



# APPENDIX J

## SAFE ROUTES TO SCHOOL SAFETY AUDITS



TABLE OF CONTENTS

Pilot Safe Routes to School Safety Audits..... 1

**Pilot School Selection ..... 1**

**Pilot Safe Routes to School Safety Audits Approach..... 2**

**Tomas Sanchez/Hermelinda Ochoa Elementary School ..... 3**

    Observations and Audit..... 3

    Recommendations ..... 6

**Heights Elementary School ..... 13**

    Observations and Audit..... 13

    Recommendations ..... 16

**Don Jose Gallego Elementary School..... 20**

    Observations and Audit..... 20

    Recommendations ..... 23

**Four Corners Campus..... 28**

**JZ Leyendecker Elementary School ..... 28**

    Observations and Audit..... 28

**Louis J. Christen Middle School ..... 31**

    Observations and Audit..... 31

**Raymond & Tirza Martin High School ..... 34**

    Observations and Audit..... 34

    Recommendations ..... 37

**How to Use Findings from the Pilot SRTS Safety Audits..... 46**

LIST OF FIGURES

Figure 1: Vision Zero Webb Laredo Dashboard..... 1

Figures 2-3: Photos from Safety Audits..... 2

Figure 4: Map of Sanchez-Ochoa Elementary School Arrival/Dismissal..... 3

Figures 5-7: Sanchez-Ochoa Elementary School Observation Photos ..... 5

Figure 8: Map of Sanchez-Ochoa Elementary School Infrastructure Recommendations..... 6

Figure 9: Map of Heights Elementary School Arrival/Dismissal.....12

Figures 10-11: Heights Elementary School Observation Photos.....13

Figures 12-13: Heights Elementary School Observation Photos.....14

Figure 14: Map of Heights Elementary School Infrastructure Recommendations .....15

Figure 15: Map of Gallego Elementary School Arrival/Dismissal.....19

Figure 16: Gallego Elementary School Observation Photo .....20

Figures 17-19: Gallego Elementary School Observation Photos.....21

Figure 20: Map of Gallego Elementary School Infrastructure Recommendations.....22

Figure 21: Map of Leyendecker Elementary School Arrival/Dismissal.....27

Figures 22-23: Leyendecker Elementary School Observation Photos .....28

Figure 24: Leyendecker Elementary School Observation Photo .....29

Figure 25: Map of Christen Middle School Arrival/Dismissal.....30

Figures 26-27: Christen Middle School Observation Photos.....31

Figures 28-30: Christen Middle School Observation Photos.....32

Figure 31: Map of Martin High School Arrival/Dismissal.....33

Figures 32-35: Martin High School Observation Photos.....35

Figure 36: Map of Four Corners Infrastructure Recommendations .....36

LIST OF TABLES

Table 1: LISD Schools Selected for Pilot SRTS Safety Audits..... 1

Table 2: Sanchez-Ochoa Elementary School Infrastructure Recommendations..... 7

Table 3: Heights Elementary School Infrastructure Recommendations.....16

Table 4: Gallego Elementary School Infrastructure Recommendations.....23

Table 5: Four Corners Infrastructure Recommendations .....37

Table 6: TA Set-Aside Funding Implementation of Recommendations.....47

# Pilot Safe Routes to School Safety Audits

The Vision Zero Webb Laredo Safety Action Plan (SAP) identified Safe Routes to School (SRTS) as a priority strategy to achieve zero fatalities and serious injuries on City of Laredo and Webb County roads by 2040. SRTS is a national initiative that aims to make it safer for children to walk or bike to school by improving infrastructure, providing safety education and active travel encouragement programs, and enforcing safe travel behaviors. The SAP identified that 59% of vulnerable road user crashes – people walking, bicycling, or riding motorcycles – occurred within ½ mile of a school. SRTS improvements are likely to benefit the broader community, and several countermeasures and action items in the SAP emphasized prioritizing SRTS policies, infrastructure, and programming.

SRTS Safety Audits were piloted at six schools in the Laredo Independent School District (LISD) in Spring 2025 to demonstrate recommended approaches to identifying priority safety and access issues for active student travel to school.

## Pilot School Selection

Pilot schools were identified following an assessment of existing data from the SAP and discussions with LISD Administration and Police Department representatives. Selected schools are located on or near the Webb Laredo High Injury Network (HIN), have a history of crashes on streets surrounding the school as reflected in the Vision Zero Webb Laredo Crash Data Dashboard, or have known risks as identified by LISD staff and police. Six schools were selected for the Pilot SRTS Safety Audits (Table 1). Three of the schools - Leyendecker Elementary School, Christen Middle School, and Martin High School - are located within the same city block locally known as Four Corners. Because these schools share overlapping student walk routes, their infrastructure assessments were combined into one summary.

Table 1: LISD Schools Selected for Pilot SRTS Safety Audits

Schools	Street Address	Grades
Tomas Sanchez-Hermelinda Ochoa Elementary School (Sanchez-Ochoa)	211 E Ash Street	Pre-K to 5 <sup>th</sup>
Heights Elementary School	1208 Market Street	Pre-K to 5 <sup>th</sup>
Don Jose Gallego Elementary School (Gallego)	520 Clark Boulevard	Pre-K to 5 <sup>th</sup>
John Z. Leyendecker Elementary School (Leyendecker)	1311 Garden Street	Pre-K to 5 <sup>th</sup>
Louis J. Christen Middle School (Christen)	2001 Santa Maria Avenue	6 <sup>th</sup> to 8 <sup>th</sup>
Raymond & Tirza Martin High School (Martin)	2002 San Bernardo Avenue	9 <sup>th</sup> to 12 <sup>th</sup>

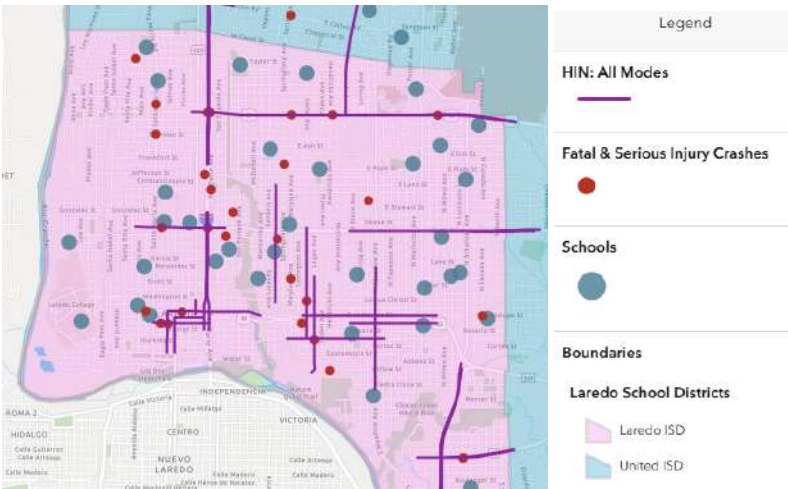


Figure 1: Vision Zero Webb Laredo Dashboard – fatal or serious pedestrian and bicycle injury crashes near schools in LISD

## Pilot Safe Routes to School Safety Audits Approach

The project team developed base maps depicting a ¼-mile radius around each school to capture the street network most likely used by students and families who walk or bike to school. They then conducted interviews with each school principal to understand school arrival and dismissal procedures, student travel modes, and student walking routes. Identifying key routes and critical school crossings allowed the project team to focus observation of behaviors and assessment of infrastructure needs on these locations. Crash locations near the schools were also noted for assessment. This approach acknowledges the increased risk of conflicts as multiple travel modes converge near the school and prioritizes locations most likely to impact greater numbers of students.

A team of three planners and engineers observed student arrival at each school and documented observed travel modes, behaviors, and safety issues for students walking or bicycling to school. Note that detailed traffic counts and vehicle speeds were not collected. Following observation of student arrival, the project team conducted a walk audit to assess existing pedestrian and bicycle infrastructure along the identified key student walking routes and critical school crossings within the close proximity to the school campus. These SRTS safety audits were centered on youth travel needs, understanding that children and youth have differing cognitive and physical abilities from adults which makes them more susceptible to mistakes and more vulnerable to crash forces. The safety audits also recognized that schools are unique destinations, generating high concentrations of children and high volumes of activity during brief arrival and dismissal time periods, as well as serving as community hubs that provide multi-purpose facilities outside of the school day.



Figure 2: Stakeholder Safety Audit for Four Corners



Figure 3: Safety Audit at Sanchez-Ochoa ES

Infrastructure improvement recommendations were made for each study area based on the combined information collected from the principal interviews, arrival observations and walk audits. Recommendations focus on treatments that reflect critical safety needs for children and youth, including providing dedicated space to walk or bike, simplifying and improving visibility at street crossings, and promoting safer driving speeds.



The following sections summarize the key elements of the SRTS safety audits in each school study area and their corresponding infrastructure improvement recommendations.

