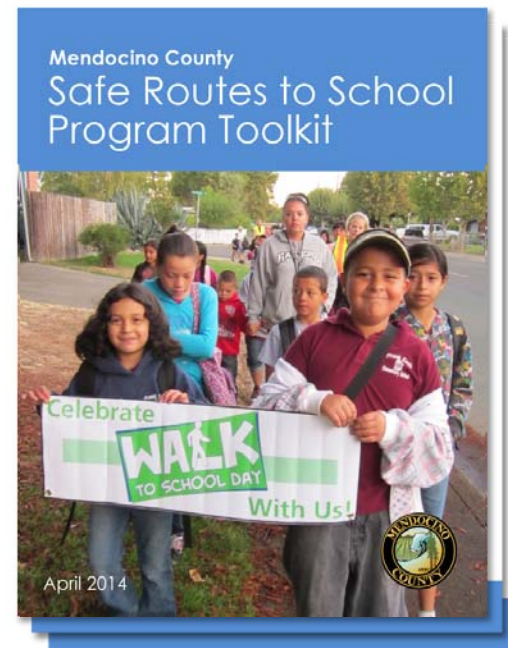
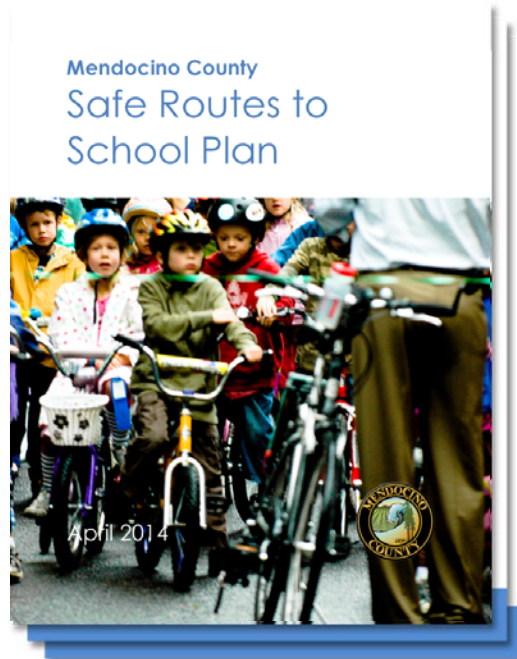


Mendocino County Safe Routes to School Plan + Toolkit



April, 2014

Plan Prepared by



In Partnership with



**Redwood
Community Action Agency**

M e n d o c i n o C o u n t y S a f e R o u t e s t o S c h o o l

Plan Overview

Mendocino County Safe Routes to School Plan



1. Introduction
2. Existing Conditions
3. Countywide Recommendations
4. Pilot School Recommendations
5. Funding Sources
6. Evaluation and Monitoring

Vision

Safe Routes to School (SRTS) is a program with a simple goal: **helping more children get to school by walking and bicycling.**

- Enhance children's health and well-being
- Ease traffic congestion near the school to improve safety
- Increase the number of students getting regular physical activity
- Improve air quality around schools and community members' overall quality of life
- Increase the number of students who walk and/or bike to and from school.
- Provide clear projects and programs for implementation.

Goals

Goal 1: Improve the health of Mendocino County children by focusing attention on and increasing active travel to school.

Goal 2: Support school travel routes that are accommodating, safe, convenient, and “complete” for all modes.

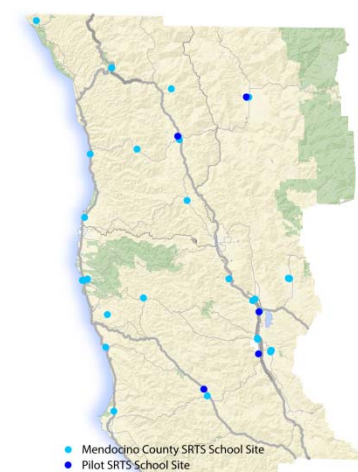
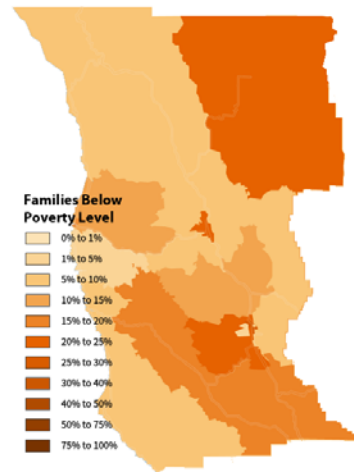
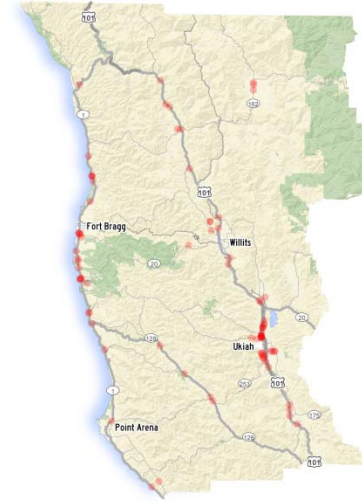
Goal 3: Maximize interagency cooperation in all SRTS project and programs in an effort to build a sustainable program.

Introduction

- Based on the 5 E's
- Background
- Process
- Outreach
- “How to use this plan”

Existing Conditions

- Setting
- Current Plans
- Major Routes
- Collision History
- School Sites
- Population Characteristics
- Population Density



Countywide Recommendations

- Goals + Strategies
- SRTS Indicators
- School Categories
- Strategies by Category

Tier I (Pilot Schools)

A subset of 5 schools that are good candidates for infrastructure investments and have local interest in SRTS.

Tier II

Schools that ranked highly during the analysis process and should be evaluated further within 5 years.

