can also be targeted as adults. In many cases, parents often misunderstand basic traffic safety concepts and pass this along to their children.

As a result, safety education programs directed at youngsters may be undermined by contradictory messages coming from those individuals that children trust the most.

- a) Primary messages should include:
 - Age and developmental factors in pedestrian safety.
 - Common crash causes and how to prevent them.
 - Walking facing traffic.
 - b) Primary strategies should include:
 - Direct involvement in safety programs through PTAs and other youth-oriented groups.
 - Literature sent home from schools and other youth-oriented outlets.
 - Pediatrician office literature.
 - Videos and literature at parent nights at schools.
 - TV, radio, and print PSAs and feature stories.
3. **Motorists.** Motorists contribute to the majority of the crashes involving walking and bicycling. Drivers frequently fail to pay attention and respond to the presence of pedestrians. Many assume, for instance, that it is the responsibility of even young children to stay out of the way of cars.
- a) Primary messages and important skills should include:
 - Motorists must stop for pedestrians in crosswalks.
 - Many crashes involve motorists' failure to scan for and yield to pedestrians when turning or merging.
 - Many children are killed by cars in their own driveway.
 - Still more pedestrian crashes occur in parking lots and are associated with backing.
 - Motorists are responsible for contributing to the safety of children.
 - Drive slowly in neighborhoods and when children are present.
 - b) Primary strategies should include:
 - Pedestrian content added to driver training programs.
 - Driver license test to include pedestrian-related questions and situations.
 - TV, radio, and print Public Service Announcements and feature stories; posters on buses.
4. **Teachers.** A growing number of teachers want to provide better accommodations for school age pedestrians and bicyclists but don't know what to do. Primary strategies should include contacting and working with the School District and City Staff in the identification and development of improved facilities and programs.

Some examples of good information that should be shared with students, parents, motorists, and teachers are:

When walking to school, pedestrians should keep the following in mind:

1. When walking on City streets, pedestrians should keep the following in mind:
2. When walking along a road where a sidewalk is not provided, walk on the left side facing oncoming traffic.
3. Look in all directions before crossing the street for cars, pedestrians, bicyclists and mopeds.
4. Never cross the street from between parked cars because drivers cannot see you.
5. Always stand on the curb, not in the street, while waiting to cross.
6. Cross only at corners where drivers can see you.
7. Always use a crosswalk when it is available, but remember painted lines cannot force drivers to stop, so only cross after the vehicle has come to a stop.
8. Do not take rides from strangers.
9. Use the push button whenever possible and cross with the walk signal only.
10. When crossing the street, watch for cars that are turning left or right.

When Using Crosswalks with Adult School Crossing Guards, students shall:

1. Obey the directions of the Crossing Guard.
2. Don't run across the street and always walk.
3. Be alert for traffic and drivers sometimes fail to obey the Crossing Guard stop signs.
4. Don't ride bicycles or skateboards across the street - walk with them.

When riding bicycles to school, bicyclists should keep the following in mind:

1. Keep your bicycle in good mechanical condition (tires, chain, brakes).
2. Obey all traffic rules and signs and always give proper hand signals.
3. Walk your bike across busy intersections by using the push button to activate the pedestrian signal.
4. Always ride with the traffic as close as possible to the right side of the road or in a painted bike lane.
5. Be sure the roadway is clear before entering.
6. Always ride single file and watch for opening car doors.
7. Most bicycles are built to only carry one person.
8. If you must ride your bike at night be sure your headlight and reflectors are in good condition.
9. Select the safest route to your destination and use it. Avoid busy intersections.
10. Yield right-of-way to pedestrians.
11. Always wear a bicycle helmet.

Some common myths that children believe about being a pedestrian. Make sure your child knows the facts.

Myth A green light means that it is safe to cross.

Fact A green light means that you may stop and search for cars. Before you step off the curb, look LEFT-RIGHT-LEFT, and if it is safe to do so, cross and keep looking left and right as you do so. Be alert for vehicles making a right turn on red.

Myth You are safe in a crosswalk.

Fact You may cross at a crosswalk, but before you do, you must stop at the curb. Look LEFT-RIGHT-LEFT for cars. When it is clear, cross and keep looking left and right.

Myth If you see the driver, the driver sees you.

Fact The driver may not see you. Make certain the driver sees you and stops before you cross in front of the car. Try to make eye contact with the driver.

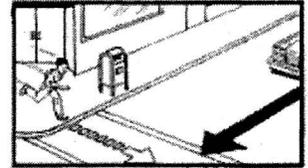
Myth The driver will stop if you are in a crosswalk or at a green light.

Fact The driver may not see you. The driver's view may be blocked. The driver may run a traffic light illegally. The driver may turn without looking for pedestrians.

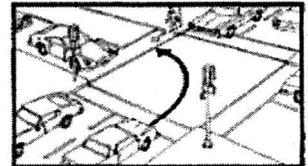
Myth Wearing white at night makes you visible to drivers.

Fact Even if you and your child wear white clothes, drivers will have a difficult time seeing you at night. Carry a flashlight. Wear retroreflective clothing. Walk facing traffic.

Common Crash Situations



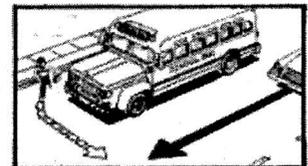
Child darting out into street at corner or mid-block



Vehicle turning into path of child



Child hidden by ice cream truck



Child hidden by bus and driver does not stop



Vehicle backing up in roadway, driveway, or parking lot

BIKING AND WALKING EVENTS AND PROGRAMS

There are several bicycle programs on a local national and international basis that may be of interest to parents and teachers.

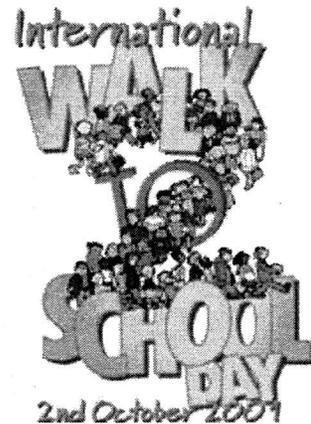
Bicycle Rodeos

The City Recreation Department puts on bicycle rodeos several times a year at elementary schools in the District. The rodeo is essentially a one-day bicycle skills training and educational program to help children feel more comfortable on a bicycle and understand the basic rules of the road.

Walk to School Day

On Tuesday, October 2, 2001 the world will celebrate the second annual International Walk to School Day. The idea is for children, parents, and community leaders to walk to school together with a purpose -- to promote safety, health, physical activity, and concern for the environment. Walk to School Day is a fun event designed to highlight both problems and solutions and create a more walkable and safe community. The goals of Walk to School Day are to:

- Motivate adults to leave their cars at home and walk with their children to school
- Encourage children and parents to spend time together and practice safe pedestrian behavior
- Persuade communities to highlight the benefits of active and safe routes to school
- Inspire community leaders to commit to making it safer for children to walk, bike, and play outside.



More Information on this event is available at www.walktoschool-usa.org.

The Walking School Bus

Parents may have difficulty in finding time to walk to school. One option is to arrange a "walking school bus" so that two or three families, or an entire neighborhood, take turns in accompanying children. A 'walking school bus' is a group of children, walking to school with two or more parent volunteers – at a minimum, a 'driver', who leads the way, and a 'conductor' at the rear. The walking bus follows a set route, stopping at agreed pick up points in the neighborhood. Volunteers and



One encouraged to walking through a special event, people are more likely to consider walking for other purposes.

children are provided retroreflective clothing and a wagon can be used to carry bags. A number of safety checks are used in setting up each "bus," for example:

- Volunteers receive training in road safety and follow a route on the suggested route to school.
- A ratio of at least one volunteer to eight children is recommended for elementary age children.
- Parents should sign a consent form and make sure their child understands general road safety guidelines
- Volunteers should be checked by police to ensure they have no criminal background

ATTACHMENT "A"

