

**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
MEETING AGENDA**

Wednesday, November 28, 2012
2:00 p.m. to 3:30 p.m.

Suisun Council Chambers
701 Civic Center Blvd.
Suisun City, CA 94585



ITEM ACTIVITY

ADMINISTRATOR

- | | |
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| <p>I. CALL TO ORDER—Self Introductions & Opportunity for Public Comment</p> <p>II. APPROVAL OF AGENDA: August 15, 2012</p> <p>III. APPROVAL OF MEETING MINUTES FROM: August 15, 2012 (2:00-2:02 p.m.)</p> <p>IV. INFORMATION ITEMS</p> <p>A. SR2S Program Update (2:05-2:25 p.m.)</p> <ul style="list-style-type: none"> • Progress Report • Walking School Bus Update • International Walk to School Day <p>B. SR2S Mapping and Plan Update (2:25pm-2:55pm)</p> <ul style="list-style-type: none"> • SR2S Countywide Draft Plan Update <p>C. Overall Workplan (2:55pm-3:00pm)</p> <ul style="list-style-type: none"> • STA, Re-Organization <p>D. Membership Status (3:00pm-3:10pm)</p> | <p>Mike Segala
Committee
Sheila Jones, STA</p> <p>Judy Leaks, STA
Tracy Nachand, SPH
Danelle Carey, STA</p> <p>Casey Hildreth, Alta
Planning & Design</p> <p>Daryl Halls, STA</p> <p>Mike Segala</p> |
| <p>V. ACTION ITEMS</p> <p>A. SR2S Countywide Draft Plan Update (3:10-3:20pm)</p> <p>Recommendation:
<i>Forward a recommendation to the STA Board to support the STA’s Safe Routes to School Plan Update.</i></p> | <p>Mike Segala</p> |
| <p>VI. Committee Member Comments & Future Agenda Items (3:20pm-3:30pm)</p> | |
| <p>VII. ADJOURNMENT</p> <p>The next SR2S-AC meeting will be scheduled for February 2013.</p> | |

SR2S-AC MEMBERS

<p><u>Mike Segala</u> SR2S-AC Chair Bicycle Advisory Committee Rep</p>	<p><u>Jeff Knowles</u> SR2S-AC Vice Chair City of Vacaville Deputy Public Works Director</p>	<p><u>Jim Antone</u> Yolo-Solano Air Quality Management District</p>	<p><u>Garland Wong</u> Fairfield Traffic Engineer</p>	<p><u>Jay Speck</u> Solano County Superintendent of Schools</p>
<p><u>Tim Mattos</u> Commander, Suisun City Police Dept.</p>	<p><u>Scott Przekurat</u> Benicia Police Traffic Unit</p>	<p><u>Mike Hudson</u> Pedestrian Advisory Committee Rep.</p>	<p><u>Mel Jordan</u> Vallejo USD Asst. Superintendent</p>	<p><u>Robin Cox</u> Solano County Public Health</p>

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Meeting minutes of
August 15, 2012

I. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:34 p.m. in the STA Main Conference Room.

SR2S-AC Members Present:	Robin Cox Jim Antone Mike Segala Jeff Knowles Tracy Nachand Mike Segala Jay Speck Garland Wong	Solano County Dept. of Public Health Yolo-Solano Air Quality Management District Chair/Bicycle Advisory Committee Vice Chair/City of Vacaville, Public Works Solano County Dept. of Public Health Chair/Bicycle Advisory Committee Solano County Office of Education City of Fairfield, Traffic Engineering
STA Staff Present:	Sheila Jones Robert Macaulay Sam Shelton	STA STA STA
Others Present:	Edd Alberto Amanda Dum Casey Hildreth Nick Lozano Tim Mattos Alvina Sheeley Ward Stewart	City of Vallejo City of Suisun City Alta Planning & Design City of Suisun City City of Suisun City Police Dept. Education Consultant Soltrans
SR2S-AC Members absent:	Mike Hudson Mel Jordan Bob Oettinger	Pedestrian Advisory Committee Rep. Assistant Superintendent, Vallejo USD City of Benicia Police Dept.

II. APPROVAL OF AGENDA: AUGUST 15, 2012

Prior to the approval of the agenda, a public comment was made by Alvina Sheeley. She commented that the new traffic light at Travis Boulevard and Clay Street is working great and providing a safe crossing to Anna Kyle Elementary School.

The time listed on the agenda for Item IV.C was changed to 2:10 – 2:20 p.m. and Item V.A was changed from 2:20 – 2:55 p.m.

With a motion from Robin Cox and a second from Jay Speck, the SR2S-AC unanimously approved the agenda as revised above in bold and italics.

III. APPROVAL OF MEETING MINUTES FROM MAY 16, 2012

With a motion from Jay Speck and a second from Garland Wong the SR2S-AC unanimously approved the February 15, 2012 meeting minutes.

IV. INFORMATION ITEMS

A. SR2S Program Update

Progress Report: Judy Leaks provided an overview of the progress report. She stated that 3 schools participated in the school travel surveys and 4 schools participated in the parent surveys. She stated that 857 students participated in 15 bike rodeos and over 7500 students that attended the fourteen safety assemblies and there were 582 helmets at 55 events. She stated that nearly 12,800 students participated in the overall program events for 2011-2012. For encouragement events she stated that 4400 participated in 26 walk and rolls and that Markham Elementary had their Pilot Walk to School Bus program for most of the past year. She stated that the 2012 Safe Routes to School program update is nearly complete. She concluded that several community task force meetings and walk audits were also completed throughout Solano County.

Task Enforcement: Judy Leaks stated the Fairfield Police Department conducted enhanced enforcement at 7 schools and the Suisun City Police Department completed a Crossing Guard Training Manual, Video and Test. Tim Mattos stated that the test was given at the Fairfield Suisun School District and is used to test 110 crossing guards.

Website: Judy stated that several significant changes had been made to the new SR2S website and encouraged the committee to visit it. She stated that people are now able to leave map comments, facebook comments with the ability to review upcoming events and a photo gallery. She concluded that the SR2S banners have been created and will be distributed to the school districts and accordingly.

Walking School Bus Presentation: Robin Cox provided an overview of the Walking School Bus Projects (Attachment D). Robin provided background on the amount of kids involved in the walking school bus shifts and stops. The group discussed cost benefits of Markham Elementary had their Pilot Walk to School Bus program. Judy Leaks will track the amount of time involved in this program and plans to provide a base line analysis.

B. SR2S Mapping and Plan Update

Casey Hildreth provided an update on the route maps. He stated that he attended a public health workshop over the summer. He discussed quality control and plans to focus on edits for the final version of the maps. He stated that cost estimates have been provided to all seventeen of the walk audit schools. He discussed plan recommendations and the Safe Routes to School program. He stated that currently 60 percent of students live near schools. He concluded with an overview of the planning maps which help identify additional projects.

C. OBAG Presentation

Robert Macaulay provided a brief overview of the OBAG/CMAQ funding that is available for potential projects. He stated that STA is meeting with all of their advisory committees to discuss potential projects and provide feedback on the \$7.6 million dollars to improve and or create services and projects in the span of 4 fiscal years. He stated that a public input meeting has been scheduled for September 12, 2012 at the Fairfield Community Center.

V. ACTION ITEM

A. Cycle 2 Funding Proposal/OBAG Augmentation

Judy Leaks recommended obtaining information from the updated 2012 Safe Routes to School plan to create a Safe Routes to School Engineering Program. She stated that SR2S Staff is proposing a revised scope of work and plans to request \$1.2 million dollars to fund this program in Solano County for the next four years. She stated that the initial program will include projects for education and encouragement activities, enforcement and other programs. Bob Macaulay stated that these funds can help complete current projects and develop other priority projects. He encouraged the committee to provide feedback. Jeff Knowles commented on the importance of cost efficiency while designing projects. Judy Leaks stated that the call for projects due date for OBAG funding is August 22, 2012.

Recommendation:

1. Support the project and program tasks described in the SR2S 4-year Work Plan for Fiscal Years 2012-13 to 2015-16.
2. Recommend to the STA Board that \$1.2M of uncommitted One Bay Area Grant (OBAG) funds be designated for enhanced SR2S activities that will be determined by each Community Task Force.

With a motion from Jeff Knowles and a second from Garland Wong the SR2S-AC unanimously approved the recommendations.

VI. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA ITEMS

Jay Speck requested more information on what we are competing against for funds. Robert Macaulay will be providing all the committees with a summary with details regarding these funds. Jeff Knowles commented on the importance of eliminating congestion around the schools by identifying and improving drop off locations.

VII. ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next regularly scheduled meeting of the SR2S-AC will be November 28, 2012 in the Suisun City Hall Council Chambers.



DATE: November 15, 2012
TO: STA SR2S AC
FROM: Danelle Carey, Assistant Program Manager
RE: Information Items- Discussion

A. SR2S Program Update (Judy Leaks, STA)

Staff will provide an update on the SR2S program progress such as partnerships with police departments and Solano County Public Health. Additionally, discussion regarding implementation of the Crossing Guard Training Manual developed by Suisun City Police Department will be covered under the Public Safety Enforcement Update.

