



**STTA** **Safe Routes to School** Program

**EXECUTIVE SUMMARY**  
**February 2008**



Education



Encouragement



Enforcement



Engineering





## Acknowledgments

### **Solano Transportation Authority Board of Directors**

Ed Woodruff, Chair, City of Rio Vista  
 Jim Spering, Vice Chair, County of Solano  
 Elizabeth Patterson, City of Benicia  
 Mary Ann Courville, City of Dixon  
 Harry Price, City of Fairfield  
 Pete Sanchez, City of Suisun City  
 Len Augustine, City of Vacaville  
 Osby Davis, City of Vallejo



### **Technical Advisory Committee members**

Dan Schiada, City of Benicia  
 Royce Cunningham, City of Dixon  
 Gene Cortright, City of Fairfield  
 Brent Salmi, City of Rio Vista  
 Fernando Bravo, City of Suisun City  
 Dale Pfeiffer, City of Vacaville  
 Gary Leach, City of Vallejo  
 Paul Wiese, County of Solano

### **Bicycle Advisory Committee members**

Barbara Wood, Chair, Member-at-large  
 Larry Mork, Vice Chair, City of Rio Vista  
 J.B. Davis, City of Benicia  
 Jim Fisk, City of Dixon  
 Randy Carlson, City of Fairfield  
 Michael Segala, City of Suisun City  
 Ray Posey, City of Vacaville  
 Mick Weninger, City of Vallejo  
 Glen Grant, County of Solano

### **Pedestrian Advisory Committee members**

Lynne Williams, Chair, City of Vallejo  
 Pat Moran, Vice Chair, City of Fairfield  
 J.B. Davis, City of Benicia  
 Michael Smith, City of Dixon  
 Larry Mork, City of Rio Vista  
 Michael Hudson, City of Suisun City  
 Todd Rewick, City of Vacaville  
 Linda Williams, County of Solano  
 Brian Travis, Tri-City & County Coop  
 Frank Morris, Solano Land Trust  
 Maureen Gaffney, SF Bay Trail Program

### **Safe Routes to School Steering Committee**

Gary Leach, Vallejo Public Works Director  
 Dan Schiada, Benicia Public Works Director  
 Mike Segala, Bicycle Advisory Committee  
 Eva Laevastu, Pedestrian Advisory Committee  
 Dee Alarcon, Solano County Superintendent of Schools  
 John Aycock, Vacaville USD Superintendent  
 Bill Bowen, Rio Vista Chief of Police  
 Ken Davena, Benicia Police, Captain  
 Jim Antone, Yolo-Solano Air Quality Management District  
 Robin Cox, Solano County Public Health

### **Fairfield SR2S Task Force**

Gian Aggerwal, Planning Commissioner  
 Mark Schraer, Fairfield Police  
 Kathy Marianno, Fairfield-Suisun USD School Board member  
 Wanona Ireland, Travis USD School Board President  
 James Leitner, Fairfield Public Works  
 Randy Carlson, Bicycle Advisory member  
 Pat Moran, Pedestrian Advisory member

### **Vacaville SR2S Task Force**

Brett Johnson, Vice Chair, Planning Commissioner  
 Terry Cates, Vacaville Police  
 Larry Mazzuca, Vacaville USD School Board member  
 Jeff Knowles, Deputy Director of Public Works  
 Ray Posey, Bicycle Advisory member  
 Todd Rewick, Pedestrian Advisory member

### **Benicia SR2S Representatives:**

#### **City Council & School Board Liaison Committee:**

Alan Schwartzman, Vice Mayor  
 Bill Whitney, Councilmember  
 Dirk Fulton, School Board member  
 Shirin Samiljan, School Board member  
 Jim Erickson, City Manager  
 Janice Adams, School Superintendent  
**City Traffic Pedestrian & Bicycle Safety Committee:**

