

Rancho Cordova Safe Routes to School Master Plan

Final Plan |
Adopted by City Council May 2020



Rancho Cordova Safe Routes to School Master Plan

Final Plan

Adopted by City Council

May 2020



Acknowledgements

This project was developed in two phases. Phase 1 was funded by a Caltrans Active Transportation Program Grant and included the fifteen schools of the Folsom Cordova Unified School District (FCUSD) in Rancho Cordova. Phase 2 was funded by the City of Rancho Cordova and included seven schools in Rancho Cordova from Sacramento City Unified School District, Elk Grove Unified School District, and Diocese of Sacramento. Phase 2 schools are designated with an asterisk in the Introduction to this Plan.



Table of Contents

Introduction..... 1

What is Safe Routes to School?.....	2
Relationship to Other Plans	3
Community Participation	3
How to Use this Plan	5

Existing Conditions 6

Existing Bike Facilities	6
Existing Pedestrian Facilities.....	13
Collision Analysis.....	15
Current Travel Behavior.....	24

Improvements by School..... 25

AM Winn Elementary School.....	27
Carver School of Arts and Science.....	29
Cordova Gardens Elementary School	31
Cordova High School	34
Cordova Lane Center.....	36
Cordova Meadows Elementary School.....	38
Cordova Villa Elementary School.....	40
Kinney High School and Prospect Community Day School.....	43
Lincoln Elementary School.....	45
Mills Middle School	47

Mitchell Middle School.....	49
Navigator Elementary School.....	51
Rancho Cordova Elementary School.....	53
Riverview STEM Academy.....	55
Robert McGarvey Elementary School.....	57
Shields Elementary School.....	60
St. John Vianney Elementary School.....	62
Sunrise Elementary School.....	64
Walnutwood High School	66
White Rock Elementary School	69
Williamson Elementary School.....	72

Programs 74

Education.....	75
Encouragement	78
Enforcement.....	80
Evaluation.....	82

Prioritization..... 84

Prioritization Framework.....	84
Low Cost Project Prioritization	85
Medium Cost Project Prioritization.....	87
High Cost Project Prioritization.....	89
School District Project Prioritization.....	95

Funding 97

 Local and Regional Funding Sources.....99

 State and Federal Grant Programs..... 101

 Other State Funds103

Appendix A: Improvement MapsA-1

Appendix B: Suggested Routes to School MapsB-1

**Appendix C: Student Hand Tally and
 Parent Survey DataC-1**

Appendix D: PrioritizationD-1

Introduction

The City of Rancho Cordova encourages safe access and active transportation to school. The purpose of this Safe Routes to School Plan is to identify potential infrastructure projects and program activities that could improve student safety and support walking and bicycling to school.

The City of Rancho Cordova enlisted the help of Alta Planning + Design and WALK Sacramento to conduct outreach, document needs, and identify recommended projects and programs at 22 schools:

- AM Winn Elementary School
- Carver School of Arts and Science
- Cordova Gardens Elementary School
- Cordova Lane Center*
- Cordova High School
- Cordova Meadows Elementary School
- Cordova Villa Elementary School
- Kinney High School*
- Lincoln Elementary School
- McGarvey Elementary School*
- Mills Middle School
- Mitchell Middle School
- Navigator Elementary School
- Prospect Community Day School*
- Rancho Cordova Elementary School
- Riverview STEM Academy

- Shields Elementary School
- St. John Vianney Elementary School*
- Sunrise Elementary School*
- Walnutwood High School*
- White Rock Elementary School
- Williamson Elementary School

Most program schools are in the Folsom Cordova Unified School District. AM Winn Elementary School, Carver School of Arts and Science, and Navigator Elementary School are part of the Sacramento City Unified School District. Sunrise Elementary School and McGarvey Elementary School are part of the Elk Grove Unified School District. St. John Vianney Elementary is part of the Diocese of Sacramento school system.

**Included as a component of Phase 2 with work funded by the City of Rancho Cordova*



Mid-block crosswalk near Rancho Cordova Elementary School

This project is an important opportunity to identify ways to improve safety and access to schools for students and families, while promoting a healthy, active community. It is organized into the following chapters:

- **Introduction:** Describes the context, purpose, and community input for this Plan
- **Existing Conditions:** Describes active transportation facilities, collision history, and current travel behaviors
- **Improvements by School:** Describes findings and challenges near each campus, along with recommended improvements and programs
- **Programs:** Describes the recommended education, encouragement, enforcement, and evaluation activities
- **Prioritization:** Describes the methodology for prioritizing projects
- **Funding:** Describes available sources and eligibilities to implement this Plan

Three appendices provide additional detail for each school:

- **Appendix A** includes maps showing recommended infrastructure improvements
- **Appendix B** includes maps of suggested walking and bicycling routes
- **Appendix C** includes student hand tally and parent survey data
- **Appendix D** includes the scoring for the project prioritization

What is Safe Routes to School?

Safe Routes to School (SRTS) is a program designed to create safer, more convenient, and fun opportunities to walk, bicycle, take transit, or carpool to school. The Rancho Cordova SRTS program is intended to be a collaborative effort between the City of Rancho Cordova, Folsom Cordova Unified School District, Sacramento City Unified School District, parents, and the community.

Successful SRTS programs incorporate six Es:

- **Engineering** includes bicycle facilities, sidewalks, bicycle parking, marked crosswalks, signs, and maintenance
- **Education** programs improve safety and awareness, and can include bicycle and pedestrian knowledge or skills trainings, driver information, or in-class curriculum that incorporates SRTS themes
- **Encouragement** programs such as suggested routes to school maps or events provide incentives and support to help families leave their car at home and try walking, bicycling, or carpooling more often
- **Enforcement** programs reinforce legal and respectful driving, bicycling, and walking
- **Evaluation** programs measure success at meeting SRTS program goals and can help identify necessary adjustments to program activities
- **Equity** is a lens through which all SRTS activities should be viewed and implemented, working to narrow gaps, overcome inequities, and improve citywide outcomes by considering how benefits and burdens are distributed

Relationship to Other Plans

This SRTS Plan outlines a comprehensive vision for improving walking and bicycling near 22 Rancho Cordova Schools, along with an implementation strategy to help the City realize this vision by pursuing individual projects or coordinating with complementary efforts.

This Plan also helps the City meet goals, policies, and actions identified in its General Plan, as well as its Pedestrian and Bicycle Master Plans.

General Plan Policies

- Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to School programs)
- Conduct focused discussion with local school districts to discuss design of pedestrian and bicycle facilities adjacent to and within the school sites
- Support programs that encourage children to safely walk or bike to school

Pedestrian Master Plan Policies

- Establish and enhance routes to school that will enable and encourage more students to safely walk to school
- Consider working with local schools or community groups to develop and maintain maps that identify the most appropriate routes for children to walk to school

Bicycle Master Plan Policies

- Develop a Safe Routes to School program

Community Participation

The Rancho Cordova community played a key role in understanding the existing conditions around schools and developing the recommendations in this report. Through a variety of opportunities, parents, students, and school staff were able to share concerns and discuss opportunities.

Stakeholder Advisory Group

A stakeholder advisory group was convened to provide high-level guidance on this Plan and serve as ambassadors to share information about the project with their organizations and community. The group met twice during Phase 1, in addition to reviewing the draft Plan.

Members included representatives from the following groups:

- Sacramento County Public Health
- Rancho Cordova Elementary
- Cordova Villa Elementary
- Bicycle Advocates of Rancho Cordova (BARC)
- Sunriver Neighborhood
- Rancho Cordova Chamber of Commerce
- Rancho Cordova Parks District
- Folsom Cordova Unified School District

Website

A project website and a page on the City's website provided information about this SRTS Plan and public events. Individual pages for each school provided more focused information on upcoming walk audits and draft recommendations for review.

Walk Audits

From October through December 2018, the project team conducted school walk audits at 15 project schools. From November 2019 through January 2020, the project team conducted school walk audits at seven more project schools. Audits were led by the project team, and school staff and parents were encouraged to attend.

Each audit began with a discussion of challenge areas and types of issues that participants should observe. The team then observed pedestrian, bicyclist, and driver behavior during the drop-off or pick-up period and reviewed the area near the school for quality of curb ramps, sidewalks, crosswalks, and signage. After observations, the team regrouped to discuss what they saw and brainstorm recommendations. These refined recommendations are presented in this Plan.

School Pop-Up Events

In addition to observing challenges during walk audits, pop-up events were held at many of the schools to gather additional input from parents, students, and the school community. Events included Parent-Teacher Association (PTA) meetings, Open House nights, or tabling during drop-off, lunch, or pick-up.

Community Workshops

The project team invited members of the community to two workshops. These workshops were held at the City Council Chambers on May 13, 2019 and March 5, 2020.



Students share their thoughts on walking and bicycling to school during a pop-up event at Navigator Elementary.

How to Use this Plan

For each school within this Plan, potential engineering recommendations are presented in graphic improvement plans with accompanying sections that identify the responsible agency. Most recommendations are in City right-of-way. Improvements on school property will be pursued by the school or district.

Parents can use this Plan to understand the conditions at their children's school and to become familiar with the ways the Safe Routes program can work to make walking and biking safer and easier, including using the Suggested Walking and Bicycling Route maps to plan their trip to school.