Program elements, partnerships and events include:

- 1) Public Safety Enforcement (Judy Leaks, STA)
- 2) Education & Encouragement Events (Judy Leaks, STA)
- 3) International Walk to School Day (Danelle Carey, STA)
- 4) Pilot Walking School Bus Program (Tracy Nachand, SPH)

Attachments: (pg.10-13)

- A. IV.A. Attach A-Program Progress Report
- B. IV.A. Attach B- Education & Encouragement Narrative
- C. IV.A. Attach C- Public Safety Enforcement Update

B. SR2S Mapping and Plan Update (Casey Hildreth, Alta Planning & Design)

Casey Hildreth will provide an overview on the SR2S Mapping & Plan Update progress. Drafts of local plan updates have been distributed to five out of seven Community Task Forces. STA staff will coordinate with each local jurisdiction to bring the local plan to both City Council and School Boards for adoption.

Attachment: (pg. 14-37)

- A. IV.B. Attach A- Rio Vista SR2S Local Plan Update

Attachment provided under separate cover: SR2S Countywide Draft Plan Update

C. Overall Workplan (Daryl Halls, STA)

Daryl Halls will provide an update on the re-organization of the STA. The \$500,000 Federal Walking School Bus grant provides limited term funding to implement the SR2S Walking School Bus program. In order to implement the program per the requirements of the grant funding, the following limited term employees will be retained:

1. Full-time, limited term SR2S Program Coordinator
2. Two part-time, limited term Walking School Bus Coordinators

Attachment: (pg.38)

- A. IV.C. Attach A- STA Organization Chart

D. Membership Status (Mike Segala, Chair)

STA staff would like to remind the SR2S AC about their participation expectations. Scott Przekurat with Benicia Police Department is our new advisory Committee member, replacing Bob Oettinger who has retired. Lynne Williams has been assigned by the Pedestrian Advisory Committee (PAC) to be an alternate for Mike Hudson until he is able to regularly attend the advisory committee meetings. By-laws for the SR2S AC will be developed and presented to the committee during the February 2013 meeting.

Current SR2S Membership List:

<i>Jurisdiction</i>	<i>Member</i>
BAC Representative	Mike Segala, Chair
City of Vacaville	Jeff Knowles, Vice Chair
YSAQMD	Jim Antone
City of Fairfield	Garland Wong
Solano County Office of Education	Jay Speck
Suisun City Police Department	Tim Mattos
Benicia Police Department	Scott Przekurat
PAC Representative	Mike Hudson
Vallejo Unified School District	Mel Jordan
Solano County Public Health	Robin Cox



DATE: November 20, 2012
TO: STA SR2S-AC
FROM: Danelle Carey, Assistant Program Manager
RE: SR2S Countywide Draft Plan Update

Background:

On February 13, 2008, the STA Board adopted the STA's Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. The STA's SR2S Plan process included over 100 committee members and over 450 parents, teachers, students, and neighbors at 29 schools across the county. Each city developed a local SR2S plan, developed in partnership with local SR2S task forces reviewing school plans within their community, which were adopted by each city's council and school board. These local plans were then incorporated into the STA's countywide SR2S plan.

The 2011-12 Plan update involves identifying local task force stakeholders, facilitating local task force meetings, facilitating school site walking audits & evening planning events, drafting recommendations, and seeking the approval from city councils, school boards, STA committees, and the STA Board. The STA's SR2S Advisory Committee (SR2S-AC) will help guide the planning process by reviewing materials prior to their use during meetings and within documents. The mapping project mirrors the process used during the pilot mapping process to produce an additional 65-70 maps.

Discussion

Alta Planning + Design has completed an administrative draft of the countywide sections of the STA SR2S Plan Update, which includes a new introduction, program overview, revised planning framework, and supporting documentation for capital improvement priorities. Greatly expanded local planning sections for each jurisdiction (and the Travis Unified School District) are either under review or currently in development based on the most recent task force meetings in September and October. Together with reference and technical appendices, these local plans will be added to the overall Plan once adopted by local jurisdictions and school districts. A sample local section is provided for reference, and preliminary cost estimates and recommendations from these plans have already been incorporated into various sections of the countywide document.

The core elements of the SR2S Plan Update, which are summarized in the executive summary and detailed in Chapter 3, will be presented to the Advisory Committee for feedback and discussion. The consultant team and staff request from the Committee a recommendation to carry forward the Plan Update elements and priorities to the STA Board for approval. Prior to consideration by the Board, the Advisory Committee will have a chance to review the full draft plan in its entirety in December, once all local and reference materials have been incorporated.

Recommendation:

Forward a recommendation to the STA Board to support the STA's Safe Routes to School Plan Update.

Attachment Provided Under Separate Cover:

- A. SR2S Countywide Draft Plan Update



**Solano Transportation Authority
Safe Routes to School Program
Comprehensive Progress Report**
November 21, 2012

Evaluation

Tallies and Surveys were conducted Oct 23,24,25. To date, we've received surveys from 23 schools.

	Oct0708	May0809	May0910	Oct1011	May1011	Oct1112	May1112	Oct1112	May1112
Vacaville									
Vallejo									
Key									
EOY- Every Other Year									

STA
Classroom Tallies, Walk + Bike + other Percentage
Alta, NN
Parent Surveys

Education

131 students have participated in (2) bike rodeos; 1770 students participated in (4) safety assemblies. A total of 108 Helmets were distributed throughout our 19 completed events.

	FY10-11	FY11-12	FY11-13	FY10-11	FY11-12	FY11-13	FY11-12	FY11-13	Pilots 0708	GIS staff at school site	Draft	Final
Public Health & Police				Park	Park							
Safety Assemblies												
Bicycle Rodeos												
Bicycle Helmets Dist.												
Alta & BFC												
Suggested Route to School Maps												

Encouragement

About 3292 students participated in (13) walk & roll events. On October 3, 2012 we held 14 events countywide for International Walk to School Day with at total of 3646 students participating.

	FY10-11	FY11-12	FY11-13	FY10-11	FY11-12
Public Health					
Walk & Roll Events					
Walking School Bus Program					

Enforcement

Enforcement agreements will be completed in November 2012.

	FY11-12	FY12-13	FY11-12	FY12-13
Fairfield & Suisun PD				
Directed Enforcement & Best Practices				
Crossing Guard Training Manual & Video				

Engineering (and Planning)

In PE: Dixon R&R undercrossing, Suisun City Grizzly Island Trail, Vallejo Hogan School area ped/road diet improvements.

Local Plan adoption is the next step for our plan update. We have been coordinating with the cities to bring the local plan to each city council and school board meeting for adoption. We expect to bring the completed SR2S Plan update to the STA Board in January 2013.

	FY10-11	FY11-12	FY11-13	FY10-11	FY11-12	FY11-13	Formal Audits	Informal Audits	Draft Plans	Final Plans	Adoption
STA											
STA											
STA and Alta Planning											
Radars Speed Signs											
Specific Projects											
Developing Projects											
Included School 2008 Plan											
Task Force intro mtg											
2012 Plan Update Milestones											

**Solano County Public Health Safe Routes to School Program
Narrative Report
July 1 – September 30 2012**

Accomplishments/Successes:

- Established Walking School Bus program at Anna Kyle and B. Gale Wilson Elementary Schools with three active routes (2 at B. Gale, 1 at Anna Kyle) most days of the week.
 - Conducted one WSB volunteer registration and volunteer training each at Anna Kyle and B. Gale Wilson Elementary
 - Provided consultation to parents of new WSB
 - Walked with WSB several times to reinforce behavior and correct street crossings, etc.
 - Mapped out route and times for the WSB at B. Gale Wilson Elementary
- Provided input for the *Safe Routes Maps*
- Continued to encourage and support the WSB program at Markham Elementary; communication and recruitment of additional leaders to help the leaders who have moved or have transitioned on
- Designed, developed and distributed program informational flyers to various schools (Spanish and English)
- Presentation to 4 parent groups: Anna Kyle, Sheldon, Fairmont, and B. Gale Wilson regarding the SR2S and Walking School Bus Program.
- Contacted and encouraged principals in 14 schools to participate in the October 3, 2012 International Walk to School Day
- Participated in STA/SR2S Walk Audits; providing expertise to “Task Force” on the Walking School Bus program objectives, process, and requirements.
- Conducted 4 Safety Assemblies
- Coordinated activities for the International Walk to School Day on October 3, 2012
- Researched and developed WSB volunteer training program manual
- Participated in two webinars: SRTS Middle School Curriculum: Why it is Important and How to Make an Impact, through National Safe Routes Center and Pump Down the Volume: SR2S Traffic Reduction through National Safe Routes Center
- Researched and ordered incentive items for school year 2012-2013
- Coordinated supplies for October 3 International Walk to Day
- Assisted in the development of talking points for the Solano County Superintendents meeting
- Developed and provided 1 SR2S presentation at a meeting with Solano County School Superintendents
- Collaborated with STA PIO and Executive Director re: wording for KUIC ad placed with CA Community Transformation Grant funds; recorded and placed two new ads in support of SR2S and International Walk to School Day

Enforcement Update

Fairfield Police Department

Provided by: Robert Marin

For the month of July I completed enforcement for the summer school session. I also completed going over problem areas around the middle schools and elementary schools that will have an increase of students due to school closures for the up-coming school year. I also completed several maps to help with traffic congestion for Cordelia Hills and Rolling Hills.

My plan for August is to assist schools that I had changed their traffic flow and parking.

For the month of October I followed up with parking and drop off plans with Cordelia Elementary and with B Gale Wilson. I coordinated with Rodney Nelson and Garland Wong with the planning and location for signage for Cordelia Hills, Green Valley, Public Safety Academy, KI Jones and Oakbrook Middle school.

My plan for November follow-up on signage and possible roadway changes at B Gale and rolling Hills.

Suisun City Police Department Update

Suisun City has completed their proposed workplan.

