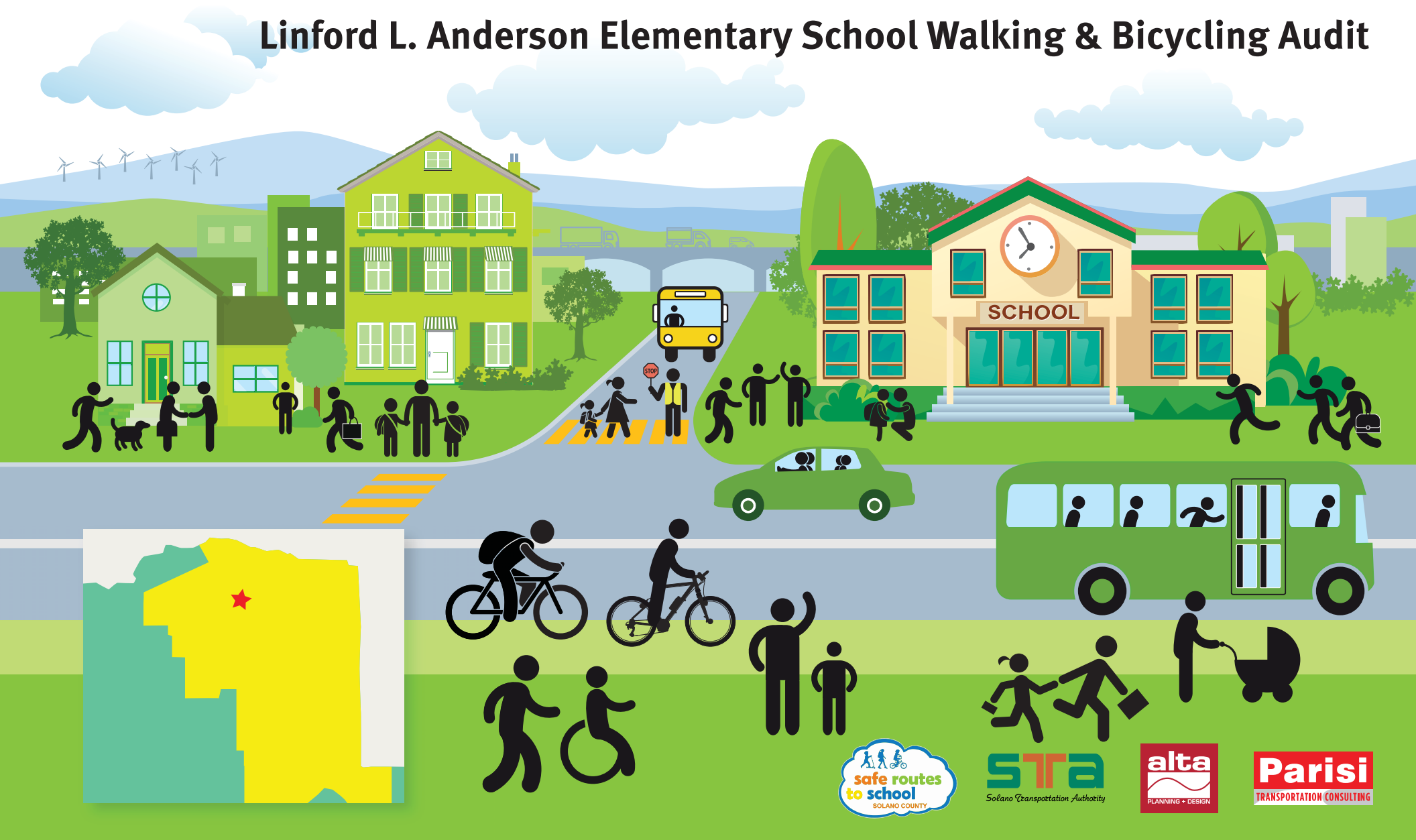


APRIL 2019

DIXON UNIFIED SCHOOL DISTRICT

Linford L. Anderson Elementary School Walking & Bicycling Audit



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School Information



Linford L. Anderson Elementary School (Anderson) is an elementary school within the Dixon Unified School District.

School Profile

Address: 415 East C Street, Dixon, CA 95620

Grades: TK – 6th

Number of Students: 520



Access

Pedestrian and bicycle access to and from Anderson is provided via the school entrances along East C Street and East D Street.