School District and school staff can use this Plan to prioritize potential improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family automobile commutes to school. In many cases, education and encouragement programs require dedicated parent volunteers to carry them out.

City staff can use this Plan to identify issues and opportunities related to walking and biking and to prioritize potential short-term and long-term infrastructure improvements. Staff can also use this report to solicit future Safe Routes to School funding opportunities.

Law Enforcement agencies can use this Plan to understand issues related to walking and biking to school and to plan for and prioritize enforcement activities that increase safety for students to walk and bike to school.

Existing Conditions

Existing Bike Facilities

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. The City's current bicycle network has approximately 150 miles of bikeways, as shown in Table 1. Descriptions of each bikeway class are included in the following section, and bikeways are mapped in Figure 1 through Figure 4.

Table 1: Bikeway 2018 Mileage

Bikeway Type	Miles
Class I Shared Use Paths	60.2
Class II Bicycle Lanes	86.2
Class III Bicycle Routes	4.0
Class IV Separated Bikeways	0.0
Total	150.4



Class II bicycle lanes near Carver School of Arts and Science

EXISTING BIKEWAYS

RANCHO CORDOVA
SAFE ROUTES
TO SCHOOL

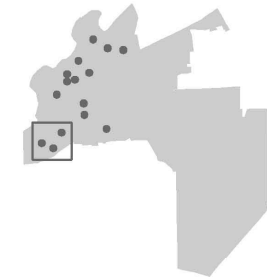
BICYCLE FACILITIES

- Class II Bike Lane
- Class IV Bike Lane

DESTINATIONS + BOUNDARIES

- Library
- School
- Park

Rancho Cordova
Participating Schools



Source: City of Rancho Cordova, TIMS.
Map produced August 2018.

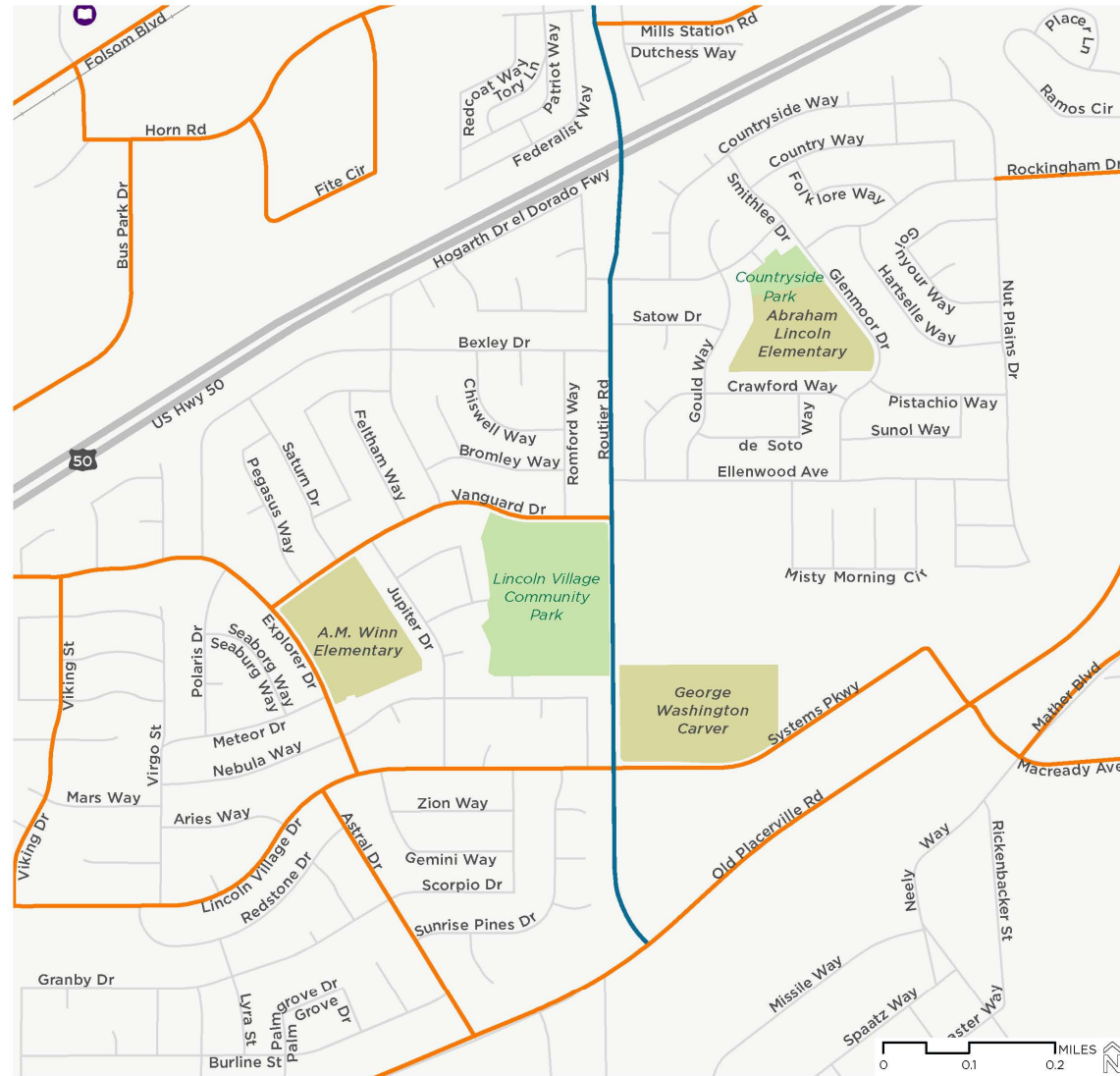


Figure 1: Existing Bikeways in Southwest Rancho Cordova

EXISTING
BIKEWAYS

RANCHO CORDOVA
SAFE ROUTES
TO SCHOOL

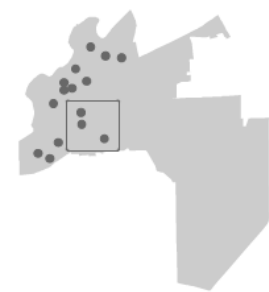
BICYCLE FACILITIES

- Class I Shared-Use Path
- Class II Bike Lane
- Class III Bike Route

DESTINATIONS +
BOUNDARIES

- School
- Park

Rancho Cordova
Participating Schools



alta
Source: City of Rancho Cordova, TMS.
Map produced August 2018.