Suggested School Routes

Suggested School Routes



2001

City of San Buenaventura

Ventura Unified School District

Suggested School Routes



City of San Buenaventura

Public Works Department

Police Department

Ventura Unified School District

MAYOR

Sandy E. Smith

COUNCIL MEMBERS

Donna De Paola

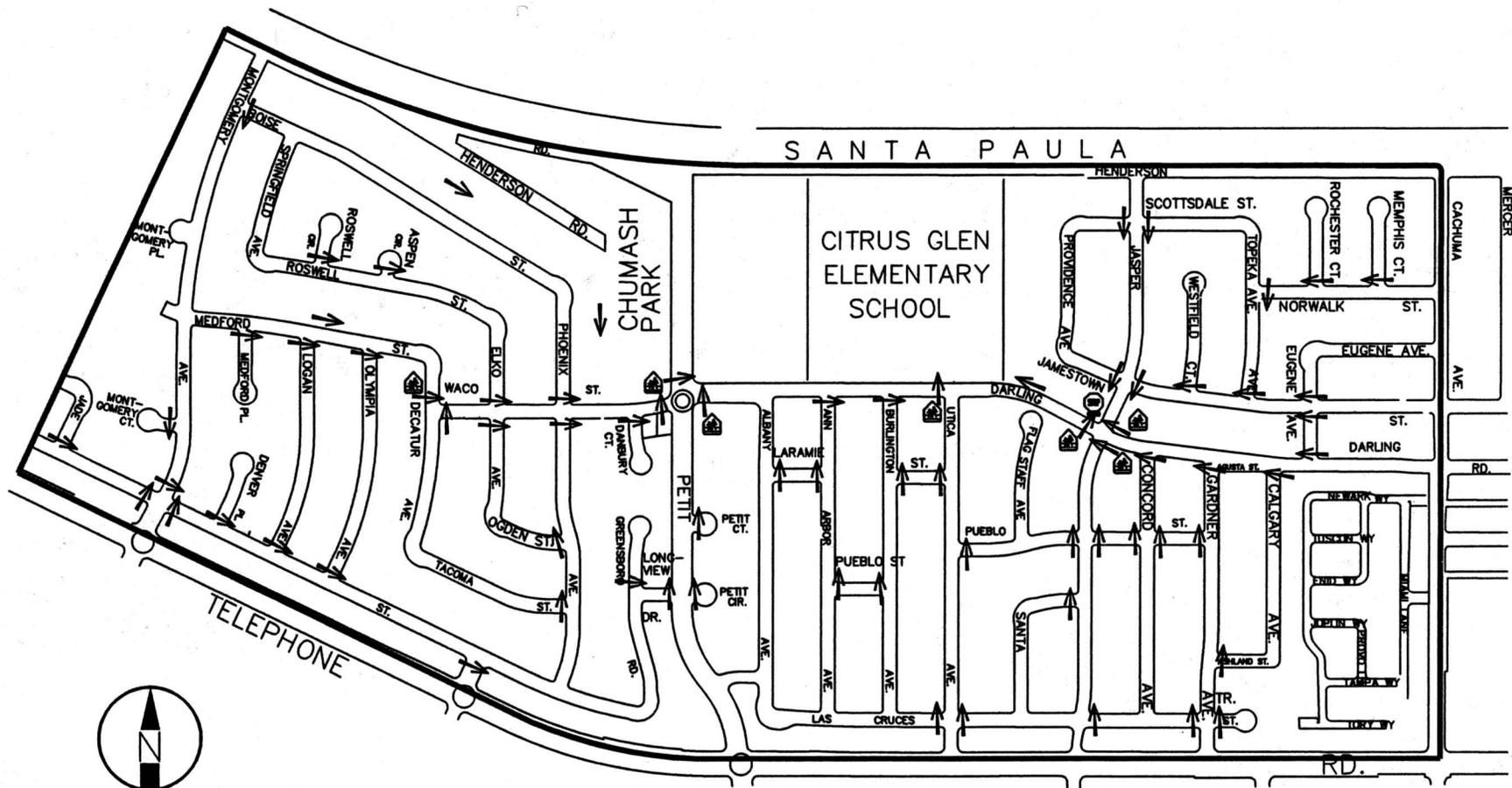
Ray Di Giulio

Brian Brennan

James J. Friedman

James L. Monahan

Carl E. Morehouse



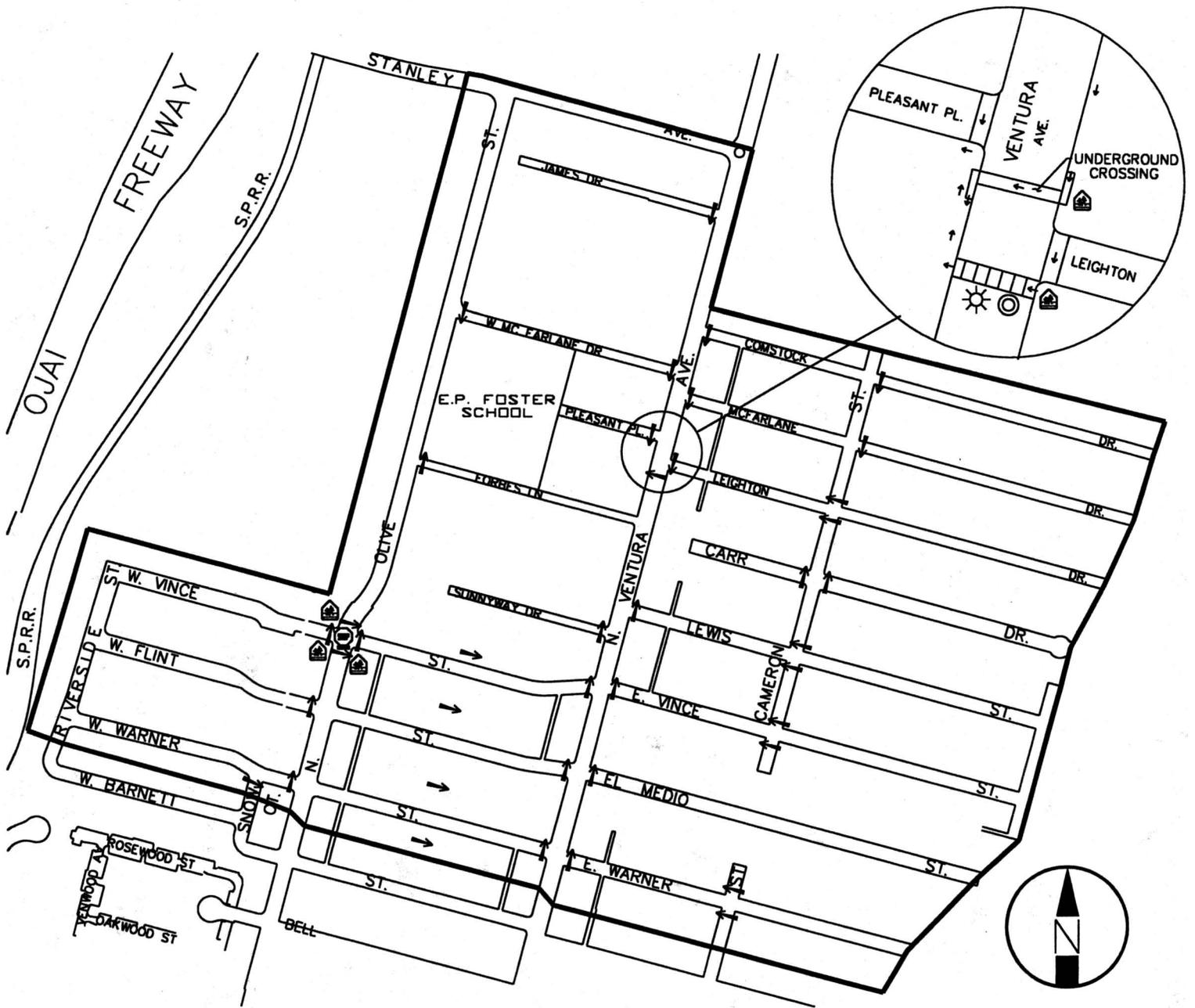
CITRUS GLEN SCHOOL ROUTE LEGEND PLAN & INSTRUCTIONS

- RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- ADULT CROSSING GUARD
- WALKING BOUNDARY
- ALL-WAY STOP INTERSECTION
- SCHOOL CROSSWALK LOCATION

CITY OF SAN BUENAVENTURA
PUBLIC WORKS
ENGINEERING DIVISION

PARENTS:

THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOU AND YOUR CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.