## Tomas Sanchez/Hermelinda Ochoa Elementary School

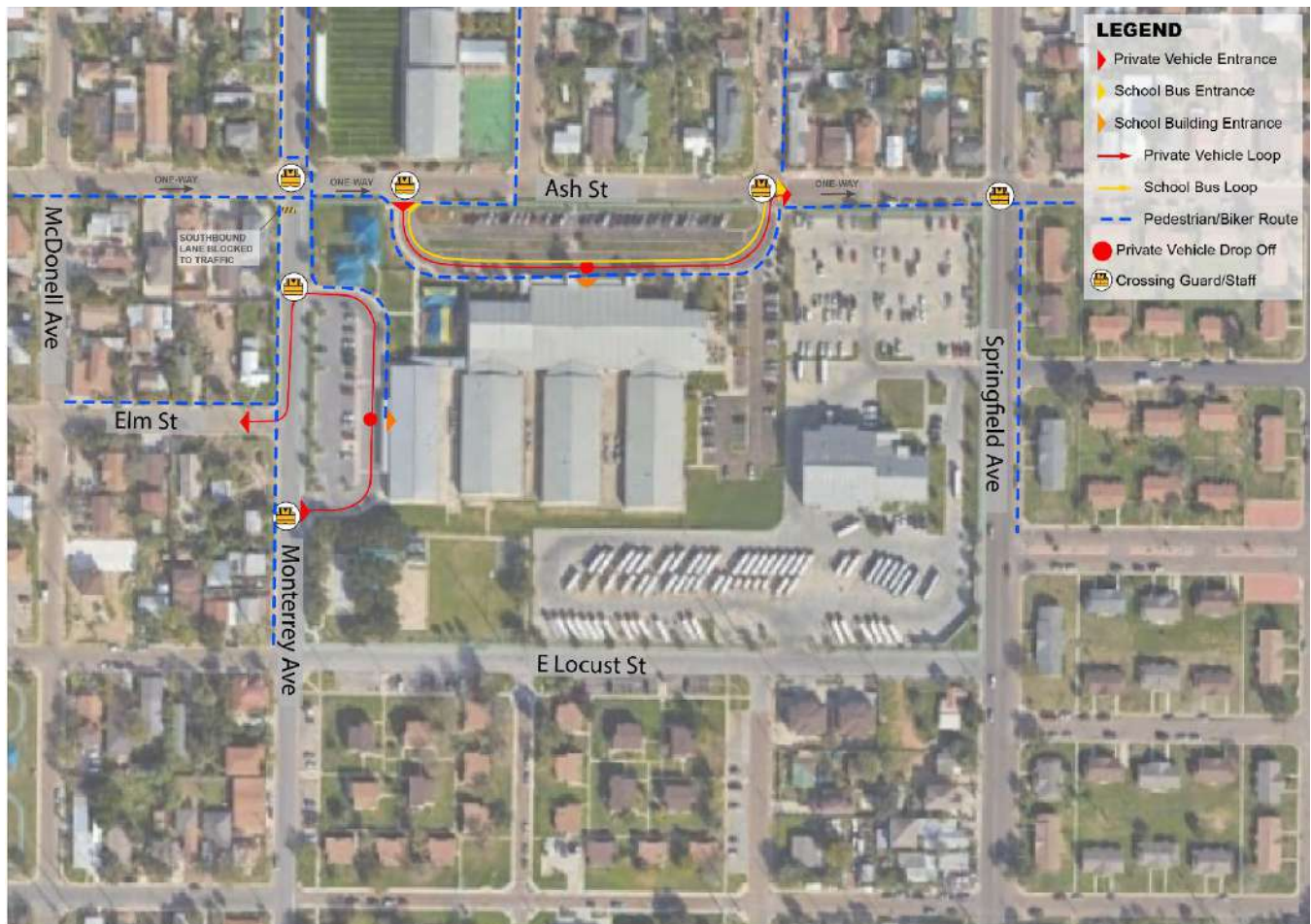


Figure 4: Map of Sanchez-Ochoa Elementary School Arrival/Dismissal

### Observations and Audit

- **Date/time of observation:** The project team observed arrival from 7:00 to 7:45 AM on Tuesday, May 6, 2025.
  - **Observation locations:** The project team observed arrival at the Early Childhood Center (ECC) drop-off on Monterey Avenue, at the intersection of Ash Street and Monterey Avenue and along Ash Street, and at the intersection of Ash Street and Springfield Avenue.
- **Main drop-off/pick-up locations:**
  - Parents and caregivers use the carpool lanes off Ash Street for drop-off. Buses also drop-off in this same location. Staff also use this driveway to park. This drop-off has a separate entrance and exit and operates as one-way drop-off. Ash Street operates as a one-way eastbound street during school drop-off/pick-up hours. A barricade is temporarily placed on the westbound lane on Ash Street to prevent cars from entering the street from Springfield Avenue.

- Youngest students get dropped off on Monterrey Avenue for the ECC. This gate closes at 7:45 AM. This drop-off has a separate entrance and exit and operates as one-way drop-off.
- Parents who pick-up or drop-off older students on Ash Street after dropping off younger students on Monterrey Avenue must loop around onto Elm St, then onto McDonell Avenue or Valencia Avenue and then finally onto Ash Street.
- **Behaviors:**
  - There is a school police officer stationed at Ash St and Monterrey Avenue to direct traffic and serves as a crossing guard for families and students. Their car blocks off southbound traffic on Monterrey Avenue.
  - Most traffic comes from the north on Monterrey Avenue and turn left onto Ash Street. Drivers making wide turns often use opposing traffic lanes. Drivers dropping off at the ECC are coming from E Locust Street and from the south and head back south on Monterrey Avenue.
  - During dismissal, drivers park on the shoulders of Ash Street instead of waiting in the carpool traffic. During arrival, some drivers were parking on the shoulder for drop-off. On the north side of Ash Street, there are some wooden barricades that belong to the church that block off the northern shoulder of Ash Street, but drivers still pull up to park here. Some drivers park on Monterrey Avenue to drop-off their students instead of using the carpool lane.
  - A crossing guard is stationed at Ash Street and Springfield Avenue. A Webb County constable is sometimes present at this location to help direct traffic but was not there during observations on May 6<sup>th</sup>. Pedestrians were observed having difficulty finding gaps in traffic to stop and needed assistance from the crossing guard.
  - Most students walked with their parents or in groups. Most students are walking from the north on Monterrey Avenue and from the west on Ash Street. Students were observed walking from the south and east on Springfield Avenue to cross at Ash Street. There are pedestrian gates on Monterrey Avenue and Ash Street that separate pedestrian traffic from vehicular traffic.
  - Some students cross Monterrey Avenue directly from their homes. They have been asked by the school to go to a crosswalk but continue to cross mid-block.
  - Drivers observed making relatively fast turns onto Elm Street at the Monterrey Avenue and Elm Street intersection. When exiting the drop-off line, drivers also drove away at relatively high speeds and did not appear to be looking out for pedestrians.
  - At 46 feet wide, Springfield Avenue is wide enough to accommodate four lanes of traffic but operates as two lanes. There is a transit stop near the intersection of Ash Street and drivers did not let the transit bus merge back into traffic. Drivers are also not stopping for school buses picking up students.
  - Parked cars obstruct the visibility of the crosswalk at Ash Street and Springfield Avenue.
  - Drivers are speeding on Springfield Avenue, well above the school zone speed limit. Drivers turning right also do not yield when students are crossing the street, even when a crossing guard is present.
  - Lighting infrastructure is limited at key crossings. In conditions of darkness, there may be reduced visibility of students and crossing guards.



Figure 5: Family walking to school on Ash St



Figure 6: Cars parked on shoulder of Ash St by carpool lane entrance. Wooden barricades on other shoulder to prevent parking.



Figure 7: Family crossing Springfield Ave with help of crossing guard



## Recommendations

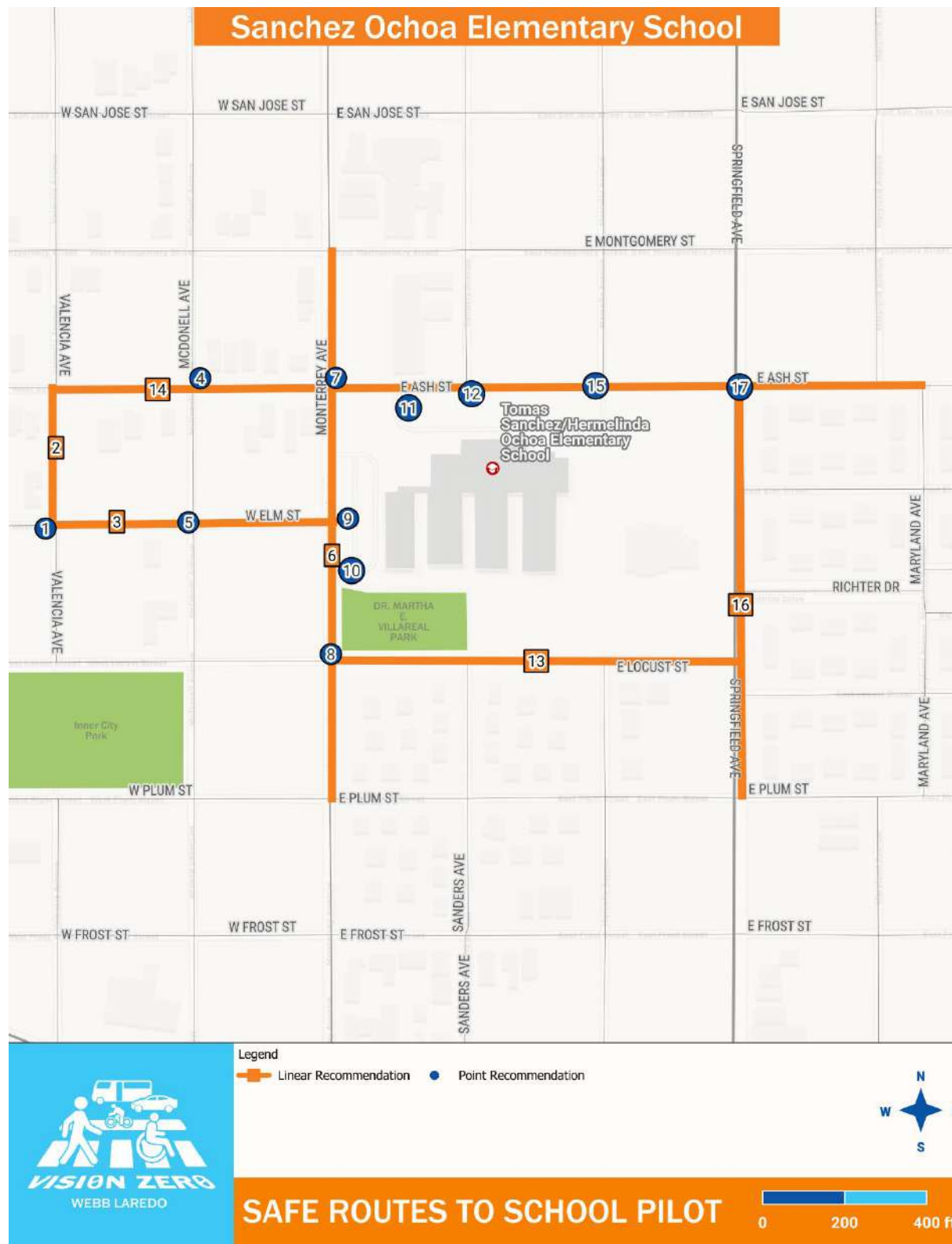


Figure 8: Map of Sanchez-Ochoa Elementary School Infrastructure Recommendations

**Table 2: Sanchez-Ochoa Elementary School Infrastructure Recommendations**

Information contained in this document is for planning purposes and should not be used for final design of any projects. All results, recommendations, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Unless otherwise specified, all the recommendations are on City streets in which case the City of Laredo will be responsible for implementation and maintenance of treatments. For school access points, the City should coordinate with LISD.

**\*indicates a key crossing location or key safety concern reported by the school**

Map ID	Location	Issue	Recommendation
1	W Elm St & Valencia Ave	Crosswalks are unmarked. No stop bars on W Elm St.	Install new high-visibility crosswalks across Valencia Ave and mark new stop bars on W Elm St.
		The pavement at this intersection is in poor condition and may present a tripping hazard for crossing pedestrians.	Assess condition of pavement prior to installing marked crosswalk.
		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows for north and south leg crosswalks.
		All curb ramps are not aligned with crossing. Curb ramps on the east side of Valencia Ave are not ADA compliant.	Assess curb ramps for improved alignment. Reconstruct or repair existing curb ramps.
2	Valencia Ave (Ash St to Elm St)	Sidewalk on the east side of road is too narrow. Roadway and sidewalk on this segment are covered in dirt and mud.	Reconstruct sidewalk and clear off debris. Assess area for source of debris to identify potential drainage issues.
3	W Elm St (Valencia Ave to Monterrey Ave)	Sidewalks on both sides of the road lack sufficient buffer, are narrowed by overgrown grass and are often blocked by parked cars.	Reconstruct sidewalks to widen or install buffer from roadway. Clear debris and restrict parking on sidewalks.
4	W Ash St & McDonell Ave	Crosswalks are unmarked on McDonell Ave. No stop bars on McDonell Ave.	Install new high-visibility crosswalks across McDonell Ave and mark new stop bars on McDonell Ave.
		The pavement at this intersection is in poor condition and may present a tripping hazard for crossing pedestrians.	Assess condition of pavement prior to installing marked crosswalk.
		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows.
		Curb ramps on the south side are not aligned with the crossing and are not ADA compliant	Assess curb ramps for improved alignment. Reconstruct or repair both curb ramps on the south side. Clear debris from curb ramps.

APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY

Map ID	Location	Issue	Recommendation
5	W Elm St & McDonell Ave	Concern about the lack of driver yielding. This intersection is part of the flow of carpool traffic.	Study the intersection for All-Way Stop Control (AWSC).
		All crosswalks are unmarked. No stop bars on W Elm St.	Install new high-visibility crosswalks on all approaches and mark new stop bars on W Elm St.
		The pavement at this intersection is in poor condition and may present a tripping hazard for crossing pedestrians.	Assess condition of pavement prior to installing marked crosswalk.
		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows.
		All curb ramps are not ADA compliant. There is not enough space behind ramps on the south side of the intersection. Existing curb ramps do not have detectable warning surfaces.	Reconstruct or repair existing curb ramps.
6	Monterrey Ave (Montgomery St to Plum St)	Sidewalk on the west side of the road is too narrow and is obstructed by parked cars.	Reconstruct sidewalk on the west side of Monterrey Ave to be at least 5 feet in width. Restrict parking on sidewalks and consider marking on-street parking lanes to encourage improved parking behaviors.
		Monterrey Ave is designed for higher speeds and is missing pavement markings.	Install speed feedback signs.  Install traffic calming measures within school zone such as roundabout, speed humps, chicanes, or pinch points, or narrow travel lanes (may require additional study).  Add centerline pavement marking and mark on-street parking.
7	Monterrey Ave & Ash St*	There is concern about drivers using both directions of travel lanes to turn onto Ash St from Monterrey Ave.	Install hardened centerline for cars headed south on Monterrey Ave and turning left onto Ash St to encourage drivers to stay in the proper lanes.
		Parked cars at the intersection make pedestrians less visible and obstruct the eastern and western crosswalks.	Install curb extensions on Ash St on the west and east sides of the intersection.  Restrict parking in advance of crosswalks on Ash St.
		All approaches have faded crosswalk marking and faded stop bars	Remark existing crosswalks and remark existing stop bars on all approaches.
		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows for all crossings.
		The southwest curb ramp is not aligned with the crossing.	Assess the southwest curb ramp for improved alignment.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

Map ID	Location	Issue	Recommendation
		The northeast, northwest, and southeast curb ramps are missing detectable warning surfaces. All curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps.
8	Monterrey Ave & E Locust St	All approaches have faded crosswalk markings and faded stop bars	Remark existing crosswalks and remark existing stop bars on all approaches.
		Tree overgrowth obstructs the stop sign for eastbound traffic on Locust St.	Trim trees to improve stop sign visibility.
		Curb ramps on the west side of Monterrey Ave do not appear to be ADA compliant. Curb ramps are missing detectable warning surfaces.	Reconstruct or repair both curb ramps on the west side of the intersection.
9	W Elm St & Monterrey Ave	Concern about driver turning movements and speeds turning from Monterrey Ave onto W Elm Street after exiting the ECC drop-off lane. Drivers are not yielding to pedestrians crossing Monterrey Ave. ECC drop-off entrance and exit driveways are offset from W Elm St.	Install curb extensions on the northwest and southwest corners of W Elm St.  Install rectangular rapid flashing beacons (RRFBs) for the centered crossing of Monterrey Ave to access school.
		Crossings across Monterrey Ave and across W Elm St are unmarked. No stop bar on W Elm St.	Install new high-visibility crosswalks on the north and west side of the intersection. Mark a new stop bar on W Elm St.
		The pavement at this intersection is in poor condition and may present a tripping hazard for crossing pedestrians.	Assess condition of pavement prior to installing marked crosswalk.
		Both crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows for both proposed crossings.
		All curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps on northwest, northeast and southwest corners.
10	Monterrey Ave & ECC driveway	There are concerns about driver turning movements or speeds into the ECC driveway.	Install curb radius reduction for both radii of the ECC driveway.
		Crossing is unmarked across ECC driveway.	Install new high-visibility crosswalk across the ECC driveway.
		Curb ramps are missing for ECC driveway crossing.	Install new curb ramps for ECC driveway.
11	E Ash St & school's eastern driveway (carpool entrance)	There are concerns about drivers' turning movement or speeds out of the school driveway.	Install curb radius reduction for both radii of the school driveway.
		Crosswalk marking is faded across the school driveway.	Remark existing crosswalk across school driveway.
		Curb ramps at the school driveway do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps across school driveway.
12	E Ash St & Sanders Ave	No crosswalk across Sanders Ave and no stop bar.	Install a new high-visibility crosswalk across Sanders Ave and mark new stop bar.



Map ID	Location	Issue	Recommendation
		Parked cars obstruct sight lines on E Ash St.	Restrict parking in advance of the crosswalk on E Ash St.
		Crossing across E Ash St lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows for crossing across E Ash St.
		All curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps on the southwest, northwest and northeast corners.
13	Locust St (Monterrey Ave to Springfield Ave)	Observed motor vehicle speeds appear to exceed the speed limit.	Install speed feedback signs. There are existing traffic calming measures, such as speed humps, west of Monterrey Ave on Locust St. It is recommended to extend these measures to Springfield Ave.
		School advance warning signs and school speed limit signs are missing east of Monterrey Ave.	There are existing school zone signs west of Monterrey Ave. Install a new school advanced warning sign and a new school speed limit sign east of Monterrey Ave.
14	Ash St (Valencia Ave to Maryland Ave)	Existing speed limit may not be appropriate for neighborhood or school zone context. Ash St designed for higher speeds.	Install speed feedback signs. There are existing traffic calming measures, such as speed humps, directly in front of the school. It is recommended to extend these measures along Ash St to Valencia Ave to Monterrey Ave.
		Sidewalk is less than 4 feet wide on both sides of Ash St from Monterrey Ave to Valencia Ave. There are some areas where it is overgrown or obstructed by parked cars.	Reconstruct sidewalks on both sides of Ash St from Monterrey Ave to Valencia Ave. Restrict parking on sidewalks and relocate obstructions like the basketball hoop.
		School speed limit signs and advanced warning signs are missing east of Springfield Ave.	Install a new school advanced warning sign and a new school speed limit sign east of Springfield Ave.
15	E Ash St & Marcella Ave	Crosswalk on E Ash St on the east side of Marcella Ave is faded. Crosswalk and stop bar on Marcella Ave are missing.	Remark existing crosswalk. Install a new high-visibility crosswalk and stop bar on Marcella Ave.
		Crossing lacks appropriate crossing signage for crosswalk across E Ash St.	Install school crossing signs with downward pointing arrows.

Map ID	Location	Issue	Recommendation
		Curb ramps are missing detectable warning surfaces and are not aligned with curb cuts across E Ash St. There is no curb ramp on the southeast corner.	Reconstruct or repair existing curb ramps on the north side of E Ash St. Install new curb ramp on the southeast corner of the intersection.
16	Springfield Ave (E Ash St to E Plum St)*	Observed motor vehicle speeds appear to exceed the speed limit. Springfield Ave is designed for higher speeds. This segment of Springfield Ave is wider as the road narrows to the north and to the south.	Conduct speed study to consider speed management measures or other traffic calming measures such as roundabout, speed humps, chicanes, or pinch points, or narrow travel lanes (may require additional study). Study for reduced speed limit.  Study Springfield Ave for road diet – stripe east side of the roadway for on-street parking, install mid-block crossing with median island and RRFBs. Consider a transit lane or pull off area for bus stops on this corridor. Consider installing floating bus stops as part of road diet.
		Sidewalk on the east side is too narrow and lacks sufficient buffer.	Reconstruct sidewalk to widen or install buffer from roadway. This could be part of road diet to narrow lanes to widen the sidewalk and install a buffer for the sidewalk on the east side of Springfield Ave.
		School zone signage and speed feedback signs are obstructed by vegetation and utilities and are set back from the roadway.	Relocate existing school zone flasher signs and speed feedback signs for better visibility.
17	E Ash St & Springfield Ave*	This is a large intersection on a high-speed road with long pedestrian crossing distances (Springfield Ave). There are concerns about driver speeds and the lack of driver yielding. Pedestrians/bicyclists are unable to find sufficient gaps in traffic.	Install curb extensions on all corners. Install median crossing island on the south leg of the intersection on Springfield Ave. Install RRFBs for this crossing. Study this intersection for STOP control or a traffic signal.
		Parked cars obstruct sight lines.	Restrict parking in advance of crosswalk.
		Crosswalk across Springfield Ave on the north side of the intersection is unmarked. Crosswalk markings on the other approaches are faded.	Install a new high-visibility crosswalk on the north side of the intersection. Remark existing crosswalks.
		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows for all approaches.
		Stop bars on E Ash St are faded. There is a sight distance issue for vehicles on the west leg of the intersection.	Evaluate stop bar placement before remarking existing stop bars.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

Map ID	Location	Issue	Recommendation
		Curb ramps on the east side of Springfield Ave do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps.

## Heights Elementary School



Figure 9: Map of Heights Elementary School Arrival/Dismissal

### Observations and Audit

- **Date/time of observation:** The project team observed arrival from 7:00 to 8:30 AM on Tuesday, May 6, 2025.
  - **Observation locations:** The project team observed arrival at the intersections of McPherson Avenue and Market Street, McPherson Avenue and Rosario Street, and Market Street and Stone Avenue.
- **Main drop-off/pick-up locations:**
  - Parents and caregivers primarily used Market Street, McPherson Avenue, and Rosario Street for pick-up and drop-off. Market Street served as the main corridor with temporary cone zones to manage traffic during arrival. McPherson Avenue functioned as a one-way northbound street during drop-off times.
  - Rosario Street provided an alternate drop-off route west of the school, between McPherson Avenue and McClelland Avenue. Families also used the City of Laredo parking lot at the George Pappas Tennis Center, accessed from Stone Avenue. Stone Avenue is fenced and closed to traffic between Market Street and Rosario Street.



- **Behaviors:**

- Crossing guard coverage varied, with staff typically arriving around 7:20 AM and leaving by 7:45–8:00 AM.
- Parents and caregivers frequently walked in the street along Stone Avenue instead of using designated sidewalks to reach the crosswalk at Market Street.
- Vehicles were routinely stopped or left standing in no-parking zones near the Market Street & Stone Avenue crosswalk, with children walking from illegally parked cars.
- Parents often parked on the south leg of McPherson Avenue and crossed Market Street with children despite high-speed traffic, creating a hazardous condition.
- At Rosario Street & McPherson Avenue, students walked in the street due to missing or obstructed sidewalks, and midblock crossings were common.
- Market Street traffic often exceeded posted speed limits, with significant speeding occurring after crossing guards left.
- Illegal parking was widespread, including blocking crosswalks, stop signs, and parking in restricted zones. Some cars were left running and unattended.
- Pedestrian infrastructure was inadequate or ignored; curb ramps were misaligned or missing, and crosswalks were faded.
- Midblock crossings were frequent, especially where cones were removed after 7:45 AM.
- Drivers on McPherson Avenue queued in both directions near Rosario Street, blocking intersections and crosswalks.
- Vehicles routinely rolled through stop signs at McPherson Avenue & Rosario Street.
- Many students walked partway to school, often using roadways instead of sidewalks due to obstructions or lack of facilities.
- After crossing guards left at 7:45 AM, parents and students continued to cross without supervision, increasing the risk.