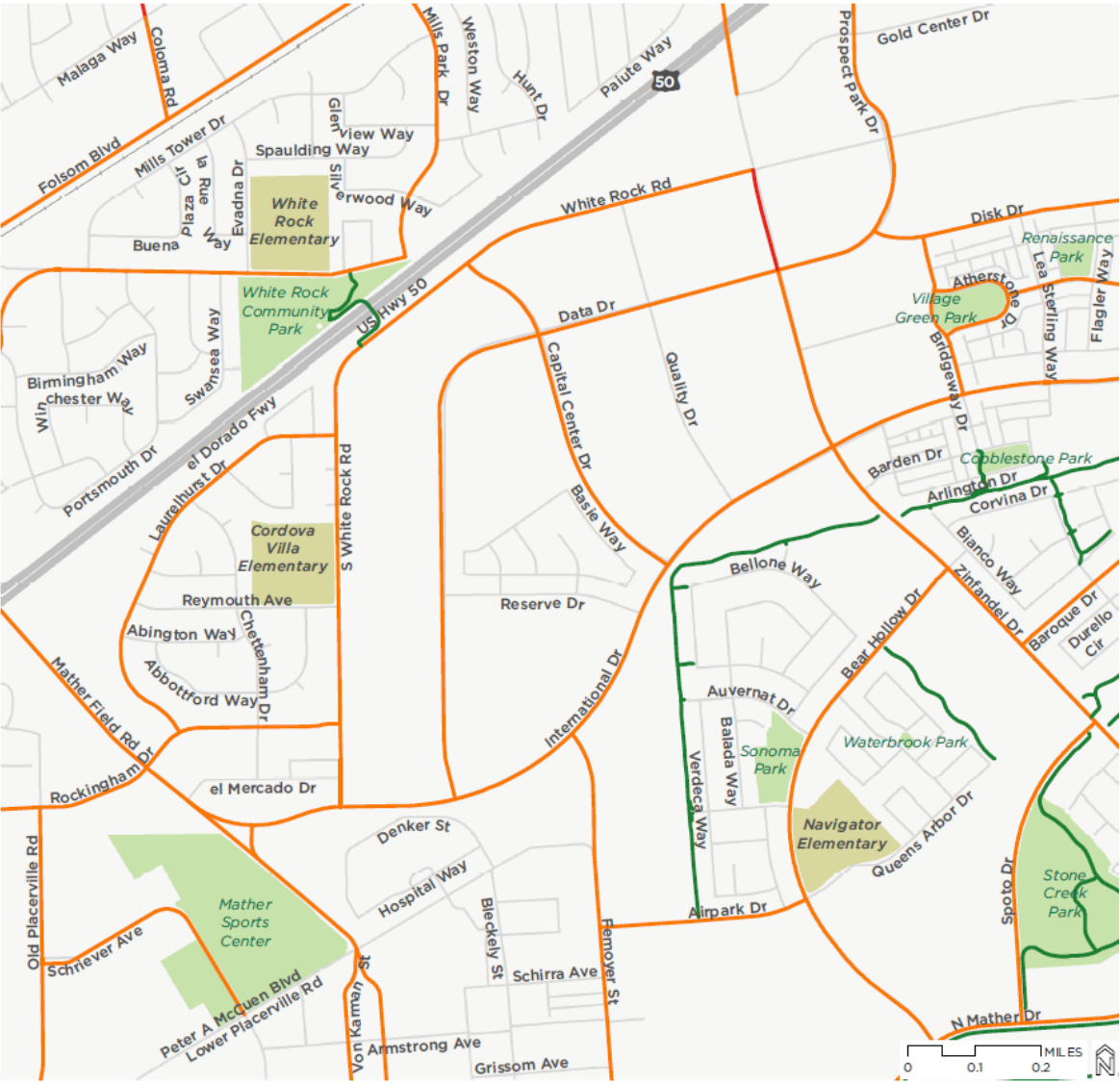


Figure 2: Existing Bikeways in South Rancho Cordova

EXISTING BIKEWAYS

RANCHO CORDOVA SAFE ROUTES TO SCHOOL

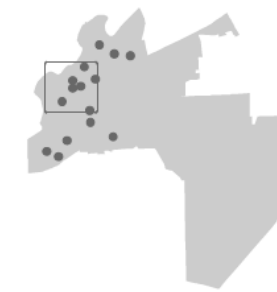
BICYCLE FACILITIES

- Class I Shared-Use Path
- Class II Bike Lane
- Class III Bike Route

DESTINATIONS + BOUNDARIES

- School
- Park

Rancho Cordova
Participating Schools



Source: City of Rancho Cordova, TMS.
Map produced August 2018.



Figure 3: Existing Bikeways in West Rancho Cordova

EXISTING BIKEWAYS

RANCHO CORDOVA
SAFE ROUTES
TO SCHOOL

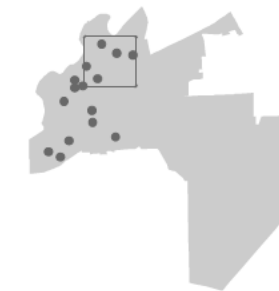
BICYCLE FACILITIES

- Class I Shared-Use Path
- Class II Bike Lane
- Class III Bike Route

DESTINATIONS + BOUNDARIES

- Light Rail Station
- Shopping Center
- School
- Park

Rancho Cordova
Participating Schools



Source: City of Rancho Cordova, TIMS.
Map produced August 2018.

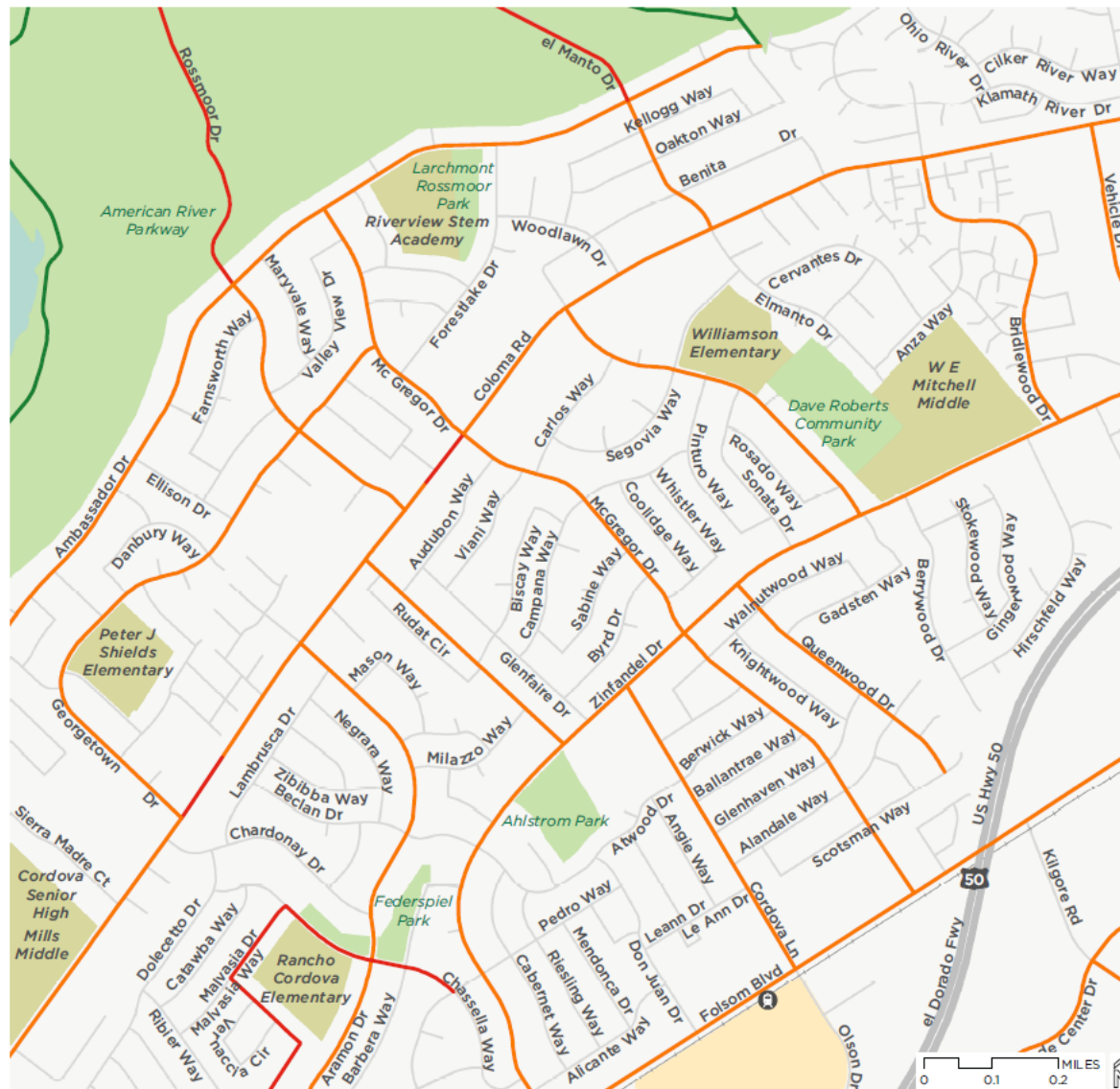


Figure 4: Existing Bikeways in North Rancho Cordova

Class I Shared Use Paths

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people walking or bicycling and people driving.

There are approximately 60 miles of Class I shared use paths in Rancho Cordova.

Class II Bicycle Lanes

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are approximately 86 miles of Class II bicycle lanes in Rancho Cordova.



Class I Shared Use Path



Standard Class II Bicycle Lanes

Class III Bicycle Routes

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present.

There are approximately 4 miles of Class III bicycle routes in Rancho Cordova.

Class IV Separated Bikeways

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

There are no Class IV separated bikeways in Rancho Cordova.

Bike Parking

Secure bike parking at schools is key to encouraging students to ride a bicycle to and from school. Many schools have bike parking installed already.



Class III Bike Route



Parking Protected Class IV Bikeway



Secure Bike Parking Area at Sunrise Elementary

Existing Pedestrian Facilities

Sidewalks

Sidewalks form the backbone of the pedestrian transportation network and children are allowed to ride bikes on the sidewalk in Rancho Cordova. Most streets in the city have sidewalks on at least one side.

Within the City limits, sidewalk maintenance is the responsibility of the property owner, but Rancho Cordova has elected to repair curb, gutter, and sidewalk for residents in front of residential homes at no cost to the property owner as a service to residents. Commercial developments, apartment complexes, and schools are responsible for maintaining their sidewalks. Replacement and repair are prioritized by a computer program and are based on such factors as severity of damage, the amount of pedestrian traffic, and proximity to schools, parks, bus stops, and hospitals.



Sidewalk near Sunset Elementary School

Crosswalks

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining and delineating their path of travel. Crosswalks are not required to be marked, however marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Crosswalks in school zones are yellow.

Transverse Crosswalks

Transverse crosswalks are marked with two parallel lines that extend across the full width of the pavement or to the edge of an intersecting crosswalk.

Triple Four or High Visibility Crosswalks

Triple Four crosswalks are high-visibility and are categorized by the center channel that is considered less slippery, especially for disabled users, and reduces maintenance costs.

Raised Crosswalks

Some crosswalks are further enhanced by raising them to sidewalk level, turning the crosswalk into a speed hump or a speed table, which slows drivers down.



Transverse crosswalk near a school



Triple Four crosswalk on Coloma Road

Collision Analysis

Safety and comfort play a significant role in the decision to walk or bicycle instead of using another mode of transportation. Identifying locations and behaviors involved in bicycle- and pedestrian-related crashes will inform this Plan's recommendations to improve safety near Rancho Cordova Schools.

This section reviews collision data from the Statewide Integrated Traffic Records System (SWITRS), a statewide repository of collision reports submitted by local enforcement agencies. While collision data is sometimes incomplete and does not capture "near misses", they do provide a general sense of the safety issues facing people walking and bicycling in Rancho Cordova. Five years of data were evaluated, from 2014 to 2018. Citywide collision data is compared with school area collision data, which includes only those collisions that occurred within one quarter-mile of a local school.

Citywide, there were a total of 215 bicycle- and pedestrian-related collisions during the evaluation period, 59 of which occurred in school areas. See Figure 6 for a map of school area bicycle and pedestrian collisions.