Tier III

Analysis showed limited potential for walking and cycling. These schools will likely see more benefit from programmatic solutions.

Pilot School Recommendations

- School Details
- Existing School Conditions & Key Issues
- Survey/Hand Tallies Results
- Recommended Infrastructure Map
- Project Costs
- Priority Programs



Funding Sources

- Federal
- State
- Local

5 | FUNDING SOURCES

Many of the recommended SRTS programs can be carried out with parent volunteers, student volunteers, and school staff. Some of the local oversight of these programs can be managed by school or parent champions. Even so, funding is needed to plan and implement programs, hold events, print or procure materials, and develop marketing material and student curriculum.

Federal Funding Sources

The federal transportation law, MAP-21 (Moving Ahead for Progress in the 21st Century), signed into law in July of 2012 and replacing the longstanding SAFETEA-LU transportation bill, is the largest source of pedestrian and bicycle facility funding in the United States. The federal government funds transportation projects and programs in part through taxes and fees related to use of the transportation system.

Federal Funding (MAP-21)

MAP-21 authorizes \$105 billion over the 2013 and 2014 fiscal years for surface transportation programs. MAP-21 significantly altered funding rules and allocations compared to previous iterations of the Federal Highway Surface Transportation Reauthorization Acts. The Transportation Enhancements (TE) program, federal Safe Routes to School (SRTS) program and Recreational Trails account have been consolidated under MAP-21 into a single account: the Transportation Alternatives (TA) account. The total amount of funding allocated to Transportation Alternatives in the two authorized years of MAP-21 is \$808 million, a 33% decrease over the combined funding allocated to the previous three programs under SAFETEA-LU.

MAP-21 divides TA funding between statewide and local agencies for allocation to transportation projects. Half of TA funding is to be administered on the local level, with MPO's controlling distribution of funding. The other half of TA funding is to be administered by Caltrans. Caltrans, under MAP-21 rules, is empowered to "flex" funding from the TA account to other surface transportation programs. Caltrans has preliminarily agreed not to "flex" away their portion of TA funding. MAP-21 rules also preserve a level of funding for the Recreational Trails account. States must opt into a set-aside for Recreational Trails that matches the previous level of funding for that program, or lose the corresponding amount of funding.

Caltrans administers federal funding and provides project oversight including the issuance of National Environmental Protection Agency (NEPA) clearance for projects. Caltrans works with the local Metropolitan Planning Organization (MPO) to identify projects for funding that are selected through a competitive process.

MAP-21: <http://www.ftwa.dot.gov/map21/>

Evaluation and Monitoring

- Why Evaluate
- Basics of Evaluation
- Before & After Studies

6 | EVALUATION AND MONITORING

Why evaluate?

Evaluation is an important component of any Safe Routes to School effort. Not only does evaluation measure a program's reach and impact on a school community, it can also ensure continued funding and provide a path forward for ongoing and future efforts. Evaluation can measure participation and accomplishments, shifts in travel behavior, changes in attitudes toward biking and walking, awareness of the Safe Routes to School program, and/or the effectiveness of processes or programs.

Safe Routes to School evaluation:

- Indicates whether your SRTS efforts are paying off. Evaluation can tell you what's working well, what's not, and how you can improve your program in the future.
- Allows you to share your program's impact with others. Evaluation can demonstrate the value of continuing your program, with school faculty and administration, the district, parents, and elected officials.
- Provides a record of your efforts to serve as institutional memory. The nature of Safe Routes to School teams is that they change over time, as parents and their children move on to other schools and as staff turns over. Recording and evaluating your efforts provides vital information to future teams.
- Tells you if you are reaching your goals. Evaluation can confirm that you are accomplishing or working towards what you set out to do. On the other hand, evaluation efforts can reveal that there is a mismatch in your efforts and your goals or that you need to correct course.
- Encourages continued funding for Safe Routes to School programs. Data collected and shared by local programs can influence decisions at the local, state and national level. In part, today's funding and grant programs exist because of the evaluations of past programs.

Basics of Evaluation

At a minimum, SRTS evaluation should include the standard classroom hand tallies and parent surveys expected in order to be consistent with the national Safe Routes to School program. Evaluating the programs can - and should where possible - delve beyond this, but it need not be burdensome.

