City of Lomita

Citywide School Loading Zone Study

December 2025

Acknowledgments

Lomita City Council

Lomita Public Safety and Traffic Commission

Lomita City Staff

Los Angeles Unified School District

Lomita School Principals

California Department of Transportation

TOOLE DESIGN

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.

Contents


Walnut St
STOP
JANSPORT

1 Executive Summary

The Lomita Citywide School Loading Zone Study proposes a series of recommendations for improving school travel conditions at four schools within the City of Lomita: Lomita STEAM Magnet Elementary School, St. Margaret Mary School, Alexander Fleming Middle School, and Eshelman Avenue Elementary School. Each school faces street contexts and road user behaviors that create barriers to safe and efficient school access. These include frequent issues at loading zones that result in conflicts and congestion, which this study seeks to address. In an effort to encourage more walking, biking, and rolling trips to school, and to enhance safety for the most vulnerable road users, the Study also includes a strong focus on improvements addressing pedestrian safety.

Addressing these school access issues requires a deep understanding of the factors affecting each school and their local streets. Site observations of arrival and dismissal practices at each school, combined with a series of workshops, two surveys, a programming working group, and meetings with school principals, informed a strong understanding of issues and needs at each school as detailed below.

The Study proposes recommendations that fall within two main categories: infrastructure and programming. Infrastructure recommendations include improvements such as new high-visibility crosswalks, new or improved pedestrian crossing beacons, curb extensions, and changes to curbside drop-off and pick-up operations and signage. At each of the Study's focus schools, the main loading zone issues and key infrastructure recommendations took the following formats:

Lomita STEAM Magnet School

The school has an organized valet lane for morning drop-off on 247th Street, which creates an orderly area for drop-offs but also sees conflicts with families walking to school as drivers queue down the street and sometimes through crosswalks. Along Moon Avenue, many families walk to the pedestrian gate, but cross mid-block at an unmarked alleyway crossing. Key recommendations include an improved pedestrian beacon and refuge on Narbonne Avenue, a new crosswalk across Moon Avenue to the alleyway, and new high-visibility crosswalks on 247th Street. Further details and a full list of infrastructure recommendations are available in Section 4.1.

Alexander Fleming Middle School and St. Margaret Mary School

Combined in the study due to their proximity to one another, the two schools experience frequent congestion on adjacent streets during arrival and dismissal periods. St. Margaret Mary School has an organized valet lane in its interior parking lot. Vehicle congestion on Walnut Street in front of Fleming Middle School, however, leads to unsafe loading practices and conflicts with crossing pedestrians. Recommendations for both schools address key conflict points and include curb extensions and improved crossings on Eshelman Avenue, new loading zone and pick-up signage on adjacent streets, and a separated bike lane and lane reconfiguration on Walnut Street. Additional details and a full list of infrastructure recommendations for both schools are available in Section 4.2.

Eshelman Avenue Elementary School

Eshelman Avenue Elementary School is accessible via only two streets and therefore experiences concentrated congestion during arrival and dismissal as drivers attempt to reach the loading zones on 259th Place and Eshelman Avenue. As a result, conflicts with bus loading zones and key pedestrian crossings occur adjacent to the school. Further, cut-through traffic from Western Avenue may worsen conditions as drivers seek to reach Pacific Coast Highway. Recommendations focus on limiting cut-through traffic, calming vehicle speeds and behaviors on Eshelman Avenue, and reorganizing loading zone/curbside regulations at the school's gates. Further details and the full infrastructure recommendations table are available in Section 4.3.

The programmatic recommendations for the four schools include two programs to help schools and the City engage with students and local families on transportation safety issues. The Walk and Roll to School Day and associated challenge encourages fun participation in active transportation options for students. The other program is a Safety Campaign that engages all road users by reminding them of their responsibilities on the road.

The two sets of recommendations (infrastructure and programming) work in tandem to improve safety in Lomita's school loading zones for all users, and to promote walking and bicycling to school. Additional guidance has also been provided on implementation timelines and potential funding opportunities, with supporting conceptual design plans at key locations. Implementation of the recommended infrastructure improvements, both near-term and long-term, is contingent upon securing grant funding.

Students cross Eshelman Avenue to reach Eshelman Avenue Elementary School as a crossing guard stops traffic.

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Introduction

School access in Lomita is influenced by a variety of factors, including but not limited to, availability of active transportation facilities, the adjacent road network, and socioeconomic needs of families locally and regionally who attend the city's schools. This section discusses the existing conditions, and the analyses taken to identify them, that inform how students, families, and caregivers travel to and around schools in Lomita.

2.1 Analysis of Citywide Contexts

Lomita is approximately 2 square miles in size and is characterized by a network of interconnected residential streets built upon a compact street grid. Several factors influence school travel patterns throughout the city: major arterials such as Lomita Boulevard and Pacific Coast Highway divide the city's northern and southern areas, with many key destinations – like Lomita Park – located to the north. The city itself is located adjacent to residential areas in Torrance to the north and Los Angeles to the east, and to a major shopping district and airport to the west. To the south, the hills of the Palos Verdes Peninsula limit street connectivity, reducing direct connections to schools from the city's south and creating several vehicle chokepoints in its southern neighborhoods.

School access via bikeways is possible through three Class 2 striped bike lanes, which provide north-south connections across the city (i.e., stretches of Eshelman Avenue, Narbonne Avenue, Walnut Street). A number of signed bike routes provide potential connections to schools via residential streets. For students and families taking municipal or regional transit to school, service is available on Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, and nearby Western Avenue by a combination of Torrance Transit and Metro.

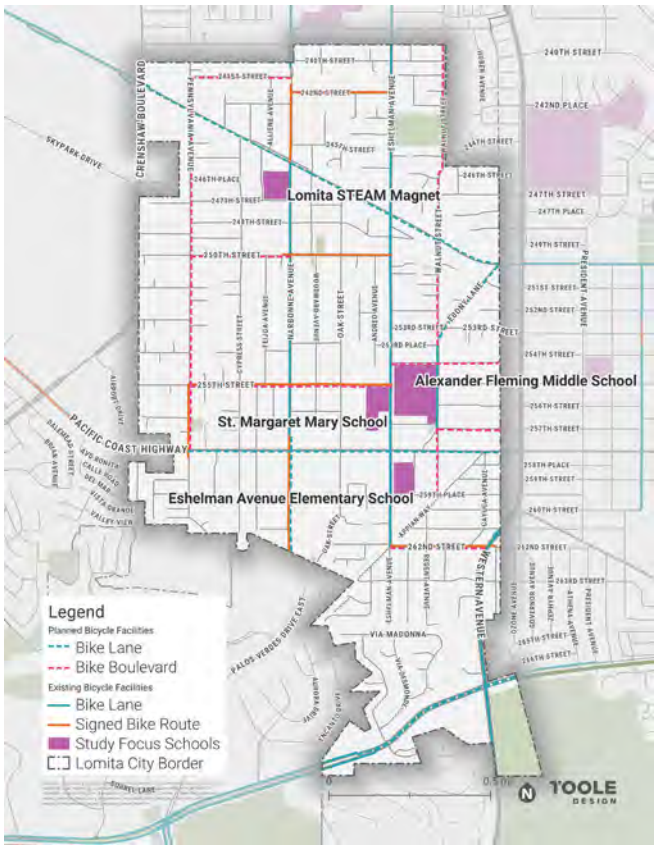
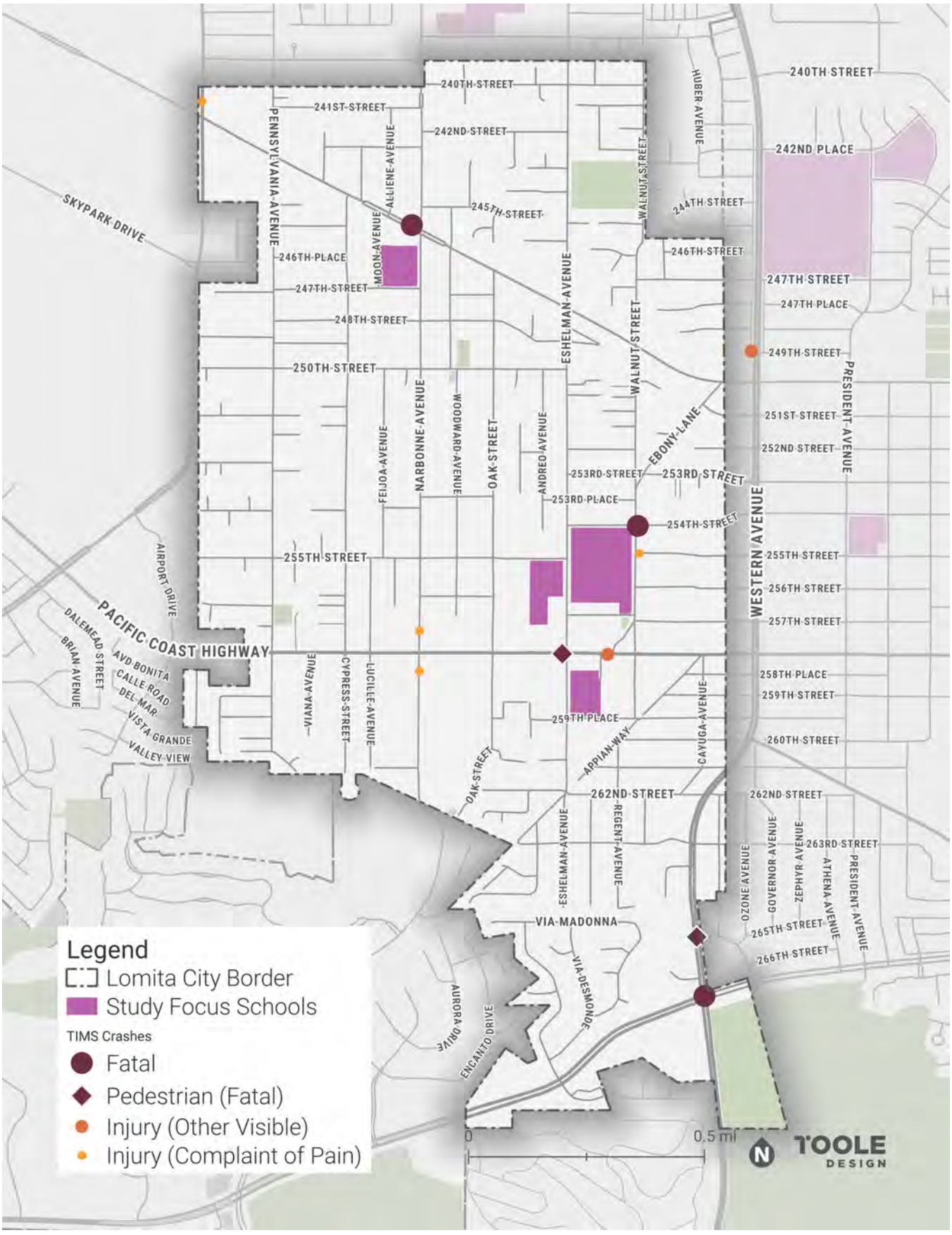


FIGURE 1 Existing and Planned Bike Facilities

FIGURE 2 Crashes, All Modes (2012-2021) (Transportation Injury Mapping System)



Crash data available from the Transportation Injury Mapping System (TIMS) from 2012 to 2021 highlights collisions at several locations near schools – particularly along Lomita Boulevard and Pacific Coast Highway (Figure 2). This crash history indicates locations with elevated safety concerns. A pedestrian-involved fatal collision, in particular, at the intersection of Pacific Coast Highway and Eshelman Avenue, one block from three of the schools, highlights the need for safety improvements at that location. Analysis of crash locations informed the development of safety-oriented infrastructure improvements along several of those streets.

Equity-related needs in Lomita are mostly concentrated in the city's southern and eastern areas, where zero-vehicle households are more common and make up between 5 to 15 percent of households (Figure 3). Families traveling to school from these neighborhoods may be more likely to walk, bike, or ride transit due to lower access to private vehicles.

While no census tract in Lomita qualifies as a Disadvantaged Community under the CalEnviroScreen index of demographic need and environmental burden, higher-need neighborhoods exist nearby in the Harbor City neighborhood, within the City of Los Angeles to the east (Figure 4). Because many students who attend Lomita's schools come from across the broader region, many are likely to live within socioeconomically disadvantaged communities.

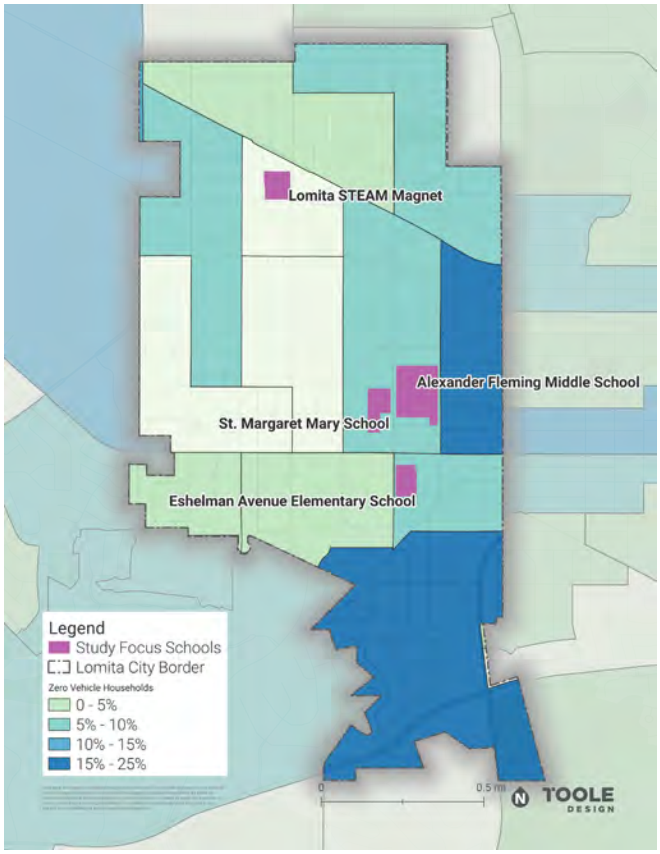


FIGURE 3 Low Vehicle Households

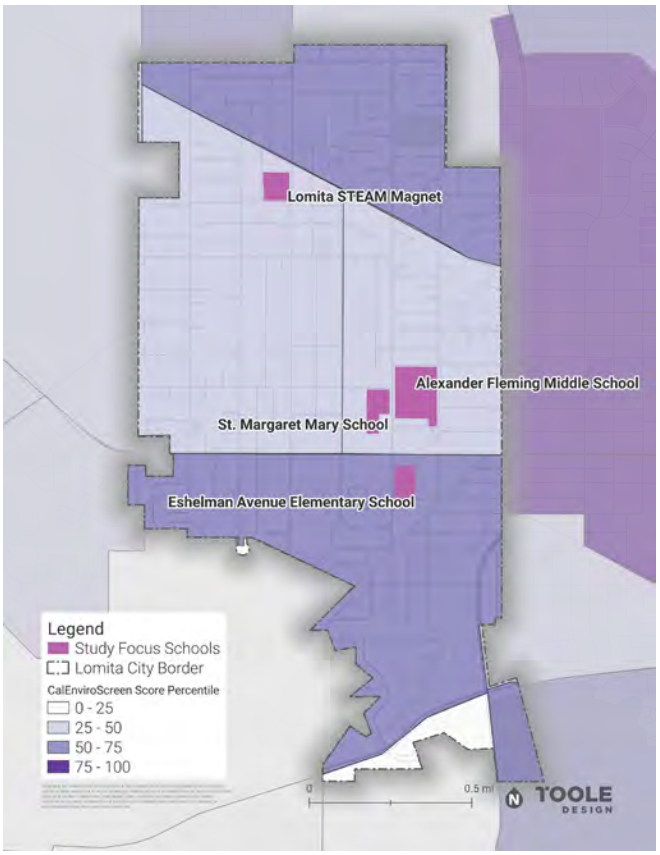


FIGURE 4 CalEnviroScreen Score Percentiles

Existing Plan Review

Recent planning efforts have laid a strong foundation for transportation improvements in Lomita. The Citywide School Loading Zone Study builds on these initiatives and aligns with the goals, policies, and projects of several local and regional plans, ensuring that its recommendations complement ongoing efforts.

The **Lomita Bicycle and Pedestrian Plan (2018)** identifies a series of bicycle- and pedestrian-focused street improvements and policy recommendations aimed at improving connectivity and enhancing road safety for all users. The plan highlights projects on streets adjacent to several schools included in this Study, such as Lomita Boulevard, 255th Street, and Walnut Street.

More recently, the **Lomita Traffic Calming Toolkit (2023)** introduced a range of countermeasures to reduce vehicle speeds and improve neighborhood street safety. The toolkit includes design concepts and recommendations for corridors such as Eshelman Avenue.

At the regional level, the **South Bay Cities Council of Governments' Local Travel Network (LTN)** proposes a network of low-speed, low-volume streets that support active transportation and micromobility trips across the South Bay. Within Lomita, streets such as Eshelman Avenue, 254th Street, and 255th Street are proposed for this network. As of 2025, the City is in the process of implementing the Local Travel Network in Lomita. This network will connect residents using micromobility options to popular destinations within Lomita and, as neighboring jurisdictions implement the LTN on their streets, throughout the South Bay.


Walnut St
STOP

3

School Access in Lomita Today

The City of Lomita is home to four grade schools, three public and one private, which draw student enrollment from across the city and the surrounding region. These schools – Lomita STEAM Magnet Elementary School, Alexander Fleming Middle School, St. Margaret Mary School, and Eshelman Avenue Elementary School (Figure 5) – serve over three thousand students each day. Students travel to and from school in a variety of ways, including walking, being driven by parents or caregivers, taking the bus, and biking or riding a scooter. This study identifies opportunities to improve these daily trips through a combination of on-street infrastructure enhancements and ongoing educational and programmatic initiatives.

Focus and Goals

The Citywide School Loading Zone Study examines school access conditions at all four Lomita schools, focusing on the factors and behaviors that shape students' and caregivers' daily pick-up and drop-off experiences. A key goal is improving the efficiency, safety and effectiveness of daily arrival and dismissal trips for all students, families, caregivers, and faculty. Improving the efficacy of drop-off and pick-up processes at each school is a key part of addressing the school travel experience. Loading zone enhancements help minimize congestion and improve organization in streets around schools, and also have positive impacts on the experiences of people walking, whether they are getting out of a car, crossing the street, or getting off a bus.

In particular, the Study emphasizes improving active transportation safety and connectivity on the streets surrounding each school. Although most students arrive at each school by car, walking remains an essential part of the school journey for many families – whether by walking all the way to school, parking and walking the last few blocks, or meeting caregivers nearby after school. Improving pedestrian comfort and safety may encourage families who live close to schools to walk or ride bicycles to school, freeing up curb space for those who must drive and promoting a safer, more balanced travel environment. More broadly, increased walking and biking rates encourage behaviors and habits supportive of longer-term improvements to public health, economic outcomes, and reduction to carbon footprints. Beyond soley supporting transportation to school improvements in neighborhoods around schools can support livability enhancements for local residents.

Study Recommendations

Improving transportation safety and connectivity around Lomita's schools requires a multi-disciplinary approach. This Study presents two main categories of recommendations: infrastructure improvements and programming initiatives.

Infrastructure recommendations identify targeted street improvements in the blocks surrounding each school. These range from enhanced safety signage and updated loading zone curbside regulations to new pedestrian crossing treatments and traffic calming measures. The improvements are designed to be implemented through multiple avenues, including larger grant-funded projects and the City's ongoing street rehabilitation projects, as funding becomes available.

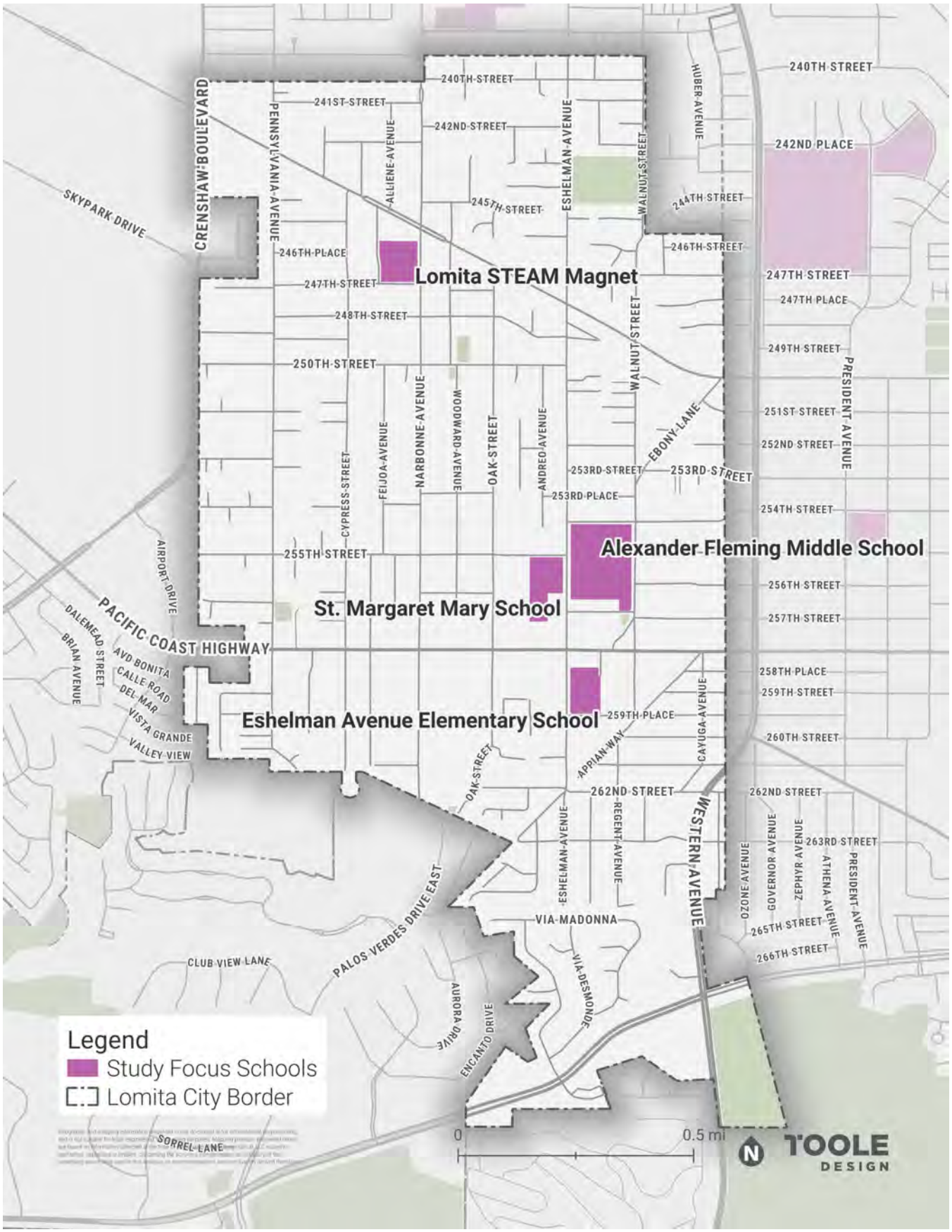
Programming recommendations outline a series of activity-based campaigns that the City and participating schools can use in the coming years to promote safe travel behavior and encourage more students to walk or bike to school. These materials provide the resources schools need – developed in collaboration with the City – to host recurring activities, build community engagement, and sustain a culture of safety throughout the school year.

3.1 Arrival and Dismissal

Each of the four schools features distinct arrival and dismissal conditions that reflect the local street contexts and unique behaviors of their students and families. Site visits conducted in fall 2024 examined how the drop-off and pick-up operations function at each location, documenting circulation patterns, traffic behaviors, and on-the-ground challenges. A coordination meeting held with local principals also contributed local concerns and insights.

In addition, extensive community engagement, described further in the following section, was conducted at and around each school. Parents and staff were encouraged to share their experiences, highlight issues, and suggest improvements to create safer and more efficient school access for all users.

FIGURE 5 The Four Study Schools



Lomita STEAM Magnet Elementary School

School Context. Lomita STEAM Magnet is an elementary school offering a specialized Science, Technology, Engineering, Arts, and Math (STEAM) program that requires students to apply for enrollment. The school serves grades from pre-kindergarten through fifth grade and enrolls about 850 students, about two-thirds of whom qualify for free or reduced-price meals.

Given the school's status as a magnet program, the school does not have a set student attendance boundary, and many students travel from outside of the city of Lomita. As a result, a larger share of students qualify for bus transportation. The bus loading zone along the school's eastern edge on Narbonne Avenue is heavily used, with roughly 25 percent of students arriving by bus – the highest proportion among schools in the city (Figure 6 on page 20).

Circulation and Observations. Arrival and dismissal operations at Lomita STEAM Magnet are divided by mode across three entrances. Students using buses arrive and depart from the gate on the eastern side of the school along Narbonne Avenue; students being driven in private vehicles arrive and depart from the southern entrance on 27th Street; use the southern entrance on 247th Street; and students walking to school typically use the western gate on Moon Avenue – though some drivers also stop there to drop off or pick up students.

During morning drop-off, the block of 247th Street between Narbonne Avenue and Moon Avenue operates as a westbound valet lane (along the northside curb). School staff place cones between the parking and travel lane to guide people driving into the designated curbside lane. This arrangement is effective, though some queuing does occur along Narbonne Avenue. The northern curb of 247th Street and eastern curb of Moon Avenue are painted white and designated as a timed loading zone during arrival and dismissal hours via signage.

Observations show that many families walk to the western gate on Moon Avenue, often using the alleyway that connects Cypress Street to Moon Avenue. Families then cross Moon Avenue mid-block to reach the gate directly, interacting with congested traffic on the narrow street. During site visits in August 2024, a parent volunteer acted as an unofficial crossing guard to assist with crossings. Similarly, the alley that runs west of Narbonne Avenue, between 247th and 248th Streets, experiences heavy foot traffic from parents walking to parked vehicles south of the school.