Bicycle Involved Collisions

There were a total of 125 bicycle-involved collisions in Rancho Cordova during the evaluation period, 36 of which occurred in school areas (see Figure 5). Annually, school area bicycle collisions account for more than one-quarter of all bicycle collisions.

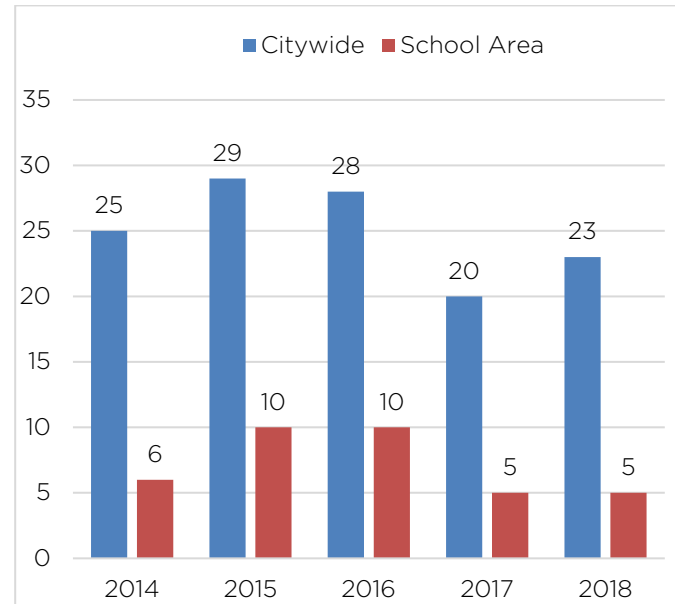




Figure 5: Bicycle Related Collisions

BICYCLE AND PEDESTRIAN COLLISIONS



RANCHO CORDOVA SAFE ROUTES TO SCHOOL

COLLISIONS
within 1/4 mile of a school from
January 2014 to December 2018





Pedestrian

-  Severe Injury (5)
-  Minor Injury (15)

Bicycle

-  Severe Injury (3)
-  Minor Injury (31)

DESTINATIONS + BOUNDARIES

-  Light Rail Station
-  School
-  Park
-  Shopping Center

0 1/4 1/2 MILES



Source: City of Rancho Cordova.TIMS.
Map produced April 2020.

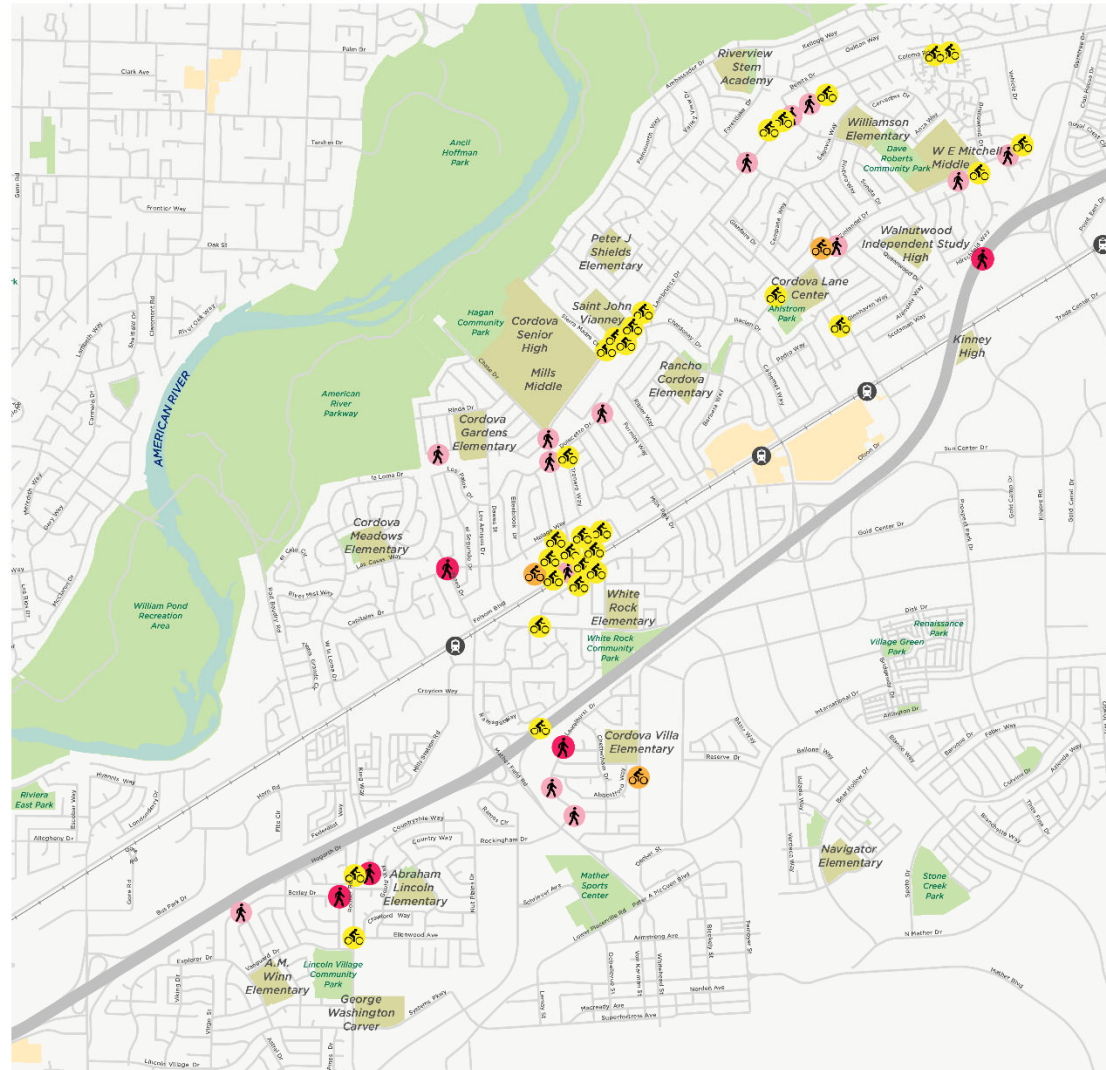


Figure 6: Bicycle and Pedestrian Collisions in School Areas

High Collision Corridors

By taking a closer look at the locations in Rancho Cordova where relatively high numbers of bicycle-involved collisions have occurred over the study period, priority corridors emerge that should be studied for safety improvements. Of the 125 citywide bicycle collisions, 70 occurred on three corridors. These corridors also had high numbers of school area bicycle collisions (31 out of 36), as shown in Table 2. Coloma Road had the highest number of school area bicycle collisions in the city, at 20.

Table 2: Top Bicycle Collision Corridors

Street Name	Citywide Bicycle Collisions	School Area Bicycle Collisions
Folsom Boulevard	33	7
Coloma Road	24	20
Zinfandel Drive	13	4

Bicyclist Age

When the age distribution of bicyclists involved in collisions is compared to that of the overall population in Figure 7, it is clear that bicyclists from 10 to 17 years old are highly overrepresented among collision victims both citywide and in school areas. Children 10 to 17 years old make up just 11 percent of the population in Rancho Cordova, but account for 25 percent of citywide bicycle collision victims and 36 percent in school areas. Young adult bicyclists between 18 and 24 years old are also overrepresented among collision victims both citywide and near schools.

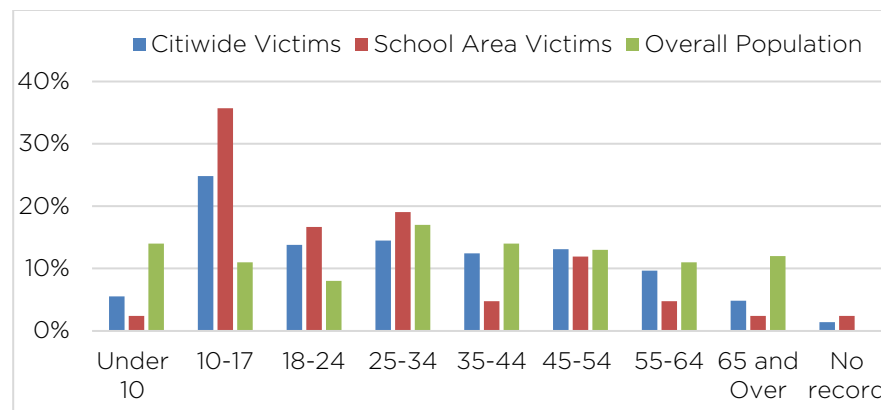


Figure 7: Bicyclist Age Distribution

Collision Severity

Of the 125 reported bicycle-involved collisions, nine percent resulted in severe injury to the bicyclist and 42 percent resulted in other visible injuries. One fatal bicycle collision was reported.

In school areas, injuries were slightly less severe than citywide: 8 percent of collisions resulted in severe injury and 39 percent resulted in other visible injuries (see Figure 8).