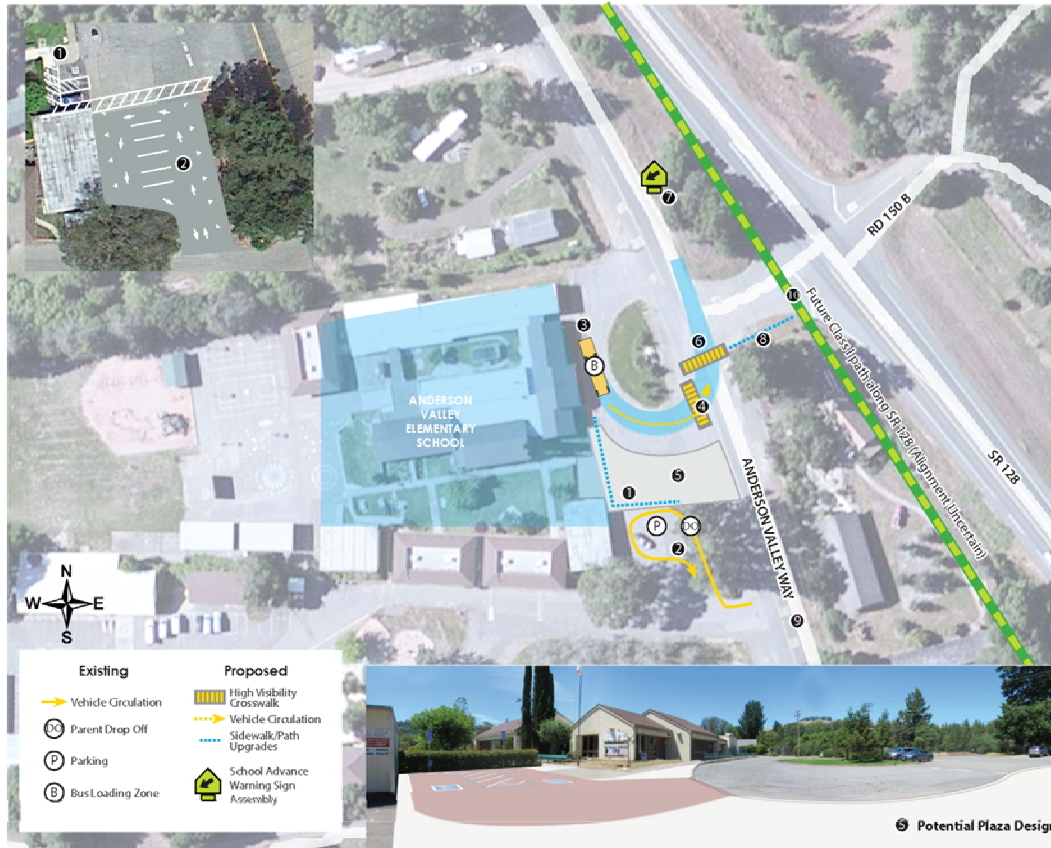
Evaluating the program can be as simple as recording what you did and when you did it, and counting or estimating the number of students who participated or were reached. Recording planning efforts and taking photos is also helpful for the legacy of the program. In most cases, it is beneficial to measure more, such as school travel mode split and/or miles walked/biked, from which the school, district or city can estimate environmental, health, and other impacts.

There are two kinds of information that can be collected: quantitative data (numbers such as counts, logs, and survey results) and qualitative data (words/images, such as observations, interviews, and records). Further, there are several different ways to collect information. This includes the following:



Pilot School Recommendations

Anderson Valley - Infrastructure



- Provide more appropriate pedestrian path of travel between the front of the school and the parking lot/pick-up area by widening the opening in the existing fence, and shifting the location of the disabled parking to widen the painted pedestrian path.
- Restripe the parking lot to clarify circulation and provide extra room for pedestrians walking. Remove or modify the fence, and use paint to define the pedestrian space.
- Move the bus loading zone further to the north which would then require less area pavement to complete the turn onto Anderson Valley Way. The resulting additional open pavement could then be dedicated to pedestrian circulation. (see #5)
- Narrow the defined driveway opening where buses enter Anderson Valley Way by providing a high visibility marked crosswalk across the driveway.
- "Create a 'pedestrian only' space from the current bus turnaround area. Implement this in two phases:
Phase 1: Maintenance staff should re-stripe the lot to define the pedestrian space and make the southern portion "off limits" to buses.
Phase 2: Fully paved "plaza-like" entrance to the school. See example image."
- Upgrade the existing crosswalk across Anderson Valley Way to high visibility striping. Use curbs to define and limit the parking spaces to provide visibility at the crossing. Pave the crosswalk landing area on the west side.
- ⚠ Add a School Advance Crossing assembly in the southbound direction on Anderson Valley Way, and School Crossing assemblies at the location of the current crosswalk.
- Connect the school to the future SR 128 Class 1 path. This will require a path connection from the existing crosswalk to the new trail, and may be implemented as a part of the SR 128 Path project.
- Add shared lane markings to Anderson Valley Way in conjunction with the SR 128 Path project.
- Implement the SR 128 Path as described in the *State Route 128 Corridor Valley Trail Engineered Feasibility Study*. Planning a feasibility to be completed in 2014.

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Anderson Valley - Programs

- Park (Bus) and Walk Program
- Trip Tracking Mileage Program
- After-School Club

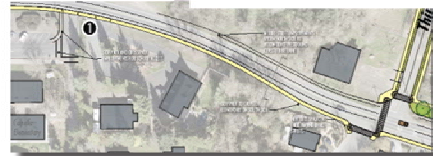


Calpella - Infrastructure

Entrance Connection from Moore Street



Existing	Proposed
Vehicle Circulation	High Visibility Crosswalk
Parent Drop-Off	Sidewalk/Path Upgrades
Parking	ADA Curb Ramp
Bus Loading Zone	Curb Extension
Bus Stop	Bike Parking



From Mendocino County Department of Transportation, Calpella Community Design Project, 2011.



4 Front parking lot striping

CALPELLA ELEMENTARY SCHOOL Ukiah Unified School District Infrastructure Recommendations