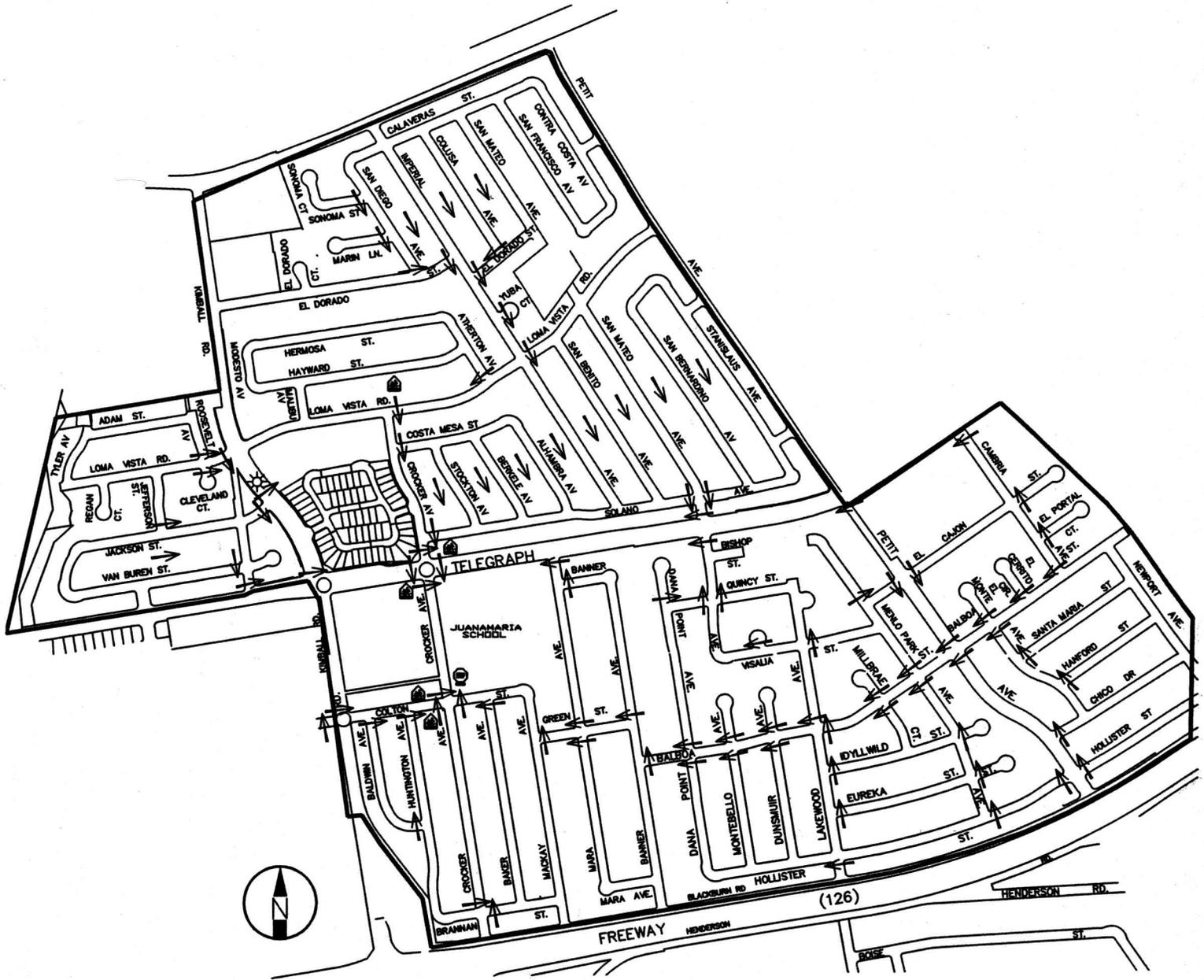


LEGEND

-  RECOMMENDED ROUTE
-  TRAFFIC SIGNAL
-  ADULT CROSSING GUARD
-  FLASHING BEACON
-  ATTENDANCE BOUNDARY
-  ALL-WAY STOP INTERSECTION
-  SCHOOL CROSSWALK LOCATION

E.P.FOSTER SCHOOL ROUTE PLAN & INSTRUCTIONS

PARENTS:
 THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOU AND YOUR CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.



LEGEND

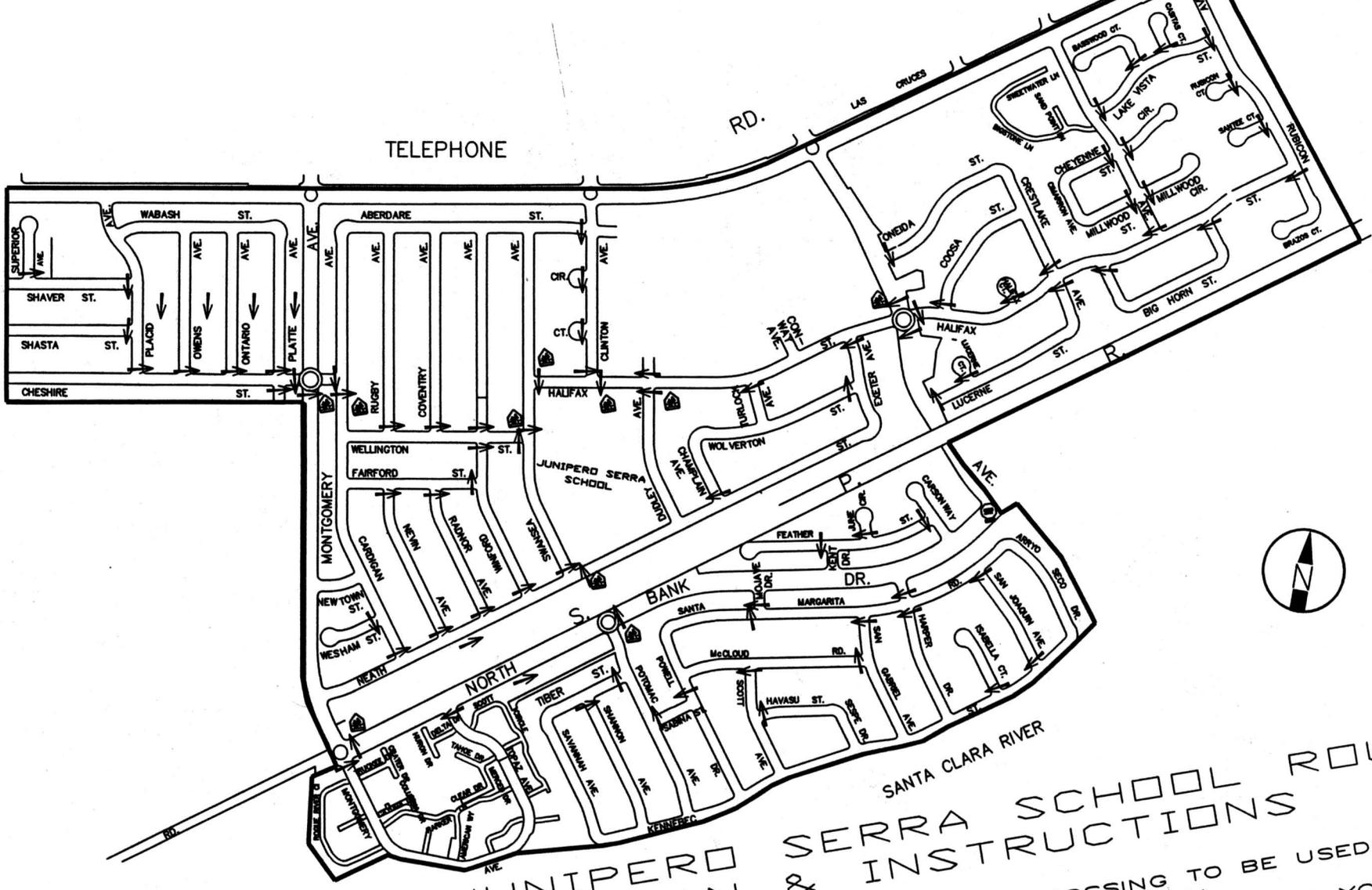
- ← RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- ⊙ ADULT CROSSING GUARD
- ☀ FLASHING BEACON
- WALKING BOUNDARY
- ⦿ ALL-WAY STOP INTERSECTION
- 🚶 SCHOOL CROSSWALK LOCATION

CITY OF SAN BUENAVENTURA
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JUANAMARIA SCHOOL ROUTE PLAN & INSTRUCTIONS

PARENTS:

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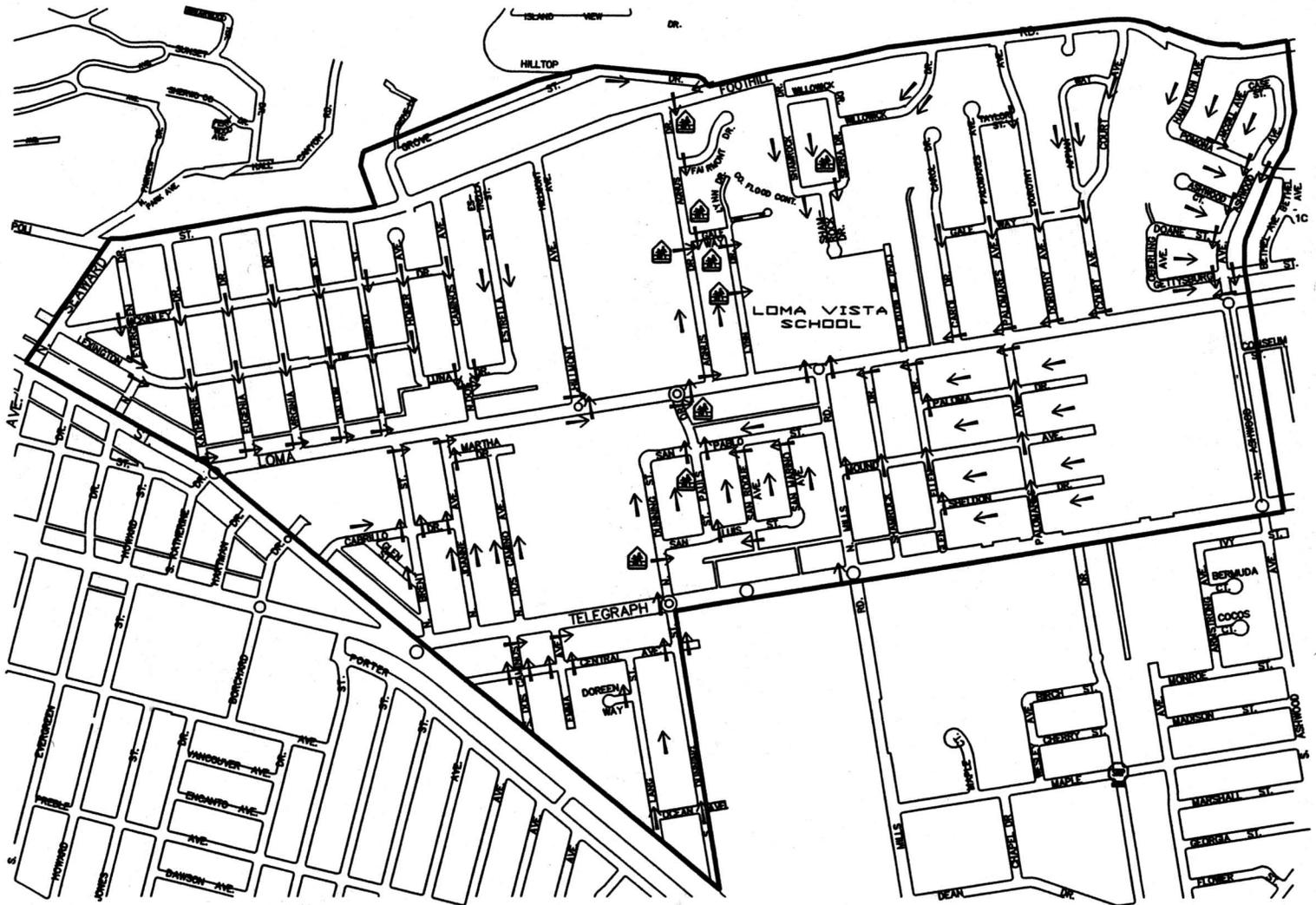
-  RECOMMENDED ROUTE
-  TRAFFIC SIGNAL
-  ADULT CROSSING GUARD
-  FLASHING BEACON
-  ATTENDANCE BOUNDARY
-  ALL-WAY STOP INTERSECTION
-  SCHOOL CROSSWALK LOCATION

CITY OF SAN BUENAVENTURA
PUBLIC WORKS
DIVISION

JUNIPERO SERRA SCHOOL PLAN

SERRA SCHOOL ROUTE & INSTRUCTIONS

PARENTS: THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOU AND YOUR CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.

