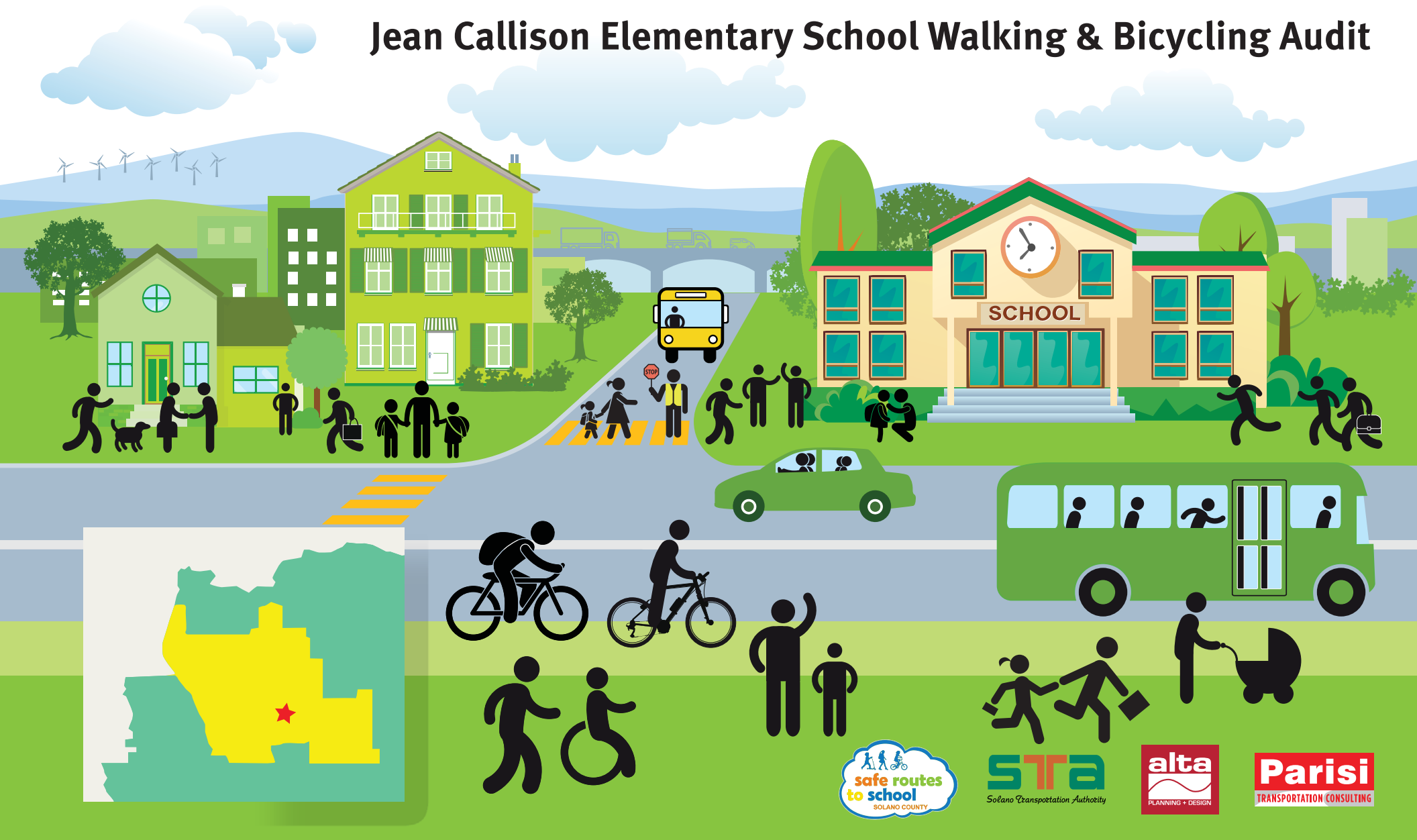


JULY 2019

VACAVILLE UNIFIED SCHOOL DISTRICT

Jean Callison Elementary School Walking & Bicycling Audit



Jean Callison Elementary School Walking and Bicycling Audit

School Information



Jean Callison Elementary School (Callison) is an elementary school within the Vacaville Unified School District.

School Profile

Address: 6261 Vanden Road, Vacaville, CA 95687

Grades: K – 6th

Number of Students: 700

Access

Pedestrian and bicycle access is provided through the front of the school as well as through multi-use pathway running between Callison and neighboring Meadowlands Park to the south.

Primary vehicular access to and from the campus is provided via Vanden Road, a north-south connector street that runs between Vacaville's southern border and Marshall Road. Students traveling to or from the neighborhoods north of Callison travel via Marshall Road, an east-west collector street that feeds in to Vanden Road from the north. Vehicular access to the interior of the campus is provided via two driveways (one inbound and one outbound) serving an on-site parking lot located at the north western portion of the school.

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

Passenger loading zone along Vanden Road.

Just south of the school's outbound driveway along Vanden Road is a 200-foot passenger loading zone designated by signage. The northern half of the loading zone is reserved for bus loading and designated as such through adjacent signage.

Meadowlands Park. Just south of Callison is a public park that is used by some parents as an off-site school access point. A drive-through lane and angled-parking spaces located along the western edge of the park facilitate drop-offs and pick-ups at the park. Students then walk onto the school grounds via a connecting multi-use pathway located at the northwestern edge of the park.