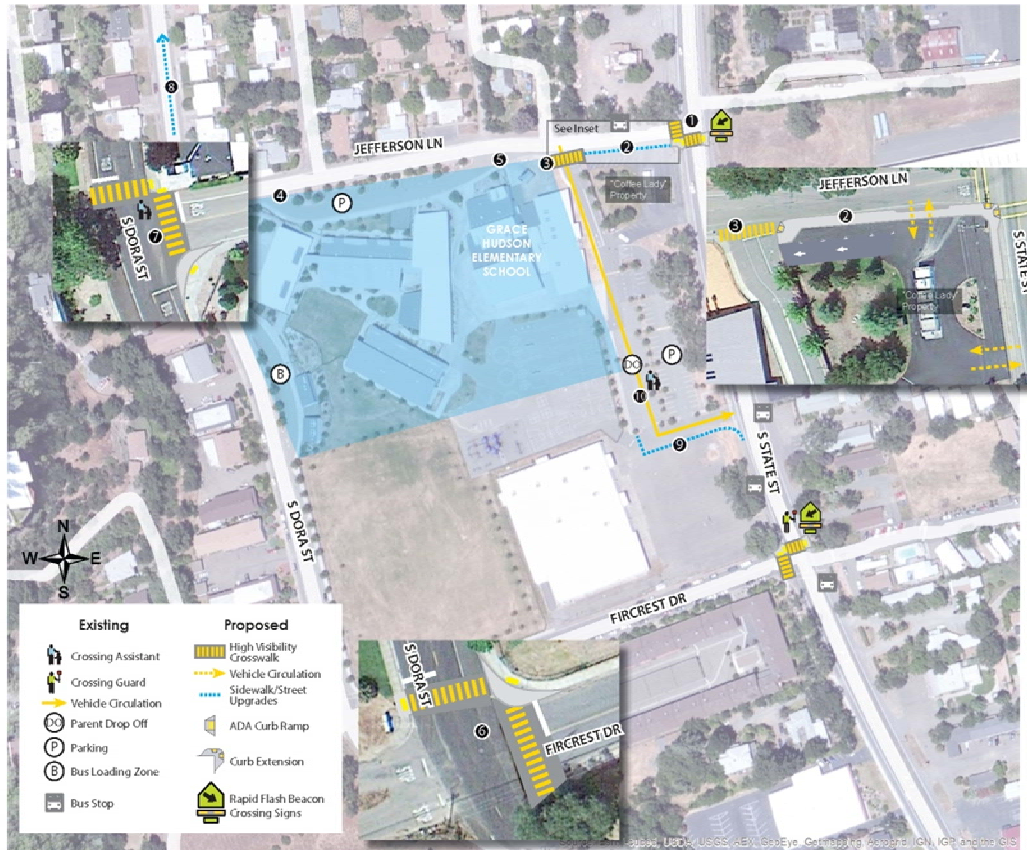
- 1 Implement Moore Street sidewalk improvements (Construction expected in 2014).
 Implement North State Street sidewalk improvements with connections to Moore St. (Construction expected in 2014)
- 2 Provide connection details from the new Moore St sidewalk to the school entry, including sidewalk, crosswalk and curb ramps.
- 3 Implement additional planned improvements at the intersection of North State Street and Moore Street as identified in the Calpella Community Design Plan.
- 4 Provide white (loading) or green (time limit) curbs on frontage in front parking area. Stripe arrows to guide circulation, and use striping to mark the loading area adjacent to the curb.
- 5 Provide visible and easily accessible bike parking on school grounds. Use modern standard bike racks.
- 6 Provide a crossing guard at the driveway entrance to Moore St to manage driver/pedestrian interactions
- 7 Formalize the back pedestrian connection to Facklam Court by officially opening the fence. One school grounds; provide a walkway from the fence to the school by using parking curbs to align parking with the shed structure.
- 8 Install sidewalk facilities in the planted area of the entry drive between Moore Street and the rear pick-up area.
- 9 Implement an accessway connection from the end of Hopkins Street to the south end of the school property

Calpella - Programs

- International Walk and Bike to School Day
- Ongoing (Monthly) Walk to School Days
- Walking School Bus/Bike Train
- In-School Pedestrian Safety Education



Grace Hudson - Infrastructure



GRACE HUDSON ELEMENTARY SCHOOL

Ukiah Unified School District
Infrastructure Recommendations

- Develop curb extension for southern crossing at State/Jefferson and State/Fircrest. Add Rapid Flash Beacons to these crossings of State Street. (Construction expected in 2014)
- Provide sidewalks on Jefferson Lane between the school entry and State Street, including along the Coffee Lady property. Close the north driveway on S State St and manage access to be more conducive to pedestrian safety. (see image).
- Create an enhanced crosswalk across the driveway entry to the school parking lot.
- Add a pipe gate to the staff parking area.
- Create a No Parking zone on Jefferson Lane at the school pick-up entry.
- Improve landings on west crosswalk at Fircrest/Dora. Consider using mountable corner aprons to reduce the effective corner radius for passenger cars on the northeast corner. Buses will be able to mount the apron to make the turn.
- Improve landings on north crosswalk at Jefferson/Dora. Consider using mountable corner aprons to reduce the effective corner radius for passenger cars on the southeast corner. Buses will be able to mount the apron to make the turn.
- Bike lanes along Dora St next to the school are disconnected from existing bike lanes 2000 ft to the north. Install traffic calming between these segments to lower traffic speeds to under 25 mph.
- Create a sidewalk connection along the exit driveway to connect the school to the existing sidewalks on State Street. Consider widening the existing sidewalk on State Street south toward Fircrest Drive.
- Maintain current pick-up/drop-off area. Modify some landscaping to push the drop-off area further to the south which will in turn help to move the queue off of Jefferson Street.