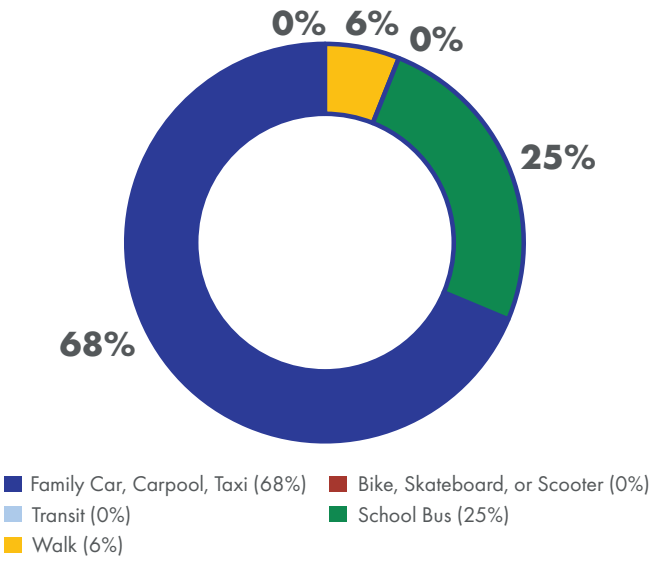
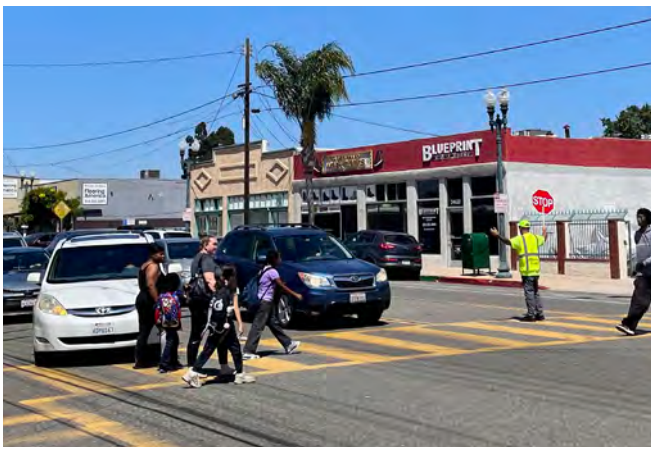


FIGURE 6 Lomita STEAM Elementary - Student Travel Modes to School (2024-2025 LAUSD School Experience Survey)



Parents picking up their children cross Narbonne Avenue with the help of a crossing guard, while drivers turning right onto 247th Street queued behind them.

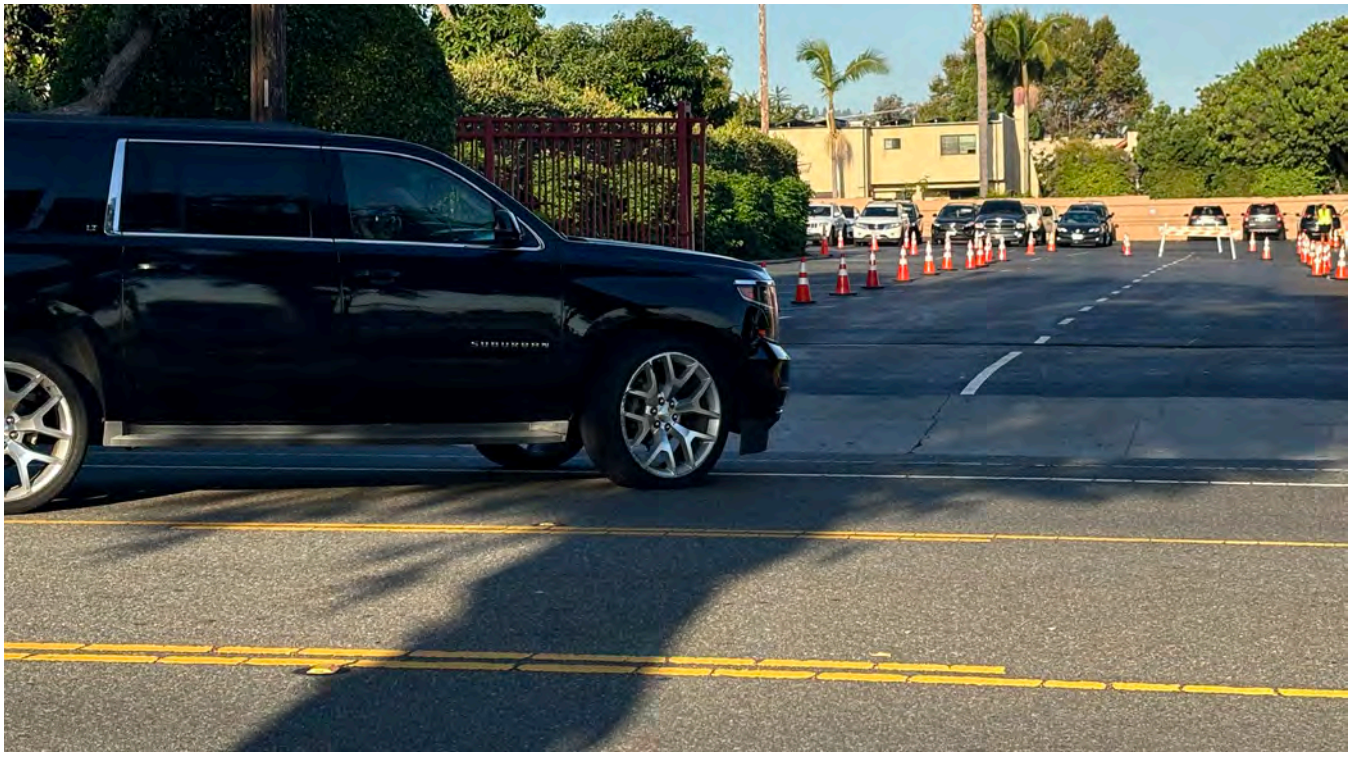
St. Margaret Mary School

School Context. St. Margaret Mary School is a private K–8 school located directly across Eshelman Avenue from Alexander Fleming Middle School. The school serves about 200 students, and includes a large parking lot behind the school and church buildings. As a private institution, St. Margaret Mary School does not have a set attendance boundary and draws students from across the South Bay area including Torrance, Carson, San Pedro, Harbor City, and Lomita. Because of this wide catchment area, many students are driven longer distances compared with those students from other public schools in Lomita.

Circulation and Observations. Arrival and dismissal operations at St. Margaret Mary School are managed primarily within the school's parking lot, which is located behind the school. Vehicles enter the lot through the driveway at the south side of the school on Eshelman Avenue and typically exit through the northern driveway onto 255th Street. Some motorists also enter through the northern driveway during morning drop-off. Faculty and staff guide parents through a coned route to maintain an orderly flow of traffic.

In the afternoon, a sign restricts the northern driveway to exit only to streamline vehicle traffic flow and minimize conflicts at the driveway. The main school entrance is at the intersection of 255th Street and Eshelman Avenue, a T-intersection controlled by an all-way stop, with crosswalks on the western and southern approaches.

Field observations found that the loading process within the school's parking lot generally functions smoothly. However, motorist access to the school experienced conflicts at 255th Street and Eshelman Avenue, where high volumes of vehicles interacted with crossing students at a busy all-way stop. Congestion and conflicts at this location affects students and families attending both St. Margaret Mary School and Alexander Fleming Middle School, as the latter's eastern gate is directly adjacent to this crossing.



A motorist turns left into the southern driveway of the school, where cones for the drop-off lanes are set up to guide parents.

Alexander Fleming Middle School

School Context. Alexander Fleming Middle School is a public school serving grades 6 through 8, with an enrollment of over 1,100 students. Centrally located in Lomita, the school occupies most of a large block between Eshelman Avenue and Walnut Street. The surrounding area consists of smaller, narrow residential streets, while Eshelman and Walnut serve as wider neighborhood collector streets, each with one lane in each direction and a center turn lane.

Nearly 70% of students enrolled at Fleming Middle School identify as Latino, and about half speak English as a second language. The majority, approximately 75%, travel to school in the morning by car or carpool, as shown in Figure 7. Fleming Middle School students are also more likely than those at other Lomita schools to bike or take public transit, reflecting their older age group. As Fleming Middle School also has a magnet program, some students travel further than the immediate enrollment area surrounding the school. Observations show that many students who are driven to school still walk the last few blocks to campus from nearby drop-off locations; and in the afternoon, many walk several blocks to reach family members or caregivers parked on nearby streets.

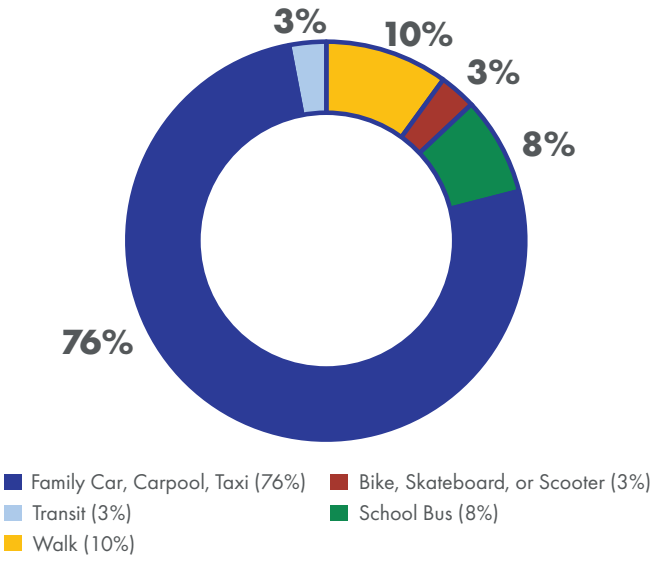


FIGURE 7 Alexander Fleming Middle School Student Travel Mode to School (2024-5 LAUSD School Experience Survey)

Circulation and Observations. Given Alexander Fleming Middle School's layout on a large central block, arrival and dismissal operations are dispersed throughout the surrounding neighborhood. Many parents drop students off near one of two entrances on Walnut Street, where heavy traffic and frequent pedestrian crossings cause congestion. Some students bike along the wide sidewalks bordering the campus, and bicycle parking is available in the northeastern area of the school grounds. Water fountains were not observed near the bike parking. While parking is time-restricted along the western curb on Walnut Street in front of the school's eastern gate, it allows parking for 30 minutes, which results in drivers lingering longer than necessary during loading times. Other common loading streets (254th Street, Eshelman Avenue) do not have signed parking restrictions.

Many school buses load along the east side of Eshelman Avenue south of 255th Street, where a designated bus zone operates efficiently. However, several smaller buses also use Walnut Street, contributing to congestion and occasional vehicle and pedestrian conflicts at the eastern entrances.

Students navigate the intersection of Walnut Street and 254th Street during dismissal, while an SUV driver makes a U-turn through a crosswalk.

Key issues observed include general congestion and unsafe drop-off behavior along Walnut Street, at times blocking the designated bus loading zone. Students frequently crossed midblock between intersections, while crosswalks at 254th, 255th, and 256th Streets were often obstructed by parked or stopped vehicles in the street's center turn lane. Some drivers used this center turn lane as a loading or waiting area, while others were observed making mid-block U-turns through it. Side streets such as 254th and 255th Streets also experienced congestion during peak periods, and high vehicle volumes created uncomfortable conditions for students walking to and from school.

During dismissal, students were observed navigating the intersection of Walnut Street and 254th Street while vehicles performed U-turns through marked crosswalks, underscoring the need for improved traffic management and pedestrian safety measures. At the intersection of 255th Street and Eshelman Avenue, vehicle traffic could queue as larger groups of students departed the school's western gate, crossing the street and requiring motorists to stop and wait.

Eshelman Avenue Elementary School

School Context. Eshelman Avenue Elementary is located at the intersection of Eshelman Avenue and 259th Place in southern Lomita, one block south of Pacific Coast Highway. The school is largely adjacent to residential streets, and, like Lomita STEAM Magnet, serves students from pre-kindergarten to fifth grade.

According to LAUSD data, most students at Eshelman Avenue Elementary come from economically disadvantaged households, and approximately one-third speak English as a second language. While the majority of students arrive by car in the morning, many more were observed parking in nearby commercial parking lots on Pacific Coast Highway and walking to school. Notably, Eshelman Avenue Elementary has the highest walking rate among Lomita schools, with approximately 12 percent of students walking to school, shown in Figure 8.

Circulation and Observations. Student loading and unloading at Eshelman Avenue Elementary is limited to the two streets it directly borders: Eshelman Avenue and 259th Place. Eshelman Avenue is a wide collector street with striped bike lanes, a center turn lane, and an inclined grade descending to the north. In contrast, 259th Place is a narrow residential yield street with parking on both sides.

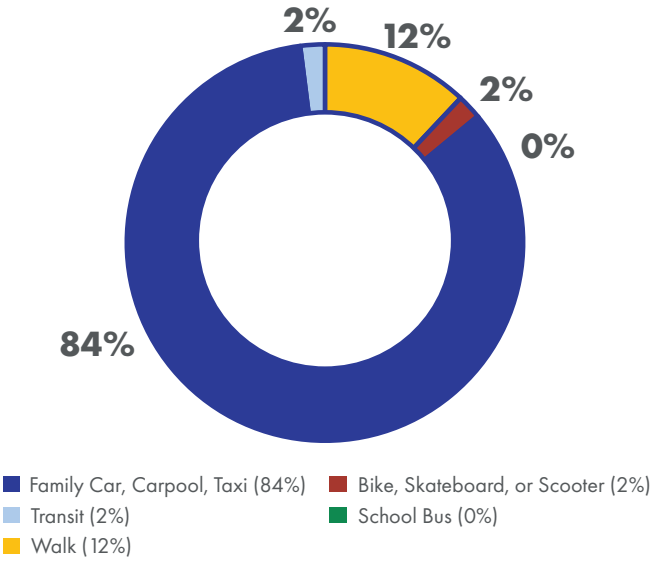


FIGURE 8 Eshelman Avenue Elementary School Student Travel to School Mode (2024-5 LAUSD School Experience Survey)

Vehicle loading and unloading take place on both sides of the school. Both curbs are designated as timed loading-only areas by signage and white curb. Buses typically use the western side of the campus along Eshelman Avenue – families are able to use buses at Eshelman Avenue Elementary as a loading stop for bus service to nearby magnet schools. A small bus loading zone is marked via a sign further north on Eshelman Avenue towards Pacific Coast Highway. This is north of the area along Eshelman Avenue where buses typically offload. In the afternoon, an additional bus picks up students from the corner of 259th Place and Eshelman Avenue serving an after-school activity program. Most vehicle drop-offs and pick-ups occur along these two adjacent blocks: parents of younger students tend to use 259th Place and wait to see students off in advance of the school's first bell, while others use the Eshelman Avenue frontage near the western gate.

Parent feedback and field observations identified significant crossing conflicts at the intersection of Eshelman Avenue and 259th Place, where cut-through traffic headed toward Pacific Coast Highway overlaps with school loading activity. The wide cross-section of Eshelman Avenue further contributes to challenging crossing conditions for pedestrians and creates conditions encouraging speeding behaviors, which are exacerbated by the steep conditions in the two blocks north of 259th Place.

Unclear loading zone designations also created operational issues. Buses often struggled to reach the curb along Eshelman Avenue because parents were loading students in the same area. Similarly, parents dropping off students on 259th Place faced conflicts caused by narrow roadway conditions and two-way traffic. Some drop-offs along 259th Place occurred on the north side of the street and resulted in students and parents crossing mid-block against traffic.

To the north of the school, families were observed parking in nearby commercial parking lots and walking along Pacific Coast Highway to reach Eshelman Avenue. This required they cross Pacific Coast Highway at Eshelman Avenue, where a crossing guard assisted pedestrians. High volumes of traffic turning from Eshelman Avenue created conflicts with those crossing north-south, especially on the western crosswalk.

Motorists block crosswalks at the intersection of Eshelman Avenue and 259th Place.

3.2 What We Heard

Throughout the development of the Study, Lomita parents, school faculty, and residents shared their experiences traveling to and from each of the four Study schools. To guide engagement and data collection, the City established and maintaned a list of stakeholders including members of LAUSD, school principals, the LA County Sheriff's Department, Caltrans, and Lomita residents and businesses.

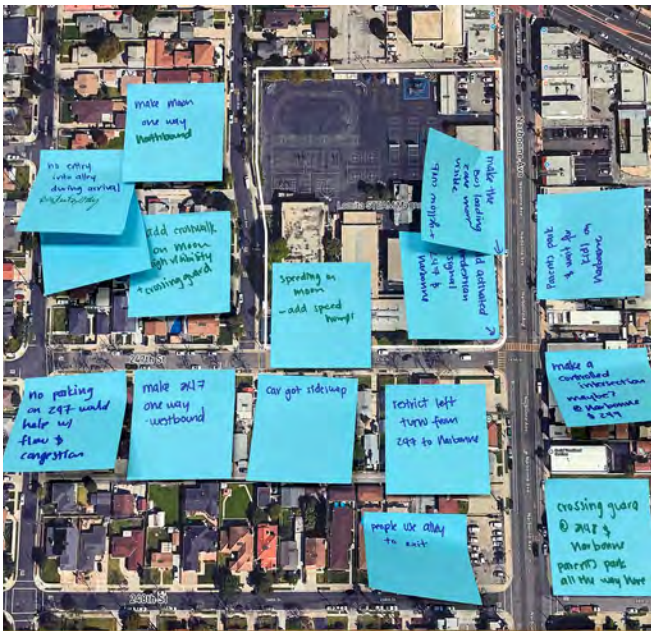
The project team hosted three community workshops in 2025 to gather input, hear desired improvement and programs ideas, and validate site visit observations. Each workshop included maps where attendees could mark issues and ideas, as well as proposed options for improvement and program types that could be included in recommendations. Two workshops were held at schools, while a third was held at Lomita Park. Workshops were advertised through postings at Lomita Park, through multiple city e-newsletters in December 2024 and January 2025 and the city website, and through electronic flyers distributed by the schools. Notifications were also shared electronically with list of local and regional stakeholders.

Throughout these engagement efforts, feedback from local parents, residents, and faculty centered around three themes:

- Difficult crossings. Across all schools, major intersections adjacent to campuses posed challenges for pedestrians due to heavy traffic volumes. In many cases, crossing guards were essential to ensure that students and families could cross safely during arrival and dismissal periods.
- Unsafe driver behaviors. Residents and families frequently reported unsafe driving practices such as double parking, stopping in travel lanes, and speeding through school zones. While larger streets like Eshelman Avenue and Narbonne Avenue were noted for higher speeds, other aggressive and unsafe driving behaviors were observed on smaller neighborhood streets serving school entrances.
- Congested loading zones. While some schools had loading zones that worked efficiently and with clear loading areas and access points, families at other schools noted that current practices often led to congestion and frustration for drivers. Attendees and survey respondents frequently cited a desire for better signage and organization of these curbside zones.

Parents shared their thoughts at a workshop at Alexander Fleming Middle School.

Attendees (above) shared ideas at Lomita STEAM Magnet Elementary School, marking a map of the school area (below).



In addition to the workshops, two community surveys were conducted during the project to document concerns and gather input on preferred treatments and program types. Across both surveys, more than 130 responses were received, providing valuable insight into the challenges families face and the improvements they would most like to see.

The figures below highlight the most frequently identified issues and desired enhancements reported by respondents. Responses indicate conditions and preferences across all school areas.

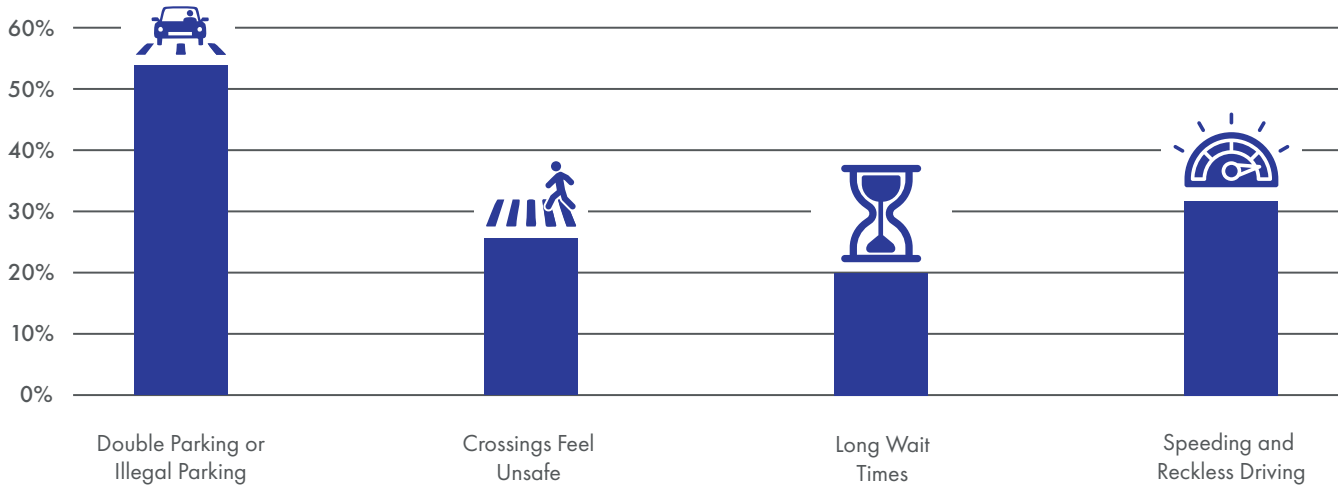


FIGURE 9 Most-cited issues at schools (respondents could select more than one)

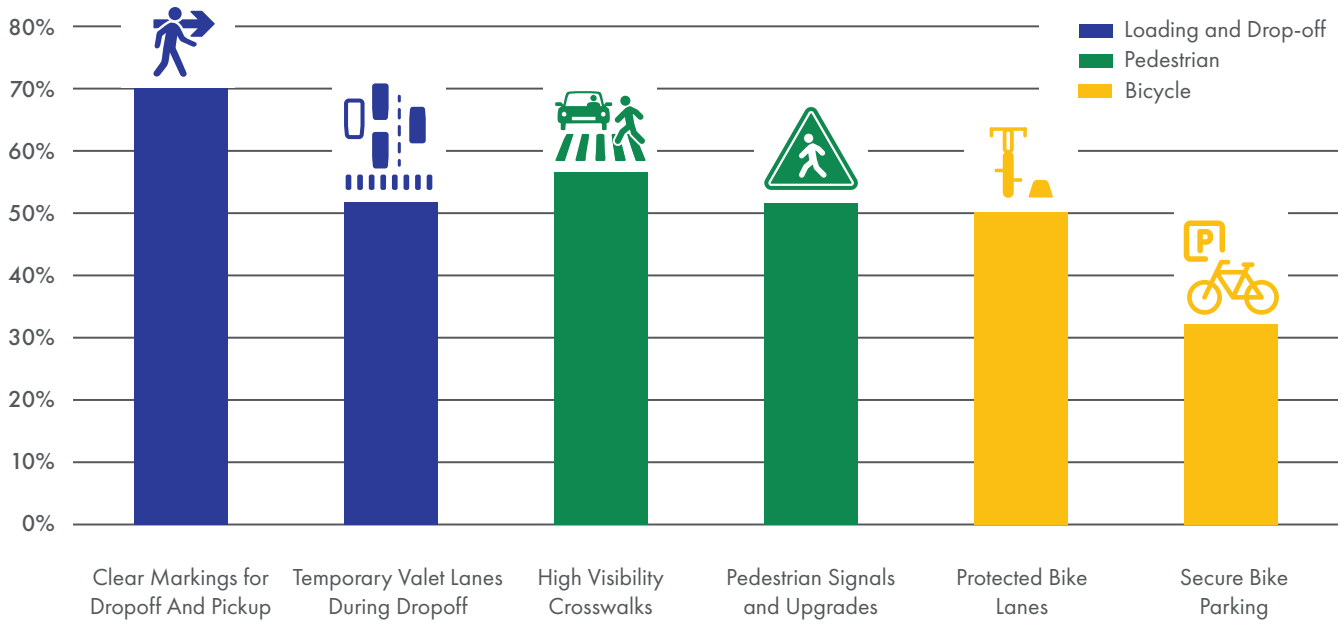


FIGURE 10 Desired improvement types, by mode (respondents could select more than one for each mode)


SCHOOL BUS
EMERGENCY EXIT
STOP WHEN RED
LIGHTS FLASH
Thomas
1374873
7740U

4

Recommendations

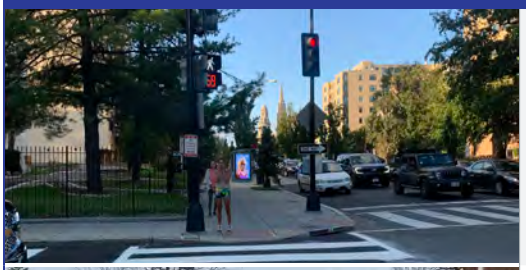
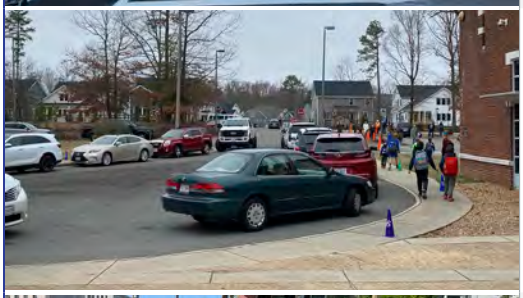
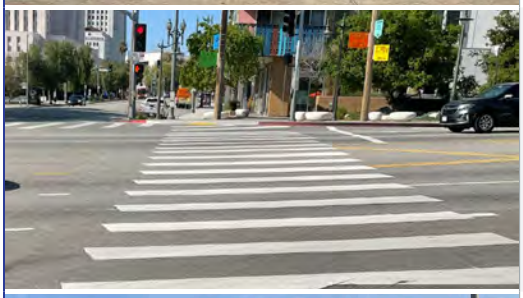
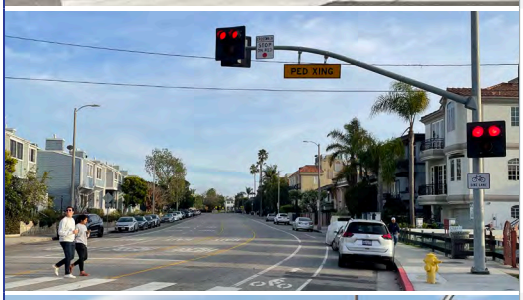
Recommendations for each school are detailed in the following tables, which identify both near-term and long-term implementation steps. For both timeframes, grant funding will be required to develop and implement most infrastructure improvements. The numbered locations on the accompanying maps correspond to each recommendation. Because of their close proximity, recommendations for Alexander Fleming Middle School and St. Margaret Mary School are presented together.

Common Street Improvement Types

While the specific needs and conditions vary by school, several types of improvements are common across multiple locations. Table 1 below outlines these frequently recommended treatments, which address recurring safety and access issues within Lomita's school zones.