Figure 10: The main entry to the school serves as the designated entrance for younger children



Figure 11: The Assistant Principal directing traffic while also serving as a crossing guard at the intersection of Market St and McPherson Ave



Figure 12: Cars were observed parking on the rolled curb, obstructing the sidewalks



Figure 13: Parents/caregivers dropping off students on both sides of McPherson Ave. Most of the sidewalks at McPherson Ave & Rosario St are not ADA compliant

## Recommendations

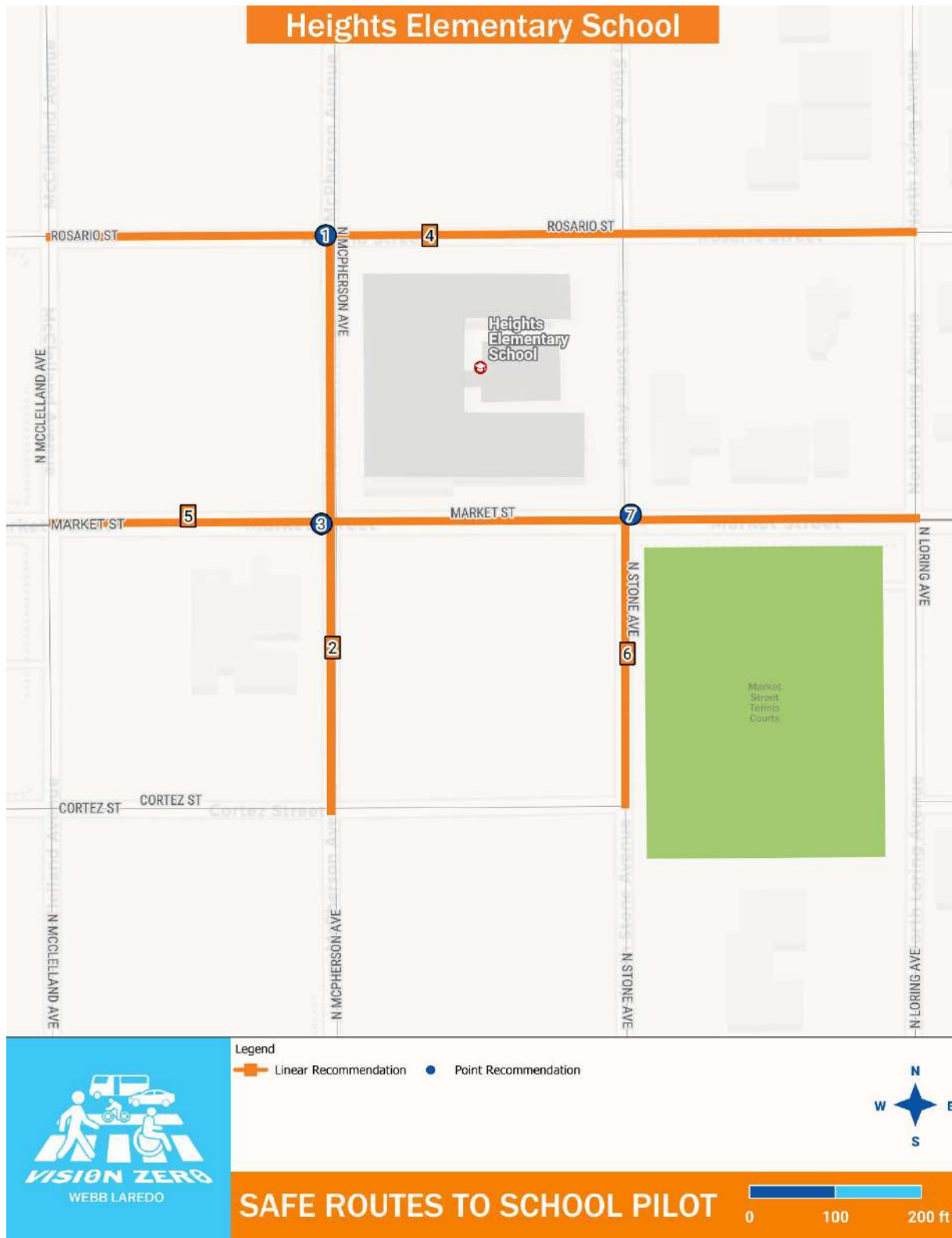


Figure 14: Map of Heights Elementary School Infrastructure Recommendations

**Table 3: Heights Elementary School Infrastructure Recommendations**

Information contained in this document is for planning purposes and should not be used for final design of any projects. All results, recommendations, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Unless otherwise specified, all the recommendations are on City streets in which case the City of Laredo will be responsible for implementation and maintenance of treatments. For school access points, the City should coordinate with LISD.

**\*indicates a key crossing location or key safety concern reported by the school**

Map ID	Location	Issue	Recommendation
1	McPherson Ave & Rosario St	There are concerns about the lack of driver yielding and about driver turning movements and speeds.	Install curb radii reductions on the north side of McPherson Ave to slow turning speeds and keep vehicles clear of the crosswalk.
		Crosswalks on the north and east side of the intersection are faded and the crosswalk on the west side of the intersection is unmarked. Stop bars on all approaches are faded or missing and existing stop bars appear too close to the crosswalk.	Remark existing crosswalks and install a new high-visibility crosswalk on the west side of the intersection.  Add missing stop bars and assess existing stop bar locations before remarking.
		Overgrown trees are impacting driver sight distance and visibility of pedestrians.	Trim back trees on the northeast side to improve visibility and access to the sidewalk.
		Curb ramps do not appear to be ADA compliant and are not aligned with crosswalks. The curb ramp on the northeast corner is missing.	Assess curb ramps for improved alignment. Reconstruct or repair existing curb ramps.  Install a new curb ramp on the northeast corner.
2	McPherson Ave (Rosario St to Cortez St)	Observed motor vehicle speeds appear to exceed the speed limit.	Conduct a speed study to evaluate the extent of speeding, especially northbound during the arrival window when McPherson Ave operates as one-way.  Use study to consider speed management measures or other traffic calming measures such as roundabout, speed humps, chicanes, or pinch points, or narrow travel lanes (may require additional study). Study for reduced speed limit.
		The sidewalk on the west side of McPherson Ave has a gap near the intersection of Rosario St, and sidewalks on both sides of the street are uplifted, collapsed, or cracked.  Sidewalks on both sides are obstructed by vegetation or parked vehicles.	Reconstruct broken areas, fill sidewalk gaps, and realign the sidewalk near the Market St intersection.  Restrict parking on sidewalks and consider marking on-street parking lanes to encourage improved parking behaviors.



Map ID	Location	Issue	Recommendation
3	McPherson Ave & Market St*	There is concern about the lack of driver yielding. Pedestrians/bicyclists are unable to find sufficient gaps in traffic.	Install curb extensions on both sides of Market St.  Install RRFBs to increase visibility and driver awareness.
		Crosswalks on all approaches except the south leg are faded. The crosswalk on the south leg is missing. Stop bars on McPherson Ave are faded or missing.	Remark existing crosswalks. Install a new high-visibility crosswalk on the south leg. Mark the new stop bar and remark the faded one on McPherson Ave.
		Crossing lacks signage.	Install school crossing signs with downward pointing arrows.
		The curb ramp on the southeast corner does not appear to be ADA compliant and is not aligned with the crosswalk.	Assess curb ramps for improved alignment. Reconstruct or repair the existing curb ramp.
4	Rosario St (McClelland Ave to N Loring Ave)	Sidewalk is missing and discontinuous.	Install new sidewalk and ADA-compliant curb ramps where missing.  Fill gaps in the discontinuous sidewalk along the north side of the corridor, particularly on the school block and the adjacent block to the east.  Evaluate crosswalk and stop bar needs at intersecting streets.
5	Market St (N Loring Ave to McClelland Ave)	Observed motor vehicle speeds appear to exceed the speed limit. Market St is designed for higher speeds.	Conduct speed study to consider speed management measures or other traffic calming measures such as roundabout, speed humps, chicanes, or pinch points, or narrow travel lanes (may require additional study). Study for reduced speed limit and evaluate for improvements with nearby intersections.
		Sidewalk is cracked, uplifted, or discontinuous on both sides of the street.	Reconstruct or repair damaged sidewalks and fill gaps along both sides of the corridor. Focus on the south side for major repairs and address obstructions on the north side near N Loring Ave.

Map ID	Location	Issue	Recommendation
6	Stone Ave (Market St to Cortez St)	Conflict between cars and pedestrians north of Stone Ave at the Market St intersection.	Block off southbound vehicular traffic on Stone Ave between Market St and Cortez St during drop-off and pick-up hours.  Consider converting one lane of Stone Ave into a pedestrian pathway to reduce conflicts. Study this block further for potential restricted vehicle access.
		The sidewalk on the east side is not easily accessible; the sidewalk on the west side is obstructed by cars parking too close to the curb.	Reconstruct sidewalks on both sides to add a buffer from the street.  Conduct a study to evaluate parking reconfiguration options to improve pedestrian access and connectivity between Market St and Cortez St.
7	N Stone Ave & Market St*	People walking or biking cannot safely cross due to the lack of driver yielding and large traffic gaps.	Install a median crossing island with a “Stop Here For Pedestrians” sign.  Install RRFBs for crossing of Market St.
		Crosswalk markings on the north leg are not high visibility, and the crosswalk across the southern leg is unmarked. Stop bar markings are faded or placed too close to the crosswalk.	Install a new high-visibility crosswalk on the south side where unmarked and remark existing crosswalk north of Stone Ave with high-visibility markings.  Assess existing stop bar locations before remarking.
		Curb ramps are not ADA compliant. Missing curb ramps on the northeast and southwest corners.	Reconstruct or repair existing curb ramps. Install new curb ramps on the northeast and southwest corners.

## Don Jose Gallego Elementary School



Figure 15: Map of Gallego Elementary School Arrival/Dismissal

### Observations and Audit

- **Date/time of observation:** The project team observed arrival from 7:00 to 8:00 AM on Tuesday, May 6, 2025.
  - **Observation locations:** The project team observed arrival at the intersection of Springfield Avenue and O'Kane Street, along O'Kane Street between Maryland Avenue and Lexington Avenue for drop-off, at the intersection of Lexington Avenue and Clark Boulevard, and along Lexington Avenue near the drop-off exit.
- **Main drop-off/pick-up locations:**
  - Parents and caregivers use O'Kane Street and Lexington Avenue for drop-off. The entrance to the school's drop-off/pick-up lane is on O'Kane Street, and the exit is located on Lexington Avenue. During school pick-up/drop-off hours, O'Kane Street functions as a one-way eastbound street and Lexington Avenue functions as a one-way, southbound street.
  - Parents park on both sides of O'Kane Street, Maryland Avenue and Lexington Avenue, and walk their students to the school using either the O'Kane Street school entrance or the Lexington Avenue drop-off lane driveway exit. Most student walkers approach the school from the northeast, walking south on Maryland Avenue and west on O'Kane Street.

- **Behaviors:**

- A great number of parents and caregivers park on Lexington Avenue, Maryland Avenue and O’Kane Street and walk their students to the school building instead of using the pick-up/drop-off loop. Parents who park on the North and eastern sides of O’Kane Street and Lexington Avenue, respectively, observed crossing the street with their students at unofficial crossing locations, although most used the crosswalks at Maryland Avenue and O’Kane Street, and Lexington Avenue and O’Kane Street. Parents were also observed parking on the curb, obstructing the sidewalk.
- There are relatively few student walkers approaching the school from the east, with only six observed. More came from the west, eastbound on O’Kane Street, with a total of 10 observed. The majority of student walkers were observed traveling southbound on Maryland Avenue, but it was difficult to distinguish walkers from drop-off traffic.
- Springfield Avenue has heavy traffic in both directions, and it is difficult to cross at the intersection with O’Kane Street. Student crossings were facilitated by one school crossing guard and one Webb County Constable, but families were observed crossing after the school start time, after the crossing guard had left. Observed students walking on the road to avoid sidewalk obstructions on the west side of Springfield Avenue.
- There was a large presence of crossing guards, school staff and police officers helping direct traffic and aid in crossings at the Springfield Avenue and O’Kane Street intersection, the Maryland Avenue and O’Kane Street intersection, the Lexington Avenue and O’Kane Street intersection and the Clarke Avenue and Lexington Avenue intersection. All staff except the crossing guard at the Maryland Avenue and O’Kane Street intersection must be inside the school by 7:45 am, when school begins. However, a steady trickle of students were observed arriving as late as 8:20 am.