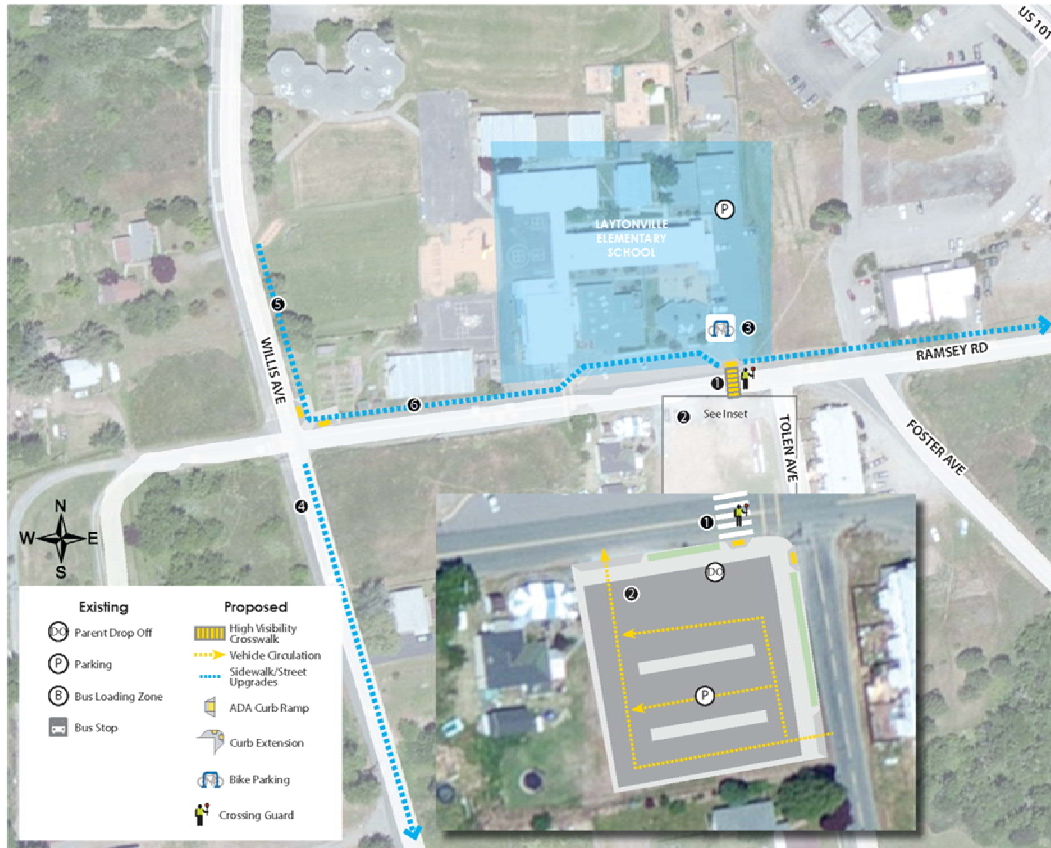
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Grace Hudson - Programs

- International Walk and Bike to School Day
- Ongoing Walk and Roll Days (Walking Wednesdays)
- In-School Pedestrian Safety Education



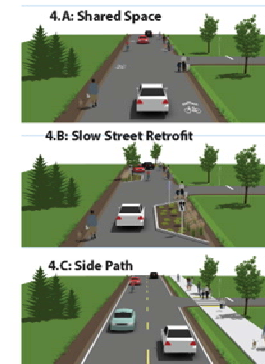
Laytonville - Infrastructure



LAYTONVILLE ELEMENTARY SCHOOL

Laytonville Unified School District
Infrastructure Recommendations

- 1 Provide an enhanced crosswalk across Ramsey Road connecting the parking lot and the front of the school. Provide a ramp and landing to connect the crosswalk to the school. Install Crosswalk warning signs. Crossing guards should be deployed during school hours.
- 2 Pave the lot across the street to provide more formal parking spaces and circulation for pick-up/drop-off.
- 3 Provide visible and easily accessible bike parking on school grounds. Use modern standard bike rack.
- 4 Pursue improvements to Willis Avenue between Ramsey Road and the Family Resource Center to create safer conditions. See potential alternatives below.
- 5 Provide sidewalk/walkway on the east side of Willis Avenue between Ramsey Road and existing sidewalk near the Middle School. Include ADA compliant curb ramps at corner of Ramsey and Willis.
- 6 Provide sidewalk/walkway on the north side of Ramsey Road between US 101 and Willis Avenue. Include ADA compliant curb ramps at 101.



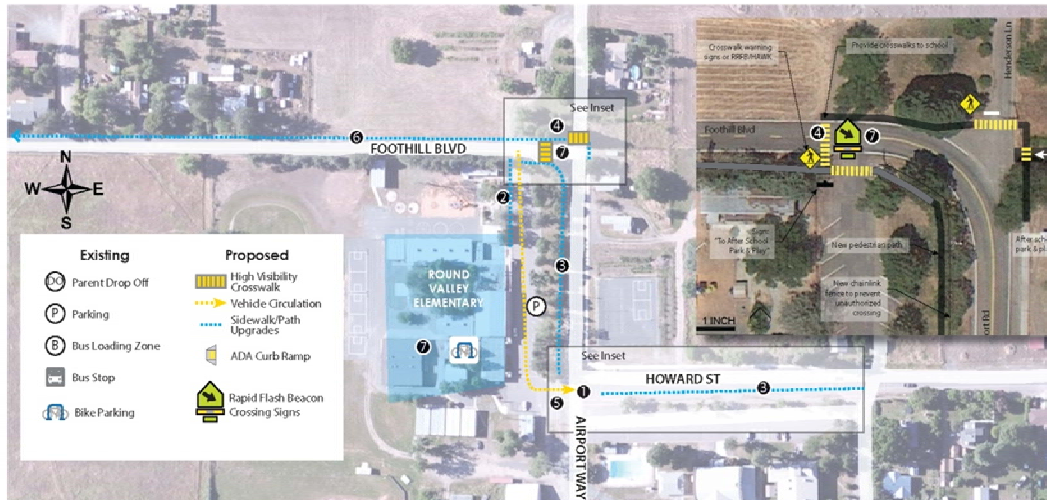
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Laytonville - Programs

- International Walk and Bike to School Day
- Bike Train
- Trip Tracking Mileage Program
- School Safety Campaign