Meadowlands Park



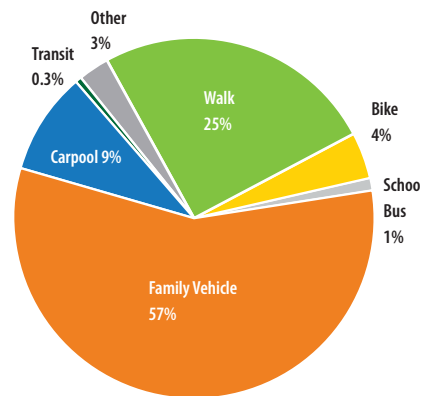
Vanden Road

Safe Routes to School Survey

As part of the Solano Transportation Authority's Safe Routes to Schools (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 2014 to 2015 school year are shown below.

- Approximately **66 percent** of students are driven to/from school. Fifty-seven (57) percent of students travel in vehicles carrying a single student, referred to as "family vehicle" trips. Nine percent of students travel to school by carpool.
- About **31 percent** of students travel to/from school in an "active" way. On average 25 percent of students reported traveling either to or from school by walking. About four percent of students travel to and/or from school by bicycling. About three percent of students travel to and/or from school using "other" rolling means (e.g., scooter, skateboard etc.)
- Approximately **45 percent** of students travel to/from school using a sustainable mode of travel. In addition to the 31 percent of students walking, bicycling, and rolling to school, and nine percent of students who carpool, about one percent of students travel to and/or from school using public transit or school bus. These are the travel modes promoted by the SR2S program.



Source: Vacaville Unified School District, N= 871 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, April 17th, 2018. In attendance were the Callison Assistant Principal, a staff member (and walking school bus leader), two parents, and a school monitor. The walk audit was led by Parisi Transportation Consulting Traffic Engineers with assistance from Alta Planning + Design Staff.

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

During the audit, participants observed a walking school bus arriving at the school. The walking school bus consists of a group of students who are dropped off at an off-site location further from the school, who then walk to school together guided by a parent volunteer. There were nine children participating on the morning of the audit and the parent leader reported that more students participate in the afternoon. The walking school bus accesses the school via the pathway adjacent to Meadowland Park.

INFRASTRUCTURE OBSERVATIONS

- There is only one crosswalk along Vanden Road adjacent to the school, limiting availability of safe crossing locations along the roadway.
- Existing Crosswalks along Vanden Road are transverse crosswalks and are partially hidden by vegetation along the sidewalk.
- Parking is permitted along the curb directly adjacent to the crosswalk. The lack of buffer space between parked vehicles and the crosswalk limits the visibility of pedestrians.

- The curb ramps at the Vanden Road and Raven Drive and Vanden Road and Marshall Road intersections are diagonally aligned to the crosswalk. This hinders crossings for persons with disabilities and/or parents pushing strollers (see photo 9).

BEHAVIORAL OBSERVATIONS

- Pick-up and drop-off activity along Vanden Road leads to long traffic queues along the roadway.
- Parking in the school lot is restricted to staff only, however, parents park within the lot.
- Drivers exiting the school lot ignore posted signage and striping and make illegal left-turns from the right-turn only outbound lane.
- Drivers make illegal U-turns along Vanden Road after conducting drop-offs and pick-ups in front of the school (see photo 11).
- Despite posted signage parents park in the "School Bus Only" loading zone. This limits accessibility for the school bus (see photo 4).
- During peak drop-off and pick-up periods vehicles double park along Vanden Road, particularly adjacent to the bus loading zone, further limiting accessibility for the school bus.
- Many students cross Vanden Road at unmarked mid-block locations.
- Drivers were observed rolling through stop-controlled intersections rather than coming to a complete stop.
- Walk audit participants suggested additional training for crossing guards posted along Vanden Road.

Observations



Walking school bus arrives at school in the morning.



Students use existing transverse crosswalk that could be upgraded to high visibility.



Signage designating passenger loading zone along Vanden Road.



Vehicles parked along school bus only loading zone.



A crossing guard facilitates school crossings at the Vanden Road and Raven Drive intersection.



Driver behavior of vehicles accessing the passenger loading zone along Vanden Road increase safety hazards.



No left turn sign at the school driveway exit. Motorists were observed ignoring the signage and making left turns.



Meadowlands Park parking and drive through lane used by parents for off-site drop-off and pick-up activities.



Curb ramps not aligned to crosswalk a the Vanden Road and Marshall Road intersection.



Vehicles double parked along Vanden Road during morning drop-offs.



Motorist makes an illegal U-turn after a drop-off along Vanden Road.



No parking zone within school staff parking lot used as a drop-off and pick-up lane by parents.

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 Callison 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:

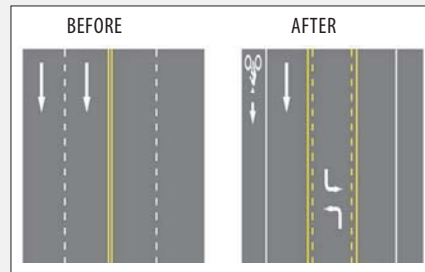
- **Short-term improvements** are lower cost improvements that can typically be implemented within a year.
- **Mid-term improvements** are improvements that may require additional planning efforts and funding and can typically be implemented within a three-year range.
- **Longer-range improvements** 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 Jean Callison Elementary School, Vacaville



LEGEND

Short-term Improvements

- 1** Install yellow high visibility crosswalk markings
- 2** Install double-sided school crosswalk signage
- 3** Install stop bar in advance of crosswalk
- 4** Install 25' of red zone striping on both sides of crosswalk

Mid-term Improvements

- 5** Upgrade curb ramps to meet ADA compliance
- 6** Install ADA-compliant curb ramps
- 7** Construct bulb-out
- 8** Consider installation of bulb-outs or tightening the corner curb radii
- 9** Consider traffic calming on Vanden e.g. lane narrowing

Longer-range Improvements

- 10** Evaluate feasibility of Southbound bike lane

* Indicates possible project; further evaluation required