TABLE 1 Common Improvement Types

Improvement Type	
	**Curb Extensions** Curb extensions widen the sidewalk at intersections to reduce crossing distances for and increase the visibility of pedestrians. Typically constructed with concrete, temporary curb extensions may also be created through paint and plastic flex posts.
	**Daylighting** Daylighting creates red "no parking" zones near curb ramps and crossings to keep sightlines clear and make pedestrians more visible to drivers. These zones are typically established with curb paint, and curb extensions can further enhance daylighting by increasing visibility at intersections. California Assembly Bill 413 (i.e., "Daylighting Law") prohibits parked vehicles within 20 feet of a crosswalk, or 15 feet if there is a curb extension.

Improvement Type	
	**Leading Pedestrian Interval (LPI)** Leading pedestrian intervals give pedestrians a head start to cross the street before vehicle traffic receives a green light, increasing their visibility and priority in the crosswalk.
	**Curbside and Loading Zone Operations** Signing and operational changes to curbside areas near schools, such as by restricting parking at arrival and dismissal hours and designating clear loading zones, can aid in creating more organized drop-off experiences.
	**High Visibility Crosswalk** High visibility crosswalks use a repeated pattern to increase the visibility of pedestrians crossing the street.
	**Pedestrian Hybrid Beacons** A pedestrian hybrid beacon is an overhead pedestrian-activated signal that communicates to drivers to stop and allow pedestrians to cross the street.
	**Rectangular Rapid Flashing Beacons** A rectangular rapid flashing beacon is a pedestrian-activated beacon that flashes lights to alert drivers of the need to yield to crossing pedestrians.
	**Turning Restrictions** Turning restrictions, communicated via signs and/or roadway markings and curbs, prohibit certain vehicle turns at intersections. This aids in reducing conflicts between road users and may limit vehicle access on some local streets.

4.1 Lomita STEAM Magnet Elementary School

Recommendations for Lomita STEAM Magnet Elementary School build upon the school's existing valet lane system and multi-gate approach, which already help distribute traffic effectively across the three streets bordering the school. The focus is on addressing complex crossing conditions and enhancing established walk-to-school routes, particularly those that utilize nearby alleys.

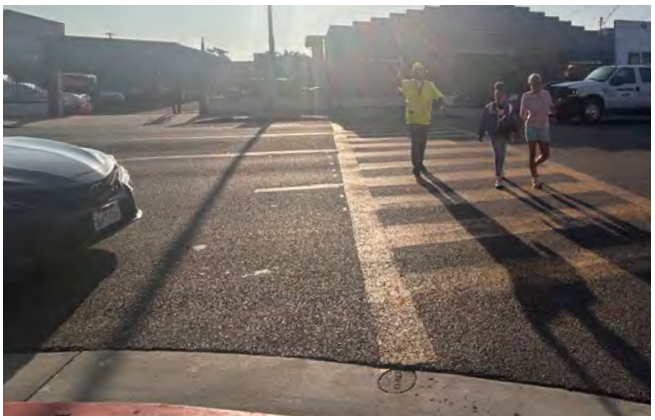
The descriptions below highlight several key recommendations at the school. A full list of recommendations is presented in Table 2. Each recommendation's number, also noted in the below descriptions, corresponds to its location in Figure 9.

Key Recommendations

2 **Narbonne Avenue and 247th Street:** This "T" intersection is a common crossing location for walking families to reach Lomita STEAM Magnet School. The existing crosswalk includes a continuously flashing pedestrian beacon that is not pedestrian-activated. Since the flashing signal does not indicate when someone is actually crossing, driver attentiveness to pedestrians is reduced.

An upgrade of this beacon to a Rapid Rectangular Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) is proposed, which pedestrians – or the crossing guard on duty – would activate to alert drivers of their crossing. To support this treatment, a long-term treatment would involve the installation of a concrete pedestrian refuge island. The island would allow pedestrians to cross Narbonne Avenue in two stages, pausing in the center to ensure traffic yields. A PHB is off until activated by a push button at the crosswalk but brings cross traffic to a full stop via a steady red (drivers stop), then flashing red (drivers stop, then proceed if clear), signal lights. Though typically more expensive, a PHB would be able to use the existing mast arm across Narbonne Avenue. A PHB would require analysis to determine if stopping traffic would interfere with operations at Narbonne Avenue and Lomita Boulevard and education to drivers and pedestrians on how to utilize the new crossing system. An RRFB is more similar to what exists today, which alerts drivers to yield rather than fully stop, but with more visible flashing beacons and with pedestrian activation.

The improved crossing would help create more comfortable interactions between people crossing Narbonne Avenue and drivers accessing the loading zone valet line via that street. In addition, signage limiting eastbound left turns out of 247th Street onto Narbonne during arrival and dismissal is recommended. This would improve the traffic flow at this intersection and limit left-turn conflicts at the crosswalk.



A crossing guard stops traffic on Narbonne Avenue to allow families to cross to the school.

3 **Moon Avenue:** Lomita STEAM Magnet School's main "walk-up" gate is located at Moon Avenue, a narrow residential street with parking on both sides. Parents and caregivers walk along 247th Street and north on Moon Avenue to reach the gate or cut through the alley that connects Moon Avenue to Cypress Street. Today, crossings from the alleyway contribute to congestion at this location, as parents and students walking interact with northbound drivers on Moon Avenue seeking to leave the school area.

Where the alley meets Moon Avenue, a crosswalk connecting the alley to the school is proposed on the south leg of that intersection, to improve visibility and safety of families crossing there. A crosswalk application would require installation of new curb ramps on the south approach of the intersection. An in-street pedestrian sign applied to Moon Avenue's centerline would also signal to motorists to expect pedestrians to be crossing there. While no crossing guard is currently stationed at this mid-block crossing, the school may wish to relocate a crossing guard from the Lomita Boulevard/Narbonne Avenue intersection.

1 Lomita Boulevard and Narbonne Avenue: Due to high vehicle volumes and speed, this intersection presents challenging crossing conditions for students and caregivers walking to Lomita STEAM Magnet from the north and east. A crossing guard is present here during arrival and dismissal and provides assistance for families navigating the pedestrian signals and traffic.

The addition of Leading Pedestrian Intervals to pedestrian signals on all approaches would provide pedestrians with a head start when crossing, improving their visibility to drivers. Similarly, setting the pedestrian signals to recall (i.e., where the pedestrian signal comes up automatically) during arrival and dismissal hours would improve the experience for people crossing there, ensuring they do not have to wait extra signal cycles to cross.

Lastly, the angle at which Lomita Boulevard intersects with Narbonne Avenue creates a generous turning radius at the southwestern corner, allowing eastbound Lomita Boulevard drivers to turn right while maintaining higher speeds. Traffic counts revealed frequent right turning movements here for eastbound drivers. A narrow sidewalk and steep curb ramp not aligned to either crosswalk (west and south) is currently not ADA compliant and poses a significant challenge to accessibility.

Any modification of curb ramps and the crosswalks at this corner should coordinate with ongoing work at this location to integrate other multimodal project elements. Pending future projects along Lomita Boulevard, improvements could include a curb extension wrapping around the southwest corner extending east into Narbonne Avenue and north into Lomita Boulevard, calming turning drivers by modifying the turning radius. This would make crossing pedestrians more visible and reduce the crossing distances across both streets on those legs. Expanding the curb would create more space on the narrow sidewalk and create space for two perpendicular curb ramps serving those crossings. A catch basin is also located adjacent to the bus stop located on the south side of Lomita Boulevard west of the intersection; any changes to the sidewalk on Lomita Boulevard would require evaluation of and changes to the drainage system. Similarly, the utility pole in the sidewalk at this corner does not provide adequate ADA clearance, and any changes here would also require compliance with PROWAG and ADA.

An alternative curb extension design, extending east across Narbonne Avenue only, would avoid these two impacts. It would not shorten the crossing distance across Lomita Boulevard or widen that street's sidewalk, however, and would have a more limited benefit in addressing turning speeds. A quick-build design with paint and flex posts could be upgraded over the long term with concrete curbs.

To improve visibility at the intersection, it is recommended that the eastbound bus stop be relocated to the east side of the Narbonne Avenue intersection. This would require the conversion of the green-curb loading zone and at least one on-street parking space at that location to the relocated bus stop loading space.

FIGURE 11 Recommendation Locations at Lomita STEAM Magnet Elementary School

TABLE 2 Lomita STEAM Magnet Elementary School Recommendations

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
1.	**Lomita Boulevard and Narbonne Ave**	Intersection has high traffic volumes and speeds, so crossing can feel stressful for pedestrians.	Add Leading Pedestrian Intervals to all signal approaches.		
		Poor visibility due to narrow sidewalks and intersection geometry. Drivers turn quickly southbound onto Narbonne Ave due to wide turning radius.	Consider possible improvements to SW corner, such as a curb extension with paint and flex posts at the SW corner, wrapping around the north and/or east sides. Requires coordination with other projects.	If implemented, convert painted extension to a concrete curb extension at the southwest corner. Upgrade curb ramp to perpendicular ramps that align with crosswalks.	Potential storm drain conflicts on Lomita Blvd. If extension onto Lomita Blvd is not preferred, extending onto Narbonne Avenue alone will also aid in addressing vehicle turning speeds.
		Intersection has high traffic volumes and speeds, so crossing can feel stressful for pedestrians.	Set signal to pedestrian recall (automatic pedestrian signal) during arrival/dismissal.		
		Near-side eastbound bus stop on Lomita Boulevard may impair visibility of pedestrians at southwestern corner.	Relocate eastbound bus stop to east side of intersection.		

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
2.	**Narbonne Avenue and 247th Street**	Left-turning drivers from 247th St conflict with people using the east-west crosswalk on Narbonne Avenue.	Restrict EB left turns onto Narbonne Avenue during arrival and dismissal times using signage.		City to evaluate effects of timing of adjacent intersections on Narbonne Avenue and adjust.
		Crossing Narbonne Avenue is uncomfortable due to vehicle speeds and volumes.	Upgrade beacon to rectangular rapid flashing beacon (RRFB) or Pedestrian Hybrid Beacon (PHB).		Potential to use the existing mast arms and electrical connection. Community has expressed interest in a Pedestrian Hybrid Beacon.
		Crossing Narbonne Avenue is uncomfortable due to vehicle speeds and volumes.	Install advance warning signage on Narbonne Avenue, such as School Crossing Zone Ahead.	Install concrete curb pedestrian refuge island.	

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
3.	**Moon Avenue at Alley**	The alley is a key access route for caregivers and students walking to the east gate. Many cross Moon Avenue here and must navigate traffic.		Install pedestrian warning signage and crosswalk on south leg of Moon Avenue. Install curb ramps on the south leg of intersection.	
4.	**Moon Avenue and 247th Street**	Many people walking to school cross here and conflict with drop-off and pick-up traffic on 247th St.		Upgrade to high-visibility crosswalks on existing legs.	
5.	**Alley, between 247th Street and 248th Street**	People walking to school through the alley must share space with drivers.		Install signage alerting drivers to pedestrian traffic in the alley.	
6.	**Alley, between Cypress Street and Moon Avenue**	People walking to school through the alley must share space with drivers.		Install signage alerting drivers to pedestrian traffic in the alley.	

4.2 Alexander Fleming Middle School and St. Margaret Mary School

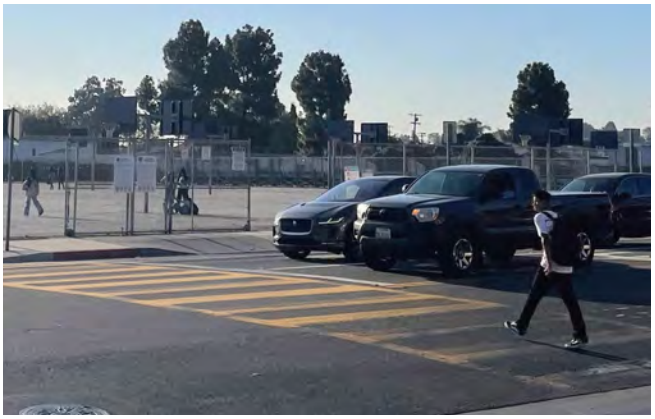
Since Alexander Fleming Middle School and St. Marget Mary School are located directly adjacent to one another, their recommendations are presented together. Improvements in the area, particularly those that enhance connectivity and safety along Eshelman Avenue, will largely benefit both schools.

The recommendations focus on reducing conflicts between drivers and pedestrians at several key intersections and crossings: 255th Street and Eshelman Avenue and at crossings along Walnut Street between 254th Street and 256th Street. They also aim to address unsafe driver behaviors observed during student drop-offs, especially along Walnut Street, and create more predictable areas in surrounding blocks to drop off and pick up students.

A selection of key recommendations, each with a number corresponding to the following map and table, addressing significant locations are described below. A full set of recommendations can be found in Table 3. Figure 13 illustrates the location of each numbered recommendation.

Key Recommendations

2 **255th Street and Eshelman Avenue:** This intersection serves as the primary access point for students walking from west of the schools to the western gate of Fleming Middle School and to students and parents accessing St. Margaret Mary School. To improve visibility and reduce crossing exposure for pedestrians crossing east-west here, curb extensions are proposed on the east side of Eshelman Avenue's south approach. These may be applied in the near-term with flex posts and striping and can later be upgraded to concrete and combined with directional curb ramp upgrades.



A student crosses Eshelman Avenue at 255th Street during arrival to reach Alexander Fleming Middle School's western gate.

A curb extension is recommended at the northwestern corner of this intersection – extending east into Eshelman Avenue and south into 255th Street. This improvement would help slow southbound right-turning vehicles and prevent drop-off traffic at the corner from conflicting with turns onto 255th Street. In addition, upgrading the existing stop signs to solar-powered flashing stop signs is recommended to increase visibility and improve driver compliance.

5 1 **Eshelman Avenue, between 255th Street and 254th Street / 254th Street, between Eshelman Avenue and Walnut Street:** Establishment of designated, timed loading zone areas and parking restrictions during arrival and dismissal hours are recommended to aid in efficient pick-up and drop-off practices around the school. This would discourage short-term parking practices that create congestion along these blocks during the mornings and afternoons, keeping loading traffic moving on those streets and increasing the likelihood of a driver finding a curbside location to drop off their student.

Walnut Street, between 254th Street and 257th Street: Walnut Street along the front entrance to Fleming Middle School is a major drop-off and pick-up site for drivers in the morning and afternoon. The street currently has one lane in each direction, a bike lane in each direction, and a center turn lane. Motorists often stop in the center turn lane during arrival and dismissal, impeding turns and sight lines and creating hazardous crossing conditions. Others double-park in the striped bike lane and bus zones.

A lane reconfiguration is proposed for Walnut Street (for its wider extent, 254th Street to 257th Street) and would remove the center turn lane along Walnut Street and move the southbound bicycle lane against the curb. This change would convert the current southbound Class II bike lane into a two-way Class IV separated bike lane, protected by a buffer and vertical separation elements positioned between the bikeway, parked vehicles/loading zone, and travel lanes, as shown in Figure 12.

The existing northbound painted bike lane on the other side of the street would remain in place. An example of a similar separated bike lane, in a one-way configuration, can be found in Long Beach along Broadway. In the long term, the temporary separation materials – such as flex posts – could be replaced with more durable treatments like planters, landscaped buffers, or concrete curbs to provide a permanent and visually appealing upgrade.

Upgrading the existing bike lane would create a more comfortable and encouraging route for students and residents interested in biking to school by separating them from traffic and preventing vehicles from parking in the bike lane during pick-up and drop-off. The new configuration would also eliminate the center turn lane, preventing the vehicle loading that currently occurs there and the unsafe crossing behaviors it encourages. Further design coordination with the school will be necessary to manage conflicts between the two-way bike lane and the small bus loading zone on the southern end of this segment. In the near-term, relocation of the bus loading zone to 254th or 257th Streets or the addition of a temporary loading platfrom such as a Zicla bus island, is recommended. If the bike lane is made permanent with longer-term improvements, installation of a bus island platform is recommended.

The parking restriction signage on the western curb of Walnut Street is also recommended to be replaced with loading zone signage to clarify the block's function during arrival and dismissal. This is intended to discourage short-term parking at this location and more efficiently encourage turnover of loading vehicles. This may be complemented by white paint along the curb to highlight this restriction. Improved parking restrictions during arrival and dismissal times, combined with other street improvements, would discourage unsafe loading and parking practices, allowing enforcement and Sheriff resources to be allocated to other priority areas.

Drivers double-park along Walnut Street and stop in the center turn lane to pick up students during dismissal.

FIGURE 12 A concept design showing the two-way separated bike lane at 255th Street and Walnut Street. See Appendix B for full concept and additional locations.

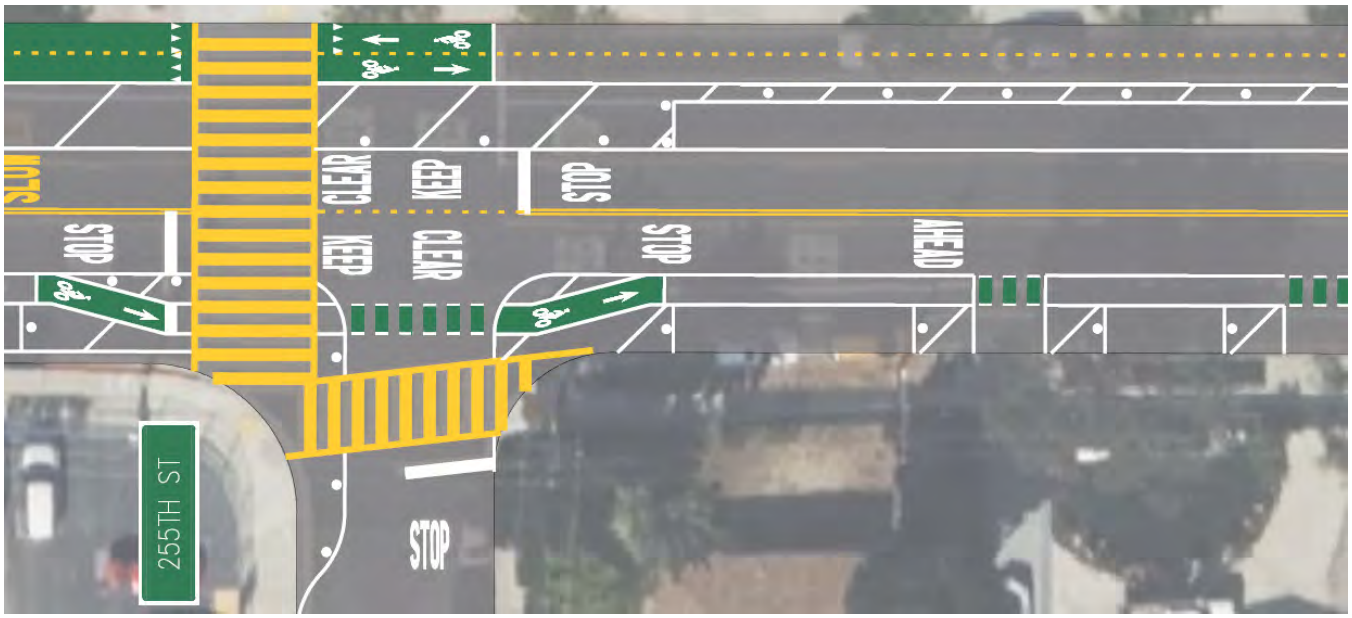


FIGURE 13 Recommendation Locations for Alexander Fleming Middle School and St. Margaret Mary School

TABLE 3 Alexander Fleming Middle School and St. Margaret Mary School Recommendations

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
1.	**254th Street, Eshelman to Walnut Street**	Pick-up parking and double-parking create congestion during dismissal.	Establish loading zone area and time restrictions on southern side of 254th St between Eshelman Avenue and Walnut Street.		
2.	**255th Street and Eshelman Avenue**	Current curb ramps are too steep and missing tactile warning surfaces.		Upgrade SW and NW curb ramps.	
		Turning traffic conflicts with drivers stopping to drop-off on the red curb of the northwestern corner.	Add curb extension to NW corner, extending into Eshelman Avenue and 255th, via flex posts and paint.	Upgrade curb extension to concrete with new curb ramp.	
		Traffic on Eshelman Avenue is fast-moving and often does not fully stop at intersection, which has high pedestrian volumes at dismissal.	Upgrade existing stop signs to flashing stop signs. Consider relocating "Stop Ahead" legend on Eshelman Avenue closer to intersection.		
		Crosswalk is site of frequent pedestrian-driver conflicts and is a long crossing distance for students.	Add curb extensions via paint and flex posts on east side of existing crosswalk leg (south leg).	Upgrade curb extension to concrete with new curb ramps.	

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
3.	**Eshelman Avenue and 254th Street**	Traffic on Eshelman Avenue is fast-moving and may not yield to students using the current crosswalk. Current crossing distance is long (60 feet).		Shift crosswalk to north leg and install pedestrian refuge. Upgrade crossing to a pedestrian-activated RRFB.	Pedestrian refuge location will prohibit southbound left turning vehicles from using the center turn lane.
4.	**Eshelman Avenue and 257th Street**	Crosswalk does not meet Caltrans guidance for crossings adjacent to schools.	Upgrade crosswalk to yellow markings.		Crosswalks may be made yellow following Caltrans guidance to indicate proximity to a school and use by students. Crosswalks leading directly to school grounds are required to be yellow.
5.	**Eshelman Avenue, 255th Street to 254th Street**	Street currently lacks loading zone regulations: parked vehicles may conflict with student loading at dismissal.	Establish loading zone area and time restrictions on east side of Eshelman Avenue.		Coordination required with street sweeping schedules.
6.	**Oak Street and 255th Street**	Intersection is missing high-visibility crosswalk markings and is along a key walking and driving route to both schools.	Upgrade existing crosswalks to high-visibility.		

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
7.	**Walnut Street and 254th Street**	Intersection experiences frequent conflicts between drivers and walking students during arrival and dismissal. NW and NE corners have wide radii that allow faster turns.	Add red daylighting paint along curbs at corners of intersection to improve pedestrian visibility.		Pair daylighting with parking enforcement.
8.	**Walnut Street and 255th Street**	High volumes of students cross here to reach the school and must navigate motor vehicle conflicts on Walnut Street.	Add curb extensions with flex posts and striping at west side of existing crosswalk across Walnut Street. Integrate with Recommendation #9 as floating extension.	With Recommendation #9, consider upgrading to concrete curb.	
9.	**Walnut Street, 254th Street to 257th Street**	Drivers frequently park and pick up/drop off students from the center turn lane, creating unsafe crossing conditions. The existing striped bike lane is often blocked due to double-parking.	Convert existing bike lane to a two-way, parking-protected bike lane on the west side for this extent, using flex posts and striping (approximately 10 ft lane, 3 ft buffer, 8 ft parking lane). Retain 5 ft striped bike lane in northbound direction. Remove center turn lane.	Consider upgrading bike lane separation materials to concrete curb and/or tree boxes.	Conversion of the southbound existing Class II bike lane to Class IV (protected) will remove the center turn lane of Walnut St for this extent.
10.	**Walnut Street, 254th Street to 257th Street**	Vehicle conflicts during arrival and dismissal along the west side of Walnut Street.	Consider "loading only" designation on west side of Walnut Street, or other parking regulation. Explore right-sizing bus zone based on current needs.		

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
11.	**Walnut Street, Bland Place, and 257th Street**	Walnut traffic lacks stop control to allow for east-west crossings to the school and park. Crossings on all legs are unmarked. Crossing distance across Bland Place is very long (about 80 feet).	Using striping and flex posts, realign intersection on west side to "T" up crossings and improve visibility. Transition bike lane to shared lane via sharrow markings.	Make intersection changes permanent through concrete curb extensions and sidewalk extensions. Add and upgrade curb ramps where necessary.	
12.	**Walnut Street, north of Pacific Coast Highway**	Narrow sidewalk on east side of Walnut Street does not allow people on wheelchairs or with strollers to pass north towards school.		Expand sidewalk on east side of street.	
13.	**Walnut Street, 253rd Street, and Ebony Lane**	Intersection feels unsafe to navigate as a pedestrian due to several long crossing legs and wide streets.	Using striping and flex posts, redesign intersection to reduce crossing distances. Add high-visibility crosswalks on all legs. Study further changes to improve safety and calm vehicle speeds.	Upgrade the intersection redesign through curb and sidewalk extensions.	Recommendation aligns with concept depicted in the Bicycle Pedestrian Master Plan for this intersection. Coordination required on desired concept option (traffic circle or intersection redesign).
14.	**Throughout project area (Walnut Street and Eshelman Street)**	Students crossing the street are often not visible to drivers due to improperly parked vehicles at corners.	Add red daylighting paint to corners in school zones where it is missing.		Corners throughout the blocks surrounding both schools are missing daylighting paint/parking restrictions at corners. AB 413 restricts parking from with 20 ft of any marked/unmarked crosswalk (15 ft if curb extension is present).

4.3 Eshelman Avenue Elementary School

Recommendations near Eshelman Avenue Elementary School address the conflicts occurring between drivers and pedestrians along Eshelman Avenue, as well as improving efficiency and organization of the school's loading zones. Other recommendations further from the school also discourage cut-through traffic that impacts school arrival and dismissal.

A selection of key recommendations is described below. A full list of recommendations are shown in Table 4, which correspond to the numbered locations in Figure 14 and in the recommendation descriptions.

Key Recommendations

1 **Eshelman Avenue and 259th Place:** This intersection is a key access point for reaching the school: today, two crossing guards manage the crossings and high volumes of motor vehicle traffic along Eshelman Avenue. Multimodal counts conducted in June 2025 documented heavy pedestrian activity, as well as high volumes of northbound and westbound vehicles. Curb extensions for the southeast and northeast corners are proposed to address the long crossing distance (about 60 feet) across Eshelman Avenue. They would also reduce crossing distance across 259th Place, calm right turn speeds at that intersection, and eliminate parking at the red-curb sections of the corner.

A family crosses south on Eshelman Avenue to the school while a crossing guard stops traffic.

4 **Eshelman Avenue, 262nd Street to Pacific Coast Highway:** Along Eshelman Avenue, wide lanes of about 14 feet contribute to higher vehicle speeds unsuitable for a residential school zone. This condition is exacerbated by the steep hill ascending south of 259th Place and the poor visibility of the stop sign at the school's key entrance at 259th Place. A speed study conducted in June 2025 found that 80% of observed vehicles exceeded the posted 25 mph limit. During school drop-off, two-thirds of northbound (downhill) vehicles exceeded the limit. Adding a buffer to the existing Class 2 striped bike lanes along Eshelman Avenue along this extent will serve to reduce travel lane widths and calm traffic, as well as providing more space and separation for people bicycling.