Rio Vista

The Rio Vista Task Force selected D.H. White Elementary for a walk audit during the 2012 STA SR2S Plan Update. The Rio Vista Task Force also selected additional projects for two other schools for consideration in the plan and provided feedback on project prioritization.

The membership of the Rio Vista Task Force is shown in .



Table Error! No text of specified style in document.-1: Rio Vista Task Force Membership

Name	Position
Jan Vick	Mayor
Constance Boulware	City Council Member
Rick Hennes	Superintendent, River Delta Unified
Joseph M. Tanner	Interim City Manager, City of Rio Vista
David Melilli	Director of Public Works, City of Rio Vista
Tom Myers	Interim Fire Chief, City of Rio Vista
Greg Bowman	Chief of Police, City of Rio Vista
Armando Orozco	River Delta Unified
Sarah Donnelly	Trustee, River Delta Unified

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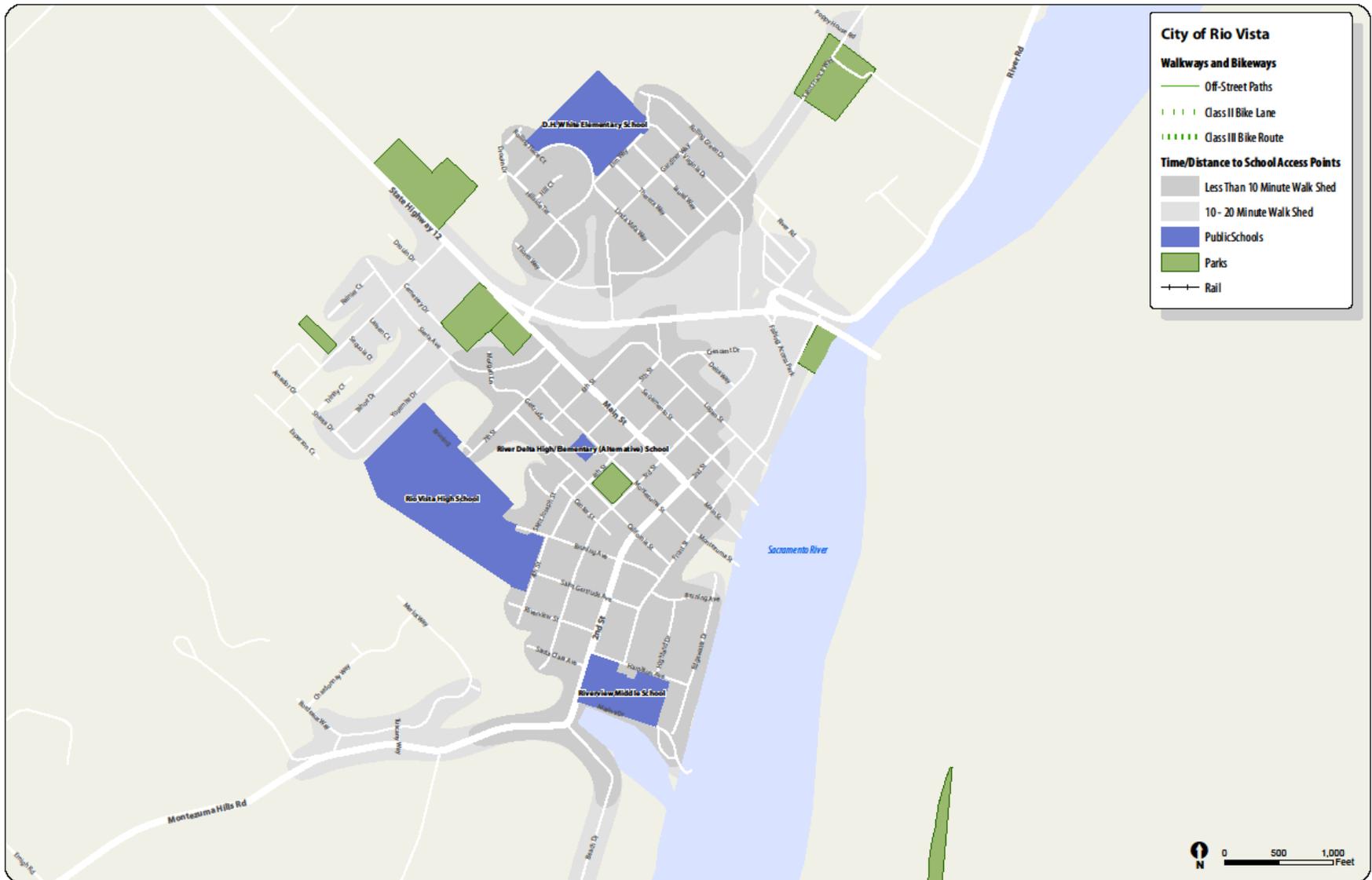


Figure Error! No text of specified style in document.-1: Rio Vista schools, parks, and walksheds

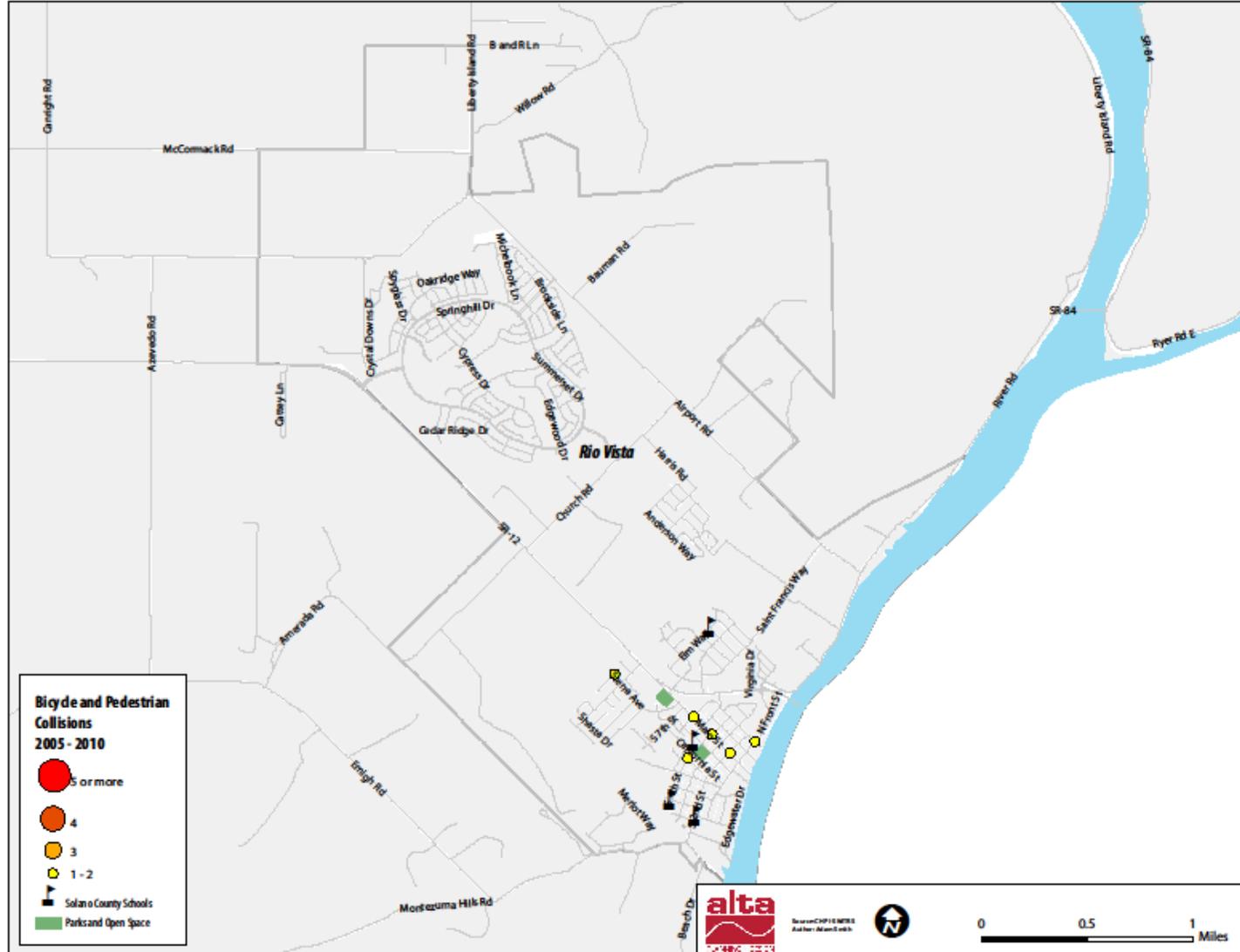


Figure Error! No text of specified style in document.-2: Rio Vista Bicyclist & Pedestrian Collisions, 2005-2010

2008 STA SR2S Plan

The 2008 STA SR2S Plan had a single walk audit in Rio Vista, at Riverview Middle School. The plan also contained priority projects for D.H White Elementary. Several of the recommended priority projects for Riverview Middle School were completed, including a speed feedback sign and updated School Zone signage on 2nd Street. The recommendation for a pedestrian path study, linking D.H. White Elementary to the Riverwalk housing development north of the school, was also completed (a pedestrian path will be a part of Riverwalk Phase 2, once constructed).

Programmatic Achievements

Rio Vista continues to work with their police department to provide enforcement around select schools, a key recommendation for the City in the 2008 STA SR2S Plan.