Elizabeth Patterson, Mayor  
 Mark Huges, Councilmember  
 Jim Trimble, Police Chief  
 Dan Schiada, Public Works Director  
 Mike Roberts, Public Works

### **Dixon SR2S Task Force**

Mary Ann Courville, Mayor  
 Tony Welch, Dixon Police  
 Chad Koopmeiners, Dixon USD Rep.  
 Royce Cunningham, Public Works Director  
 James Fisk, Bicycle Advisory member  
 Michael Smith, Pedestrian Advisory member

### **Rio Vista SR2S Representatives:**

#### **Rio Vista Joint Use Ad-hoc committee**

Ed Woodruff, Mayor  
 Cherie Cabral, councilmember  
 Hector De La Rosa, City Manager  
 Brent Salmi, Public Works Director  
 Tom Bland, Community Development Director  
 Bill Bowen, Police Chief  
 Mark Nelson, Fire Chief  
 Marilyn Riley, River Delta USD School Board member  
 Alan Newell, River Delta USD Superintendent  
 Wayne Rebstock, River Delta USD Director of Maintenance and Operations

### **Suisun City SR2S Task Force**

Mike Husdon, councilmember  
 Ed Dadishio, Police Chief  
 Bob Szmurlo, Police Department  
 Kathy Marianno, Fairfield-Suisun USD School Board member  
 Fernando Bravo, Public Works Director  
 Nick Lozano, Public Works  
 Michael Segala, Bicycle/Pedestrian Advisory member

### **Vallejo SR2S Task Force**

Hermie Sunga, councilmember  
 Joel Salinas, Vallejo Police  
 Daniel Glaze, Vallejo USD School Board Vice President  
 Gary Leach, Public Works Director  
 Mick Weninger, Bicycle Advisory member  
 Lynn Williams, Pedestrian Advisory member

### **Solano Transportation Authority Staff**

Daryl Halls, Executive Director  
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 Sam Shelton, Assistant Project Manager  
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 Sara Woo, Planning Assistant  
 Karen Koelling, Administrative Assistant  
 Mia Delos Reyes, Marketing Intern

### **Alta Planning + Design consultants**

Michael Jones, Principal  
 Brett Hondorp, Principal  
 Michael Vecchio, staff Engineer  
 Matt Lasky, staff Planner

# I. EXECUTIVE SUMMARY

Safe Routes to School (SR2S) refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school, and improving traffic safety around school areas through education, incentives, increased law enforcement, and engineering measures. Safe Routes to School programs typically involve partnerships among municipalities, school districts, community and parent volunteers, and law enforcement agencies.

The Solano Transportation Authority (STA) began the development of its Safe Routes to School program in 2005. The program is designed to decrease the number of driving trips to schools and increase the number of safe and healthy (walking and bicycling) trips to schools in Solano County. In order to increase the number of walking and bicycling trips to and from schools in the County, the STA SR2S Program was developed to formulate a list of **engineering** projects near schools to make walking and bicycling easier and safer for students. The SR2S Program was also developed to formulate a list of programs to **encourage** and **educate** students about walking and bicycling, and to **enforce** students and parents to abide by traffic safety laws near schools.

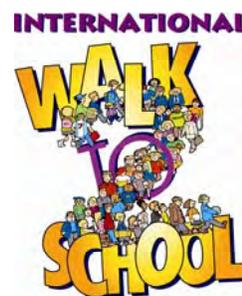
## I.1. WHY CREATE A SAFE ROUTES TO SCHOOL PLAN?

SR2S addresses a number of issues at and around schools including traffic, safety, children’s health, education, and funding. The two largest reasons why parents do not let their children walk or bicycle to school is that the “school is too far away” and that there is “too much traffic danger”. Too much traffic near schools contributes to dangerous parent vehicle vs. student safety problems and high levels of air pollution near large numbers of children, whose lungs are still developing and has been shown to increase the likelihood of asthma and other respiratory ailments.