Figure 16: Observed obstructions on O'Kane St (Left) and Springfield Ave (Right)





Figure 17: Parents parking on Lexington Ave with students walking to school campus through carpool exit (Left).  
Sidewalk gap for students entering school campus from Lexington Ave (Right)



Figure 18: Difficult crossing across Clark Blvd with misaligned curb ramp



Figure 19: Crossing guard aiding students crossing at Maryland Ave and O'Kane St

Recommendations

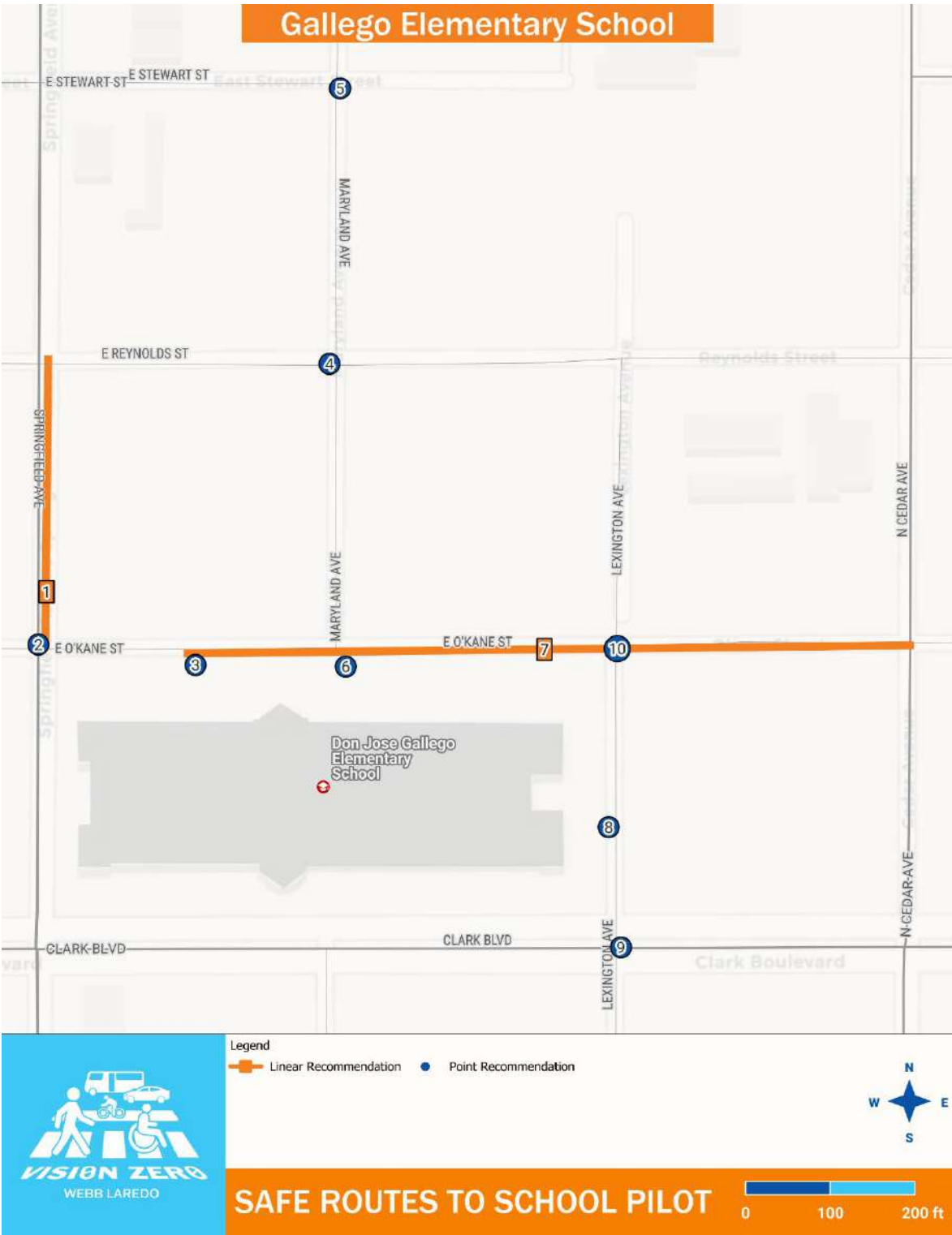


Figure 20: Map of Gallego Elementary School Infrastructure Recommendations

Table 4: Gallego Elementary School Infrastructure Recommendations

Information contained in this document is for planning purposes and should not be used for final design of any projects. All results, recommendations, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Unless otherwise specified, all the recommendations are on City streets in which case the City of Laredo will be responsible for implementation and maintenance of treatments. For school access points, the City should coordinate with LISD.

**\*indicates a key crossing location or key safety concern reported by the school**

Map ID	Location	Issue	Recommendation
1	Springfield Ave (O'Kane St to Reynolds St)	Multiple sidewalk obstructions were observed on the west side of Springfield Ave, including a parked truck, overhanging vegetation, a utility pole and school flash sign located in the middle of the sidewalk.	Relocate the utility pole and school flashing sign. Trim overhanging vegetation on the western shoulder of Springfield Ave, north of the Springfield Ave and O'Kane St intersection. Additionally, restrict parking on sidewalks and consider marking an on-street parking lane to encourage improved parking behaviors.
2	Springfield Ave & O'Kane St	Pedestrians/bicyclists are unable to find sufficient gaps to cross Springfield Ave on the southern side of the intersection.	Install advanced pedestrian warning signs, as well as advanced yield markings with "Stop Here For Pedestrians" signs located 30-50 ft. in advance of the crosswalk. Install school crossing signs with downward pointing arrows at the crosswalk.  Install curb extensions on the southern corners of the intersection to reduce the pedestrian crossing distance.
		All existing curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps to be ADA compliant with detectable warning surfaces.
		Crosswalk markings at all existing crossings are faded. Both stop bars on O'Kane St are also faded.	Remarks existing crosswalks and stop bars.
3	O'Kane St & carpool entrance*	Concern about the lack of driver yielding for parents who park opposite the school and walk students across O'Kane St to the school entrance. Parked cars obstruct sight lines.	Convert the existing speed hump on O'Kane St east of the school driveway to a raised crosswalk, install curb ramps, and install school crossing signs with downward pointing arrows. Alternatively, explore installing curb extensions and high-visibility crosswalk across O'Kane St west of the existing speed hump.

APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY

		Crosswalk markings across the school driveway are faded.	Remark existing crosswalk.
Map ID	Location	Issue	Recommendation
4	Maryland Ave & Reynolds St	Crossings across the southern and western legs are unmarked. No stop bar at stop-controlled approaches on the eastern and western legs.	Install new high-visibility crosswalks at the southern and western legs. Mark new stop bars at stop-controlled approaches.
		The southern crossing across Maryland Ave lacks appropriate crossing signage.	Install advanced pedestrian warning signs and school crossing signs with downward pointing arrows.
		Parked cars obstruct sight lines of the west crossing across Reynolds St.	Install curb extensions on the northwest and southwest corners of the intersection.
		Curb ramps on the western and southern legs of the intersection do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps to be ADA compliant.
5	Maryland Ave & Stewart St	Parked cars obstruct sight lines on the southern crossing of Maryland Ave.	Install curb extensions on the northwest, southwest and southeast corners of the intersection. Study the intersection for All-Way Stop Control.
		Western crossing across Reynolds St and the southern crossing across Maryland Ave are unmarked. No stop bar at stop-controlled approaches on the northern and southern legs.	Install new high-visibility crosswalks at the southern and western legs. Mark new stop bars at stop-controlled approaches.
		Existing curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps to be ADA compliant.

APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY

Map ID	Location	Issue	Recommendation
6	O’Kane St & Maryland Ave*	Concern about driver turning movements or speeds and lack of driver yielding to students crossing Maryland Ave and O’Kane St. Both crossings are unmarked and the western crossing of O’Kane St lacks appropriate crossing signage. Parked cars obstruct sight lines for both crossings, and there is no stop bar at the stop-controlled approach on Maryland Ave.	<p>Install advanced pedestrian warning signs on O’Kane St east of the intersection. Install school crossing signs with downward pointing arrows at the crosswalk.</p> <p>Install new high-visibility crosswalks at the northern and western legs. Mark new stop bars at stop-controlled approaches.</p> <p>Install school crossing signs with downward pointing arrows at the new crosswalk on O’Kane St.</p> <p>Install curb extensions on the northwest and northeast corners of the intersection for the crossing of Maryland Ave, and southwest for the crossing of O’Kane to reduce the pedestrian crossing distance, improve pedestrian visibility, and reduce the vehicle turning radius.</p>
		Curb ramps on the northeast, northwest, and southwest corners of the intersection do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps to be ADA compliant.
7	O’Kane St (Cedar Ave to school driveway)	Observed motor vehicle speeds appear to exceed the speed limit.	Install speed hump to the east of Maryland Ave and O’Kane St intersection.
		Multiple obstructions were observed on both sides of O’Kane St, including vehicles parked on the sidewalk and utility poles in the middle of the sidewalk.	Restrict parking on sidewalks and consider marking on-street parking lanes on both sides of O’Kane St to encourage improved parking behaviors. Relocate fixed obstructions.
		School advanced warning sign is missing.	Install a school advanced warning sign.
8	Lexington Ave & carpool exit	Concern about the lack of drivers yielding to students crossing carpool lanes on the school campus.	Install raised crosswalks with high-visibility markings.
		Discontinuous sidewalk: No sidewalk connection between the existing sidewalk on the western shoulder of Lexington Ave to the school campus.	Fill gaps in the discontinuous sidewalk and install a ramp connection.
		Crosswalk markings across the school driveway are faded.	Remark existing high-visibility crosswalk across school driveway.
		Curb ramps across the school driveway do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps to be ADA compliant.



APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY

Map ID	Location	Issue	Recommendation
9	Clark Blvd & Lexington Ave	The uncontrolled crossing of Clark Blvd had a long crossing distance. Concern about the lack of driver yielding and multiple dangerous conditions (drivers stopping in one lane for a crossing pedestrian obstructs the pedestrian from the view of a driver in the second lane).	Install advanced pedestrian warning signs and advanced yield markings with “Stop Here For Pedestrians” signs located 30-50 ft. in advance of the existing crosswalk. Install school crossing signs with downward pointing arrows at crosswalks. Install median crossing islands and study the crossing for a Pedestrian Hybrid Beacon (PHB).
		Crosswalk markings across Clark Blvd are faded and the north and south crossings across Lexington Ave are unmarked.	Remark existing high-visibility crosswalk across Clark Blvd and install high-visibility crosswalks across Lexington Ave.
		The southwest ramp does not appear aligned with the west crossing across Clark Blvd. All existing curb ramps do not appear to be ADA compliant.	Assess the southwest curb ramp for improved alignment and reconstruct or repair existing curb ramps to be ADA compliant.
10	Lexington Ave & O’Kane St	The crossing guard expressed concern about driver stop sign compliance on the west approach of the intersection. The east and west crossing across O’Kane St may be difficult for drivers to see or anticipate due to roadway curvature.	Install curb extensions at all four corners of the intersection.
		East crossing across O’Kane St is unmarked and all existing crosswalk markings faded, No stop bar on the west approach of O’Kane St.	Install new high-visibility crosswalks at the east leg and remark the existing sidewalks. Mark a new stop bar on O’Kane St.
		Existing curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps to be ADA compliant.

## Four Corners Campus

### JZ Leyendecker Elementary School



Figure 21: Map of Leyendecker Elementary School Arrival/Dismissal

#### Observations and Audit

- **Date/time of observation:** The project team observed arrival from 7:00 to 7:45 AM on Wednesday May 7, 2025.
  - **Observation locations:** The project team observed arrival at the intersection of Santa Maria Avenue and Garden Street, along Garden Street between the drop-off entrance and exit, and at Garden Street and Salinas Avenue at the drop-off exit.
- **Main drop-off/pick-up locations:** Parents and caregivers use Garden Street to access/pick-up and drop off lanes in front of the school and Santa Maria Avenue to access a second drop off loop at the parking lot located east of the school. Student walkers are coming from the north mainly on Santa Maria Avenue and Salinas Road and east on Garden Street.