Carried-Over Recommendations

One of the priority projects at D.H. White Elementary is carried over into the 2012 STA SR2S Plan Update. This priority project is the reconfiguration of the intersection of Elm Street at Linda Vista Way to provide increased pedestrian visibility and normalize drivers turning movements. Several projects for Riverview Middle school are also carried over.

Riverview Middle School

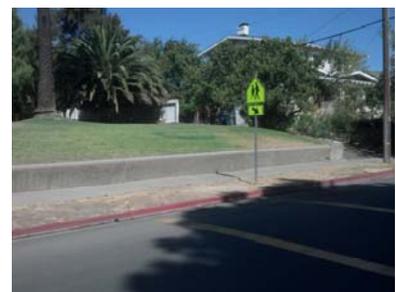
One project will be along Montezuma Hills Road/2nd Street. Current traffic coming into town on Montezuma Hills Road does so at high speeds, and presents a safety hazard for pedestrians despite the presence of a radar speed feedback sign and advance warning signage on 2nd Street. Signage may be too close to school to adequately warn northbound traffic, and thus the City should consider installing “School Zone Ahead” signage (SI-1 and W16-9P) at or near the intersection of Montezuma Road at Beach Drive for the northbound direction.

Another project is paving sidewalks along the northern side of Montezuma Hills Road. The project would stretch from Marina Drive in the east to Tuscany Way in the west. This sidewalk project would connect the school to the residential development off of Tuscany Way to the west. Montezuma Hills Road is the only route students can take to reach Riverview Middle from this residential development.

The City should also upgrade the transverse yellow crosswalk at the intersection of 2nd Street at Hamilton Avenue to a high-visibility yellow crosswalk and retrofit the west “midblock” receiving area with an ADA curb ramp.



Montezuma Road sees high speeds coming into Rio Vista and lacks sidewalks from adjacent residential developments



The crosswalk at Hamilton Ave is the only marked crossing of 2nd St in the immediate school area yet is not fully accessible

2012 Walk Audit Recommendations

DH White Elementary

The walk audit held at DH White Elementary led to eight recommended projects, which are detailed in the DH White Elementary Travel Plan. The recommendations focus on improvements on school grounds, improvements immediately surrounding the school grounds, and improvements on well-used walking routes.

Recommendations for improving the school grounds include a reconfiguration of the loading loop and parking lot for the school, reducing the number of curb cuts and reducing vehicle conflicts. Another project recommends a rear gate entry to the school so parents can use the adjacent Val de Flores Park as a remote drop-off area. Recommended improvements near school grounds focus primarily on Elm Street. Recommendations include upgrading the crosswalks, signage and striping on Elm Street and reconfiguring the intersection of Elm Street at Linda Vista Way to improve pedestrian visibility and safety.

Safety improvements on the walking routes to school focus on safe access to and across State Route 12 (SR-12), which is a key barrier to increased walking and biking to DH White Elementary. High priority recommendations include closing sidewalk gaps along SR-12 and substantial upgrades to the crossing at Gardiner Way. These recommendations for SR-12 are expected to be highly competitive for outside grant funding – either through Caltrans’ Safe Routes to School or State Highway Operation and Protection Program (SHOPP) grant programs.

Additional Projects



4th Street at Bruning Avenue

Rio Vista High School

This project will be at the offset intersection of 4th Street at Bruning Avenue. The intersection currently has two transverse crosswalks, in the western and northern legs. None of the corners have curb ramps. The City should restripe these crosswalks as high-visibility yellow and retrofit the curb ramps for ADA compliance to provide better access to students traveling to school from the southeast.

Table Error! No text of specified style in document.-2: Rio Vista Priority Engineering Projects

Rio Vista - Safe Routes to School Capital Project List (DRAFT)

Total Project Costs Identified	\$393,700	Total Priority Projects	\$250,000	Grants (Reasonable Anticipated, 5 years)	\$250,000
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School District	School Name	Project ID # (from audit)	Project Description	Funding Priority	Lead Agency	Cost Estimates
River Delta Unified	D H White Elementary	7	<ul style="list-style-type: none"> Construct sidewalk on the south side of State Route 12 and the north side of Main Street to close gaps east of the Main Street/Hillside Terrace intersection. Construct sidewalk on the north side of State Route 12 to close the gap east of Hillside Terrace 	High	City of Rio Vista/ Caltrans	\$135,000
River Delta Unified	D H White Elementary	6	<ul style="list-style-type: none"> Replace existing white transverse crosswalk with high visibility white crosswalk across State Route 12. Relocate or remove advance Main Street traffic signal warning for westbound drivers to reduce conflicting signals Replace in-pavement flashing lights with RRFBs or HAWK signal and W11-2 signage. Construct sidewalk on the south side of State Route 12 from the Gardiner Way crossing to N 5th Street Consider a raised pedestrian median island in the SR 12 crosswalk if median approved by Caltrans Prohibit parking and/or stripe a narrow shoulder on the west side of N 5th Street to improve pedestrian access 	High	City of Rio Vista/ Caltrans	\$115,000
River Delta Unified	D H White Elementary	4	<ul style="list-style-type: none"> Reduce curb radii, improve vehicle sight distances, and provide queuing area from parking lot (see Option B) by striping a hatched area in the northeast corner and relocating stop signs and stop bars. Prohibit right turns from Elm Way, installing soft hit posts if necessary to ensure compliance. Relocate crosswalk across Linda Vista Way at north leg; re-stripe south leg as high visibility yellow crosswalk 	Medium/High	City of Rio Vista	\$3,000

School District	School Name	Project ID # (from audit)	Project Description	Funding Priority	Lead Agency	Cost Estimates
River Delta Unified	D H White Elementary	8	<ul style="list-style-type: none"> Conduct warrant study for 2-way STOP control 	Medium/High	City of Rio Vista	\$5,000
River Delta Unified	Rio Vista High	Task Force	Bruning and 4th: <ul style="list-style-type: none"> Stripe high visibility crosswalk across west leg of intersection Upgrade east leg curb ramps Upgrade other two crosswalks to high-visibility 	Medium	City of Rio Vista	\$6,000
River Delta Unified	Riverview Middle	Task Force	Montezuma Hills Road - east: <ul style="list-style-type: none"> Install School Zone Ahead Signage (S1-1 with W16-9P) Install upgraded high-visibility crosswalk at west leg of intersection at S. 2nd Street and Hamilton Install new curb ramp at north approach to west leg of intersection. 	Medium	City of Rio Vista	\$12,000
River Delta Unified	Riverview Middle	Task Force	Montezuma Hills Road – west: <ul style="list-style-type: none"> Construct sidewalks on the northern side of the street from Marina Dr to Tuscany Way 	Medium	City of Rio Vista	\$100,000
River Delta Unified	D H White Elementary	1	<ul style="list-style-type: none"> Replace yellow curb along loading loop with white curb. Refresh red curb on opposite side of loading loop. Recruit student and parent volunteers for managing loading loop, out t volunteers with florescent vests. Option A <ul style="list-style-type: none"> Install “no left turn” signage at loading loop exit. Option B <ul style="list-style-type: none"> Reverse travel direction in parking lot, directing parking lot and loading loop traffic to exit on Linda Vista Way. Close loading loop exit on Elm Way, construct sidewalk Install “no left turn” signage at parking lot exit 	Medium	City of Rio Vista	\$1,200 (option A)
River Delta Unified	D H White Elementary	2	<ul style="list-style-type: none"> Restripe crosswalks as high-visibility yellow and install curb ramps at Thereza Way & Laurel Way; re-align Laurel Way crosswalk to match school entrance sidewalk. Stripe red curb at east corner of Elm & Thereza Way. Install missing Assembly D signage on Elm Way. Study STOP warrants for both Thereza Way & Laurel Way 	Medium/Low	City of Rio Vista	\$9,000

School District	School Name	Project ID # (from audit)	Project Description	Funding Priority	Lead Agency	Cost Estimates
River Delta Unified	D H White Elementary	3	<ul style="list-style-type: none"> • Replace existing yellow transverse crosswalks with high-visibility yellow crosswalks • Install “no u-turn” signage for eastbound drivers • Construct curb ramp in western corner 	Medium/Low	City of Rio Vista	\$6,500
River Delta Unified	D H White Elementary	5	<ul style="list-style-type: none"> • Encourage parents to use parking lot for remote drop-off • Build a gate between school yard and Val de Flores Park 	Medium/Low	RDUSD	\$1,000

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DH White Elementary School Travel Plan

Principal:	Laura Uslan
Enrollment:	K-5, 472
Arrival:	
Dismissal:	K-5, 3:00 PM Wednesday, 1:45 PM
Mode Share:	11% (Oct. 2011), 12% (May 2011)
Walk Score ¹ :	62/100
Free/Reduced Lunch:	52% in 2011-2012, 54% in 2010-2011



DH White Elementary is located in a residential community on the edge of Rio Vista

Layout

DH White Elementary School is located in northern area of Rio Vista's urban core, in a gridded suburban-style residential neighborhood. To the north is open space and to the east is a dedicated floodway that remains dry for the majority of the year. State Route 12 (SR-12) passes within ½ mile of DH White Elementary both to the south and to the west on its route through Rio Vista. SR-12 has a limited number of marked crossings and acts as a major barrier to walking and biking between the two sides of Rio Vista. The majority of Rio Vista's urban core lies on the other side of SR-12 from DH White Elementary.

An isolated housing development is located immediately north of the school, which is the first part of a planned seven-phase subdivision development. For "Riverwalk" the second phase in the development, the developer has agreed to construct a pedestrian path from the development to DH White Elementary. The schedule for construction on the second phase is unknown. There is a larger isolated development further to the north, but because it is a senior citizen community, there is little demand for direct access to DH White Elementary.