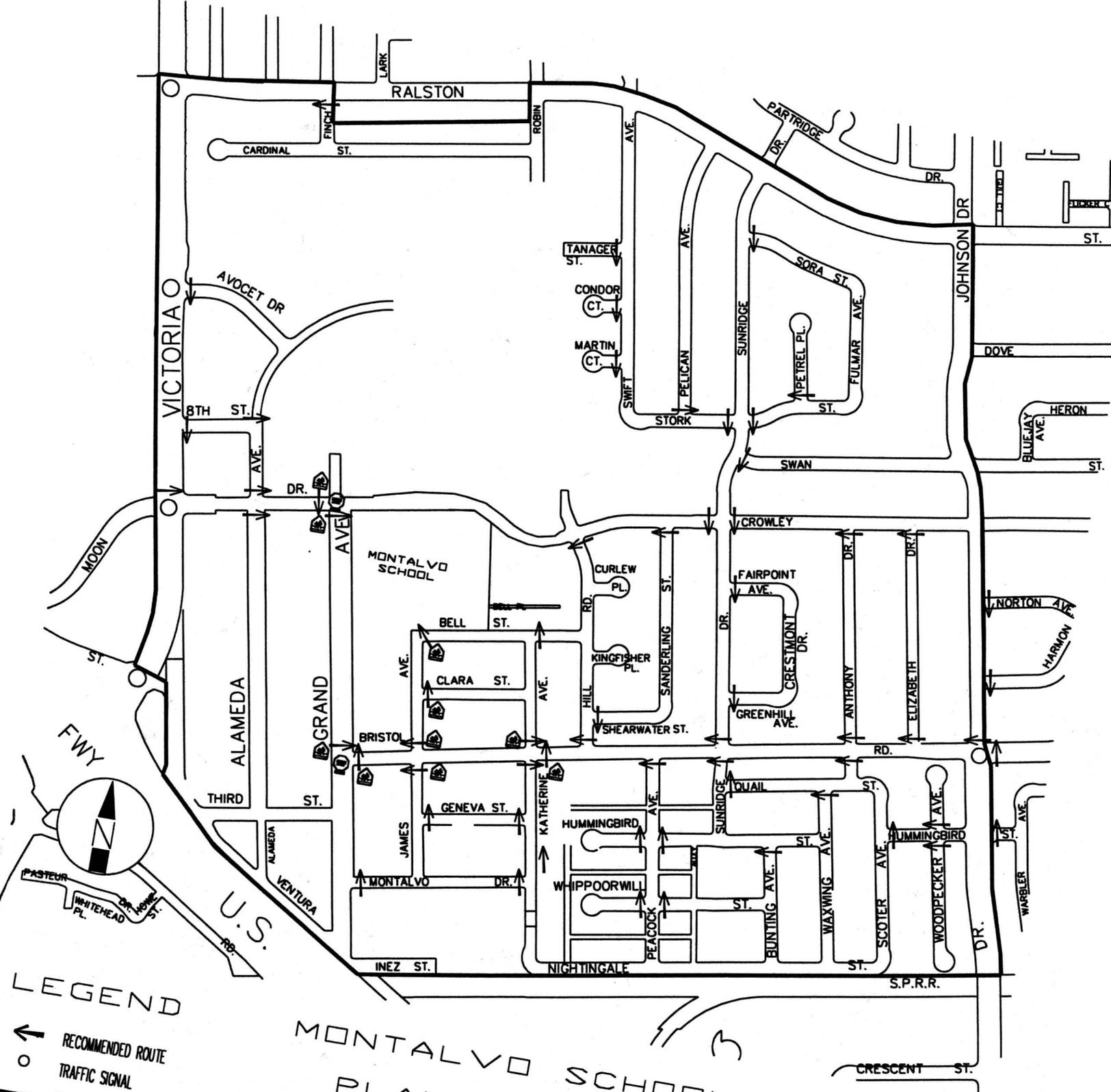


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LOMA VISTA SCHOOL ROUTE
PLAN & INSTRUCTIONS

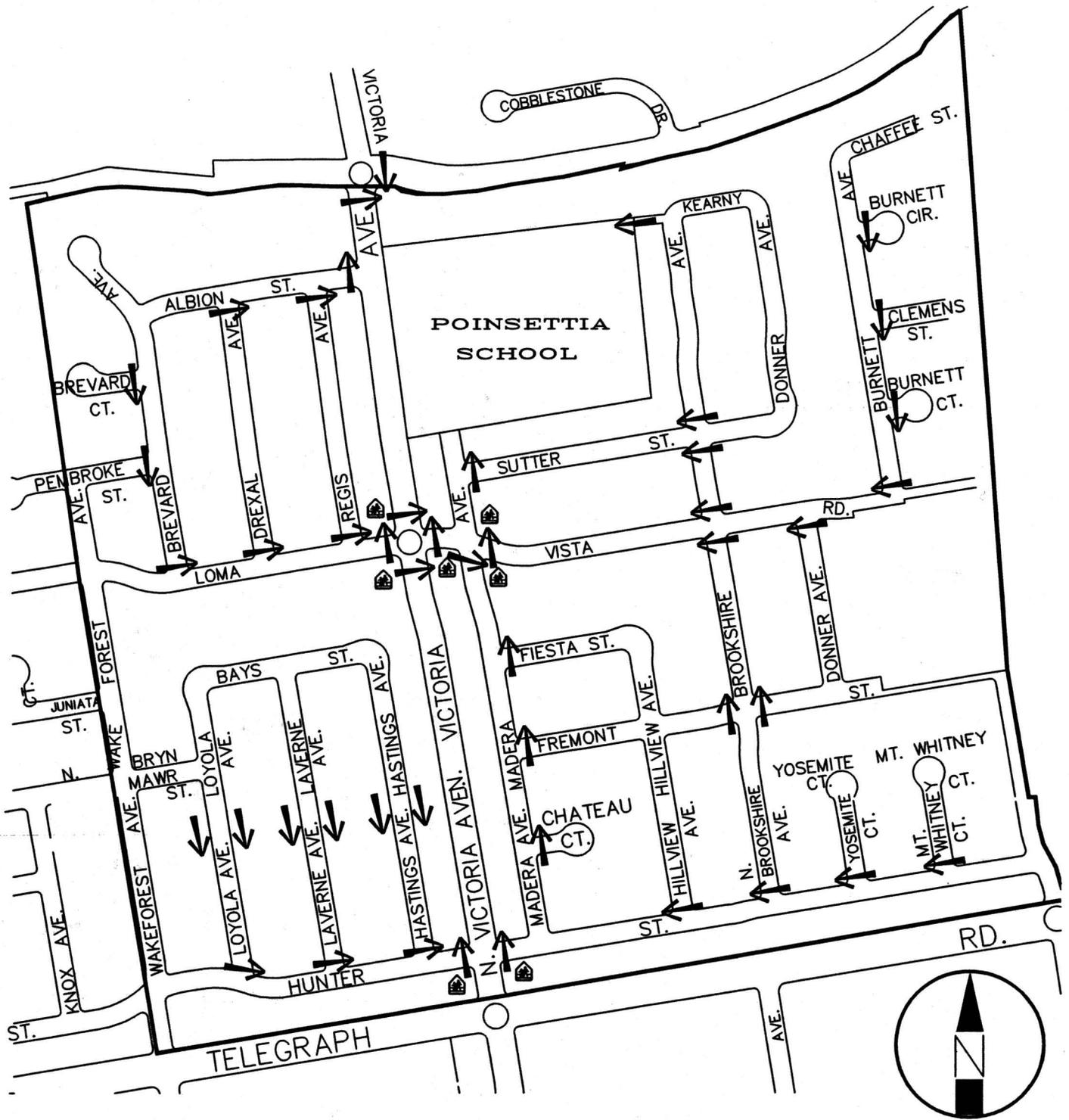
- ← RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- ⊙ ADULT CROSSING GUARD
- WALKING BOUNDARY
- ⊞ ALL-WAY STOP INTERSECTION
- ⊞ SCHOOL CROSSWALK LOCATION

PARENTS:
THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOU AND YOUR CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.



MONTALVO SCHOOL ROUTE PLAN & INSTRUCTIONS

PARENTS:
 THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. AND TO CROSS CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS. STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.



