

JANUARY 2019

RIVER DELTA UNIFIED SCHOOL DISTRICT

Riverview Middle School Walking & Bicycling Audit



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School Information



Riverview Middle School (Riverview) is a middle school within the River Delta Unified School District.

School Profile

Address: 525 South 2nd Street, Rio Vista, CA 94571

Grades: 6th – 8th

Number of Students: 290



Access

Access to the interior of the campus is provided via a gateway approximately 220 feet south of the South 2nd Street and Hamilton Avenue intersection. Hamilton Avenue is a local street that provides additional access to Riverview. Montezuma Hills Road intersects South 2nd Street 270 feet south of the campus and connects the campus to the neighborhood to the west.

Primary vehicular access to and from the campus is provided via South 2nd Street, a residential street generally running in the northwest-southeast direction.

→ **Street parking along 2nd Street.** Parents use both sides of the street along 2nd Street to conduct student pick-up and drop-off. During the pick-up period, parents will remain in their vehicles and wait for their students to arrive. A 45 foot yellow loading zone is striped on the east side of the street directly south of the school entrance. This is the most popular pick-up and drop-off location for students as it leads directly to the main school entrance.

→ **Passenger loading zone and street parking along Hamilton Avenue.** North of the school, parents frequently park in the bus loading zone. Street parking is available on the opposite side of the street.



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.

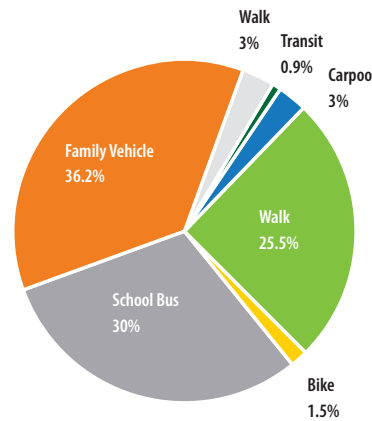
	Program Activity	Encouragement					Education		Evaluation	
		Bike to School Day	Walk to School Day	Poster Contest	Walk or Wheel Day	Walking School Bus	Bike Helmet Education/ Distribution	Bike Rodeo	Safety Assembly	Fall Travel Tally Surveys
School Year	2009-10									
	2010-11									
	2011-12									
	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 2011 school year are shown below.

- **Approximately 39 percent of students are driven to/from school.** 36 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 190 students who are driven to school.
- **About 27 percent of students travel to/from school in an "active" way.** On average 26 percent of students reported traveling either to or from school by walking. One-and-a-half percent of students travel by bicycling or "other" rolling means (e.g., scooter, skateboard etc.)
- **Approximately 61 percent of students travel to/from school using a sustainable mode of travel.** In addition to the 27 percent of students walking, bicycling, and rolling to school, and three percent of students who carpool, one percent of student ride public transit and 30 percent take the school bus. These are the travel modes promoted by the SR2S program.



Source: River Delta Unified School District, N=260 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 1st, 2018. In attendance were the Riverview Principal, one parent, one staff member who volunteers as a crossing-guard and representatives 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 period as students were picked up and/or left school for the day. Observations included driver, bicyclist, and pedestrian travel behavior as students departed school.

INFRASTRUCTURE OBSERVATIONS

- Sidewalk is obstructed by overgrown vegetation throughout the neighborhood streets surrounding the school.
- There is no crosswalk crossing South 2nd Street near the main school entrance (see photo 6).
- There is no designated staff parking lot. Staff members park on the street along South 2nd Street, which is the most popular student pick-up and drop-off location. The limited space for two usages results in a high amount of double parking (see photo 3).
- The main school crosswalk at South 2nd Street and Hamilton Avenue is missing the western curb ramp.
- The sole crossing guard at the school is a volunteer position that rotates amongst teachers. Typically by the time teachers have made it from their classroom to the intersection, a majority of students have already crossed at the location.

BEHAVIORAL OBSERVATIONS

- Parents make illegal U-turns along South 2nd Street after dropping off their students. The school is located at the edge of town and all parents need to turn around.
- Many students cross South 2nd Street at unmarked mid-block locations (see photo 9).
- Strong need for bicycle and pedestrian student safety education. Many students were seen not wearing helmets and distracted by their phones while crossing
- Despite being designated as a bus-only loading zone, many parents park on the south side of Hamilton Avenue to wait for their students (see photo 11).
- Many vehicles speed along South 2nd Street, particularly heading in the northbound direction.

Observations



Crosswalk at intersection of 2nd and Santa Clara lacks adequate surrounding red curb striping.



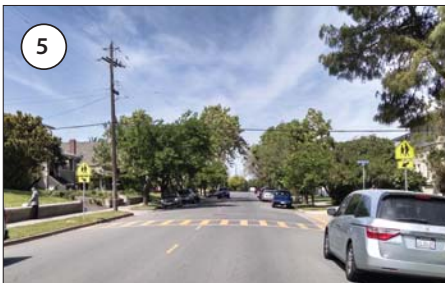
Bike storage areas on campus.



Vehicles double-park on 2nd Street.



Crosswalks near the campus have high-visibility longitudinal markings.



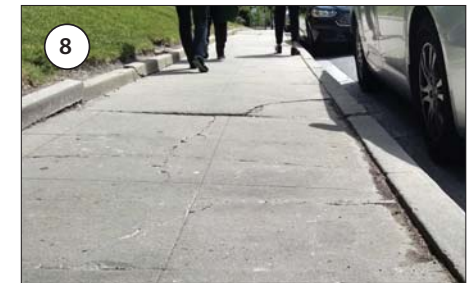
Crosswalks around school lack crossing guards.



No pedestrian crossing at intersection of 2nd Street and Marina Drive.



Pick-up along 2nd Street.



