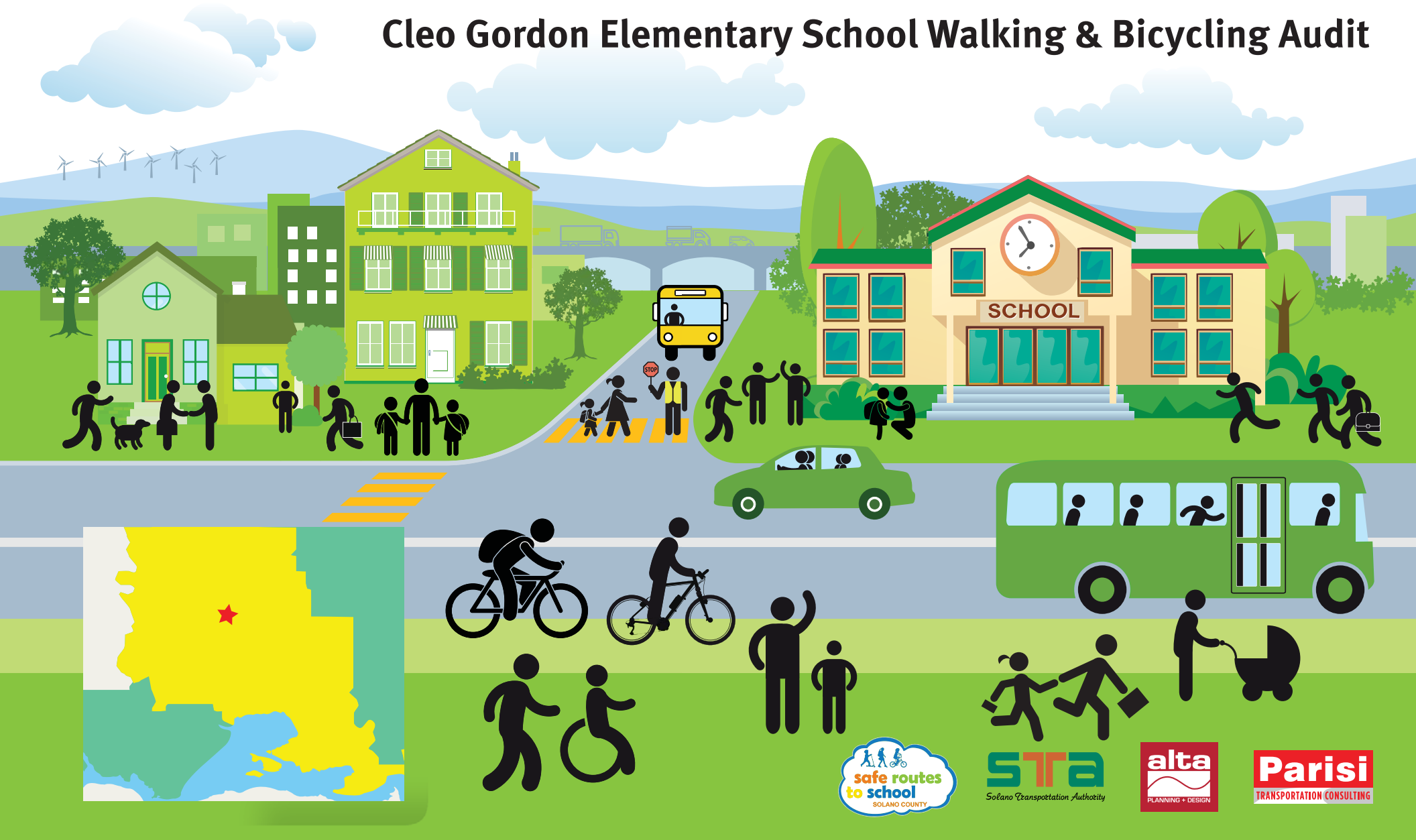


JULY 2019

FAIRFIELD-SUISUN UNIFIED SCHOOL DISTRICT

# Cleo Gordon Elementary School Walking & Bicycling Audit



# Cleo Gordon Elementary School Walking and Bicycling Audit

## School Information



Cleo Gordon Elementary School (Cleo Gordon) is an elementary school within the Fairfield-Suisun Unified School District.