Vehicular access to and from the campus is provided via East C Street and East D Street. Both streets are two-lane residential roadways. East D Street is adjacent to the back of the school and is 330 feet north of East C Street. There are no on-campus parking lots. Anderson Elementary is directly east of Maine Prairie High School.

There are two primary drop-off and pick-up locations used to access the school.

→ **Near the front entrance on East C Street.** During the morning drop-off period, parents park their vehicles along East C Street and either walk their children or watch as they walk to campus. After school, parents park vehicles along both sides of East C Street as they wait for their children to come out of school.

→ **Near the back gate on East D Street.** Parents park along East D Street, La Esperanza Drive, and in a bulb-in on the corner of the two streets in the morning and afternoon. During the morning drop-off period, parents park their vehicles along East C Street and either walk their children or watch as they walk on to campus. After school, parents park vehicles along both sides of East C Street as they wait for their children to come out of school.



Safe Routes to School (SR2S) Program Participation

The SR2S program, launched by Solano Transportation Authority (STA) in 2008, encourages students to walk and bike to school and supports these activities with educational events throughout the year.

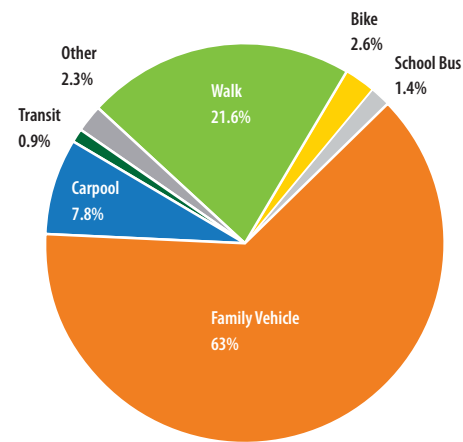
		Encouragement					Education			Evaluation	
School Year	Program Activity	Bike to School Day	Walk to School Day	Poster Contest	Walk or Wheel Day	Walking School Bus	Bike Helmet Education/ Distribution	Bike Rodeo	Safety Assembly	Fall Travel Tally Surveys	Spring Travel Tally Surveys
	2009-10										
	2010-11									●	●
	2011-12										
	2012-13										
	2013-14										
	2014-15										
	2015-16		●								
	2016-17		●				●	●			
	2017-18										
2018-19		●									

Safe Routes to School Survey

As part of the Solano Transportation Authority's SR2S program student hand tally surveys are conducted regularly to understand the various travel modes students use to get to and from school. The travel surveys are a useful tool in measuring whether SR2S program goals are being met and identifying program resources that can be used to support walking, bicycling, taking transit, and carpooling as means of transportation to school. Surveys are generally conducted twice a year, once in the fall and once in the spring. The surveys are done over a three-day period (Tuesday, Wednesday, and Thursday). During each survey students are asked how they traveled to school that morning, and how they plan to travel back home after school.

Results from the most recent survey conducted during the 2010 to 2011 school year are shown below.

- **Approximately 71 percent of students are driven to/from school.** Sixty-three (63) percent of students travel in vehicles carrying a single student, referred to as "family vehicle" trips. Eight percent of students travel to school by carpool. Generally, there are about 810 students who are driven to school.
- **About 25 percent of students travel to/from school in an "active" way.** On average 22 percent of students reported traveling either to or from school by walking. Three percent of students travel by bicycling or "other" rolling means (e.g., scooter, skateboard etc.)
- **Approximately 35 percent of students travel to/from school using a sustainable mode of travel.** In addition to the 25 percent of students walking, bicycling, and rolling to school, and eight percent of students who carpool, one percent of student ride public transit and one percent take the school bus. These are the travel modes promoted by the SR2S program.



Source: Dixon Unified School District, N=510 students

Note: Percentages have been rounded and may not add up to 100%.

Walking and Bicycling Audit

A walking and bicycling audit was held on Tuesday, May 15, 2018. In attendance were Anderson's principal, a crossing guard, a representative from the city of Dixon, and a representative from the Solano Transportation Authority's SR2S program. The walk audit was led by Parisi Transportation Consulting Traffic Engineers with assistance from Alta Planning + Design staff.

Audit participants made observations during the afternoon pick-up period as students arrived for class. Observations included driver, bicyclist, and pedestrian travel behavior as students departed from school. A follow-up visit was conducted by Parisi staff to review morning before-school conditions around the school area.