6 **259th Place, east of Eshelman Avenue:** A morning drop-off valet lane is recommended on the northern side of the street in this location, in the westbound direction, to address congestion and double-parking occurring near the gate for kindergarten students. The lane may be defined with cones and moveable bollards to provide space for unloading. The valet lane would require coordination of school staffing resources to direct younger students to classrooms after unloading, so that parents do not idle at the gate waiting ahead of class. This could involve a student buddy system wherein older students accompany kindergarteners to their class directly. This recommendation would also require the relocation of the afternoon bus loading zone to the established, marked zone recommended below.

5 **Eshelman Avenue, north of 259th Place:** New signage designating a bus loading zone on the east side of Eshelman Avenue is recommended to clarify the function of the loading areas and ensure that buses are able to reach the curb when loading. This may be achieved through new signage and curb paint, which would emphasize the function of that area of curb. A clear bus loading zone would allow buses to fully leave the travel lane when pulling over as they load, reducing the chance that they obstruct the travel or bike lanes and providing safer loading practices for students at the school.

FIGURE 14 Recommendation Locations at Eshelman Avenue Elementary School

TABLE 4 Eshelman Avenue Elementary School Recommendations

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
1.	**Eshelman Avenue and 259th Place**	High volumes of people crossing to reach the school experience conflicts with turning motor vehicles. Vehicles may block the crosswalk and impede visibility.	Add curb extension on NE corner of intersection via flex posts and paint.	Upgrade curb extension with concrete curb, add directional curb ramps.	Near-term quick-build options would utilize space where red curb paint is applied today.
		High volumes of crossings across Eshelman Avenue during arrival and dismissal. Sidewalk is narrow on the SE corner and does not accommodate wheelchairs or strollers.	Add curb extension on SE corner of intersection via flex posts and paint.	Upgrade curb extension with concrete curb and adding directional curb ramps, address pole in center of sidewalk to ensure sidewalk is ADA compliant. Realign crosswalks to meet curb ramps.	Potential impacts on storm drain would need to be addressed for long-term implementation option.
2.	**Eshelman Avenue and 262nd Street**	Intersection with multiple approaches lacks crosswalks and curb ramps. Some crossing legs are not visible for traffic due to unusual angles. Intersection is wide, which facilitates faster turns onto northbound Eshelman Avenue.	Consider interim traffic calming treatments such as a curb extension on the NE corner and/or a mini traffic circle applied via paint, flex posts, and signage.	Add high-visibility crosswalks to all legs and upgrade missing curb ramps. Upgrade traffic calming treatments to permanent, concrete treatments. Consider making Appian Way one-way in SB direction to improve sightlines on that approach.	

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
3.	**Eshelman Avenue and Pacific Coast Highway**	Traffic backs up along Eshelman during arrival and dismissal, and people crossing north-south frequently conflict with left-turning traffic.	Add NB and SB protected left signals.*		Signal changes would require Caltrans coordination/approval.
		Narrow sidewalk is currently impassable for people with strollers or wheelchairs.		Widen sidewalk to 8 ft on western side of Eshelman, for about 150 feet south of Pacific Coast Highway.	Sidewalk improvements would require grant funding. Sidewalk expansion would likely remove 3 parking spaces.
4.	**Eshelman Avenue, 262nd to Pacific Coast Highway**	Wide lanes (up to 14' in the southern section) contribute to higher speeds along Eshelman Avenue, which make crossing at 259 Place uncomfortable. Current bike lanes are narrow, and additional separation from fast-moving vehicles would improve bicyclist comfort.	Reduce lane widths (9 ft parking lanes and 11 ft travel lanes) and expand and add buffer to bike lanes (6 ft bike lanes, with 2 ft buffers on inner and outer sides of bike lane).		Reduced lane widths could discourage speeding, and the excess space may be used to create more buffer space for people riding in the bike lane. Consider green paint markings at beginning of bike lane and at conflict points.
5.	**Eshelman Avenue, north of 259th Place**	Buses cannot reach curb along Eshelman Avenue due to motor vehicle loading and double parking.	Designate bus loading zone north of intersection on eastern side of street; designate with signage and paint the northern edge of bus zone to define separation of uses.		

**Subject to Caltrans approval*

No.	Location	Issue	Near-Term Recommendation	Long-Term Recommendation	Note
6.	**259th Place, east of Eshelman Avenue**	Drop-off traffic creates conflicts between motor vehicles as parents and caregivers double park by kindergarten gate.	Consider valet lane along 259th Place in west bound direction, using cones and moveable flex posts to designate lane and narrow travel lanes.		Valet lane would be established by school with cones each morning. Lane would require school to designate staff to escort younger students.
7.	**Western Avenue and 262nd Street**	Cut-through traffic uses 262nd Street and Eshelman Avenue to avoid congestion on Pacific Coast Highway, adds to congestion on Eshelman Avenue.	Consider restricting peak-hour NB left turns from Western Avenue to 262nd Street.*		Limiting left turns at this location will reduce cut-through traffic that contributes to congestion on Eshelman Avenue during arrival and dismissal times.
8.	**Western Avenue and 263rd Street**	Cut-through traffic uses 262nd Street and Eshelman Avenue to avoid congestion on Pacific Coast Highway, adds to congestion on Eshelman Avenue.	Consider restricting peak-hour NB left turns from Western Avenue to 263rd Street.*		Limiting left turns at this location will reduce cut-through traffic that contributes to congestion on Eshelman Avenue during arrival and dismissal times.
9.	**259th Place, Walnut Street, and Appian Way**	Long crossing distance across the southern leg of Appian Way (about 65 feet).	Add curb extension or realign intersection via paint and flex posts to reduce crossing distance on south leg.	Upgrade curb extension/realignment with concrete curb, adding directional curb ramps.	Note potential driveway impacts on the SE corner.

**Subject to Caltrans approval*

4.4 School Pathways

School Pathways offer a resource for encouraging safe and comfortable routes for students and families to walk and roll to school. Each pathway is a route intended as a comfortable, low-stress walking path to and from school. Promotion of these pathway routes helps promote a welcoming and inclusive active transportation environment for Lomita's students and residents. Identification of these routes was informed by site observations, existing conditions analyses, and engagement input shared by staff, parents, and residents.

Across Lomita, comfortable access pathways are largely located along the local street network near the four schools. Streets considered as good candidates for school pathways typically have continuous sidewalks and more comfortable walking conditions due to lower volumes of cut-through traffic. Tree canopy is also preferred on routes where available. At higher-stress arterial intersections, routes were selected to ensure that crossings occur where pedestrian signals are available. As a result, some collector streets, which are more likely to have higher volumes, are included to reach those signalized crossings. Pathways are identified within a half-mile radius of each school, or about a 10-to-15-minute walk for most people. While they are centered on direct access routes to schools, the pathways shown below also connect schools to secondary destinations in Lomita, such as Lomita Park, Irene Lewis Park, and Lomita Library. While pathways are predominantly considered for walking routes, some include low-stress bicycling options suitable for older students or students accompanied by caregivers.

The School Pathways Maps are shown in Figures 15 through 17. Figure 15 highlights pathways within a half-mile of Lomita STEAM Magnet Elementary School and provides an example of the types of streets and connections the pathways represent. Walking access to this school is available through low-traffic residential streets like 247th Street and Cypress Street. While busier, Narbonne Avenue provides access from the north via a signalized crossing at Lomita Boulevard, where a crossing guard aids crossing families during arrival and dismissal. To the east of the school, 248th Street and Eshelman Avenue are potential routes to reach Lomita Park, a significant local destination. Crossing Lomita Boulevard via Eshelman Avenue allows people walking to use a signalized intersection with a pedestrian signal.

The School Pathways Maps, presented on the following pages, are also available online via a Google Map here: **https://www.google.com/maps/d/u/0/edit?mid=1KIVIvOoWo99XZEAHJ-Y4WqNBSDNMeuM&usp=sharing**. The City may work with schools to adjust routes on the interactive map based on later feedback, or as conditions change due to infrastructure projects.

Cypress Street, a comfortable walking route to Lomita STEAM Magnet Elementary School

FIGURE 15 Lomita STEAM Magnet Elementary School Pathways Map

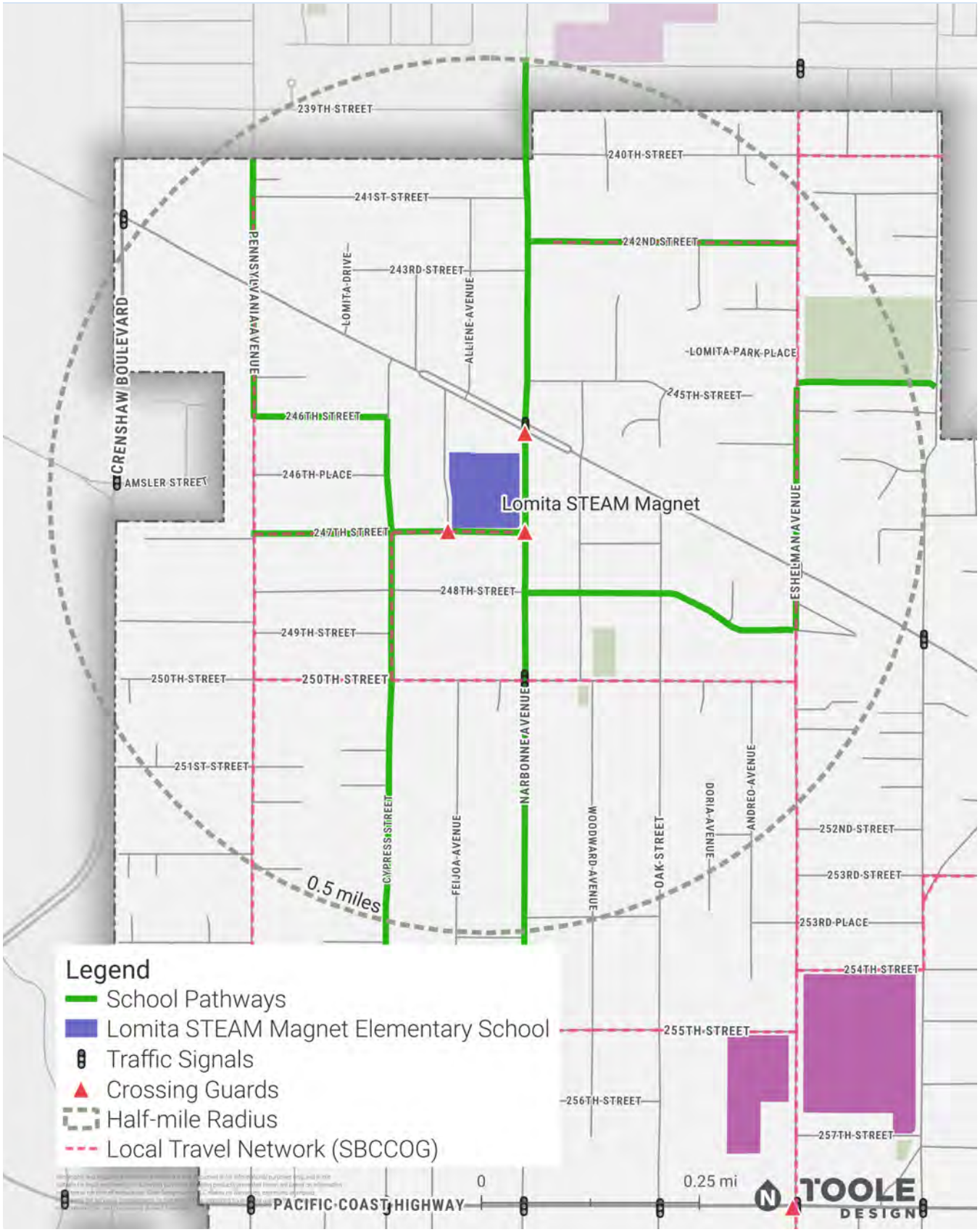


FIGURE 16 Alexander Fleming Middle School and St. Margaret Mary School Pathways Map

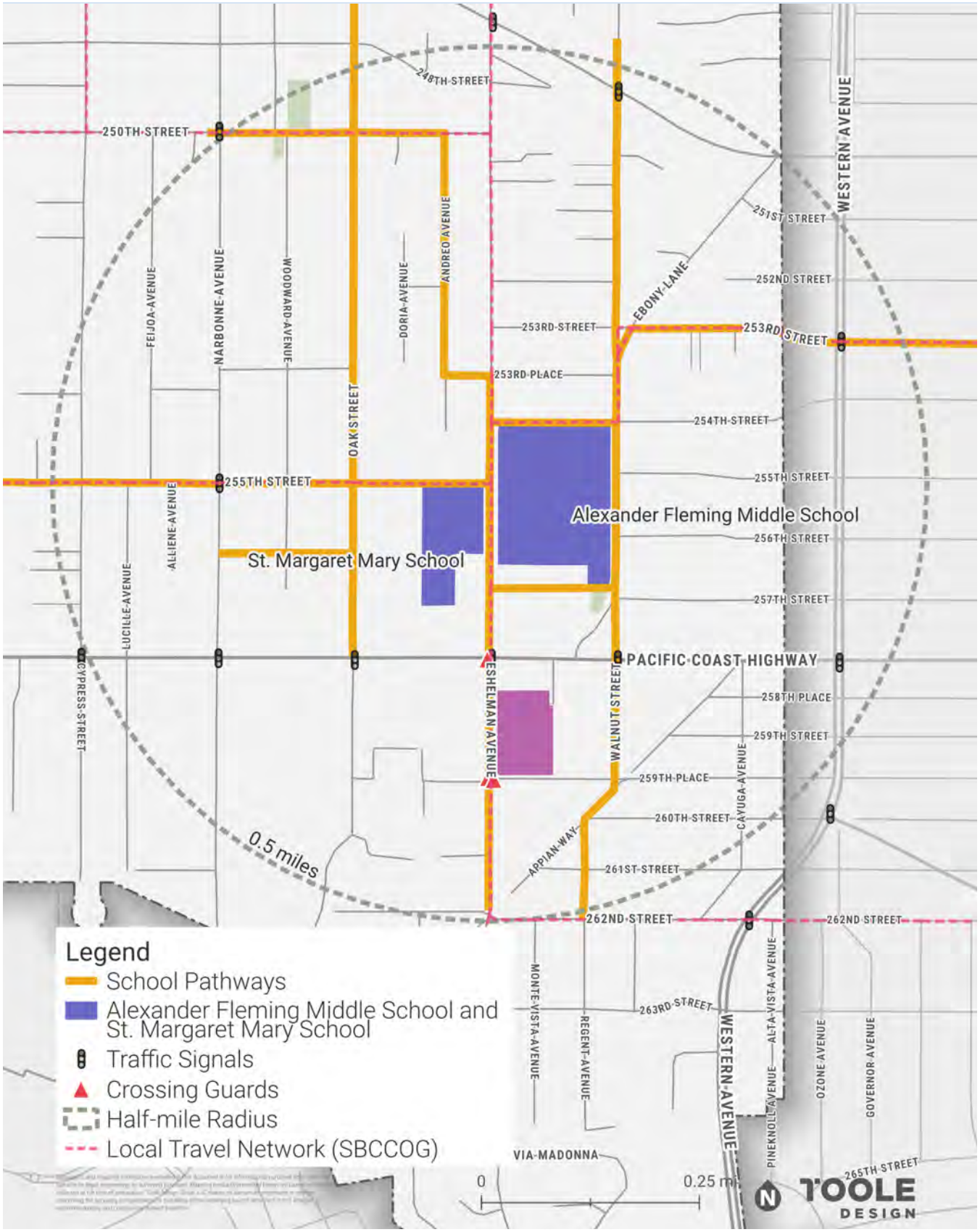
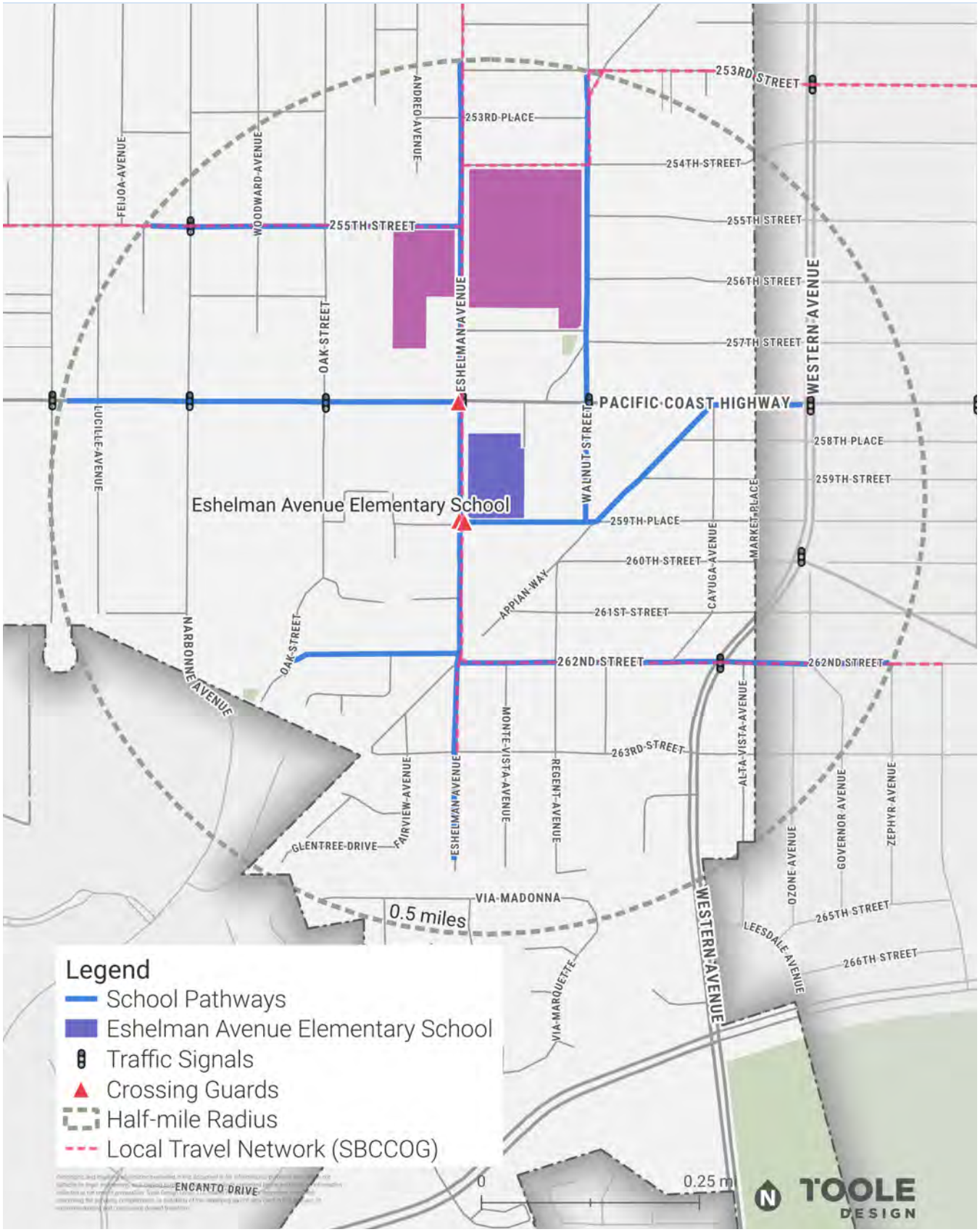


FIGURE 17 Eshelman Avenue Elementary School Pathways



Secondary Pathways

In addition to the primary School Pathways outlined above, the Study identifies a set of secondary pathway routes. Secondary pathways are designed to build upon the primary pathways and fill connections to key commercial corridors and local destinations. In particular, secondary pathways pay close attention to connections to transit, in this case supporting walking or rolling routes to transit service on Lomita Boulevard, Narbonne Avenue, Pacific Coast Highway, and Western Avenue.

Secondary pathways were developed by overlaying the direct-access school pathways with additional considerations to identify gaps and new routes. These included sidewalks of 6 feet or wider, commercial land use (Figure 18), planned Local Travel Network routes, and existing transit stops (Figure 19) and bicycle facilities.

Secondary pathway routes, shown below in Figure 20, include streets such as Eshelman Avenue, Pennsylvania Avenue, Bland Place, and Ebony Lane. Secondary pathways outline, among other connections, key first/last mile routes – the paths taken at the beginning and end of transit trips – for students and caregivers who rely upon public transit to reach their schools. They connect to bus service provided by Metro, Gardena Transit, and Torrance Transit along the four arterials near the Study schools. Comfortable and safe first/last mile connections to transit enhance the overall transit trip, encouraging more families to try that option when traveling to school.

In addition to their function as access routes for students and families walking or rolling to school, the City may wish to continue to evaluate both primary and secondary pathways for transportation safety and school access needs during and after implementation. Additional considerations for monitoring are discussed in the following section.

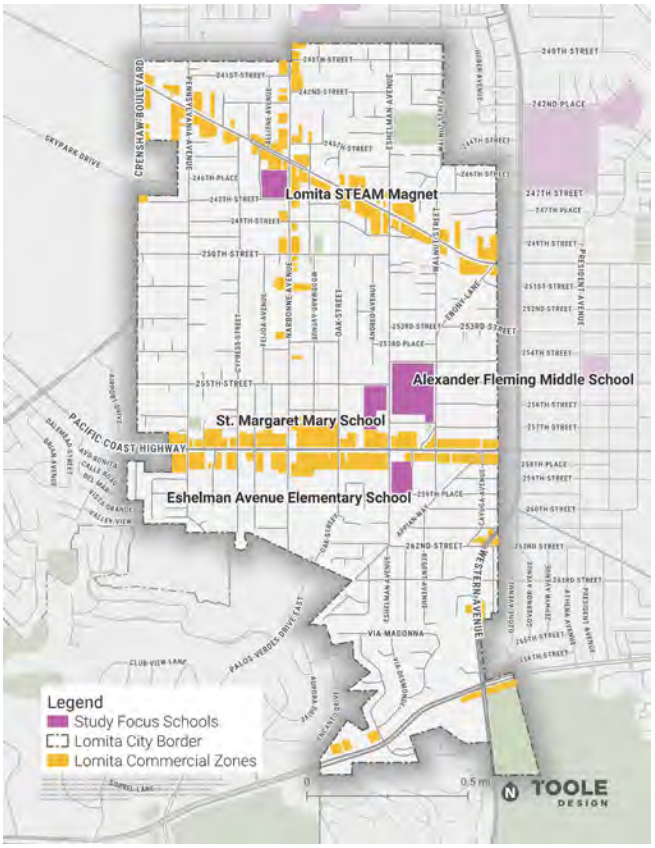
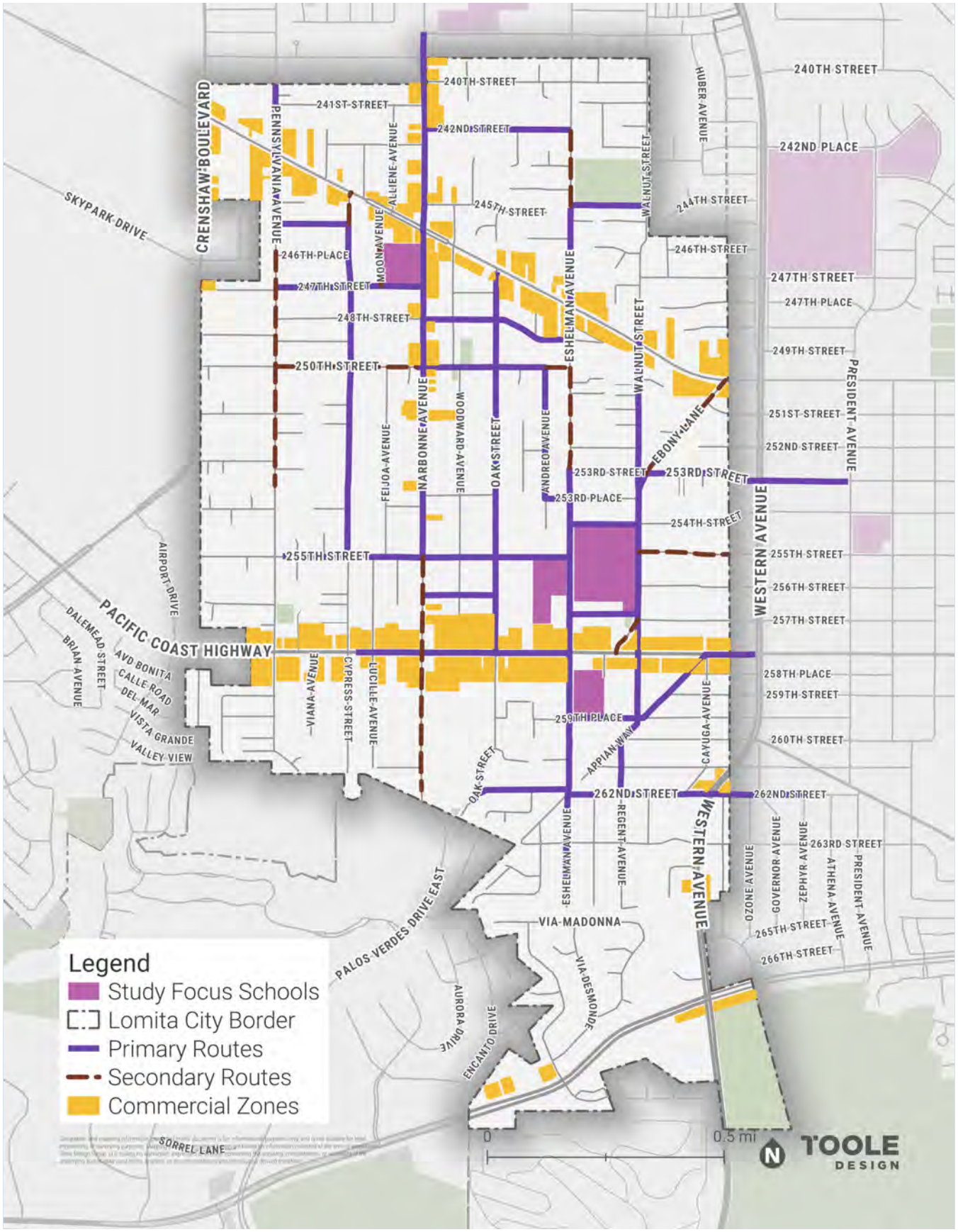


FIGURE 18 Commercial districts in Lomita

FIGURE 19 Bus stops and transit service in Lomita

FIGURE 20 Secondary Routes



4.5 Programming Elements

Improving the school travel experience in Lomita also requires ongoing activities and communication that instills a culture of safety and active transportation curiosity in the city's students and families. This Study proposes and has developed materials for two distinct programs that will work in tandem with infrastructure recommendations.