DH White Elementary has two access points for students:

- The main entrance on Elm Way; and
- A bus loading zone side entrance on Linda Vista Way

Site Visit

The project team conducted a walk audit at DH White Elementary on the afternoon of November 14th, where they observed the pick-up period after dismissal. Conditions were sunny and temperate, with no indications that the day's pick-up period represented anything out of the ordinary. Participating in the walk audit was Principal Uslan, representatives from the River Delta Unified School District, from the City of Rio Vista, from the Rio Vista Police Department, and from the Solano Transportation Authority. Participants observed traffic and pedestrians at multiple points along Elm Way, on Linda Vista Way, at the intersection of Gardiner Way at SR-12, and at the intersection of Hillside Terrace at SR-12. Participants convened afterwards to discuss their findings.



Walk audit participants gathering at the school entrance before dismissal

¹ See www.walkscore.com for more information.



The driver loading zone for DH White is a loop located on Elm Way



A bus entering the bus loading zone on Linda Vista Way

Loading Zones

There is one formal loading zone for drives and one formal loading zone for buses at DH White Elementary. The formal automobile loading zone is a driveway loop along Elm Way at the front entrance to the school. The public parking lot for the school is often used for loading students. The entrance to the parking lot is on Linda Vista Way, near the intersection with Elm Way and the exit for the parking lot is shared with the exit for the formal automobile loading loop on Elm Way.

The formal bus loading zone is a separate loop off of Linda Vista Way, which also provides staff parking. Bus access is particularly important at DH White Elementary, as there is a robust bussing program that delivers students from the delta/islands region of the school district. Some buses are ferried from islands in the delta, with no other direct route for these students to get to school.

Parents at DH White Elementary use the length of Elm Way, as well as Laurel Way and Thereza Way near their intersections with Elm Way, as informal loading zones.

There are no formal crossing guards at this school, although a member of the Rio Vista Police Department occasionally oversees pick-up periods to reinforce safe driver behavior. The police officer is often posted at the intersection of Elm Way and Linda Vista Way.

Other Plans

State Route 12 East Rio Vista Bridge Relocation Study

The [SR 12 East Rio Vista Bridge Relocation Study](#) recommends a number of realignment options for SR-12 and the East Rio Vista Bridge, only one of which would keep the current alignment of bridge and highway in place. The realignment of SR-12 could remove significant barriers to walking and biking in this community. If the current alignment stays in place, there are opportunities for capital upgrades to the roadway to address existing hazardous conditions for pedestrians and bicyclists.

Countywide Bicycle Master Plan Projects

The [Countywide Bicycle Master Plan](#) calls for a separated Class I bike path, the “Rio Vista Loop,” to be built along the length of SR-12 in Rio Vista, alongside the length of Gardiner Way and Saint Francis Way, and alongside the section of Rolling Green Drive between these two streets. The Rio Vista Loop is listed as a fully planned project in the Countywide Bicycle Master Plan, but has been given the lowest level of priority for implementation.

State Route 12 Corridor Study

The [State Route 12 Corridor Study](#), conducted by Caltrans, is expected to be completed in May of 2012. Recommendations will include improvement strategies that will address safety, access, and mobility concerns.

State Route 12 Corridor Improvements Strategy

The [Corridor Improvements Strategies Technical Memorandum](#) recommends sidewalk improvements and bike-friendly shoulder facilities along the length of SR-12 in Rio Vista as part of any roadway improvement.

Volume-based State Route 12 Improvements

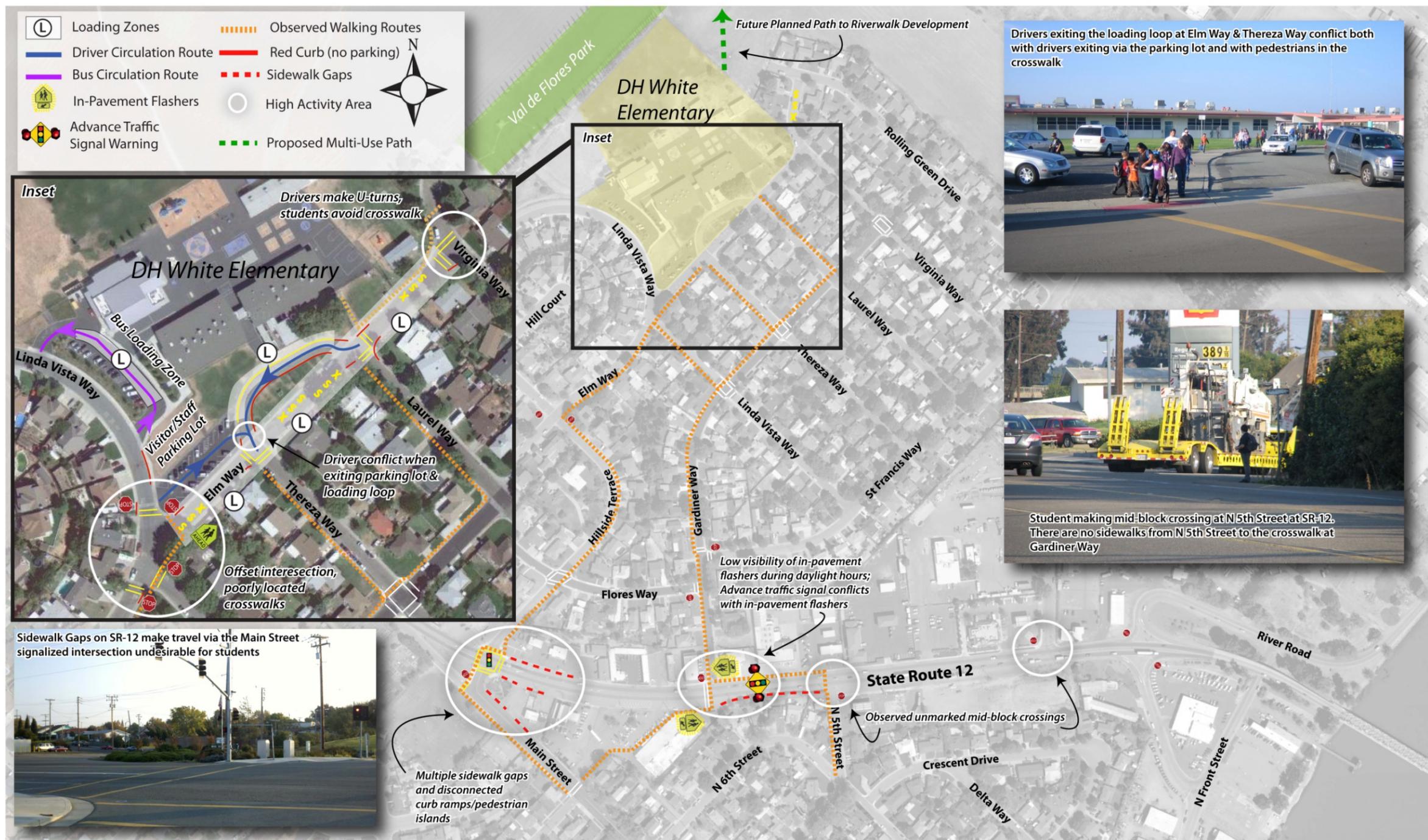
If SR-12 reaches an ADT of 22,000 vehicles, Caltrans is required to provide a raised median between directions of traffic. SR-12, in its path through Rio Vista, currently has no barriers between directions of travel. The current vehicle volume on SR-12 through Rio Vista is approximately 18,000 ADT.

2008 STA SR2S Plan

The 2008 STA SR2S Plan identifies four project priorities at DH White Elementary. The projects center around the school frontage on Elm Street: create signed and striped loading zones on Elm Street between Laurel Way and Virginia Way; study pedestrian path connections to the developments to the north (Riverwalk); convert the rolled curbs on Elm Street to vertical curbs, and; study intersection improvements at the intersection of Elm Street at Linda Vista Way.

The pedestrian path to developments north of school grounds has been incorporated into the second phase of the Riverwalk development, fulfilling the second priority project. A redesign of the intersection of Elm Street at Linda Vista Way is a recommendation made in more detail in this plan (ID #4).