In Solano County, 78% of children get less than the recommended minimum weekly physical activity, contributing to gross statistic of 38% of Solano County children between 5-20 years old being overweight. This lack of physical activity before and after school has been shown to affect concentration and energy levels during class and while studying at home. Without an adopted vision to improve these problems, obtaining funding from a variety of competitive funding sources for improvement projects and programs is difficult at best.



*Education: Educational programs that teach students bicycle, pedestrian and traffic safety skills, and teach drivers how to share the road safely*



*Encouragement: Special events, clubs, contests and ongoing activities at schools that encourage more walking, bicycling, or carpooling through fun and incentives*



*Enforcement: Strategies to deter unsafe behavior of drivers, bicyclists and pedestrians and encouraging all road users to obey traffic safety laws and to share the road.*



*Engineering: Design, implementation and maintenance of signing, striping, and traffic calming infrastructure improvements*



## I.2. BENEFITS OF THE SAFE ROUTES TO SCHOOL PROGRAM



*There are many benefits to a SR2S Program including less traffic, healthier, safer and more independent children, reduced air pollution, and potentially increased scholastic performance.*

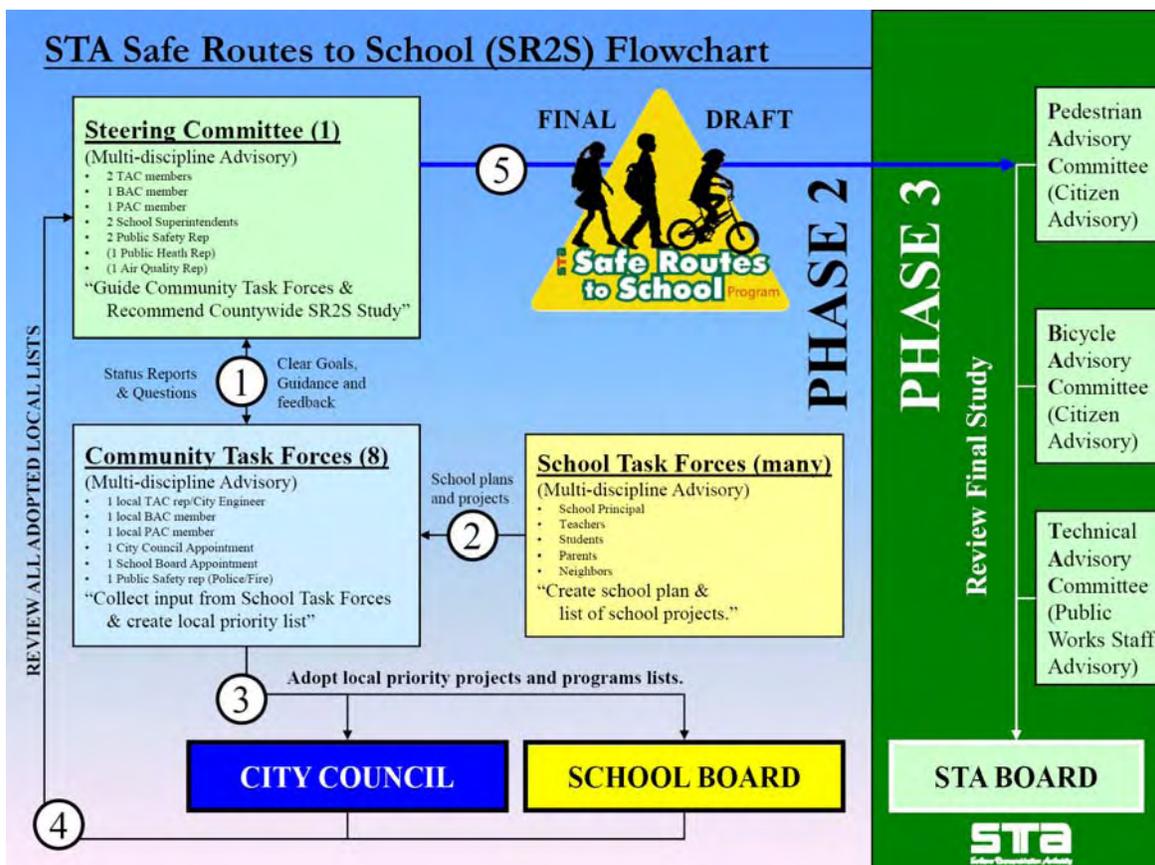
SR2S programs directly benefit school children, parents and teachers by creating a safer travel environment near schools and by reducing motor vehicle congestion at school drop-off and pick-up zones. Students that choose to bike or walk to school are rewarded with the health benefits of a more active lifestyle, with the responsibility and independence that comes from being in charge of the way they travel, and learn at an early age that biking and walking can be safe, enjoyable and good for the environment.