Round Valley- Infrastructure

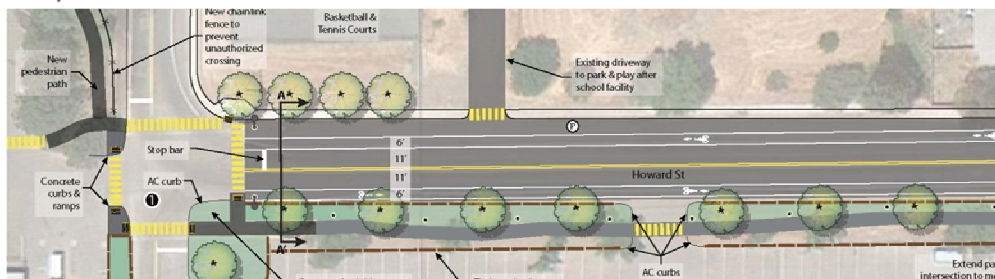


ROUND VALLEY ELEMENTARY

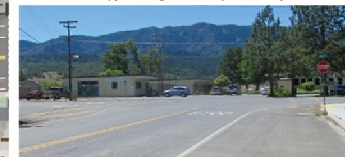
Round Valley Unified School District
Infrastructure Recommendations

- 1 Reconfigure the intersection of Howard St and Airport way to channelize vehicular movements and provide crosswalks for pedestrians as detailed in the Covelo/Round Valley Non-motorized Needs Assessment & Engineered Feasibility Study.
- 2 Reconfigure the parking area to provide a pedestrian walkway between the school and pathway. The parking area is currently 60 feet wide (18 feet parking/24-foot aisle/18 feet parking). It could be marked as a one-way entry and narrowed to create an eight-foot walkway on the west side of the parking area.
- 3 Install sidewalk along Airport Road and along the south side of Howard St. as detailed in the Covelo/Round Valley Non-motorized Needs Assessment & Engineered Feasibility Study.
- 4 Install an enhanced crossing of Foothill Blvd and the northern school driveway entrance to connect with the trail as detailed in the Covelo/Round Valley Non-motorized Needs Assessment & Engineered Feasibility Study.
- 5 Prohibit vehicle entry to the school driveway at Howard Street/Airport Road. Require entrance from the driveway at Foothill Blvd.
- 6 Install sidewalk on the north side of Foothill Blvd to connect with Crawford Road. Purchase right of way and shift driveway entrances and fences to the north.
- 7 To improve yielding and manage visibility of the new crosswalk across Foothill Blvd, install a Rectangular Rapid Flash Beacon (RRFB) at the crossing, and install an advance RRFB around the corner to alert approaching cars to the presence of pedestrians.

1 Airport Rd & Howard St



From Covelo/Round Valley Non-Motorized Needs Assessment & Engineering Feasibility Study.



Reconfiguration can bring increased structure and clarity to driveways and pedestrian paths at the intersection of Airport Rd & Howard St.

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Round Valley- Programs

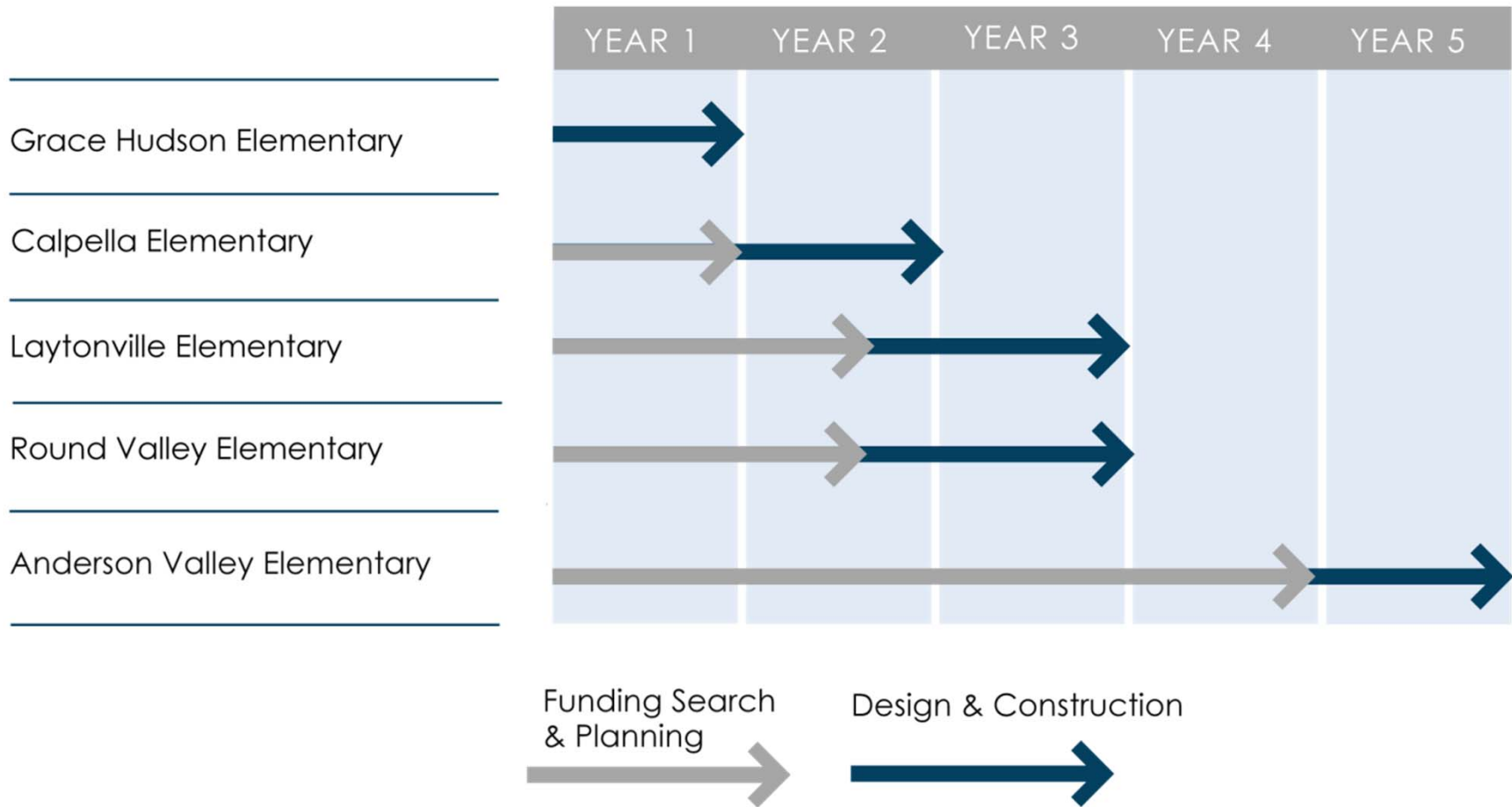
- International Walk and Bike to School Day
- Competition/Challenge
- Bike Train or Walking School Bus