Though the City had, through development of the Study scope, proposed a Bicycle Ambassador program for inclusion in the project, initial responses from local school stakeholders suggested other program types might better fit the needs of the schools' community. Several meetings of a Programs Working Group were convened to discuss past campaign efforts, the school travel experience, and resource needs of schools with regards to ongoing walking and safety programs. The Working Group included local parents of students, LAUSD representatives, local residents, a school administrator, and City of Lomita staff representing departments that may be involved in supporting future campaigns (Public Works, Community Safety Division, Los Angeles County Sheriff Lomita Station, Parks and Recreation).

Additionally, residents offered ideas and feedback through the school workshops and surveys. Many attendees cited needs for additional safety education through campaigns. Activity-based learning, where students would practice safe walking and biking skills through hands-on experiences, was also a popular option.

Input from the Working Group and workshops identified two key themes for the four schools and the city more broadly:

- Safety: A broad need for safety messaging was needed to encourage better driver behavior, specifically from parents, near schools.
- Engagement and gamification: Interest in promoting walking and biking could be garnered through challenges and encouragement at the school-level.

Working with stakeholders to vet ideas, the project team identified two programs that would best meet these needs. A School Safety Campaign can reach a broad audience of roadway users near schools and work to maintain a culture of safe driving practices. A Walk and Bike to School Day and Challenge offers an opportunity for encouragement and education about active transportation options, and a month-long challenge would create a fun atmosphere for building new, healthy habits. For each, coordination with a designated "champion" at the City will be key: the coordinator can help schools identify the appropriate materials to use for each part of the year and can help share campaign materials through city channels. Identification of this champion early on is a significant step for the programs and will aid in creating consistency as they are carried out on the school level.

School Safety Campaign

The School Safety Campaign is designed to address pervasive unsafe driving behaviors that parents, students, and faculty observe daily in their trips to school. Practices like speeding, double parking, and stopping in the centerline contribute to unsafe conditions and conflicts with people crossing and walking to school. This campaign concept received broad support from stakeholders throughout engagement and working group meetings. The School Safety Campaign outlines for all road users how to safely and considerately travel to school, and reminds residents of their responsibilities on the road, with a focus on safe driving behaviors.

The 10-month campaign includes materials designed to reach parents and students in a variety of avenues: including through the classroom, via flyers sent home with students, and through the digital ClassDojo platform used by parents. The campaign materials and messaging are also tailored by month to allow for consistent, engaging communication options with parents. For example, Fall materials note the need to be aware of changes in lighting conditions as Daylight Savings Time changes.

Walk and Roll to School Day Challenge

While existing comfort in walking to school varies by school and age of students, many stakeholders and residents agreed that encouragement – efforts to create excitement and engagement around walking and biking – would be a welcome program among Lomita's schools. The Walk and Roll to School Day program builds off of National Walk to School Day, which is typically the first Wednesday in October.

The Day provides a fun, engaging opportunity for families to try new ways of traveling to school. While many families may live outside of a walking distance from their school, the materials also encourage families to try parking and walking the last blocks to school, also helping to build healthy habits and reducing congestion of loading zones and valet lanes.

Beyond the Walk and Roll to School Day itself, this campaign also outlines how schools can support a month-long "challenge" to help track how many walking and rolling trips to and from school students make within a set period. This structure creates a fun atmosphere, where students have an incentive to continue to try new ways of traveling to school after launching the challenge on Walk and Roll to School Day. Participants may be recognized through official city channels at the end of the challenge.

Materials for this encouragement program include event planning schedules, lists of key stakeholders, and promotional collateral utilizing a variety of channels to reach students and parents. The challenge materials include ways for students to track their participation throughout the month.

FIGURE 21 Example Safety Campaign messaging and branding

FIGURE 22 Example Walk and Roll to School Day materials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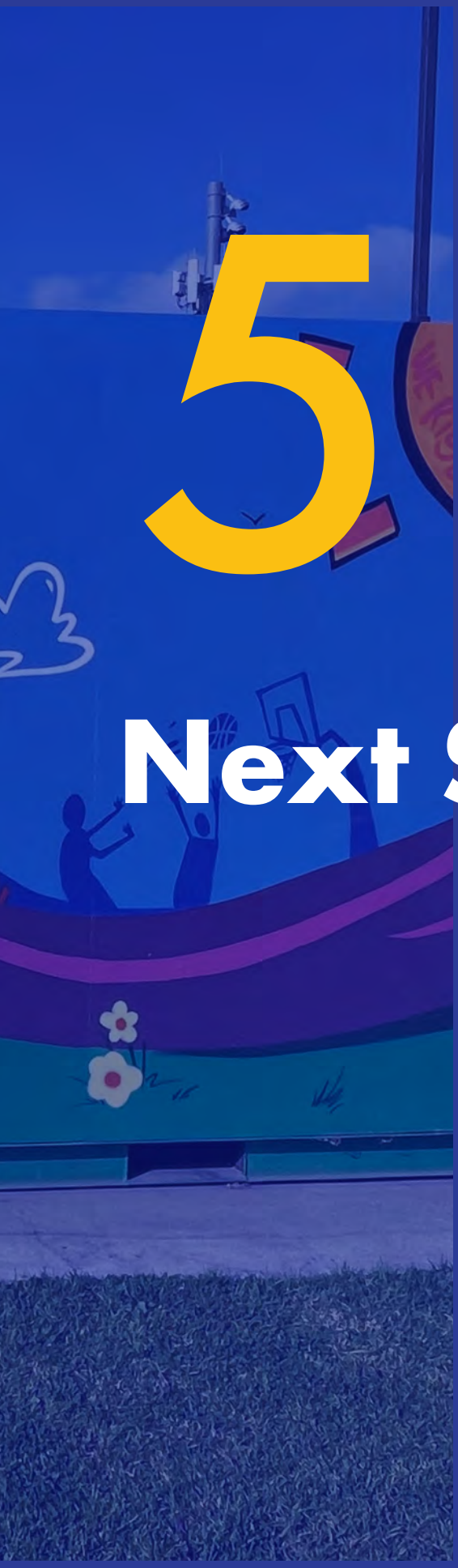

5

Next Steps

5.1 School Zone Safety Evaluation and Monitoring

The City of Lomita should continue to conduct periodic safety reviews of school zones and streets directly serving each school to ensure conditions remain supportive for safe travel for students, caregivers, and faculty.

Sidewalks and Crossings. Evaluation of sidewalk should ensure that key pathways used to reach the school are continuous, accessible, and free from obstructions and inaccessibly narrow segments. Gaps or broken segments of sidewalk should be recorded and prioritized for repair. Crossings should be comfortable for pedestrians, clearly marked, and have clear visibility at intersections.

Bikeways. Bikeway evaluations should consider the presence or absence of bike facilities on key streets adjacent to Lomita's schools, following planned projects noted in the City's Bicycle and Pedestrian Master Plan. Intersections along bike lanes should support crossings that prioritize bicyclists, giving them space and visibility. Where they exist, bike lanes should be assessed for clear markings and signage, lack of debris, and intact physical separation materials.

Driving and Loading. Behaviors of drivers should be observed regularly to identify potential safety risks and assess compliance issues with safety countermeasures. Issues such as speeding, double parking, unsafe drop-off and pick-up locations, failure to observe signed curb regulations, and failure to yield to vulnerable road users should be assessed and recorded. While infrastructure improvements and programming elements are aimed to improve the school travel experience within Lomita, other community needs relating to transit access and school transportation policies are beyond the scope of this project and may require later coordination with LAUSD, neighboring jurisdictions, and other regional agencies.

Progress Measures

To measure the effectiveness of the Study's school zone safety initiatives, the City of Lomita should monitor clear performance milestones as it implements recommendations. Detailed below in Table 5, the proposed list of milestones is intended to provide a quantitative measure over time to assess progress and identify opportunities for improvements or next steps. Due to inconsistent data availability through the Transportation Injury Mapping System (TIMS), the city may wish to coordinate with the LA County Sherrif's Department on crash report collection.

TABLE 5 Recommended Measures

Metrics	Intended Direction	Sources
Student participation in programming	Increase	School faculty
Pedestrian-involved crashes, citywide	Decrease	TIMS, LA County Sheriff's Department
Bicycle-involved crashes, citywide	Decrease	TIMS, LA County Sheriff's Department
Active transportation travel modes share to and from school (biking and walking)	Increase	LAUSD School Experience Survey

5.2 Implementation

The City will seek to implement recommendations from the Study incrementally through in-house work and larger Capital Improvement Program (CIP) projects, as funding becomes available. Many of these improvements, both near-term and long-term, are contingent upon the City receiving grant funding to implement. Other projects may be funded through General Fund, staff time, or CIP funds.

Near-term improvements may include the following improvement types, which generally require only striping, paint, and/or flex posts:

- Daylighting via painted red curbs
- Flex posts and striping
- Signage

Near-term improvements may be completed through upcoming CIP projects or by City staff, if feasible. The City can assess its street repaving projects for opportunities to align restriping with the Study's recommendations. Successful alignment will aid in placing improvements on the ground more quickly and efficiently.

Long-term improvements involve treatments such as new crossing beacons or signals, concrete curb extensions, permanent traffic calming treatments, and intersection modifications. These improvements may be completed through future CIP projects. A list of regional and state grant opportunities is provided in Table 5.

As census tracts within Lomita range from the 44th to the 58th percentiles in CalEnviroScreen 4.0 scoring and do not include Disadvantaged Communities (DACs) under Senate Bill 535, coordination with adjacent communities in the Harbor City neighborhood of City of Los Angeles would aid in application scoring. All four schools have enrollment areas that include portions of Harbor City.

TABLE 6 Funding Opportunities

Funding Source	Details
Metro Measure M Subregional Program (MSP)	Projects gathered at the regional level by the South Bay Cities Council of Governments are submitted to Metro for consideration of funding via the Measure M Subregional Program, which is funded by the Measure M sales tax. Infrastructure recommendations within this Study would be eligible under the South Bay subregion's Transportation System and Mobility Improvements Program.
Metro Active Transport, Transit, and First/Last Mile (MAT) Program	The MAT program funds first/last mile, pedestrian improvement, and longer active transportation corridor projects. Pacific Coast Highway is identified as a regional bikeway through the Metro Active Transportation Strategic Plan.
Southern California Association of Governments (SCAG) Sustainable Communities Program	Infrastructure projects that use low-to-medium cost projects to pilot designs are eligible for Quick-Build Project Funding, with an award maximum up to $900,000.
Caltrans Local Highway Safety Improvement Program	State program that funds roadway safety improvements and prioritizes those with effective Benefit-to-Cost Ratios. The minimum grant amount is $100,000.
California Transportation Commission (CTC) Active Transportation Program (ATP)	Infrastructure recommendations would be eligible for the ATP's Infrastructure category. In the previous cycle, CTC provided $169 million in ATP funding.

5.3 Maintenance

As street improvements from the Study are implemented, the city should integrate projects into regular maintenance schedules. This may include restriping crosswalks and bike lanes as needed. For the two recommended bike facilities, keeping these clear of debris will ensure they are safe for users and function as reliable biking connections.

Coordination with the City's street sweeping contractors is recommended prior to implementation of the Walnut Street separated bike lane to ensure that they can properly service it.


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Appendices

Appendix A. School Pathway Map Handouts

Appendix B. Concept Designs and Cost Opinions

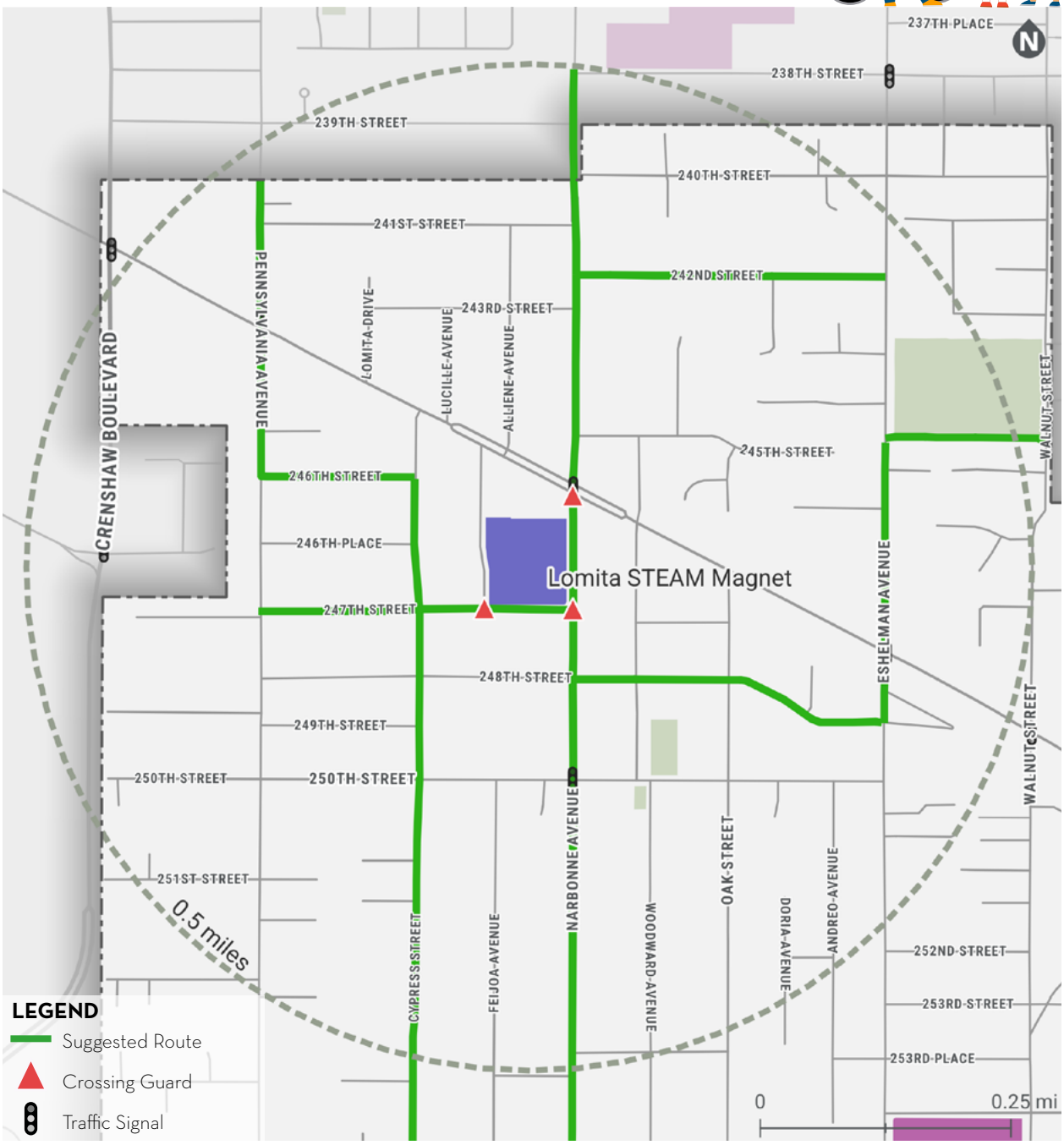
Appendix C. Programming Materials

Appendix A

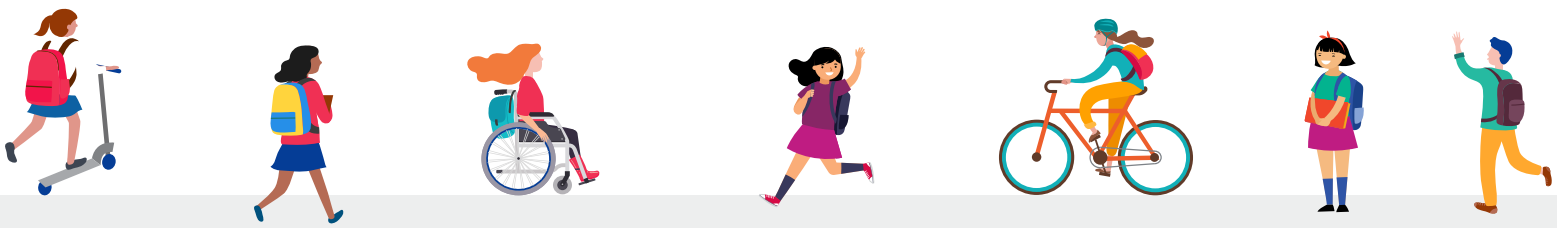
School Pathways Maps

LOMITA STEAM MAGNET SCHOOL

School Access Pathways



These pathways are comfortable routes to use when walking, biking, and rolling to and from school. They are focused along streets that often have shade, have consistent sidewalks, and cross busy streets with crosswalks and traffic signals. These pathways extend about a half-mile from the schools, which is a 10-to-15 minute walk for most people.



LOMITA STEAM MAGNET SCHOOL

School Traffic Safety Tips

Let's be street smart from the start! Read these safety tips below to make sure getting to school is safe and comfortable for everyone, no matter how you get there.

If you get to school by walking...

- Walk predictably and always use paths and sidewalks when available.
- Always cross in the crosswalk, making sure to walk, not run, across the street.
- Look left, right, front, and behind before crossing the street. Make sure to keep an eye out for cars turning or pulling out of driveways.
- Remove headphones while walking, put away cell phones, and stay aware of your surroundings.

If you get to school by biking or rolling...

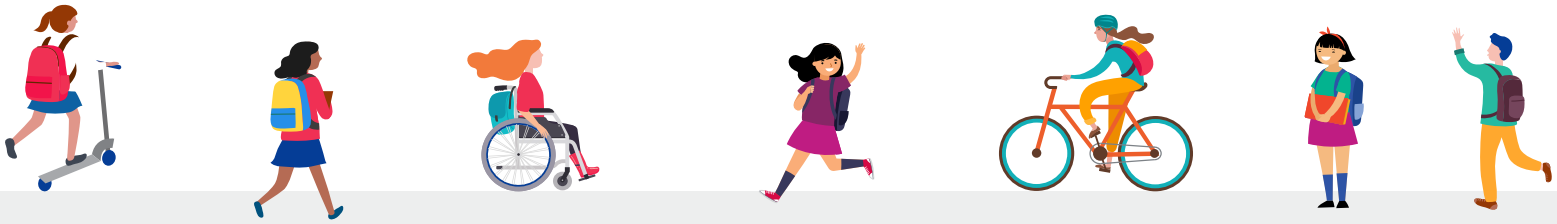
- Wear a helmet.
- Remove headphones, and put away cell phones so you can stay aware of your surroundings.
- Perform a quick ABC check before riding your bike: AIR (make sure your tires are inflated), BRAKES (ensure they work), and CHAIN (confirm it isn't rusty).
- Check that your front and rear lights are working.
- Ride predictably on the right side of the road with traffic, using proper hand signals when turning and stopping fully at stop signs. Look left, right, and behind, and make eye contact with drivers at intersections.
- When riding in a group, stay in a single file line and avoid swerving in and out of parked cars.
- Watch for cars turning or pulling out of driveways.

If your parent or caregiver drives you to school, ask them to...

- Follow school zone speed limits.
- Always stop at stop signs. Do not roll through, it's the law!
- Yield to people waiting to cross at marked crosswalks and street corners.
- Avoid double-parking, stopping in crosswalks, and blocking driveways or teacher parking.
- Keep their attention on the road and limit distractions.
- Be courteous to others on the road, including people driving, biking, and walking.
- Use extra caution when backing out of a driveway or parking spot.

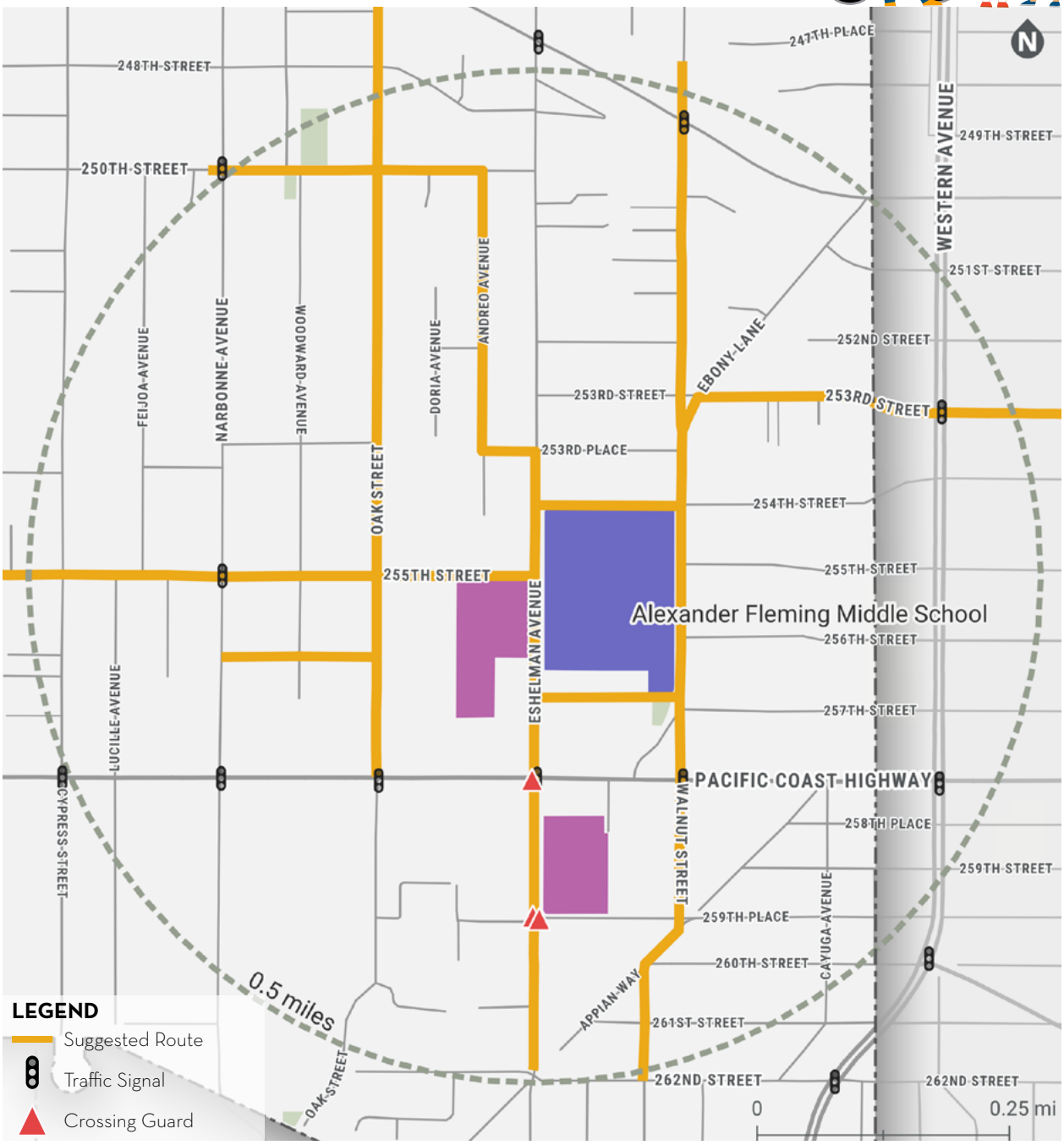
For more information on your school's arrival and dismissal practices, please visit:

lomitaes.lausd.org



ALEXANDER FLEMING MIDDLE SCHOOL

School Access Pathways



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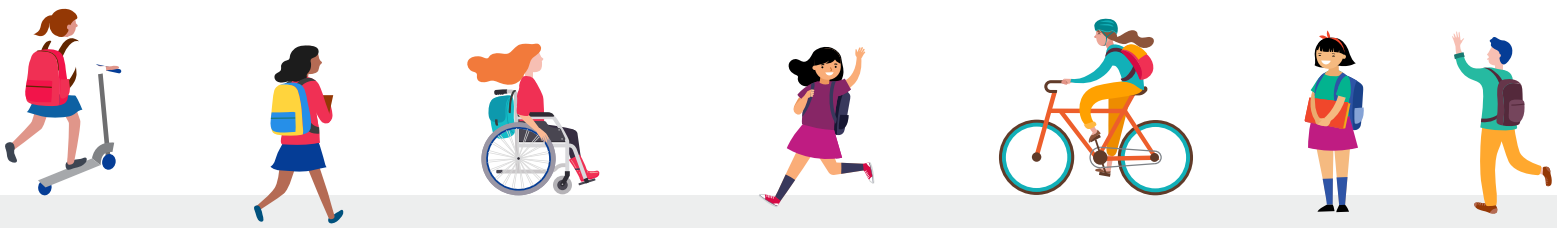