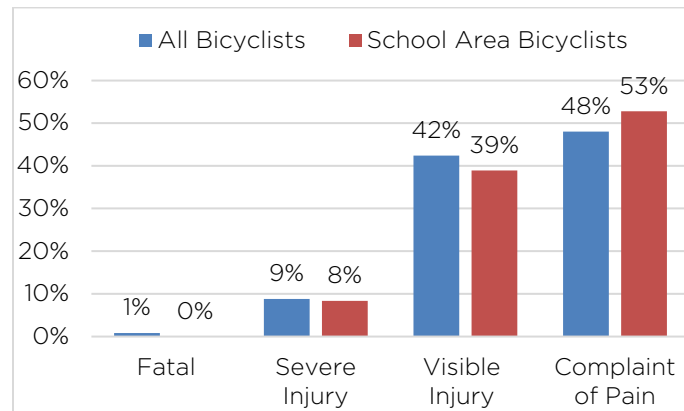


Figure 8: Bicycle Collision Severity

Fault and Primary Collision Factors

When a collision report is made, the reporting officer determines whether one party is at fault for the collision, and records information on the behavior or code violations that contributed to the collision and the preceding movements of all parties. In Rancho Cordova, bicyclists were determined to be at fault in 63 percent of collisions (Figure 9).

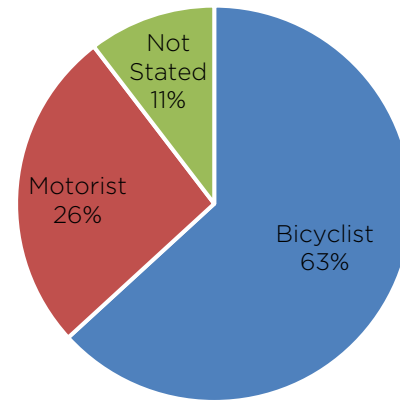


Figure 9: Fault Determination in Citywide Bicycle-Involved Collisions

Over one-third of bicycle collisions were attributed to bicyclists riding on the wrong side of the road (see Table 3). This often corresponds to a lack of comfortable and convenient crossings for people to reach the correct side of a road.

In school areas, fault determinations were consistent with citywide data. Just four collisions were determined to be the fault of a motorist, 27 were deemed to be the bicyclist's fault, and five had no statement. The majority of bicyclist-at-fault collisions (17) were attributed to bicyclists riding on the wrong side of the road.

Table 3: Primary Collision Factors in Citywide Bicycle-Involved Collisions

Primary Collision Factor	Fault Determination		
	Motorist	Bicyclist	Not Stated
Wrong Side of Road		50	2
Failure to Obey Traffic Signs/Signals	7	12	
Improper Turning	6	6	1
Failure to Yield to an Automobile	8	6	3
Unsafe Speed	5	2	
Pedestrian Violation*		2	1
Improper Lights		1	
DUI	1		
Failure to Yield to a Pedestrian*	1		
Brakes	3		
Unsafe Starting or Backing	2		1
Other or Not Stated			5

**The standard categories listed on the reporting form do not include comparable options for bicyclists. While pedestrians may be involved in some bicycle collisions, it is assumed that some of these reports may be referring to bicyclists.*

Pedestrian Involved Collisions

There were a total of 90 pedestrian-involved collisions in Rancho Cordova during the evaluation period, 23 of which occurred in school areas (see Figure 10). The rate of school area collisions as a percent of all pedestrian collisions varied from year to year, ranging from about 14 percent in 2016 to over 33 percent in 2015.

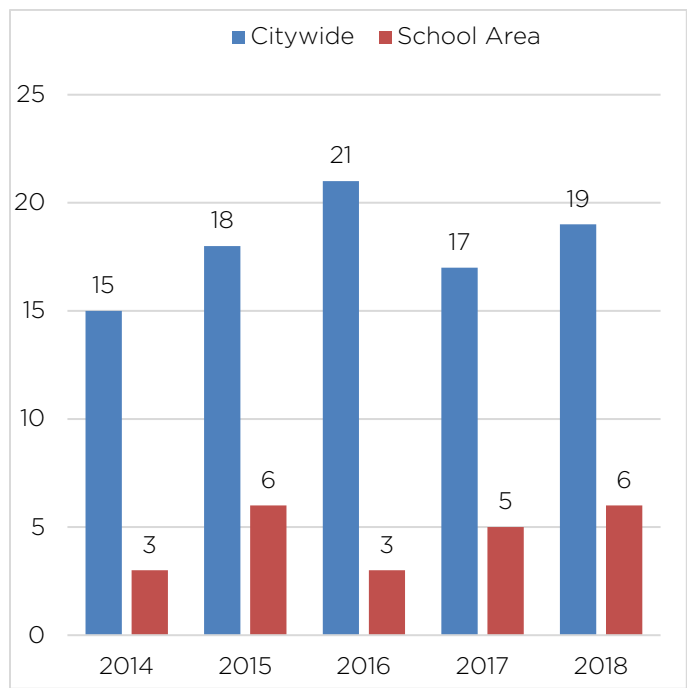


Figure 10: Pedestrian Related Collisions

High Collision Corridors

By taking a closer look at the locations in Rancho Cordova where relatively high numbers of pedestrian-involved collisions have occurred over the study period, priority corridors emerge that should be studied for safety improvements. Of the 90 citywide pedestrian collisions, 37 occurred on three corridors. These corridors also had somewhat high numbers of school area pedestrian collisions (11 out of 23), as shown in Table 4. Coloma Road had the highest number of school area pedestrian collisions in the city with seven.

Table 4: Top Pedestrian Collision Corridors

Street Name	Citywide Pedestrian Collisions	School Area Pedestrian Collisions
Folsom Boulevard	19	1
Zinfandel Drive	9	3
Coloma Road	9	7

Pedestrian Age

When the age distribution of pedestrians involved in collisions is compared to that of the overall population in Figure 11, children age 10 to 17 are vastly overrepresented among collision victims. Children this age make up just 11 percent of the Rancho Cordova population, yet 23 percent of pedestrian collisions involved a child 10 to 17 years old. In school areas, this number increases to 26 percent. Young adults between 18 and 24 years old are also overrepresented among pedestrian collision victims, accounting for 14 percent of victims citywide and 15 percent of victims in school areas despite making up only eight percent of the population.

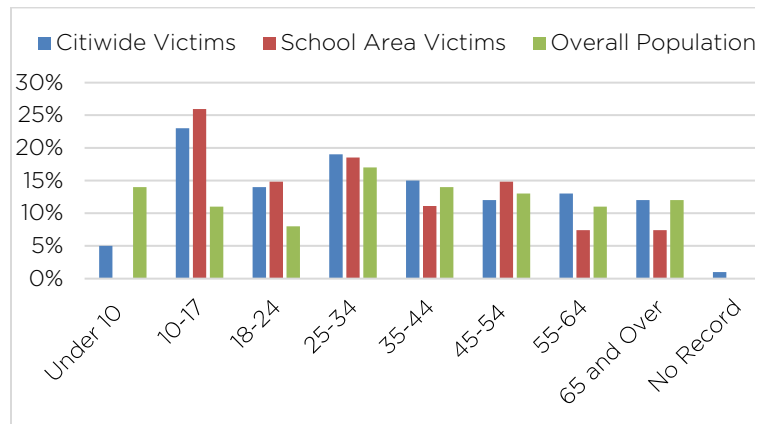


Figure 11: Pedestrian Age Distribution

Collision Severity

Of the 90 reported pedestrian-involved collisions, twelve resulted in pedestrian fatalities. One of these was in a school area. An additional 20 percent of collisions resulted in severe injury to the pedestrian, and 18 percent resulted in visible injuries.

In school areas, injuries were more severe than citywide: 22 percent of collisions resulted in severe injury and 30 percent resulted in visible injuries. Forty-three percent resulted in a “complaint of pain” with no visible injury to the pedestrian (see

Figure 12).

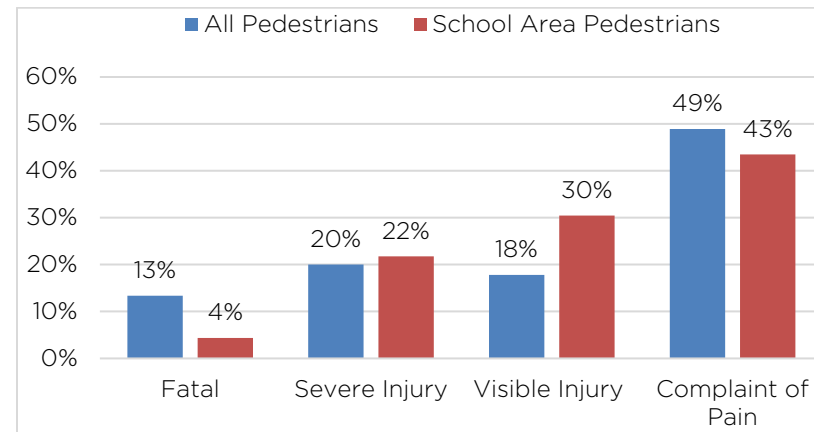


Figure 12: Pedestrian Collision Severity

Fault and Primary Collision Factors

When a collision report is made, the reporting officer determines whether one party is at fault for the collision, and records information on the behavior or code violations that contributed to the collision and the preceding movements of all parties. In Rancho Cordova, over half of pedestrian-involved collisions were deemed to be the fault of motorists (Figure 13). Pedestrians were found at fault in 31% of pedestrian-involved collisions, while no one was reported at fault in 15% of collisions.