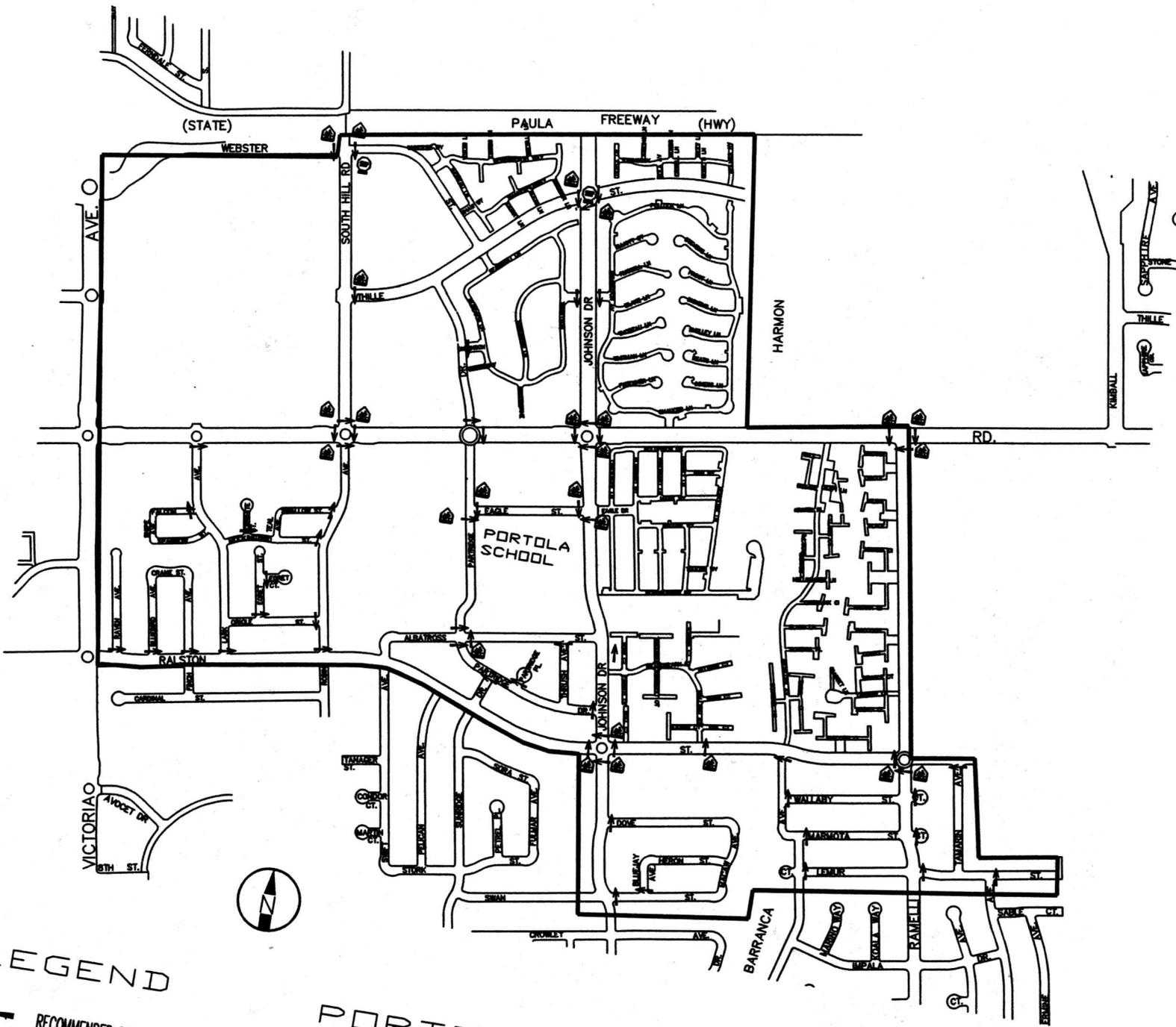
LEGEND

- ← RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- WALKING BOUNDARY
- 🏠 SCHOOL CROSSWALK LOCATION

POINSETTIA SCHOOL ROUTE

PLAN & INSTRUCTIONS

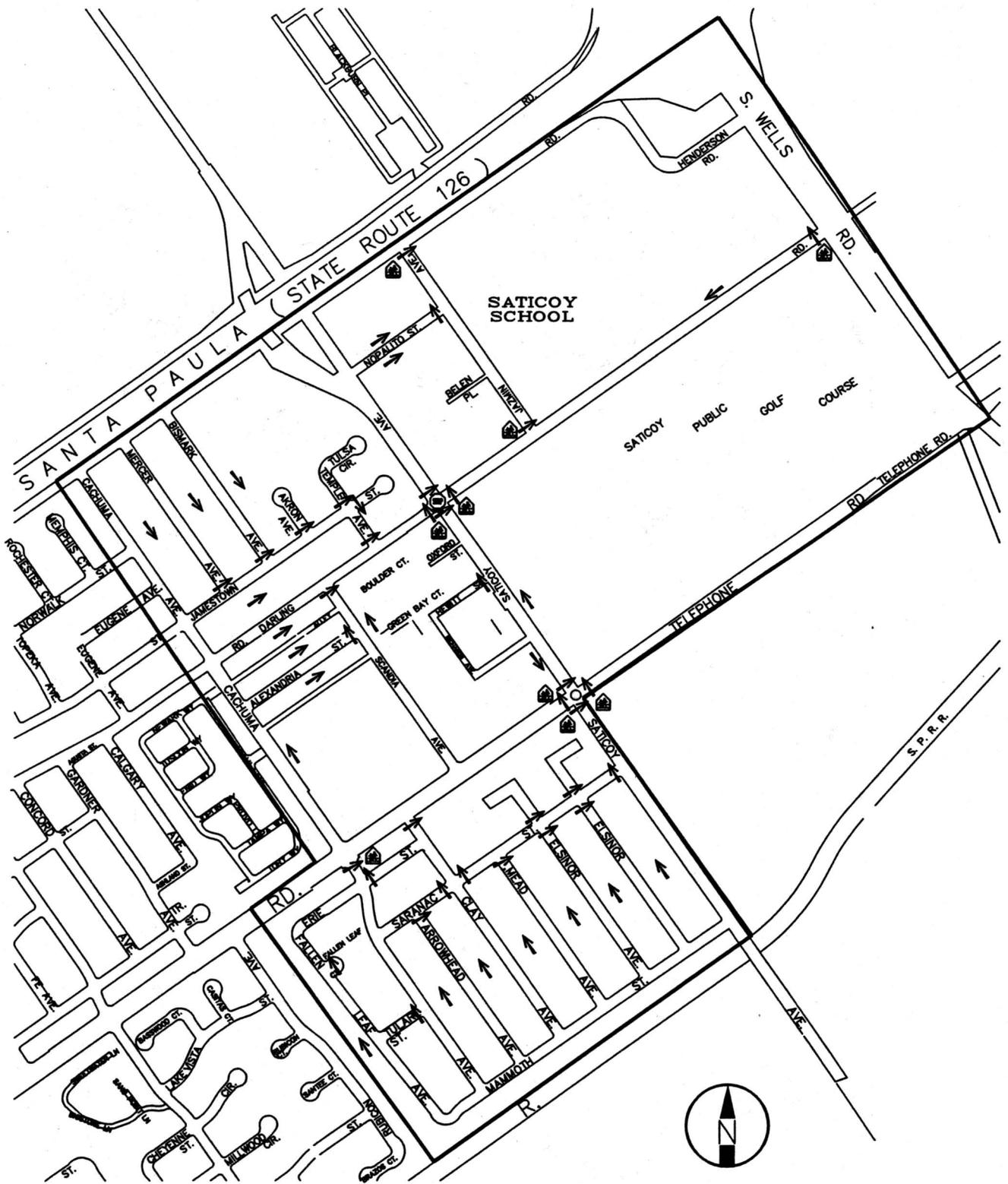
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- LEGEND**
- ← RECOMMENDED ROUTE
 - TRAFFIC SIGNAL
 - ADULT CROSSING GUARD
 - WALKING BOUNDARY
 - ⊕ ALL-WAY STOP INTERSECTION
 - ⊕ SCHOLL CROSSWALK LOCATION

PORTOLA SCHOOL ROUTE PLAN & INSTRUCTIONS

PARENTS:
 THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOU AND YOUR CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.



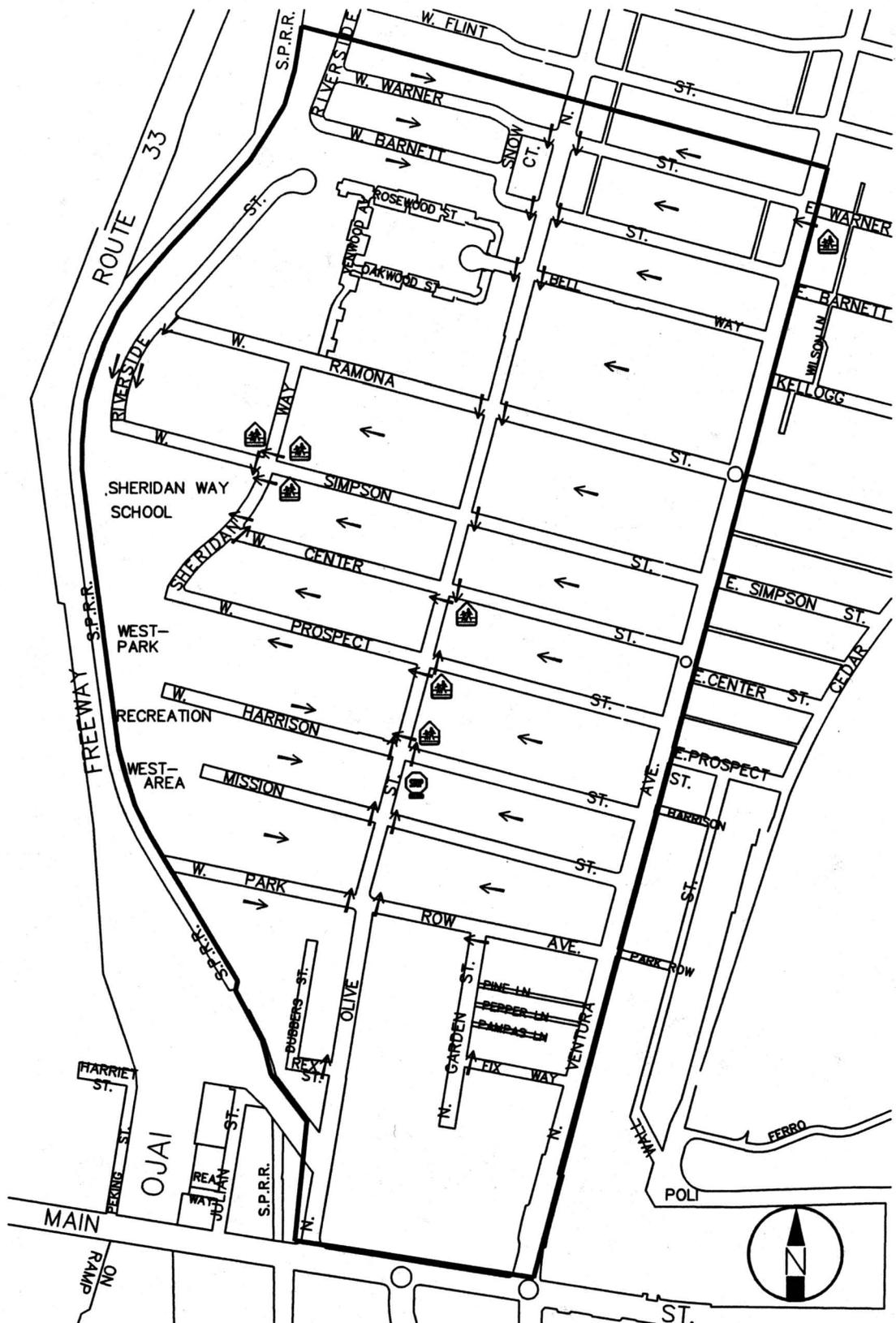
LEGEND

- ← RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- ⊙ ADULT CROSSING GUARD
- WALKING BOUNDARY
- ⊞ ALL-WAY STOP INTERSECTION
- ⊞ SCHOOL CROSSWALK LOCATION

CITY OF SAN BUENAVENTURA
PUBLIC WORKS

SATICOY SCHOOL ROUTE PLAN & INSTRUCTIONS

PARENTS:
THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH BLOCK IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL AND MARK IT WITH A COLORED PENCIL OR CRAYON. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE INSTRUCT YOUR CHILD TO USE THIS ROUTE AND TO CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOU AND YOUR CHILD SHOULD BECOME FAMILIAR WITH THE ROUTE BY WALKING IT TOGETHER, OBSERVING MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY



LEGEND SHERIDAN WAY SCHOOL ROUTE PLAN & INSTRUCTIONS

- ← RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- ⊙ ADULT CROSSING GUARD
- ATTENDANCE BOUNDARY
- ⊕ ALL-WAY STOP INTERSECTION
- ⊠ SCHOOL CROSSWALK LOCATION