Safe Routes to School programs offer ancillary benefits to neighborhoods by helping to slow traffic and by providing infrastructure improvements that facilitate biking and walking for everyone. Identifying and improving routes for children to safely walk and bicycle to school is also one of the most cost-effective means of reducing weekday morning traffic congestion and can help reduce auto-related pollution.

## I.3. HOW WE CREATED THE PLAN

The STA Safe Routes to School Plan process included multiple rounds of public input in each of Solano County’s seven cities and at individual schools (See Figure i-1).

*Figure i-1: Safe Routes to School Planning Process*



### i.3.1. Phase 1: SR2S Steering Committee & Introductory Presentations

The STA began this countywide planning process by creating a countywide SR2S Steering Committee, composed of two public works directors, two bicycle and pedestrian advocates, two school superintendents, two police representatives, an air district representative, and a health department representative. This steering committee helped draft the goals and design of the planning process to work best in Solano County and reviewed the plan's progress before recommending it to the STA Board for adoption. To make sure each of the cities were prepared for this upcoming planning process, the STA provided presentations to each city council and school board in the county.



*STA Staff introduced SR2S concepts to city councils and school boards countywide.*

### i.3.2. Phase 2: Create Local City SR2S Task Forces and Hold Walking Audits and Public Planning Events

To create local SR2S plans, the STA created multi-disciplinary local task forces composed of a combination of a City Engineer, Bicycle/Pedestrian Advisory Committee members, City Council appointee, School Board appointee, and a police department representative. Seven Local SR2S Task Forces were formed in the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo.



*Multi-disciplinary local task forces helped conduct walking audit and planning events and drafted local city SR2S plans.*

Each local task force met three times to develop community based local plans in each city. At their first meeting, they were introduced to SR2S concepts and chose a pilot school to hold a walking audit and public planning event. The pilot school served as an example for other schools within that community/school district to develop their own school plans. At their second meeting, the task forces reviewed a draft plan of recommendations from the pilot school walking audit and other school planning events held after the pilot school event. A total of 29 schools participated in walking audits and planning events involving not only local task force members but an estimated 450 teachers, parents, students, and neighbors. At their third meeting, the task forces made recommendations for their city councils and school boards to adopt their local plans and continue planning and implementing SR2S projects and programs.



### i.3.3. Phase 3: Reviewing and Adopting Local Plans and the Countywide Plan

Between October 2007 and February 2008, all city councils and school boards adopted their local plans and appointed either their task forces or existing committees to continue to plan and implement SR2S projects and programs within their community. The Countywide SR2S Plan was reviewed by the SR2S Steering Committee, and by STA advisory committees composed of public works directors, and bicycle & pedestrian advocates. The STA Board adopted the Countywide SR2S Plan on February 13, 2008.