## School Profile

Address: 1950 Dover Avenue, Fairfield, CA 94533

Grades: K – 6th

Number of Students: 570

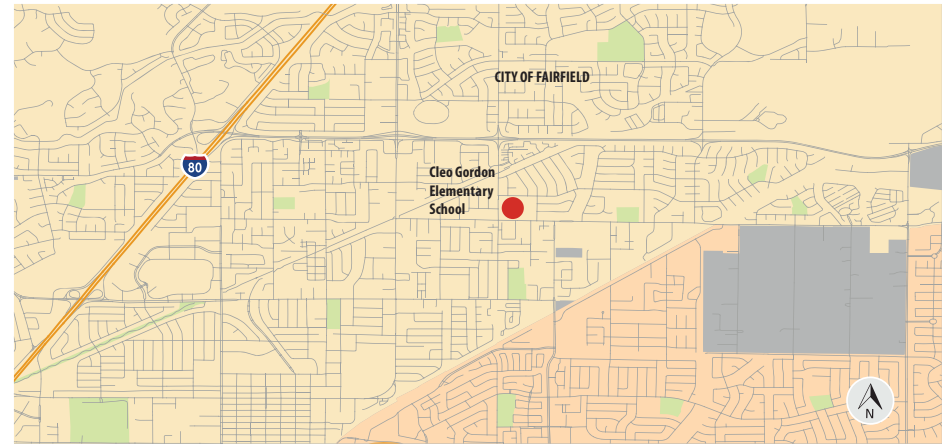


## Access

Pedestrian and bicycle access to and from Cleo Gordon is provided via the school entrances along Dover Avenue. A major bicycle pathway, the “Linear Park Pathway,” is located 1000 feet north of campus.

Primary vehicular access to and from the campus is provided via Dover Avenue, a two-lane arterial roadway generally running in the north-south direction. Access to the on-site school parking lot is restricted to faculty and staff from 8:00 a.m. to 3:00 p.m. The Cleo Gordon campus is located adjacent to the arterial East Tabor Avenue.

- The primary drop-off and pick-up location used to access the school is the parking lanes on Dover Avenue.** During the morning drop-off period, parents park their vehicles along Dover Avenue and either walk their children or watch as they walk on to campus. After school, parents park vehicles along both sides of Dover Avenue as they wait for their children to come out of school.



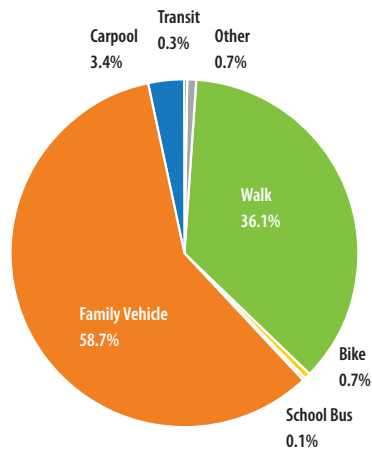
Dover Avenue

## 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. Tally data was received from 6 participating classrooms.

Results from the most recent survey conducted during the 2016 to 2017 school year are shown below.

- Approximately **62 percent** of students are driven to/from school. Fifty-nine (59) percent of students travel in vehicles carrying a single student, referred to as "family vehicle" trips. Three percent of students travel to school by carpool. Generally, there are about 360 students who are driven to school.
- About **37 percent** of students travel to/from school in an "active" way. On average 36 percent of students reported traveling either to or from school by walking. Approximately one percent of students travel by bicycling or "other" rolling means (e.g., scooter, skateboard etc.)
- Approximately **40 percent** of students travel to/from school using a sustainable mode of travel. 37 percent of students are walking, bicycling, and rolling to school and three percent of students carpool. Along with use of public transit or the school bus, these are the travel modes promoted by the SR2S program.



Source: Fairfield-Suisun Unified School District, N=580 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 8, 2018. In attendance were parents from the school, the principal of the school, and representatives from the Solano Transportation Authority's Safe Routes to School program. The walk audit was led by Parisi Transportation Consulting traffic engineers with assistance from Alta Planning + Design.