CITY OF SAN BUENAVENTURA
PUBLIC WORKS
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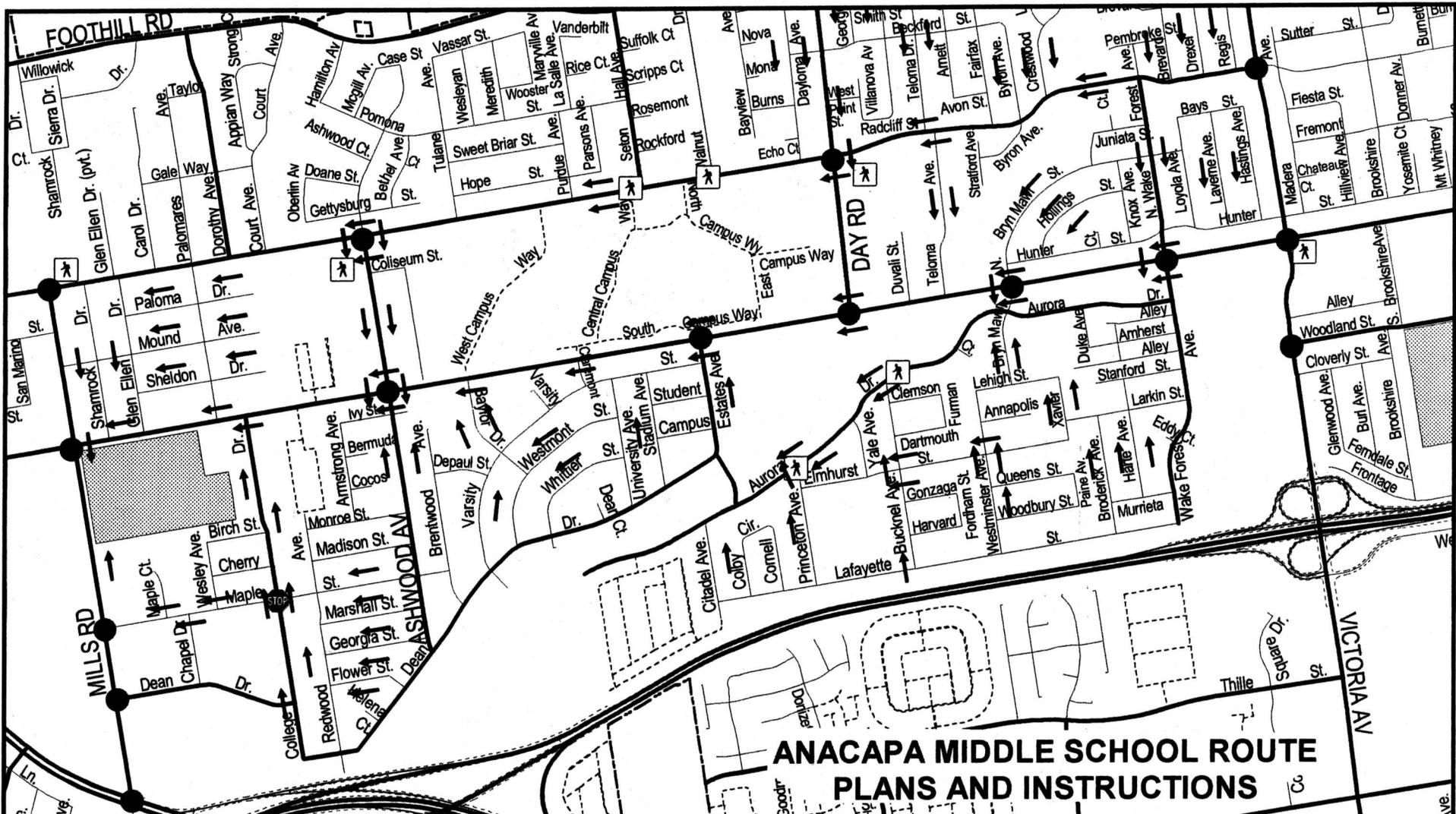
LEGEND

- ← RECOMMENDED ROUTE
- TRAFFIC SIGNAL
- ⊙ ADULT CROSSING GUARD
- ATTENDANCE BOUNDARY
- ⊠ ALL-WAY STOP INTERSECTION
- ⊠ SCHOOL CROSWALK LOCATION

CITY OF SAN BUENAVENTURA
PUBLIC WORKS
ENGINEERING DIVISION

WILL ROGERS SCHOOL ROUTE
PLAN & INSTRUCTIONS

PARENTS:
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ANACAPA MIDDLE SCHOOL ROUTE PLANS AND INSTRUCTIONS

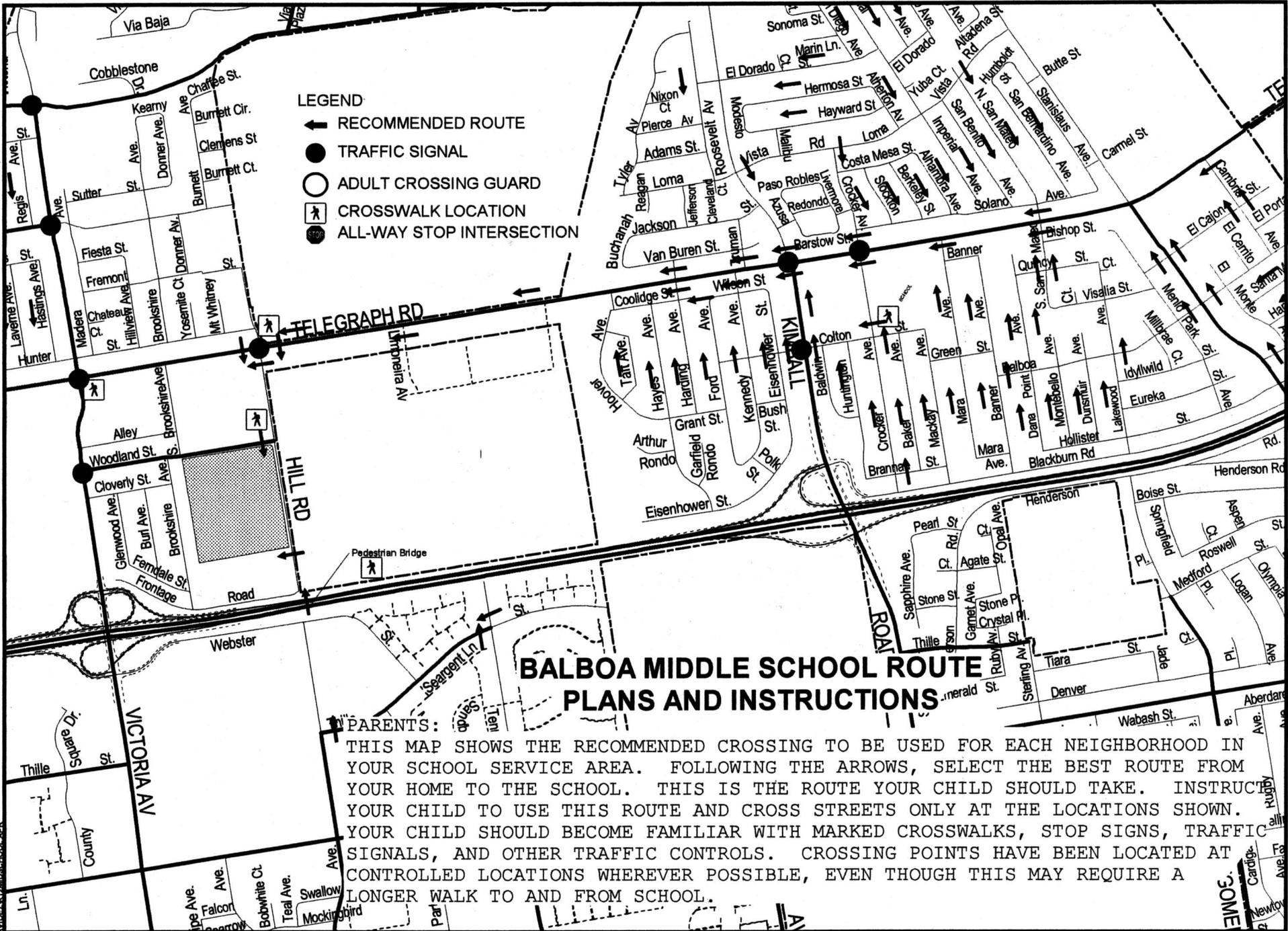
- LEGEND**
- ➔ RECOMMENDED ROUTE
 - TRAFFIC SIGNAL
 - ADULT CROSSING GUARD
 - ⚓ CROSSWALK LOCATION
 - ⊙ ALL-WAY STOP INTERSECTION

PARENTS: THIS MAP SHOWS THE RECOMMENDED CROSSING TO BE USED FOR EACH NEIGHBORHOOD IN YOUR SCHOOL SERVICE AREA. FOLLOWING THE ARROWS, SELECT THE BEST ROUTE FROM YOUR HOME TO THE SCHOOL. THIS IS THE ROUTE YOUR CHILD SHOULD TAKE. INSTRUCT YOUR CHILD TO USE THIS ROUTE AND CROSS STREETS ONLY AT THE LOCATIONS SHOWN. YOUR CHILD SHOULD BECOME FAMILIAR WITH MARKED CROSSWALKS, STOP SIGNS, TRAFFIC SIGNALS, AND OTHER TRAFFIC CONTROLS. CROSSING POINTS HAVE BEEN LOCATED AT CONTROLLED LOCATIONS WHEREVER POSSIBLE, EVEN THOUGH THIS MAY REQUIRE A LONGER WALK TO AND FROM SCHOOL.