Sidewalks around campus have potential tripping hazards.



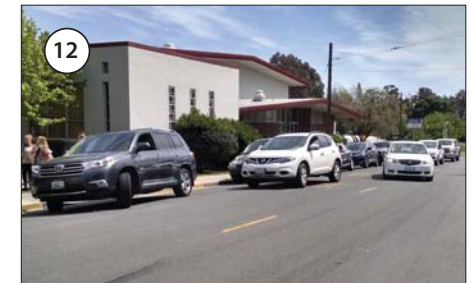
Students dart across the street midblock 2nd Street.



School buses pick up and drop off along Hamilton Avenue.



Private vehicles also use Hamilton Avenue as a loading zone.



Vehicles move into the oncoming lane on 2nd Street to pass.

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 Riverview Middle School. 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:

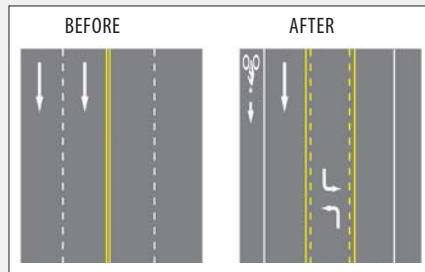
- **Short-term improvements** are lower cost improvements that can typically be implemented within a year.
- **Mid-term improvements** are improvements that may require additional planning efforts and funding and can typically be implemented within a three-year range.
- **Longer-range improvements**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

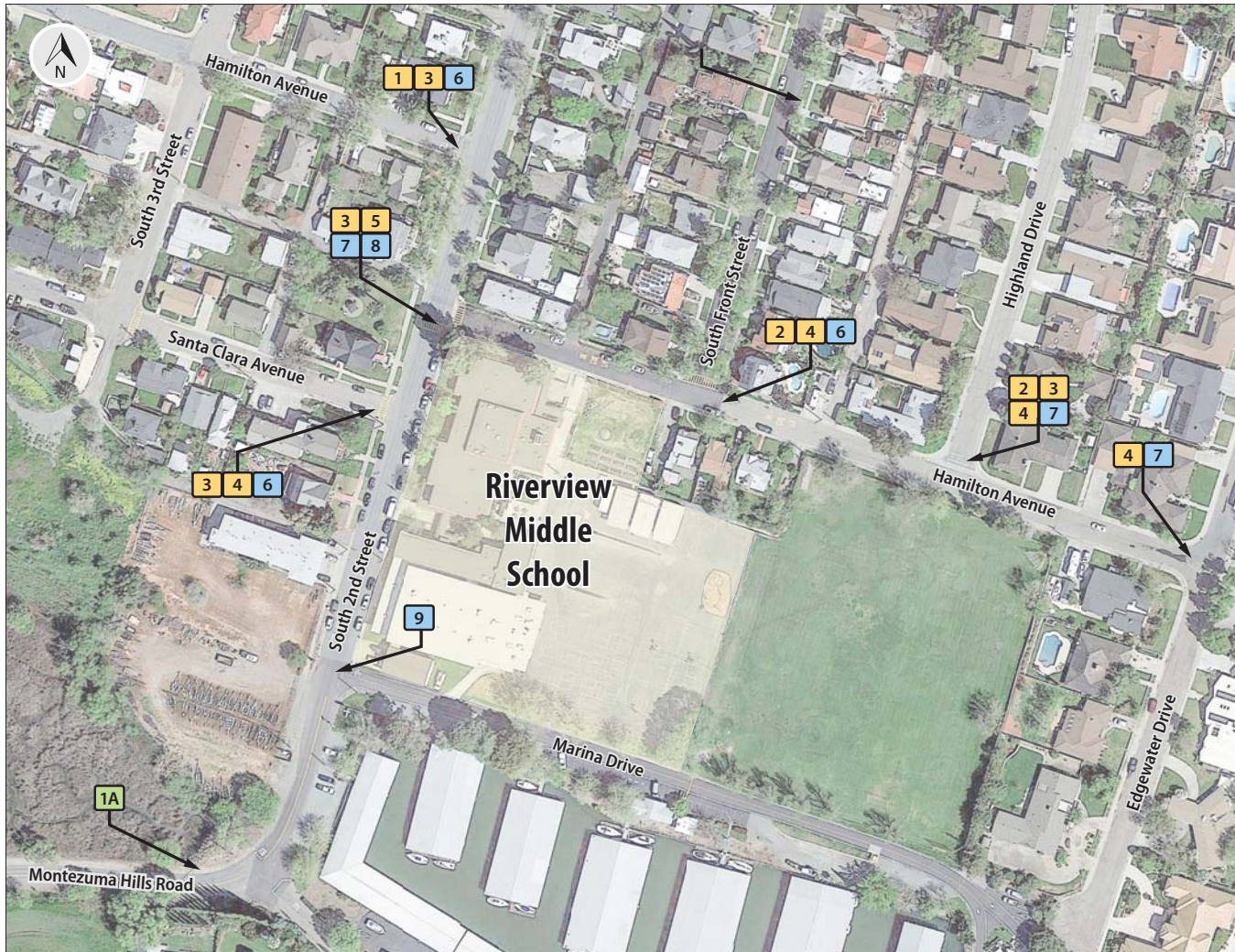


Curb extensions shorten pedestrian crossing distance and enhance visibility.



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

Potential Safe Routes to School Improvements at Riverview Middle School, Rio Vista



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
- 5** Consider provision of a crossing guard

Mid-term Improvements

- 6** Upgrade curb ramps to meet ADA compliance
- 7** Install ADA-compliant curb ramps
- 8** Construct bulb-outs

Longer-range Improvements

- 9** Consider installation of mini traffic circle

Planned Improvements

- 1A** New planned path. Check whether design includes raised curb