● **Behaviors:**

- Only a few elementary student walkers were observed. Four students were observed walking through the Santa Maria Avenue and Garden Avenue intersection, five observed crossing from Juarez Road, and eight observed walking from the east down Garden Street.
- Crossing guards are present at the Santa Maria Avenue and Garden Street intersection, in front of the westernmost school driveway entrance near the Juarez Avenue and Garden Street intersection, and the easternmost school driveway entrance near the Garden Street and Salinas Avenue intersection.
- Five students observed crossing Garden Street to access the westernmost driveway entrance at unmarked crossing locations.
- Observed several high school and middle school students walking west on Garden Street and down Santa Maria Avenue. Several students walking down Santa Maria Avenue crossed midblock.
- Three bicyclists were also observed traveling on Santa Maria Avenue, with one utilizing the parking lot heading southbound.
- Vehicular traffic on Santa Maria Avenue was observed to be steady but appeared to follow the school zone speed limit.
- Drivers turning left from Garden Street into the school driveway tend to turn at relatively high speeds.
- Cars parked on the sidewalk blocked the sidewalk for students walking on Juarez Avenue, the northernmost side of Garden Street and on Santa Maria Avenue. Students observed walking on the road or crossing midblock to avoid obstructions.
- One school bus for students with special needs services the school.



Figure 22: Crossing guard helping students cross Garden St



Figure 23: Student walking on road to avoid obstructed sidewalk on the north side of Garden St



Figure 24: High school and middle school students crossing Santa Maria Ave mid-block



## Louis J. Christen Middle School



Figure 25: Map of Christen Middle School Arrival/Dismissal

### Observations and Audit

- **Date/time of observation:** The project team observed arrival from 7:15 to 8:20 AM on Wednesday, May 7, 2025.
  - **Observation locations:** The project team observed arrival at the intersections of Park Street and Convent Avenue at the drop-off entrance, Park Street and Salinas Avenue at the drop-off exit, Park Street and Juarez Avenue, and Park Street and Santa Maria Avenue.
- **Main drop-off/pick-up locations:** Parents and caregivers use Park Street and nearby intersections at Juarez Avenue, Convent Avenue, Salinas Avenue, and Santa Maria Avenue for drop-off and pick-up. Many stop along Park Street shoulders, driveways, or near the Valero gas station instead of using the official drop-off loop. Students mostly walk from the south and west, using Juarez Avenue, Salinas Avenue, and Convent Avenue intersections. The Valero gas station and nearby transit stops at Convent Avenue and Santa Maria Avenue also bring student foot traffic close to the school.
- **Behaviors:**
  - Crossing guards were inconsistent, with some arriving late or leaving early, resulting in unsupervised crossings during key arrival times.



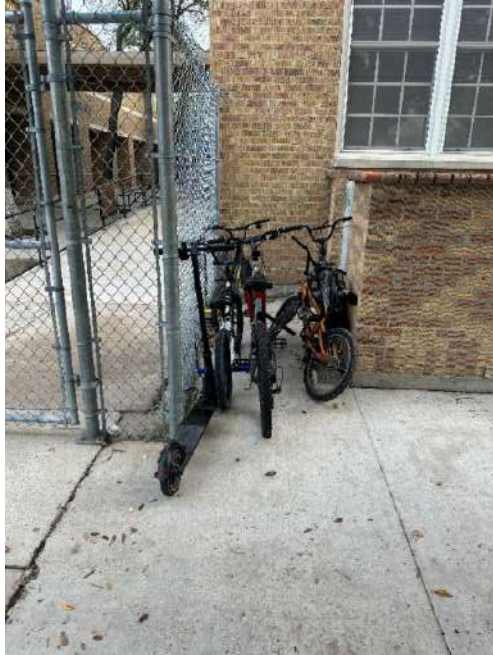
- Students frequently crossed Park Street midblock or at unmarked intersections, especially near the Valero gas station at Santa Maria Avenue, creating dangerous conflicts with traffic.
- Many students crossed Park Street from unsafe positions such as curb edges, driveways, or locations with poor visibility and no pedestrian infrastructure.
- Students often ran or dodged through traffic near Park Street & Santa Maria Avenue, especially when dropped off mid-traffic near the Valero gas station.
- Parents used shoulders, driveways, and rolled curbs along Park Street for drop-offs, often blocking sidewalks and forcing students to walk in the street.
- Drivers performed illegal U-turns, stopped in travel lanes, and sped through yellow lights at Park Street & Convent Avenue and Park Street & Santa Maria Avenue.
- At Park Street & Salinas Avenue, students crossed at an unsignalized, unmarked, and unsupervised intersection, despite high traffic volumes.
- At Park Street & Convent Avenue, drivers failed to yield to pedestrians during red or yellow lights, and parents watched children cross alone at unmarked crosswalks.
- A parent dropped off students mid-intersection at the driveway to the designated loop, obstructing traffic.
- Bicyclists and a scooter rider used vehicle lanes and unmarked crossings without yielding to pedestrians, lacking safe bike infrastructure or bike parking.
- Crossing guards were missing or delayed at Park Street & Salinas Avenue and Park Street & Santa Maria Avenue, leading to high-risk crossings.
- A police officer and a school-appointed guard helped at Juarez Avenue and a midblock point between Salinas Avenue and Convent Avenue, but coverage was limited.
- Staff support for special education bus arrivals was strong, with up to seven staff assisting near the main entrance on Park Street around 8:20 AM.



Figure 26: View of Entry and Courtyard



Figure 27: Students crossing at Park St & Juarez Ave



**Figure 28: Lack of bike parking forced students to lock their bikes to the fences of the HVAC units**



**Figure 29: A vehicle was double parked along Park St to facilitate the drop-off of a late-arriving student.**



**Figure 30: Pedestrians were observed being dropped off on the shoulder of Park St**



## Raymond & Tirza Martin High School



Figure 31: Map of Martin High School Arrival/Dismissal

### Observations and Audit

- **Date/time of observation:** The project team observed arrival from 8:00 to 8:45 AM on Wednesday May 7, 2025.
  - **Observation locations:** The project team observed arrival at the drop-off lane and along San Bernardo Avenue, the intersection of San Bernardo Avenue and Park Street, the drop-off lane at Park Street and San Agustin Avenue and along Park Street.
- **Main drop-off/pick-up locations:**
  - Parents and caregivers can use the drop-off area on the side of the Early College building at San Bernardo Avenue and Gonzalez Street. This is a one-way drop-off lane with the entrance at Gonzalez Street and the exit at Bruni Street. The gates for this carpool lane close before 8:30 AM. One school bus was observed using this drop-off.
  - Parents and caregivers can also access the internal drop-off circulation on school property at the intersection of Park Street and San Agustin Avenue. Parents and caregivers using this driveway must exit at Bruni Street or at Flores Avenue since the exit to the San Agustin Avenue school driveway is gated during school arrival. Parents and caregivers dropping off after 8:30 AM must use the Park Street driveway.

- All students must enter through the main door on the southeast corner of the high school and use the pedestrian gates on San Bernardo Avenue or Park Street when they are open. The pedestrian gate on San Bernardo Avenue closes at 8:30 AM.
- **Behaviors:**
  - Three LISD police officers direct traffic for Park Street near San Agustin Avenue. A police car is positioned across San Agustin Avenue to block southbound traffic. Drivers can still use the northbound approach on San Agustin Avenue to access the school driveway or make a right or left onto Park Street. One of the police officers is stationed here to direct San Agustin Avenue traffic. One officer is in the intersection to direct vehicular traffic on Park Street. The third officer is on the northeast corner curb ramp and serves as the crossing guard for this intersection. Officers are present until school starts at 8:30 AM.
  - The exit for the school driveway at Park Street and San Agustin Avenue is gated during school arrival. This gate opens at 8:30 AM to allow vehicular traffic to exit from the school onto Park Street.
  - Parents and caregivers are pulling over on the Park Street shoulder to drop-off instead of using the on-campus drop-off circulation despite there being No Parking signs. Drivers unload on all corners of the intersection of Park Street and San Agustin Avenue. These drivers sometimes block the school driveway and crosswalk. Drivers unloading make unpredictable and occasionally aggressive movements. Officers and school staff try to prevent parents and caregivers from dropping off like this.
  - Parents and caregivers are pulling into the bike lanes on San Bernardo Avenue to drop-off instead of using the on-campus drop-off circulation. Some students are dropped off on side streets and then walk over.
  - Police officers noted that during daylight savings, the sunrise affects eastbound traffic and makes it hard for drivers to see pedestrians and other drivers.
  - Students are walking from both directions on Park Street, including from the other side of I-35. Students are also walking from the south up San Agustin Avenue. Students are walking from the north on San Bernardo Avenue and use the sidewalk on the school side.
  - Students enter the school through the pedestrian gate at Park Street and San Agustin Avenue and take the shortest path to the main door. They do not use the two on-campus crosswalks. Generally, students are opting to take the shortest path, including when crossing Park Street, not using curb ramps to access the crosswalk. Students relied on police officers directing traffic to cross. After officers leave, many students do not look both ways or check their surroundings or seem aware of traffic conditions.
  - Tardy students must use the pedestrian gate on Park Street. Many students arrive after 8:30 AM because they do not have a first-period class.
  - Some students will cross Park Street mid-block in groups.
  - Several students use scooters.
  - Several students use transit to get to school. There is a transit stop on San Bernardo Avenue near Bruni Street. Students have to wait for a gap in traffic to cross. There is about twenty students for each bus that stopped here. The buses arrive after the crossing guard is finished and the pedestrian gate on San Bernardo Avenue is closed, so students have to walk down to the Park Street pedestrian gate.
  - Students crossing San Bernardo Avenue at Park Street intersection do not wait for walk signal and cross when there is a gap in traffic, especially after 8:30 AM.
  - Drivers on San Bernardo Avenue generally follow the instructions of the crossing guards which are stationed at Gonzalez Street and Bruni Street.
  - Drivers that dropped students off in the bike lane on San Bernardo Avenue would try to make a U-turn to head back north, but the crossing guard made them continue heading south.



- Entry speeds into the carpool lane entrance on San Bernardo Avenue were high if traffic was not backed up. Southbound traffic on San Bernardo Avenue only backed up during peak drop-off period around 8:15 AM but was never more than five to ten cars.



Figure 32: Students waiting to enter main door



Figure 33: Student crossing San Bernardo Ave from transit bus stop at Bruni St



Figure 34: Improper drop-off in shoulder on Park St blocks school traffic



Figure 35: Officers stationed at San Agustin Ave and Park St to help direct traffic and cross students