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.

### INFRASTRUCTURE OBSERVATIONS

- Pedestrian signals at the intersection of Dover Avenue and East Tabor Avenue are mounted higher than 48" and are therefore not ADA compliant. This may increase difficulty for students who are disabled that are attempting to cross the street to safely navigate the intersection. There are two crossing guards stationed here to help students and parents cross the street.
- The corner curb radius for vehicles turning right from westbound East Tabor Avenue onto northbound Dover Avenue is very large (see photo 9). This was intended to serve buses at one time. The radius could be reduced to eliminate the turn out for an increased landing area for pedestrians.

### BEHAVIORAL OBSERVATIONS

- Motorists on Dover Avenue appear to drive at high speeds. Consider right edge-lines to narrow the road (see photo 12).
- Despite the area of Dover Avenue south of the school entrance being designated for drop-off, parents often ignore loading zone signage to park in this area and walk in to campus (see photo 4).
- On-site school parking lot access is restricted by crossing guards to staff and faculty only (see photo 6).
- Walk audit participants stated that significant congestion on southbound Dover Avenue occurs in the afternoon.
- Crossing guards direct student across Meadowlark Drive at its intersection with Dover Avenue, at the intersection of San Lorenzo Street and Dover Avenue, and at the intersection of East Tabor Avenue and Dover Avenue (see photos 1 and 9).
- Vehicles were observed making U-turns on Dover Avenue at the roadway's intersection with San Lorenzo Street to go back to the East Tabor Avenue intersection.



## Observations



1  
Crossing guard at the intersection of Dover Avenue and San Lorenzo Street.



2  
Dover Avenue lacks bicyclist infrastructure.



3  
Rectangular Rapid Flashing Beacon at the intersection of Dover Avenue and Nightingale Drive.



4  
Vehicles double-park on Dover Avenue to drop students off.



5  
Many sidewalks around school are narrow.



6  
On-site parking lot is coned off before peak drop-off / pickup times.



7  
Major bike path 1000 ft north of campus.



8  
Dover Avenue experiences vehicle congestion during drop-off and pickup.



9  
Two crossing guards on the intersection of Dover and Tabor Avenues.



10  
At the intersection of E Tabor and Dover, there are 3 obstructions. These exist on the NW, NE, and SW legs. Obstructions in the sidewalks include poles reducing the width of the sidewalk, like the one picture above on the NE corner.



11  
Pavement and concrete sections around school need repair.



12  
Dover Avenue at intersection with Tabor Avenue is excessively wide.

## 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 Cleo Gordon 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:

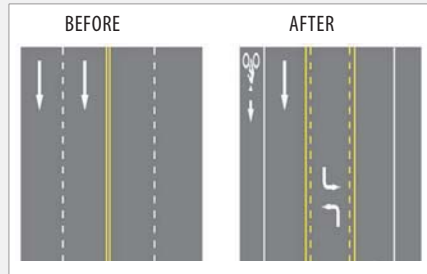
- **Short-term improvements** are lower cost improvements that can typically be implemented within a year.
- **Mid-term improvements** are improvements that may require additional planning efforts and funding and can typically be implemented within a three-year range.
- **Longer-range improvements**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



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



*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.*

## Potential Safe Routes to School Improvements at Cleo Gordon Elementary School, Fairfield



### LEGEND

#### Short-term Improvements

- 1** Install stop bar in advance of crosswalk
- 2** Install double yellow line
- 3** Lower pedestrian push buttons to meet Accessible Pedestrian Signals (APS) guidelines

#### Mid-term Improvements

- 4** Upgrade curb ramps to meet ADA compliance
- 5** Install ADA-compliant curb ramps
- 6** Tighten corner curb radii
- 7** Consider construction of bulb-out and removing turn out to increase sidewalk area
- 8** Consider introducing right edge lines to narrow the roadway
- 9** Implement leading pedestrian interval traffic signal phasing
- 10** Install rectangular rapid flashing beacon (RRFB)