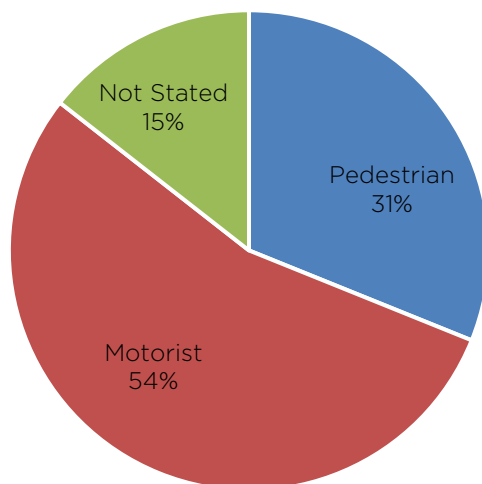


Figure 13: Fault Determination in Citywide Pedestrian-Involved Collisions

Almost one-third of pedestrian collisions were attributed to a pedestrian violation (see Table 5). This category could include a number of actions such as a pedestrian crossing outside of a legal crosswalk, stopping in the roadway, or other behaviors.

In school areas, motorists were found to be at fault in the majority of collisions (16). No statement of fault was made for five of the 23 school area collisions. More than half the school area collisions were attributed to either a roadway user violating the right-of-way of a pedestrian (6) a or pedestrian violation (5), consistent with the two most common contributing factors in citywide collisions. Speeding (5) and failure to obey traffic signals or signs (4) were also frequent factors in collisions occurring in school areas.

Table 5: Primary Collision Factors in Citywide Pedestrian-Involved Collisions

Primary Collision Factor	Fault Determination		
	Motorist	Pedestrian	Not Stated
Pedestrian Violation	1	26	4
Violated Pedestrian Right-of-Way	20	1	1
Failure to Obey Traffic Signs/Signals	9	1	1
Unsafe Speed	7		1
Improper Turning	4		1
Brakes	3		
Violated Automobile Right of Way	2		1
Unsafe Starting or Backing	2		1
Other or Not Stated	1		4

Current Travel Behavior

Parent surveys and student hand tallies were conducted at 18 project schools to assess current transportation patterns for school trips as well as parent opinions about walking and bicycling to school, including barriers to allowing their children to use active transportation. Parent surveys were distributed in October and December of 2018, and student hand tallies were completed from October 2018 through January 2019 for 15 schools and in November 2019 for three additional schools.

Student hand tallies are conducted by a teacher or volunteer who asks students to raise their hand based on the mode of transportation they use to get to school. Tallies ask about both about the trip to school and the trip from school, and typically cover three consecutive school days.

Parent surveys ask about typical modes of transportation to and from school, and also include questions about program participation, the distance to school, and concerns the parent may have about allowing their child to walk or bicycle to school. Surveys were made available online, as well as sent home with students for their parents to complete.

Across all schools, most students are currently driven to school in a family car. At a few schools, walking is currently the highest mode share for students who live within one quarter-mile of their school.



Bicycle parking at Carver School of Arts and Science

Students who live one half-mile or less from their school tend to walk more than students who live further away. Middle and high school students typically walk home from school more frequently than they walk to school.

Parent concerns shared across all school communities included the safety of intersections and crossings, the speed of traffic along routes to school, and violence or crime in the area.

Hand tally and survey results for individual schools are discussed in the following chapter. Note that some data was not available for all schools.

More detailed results for each school are included in Appendix C.

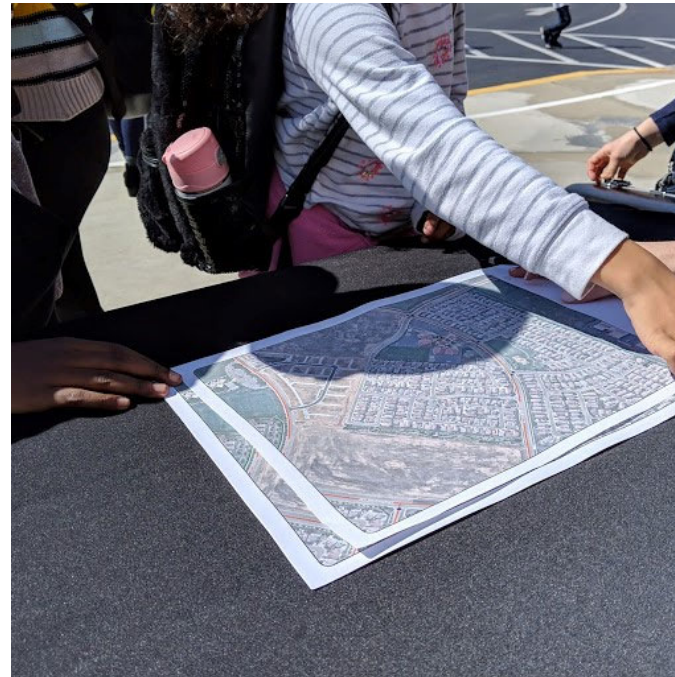
Improvements by School

The following chapter presents identified challenges and recommended engineering improvements and program activities at each of the 22 project schools. These recommendations are based on community, school staff, City staff, and partner agency input gathered through walk audits and pop-up events at each school, a community workshop, and the project website. Dates for walk audits and pop-up outreach are summarized in Table 6 on the following page.

Each school section contains a short description of the school environment and current travel behaviors, followed by a numbered list of locations where challenges were identified. These numbers correspond to locations on the improvement map for each school. For some improvements, the City has already secured funding, completed design work, or otherwise begun the implementation process. These are noted with “implementation currently underway.”

Behavior and program-related challenges and needs are discussed in each school section as appropriate. More detailed descriptions of all recommended programs are included in the following chapter.

An improvement map for each school is included in Appendix A. Maps showing suggested walking and bicycling routes to each school are included in Appendix B.



Students at Navigator Elementary point out locations where they would benefit from improved crossings

Table 6: Walk Audit and Pop-Up Event Dates by School

School Name	Walk Audits		Pop-Up Events	
	Time	Date	Event	Date
AM Winn Elementary School	Morning	Weds. Dec. 19, 2018	Guild Meeting	Weds. Apr. 3, 2019
Carver School of Arts and Science	Morning	Tues. Dec. 4, 2018	Pick-Up	Weds. Apr. 10, 2019
Cordova Gardens Elementary School	Morning	Thurs. Dec. 6, 2018	PTA Meeting	Mon. Apr. 1, 2019
Cordova High School	Afternoon	Weds. Nov. 7, 2018	Lunch	Tues. Apr. 9, 2019
Cordova Meadows Elementary School	Afternoon	Mon. Dec. 10, 2018	Drop-Off	Weds. Apr. 10, 2019
Cordova Lane Center	Afternoon	Thurs. Jan. 16, 2020	N/A	N/A
Cordova Villa Elementary School	Afternoon	Weds. Nov. 28, 2018	Open House	Fri. Apr. 5, 2019
Kinney High School & Prospect Community Day School	Morning	Thurs. Jan 16, 2020	N/A	N/A
Lincoln Elementary School	Morning	Mon. Nov. 5, 2018	Open House	Weds. Apr. 3, 2019
Mills Middle School	Morning	Tues. Dec. 4, 2018	Multicultural Night	Thurs. Apr. 25, 2019
Mitchell Middle School	Morning	Thurs. Oct. 25, 2018	Lunch	Thurs. Apr. 4, 2019
Navigator Elementary School	Morning	Weds. Dec 5, 2018	Pick-Up	Tues. Mar. 26, 2019
Rancho Cordova Elementary School	Morning	Mon. Oct. 29, 2018	Open House	Thurs. Mar. 21, 2019
Riverview STEM Academy	Afternoon	Weds. Dec. 5, 2018	Open House	Thurs. Mar. 21, 2019
Robert McGarvey Elementary School	Morning	Weds. Nov. 13, 2019	School Council	Tues., Feb. 11, 2020
Shields Elementary School	Morning	Weds. Dec. 12, 2018	Open House	Thurs. Apr. 25, 2019
St. John Vianney Elementary School	Morning	Tues. Nov. 19, 2019	CSAC Meeting	Weds. Jan. 1, 2020
Sunrise Elementary School	Morning	Tues. Nov. 12, 2019	Parent Faculty Organization	Tues. Jan. 7, 2020
Walnutwood High School	Afternoon	Tues. Jan 14, 2020	N/A	N/A
White Rock Elementary School	Morning	Tues. Dec. 11, 2018	Drop-Off	Thurs. Apr. 11, 2019
Williamson Elementary School	Afternoon	Thurs. Nov. 29, 2018	Parent Coffee	Fri. Apr. 12, 2019

AM Winn Elementary School

AM Winn Elementary School is located on Explorer Drive at Vanguard Drive. The school campus is enclosed by a fence, with the entrance to the school located on Explorer Drive near Meteor Drive. The drop-off loop at this location is used both by parents and for school buses, and the drop-off loop entrance driveway also serves the staff parking lot.

Bicycle lanes currently exist the full length of Explorer Drive, and on Vanguard Drive from Explorer Drive to Routier Way.

The walk audit was conducted during drop-off on Wednesday, December 19, 2018. A pop-up outreach event was held during a Guild meeting on Wednesday, April 3, 2019.

No student hand tallies were completed at this school.

Parent surveys were conducted in April 2019, with 32 responses received. Thirty-five percent said they live less than one quarter-mile from the school. For those living within one quarter-mile of the school, about one-third walk and about two-thirds are driven to school in the mornings. In the afternoon, these rates are inverted, with about two-thirds of students walking home and about one-third being picked up in a family car.