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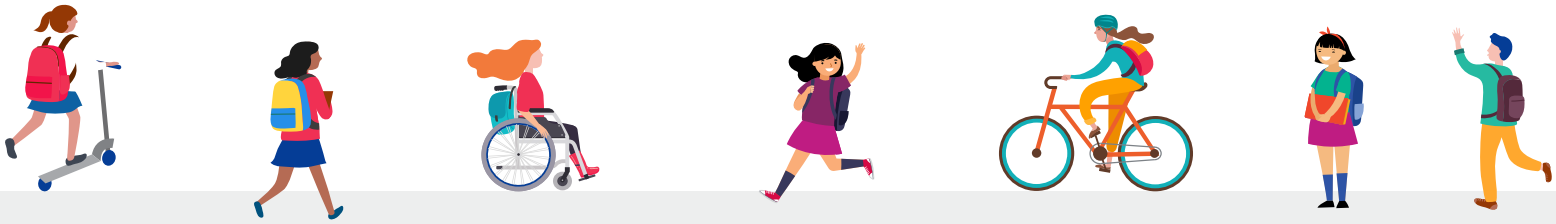
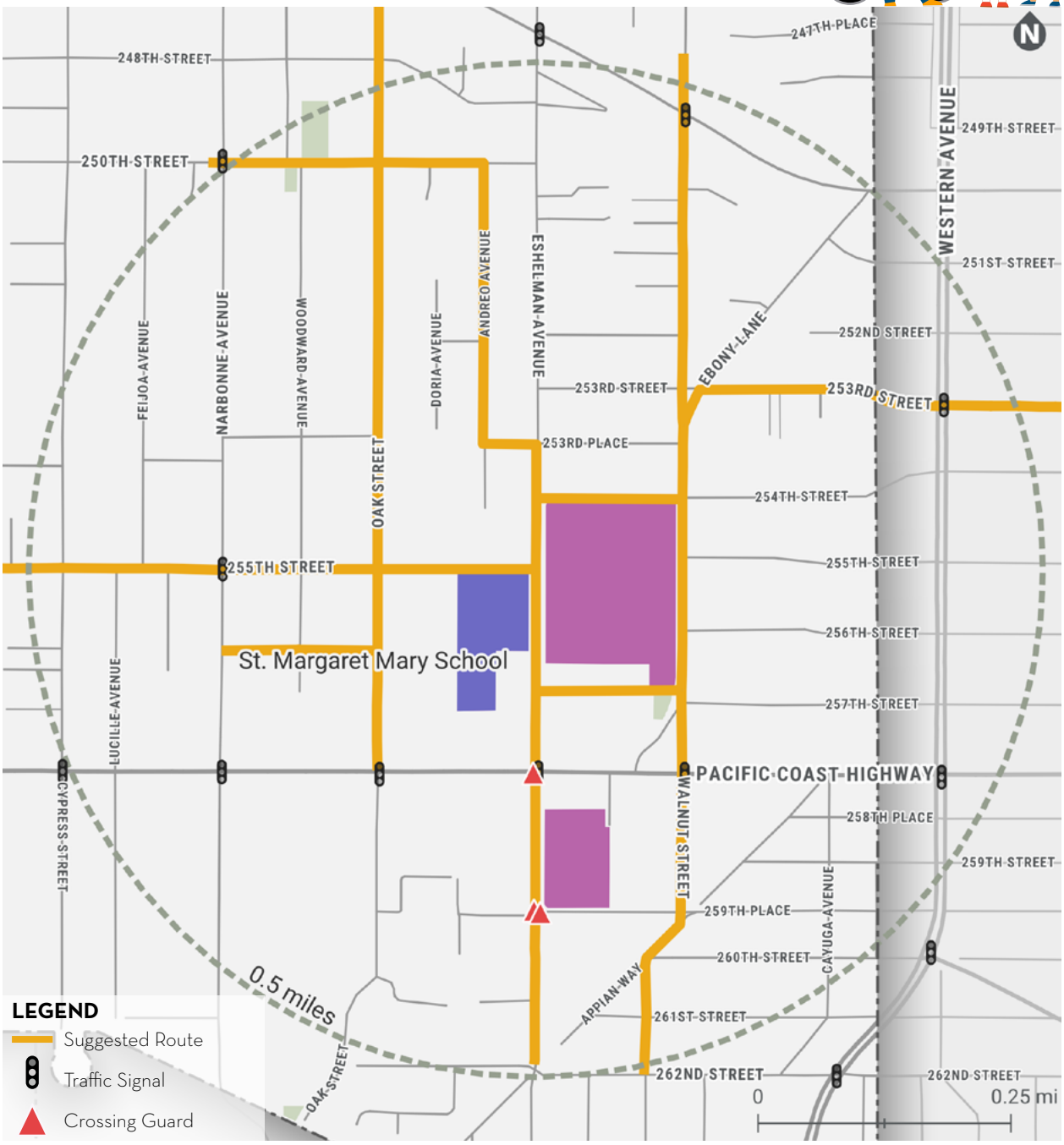
https://flemingms.lausd.org/



ST. MARGARET MARY SCHOOL

School Access Pathways



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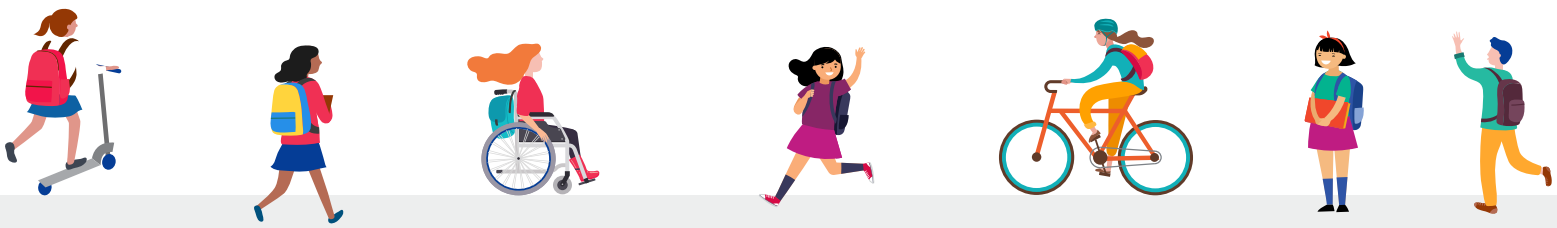

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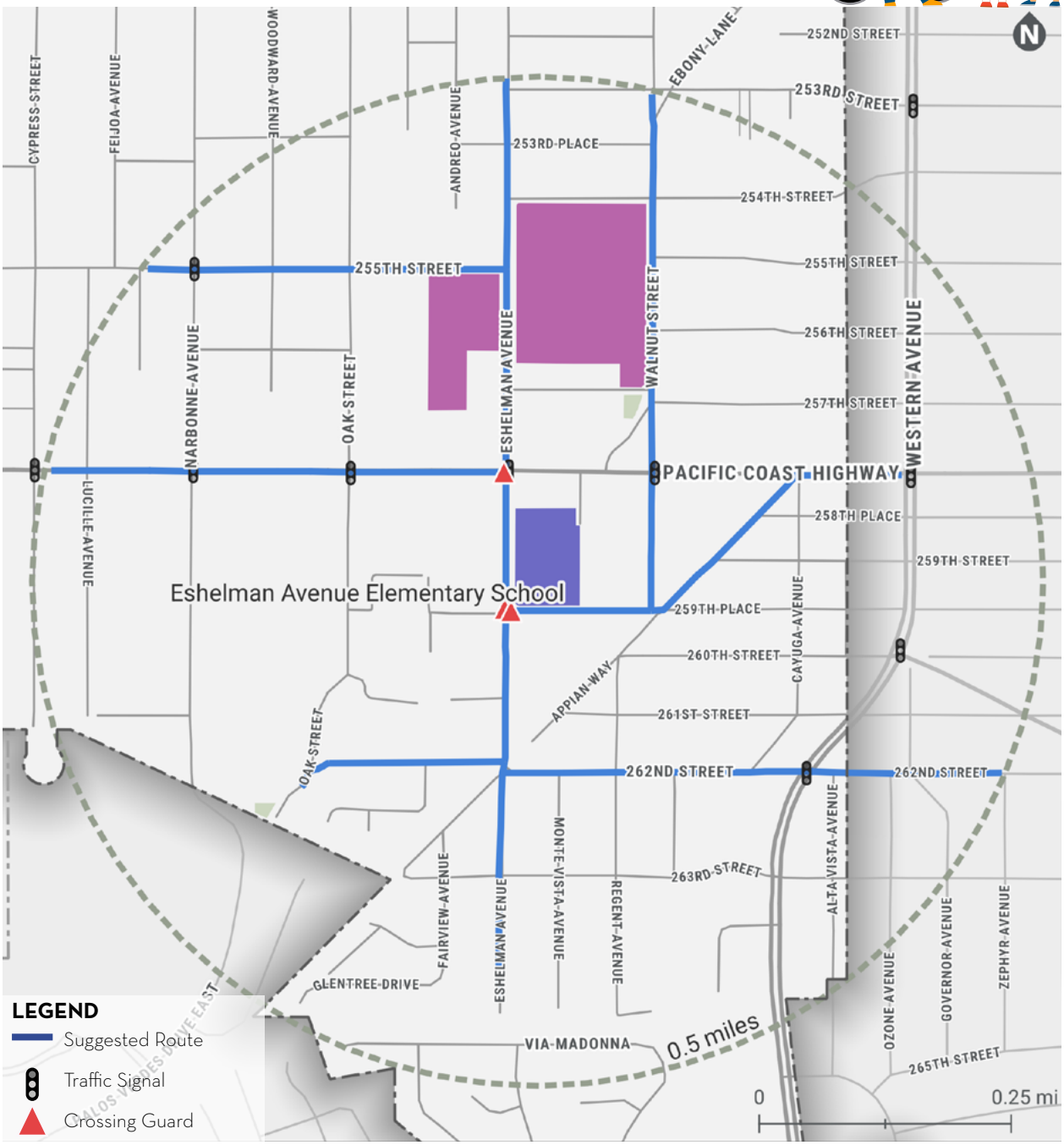
http://www.smmsspartans.org/

ESHELMAN AVENUE ELEMENTARY SCHOOL

School Access Pathways



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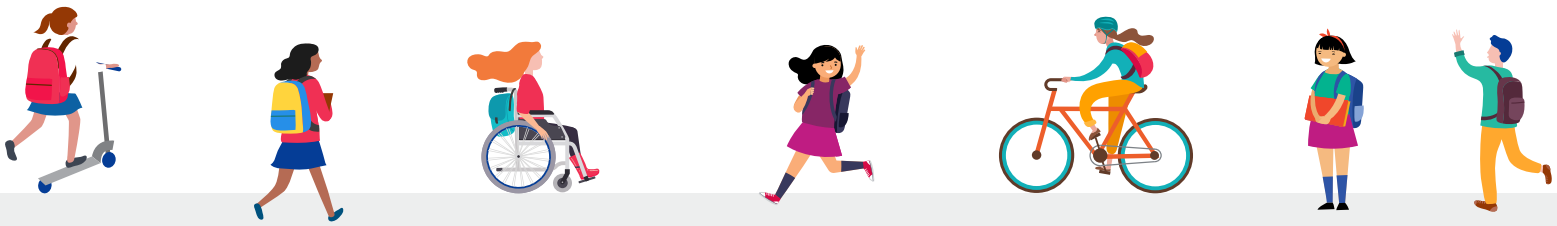

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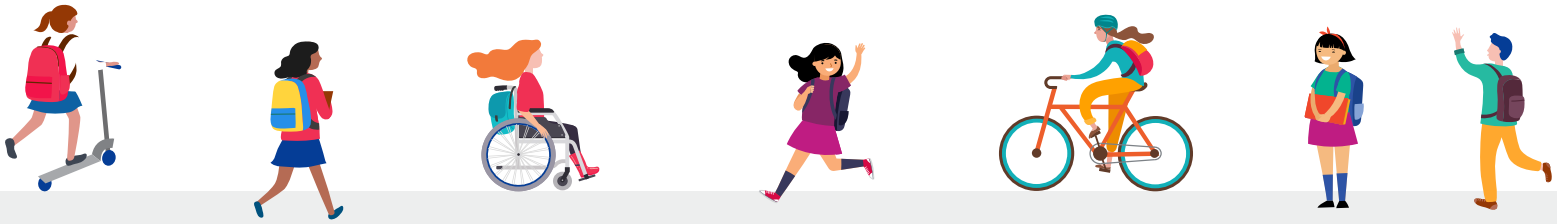
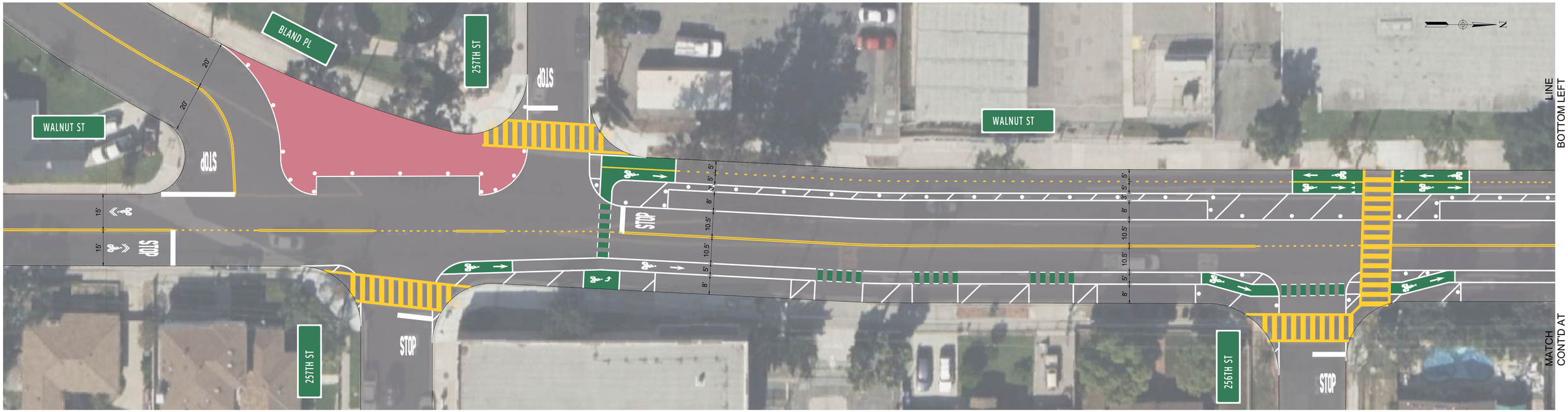


Appendix B

Concept Designs and Cost Opinions



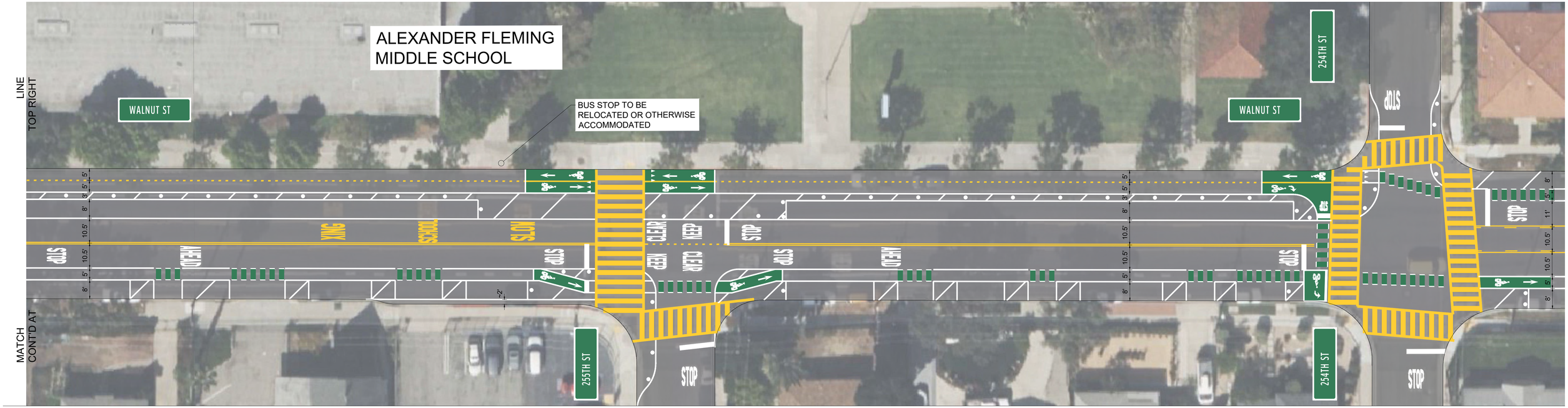


Exhibit #1

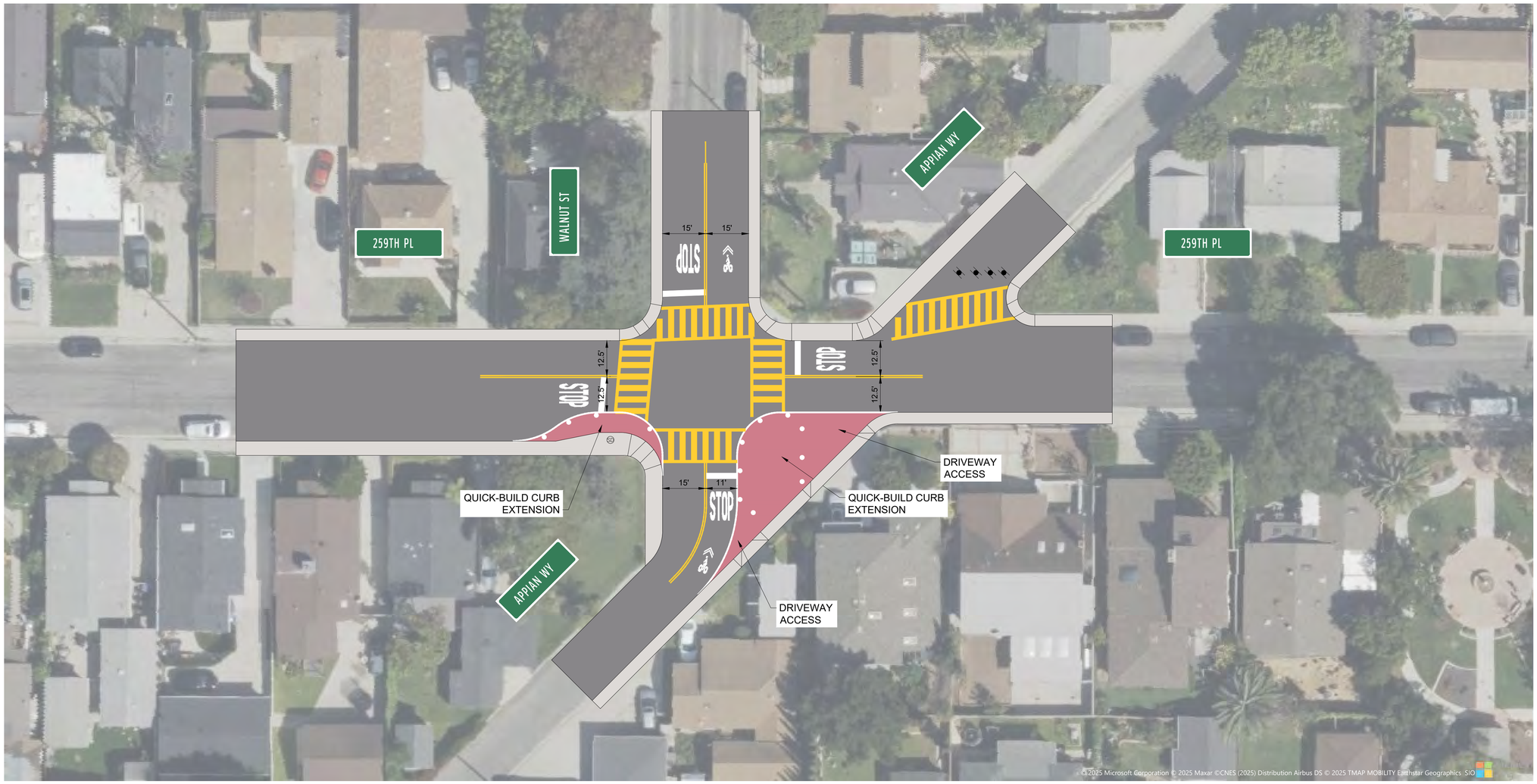
WALNUT ST FROM 257TH-254TH

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

10/28/2025

TOOLE DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.



QUICK-BUILD DESIGN

Exhibit #2A

WALNUT ST/APPIAN WY

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

10/28/2025

TOOLE DESIGN

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N

259TH PL

WALNUT ST

APPIAN WY

CURB RAMP

259TH PL

15'

15'

STOP

12.5'

STOP

12.5'

12.5'

12.5'

DRAINAGE INFRASTRUCTURE MAY REQUIRE MODIFICATION/ RELOCATION

CURB EXTENSION WITH DIRECTIONAL RAMPS

15'

11'

STOP

DRIVEWAY

CURB EXTENSION WITH DIRECTIONAL RAMPS

LANDSCAPING

DRIVEWAY

APPIAN WY

LONG-TERM DESIGN

Exhibit #2B

WALNUT ST/APPIAN WY

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

10/28/2025

TOOLE DESIGN

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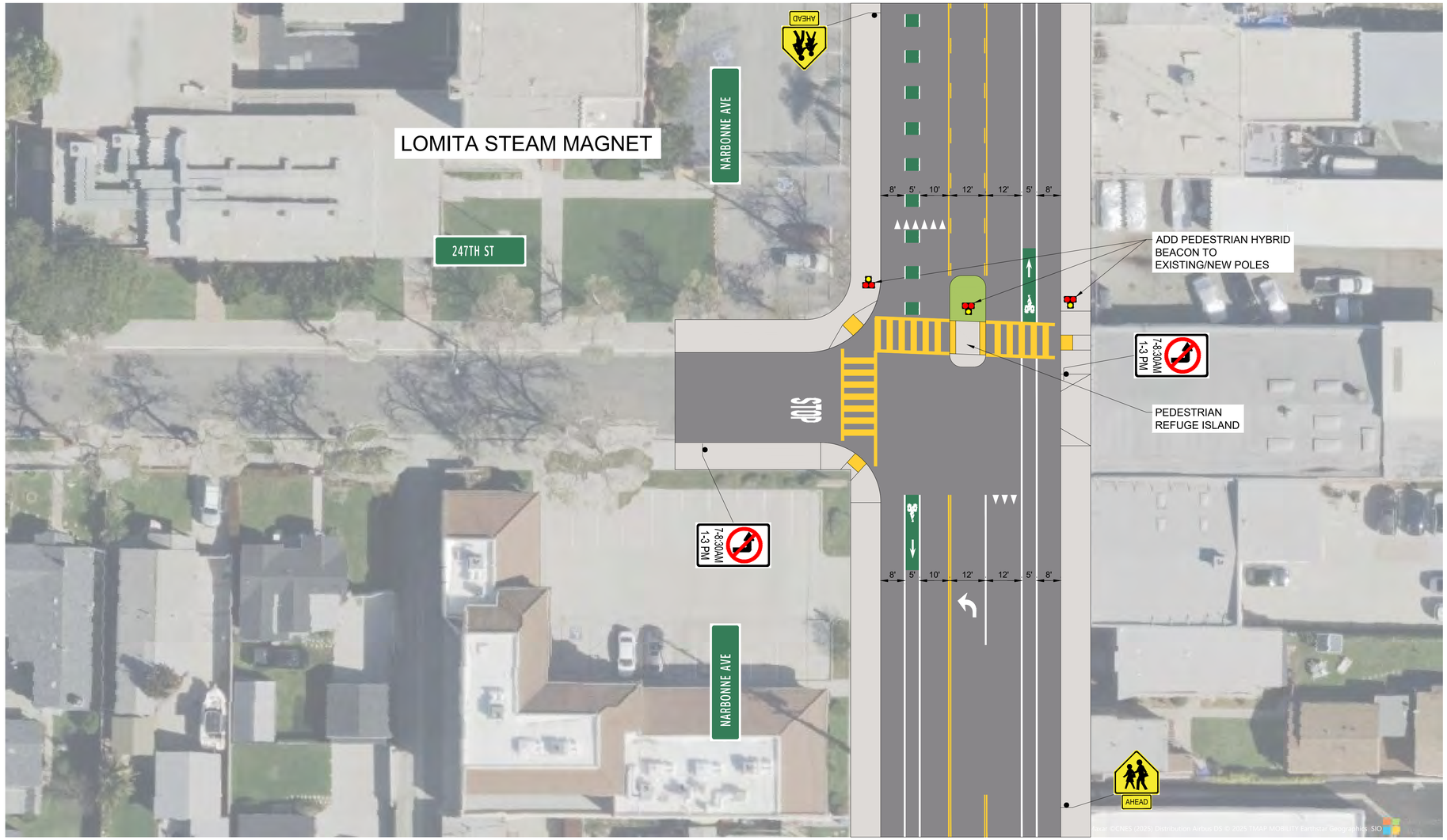