13 AUG 2001

This map is a product of the City of San Buenaventura, California.
Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

1" = 1200'

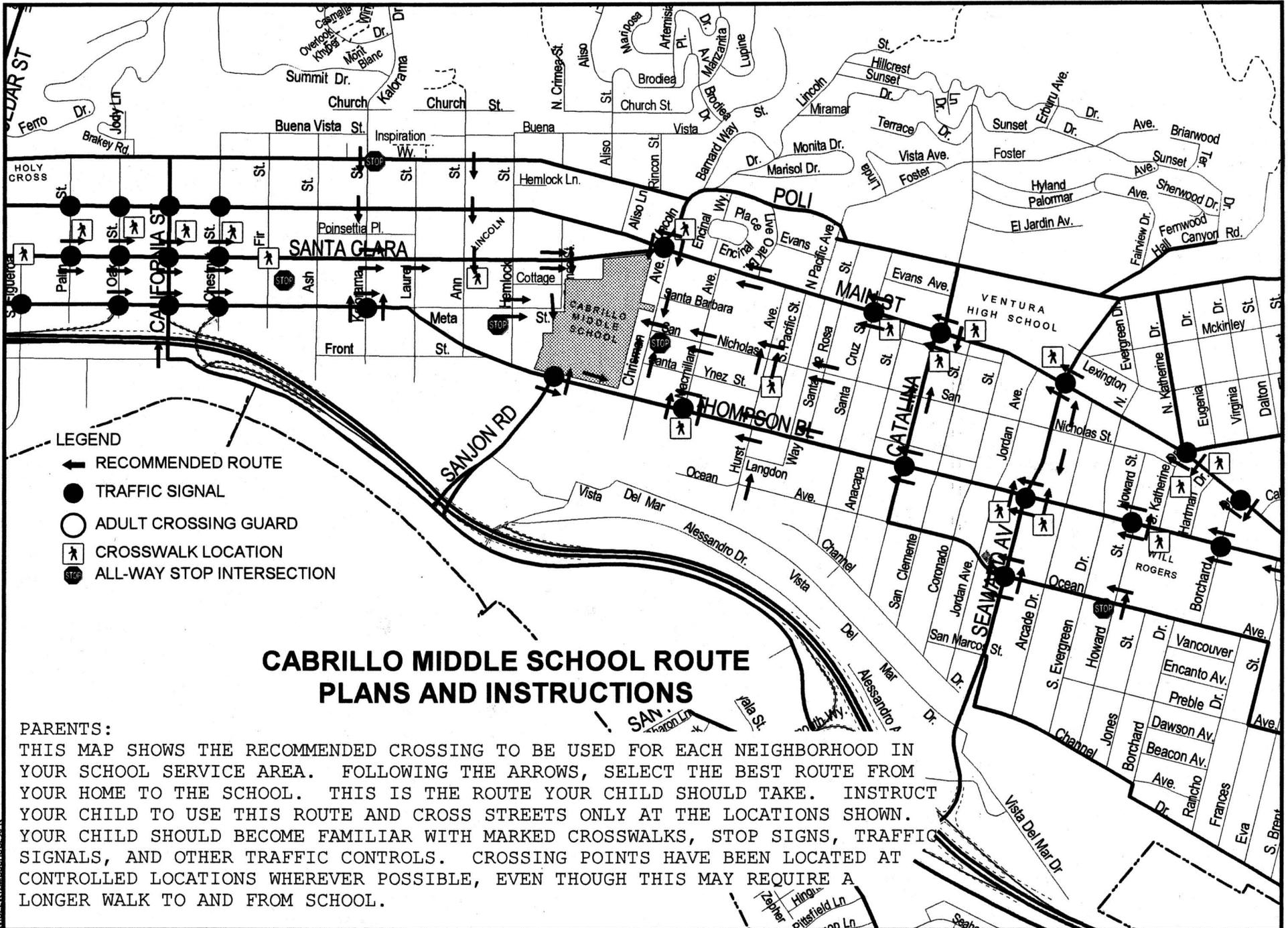


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13 AUG 2001

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CABRILLO MIDDLE SCHOOL ROUTE PLANS AND INSTRUCTIONS

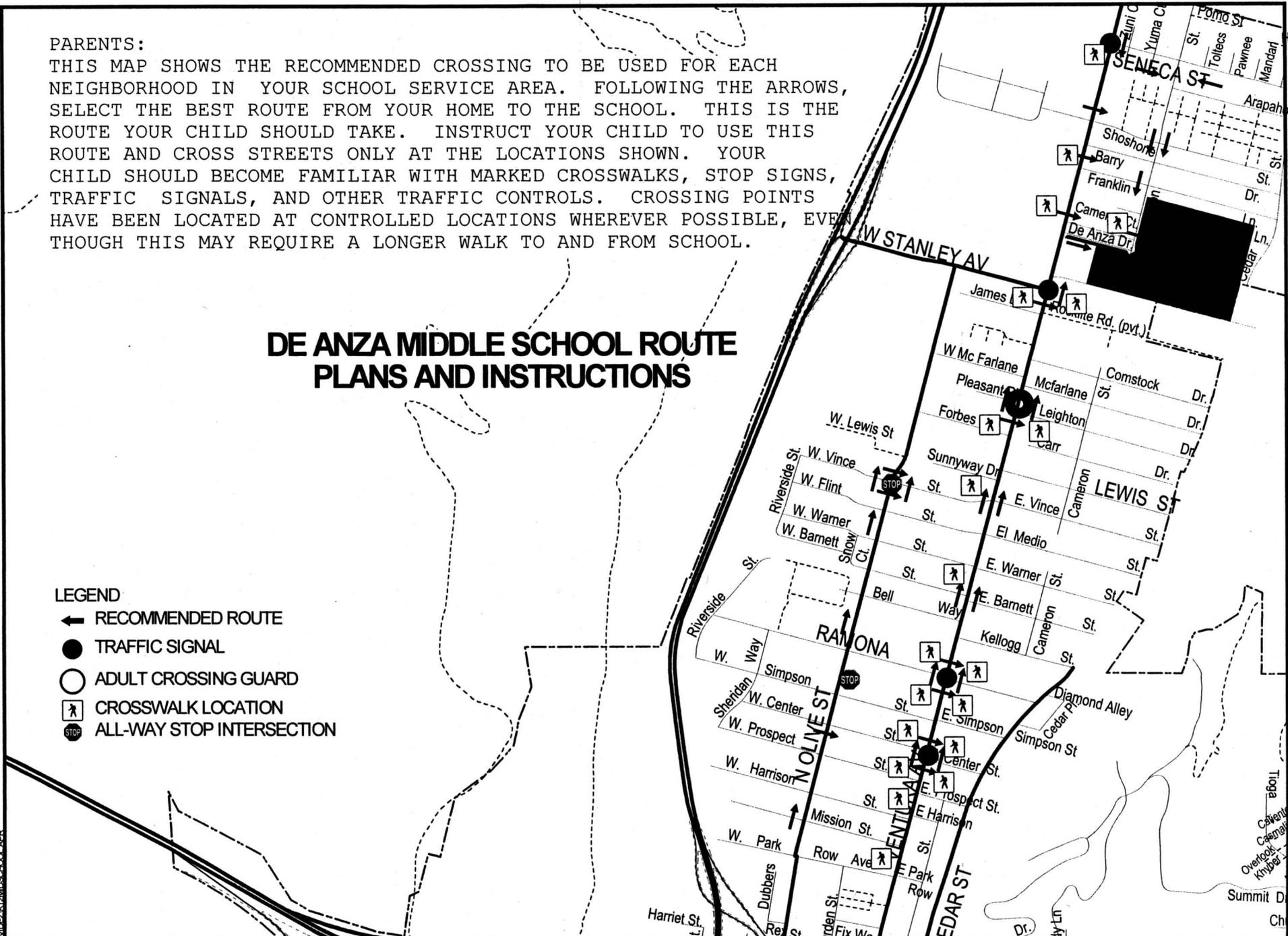
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DE ANZA MIDDLE SCHOOL ROUTE PLANS AND INSTRUCTIONS

- LEGEND**
- ← RECOMMENDED ROUTE
 - TRAFFIC SIGNAL
 - ADULT CROSSING GUARD
 - ☒ CROSSWALK LOCATION
 - STOP ALL-WAY STOP INTERSECTION



N. BENAVIDEZ@K12MID.SCHOOL.ARR