Pilot School Recommendations - Costs

School	Preliminary Cost Estimate
Anderson Valley Elementary School	\$201,000
Calpella Elementary School	\$680,400
Grace Hudson Elementary School	\$319,700
Laytonville Elementary/Middle School	\$440,000
Round Valley Elementary School	\$1,425,100
Total Pilot School Recommendation Costs	\$3,066,200

Pilot School Recommendations - Implementation





Countywide Recommendations

Implementation Strategies – Goal 1

Goal 1: Improve the health of Mendocino County children by focusing attention on and increasing active travel to school.

Strategies for Goal 1:

- Distribute SRTS toolkit
- Emphasize the *all* benefits of walking and bicycling
- Develop a pedestrian and bicycle safety skills program
- Collaborate with the four incorporated cities
- Support annual hand tallies and parent surveys for schools
- Survey all schools to support programmatic needs
- Develop a data portal for reporting and sharing among agencies

Implementation Strategies – Goal 2

Goal 2: *Support school travel routes that are accommodating, safe, convenient, and “complete” for all modes*

Strategies for Goal 2:

- Seek funding and implement high priority projects
- Prioritize physical improvements along direct routes
- Perform field review of second tier schools
- Support targeted school enforcement during commute
- Carefully consider the siting and design of schools.
- Monitor and comment on the compatibility of new developments
- Assist schools in providing bicycle parking
- Provide training for staff on the Toolkit

Implementation Strategies – Goal 3

Goal 3: Maximize interagency cooperation in all SRTS project and programs in an effort to build a sustainable program

Strategies for Goal 3:

- Establish a countywide SRTS Advisory Committee
- Apply regularly for state and federal funding
- Designate a county Safe Routes to School Coordinator
- Develop policies school districts to institutionalize SRTS
- Coordinate annually with maintenance staff for efficient project delivery

Countywide Recommendations – Strategies by Tier

School Type	Engineering
Pilot Schools	Seek funding and implementation for recommended infrastructure projects.
Tier II Schools	In 2014-2015 and 2015 -2016 work with districts and schools to complete walk audits or site inventories of specific barriers to walking and cycling at each school. Prioritize elementary and middle schools.
Tier III Schools	When planning road projects near schools consult with schools about student travels patterns. Design to maximize opportunities for active transportation and student safety.

Countywide Recommendations – Strategies by Tier

School Type	Education
Pilot Schools	<p>Partner with schools to support recommended education programs. Collaborate with public health agencies and local community partners to develop resources and training materials to support schools countywide.</p>
Tier II Schools	<p>Contact all districts and make sure that they are aware of the Mendocino County SRTS Toolkit, document any specific interest or concerns noted regarding student travel. Distribute SRTS Toolkit to interested schools.</p>
Tier III Schools	<p>Make the Mendocino County SRTS Toolkit available online and promote.</p>

Countywide Recommendations – Strategies by Tier

School Type	Encouragement
Pilot Schools	Support Walk to School Day in October and during Bike Month in May by partnering with public health.
Tier II Schools	Contact all districts and make sure that they are aware of the Mendocino County SRTS Toolkit, document any specific interest or concerns noted regarding student travel. Distribute SRTS Toolkit to interested schools. Distribute resources for Walk and Bike to School Day.
Tier III Schools	Make the Mendocino County SRTS Toolkit available online and promote.

Countywide Recommendations – Strategies by Tier

School Type	Enforcement
Pilot Schools	Work with CHP and County Sherriff’s office to provide increased enforcement during events. Identify specific areas of concern and increase enforcement during school travel times.
Tier II Schools	Track collisions and speed compliance near schools. Increase speed enforcement if needed.
Tier III Schools	Track collisions and speed compliance near schools.