N

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TOOLE DESIGN

Exhibit #3

NARBONNE AVE/247TH ST

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

10/28/2025

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

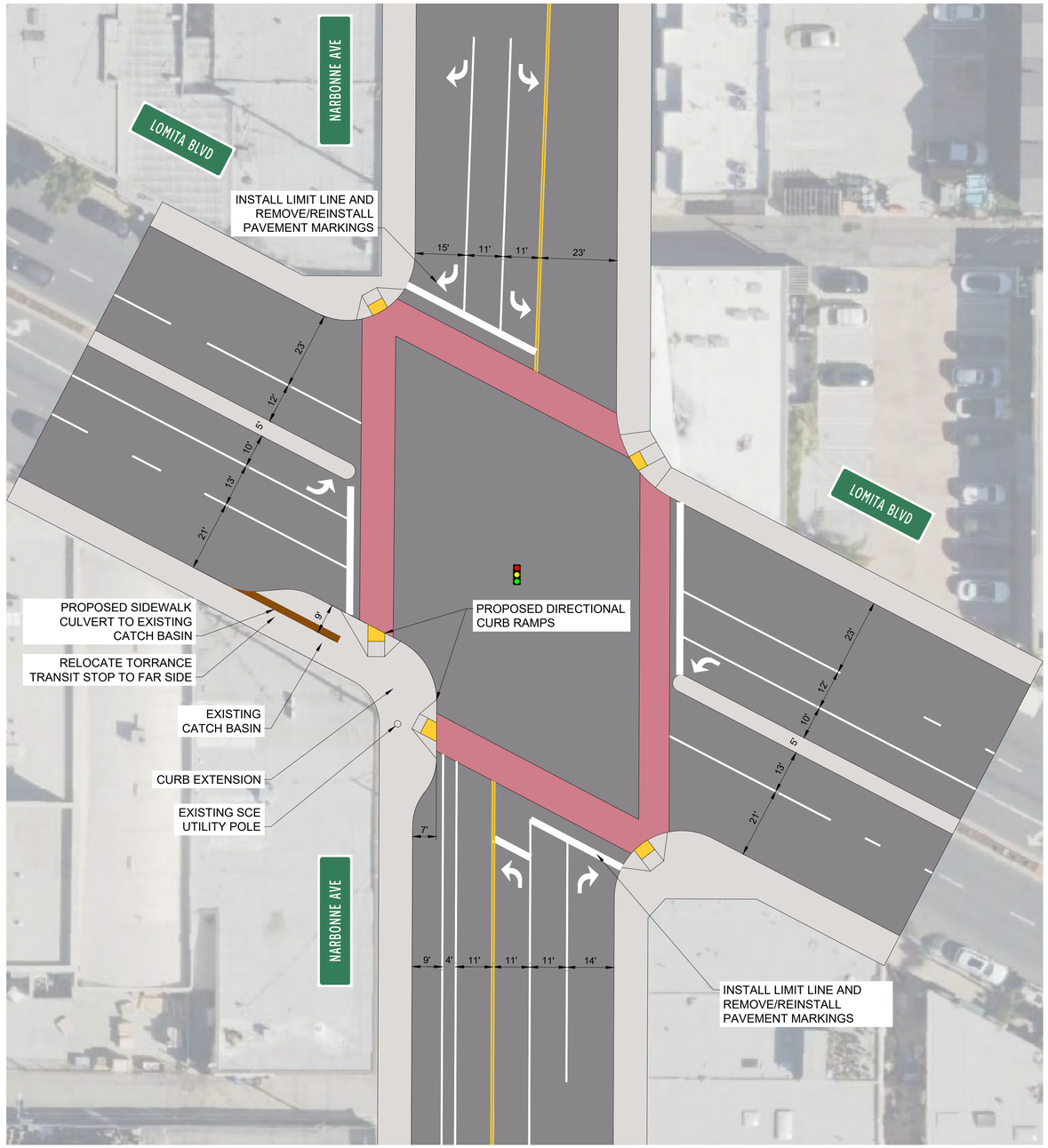
TOOLE DESIGN

Exhibit #4

MOON AVE/ALLEY

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

10/28/2025



N

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TOOLE DESIGN

Exhibit #5

NARBONNE AVE/LOMITA BLVD

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

12/03/2025

QUICK-BUILD DESIGN

Exhibit #6A

ESHELMAN AVE/259TH PL

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY
10/28/2025

TOOLE DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

LONG-TERM DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

TOOLE DESIGN

Exhibit #6B

ESHELMAN AVE/259TH PL

LOMITA CITYWIDE SHOOL LOADING ZONE STUDY

10/28/2025

Brief recommendation	Recommendation description	Near-term cost opinion	Long-term cost opinion	Assumptions
Lomita STEAM Magnet School				
Lomita Blvd & Narbonne Ave		**$ 7,280.00**	**$ 106,000.00**	
Signal improvements	Add leading pedestrian intervals to all crosswalks and set signal to pedestrian recall during arrival/dismissal	$ 3,100.00		Only includes labor cost
Relocate bus stop	Eastbound bus stop to east side of intersections	$ 1,180.00		
Quick-build curb extension	Painted/flex posts curb extension at SW corner	$ 3,000.00		1 corner
Permanent curb extension	Concrete curb extension with ADA-compliant curb ramps at SW corner including accessible sidewalk culvert and drain.		$ 106,000.00	1 corner
Narbonne Ave & 247th St		**$ 84,378.00**	**$ 21,906.73**	
Daylighting	Red curb on NW corner	$ -		Appears to already be implemented
Restrict left turns	EB left turns during arrival/dismissal	$ 1,482.00		Only signage
Upgrade beacon	Upgrade existing flashing yellow beacon to RRFB or PHB, using existing mast arms	$ 78,450.00		Based on detailed concept estimate. Treated as primarily near-term
Install signage	Advance warning signage on Narbonne Ave	$ 4,446.00		Based on detailed concept estimate
Pedestrian refuge island	Concrete		$ 21,906.73	Based on detailed concept estimate
Moon Ave & Alley N/O 247th St		**$ 31,002.00**	**$ 28,250.00**	
Crosswalk	Install pedestrian sign and crosswalk south of alley	$ 7,002.00		Based on detailed concept estimate. Includes quick-build curb extensions
Curb ramps	Install curb ramps south of alley for crosswalk	$ 24,000.00	$ 28,250.00	2 ramps. Price will only be slightly higher if curb ramps are built on new concrete curb extensions instead.
Moon Ave & 247th St		**$ 2,240.00**	**$ -**	
Crosswalk	Upgrade existing crosswalks on 2 legs	$ 2,240.00		
Alley W/O Narbonne Ave		**$ 1,000.00**	**$ -**	
Install signage	Alerting drivers to pedestrian traffic in alley	$ 1,000.00		
Alley N/O 247th St		**$ 1,000.00**	**$ -**	
Install signage	Alerting drivers to pedestrian traffic in alley	$ 1,000.00		
Alexander Fleming Middle School & St. Margaret Mary School				
254th St, Eshelman to Walnut		**$ 6,890.00**	**$ -**	
Loading zone	Establish loading zone/parking restrictions on south side of 254th St	$ 6,890.00		630' of curb paint and some signs (order of magnitude estimate)
Eshelman Ave & 255th St		**$ 9,000.00**	**$ 236,000.00**	
Curb ramps	Upgrade SW & NW curb ramps		$ 24,000.00	2 ramps
Quick-build curb extension	Painted/flex posts curb extension at NW corner/E side	$ 6,000.00		2 extensions
Permanent curb extension	Convert painted curb extension to concrete curb extension at NW corner/E side and upgrade curb ramps		$ 212,000.00	2 extensions
Flashing stop signs	Upgrade existing signs and consider relocating "STOP AHEAD" sign	$ 3,000.00		3 signs
Eshelman Ave & 254th St		**$ -**	**$ 113,120.00**	
Upgrade crosswalk	Shift crosswalk to N leg, install RRFB, and install pedestrian refuge island		$ 113,120.00	
Eshelman Ave & 257th St		**$ 1,120.00**	**$ -**	
Crosswalk	Upgrade with yellow crosswalk	$ 1,120.00		1 leg
Eshelman Ave, 255th to 254th		**$ 3,900.00**	**$ -**	
Loading zone	Establish loading zone/parking restrictions on east side of Eshelman	$ 3,900.00		300' of curb paint and some signs
Oak St & 255th St		**$ 4,480.00**	**$ -**	
Crosswalk	Upgrade existing crosswalks on all legs	$ 4,480.00		4 legs
Walnut St & 254th St		**$ 180.00**	**$ -**	
Daylighting	Add daylighting curb paint on all approaches	$ 180.00		3 legs
Walnut St, 254th to 257th		**$ 141,271.00**	**$ 859,347.00**	
Quick-build parking-protected bike lane	Restriping Walnut as depicted to include a two-way cycle track	$ 141,271.00		1000'
Permanent parking-protected bike lane	Upgrade separation with concrete curb and/or tree boxes		$ 859,347.00	Assumes extension of curb face along entire block, incorporating two-way raised cycle track and parking cut-outs, and 6 other curb extensions total on east side and at 254th
Walnut St & Bland Pl		**$ 60,300.00**	**$ 146,217.22**	
Quick-build intersection realignment	Realign intersection with flex posts and striping to "T" up crossing and improve visiblity	$ 60,300.00		Based on detailed concept estimate. Includes curb extension only
Permanent intersection realignment	Construct permanent intersection with floating concrete curb extensions		$ 146,217.22	Includes costs for Bland curb extension only; for other costs associated with Walnut see above
Walnut St N/O PCH		**$ -**	**$ 25,200.00**	
Expand sidewalk	Widen entire east side sidewalk by 4' to meet ADA		$ 25,200.00	175' sidewalk at 4'
Walnut St, 253rd St, & Ebony Ln		**$ 16,480.00**	**$ 424,000.00**	
Quick-build curb extensions	Use striping and flex posts on all corners	$ 12,000.00		4 corners
Crosswalk	Upgrade existing crosswalks on all legs	$ 4,480.00		4 legs
Permanent curb extensions	Make intersection changes permanent with concrete curb extensions		$ 424,000.00	This cost is for realigning the intersection; an alternative with a roundabout was previously considered.
Fleming MS-SMMS project area typical		**$ 660.00**	**$ -**	
Daylighting	Add daylighting curb paint in school zone where missing	$ 660.00		Based on streetview survey of all crossings within 1 block of school

Brief recommendation	Recommendation description	Near-term cost opinion	Long-term cost opinion	Assumptions
Eshelman Avenue Elementary School				
Eshelman Ave & 259th St		**$ 24,382.00**	**$ 131,079.95**	
Quick-build curb extensions	Painted/flex posts curb extension at NE/SE corner, crosswalk	$ 24,382.00		Based on detailed concept estimate
Permanent curb extensions	Make intersection changes permanent with concrete curb extensions		$ 131,079.95	Based on detailed concept estimate
Eshelman Ave & 262nd St		**$ 8,600.00**	**$ 106,000.00**	
Quick-build traffic calming	Interim quick-build traffic calming treatments such as curb extension on NE corner or mini-traffic circle	$ 3,000.00		1 corner
Crosswalk	Upgrade existing crosswalks on all legs	$ 5,600.00		5 legs
Permanent traffic calming	Make intersection changes permanent with concrete		$ 106,000.00	1 corner curb extension
Eshelman Ave & PCH		**$ 84,000.00**	**$ 25,200.00**	
Protected left signals	Add protected left phases with Caltrans approval	$ 84,000.00		2 signal poles
Expand sidewalk	On west side of street to improve clearances/meet ADA		$ 25,200.00	8' expansion for 150'.
Eshelman Ave, 262nd to PCH		**$ 31,500.00**	**$ -**	
Reduce lane widths	Reduce lane widths and use resultant width to add buffers to bike lanes	$ 31,500.00		5 stripes at 1500' including green paint and pavement markings
Eshelman Ave, N/O 259th Pl		**$ 2,495.00**	**$ -**	
Bus loading zone	Relocation of bus loading zone at NE corner of 259th Pl intersection with signage and paint	$ 2,495.00		Based on detailed concept estimate
259th Pl, E/O Eshelman Ave		**$ -**	**$ -**	
Valet zone	Prepare plans for valet zone to be set up by school staff with cones	$ -		Only requires school staff labor
Western Ave & 262nd St		**$ 1,000.00**	**$ -**	
Restrict left turns	Restrict peak hour NBL/SBL turns from Western Ave with signage	$ 1,000.00		Signage only
Western Ave & 263rd St		**$ 1,000.00**	**$ -**	
Restrict left turns	Restrict peak hour NBL/SBL turns from Western Ave with signage	$ 1,000.00		Signage only
259th Pl, Walnut St, & Appian Wy		**$ 50,035.00**	**$ 124,395.27**	
Quick-build intersection realignment	Realign intersection with flex posts and striping to "T" up crossing and improve visiblity	$ 50,035.00		Based on detailed concept estimate
Permanent intersection realignment	Make intersection changes permanent with concrete curb extensions		$ 124,395.27	Based on detailed concept estimate
	CONSTRUCTION ITEMS SUBTOTAL	**$ 574,193.00**	**$ 2,346,716.18**	
Overhead Costs		**$ 447,870.54**	**$ 1,830,438.62**	
	Construction management (@15% of construction items)	$ 86,128.95	$ 352,007.43	
	Mobilization & demobilization (@10%)	$ 57,419.30	$ 234,671.62	
	Traffic control (@10%)	$ 57,419.30	$ 234,671.62	
	SWPPP (@5%)	$ 28,709.65	$ 117,335.81	
	Project outreach (@10%)	$ 57,419.30	$ 234,671.62	
	Construction survey and staking (@5%)	$ 28,709.65	$ 117,335.81	
	Contingency (@20% of construction items and CM)	$ 132,064.39	$ 539,744.72	
	TOTAL CONSTRUCTION COST	**$ 1,022,063.54**	**$ 4,177,154.79**	
Project Delivery Costs		**$ 408,825.42**	**$ 1,670,861.92**	
	Project Approval and Environmental Document (PA&ED) (@10%)	$ 102,206.35	$ 417,715.48	
	Plans, Specifications & Estimates (@15%)	$ 153,309.53	$ 626,573.22	
	Right-of-Way Acquisitions, Utilities, and Drainage (@5%)	$ 51,103.18	$ 208,857.74	
	Construction engineering (@10%)	$ 102,206.35	$ 417,715.48	
	TOTAL PROJECT COST	**$ 1,430,888.96**	**$ 5,848,016.71**	

This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current conceptual design plans. Overhead construction items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Unit costs are based on historical cost data from Caltrans and local municipalities within Los Angeles County. Direct link to unit cost sources can be provided upon request. This cost opinion approximates a lump sum cost for easement and right-of-way acquisition; permitting, inspection, or construction management. This cost opinion does not include escalation; or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. TDG Engineering, Inc. has no control over the cost of labor and material, competitive bidding, or market conditions; and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client.

Appendix C

Programming Materials

Programming Materials

The following materials include flyers, graphics, and instructions for programming materials associated with the Safety Campaign and Walk to School Challenge.

The full set of materials are available in a .zip file folder, organized by sub-folders that denote the respective program and month, at request. Spanish materials are also available at request. Please reach out to publicworks@lomitacity.com for more information and the .zip file folder of materials.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

The Safety Education & Encouragement Campaign is a year-long series of monthly communications and classroom activities (flyers, newsletters, social media posts, and talking points) focused on safe driving, walking, and biking behaviors.

This document contains this month's text materials. These should be used in combination with designed content located in this folder.

January: new year, new way of getting around

Theme: *Tie safety to health, physical activity, and new routines*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

This month, our safety campaign is encouraging students to try a new way of getting to school, like walking or biking. It's recommended that children get 60 minutes of physical activity daily, and walking or biking to school can help work towards that goal.

Walking or biking to school can also help set your child up for success when they get to school. Physical activity can contribute to better grades, and it helps to get some activity in before sitting in the classroom most of the day!

To kick-off the new year, help your child set a goal for walking or biking to school – and consider joining them for the walk or ride!

[Action: attach flyer]

Talking points for Coffee with the Principal or Assembly

- This month, our safety campaign is encouraging students to try a new way of getting to school, like walking or biking. It's recommended that children get 60 minutes of physical activity daily, and walking or biking to school can help work towards that goal.
- Walking or biking to school can also help set your child up for success when they get to school. Physical activity can contribute to better grades, and it helps to get some activity in before sitting in the classroom most of the day!
- Questions to ask parents as conversation starters:
  - Do you do new year's resolutions as a family? Are there any healthy, active habits you'd like your kid to try this year?
  - Are there any barriers to walking/rolling or biking to school? The new year can be a great time for building a new routine or habit.

Classroom materials (videos, lesson plans, etc.)

Classroom Activity Idea: New Years Resolutions

- Ask students to write one resolution related to how they get to/from school, such as "I want to walk to school once a week."
- Students can also write other resolutions, either related to getting 60 minutes of physical activity (such as: "I want to play tennis with my brother after school on Wednesdays."), or other fun resolutions!

- Encourage students to check out the City's recreational programs available on the City website and the City newsletter.

IT'S A NEW YEAR — TRY A NEW WAY OF GETTING TO SCHOOL!

Did you know that kids should aim for 60 minutes of physical activity daily?

Walking, biking, and rolling to school helps work toward this goal!

STUDENTS:

- Boost your grades by walking, biking, or rolling to school, along with other daily physical activity.
- Establish healthy active habits to kick-off the new year and continue them throughout the year.

PARENTS AND CAREGIVERS:

- Help and encourage your child to walk to school as often as possible.
- Physical activity can contribute to better grades for your child. Walking, biking, and rolling to school helps kids work toward the recommended 60 minutes of physical activity per year.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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February: Share The Love, Be A Safety Role Model

Theme: *Promote role modeling and peer-to-peer encouragement*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

This month and always, share the love by being a safety role model! Show others that you care by modeling and encouraging safe behavior while you travel to and from school. Check out the flyer [attached/linked] for tips for both students and parents or caregivers on being a safety role model. It's our shared responsibility to take care of each other as we travel to and from school, and everywhere else!

[Action: attach flyer]

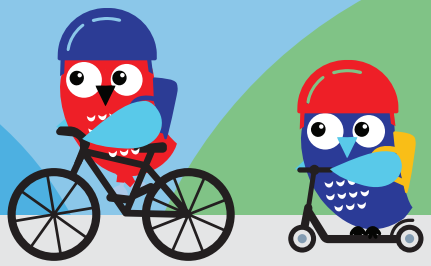
Classroom materials (videos, lesson plans, etc.)

Classroom Activity Idea: Valentines and Safety Role Models

- Hand out pre-cut hearts or pieces of paper for students to write how they can be safety role models for their peers and community, such as "walk with my neighbor to school and look out for each other."

SHARE THE LOVE, BE A SAFETY ROLE MODEL!

Show others that you care by modeling and encouraging safe behavior while you travel to and from school.



STUDENTS:

- Be a safety leader for your friends by crossing carefully at corners and crosswalks. Always walk or roll on the sidewalk and use crosswalks when available.
- Wear bright clothing and lights, or something reflective on your jacket or backpack.
- Set a good example for your classmates by finding walking buddies in your neighborhood. Encourage each other to walk to school as often as possible. It's more fun and safer that way!

PARENTS AND CAREGIVERS:

- Practice walking to school with your child to reinforce safe walking behavior.
- Help your child find neighborhood walking buddies, and volunteer to walk with the children when you can.
- When driving, remember to slow down in school zones to make it safer for students to cross the street. Always put away distractions and be extra careful in school zones.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

The Safety Education & Encouragement Campaign is a year-long series of monthly communications and classroom activities (flyers, newsletters, social media posts, and talking points) focused on safe driving, walking, and biking behaviors.

This document contains this month's text materials. These should be used in combination with designed content located in this folder.

March: It's Not Luck, Street Elements help Keep Us Safe!

Theme: *Focus on infrastructure that makes walking safer, featuring a walk bingo board to show students different types of safety features on their streets*

Flyer – Walking Bingo

[Action: see folder for PDF]

Social Media Post

It's not luck that keeps us safe while walking and rolling! We all have a responsibility to take care of each other while traveling to and from school, and anywhere else. This month, we are focusing on the street elements, like crosswalks and signs, that help keep us safe! 🍀

[Action: see folder for image – post with caption]

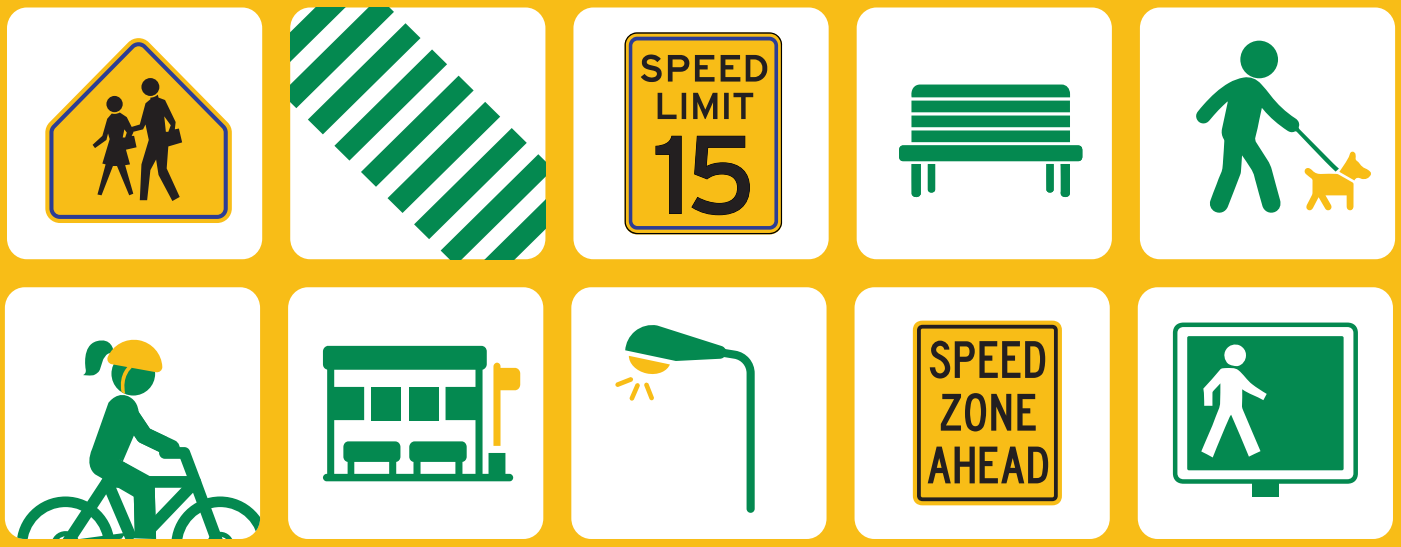
WALKING BINGO!

It's not luck—these street elements help keep us safe!

Can you find these street and safety items on your walk today?

IT'S NOT LUCK THAT KEEPS US SAFE WHILE WALKING & ROLLING!

We all have a responsibility to take care of each other while traveling to and from school, and anywhere else. This month, we are focusing on the street elements, like crosswalks and signs, that help keep us safe!



LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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April: Celebrate Earth Day By Walking or Biking to School!

Theme: *Connect active travel to environmental sustainability*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

Wednesday, April 22 is Earth Day!

Did you know? In the United States and in California, transportation is the largest source of greenhouse gases, which cause climate change. YOU can take action to help make the world cleaner, healthier, and safer.

Celebrate this month by walking or biking to school as many days as you can in April and keep the habit going year-round to make an even bigger impact! On Earth Day, consider walking or rolling to school with your student and other families.

[Action: attach flyer]

Social Media Post

Celebrate Earth Day on Wednesday, April 22 by walking, rolling, or biking to school! In the United States and in California, transportation is the largest source of greenhouse gases, which cause climate change. YOU can take action to help make the world cleaner, healthier, and safer by choosing active ways to get to and from school.

[Action: see folder for image – post with caption]

CELEBRATE EARTH DAY!

Choosing to walk, roll, or bike to school is good for you and good for the planet.

Did you know? In the United States and in California, transportation is the largest source of greenhouse gases, which cause climate change. YOU can take action to help make the world cleaner, healthier, and safer.

STUDENTS:

- Celebrate Earth Day on Wednesday, April 22 by organizing a springtime Walk to School Day with your friends!
- Walk or bike to school as many days as you can in April to celebrate Earth Day all month long, and keep the habit going year-round to make an even bigger impact!

PARENTS AND CAREGIVERS:

- Commit to driving less to leave a healthier world for your child.
- Switch your daily trips from driving alone to walking, biking, or taking transit.
- Organize a school carpool with other families.


LOMITA, CA
CELEBRATE EARTH DAY!
On Wednesday, April 22 walk, roll, or bike to school!
In the United States and in California, transportation is the largest source of greenhouse gases, which cause climate change.
YOU can take action to help make the world cleaner, healthier, and safer by choosing active ways to get to and from school.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

The Safety Education & Encouragement Campaign is a year-long series of monthly communications and classroom activities (flyers, newsletters, social media posts, and talking points) focused on safe driving, walking, and biking behaviors.

This document contains this month's text materials. These should be used in combination with designed content located in this folder.

May: Bike Safety Checklist

Theme: *Teach foundational bike safety and prepare for summer riding*

Flyer

[Action: see folder for PDF]

E-Newsletter

May is national bike month! Gearing up for a summer of bike riding? Here are some tips to start your bike ride safer.

Do an ABC Quick Check!

A is for air: check your tires to make sure they feel full of air, are spinning, and are not worn out.

B is for brakes: check that your brakes are working so you can stop your bike when you need to! Lift one tire up at a time and spin it while squeezing the hand brakes to see if the tire stops, which means your brakes work.

C is for Cranks, Chain, and Cogs: wiggle the crank arms to make sure there is no movement. Spin the pedals and cranks to see if the chain drives the back wheel. Look to see if your chain looks clean. If your bike has gears, check to make sure the gears are working.

And don't forget your helmet!

Make sure your helmet fits properly with these tips:

- Make sure your helmet has no cracks or damages
- When the helmet is on your head, even when not buckled, it should not move very much when you shake your head "yes" or "no."
- The widest part of the helmet should be on the back of your head and not tilt forward or backwards
- **Follow the two-v-one rule!**
  - Only two fingers should fit between your eyebrows and the bottom of the helmet.
  - The side straps should form a V shape below your ears.
  - Only one finger should fit between your chin and the strap.

[Action: attach flyer]

Social Media Post

May is national bike month! Gearing up for a summer of bike riding? Do an ABC Quick Check and don't forget your helmet!

[Action: see folder for image – post with caption]

And don't forget your helmet!

MAKE SURE YOUR HELMET FITS PROPERLY WITH THESE TIPS:

- Make sure your helmet has no cracks or damages
- When the helmet is on your head, even when not buckled, it should not move very much when you shake your head "yes" or "no."
- The widest part of the helmet should be on the back of your head and not tilt forward or backwards

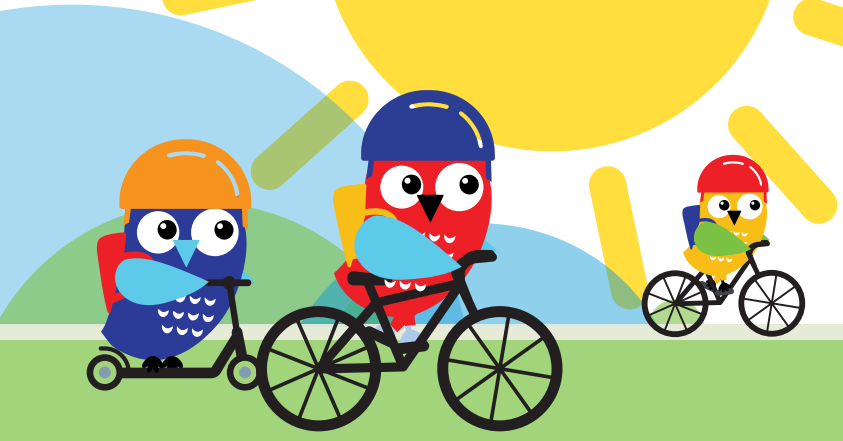
FOLLOW THE TWO-V-ONE RULE!

- Only two fingers should fit between your eyebrows and the bottom of the helmet.
- The side straps should form a V shape below your ears.
- Only one finger should fit between your chin and the strap.

May is national bike month!

GEARING UP FOR A SUMMER OF BIKE RIDING?

Do an ABC Quick Check!



A IS FOR AIR: Check your tires to make sure they feel full of air, are spinning, and are not worn out.

B IS FOR BRAKES: Check that your brakes are working so you can stop your bike when you need to! Lift one tire up at a time and spin it while squeezing the hand brakes to see if the tire stops, which means your brakes work.

C IS FOR CRANKS, CHAIN, AND COGS: Wiggle the crank arms to make sure there is no movement. Spin the pedals and cranks to see if the chain drives the back wheel. Look to see if your chain looks clean. If your bike has gears, check to make sure the gears are working.

GO.

And don't forget your helmet!

MAKE SURE YOUR HELMET FITS PROPERLY WITH THESE TIPS:

- Make sure your helmet has no cracks or damages
- When the helmet is on your head, even when not buckled, it should not move very much when you shake your head "yes" or "no."
- The widest part of the helmet should be on the back of your head and not tilt forward or backwards

FOLLOW THE TWO~V~ONE RULE!

- Only two fingers should fit between your eyebrows and the bottom of the helmet.
- The side straps should form a V shape below your ears.
- Only one finger should fit between your chin and the strap.

GEARING UP FOR A SUMMER OF BIKE RIDING?

Do an ABC Quick Check!