INFRASTRUCTURE OBSERVATIONS

- There are gaps in the sidewalk along East D Street (see photo 9).
- Sidewalks around the school feature cracked and uneven paving and present tripping hazards. The sidewalk along East C Street east of the intersection with North 4th Street is made of asphalt (see photos 5 and 7).
- Existing flashing beacon (not Rectangular Rapid Flashing Beacon – RRFB) at marked crosswalk across North 1st St at intersection with East C Street.
- Existing bulb-out at intersection of East C Street and North 4th Street, at the front entrance to Anderson. Reduces distance children must walk to cross East C Street (see photo 4).

BEHAVIORAL OBSERVATIONS

- Walk audit participants reported that kindergarten pickup is an unorganized "free for all." Teachers have reported concerns about unknown adults on campus due to the presence of parents on campus prior to the school release time.
- Drivers make drop-off U-turns at the intersection of North 5th Street and East C Street.
- A crossing guard monitors two crosswalks at the intersection of East C Street and North 4th Street. School staff supervises pick-up and drop-off at the campus' back entrance (see photo 8).
- The wider section ("bulb-in") at the corner of East D Street and La Esperanza Drive facilitates double parking (see photo 6).
- There is no marked crossing location on East D Street. Students run to parents parked on the opposite side of the street as there is no safe way to cross.
- Drivers park and leave their cars in the red zone on East C Street in front of the school.
- During the peak rush periods, nearby on-street parking is often at capacity and vehicles double park along East C Street to access the school entrance (see photo 7).



Observations



Existing crosswalks are transverse and not easily visible to drivers.



The school possesses on-site bike parking.



Many students are picked up near the East D Street entrance.



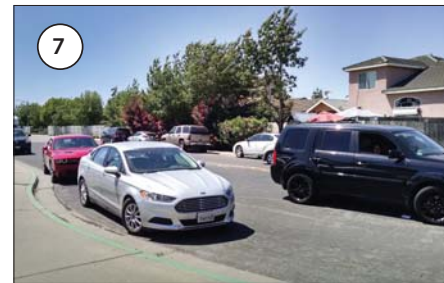
A bulb-out near the school's south entrance reduces the time pedestrians are in the street.



Many concrete sidewalks near the school are in need of repair.



The bulb-in is adjacent to the north school gate.



Vehicles double-park along East D Street.



A crossing guard assists students crossing the intersection of East C Street and North 4th Street.



Many streets lack sidewalks on both sides of the road.



Asphalt sidewalk along East C Street has extensive root damage.



Vehicle parking is restricted along the front and back of the campus.



Proposed location of a new high school near Anderson.

Safe Routes to School Improvement Recommendations

An important element of the SR2S program is providing infrastructure improvements that support and encourage safe walking and bicycling to and from school. This Walk Audit Report includes a series of recommendations for transportation infrastructure improvements around Anderson Elementary. These recommendations are based on observations made during the walking and bicycling audit, a post-audit engineering review, and a review of concerns raised by walk audit participants. The recommendations have been classified based on ease of implementation:

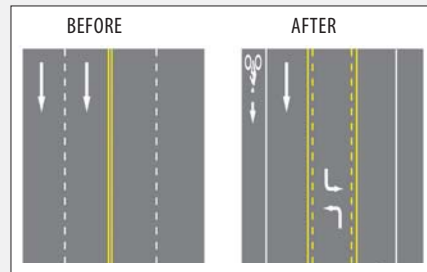
- **Short-term improvements** are lower cost improvements that can typically be implemented within a year.
- **Mid-term improvements** are improvements that may require additional planning efforts and funding and can typically be implemented within a three-year range.
- **Longer-range improvements** are substantial infrastructure improvements that would require additional funding and planning and can typically be implemented in a three to five-plus year range.

These improvements are summarized in the figure on the next page.

TOOLBOX OF POTENTIAL IMPROVEMENTS



High-visibility school crosswalks make it easier for motorists to see crossing pedestrians.



Road diets calm traffic provide space for bicyclists, and can provide pedestrian refuges.



Stop bars set back from crosswalk provide additional buffer between vehicular traffic and pedestrians.



Replace obsolete or inappropriate school area signs to keep school traffic control up to date.



Red curb paint designates areas where parking is prohibited.



Curb ramps provide access to disabled pedestrians and parents walking with strollers.