*Walking audits and public planning events involving over 450 teachers, students, and neighbors helped to create school SR2S plans for incorporation into the local city plans.*

## I.4. COUNTYWIDE PRIORITIES

By creating local plans in each city based on school walking audits and public meetings, common projects and programs between the local plans were combined into countywide priorities in the STA's Countywide SR2S Plan. Below is a table of the additional countywide planning costs and the estimated project and program costs for Education, Encouragement, Enforcement, and Engineering.

### Countywide SR2S Program's Initial Costs

Project	Cost Per School	Remaining Schools	Cost for County
Planning Events	\$5,000	80	\$400,000
Safe Routes to School Coordinator*	-	-	\$60,000
<b>Total Cost</b>			<b>\$460,000</b>

\*Annual Cost for full-time SR2S Coordinator

### Countywide SR2S Programs' Costs

SHORT-TERM		
"E"	Program	Cost
Education*	Crossing Guard Training -Develop a training program that establishes guards' duties, responsibilities, and priorities	\$110,000
	Provide appropriate parking information for driving behavior around the School for parents early in the school year and several times during the year	\$150,000
	Where not existing, develop Safety Patrols where older students team with crossing guards	\$45,000
<b>Subtotal</b>		<b>\$305,000</b>
Enforcement**	With local police, distribute materials early in the year describing drop-off/pick-up locations and driving safety	\$210,000
	Increase police patrol of the area during drop-off and pick-up hours	
	Involve Multi-jurisdiction police department task force in school enforcement	
	Help police departments conduct bicycle rodeos and other safety events	
<b>Subtotal</b>		<b>\$210,000</b>
Encouragement*	Participate/Market in Bike to School Day and International Walk to School Day activities	\$40,000
	Work with the "student council" to engage students in bicycling and walking safely to school	-
	Work with students and parents to develop a map with the safest walking/bicycling routes to school	\$100,000
	Implement Frequent Walk & Roll Cards with incentives	\$75,000
	Work with schools to implement competitive bicycle clubs	\$40,000
<b>Subtotal</b>		<b>\$215,000</b>
<b>Short-Term Total</b>		<b>\$730,000</b>

\*Estimates are for the first year of implementation.

\*\*Part-time officer hours for each city = \$30,000 x 7 cities = \$210,000



## Countywide SR2S Programs' Costs, continued

LONG-TERM		
"E"	Program	Cost
Education*	Develop programs to incorporate health, science, and math aspects of safe routes to school information in school with a SR2S curriculum	\$200,000
	Develop a "Walking School Bus" program at elementary schools, where parents take turns walking students in their neighborhood to school	\$45,000
	Subtotal	\$245,000
Enforcement	-	-
	Subtotal	\$0
Encouragement*	Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School	-
	Create Transit/School partnerships to increase transit use. This can include including, advertising, promotions, and fare reductions. Start with a survey of students to understand why they are not using the bus	\$75,000
	Subtotal	\$75,000
<b>Long-Term Total</b>		<b>\$320,000</b>
<b>TOTAL COST</b>		<b>1,050,000</b>

\*Estimates are for the first year of implementation.

\*\*Part-time officer hours for each city = \$30,000 x 7 cities = \$210,000

## Countywide SR2S Engineering Projects

Project	Cost Per School		Cost for County
General Engineering Improvements	\$275,000		\$30,250,000
Project	Cost Per Item	Number Per School	Cost for County
Updated MUTCD Signs	\$200	10	\$220,00
Roadway stencils	\$300	2	\$66,000
High Visibility Crosswalk	\$1,200	4	\$528,000
Bike Detection near Schools	\$100/ \$300	4	\$88,000
Project	Cost Per Item	Number Per City	Cost for County
Speed Feedback Signs Near Schools	\$8,000	6	\$336,000
<b>Total Cost</b>			<b>\$31,268,000</b>

To implement all projects and programs recommended as part of this plan, a total of about \$32,000,000 with annual costs of about \$1,000,000 will need to be secured. In order to implement the recommendations of this plan, the STA will work with funding partners to identify federal, state, regional, and local funding.