A IS FOR AIR: Check your tires to make sure they feel full of air, are spinning, and are not worn out.

B IS FOR BRAKES: Check that your brakes are working so you can stop your bike when you need to! Lift one tire up at a time and spin it while squeezing the hand brakes to see if the tire stops, which means your brakes work.

C IS FOR CRANKS, CHAIN, AND COGS: Wiggle the crank arms to make sure there is no movement. Spin the pedals and cranks to see if the chain drives the back wheel. Look to see if your chain looks clean. If your bike has gears, check to make sure the gears are working.

And don't forget your helmet!

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LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

The Safety Education & Encouragement Campaign is a year-long series of monthly communications and classroom activities (flyers, newsletters, social media posts, and talking points) focused on safe driving, walking, and biking behaviors.

This document contains this month's text materials. These should be used in combination with designed content located in this folder.

June & July: Have a Fun and Safe Summer!

Theme: *Continue to promote street safety throughout the summer months*

Social Media Posts

Safe Summer Adventures

School may be out, but safe habits are *always* in!
Whether your kids are walking, rolling, riding, or scooting around town, remind them to stay alert and aware.

- Cross at crosswalks
- Stop at the curb and look left–right–left
- Put phones away when walking
- Ride bikes and scooters on the right side of the road

Let's kick off a safe and fun summer in Lomita!

Lomita Summer Safety Challenge

Challenge your family to travel safely this summer!

Try to:

- Walk to a nearby park once a week
- Bike together as a family
- Spot safety features like crosswalks, signals, or signs
- Talk about safe choices during your walks and rides

Share your summer safety moments and tag the City of Lomita!

Keep the Good Vibes Rolling!

School's out and let's keep the good vibes rolling!
Whether your kids are walking, biking, or scooting around Lomita, help keep summer fun by keeping safety in the mix:

- Stay aware of your surroundings
- Cross at crosswalks
- Wear helmets when riding
- Slow down near parks and play areas

A great summer starts with safe choices – let's keep them rolling all summer long!

Stay Bright All Summer!

Long days mean more time out and about! When walking or biking in the early morning or evening:

- Wear bright or reflective clothing
- Carry a small light or attach one to your bag
- Make sure drivers can see you

Be seen, be safe - all summer long!

Be a Summer Safety Role Model

Our kids learn by watching us. This summer, show them what safe travel looks like:

- Stop fully at stop signs
- Make eye contact with people walking

- Slow down around parks and playgrounds
- Model undistracted walking and driving

Let's share the love and keep each other safe.

School Zones Are Coming Back!

Summer is almost over — which means school zones will be busy again soon.
As we get ready for the new year, now is the perfect time to refresh safe habits:

- Drive under 25 mph in school areas
- Stop fully at stop signs — rolling isn't enough
- Yield to pedestrians at crosswalks and corners
- Teach your student to cross with care

Let's make the transition back to school safe for everyone

Welcome back to school!

LET'S BE STREET SMART FROM THE START

Practice school zone safety as part of your back-to-school preparations. Together we can have a safe and fun school year!

When walking, rolling, or riding in school zones, remember to:

- Always cross in the crosswalk
- Look left, right, front, and behind before crossing the street
- Wait for all traffic to stop, including turning or parking vehicles, before crossing the street

When driving in school zones, remember to:

- Keep speeds below 25 mph
- Always stop at stop signs. Do not roll through, it's the law!
- Yield to people waiting to cross at marked crosswalks and street corners

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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August: Be Street Smart From the Start

Theme: *Reinforce safe school-zone travel behaviors at start of school year*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

As part of your back-to-school preparations, please consider practicing school zone safety with your student and family. Traveling in school neighborhoods can be stressful, and it's important that we all take extra care to make sure it's safe for our students and our community.

Here is a flyer with important reminders when traveling in a school zone, while walking, rolling, riding, or driving. Together we can have a safe and fun school year!

[Action: attach flyer]

Social Media Post

As we welcome students back to school, we'd like to remind everyone about safe school zone practices. Traveling in school neighborhoods can be stressful, and it's important that we all take extra care to make sure it's safe for our students and our community.

When walking, rolling, or riding in school zones, remember to:

- Always cross in the crosswalk
- Look left, right, front, and behind before crossing the street
- Wait for all traffic to stop, including turning or parking vehicles, before crossing the street

When driving in school zones, remember to:

- Keep speeds below 25 mph
- Always stop at stop signs. Do not roll through, it's the law!
- Yield to people waiting to cross at marked crosswalks and street corners

[Action: see folder for image – post with caption]


Welcome back to school!
LET'S BE STREET SMART FROM THE START
As we welcome students back to school, we'd like to remind everyone about safe school zone practices. Traveling in school neighborhoods can be stressful, and it's important that we all take extra care to make sure it's safe for our students and our community.
WHEN WALKING, ROLLING, OR RIDING IN SCHOOL ZONES, REMEMBER TO:
• Always cross in the crosswalk
• Look left, right, front, and behind before crossing the street
• Wait for all traffic to stop, including turning or parking vehicles, before crossing the street
WHEN DRIVING IN SCHOOL ZONES, REMEMBER TO:
• Keep speeds below 25 mph
• Always stop at stop signs. Do not roll through, it's the law!
• Yield to people waiting to cross at marked crosswalks and street corners

Welcome back to school!

LET'S BE STREET SMART FROM THE START

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- Always cross in the crosswalk
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- Wait for all traffic to stop, including turning or parking vehicles, before crossing the street

WHEN DRIVING IN SCHOOL ZONES, REMEMBER TO:

- Keep speeds below 25 mph
- Always stop at stop signs. Do not roll through, it's the law!
- Yield to people waiting to cross at marked crosswalks and street corners

LET'S GET READY TO WALK TO SCHOOL!

Here are some safety tips to keep in mind when you're walking to and from school, and anywhere else.

BE VISIBLE
Wear bright colors so you can easily be seen by others.

BE A CAREFUL CROSSER
Use designated crossing locations. Always stop at the curb edge; look left, right, and then left again, then look over your shoulder for cars preparing to turn. When it is clear, walk cautiously and deliberately.

BE ALERT
When you're walking, don't wear headphones or look at your phone — stay aware of your surroundings! Be extra alert for cars that may be turning or backing up.

BE PREDICTABLE
Walk single file and stay on the sidewalk.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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September: Safe Walking Tips

Theme: *Build safe walking habits and promote walking as a safe option*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

To kick-off our safety and educational campaign for the school year, this month we are focusing on tips for safe walking!

Walking is a great way to get to and from school, but it's important to remember that safety comes first. Here are some safety tips to keep in mind when you're walking to and from school, and anywhere else:

1. **Be Visible:** Wear bright colors so you can easily be seen by others.
2. **Be Predictable:** Walk single file and stay on the sidewalk.
3. **Be Alert:** When you're walking, don't wear headphones or look at your phone to stay aware of your surroundings. Be extra alert for cars that may be turning or backing up.
4. **Be a Careful Crosser:** Use designated crossing locations. Always stop at the curb edge; look left, right, and then left again, then look over your shoulder for cars preparing to turn. When it is clear, walk cautiously and deliberately.
5. **Be a Buddy:** Walk with friends, classmates, or neighbors – it's more fun to walk in groups!

Use these tips as a starting point for talking to your student(s) about being a safe, responsible pedestrian and help them by role modeling safe behaviors when you walk or roll together. We are focusing on safe walking at school because it is an important lifelong skill that our students will use every day.

Get your walking shoes on! Celebrate Walk and Roll to School Day in Lomita on **Wednesday, October 7** by walking to school – it's that easy! For more information, contact safetydivision@lomitacity.com or publicworks@lomitacity.com.

[Action: attach flyer]

Talking points for Coffee with the Principal or Assembly

- Teaching our students how to be a safe, responsible pedestrian is an important lifelong skill that they will use every day, which is why we are focusing on safe walking skills at school.
- Adults can help their children by role modeling safe walking behaviors, such as walking without distractions like phones, making eye contact with drivers before crossing the street, and using traffic signals or crosswalks where possible. Adults can also practice safe driving behaviors and give pedestrians the right of way.
- Remind people about upcoming Walk and Roll to School Day

WALKTOBER!

Walk-to-School Sidewalk Bingo

Can you find these street and safety items on your walk today?

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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October: Walktober

Theme: *Focus on street elements that makes walking safer, featuring a walk bingo board to show students different types of safety features on their streets*

Flyer – Walking Bingo

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

Remember to **JOIN US** for Walk and Roll to School Day on **Wednesday, October 7th**.
[attach graphic for Walk and Roll to School Day]

This month, we are discussing street elements that make it safer for people to walk. Students received a Walk to School Sidewalk Bingo board in class today/this week to fill out when walking with their family to school. The bingo board invites students to mark when they spot a street and safety items on their way to or from school.

Need another copy of the bingo board? You can download it here **[link flyer/bingo board].**

[Action: attach flyers]

Talking points for Coffee with the Principal or Assembly

- Questions/conversation starters with parents and caregivers:
  - Walk and Roll to School Day is coming up, will you be participating?
    - If the answer is no, help them workshop what might work for them to join. For example, if the reason they are not participating is because they live too far away from the school, encourage them to drive closer and walk the rest of the way so their student can still be a part of the fun.
  - Have you seen the walking bingo board we sent home with your child? Have you had the chance to go on a walk around the neighborhood yet to fill it out?
- Walk and Roll to School Day is a nationwide event to promote safer and more walkable routes to school, while building community and school spirit by encouraging families to choose walking as a way to get to school more often. Students and families can participate by walking to school, with special activities planned to celebrate the fun of walking!

BE SEEN
BE SAFE

When you set your clocks back this fall, remember to be extra cautious on the streets and sidewalks! From now until March, the sun will be out for shorter periods of time, so stay bright when it's dark out!

WHEN WALKING

Wear brightly colored clothes, walk in groups, and carry a light or something reflective on your backpack or jacket to help others see you.

WHEN DRIVING

Slow down during the long hours of darkness in the fall and winter to avoid causing a crash.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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November: Be Seen, Be Safe

Theme: *Address seasonal risk of reduced visibility during fall/winter*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language

With daylight savings around the corner, it's important to take extra caution when walking and driving during the longer, darker hours to make sure everyone is safe. Below are some tips for staying safe in the fall and winter.

Be Seen, Be Safe

When you set your clocks back this fall, remember to be extra cautious on the streets and sidewalks! From now until March, the sun will be out for shorter periods of time, so stay bright when it's dark out!

When walking:

Wear brightly colored clothes, walk in groups, and carry a light or something reflective on your backpack or jacket to help others see you.

When driving:

Slow down and use extra precautions when visibility is reduced due to darkness or weather to avoid causing a crash.

[Action: attach flyer]

BE THANKFUL FOR SAFETY CHAMPIONS

Show your appreciation to the crossing guards, parents, school staff, bus drivers, and students who work together to help make streets safe.

WHEN WALKING, RIDING, OR ROLLING:

Watch out for each other's safety as you go to and from school and remind your friends how to cross streets safely. Thank your safety champions when you pass them by!

WHEN DRIVING:

Remember to slow down and use extra patience in school zones.

LOMITA SAFETY EDUCATION & ENCOURAGEMENT CAMPAIGN

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December: Gifts of Gratitude for those who keep us safe

Theme: *Encourage community appreciation and reinforce taking care of one another*

Flyer

[Action: see folder for PDF]

E-Newsletter and ClassDojo Sample Language (Can also be used for Social Media Post)

This holiday season, we are extra thankful for the people who help keep our community safe while traveling – our safety champions! We encourage our students and families to show their appreciation to the crossing guards, school staff, bus drivers – along with the parents and students – who all work together to help make our streets safer.

Let's take care of each other and watch out for each other while walking, riding, or rolling to and from schools. When we're driving, remember to slow down and use extra patience in school zones. And thank your safety champions when you pass them by!

[Action: attach flyer]

Classroom materials

Classroom Activity Idea: Letter of Gratitude for a Safety Champion

- Ask students to write and decorate a brief letter of gratitude to a safety champion in their neighborhood or at their school, such as the crossing guard, school staff, or a family member who walks with them.

1 WALK TO SCHOOL DAY MATERIALS

FLYER

[See folder]

POSTER

[See folder]

SOCIAL MEDIA POSTS

Social media caption ideas:

- Walking to school is a great way to start the school day. Celebrate Walk and Roll to School Day in Lomita on Wednesday, October 7 by walking to school – it's that easy! This event kickstarts a year of walking and rolling, and your participation will help improve safety for students walking to school.

- Wednesday, October 7 is Walk and Roll to School Day! This nationwide event kickstarts a year of walking and rolling, promotes safer and more walkable routes to school, and builds community and school spirit by encouraging families to choose walking as a way to get to school more often. Students and families can participate by walking to school, with special activities planned to celebrate the fun of walking! Your participation will help improve safety for students walking to school.
- Wednesday, October 7 is Walk and Roll to School Day! This nationwide event kickstarts a year of walking and rolling, and students and families can celebrate by simply walking to school. Live too far away from your school? You can still join in on the fun by driving within walking distance and then walking the rest of the way! Your participation will help improve safety for students walking to school.

E-NEWSLETTER AND CLASSDOJO SAMPLE LANGUAGE

Wednesday, October 7 is Walk and Roll to School Day! This nationwide event kickstarts a year of walking and rolling, promotes safer and more walkable routes to school, and builds community and school spirit by encouraging families to choose walking as a way to get to school more often. Students and families can participate by walking to school, with special activities planned to celebrate the fun of walking!

Here are the details:

- **[list any logistics, such as designated parking and meeting points for people further from school, events or celebrations, etc.]**

FAQ

[See folder]

1. **How do I join?**

   Students and families can participate by simply walking to school. You can choose to walk with other families or students to celebrate the fun of walking together!

2. **What if I live too far away from school to walk?**

   Everyone is welcome to join in on the fun. For families who live too far to walk to school, they are encouraged to drive closer to school and walk or roll the rest of the journey.

3. **Can kids ride bikes, scooters, or skateboards instead of walking?**

   Yes! Students can "roll" to school using bikes, scooters, or skateboards. Helmets are strongly encouraged, and students should follow all school and safety rules when riding.

4. **Do parents have to walk with their children?**

   Parents and caregivers are welcome to join, but it isn't required. Families should consider the age of their students and may choose the option that works best for them. Some schools or parents may organize supervised group walking options.

5. **What happens if it rains or the weather is bad?**

   Walk and Roll to School Day will continue rain or shine unless your school announces otherwise. If conditions are unsafe, schools will share alternate plans or rescheduling information.

6. **Does my walk count if we only walk part of the way?**

   Absolutely! Walking even part of the way still counts toward participation and toward your walking log for the month.

7. **Do we need to sign up in advance?**

   No sign-up is necessary unless noted by your school. Just join by walking, rolling, or walking part of the way on the day of the event!

8. **Are there prizes for walking to school?**

   If you walk to school **[x]** times during the month of October and log it on the activity sheet you got from your teacher, you can earn a pizza/ice cream party! Color a space on your walking log every time you walk to school.

9. **How can I learn more about walking in Lomita?**

   The City of Lomita is always working to improve safety for students walking or biking to school. For more information, contact safetydivision@lomitacity.com or publicworks@lomitacity.com.

10. **I still have questions! Who can I contact?**

    You can reach out to the City at safetydivision@lomitacity.com or publicworks@lomitacity.com, or reach out to your school directly!

2 1 MONTH GAMIFICATION CAMPAIGN MATERIALS

COPY AND LANGUAGE FOR CHALLENGE

How many times do you think you can walk to school this October? To celebrate Walk to School Month, we are hosting a fun challenge to help you get moving!

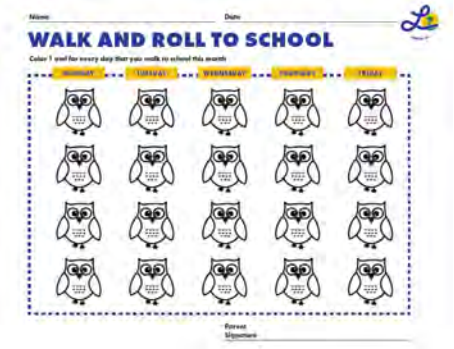
Walk to school **[x]** days this month and win a pizza/ice-cream party!

TIMELINE FOR CHALLENGE

- **Promotion:**
  - Start promoting the campaign and Walk to School Month 3-4 weeks before it starts, so families know it's coming and can prepare
  - More dedicated promotion (posters, social media posts, another email to parents, etc.) the week before the challenge begins
  - Send weekly messages to families during the challenge to remind them that it's happening and any other offerings happening during the challenge
  - Advertise heavily at Walk and Roll to School Day – as the kick-off event
- **Challenge timeline:**
  - Can start it with Walk and Roll to School Day, or start at the beginning of the month and have Walk and Roll to School Day as another point where students can join in
  - Challenge duration: month of October
- **Challenge parameters:**
  - Could have different levels of completing the challenge
    - Determine a certain amount of days students have to walk to school to complete the challenge and earn the prize
      - 15 days for Middle School
      - 10 days for Elementary School

SIGN-UP STRATEGY AND GOAL SETTING ACTIVITY

An activity sheet will be provided to encourage students to participate in the campaign. The activity sheet will have icons that can be colored every time a student walks or rolls to school. Reference image is below for what the activity sheet could potentially look like. The activity sheets can be distributed on Walk and Roll to School Day, and students can color in an icon for walking that day.



CLASSROOM/SCHOOL-WIDE MATERIALS

For reinforcing challenge – posters, flyers, emails

Poster Language

Win a Pizza/Ice Cream Party!

Walk to school **[X]** times during the month of October and earn a celebratory pizza/ice cream party!

To celebrate Walk to School Month, fill out a walking log every time you walk to school and turn it in to your teacher by the end of the month.

Flyer Language

October is Walk to School Month!

Win a pizza or ice cream party if you walk to school **[x]** times this month!

How do I participate? To celebrate Walk to School Month, fill out a walking log, which you can get from your teacher, every time you walk to school. Color in a space every time you walk to school. Turn in your sheet to your teacher by the end of the month. If you walk [x] times in October, you will get a pizza/ice cream party!

Email Language

October is Walk to School Month! Walk to School Month is all about advocating for safer and more walkable routes to school, while building community and inspiring families to opt for walking or rolling as a form of transportation more often. We're celebrating with a fun challenge to encourage students and families to walk to school.

Students can track every time they walk to school by filling out a walking log, which they can get from their teacher, every time they walk to school. Students should color in a space every time they walk to school. They can turn in their sheet to their teacher by the end of the month of October. If your student walks [x] times in October, they will win a pizza/ice cream party!

Questions? Contact safetydivision@lomitacity.com or publicworks@lomitacity.com for more information.

RECOGNITION

For participation in the challenge, students can earn a small prize. For completing the challenge, students can earn a pizza or ice cream party at a later determined date to celebrate. Option to recognize students that finish the challenge / top walkers at City Council Meeting.

WALK AND ROLL TO SCHOOL DAY

Wednesday, October 7, 2026

WHAT IS WALK AND ROLL TO SCHOOL DAY?

Walk and Roll to School Day is a nationwide event to promote safer and more walkable routes to school, while building community and school spirit by encouraging families to choose walking as a way to get to and from school more often. This event kickstarts a year of walking and rolling!

HOW DO I JOIN?

Students and families can participate by walking to school, with special activities planned to celebrate the fun of walking!

For more information, contact **safetydivision@lomitacity.com** *or* **publicworks@lomitacity.com.**

LET'S GET WALKING!

Wednesday, October 7, 2026

WALK AND ROLL TO SCHOOL DAY!

Students and families can celebrate by simply walking to school!

Live too far away from your school? You can still join in on the fun by driving within walking distance and then walking the rest of the way!

FREQUENTLY ASKED QUESTIONS

Walk and Roll to School Day is a nationwide event to promote safer and more walkable routes to school, while building community and school spirit by encouraging families to choose walking as a way to get to and from school more often. This event kickstarts a year of walking and rolling!

Here are answers to a couple of commonly asked questions.

1. **How do I join?**

   Students and families can participate by simply walking to school. You can choose to walk with other families or students to celebrate the fun of walking together!

2. **What if I live too far away from school to walk?**

   Everyone is welcome to join in on the fun. For families who live too far to walk to school, they are encouraged to drive closer to school and walk or roll the rest of the journey.

3. **Can kids ride bikes, scooters, or skateboards instead of walking?**

   Yes! Students can "roll" to school using bikes, scooters, or skateboards. Helmets are strongly encouraged, and students should follow all school and safety rules when riding.

4. **Do parents have to walk with their children?**

   Parents and caregivers are welcome to join, but it isn't required. Families should consider the age of their students and may choose the option that works best for them. Some schools or parents may organize supervised group walking options.

5. **What happens if it rains or the weather is bad?**

   Walk and Roll to School Day will continue rain or shine unless your school announces otherwise. If conditions are unsafe, schools will share alternate plans or rescheduling information.

6. **Does my walk count if we only walk part of the way?**

   Absolutely! Walking even part of the way still counts toward participation and toward your walking log for the month.

7. **Do we need to sign up in advance?**

   No sign-up is necessary unless noted by your school. Just join by walking, rolling, or walking part of the way on the day of the event!

8. **Are there prizes for walking to school?**

   If you walk to school **[x]** times during the month of October and log it on the activity sheet you got from your teacher, you can earn a pizza/ice cream party! Color a space on your walking log every time you walk to school.

9. **How can I learn more about walking in Lomita?**

   The City of Lomita is always working to improve safety for students walking or biking to school. For more information, contact safetydivision@lomitacity.com or publicworks@lomitacity.com.

10. **I still have questions! Who can I contact?**

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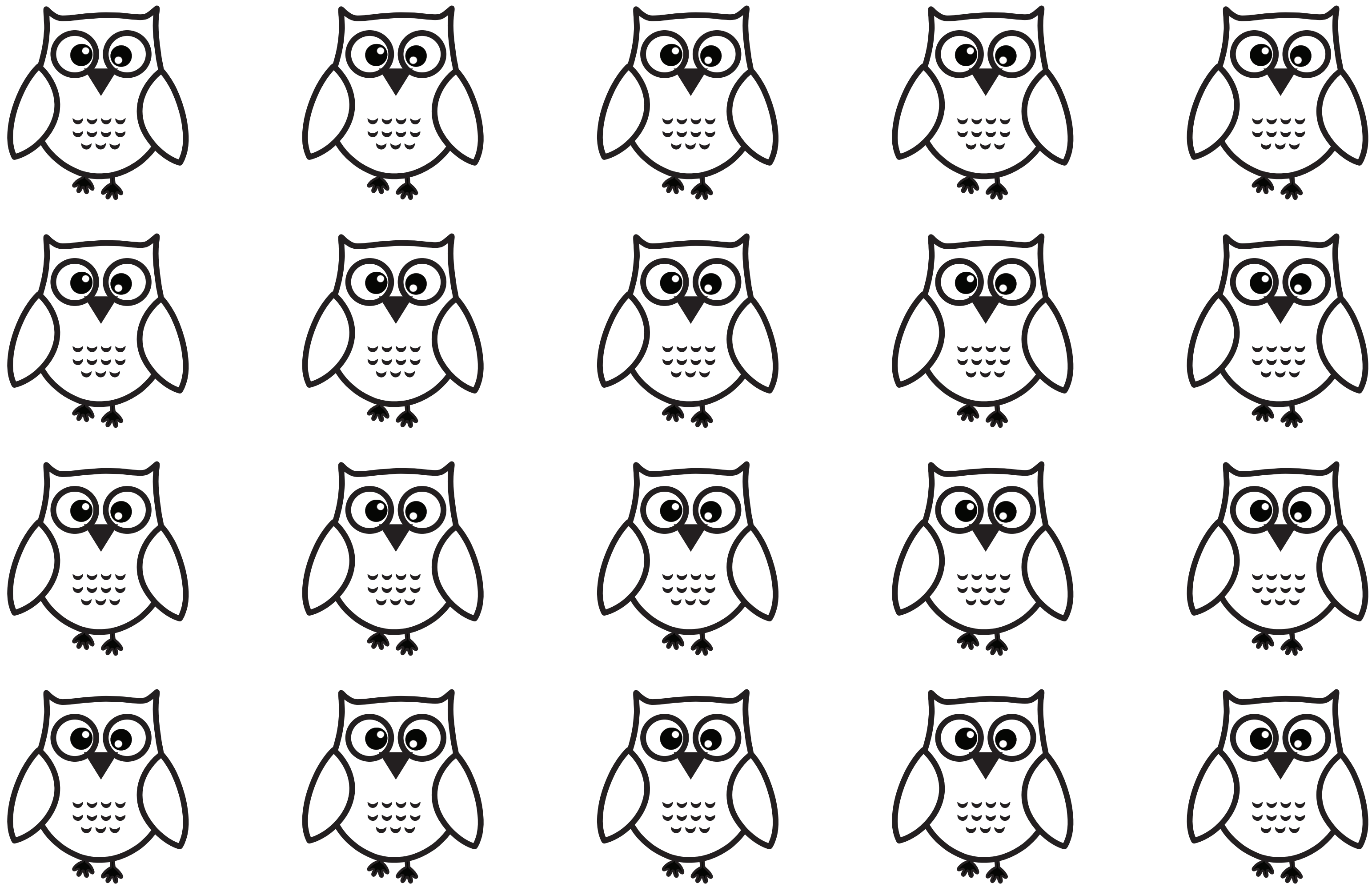
Name ______________________ Date ______________________

LOMITA, CA

WALK AND ROLL TO SCHOOL

Color 1 owl for every day that you walk to school this month

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY



Parent Signature ______________________

WALK AND ROLL TO SCHOOL DAY

Wednesday, October 7, 2026

Get your walking shoes on—Walk and Roll to School Day is here! Join your fellow classmates and families to celebrate the day by walking to school. This event kickstarts a year of walking and rolling!

For more information, contact **safetydivision@lomitacity.com** *or* **publicworks@lomitacity.com.**

OCTOBER IS WALK TO SCHOOL MONTH!

Win a pizza or ice cream party if you walk to school [x] times this month!

HOW DO I PARTICIPATE?

To celebrate Walk to School Month, fill out a walking log, which you can get from your teacher, every time you walk to school. Color in a space every time you walk to school. Turn in your sheet to your teacher by the end of the month.

If you walk [x] times in October, you will get a pizza/ice cream party!

WIN A PIZZA & ICE CREAM PARTY!

Walk to school [X] times during the month of October and earn a celebratory pizza/ice cream party!

LOMITA, CA

To celebrate Walk to School Month, fill out a walking log every time you walk to school and turn it in to your teacher by the end of the month.