Among respondents whose children do not currently walk or bicycle to school, 69 percent said the speed of traffic along routes to school affects their decision and 63 percent cited the amount of traffic. More than half noted time and distance as factors, as well. Many parents noted they are comfortable walking with their student or

sending their child with a group, but would not feel comfortable with their child walking alone.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Drop-off Loop (School Jurisdiction)

The curb in the drop-off loop is painted red, which is typically used to indicate zones where no stopping or parking is allowed.

No walking path into the school is provided from the marked crosswalk at Meteor Drive. Students were observed walking through a landscaped bed and across the drop-off loop, or walking along the sidewalk and crossing one of the drop-off loop driveways to reach a walkway that leads into the school.

Recommendation

- Restripe drop-off loop curb with white paint to indicate it is a loading zone where drivers can park for up to three minutes

2. Explorer Drive at Meteor Drive

Stop signs control three legs of this T-intersection, and the entrance driveway to the school drop-off loop is slightly off-center at the top of the T. High-visibility crosswalk markings and curb extensions on the north and west legs support students walking and bicycling to school. The crosswalk on the north leg leads students to the middle of the drop-off loop, where there is no path through the landscaped area or across the loop into the school. Students must walk along the sidewalk and cross one of the driveways before reaching a walkway that enters the school.

Because this intersection is aligned with the school entrance, it is used by a relatively large number of students walking or bicycling in addition to being a high-volume intersection for drivers accessing the drop-off loop. A parent volunteer crossing guard is stationed at this intersection in the mornings, and a staff volunteer acts as a crossing guard after school.

Parent drivers are typically respectful of pedestrians at this intersection, despite high volumes and congestion with parents entering and exiting the drop-off loop. Some parents were observed making U-turns close to the south side of the intersection, creating some conflicts with drivers entering the drop-off loop driveway.

Recommendation

- Mark crosswalk and provide curb extensions on south leg of intersection to align with pedestrian path south of the drop-off loop driveway entrance

- Realign stop bar and stop sign behind proposed crosswalk

3. Jupiter Drive at Cirrus Way

A large bush on the southeast corner of the intersection creates visibility challenges for students approaching the school. Jupiter Drive is also very wide, lacks marked crosswalks, and some drivers were observed speeding.

Recommendation

- Work with homeowner to ensure vegetation is maintained to meet City standards for visibility at intersections

Behavior and Programs

Parent volunteer and staff crossing guards at Explorer Drive and Meteor Drive provide valuable support for students and families walking and bicycling, but lack formal training or guidance to ensure best practices are being followed and promote consistency as volunteers turn over.

Many students currently walk or bicycle to school due to the small enrollment area. As the school expands to accept more families, walking and bicycling may not be desirable options for families that live further from the school.

Recommendations

- Conduct crossing guard training
- Implement carpool program

Carver School of Arts and Science

Carver School of Arts and Science is located on the northeast corner of Systems Parkway and Routier Road. It has a large parking lot for staff and students served by three driveways along Systems Parkway. The parking lot is used by parents to park and wait for students before pick-up in the afternoons, along with on-street parking near the school. Some school buses load in the parking lot in a loop that is blocked with cones for their exclusive use.

Carver is a public Waldorf high school which draws students from a large enrollment area; many students use light rail, Regional Transit buses, or school buses to commute to the campus. The campus is fenced, with entrances off the parking lot on Systems Parkway. A gate on the Routier Road frontage is kept locked; students have been observed climbing the fence into the school in the past.

Bicycle lanes currently exist on Routier Road from Old Placerville Road to Folsom Boulevard, and on Systems Parkway, which becomes Lincoln Village Drive at Routier Road, from Old Placerville Road to Bradshaw Road.

The walk audit was conducted during morning drop-off on Tuesday, December 4, 2018. A pop-up outreach event was held during afternoon pick-up on Wednesday, April 10, 2019.

Student hand tallies were conducted in October 2018, which included approximately 180 students in 10 classes. Approximately 64 percent of students used a family car for their school commute, and approximately 16 percent carpooled with students from another family. Eight percent walked, and two percent rode bicycles.

Parent surveys were conducted in April 2019, with 29 responses received. A majority of respondents said they live more than two miles from the school. For those respondents living within one quarter-mile of the school, all students walk to school in the morning. About two-thirds of those students also walk home, while one-third carpools home with students from other families.

Among respondents whose children do not currently walk or bicycle to school, 75 percent said the distance from their home to school and 58 percent said that time influences their decision.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Routier Road and Systems Parkway

This intersection is signalized, with standard yellow crosswalks marked across all four legs. Sight lines at this intersection can be challenging due to the slope of the approaches on Routier Road.

Recommendation

- Upgrade all four crosswalks to high-visibility crosswalks
(Completed Fall 2019 as part of Routier Road improvement project)

2. Routier Road at School Frontage

A regional transit bus stop is used by many students to travel to school, but the concrete queuing area lacks seating.

Recommendation

- Provide seating and shelter at bus stop

3. Routier Road

Identified need for low-stress bicycle facility connecting to school

Recommendation

- Install Class IV bikeway along Routier Road connecting to school
(Class IV bikeway construction completed Fall 2019 along Routier Road and Rod Beaudry Drive from Old Placerville to Folsom Boulevard and from Folsom Boulevard to American River Parkway)

Cordova Gardens Elementary School

Cordova Gardens Elementary School is located on the southwest corner of Rinda Drive and Dawes Street. A small parking lot along Dawes Street is used for staff parking, and also includes a drop-off loop for parents. The school has considered expanding this parking lot to the south, but has no immediate plans or funding to do so. A bus loop off Rinda Drive shares its exit driveway with the entrance to the drop-off loop, which can create some conflicts when buses are leaving.

The campus is fenced, with entrances at the drop-off loop on Dawes Street and a gate near the kindergarten yard on Rinda Drive.

The walk audit was conducted during morning drop-off on Thursday, December 6, 2018. A pop-up outreach event was held at a Parent-Teacher Association meeting on Monday, April 1, 2019.

Student hand tallies were conducted in December 2018, which included approximately 320 students in 17 classes. Approximately 65 percent of students used a family car for their school commute, and approximately five percent carpooled with students from another family. About 15 percent of students walked, and one percent rode bicycles.

Parent surveys were also conducted in December 2018, with 120 responses received. While 37 percent said they live less than one quarter-mile from the school, 27 percent live more than two miles from the school. For those living within one quarter-mile of the school, about half walk and half are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 66 percent said the safety of intersections and crossings as well as the speed of traffic affects their decision to allow their child to walk or bicycle to school, and 58 percent cited violence or crime and the amount of traffic along routes to school. Many parents also expressed a need for a crossing guard at Dawes Street and Rinda Drive, noting challenges with drivers not yielding to pedestrians in crosswalks.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Drop-off Loop (School Jurisdiction)

The curb in the drop-off loop is painted red, which is typically used to indicate zones where no stopping or parking is allowed. A marked crosswalk across the drop-off loop designates a walking path from the sidewalk near Dawes Street and Brenda Way into the school.

Parents were observed double parking in the drop-off loop to let students out of the car, causing children to weave between stopped cars to reach the curb. Parents were also observed parking in the marked crosswalk and failing to yield to students and staff crossing the parking loop.

Recommendation

- Restripe drop-off loop curb with white paint to indicate it is a loading zone where drivers can park for up to three minutes

2. Dawes Street

Few crosswalks are marked on Dawes Street near the school, despite many students walking from the neighborhood to the east. Mills Middle School and Cordova High School are both located nearby on Chase Drive; in addition to families that live in the neighborhood, some families with multiple children may drop off all students at one location in the morning and have students walk to their campus. High numbers of students were observed crossing at Brenda Way, likely due to the alignment with the school drop-off loop crosswalk.

At the exit driveway for the school parking lot, observers noted sight line challenges with on-street parking adjacent to the driveway.

Recommendations

- Mark yellow high-visibility crosswalk on north leg at Brenda Way
- Install an RRFB on north leg at Brenda Way
- Install yellow high-visibility crosswalk on east leg at Brenda Way
- Install ADA-compliant curb ramps on north leg at Brenda Way
- Prohibit parking and install “Keep Clear” sign near exit driveway
- Install speed feedback sign
- Trim vegetation on east side of Dawes Street near Doyle Way

3. Rinda Drive at Rhoda Way

The intersection of Rinda Drive and Rhoda Way is an uncontrolled T-intersection.

Recommendations

- Mark yellow transverse crosswalk on the north leg at Rhoda Way and Rinda Drive
- Install School Assembly B signs at marked crosswalk
- Install Slow School XING pavement marking in advance of crosswalk

4. Rinda Drive at Agnes Circle

The intersection of Rinda Drive and Agnes Circle is an uncontrolled T-intersection. There is an existing marked crosswalk on the eastern leg of the intersection. Existing signage on the south side of the Agnes Circle crosswalk is placed incorrectly, facing away from traffic.

- Reposition existing School Assembly B sign at Agnes Circle crosswalk
- Install advance yield lines and RRFB on east leg of intersection
- Install yellow high-visibility crosswalk on north leg of intersection

5. Dawes Street at Rinda Drive

Marked transverse crosswalks exist on all three legs of this stop-controlled T-intersection.