## Recommendations

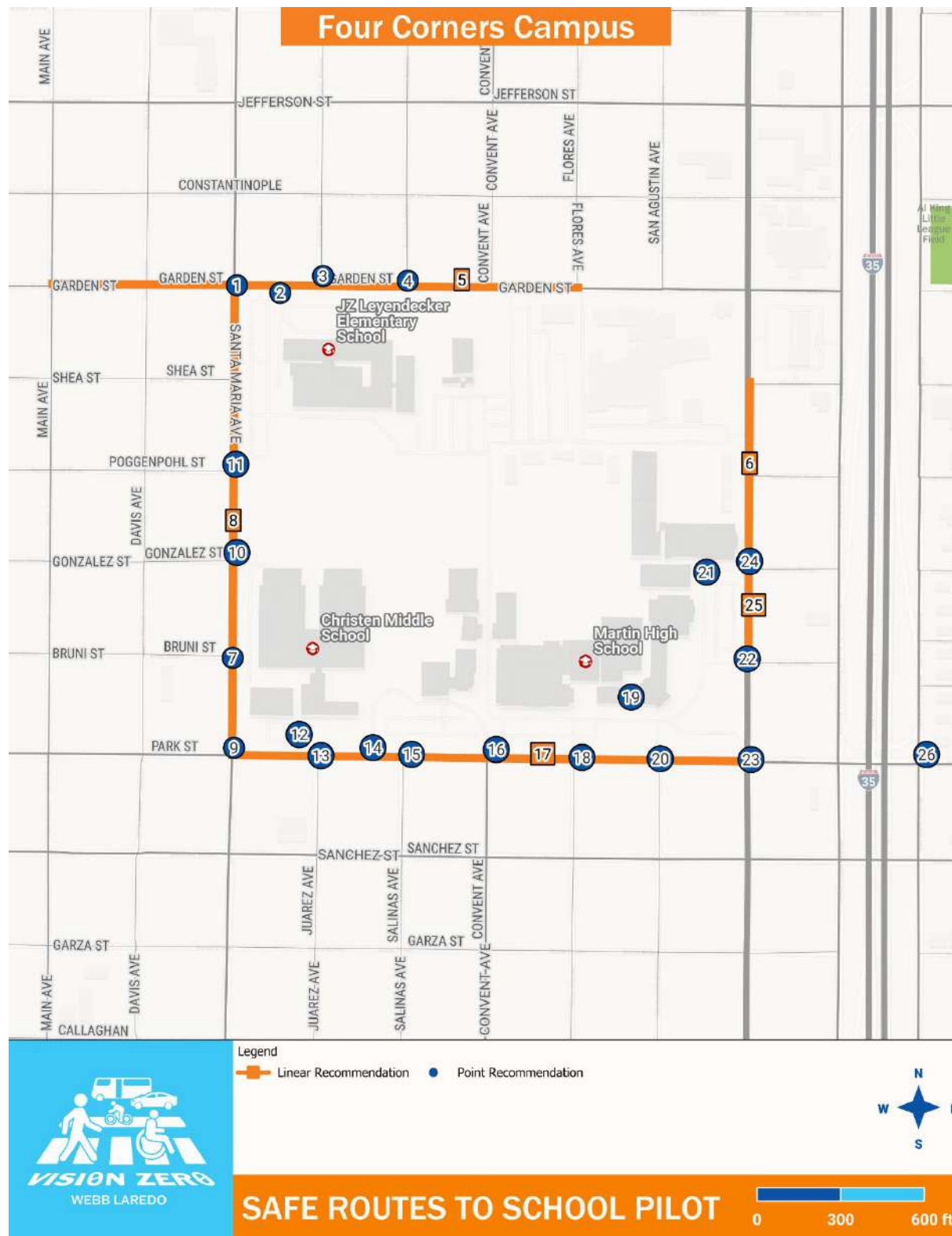


Figure 36: Map of “Four Corners” (Leyendecker ES, Christen MS, Martin HS) Infrastructure Recommendations

**Table 5: “Four Corners” (Leyendecker ES, Christen MS, Martin HS) Infrastructure Recommendations**

Information contained in this document is for planning purposes and should not be used for final design of any projects. All results, recommendations, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Unless otherwise specified, all the recommendations are on City streets in which case the City of Laredo will be responsible for implementation and maintenance of treatments. For school access points, the City should coordinate with LISD.

**\*indicates a key crossing location or key safety concern reported by the school**

Map ID	Location	Issue	Recommendation
1	Santa Maria Ave & Garden St*	Pedestrian signals are not on auto recall. Pedestrian signals are not ADA compliant.	Put the pedestrian signal on auto recall. Relocate pedestrian pushbuttons behind the curb ramp and upgrade pushbuttons to be ADA compliant, per PROWAG.
		Crosswalk markings and stop bars are faded.	Implement a leading pedestrian interval (LPI). Prohibit Right Turn on Red for all approaches. Remark all existing crosswalks with high-visibility markings and remark stop bars.
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair all existing curb ramps to be ADA compliant.
2	Garden St & elementary school driveway entrance	There is concern about driver turning movements and speeds.	Install curb radius reduction for both sides of the school driveway.
		The crosswalk marking across the school driveway is faded.	Remark existing crosswalk.
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps across the school driveway to be ADA compliant.
3	Garden St & Juarez Ave*	Parked cars obstruct sight lines.	Install curb extensions at the northeast, northwest and southwest corners.
		Crosswalk marking is faded across Garden St. The northern crosswalk is unmarked across Juarez St. No stop bar on Juarez Ave.	Install new high-visibility crosswalk for northern crossing across Juarez Ave and mark new stop bar. Remark existing crosswalk across Garden St.
		Crossing lacks appropriate crossing signage.	Replace existing school crossing signs with fluorescent yellow signs with downward pointing arrows and move to the western crossing where the existing crosswalk is marked. Install school crossing signs with downward pointing arrows on the southern side.
		The south side curb ramp is not aligned with the west side crossing across Garden St and does not appear to be ADA compliant. The curb ramp is missing on the northwest corner.	Assess the curb ramp for improved alignment. Relocate the curb ramp on south side of Garden St to align with west side crossing across Garden St and repair or reconstruct to be ADA compliant. Install new curb ramp on northwest corner of intersection.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

Map ID	Location	Issue	Recommendation
4	Garden St & Salinas Ave	There is concern about driver turning movements or speeds.	Install curb radius reduction for both radii of the school driveway exit.
		Crossings are unmarked on the north and east sides of the intersection. Crosswalk markings across the school driveway are faded. No stop bar on the north side of the intersection on Salinas Ave. Stop bar on the south side at school driveway exit is faded.	Install new high-visibility crosswalks across Salinas Ave on the north side of the intersection and across Garden St on the east side of the intersection. Remark the existing crosswalk across the school driveway. Mark a new stop bar on Salinas Ave. Remark existing stop bar at school driveway exit.
		Crossing lacks appropriate crossing signage. Existing signage is located away from crossing.	Install school crossing signs with downward pointing arrows at crosswalk or relocate existing signs to crosswalk.
		Existing curb ramps on the north side of the intersection do not appear to be ADA compliant. Missing curb ramps on the south side for the crossing across the school driveway.	Reconstruct or repair existing curb ramps on the north side to be ADA compliant. Install new curb ramps on the south side.
5	Garden St (Main Ave to Flores Ave)	The school zone speed limit flasher is located past the entrance to the elementary school. The school zone sign ends is in front of the school.	Relocate the existing school speed limit flasher to the west of Santa Maria Ave. Relocate the school zone sign ends closer to Flores Ave.
6	San Bernardo Ave (Gonzalez St to Shea St)	The east side of San Bernardo Ave sidewalk is cracked and overgrown with many tripping hazards.	Reconstruct the sidewalk on the east side of San Bernardo Ave. The City of Laredo should work with TxDOT to construct these.
		Curb ramps at Poggenpohl St do not appear to be ADA compliant and are not aligned with the crossing. There is a potential drainage issue at the southeast corner of Shea St and San Bernardo Ave, causing standing water.	Assess the curb ramp for improved alignment. Reconstruct or repair all existing curb ramps to be ADA compliant. Evaluate the site for drainage issues.
7	Santa Maria Ave & Bruni St	There is concern about the lack of driver yielding for pedestrians crossing Santa Maria Ave.	Install RRFBs. Install curb extensions. Install school crossing signs with downward pointing arrows for crosswalks across Santa Maria Ave.
		The crosswalk across the school driveway is faded. The crossings of both Bruni St and Santa Maria Ave are unmarked. There is no stop bar on Bruni St.	Remark the existing crosswalk across the school driveway. Install new high-visibility crosswalks on all other approaches. Mark new stop bar on Bruni St.
		All curb ramps do not appear to be ADA compliant.	Reconstruct or repair all existing curb ramps.
8	Santa Maria Ave (Park St to Garden St)	Discontinuous sidewalk, no sidewalk, sidewalk obstructed by vegetation or other obstacles.	Fill gaps in the discontinuous sidewalk. Install new sidewalks and ADA compliant curb ramps and assess the need for high-visibility crosswalks and stop bars as needed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. Relocate or remove obstacles.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

		The existing school advance warning sign is not fluorescent yellow/green per MUTCD or otherwise deficient. School advance warning signs and school speed limit signs are missing.	Install a new school advanced warning sign and a new school speed limit sign. Repair or replace the school advanced warning sign.
Map ID	Location	Issue	Recommendation
9	Santa Maria Ave & Park St*	There is concern about driver turning movements or speeds and the lack of driver yielding.	Install curb radius reduction on both north corners.
		Pedestrian signals are not on auto recall and are not ADA compliant.	Implement LPI. Prohibit Right Turn on Red for all approaches.
		Crossing is unmarked on the west side of the intersection. All existing crosswalks are faded. Stop bars on all approaches are faded.	Put pedestrian signals on auto recall. Upgrade pedestrian signals and pushbuttons.
		The crosswalk surface presents a tripping hazard on the northwest corner.	Install a new high-visibility crosswalk on the west side of the intersection. Remark existing crosswalks and stop bars.
		Crossings lack appropriate crossing signage.	Assess pavement condition.
		All existing curb ramps do not appear to be ADA compliant. Curb ramp on the northeast corner has a utility conflict.	Install school crossing signs with downward pointing arrows for all approaches.
10	Santa Maria Ave & Gonzalez St	There is concern about driver turning movements or speeds and the lack of driver yielding.	Reconstruct or repair existing curb ramps. Relocate the utility on the northeast corner.
		Crossing on the west leg is unmarked. Crosswalk markings on the north, east, and south legs are faded.	Implement LPI. Prohibit Right Turn on Red for all approaches.
		No stop bar on Gonzalez St. Stop bars on Santa Maria Ave and the driveway are faded.	Install a new high-visibility crosswalk on the west leg. Remark existing crosswalks.
		Pedestrian signals are not on auto recall and are not ADA compliant.	Mark a new stop bar on Gonzalez St. Remark existing stop bars.
		Curb ramps do not appear to be ADA compliant.	Put pedestrian signals on auto recall. Upgrade pedestrian signals and pushbuttons. Relocate pushbuttons to behind ramps on the western side of the intersection.
11	Santa Maria Ave & Poggenpohl St	Pedestrians/bicyclists are unable to find sufficient gaps in traffic to cross Santa Maria Ave. Crossing lacks appropriate crossing signage.	Reconstruct or repair all existing curb ramps.
		Crossings are unmarked.	Install RRFBs for the crossing across Santa Maria Ave.
			Install crossing signs with downward pointing arrows for this crosswalk. Install advanced pedestrian warning signs on Santa Maria Ave.
			Install new high-visibility crosswalks on the west and south legs.



**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

		The Southeast curb ramp does not appear aligned with the crossing. All existing curb ramps do not appear to be ADA compliant.	Assess the southeast curb ramp for improved alignment. Reconstruct or repair all existing curb ramps.
12	Park St & library entrance	Crosswalk markings faded.	Remark the existing crosswalk across the library driveway.
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps.
<b>Map ID</b>	<b>Location</b>	<b>Issue</b>	<b>Recommendation</b>
13	Park St & Juarez Ave*	There is concern about the lack of driver yielding and about multiple threat conditions. There is a long crossing distance for Park St. Pedestrians/bicyclists are unable to find sufficient gaps in traffic. There is a crossing guard stationed here to help students cross.	Install RRFBs for the west side crossing.  Install curb extensions on Park St in the parking lanes. Install a median crossing island on the west leg.
		The crosswalk on the west side across Park St is faded.	Remark the existing crosswalk.
		Crossing lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows for the crossing of Park St.
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps.
14	Park St & school drop off exit	There is concern about driver turning movements or speeds and the lack of driver yielding.	Install curb radius reduction for the school driveway exit.
		The crosswalk across the school driveway is faded.	Remark the existing crosswalk.
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps.
15	Park St & Salinas St	There is concern about drivers' turning movement speeds and the lack of driver yielding. There is concern about multiple threat conditions. There is a long crossing distance for Park St. Parked cars obstruct sight lines. Pedestrians/bicyclists are unable to find sufficient gaps in traffic.	Install RRFBs for crossings of Park St.  Install curb extensions on Park St in the parking lanes. Install a median crossing island on Park St. Study the intersection for a traffic signal.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