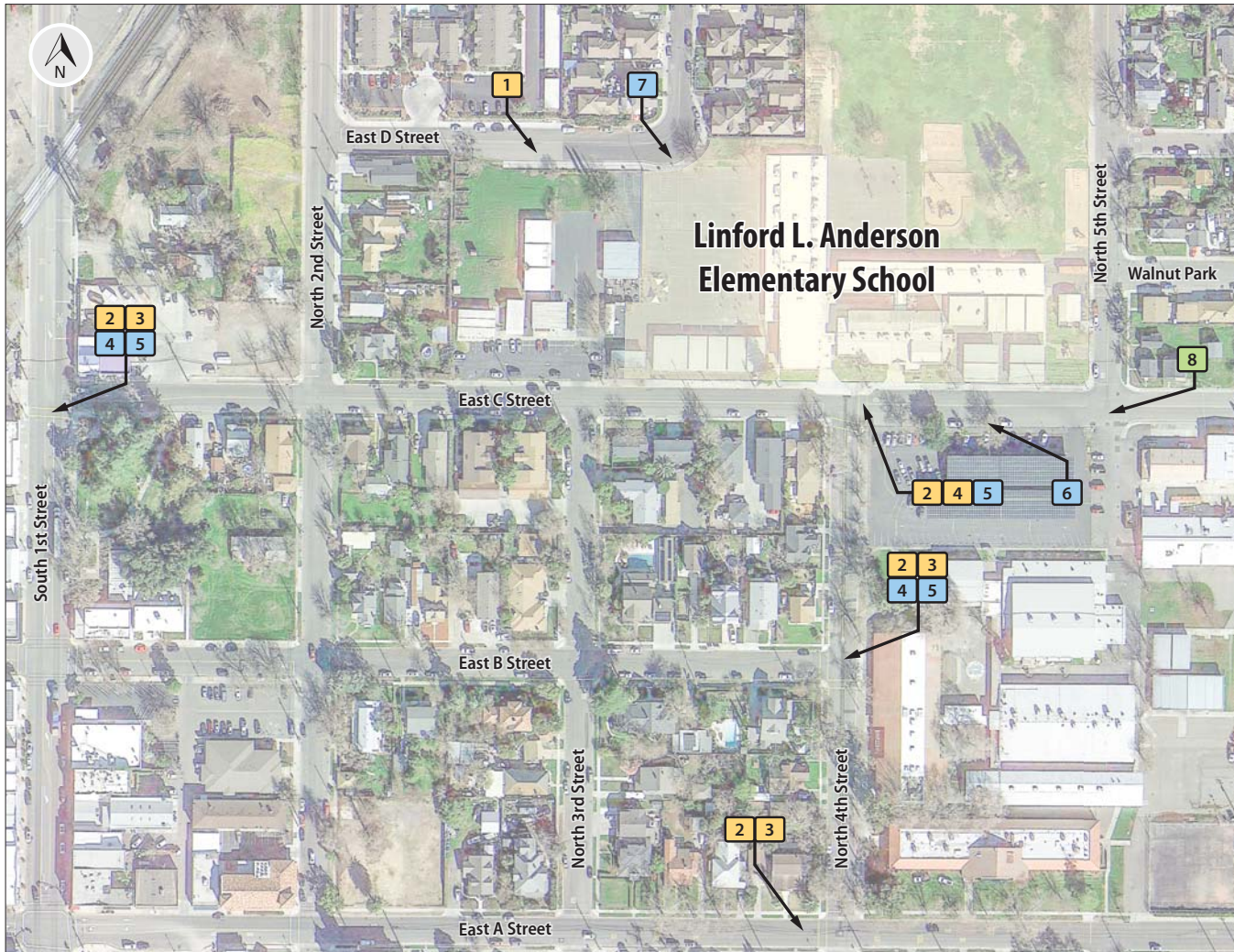


Curb extensions shorten pedestrian crossing distance and enhance visibility.



Rectangular Rapid Flash Beacons (RRFB) increase yield compliance at uncontrolled crossings.

Potential Safe Routes to School Improvements at Linford L. Anderson Elementary School, Dixon



LEGEND

Short-term Improvements

- 1 Install stop bar in advance of crosswalk
- 2 Install 25' of red zone striping on both sides of crosswalk
- 3 Install white stripe

Mid-term Improvements

- 4 Install yellow high visibility crosswalk markings
- 5 Install double-sided school area crosswalk signage
- 6 Consider traffic calming measures e.g., introduction of raised intersection
- 7 Replace asphalt with concrete curb and sidewalk

Longer-range Improvements

- 8 Construct miniature roundabout