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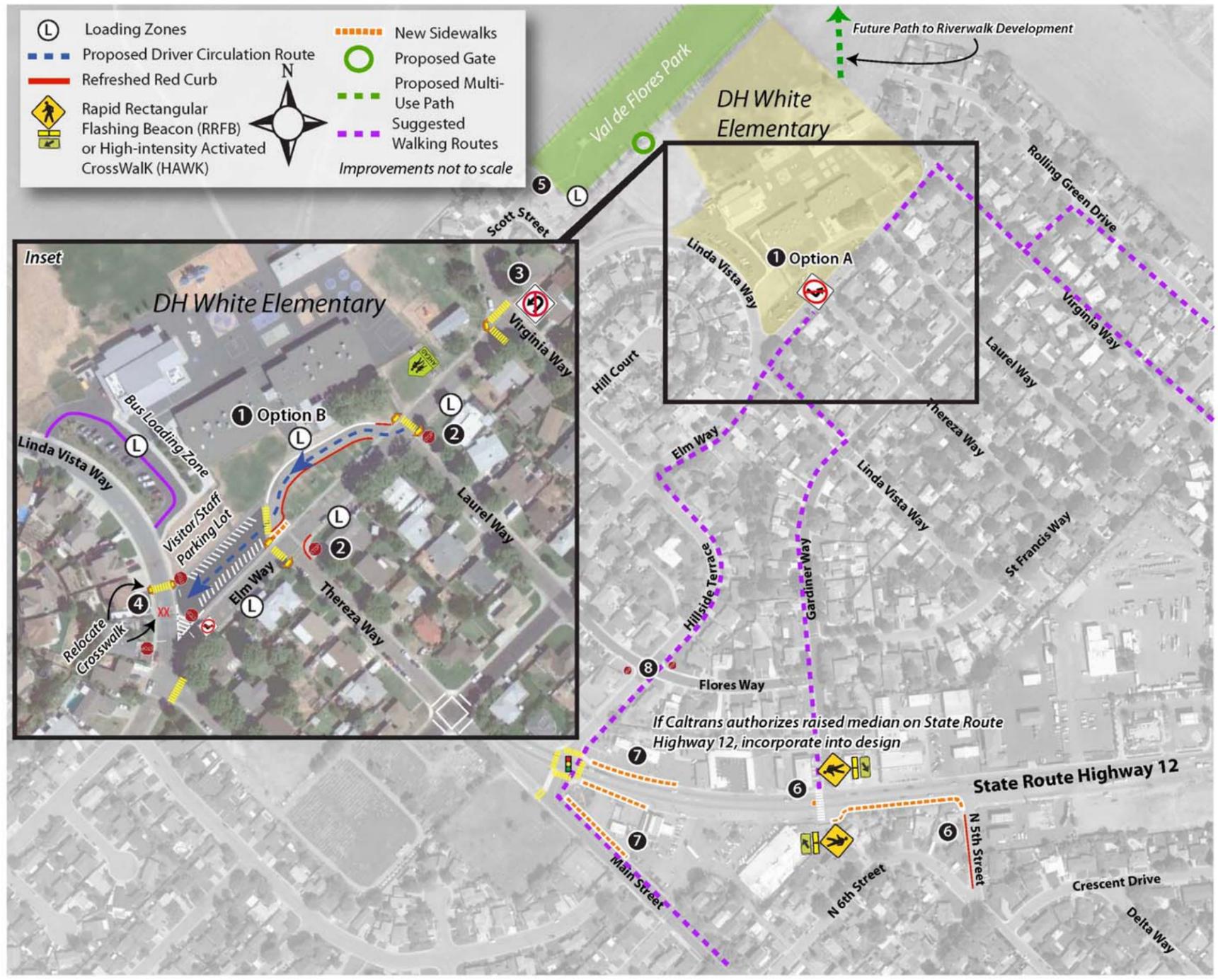
DH White Elementary School Existing Conditions

DRAFT 9-26-12

Solano County Safe Routes to School
www.solanosr2s.ca.gov



Figure Error! No text of specified style in document.-3: DH White Elementary Existing Conditions



- 1 DH White Loading Loop & Parking Lot**
 - Replace yellow curb along loading loop with white curb.
 - Refresh red curb on opposite side of loading loop.
 - Recruit student and parent volunteers for platoon in loading loop, outfit volunteers with fluorescent vests.
 - Option A*
 - Install "no left turn" signage at loading loop exit.
 - Option B*
 - Reverse travel direction in parking lot, directing parking lot and loading loop traffic to exit on Linda Vista Way.
 - Close loading loop exit on Elm Way, construct sidewalk
 - Install "no left turn" signage at parking lot exit
- 2 Elm Way**
 - Restripe crosswalks as high-visibility yellow and install curb ramps at Thereza Way & Laurel Way; re-align Laurel Way crosswalk to match school entrance sidewalk.
 - Stripe red curb at eastern corner of Elm Way & Thereza Way.
 - Install Assembly D signage for westbound drivers in advance of Laurel Way.
 - Study STOP warrants for both Thereza Way & Laurel Way.
- 3 Elm Way at Virginia Way**
 - Replace existing yellow transverse crosswalks with high-visibility yellow crosswalks
 - Install "no u-turn" signage for eastbound drivers
 - Construct curb ramp in western corner
- 4 Elm Way at Linda Vista Way**
 - Tighten up intersection, improve vehicle sight distances, and provide queuing area from parking lot (see Option B) by striping a hatched area in the northeast corner and relocating stop signs and stop bars. Prohibit right turns from Elm Way, installing soft hit posts if necessary to ensure compliance.
 - Relocate the crosswalk at Linda Vista Way to the north; re-stripe south leg as high visibility yellow crosswalk.
- 5 Val de Flores Park**
 - Encourage parents to use parking lot for remote drop-off
 - Build a gate between school yard and Val de Flores Park
- 6 Gardiner Way to N 5th Street SR12 Crossing**
 - Replace existing white transverse crosswalk with high-visibility white crosswalk.
 - Relocate or remove advance Main Street traffic signal warning.
 - Replace in-pavement flashing lights with Rapid Flashing Beacons (RFBs) and W11-2 signage.
 - Incorporate pedestrian island if Caltrans builds median.
 - Construct sidewalk on the south side of State Route 12 from the Gardiner Way crossing to N 5th Street.
 - Prohibit parking and/or stripe a narrow shoulder on the west side of N 5th Street to improve pedestrian conditions.
- 7 State Route 12 / Main Street Sidewalk Gap Closure**
 - Construct sidewalk on the south side of State Route 12 and the north side of Main Street to close gaps east of the Main Street/Hillside Terrace intersection.
 - Construct sidewalk on the north side of State Route 12 to close the gap east of Hillside Terrace
- 8 Flores Way at Hillside Terrace**
 - Study a 2-way STOP warrant at this intersection for Flores Way

DH White Elementary School Recommended Improvements*

DRAFT 9-26-12

*Funding for recommended improvements is limited. The improvements listed are only recommendations, and will need funding for construction and maintenance before implementation can be considered.

Solano County Safe Routes to School
www.solanosr2s.ca.gov

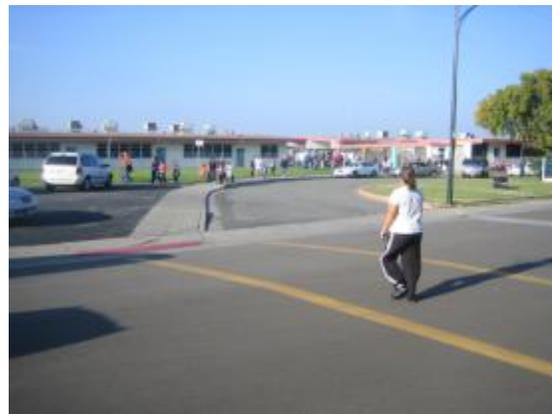


Figure Error! No text of specified style in document.-4: DH White Elementary Recommended Improvements

DH White Elementary Existing Conditions and Recommendations

School Loading Loop & Parking Lot

The school loading loop is fairly small, being able to accommodate approximately 6-7 cars at a time. Participants told staff that parents often show up early to get a spot in the loading loop before dismissal. The loop became congested during pick-up on the day of the walk audit, with many drivers choosing to park or pick-up students off of school grounds. One staff member oversees pick-up from the loading loop but wears no identifying clothing. There is no system to manage the loading loop, and parents were observed double-parking in the travel lane and blocking through traffic while picking up students. The curb on the school-side of the loading loop is painted yellow and is faded. The curb on the far side of the loading loop is painted red, with accompanying NO PARKING signage, but is also faded.



The loading loop and the parking lot share the same exit driveway on Elm Way, which is also the location of a well-used crosswalk

Parents were also observed using the school parking lot for pick-up of students. When these drivers exit the parking lot, they come into conflict with drivers exiting the loading loop, as they share the same exit point on Elm Way. Another driver on the day of the walk audit was observed exiting the school parking lot from the wrong direction, on Linda Vista Way. Drivers from both the lot and the loop attempting to exit through the same driveway on Elm Way was one cause of congestion around the school on the day of the walk audit, which would be further exacerbated when a driver would attempt to make a left turn from the exit onto Elm Way.

Recommendations (ID #1)

The school should consider training parent and student volunteers to act as valets at the loading zone to improve traffic flow and regularize pick-up and drop-off procedures. Volunteers should be outfitted with florescent vests to increase visibility. The school may consider coning-off the loading area of the loop to institute a drop-off platoon, fully utilizing the length of the loading loop.

Two options are presented for the school to address the congestion at the loading loop/parking lot exit. The first option is the installation of No Left Turn signage and pavement markings at the exit onto Elm Way to regularize the flow of exiting traffic onto the street.

The second option for the loading loop/parking lot is more robust, requiring a greater commitment from the school district. In the second option, the school would reconfigure the parking lot as an extension of the loading loop. The driveway currently used as the exit for the loading loop and parking lot would be closed, with a sidewalk built over the curb cut. The direction of travel in the parking lot would reverse, with drivers exiting at Linda Vista Way; drivers seeking to access the parking lot would drive first through the loading loop. This reconfiguration may allow for the extension of curb space available in the loading zone. The school should also stripe a high-visibility yellow crosswalk across the transition between the loading zone and the parking lot to line up with an existing crosswalk across Elm Way.

If the second option for the loading zone and parking lot is adopted, it should be implemented in conjunction with Recommendation ID #4 to improve traffic flow, visibility, and safety at the proposed exit on Linda Vista Way.



Elm Way is the primary frontage for DH White Elementary



The Laurel Way crosswalk doesn't meet properly with the sidewalk on the loading loop

Elm Way

As the primary frontage street for DH White Elementary, parents use both sides of Elm Way for loading students. A number of enforcement issues were observed on the day of the walk audit, with students loading from the drivers' side of vehicles, parents and students crossing Elm Way outside of established crosswalks, and parents parking in red-curb zones and at crosswalk landings.