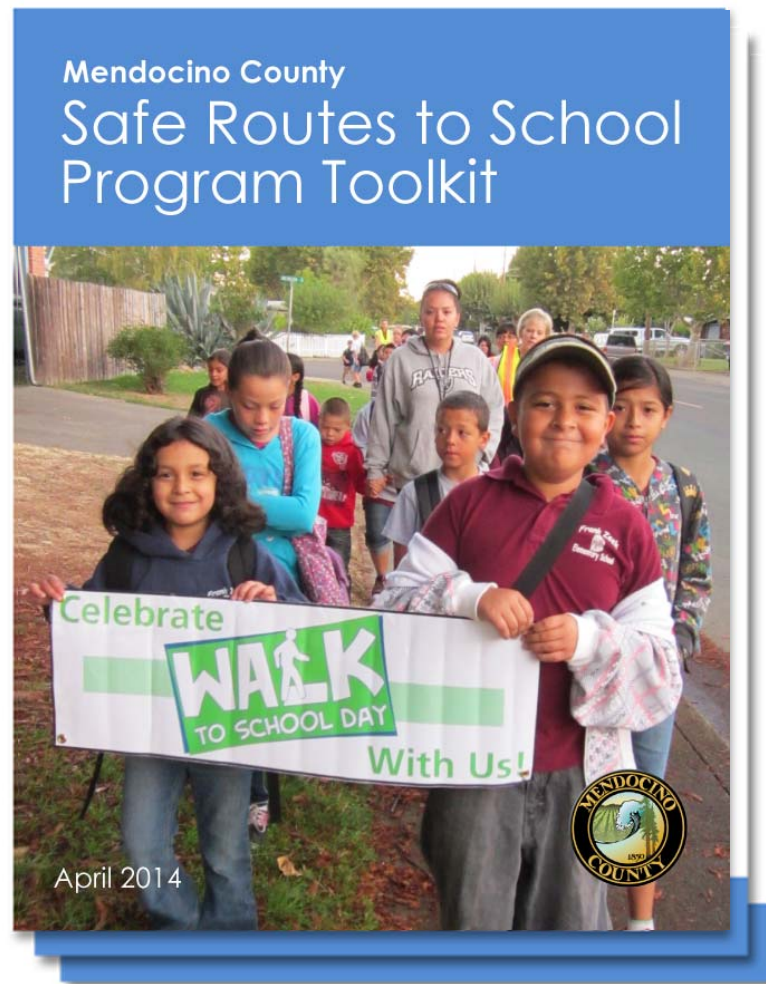
Countywide Recommendations – Strategies by Tier

School Type	Evaluation
Pilot Schools	Encourage schools to complete hand tallies and parent surveys annually. Conduct traffic counts including bicycle and pedestrian counts before and after SRTS specific improvements.
Tier II Schools	Encourage schools to review options for evaluation in the Mendocino County SRTS Toolkit. Collecting baseline data on existing travel patterns and parent opinions can help form any new program.
Tier III Schools	N/A

Funding

- Active Transportation Program (ATP)
- 2% of TDA Funding
- RTIP Allocation

SRTS Toolkit



SRTS Toolkit – Organization

1. Introduction
2. Education
3. Encouragement
4. Enforcement
5. Engineering & Operations
6. Evaluation

WALK AND BIKE TO SCHOOL (DAY/WEEK/MONTH)

Walk and Bike to School Day/Week/Month are special events that encourage students to try walking or bicycling to school. The most popular of these is International Walk to School Day, a major annual event that attracts millions of participants in over 40 countries each October. Schools can register for this event, and download free educational and promotional materials, by visiting <http://www.walktoschool.org/>.

These events encourage students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. Walk and Bike to School events are often promoted through press releases, backpack/folder/electronic mail, newsletter articles, and posters. In preparation for Walk and Bike to School Day, students can make signs and banners as part of a "safety art" activity that helps promote the event and builds an understanding of the reasons for promoting walking and biking.

Students can earn incentives for participating or there may be a celebration at school following the morning event. International Walk to School Day is great opportunity to kick off an SRTS program for the year.

The momentum from Walk to School Day can be carried forward into regular monthly, or even weekly events depending on the level of support and participation from students, parents and school and local officials. Like Walk and Bike to School Day, incentives or celebrations recognize students' efforts.

Sample recurring event ideas include:

- "Walk or Wheel on Wednesdays"/Walk or Wheel Once a Week (WOW)
- "Spring into Spring"
- "Winter Walk" or "Polar Bear Walk"



Walk and Bike to School Day encourages families to try something different in their daily routine.

10 Strategies to Promote Recurring Walk and Bike Days

- Poster in every classroom
- Principal email to all parents
- School newsletter
- Backpack mail
- School website
- Loud speaker announcements
- Facebook/Twitter
- PTA meeting
- School assemblies
- Poster art

Benefits

- Increases physical activity, which can combat health problems
- Reduces traffic congestion around the school's pick-up and drop-off areas
- Alerts parents to potential walking and biking routes available in their area
- Creates a supportive, encouraging environment for parents and kids who do not regularly walk or bike to school

Resources

- International Walk to School Day <http://www.walktoschool.org/>
- Safe Routes to School - Walk and Roll Wednesdays (Marin County) http://www.saferrouteschools.org/w_and_r_wed.html
- South Carolina SRTS - Monthly Walks <http://www.scsaferroutes.org/resources/encouragement>
- Walk and Bike to School Day Webinar (MnDOT) <http://www.dot.state.mn.us/saferroutes/toolkit.html>

A school crosswalk may be unmarked, striped with standard or otherwise striped to increase visibility. Each treatment also describes treatments used to enhance a crosswalk to age islands.



School Zone Crosswalks

Where a crosswalk is painted yellow, it indicates to drivers that they are within 500 feet of a school boundary or on a designated route to school and should be especially attentive to the possibility of smaller people crossing the street.



ADA Compliant Curb Ramps

Curb ramps allow all users, including people in wheelchairs and using mobility aids, to make the transition from the street to the sidewalk. Truncated domes on curb ramps help people with sight impairments find the safest place to cross the street.

SRTS Toolkit – Audience

- School and Agency Leaders
- Parents
- Teachers
- Public Health Professionals
- County Staff

SRTS Toolkit – Distribution

- Online
- At appropriate events
- To Tier II schools
- To interested stakeholders



Next Steps

Next Steps

- Finish construction on existing projects
- Coordinate with Laytonville and Round Valley school districts on possible grant application
- Distribute toolkit - make available online
- Assign coordinator position
- Develop collaboration with another agency to share coordination of SRTS committee