		The crosswalk across the driveway on the north side is faded.	Remark existing crosswalk across driveway with high-visibility markings.
		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows for crossings of Park St.
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair all the existing curb ramps.
Map ID	Location	Issue	Recommendation
16	Park St & Convent Ave	There is concern about driver speeds and the lack of driver yielding. There is concern about multiple threat conditions. There is a long crossing distance for Park St.	Install curb extensions on Park St in the parking lanes. Install a median crossing island on Park St.  Implement LPI. Prohibit Right Turn on Red.
		This signalized intersection is missing pedestrian signals.	Install pedestrian signals for the east, west and south legs.
		The east side crossing of Park St and the south side crossing of Convent Ave are unmarked. No stop bar on the south leg. The crosswalk across the school driveway is faded.	Install new high-visibility crosswalks on the east and south legs. Remark the existing crosswalk across the school driveway. Mark new stop bar on Convent Ave.
		Crossing lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows for crosswalks across Park St.
		Curb ramps on all the corners do not appear to be ADA compliant or aligned with crosswalks.	Assess curb ramps for improved alignment. Reconstruct or repair existing curb ramps on all the corners.
17	Park St (San Bernardo Ave to Santa Maria Ave)	Observed motor vehicle speeds appear to exceed the speed limit. There is unpredictable driver behavior during school drop off. Park St is designed for higher speeds.	Conduct a speed study to consider speed management measures or other traffic calming modifications.  Install speed feedback signs. Install traffic calming measures such as roundabout, speed humps, chicanes, or pinch points, or narrow travel lanes. Study for road diet.  Install a narrow median on Park St along blocks between intersections. The median can be wider, 6 feet, at intersections to serve as a pedestrian refuge.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

		The sidewalk on the south side of Park St is generally in poor condition and has a gap between San Agustin Ave and Flores Ave. The existing sidewalk on the south side is overgrown in areas and is obstructed by utilities or parked cars. There are old curb ramps and tree wells on the north side sidewalk.	Fill gaps in discontinuous sidewalk on the south side of Park St. Reconstruct or repair sidewalk on south side of Park St. Relocate utilities and restrict parking on the sidewalk. Remove old curb ramps and fill in tree wells on the north side.
Map ID	Location	Issue	Recommendation
18	Park St & Flores Ave	There is concern about driver turning movements or speeds and the lack of driver yielding. There is concern about multiple threat conditions. There is a long crossing distance for Park St. Parked cars obstruct sight lines.	Install curb extensions. Install median crossing island. Implement LPI. Prohibit Right Turn on Red.
		Signal heads are hard for drivers to see and are outdated. No pedestrian signals. Missing pedestrian signal and pushbuttons.	Install pedestrian signals for all approaches.
		Crossing on the south leg is unmarked. Crosswalk markings are faded on the west side and north side of the intersection. No stop bar on the south leg.	Install a new high-visibility crosswalk on the south leg. Remark the existing crosswalks on west and north leg. Mark a new stop bar on the south leg.
		Crossing lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows for west and south crosswalks.
		Curb ramps do not appear to be ADA compliant. Insufficient space for pedestrians waiting to cross due to obstacles or narrow sidewalks.	Remove obstacles or widen the standing space to improve the comfort and safety of pedestrians waiting to cross. Reconstruct or repair curb ramps to be ADA compliant.
19	On high school campus off Park St	Bike racks are in a poor location, and existing racks do not allow locking of bike frames.	Install new inverted U racks closer to the main entrance door. LISD should install these.
20	Park St & San Agustin Ave*	There is concern about driver turning movements or speeds and the lack of driver yielding. There is concern about multiple threat conditions. There is a long crossing distance for Park St. Parked cars obstruct sight lines. Pedestrians/bicyclists are unable to find sufficient gaps in traffic.	Install RRFBs. Install curb extensions. Install median crossing island. Study the intersection for a traffic signal.

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

		Crosswalk markings across the school driveway are faded. Crossing is unmarked across the south leg. No stop bar on the south leg. The stop bar on the school driveway is faded.	Remark the crosswalk on the north side across the school driveway. Mark a new crosswalk across San Agustin Ave on the south leg of the intersection. Mark a stop bar on the south leg of San Agustin Ave. Remark a stop bar on the north side of the school driveway.
		Crossing lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows for the crosswalk across Park St.
		Curb ramps do not appear to be ADA compliant. The southwest corner ramp is not aligned with the crosswalk. Missing curb ramp on southeast corner.	Assess the curb ramp for improved alignment. Reconstruct or repair existing curb ramps. Install a new curb ramp on the southeast corner.
Map ID	Location	Issue	Recommendation
21	On school campus outside Early College building on San Bernardo Ave	Existing bicycle racks do not allow locking of bike frames.	Install new inverted U bicycle racks. LISD should install these.
22	San Bernardo Ave & Bruni St	There is concern about the lack of driver yielding. Pedestrians/bicyclists are unable to find sufficient gaps in traffic.	Install RRFBs for the proposed crosswalk. The City of Laredo should work with TxDOT to construct these.
		Crossing is unmarked. This is a transit stop that multiple buses full of students use to get to the high school.	Install a new high-visibility crosswalk across San Bernardo Ave on the south side of this intersection. Install curb ramps at the proposed crossing. The City of Laredo should work with TxDOT to mark this.
		Crossing lacks appropriate crossing signage for the proposed crosswalk.	Install school crossing signs with downward pointing arrows for the proposed crosswalk across San Bernardo Ave. The City of Laredo should work with TxDOT to construct these.
23	San Bernardo Ave & Park St	There is concern about driver turning movements or speeds and about the lack of driver yielding.	Implement LPI. Prohibit Right Turn on Red for all approaches.
		Pedestrian signals are not on auto recall and are outdated.	Put pedestrian signals on auto recall. Upgrade pedestrian signals and pushbuttons. The City of Laredo should work with TxDOT to construct these.
		Crossing markings are faded on all approaches. Stop bar on north leg appears too close to the crosswalk, less than 4 feet.	Remark all existing crosswalks with high-visibility markings. Evaluate stop bar placement and remark. The City of Laredo should work with TxDOT to mark these.

## APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY

		Crossings lack appropriate crossing signage.	Install school crossing signs with downward pointing arrows. The City of Laredo should work with TxDOT to construct these.
24	San Bernardo Ave & Gonzalez St	Crossing is unmarked across San Bernado Ave at the carpool drop-off entrance.	Install a new high-visibility crosswalk on the north side of the intersection across San Bernardo Ave. The City of Laredo should work with TxDOT to mark this. There is a crossing guard stationed here to help students cross. Install new curb ramps for the proposed crosswalk.
		Crossing lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows. The City of Laredo should work with TxDOT to construct these.
Map ID	Location	Issue	Recommendation
25	San Bernardo Ave (Bruni St to Poggenpohl St)	The bicycle facility does not provide enough separation from traffic. Drivers park in the bike lane instead of using the carpool lane for drop-off.	Install separated bike lanes on both sides with vertical separation using elements like delineators or curb wheel stops to prevent parking in the bike lane. There is an existing two-foot painted buffer where these vertical elements should be installed. This recommendation covers both school driveways on San Bernardo Ave where drivers are pulling into the bike lanes. The City of Laredo should work with TxDOT to construct these.
26	I-35 on Ramp/San Dario Ave & Park St	There is concern about driver turning movements or speeds and the lack of driver yielding for right turns onto the I-35 ramp. Crossing feels unsafe since pedestrians crossing towards the school must look back for right turning traffic which treats this as free flow even when having a red light.	Install curb radius reduction on the northeast corner.  Implement LPI. Prohibit Right Turn on Red. The City of Laredo should work with TxDOT to implement these.
		Pedestrian signals are not on auto recall and are outdated.	Put pedestrian signals on auto recall. Upgrade pedestrian signals and pushbuttons. The City of Laredo should work with TxDOT to construct these.
		Crosswalk marking on the north side is faded. Stop bars on the east leg are faded.	Remark the existing crosswalk on the north side. Remark existing stop bars on the east leg. The City of Laredo should work with TxDOT to mark this.
		Crossing lacks appropriate crossing signage.	Install school crossing signs with downward pointing arrows. The City of Laredo should work with TxDOT to install these.
		The curb ramp on the northeast corner does not appear to be ADA compliant and is not aligned with the crosswalk.	Reconstruct or repair the existing curb ramp on the northeast corner. The City of Laredo should work with TxDOT to construct this.



## How to Use Findings from the Pilot SRTS Safety Audits

The Pilot Safe Routes to School Safety Audits were conducted to demonstrate recommended approaches to identifying priority safety and access issues for active student travel to school. Findings included in this summary report can be used to pursue grant funding to support demonstration projects or implementation of recommendations, and the established processes can be used to apply for funding to develop a district-wide plan for LISD.

Applying for funding to implement recommendations from these Pilot Safe Routes to School Safety Audits will add to the momentum that has been built through the Safety Action Plan and demonstrate the City's commitment to safety for youth. Using school and stakeholder feedback, improvement recommendations at six key locations were selected and included in an application for funding from the Laredo Metropolitan Planning Organization's (MPO) Transportation Alternative (TA) Set-Aside Program. Each location is an intersection adjacent to or near a local school where students, families, caretakers, and residents walk and ride bicycles routinely. The proposed safety projects are developed to be implemented quickly with changes to roadway signage, striping, pavement markings, and the use of flexible delineators. The total cost to implement the recommendations at these 6 locations is approximately \$135,901 (excluding the costs for RRFBs). The following table provides information for each project location including intersecting street names, the school that is adjacent to the intersection or nearby, and recommendations from the safety audit as project elements.

**Table 6: TA Set-Aside Funding for Implementation of Recommendations at 6 locations**

Intersection	School	Project Elements / Recommendations				
		Curb extensions	Median Refuge Island	Striping	Signage	RRFBs
<b>Springfield Ave at E Ash St</b>	Sanchez-Ochoa Elementary School	Yes. 4 curb extensions (all on Springfield Avenue)	Yes, just southern leg.	Yes, lane shifts for median and curb extensions. All legs will have crosswalks. Ash Street will have stop bars.	Yes, school crossing signage for all crosswalks.	RRFBs recommended for Springfield Avenue crossings (additional cost).
<b>Park St at San Agustin Ave</b>	Martin High School (Four Corners)	Yes. 4 curb extensions (all on Park Street)	Yes, 2 islands on Park Street.	Yes, lane shifts for median and curb extensions. All legs will have crosswalks. San Agustin/ school driveway will have stop bars.	Yes, school crossing signage for Park Street.	RRFBs recommended for Park Street crossings (additional cost).
<b>Park St at Juarez Ave</b>	Christen Middle School (Four Corners)	Yes. 2 curb extensions (on Park Street)	Yes, just western leg.	Yes, lane shifts for median and curb extensions. South leg and west leg will have crosswalks.	Yes, school crossing signage for Park Street.	RRFBs recommended for Park Street crossing (additional cost).

**APPENDIX J: PILOT SAFE ROUTES TO SCHOOL SAFETY AUDITS SUMMARY**

Intersection	School	Project Elements / Recommendations				
		Curb extensions	Median Refuge Island	Striping	Signage	RRFBs
<b>Clark Blvd at Lexington Ave</b>	Gallego Elementary School	N/A	Just nose for west crosswalk	Crosswalk on west leg, north and south leg. Stop bars on Lexington Avenue.	Yes, school crossing signage for Clark Boulevard.	PHB recommended and not included in pilot project.
<b>Market St at McPherson Ave</b>	Heights Elementary School	Yes, 4 curb extensions (all on Market Street)	N/A	Yes, for lane shifts for curb extensions. All legs will have crosswalks. Stop bars on McPherson Avenue.	Yes, school crossing signage for all crosswalks.	RRFBs recommended for Market Street crossings (additional cost).
<b>San Bernardo Ave at Bruni St</b>	Martin High School (Four Corners) *transit stop used by students	N/A	N/A	Yes, crosswalk striping across San Bernardo Avenue, south side of intersection.	Yes, school crossing signage	RRFBs recommended for San Bernardo Avenue crossing (additional cost).