Elm Way at Thereza Way

There are yellow transverse crosswalks on the southwest and southeast legs of the intersection of Elm Way and Thereza Way. This intersection is also the exit point for the loading loop and the school parking lot. There is red curb at the crosswalk landing on the school-side of Elm Way. At the southern corner of this intersection is a fire hydrant and stretch of red curb. There is no red curb on the eastern corner of this intersection, and drivers parking along this corner during loading periods reduce pedestrian visibility.

Assembly D signage is located in advance of this intersection to the southwest on Elm Way and on Thereza Way. SLOW SCHOOL XING pavement markings are installed in all directions in advance of this crossing.

Elm Way at Laurel Way

There are yellow transverse crosswalks on the northeast and southeast legs of the intersection of Elm Way and Laurel Way. This intersection is close to the ingress point for the loading loop and the crosswalk across Elm Way is offset from where the sidewalk along the loading loop meets Elm Way, creating an awkward path for students exiting the school. There is red curb painted at both ends of the crosswalk across Elm Way and there is red curb at the fire hydrant adjacent to the southern corner of this intersection. SLOW SCHOOL XING pavement markings are installed in all directions in advance of this crossing.

Recommendations (ID #2)

The City should replace existing yellow transverse crosswalks along observed pedestrian routes and on routes suggested for students. The City should implement high-visibility crosswalks in the southwestern leg of the Elm Way at Thereza Way intersection and in the northeastern leg of the Elm Way at Laurel Way intersection. Additionally, the City should realign the crosswalk at Elm Way and Laurel Way so it lines up with the sidewalk along the school loading loop. Both crosswalks should have curb ramps with truncated domes built into the rolled curbs on Elm Way.

The City should consider the feasibility of STOP warrants at both intersections for drivers traveling northwest on Thereza Way and Laurel Way. As Assembly D signage is already in place for eastbound drivers, the City should install accompanying Assembly D signage for westbound drivers in advance of the Laurel Way crosswalk.

Additional red curb should be striped at the eastern corner of the intersection of Elm Way and Thereza Way to discourage drivers from parking in the crosswalk landing and reducing pedestrian visibility. The City may consider additional enforcement of parking and loading along Elm Way.



Additional red curb will help improve driver sightlines crosswalks adjacent to DH White

Elm Way at Virginia Way

There are yellow transverse crosswalks in the southwestern and northwestern legs of this intersection. The curb at the western corner of this intersection is vertical, rather than the rolled curbs observed in the majority of the surrounding neighborhood. This vertical curb, a landing point for both crosswalks, has no curb ramps.

During the walk audit, drivers were frequently observed engaging in U-turns at this intersection on Elm Way. Possibly because of the frequent U-turns in the middle of the intersection, pedestrians were observed traveling north on Virginia Way before crossing the street at a mid-block location rather than at the crosswalk

Recommendation (ID #3)

The City should replace the existing yellow transverse crosswalks with high-visibility yellow crosswalks, as well as construct a bi-directional curb ramp with truncated domes on the western corner of the intersection. The City should also install “No U-turn” signage at this intersection, making the crosswalks more inviting for pedestrians.

Elm Way at Linda Vista Way

Elm Way at Linda Vista Way is offset intersection with oblique angles for drivers. The intersection is STOP controlled in all four directions. Red curb precedes each STOP sign for approximately 10 feet, but only on that side of the street. There are yellow transverse crosswalks on the northern, western, and southern legs of this intersection. The western side of Linda Vista Way has vertical curbs, and there are no curb ramps for the two crosswalks that reach to this side of the street.



The Elm Way at Linda Vista Way intersection is broad and offset

There is a misplaced curb ramp at the northern corner of this intersection, which does not match up with the positioning of the crosswalk in the northern leg. Furthermore, the crosswalk as striped pulls away from the intersection on the western side, increasing the chance that drivers on Linda Vista Way will not see crossing pedestrians. This intersection was identified as a priority project in the 2008 STA SR2S Plan and by current stakeholders.

Recommendations (ID #4)



The curb on the left of this photograph is where a hatched area surrounded by bollards could shorten pedestrian crossing distances

This intersection is overly broad. The City should take steps to “square off” this intersection by brining the northern leg of the intersection closer to the rest of the STOP controls, improving visibility of cross-traffic.

To move this leg of the intersection, the City should stripe a hatched area, protected by soft-hit bollards, in the northern corner of this intersection, bringing the STOP signs on Elm Way and Linda Vista Way at this end of the intersection closer together. Moving the STOP sign on Linda Vista Way further south will create a queuing area for drivers making left turns out of the school parking lot. This reconfiguration will require the erection of “No Right Turn” signage for drivers traveling westbound on Elm Way.

The northern crosswalk should be moved further north to eliminate conflicts with drivers leaving the parking lot. The transverse yellow crosswalk in the southeastern leg of the intersection should be re-stripped as a high-visibility yellow crosswalk to reinforce its use as a suggested route for students traveling south to cross SR-12.

School Yard & Pedestrian Connections

Val de Flores Park sits directly behind the play yard for DH White Elementary. There is a parking lot for Val de Flores Park off of Scott Street which is currently underutilized during loading periods.

Recommendation (ID #5)

The District should work with the City to use the Val de Flores Park parking lot as a remote drop-off site. If the District were to construct a rear gate in the play yard, connecting to Val de Flores Park, students dropped off at this remote-site could walk to school through the park. A staff member or parent volunteer should supervise this gate during periods it is unlocked.

Gardiner Way at State Route 12



A student crossing SR-12

Gardiner Way is a well-used pedestrian route for students to cross SR-12. There is a white transverse crosswalk at this uncontrolled intersection, with pedestrian-activated in-pavement flashers. Pedestrian-crossing signage is erected in both directions on SR-12.

Drivers travel at high speeds through Rio Vista on SR-12, especially westbound drivers coming down the ramp from the adjacent bridge. There are no marked crossings on SR-12 to the east of Gardiner Way and there is a stoplight-controlled crossing one block to the west at Hillside Terrace/Main Street. SR-12 has one travel lane in each direction with a two-way left-turn center lane. At the

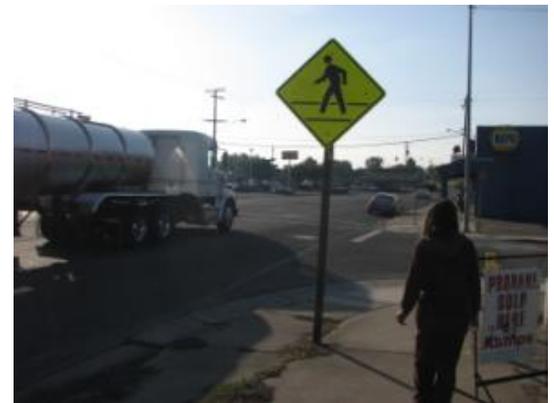
intersection with Gardiner Way, there is an area of additional roadway pavement on the south side of SR-12, most of which is hatched with paint for trucks to unload at the adjacent supermarket.

Approximately 20 feet east of the intersection is an overhead flashing sign to alert motorists of a red-light signal phase at the intersection with Hillside Terrace/Main Street further to the west. The positioning of this warning for the stoplight, so close to the crosswalk, presents drivers with conflicting signals. Participants observed a very low yield rate for crossing pedestrians.



Students were observed crossing SR-12 at unmarked crossings

Students from both DH White Elementary and from Riverview Middle School were observed using this crossing. Students traveling to or from Main Street to the south were observed cutting through the parking lot of adjacent Lira's Supermarket to access the Gardiner Way crossing rather than traveling further west to the Hillside Terrace/Main Street signalized crossing.



Participants observed a low rate of yielding by drivers at crossings of SR-12

Students were also observed crossing SR-12 further to the east, where no marked crossings exist. A sidewalk gap exists on the south side of SR-12 between the Gardiner Way crossing and N 5th Street, where multiple students were observed making crossings. The sidewalk on the west side of N 5th Street is very narrow between SR-12 and N 6th Street.

Recommendation (ID #6)

The visibility and effectiveness of this key pedestrian crossing needs to be improved. The white transverse crosswalk should be replaced with a high-visibility white crosswalk. The advance flashing sign for the signalized intersection at Hillside Terrace/Main Street is confusing in its current position, and either should be moved east to the bridge ramp or should be removed. The City/Caltrans should install pedestrian-activated Rapid Rectangular Flashing Beacons (RRFBs), or a High-intensity Activated crossWalk (HAWK), replacing the existing in-pavement flashers. If possible, these improvements should be incorporated into any future plans for SR-12.



Moving the advance signal warning signage would remove conflicting directions for drivers

The City/Caltrans should construct a sidewalk on the south side of SR-12 between Gardiner Way and N 5th Street to close the current gap. Providing sidewalk here would encourage pedestrians to travel to Gardiner Way rather than crossing SR-12 at N 5th Street. The City should also consider widening the sidewalk on N 5th Street, possibly by restricting street parking on one side of the street to create enough right-of-way for the sidewalk expansion.

The City should also consider improvements that could be made if Caltrans installs a median on SR-12. This should include the incorporation of a pedestrian refuge island in the crossing at Gardiner Way.

State Route 12, Gardiner Way to Hillside Terrace/Main Street



Sidewalk on State Route 12 are in poor condition



The southwest corner of the SR 12 at Main St/Hillside Terrace intersection has no sidewalk connections on either side

Many sidewalk gaps exist along SR-12 between Gardiner Way and the Hillside Terrace/Main Street signalized intersection. These gaps are especially problematic around the signalized intersection because the crosswalk landing spot in the southeastern corner of the intersection does not connect to any sidewalks. Pedestrians seeking to cross SR-12 to access Main Street must circuitously make two or three crossings to finally reach a sidewalk on Main Street.

The signalized intersection at Hillside Terrace/Main Street and SR-12 has yellow transverse crosswalks in all four legs. The landing for the southwestern corner of the intersection is a pedestrian island, with a free-right travel lane for eastbound drivers on SR-12 turning onto Main Street. There is a yellow transverse crosswalk from this pedestrian island across the free-right travel lane to the sidewalk on Main Street.

The largest sidewalk gaps exist on both the north and south sides of SR-12 directly east of the signalized intersection, as well as on the north side of Main Street immediately after the signalized intersection. The sidewalk gaps are varied in nature. Some gaps are unpaved areas, some gaps are overly broad/duplicative curb cuts to surface parking lots, and some gaps are paved shoulder areas that do not differentiate between the roadway, the sidewalk, and adjacent surface parking lots.

Recommendation (ID # 7)

The City/Caltrans should close these three sidewalk gaps to improve pedestrian connectivity between the northern and southern areas of Rio Vista’s urban core. When possible, curb cuts and parking lot entrances/exits should be consolidated to minimize interruption of the sidewalk path.

Flores Way at Hillside Terrace

This intersection currently has no STOP controls, with white transverse crosswalks and all legs of the intersection. This intersection is position immediately before a downhill segment traveling west, making visibility of pedestrians for eastbound drivers difficult.

Recommendation (Id #8)

The City should study the feasibility of a two-way STOP warrant at this intersection for cross-traffic on Flores Way.

Summary of Recommendations

lists the recommended improvements to address safety and circulation issues around DH White Elementary; maps existing conditions and presents an improvement plan of these recommendations. The project IDs in correspond to those in . The table identifies the agency likely to lead the improvement, recommended priority for implementation and a planning level cost estimate. The priority level is based upon the predicted safety improvement of the recommendation, the projected cost of the improvement, and the improvement feasibility.

Cost estimates do not include additional engineering or design work required for some recommendations.

Table Error! No text of specified style in document.-3: DH White Elementary Recommended Improvements

ID	Location	Recommendations	Lead Agency	Priority Level	Cost
1	School Loading Loop and Parking Lot	<ul style="list-style-type: none"> Replace yellow curb along loading loop with white curb. Refresh red curb on opposite side of loading loop. Recruit student and parent volunteers for managing loading loop, outfit volunteers with florescent vests. <p><i>Option A</i></p> <ul style="list-style-type: none"> Install "no left turn" signage at loading loop exit. <p><i>Option B</i></p> <ul style="list-style-type: none"> Reverse travel direction in parking lot, directing parking lot and loading loop traffic to exit on Linda Vista Way. Close loading loop exit on Elm Way, construct sidewalk. Install "no left turn" signage at parking lot exit. 	RDUSD	Middle	\$1,200 (Option A)
2	Elm Way	<ul style="list-style-type: none"> Restripe crosswalks as high-visibility yellow and install curb ramps at Thereza Way & Laurel Way; re-align Laurel Way crosswalk to match school entrance sidewalk. Stripe red curb at eastern corner of Elm Way & Thereza Way. Install Assembly D signage for westbound drivers at Elm Way & Laurel Way. Study STOP warrants for both Thereza Way & Laurel Way. 	City of Rio Vista	Middle/Low	\$9,000
3	Elm Way at Virginia Way	<ul style="list-style-type: none"> Replace existing yellow transverse crosswalks with high-visibility yellow crosswalks. Install "no u-turn" signage for eastbound drivers. Construct curb ramp in western corner. 	City of Rio Vista	Middle/Low	\$6,500
4	Elm Way at Linda Vista Way	<ul style="list-style-type: none"> Reduce curb radii, improve vehicle sight distances, and provide queuing area from parking lot (see Option B) by striping a hatched area in the northeast corner and relocating stop signs and stop bars. Prohibit right turns from Elm Way, installing soft hit posts if necessary to ensure compliance. Relocate or remove crosswalk across Linda Vista Way at north leg; re-stripe south leg as high visibility yellow crosswalk. 	City of Rio Vista	High	\$3,000
5	Val de Flores Park	<ul style="list-style-type: none"> Encourage parents to use parking lot for drop-off. Build a gate between school yard and Val de Flores Park. 	RDUSD	Middle/Low	\$1,000

ID	Location	Recommendations	Lead Agency	Priority Level	Cost
6	Gardiner Way to N 5 th Street, State Route 12 Crossing	<ul style="list-style-type: none"> Replace existing white transverse crosswalk with high-visibility white crosswalk at SR-12. Relocate or remove advance Main Street traffic signal warning for westbound drivers to reduce driver confusion. Replace or complement in-pavement flashing lights with Rapid Rectangular Flashing Beacons (RRFBs) or a High-intensity Activated crossWalk (HAWK) and W11-2 signage. Construct sidewalk on the south side of SR 12 from the Gardiner Way crossing to N 5th Street. Prohibit parking and/or stripe a narrow shoulder on the west side of N 5th Street to improve pedestrian to/from south. 	City of Rio Vista/ Caltrans	High	\$115,000
7	State Route 12/ Main Street Sidewalk Gap Closure	<ul style="list-style-type: none"> Construct sidewalk on the south side of SR-12 and the north side of Main Street to close gaps east of the Main Street/Hillside Terrance intersection. Construct sidewalk on the north side of SR-12 to close the gap east of Hillside Terrace. 	City of Rio Vista/ Caltrans	High	\$135,000
8	Flores Way at Hillside Terrace	<ul style="list-style-type: none"> The City should study a two-way STOP warrant 	City of Rio Vista	Middle	\$5,000
Total Cost					\$275,700



Solano Transportation Authority

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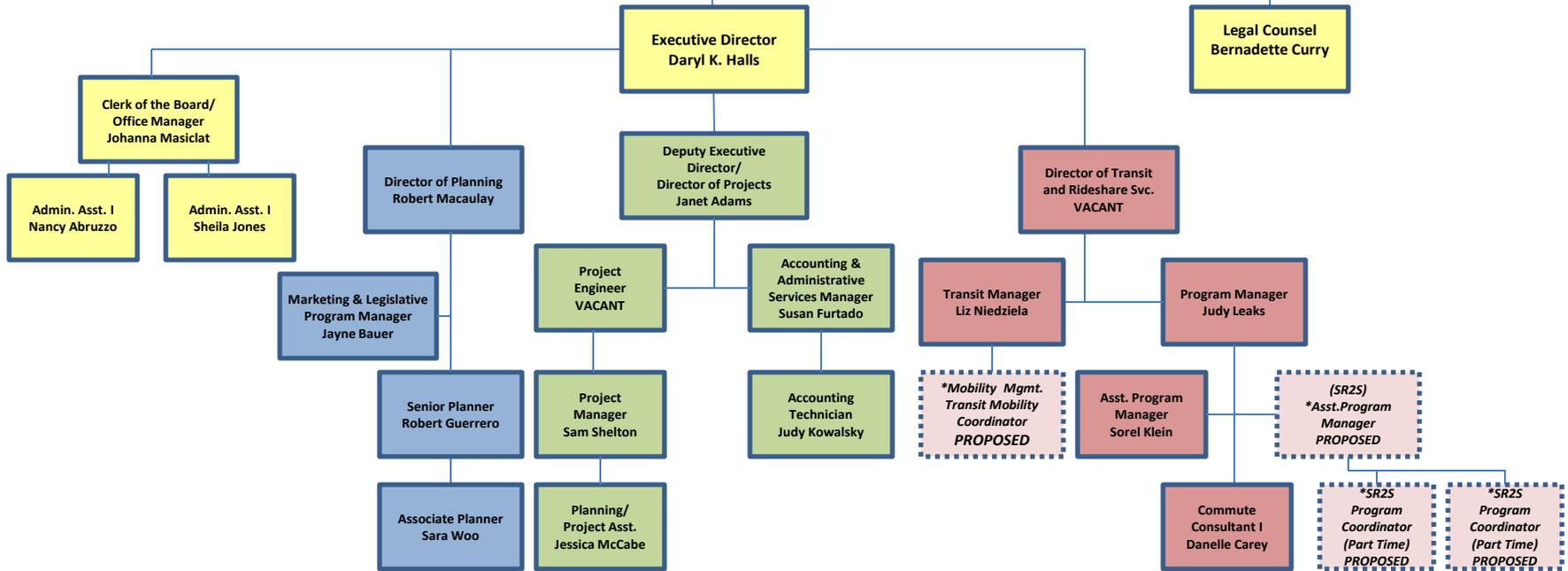


Top Row Left to Right: City of Vacaville Mayor Steve Hardy (STA 2012 Board Vice-Chair); City of Vallejo Mayor Osby Davis; City of Suisun City Mayor Pete Sanchez; County of Solano Supervisor Jim Spering
Bottom Row Left to Right: City of Rio Vista Mayor Jan Vick; City of Dixon Mayor Jack Batchelor, Jr. (STA 2012 Board Chair); City of Fairfield Mayor Harry Price; City of Benicia Mayor Elizabeth Patterson

IV.C. -Attachment A

**Organizational Chart
(FY 2012-13)**

*Proposed Reorganization
Updated 04-30-2012 jsa*



**Indicates Grant-Funded
Positions*