Recommendations

- Upgrade all three legs to yellow high-visibility marked crosswalks
- Install advance stop lines on all three legs

6. Maxine Way and Rhoda Way

The school community expressed concerns about vehicle speeds on Maxine Way and on Rhoda Way, noting these streets offer alternative routes to Chase Drive.

Recommendation

- Install speed humps on Maxine Way and Rhoda Way
(Based on review and approval by the City's engineer)

7. Coloma Road

Identified challenging crossings along Coloma Road.

Recommendation

- Review locations for new/upgraded crossings along Coloma Road outside of this SRTS plan
(Based on review and approval by the City's engineer)

Behavior and Programs

Parents occasionally use the bus loop for student drop-off and pick-up, which creates conflict with buses. Parents have also been observed failing to stop when school buses have red lights flashing, as required by law.

Dawes Street is used by some drivers, including high school drivers, as an alternative route to Chase Drive, which fronts Cordova High School and Mills Middle School approximately 500 feet east of Cordova Gardens Elementary. School staff expressed concerns about speeds observed.

Past parent education efforts have included a variety of strategies, but the school reported finding success with one-on-one conversations with parents where school staff could explain transportation and policy changes and emphasize the safety benefits behind them.

Recommendations

- Targeted Enforcement: Speeding on Dawes Street, new parking restriction near parking lot exit driveway
- Coffee with the Principal events: Hold quarterly or monthly informal events for parents to bring questions or concerns to be discussed, and to share information about new infrastructure or reminders about desired drop-off and pick-up behavior

Cordova High School

Cordova High School is located near the north end of Chase Drive, adjacent to Mills Middle School. The campus has a permeable edge without continuous fencing, allowing students to enter and exit from Chase Drive, from the adjacent middle school campus, and from the residential neighborhood to the northeast. The campus has two parking lots, both served by driveways on Chase Drive, as well as a drop-off loop.

Bicycle lanes currently exist on Chase Drive from Coloma Road to Octavia Way.

The walk audit was conducted during afternoon pick-up on Wednesday, November 7, 2018. A pop-up outreach event was held during lunch on Tuesday, April 9, 2019.

Student hand tallies were conducted in December 2018, which included approximately 300 students in 11 classes. Approximately 42 percent of students used a family car for their school commute, and approximately five percent carpooled with students from another family. About 17 percent of students walked, and five percent rode bicycles.

Parent surveys were also conducted in December 2018, with 303 responses received. Just eight percent said they live less than one quarter-mile from the school, while 28 percent live between one and two miles away and 43 percent live more than two miles from the school. For those living within one quarter-mile of the school, about 73 percent walk and 23 percent are driven in a family car. The remaining four percent typically carpool with students from other families.

Among respondents whose children do not currently walk or bicycle to school, 83 percent cited the distance to school as a barrier. Time, weather, and the safety of intersections and crossings were reported as concerns by 56 percent of respondents each. Sidewalk gaps along Coloma Road were also noted as a challenge.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Chase Drive

Many cars were observed parked in the bicycle lane on Chase Drive as parents waited to pick up students from school, despite No Parking signs posted the length of the street. On-street parking currently exists only on the southwest side of Chase Drive.

Sidewalks exist along the school frontage, though they are narrow and meandering. Many students were observed walking in the grass.

Parents expressed a concern about the lack of adequate lighting in the area in the evenings, particularly near crossings.

Recommendations

- Install Class I Shared Use Path on northeast side of Chase Drive from Coloma Road to Octavia Way (replace existing sidewalk)
- Install pedestrian-scale street lighting along Chase Drive from Coloma Road to Octavia Way

2. Chase Drive at Rinda Drive

During the walk audit, very high volumes of pedestrians were observed leaving the high school campus and crossing Chase Drive at this location. After crossing Chase Drive, students either continued west into the neighborhood or turned southeast toward Coloma Road. High-visibility marked crosswalks currently exist across the driveway exit and across the northwest and southwest legs, but there is no marked crosswalk across Rinda Drive. All four legs are controlled by stop signs.

Recommendations

- Mark yellow high-visibility crosswalk across Rinda Drive
- Install advance stop lines

3. Chase Drive at Brenda Way

After Rinda Drive, Brenda Way was the most common location where pedestrians were observed crossing Chase Drive. Brenda Way at its west end aligns with the entrance to Cordova Gardens Elementary School, making this a key school route for families with multiple children or for high school students who may walk to collect an elementary school sibling.

A crosswalk is currently marked across the driveway exit that forms the northeast leg of this intersection, but no other crosswalks are marked. Brenda Way is controlled by a stop sign.

Recommendations

- Mark yellow high-visibility crosswalks on the northwest and southwest legs of the intersection
- Install advance stop line on southwest leg

- Install School Assembly B signage on northwest crosswalk and Slow School XING pavement markings

4. Chase Drive at Coloma Road

This intersection has significant pedestrian activity at both arrival and dismissal for the high school as well as nearby Mills Middle School. The T-intersection is controlled with a traffic signal that includes pedestrian signal heads, and standard yellow crosswalks are marked on the west and north legs. Some students were observed crossing against the signal.

Recommendation

- Upgrade west and north legs to yellow high-visibility crosswalk markings
(Implementation recently completed)

Behavior and Programs

As mentioned above, parents often park in the bicycle lane along the school frontage while waiting for students.

High school student behavior was also noted as a challenge by the Cordova Gardens Elementary school community. High school drivers have been observed speeding and failing to yield to pedestrians near the elementary school, and high school bicyclists have been observed riding without helmets.

Recommendations

- Targeted Enforcement: No parking in Chase Drive bicycle lanes, and helmet use for students under 18
- Parent Education: Reminders about parking restrictions

Cordova Lane Center

Cordova Lane Center is located on the southwest corner of Cordova Lane and Zinfandel Drive. The school is located in a residential area of Rancho Cordova to the northeast of Ahlstrom Park. Cordova Lane is primarily a day care center and community center for preschool students. Most students arrive and leave campus in private vehicles.

Class II bicycle lanes currently exist along Cordova Lane, Zinfandel Drive, and McGregor Drive near the school.

The walk audit was conducted during the afternoon of Thursday, January 16, 2020. No student hand tallies or parent surveys were conducted at Cordova Lane Center.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Cordova Lane at Dunbar Way

This is a T-intersection. There is an existing high-visibility crosswalk across Cordova Lane on the northern leg of the intersection.

Recommendations

- Upgrade existing northern crosswalk to raised crosswalk
- Install RRFB on northern leg of intersection
- Install curb extensions on both sides of northern crosswalk
- Install high-visibility crosswalk across eastern leg of intersection

- Re-install advance stop line pavement marking and ensure it aligns with stop sign on eastern leg of intersection

2. Cordova Lane at Berwick Way

This is a four-way, stop controlled intersection. There is one existing transverse crosswalk on the northern leg of the intersection.

Recommendations

- Install high-visibility crosswalks across all legs of intersection
- Re-install advance stop line pavement marking and align with stop signs on all intersection approaches

3. Cordova Lane at Zinfandel Drive

There is a three-way stop at this T-intersection. There are two existing transverse crosswalks on the southern and eastern legs of the intersection. This is an important intersection crossing for students who are traveling to Cordova Lane Center from the north. Walk audit participants said speeding vehicles on Cordova Lane and Zinfandel Drive pose a risk to student safety.

Recommendations

- Install high-visibility crosswalks across western, eastern, and southern legs of intersection
- Install curb ramps on all corners

4. Cordova Lane

Cordova Lane is a 45-foot-wide road with two travel lanes. There are Class II bicycle lanes and parking lanes on both sides of the road. Walk audit participants said

that vehicle traffic travels very quickly along Cordova Lane.

Recommendations

- Study traffic calming measures for speed reduction

5. Zinfandel Drive at Glenfaire Drive

This is a T-intersection that is stop controlled on Glenfaire Drive as it approaches Zinfandel Drive. There is currently a crosswalk across the eastern leg of the intersection.

Recommendations

- Install high-visibility crosswalks across eastern and northern legs of intersection
- Consider installing RRFB on northern leg of intersection
- Install curb extensions on both sides of crosswalk and northwest corner of intersection
- Re-install advance stop line marking and ensure it aligns with stop sign on northern leg of intersection

6. Zinfandel Drive at Cordova Lane

There is a three-way stop at this T-intersection. There are three existing transverse crosswalks on the northern, eastern, and western legs of the intersection.

Recommendations

- Install high-visibility crosswalks across all legs of intersection
- Install curb extensions on all corners of intersection

- Re-install advance stop line markings on all intersection approaches and ensure they align with stop signs

7. Zinfandel Drive

Zinfandel Drive is a 45-foot-wide road with two travel lanes. There are Class II bicycle lanes and parking lanes on both sides of the road. Utility poles obstruct pedestrian access routes on both sides of the sidewalk. Walk audit participants said that speed feedback signs have proven to be ineffective traffic safety countermeasures along Zinfandel Drive and reported seeing speeding vehicles along the road.

Recommendations

- Study feasibility of removing parking from south side of road and using additional ROW to install wider, ADA-compliant sidewalks on both sides of Zinfandel Drive. Alternatively, consider relocating utilities to clear pedestrian access routes on the sidewalk

Cordova Meadows Elementary School

Cordova Meadows Elementary is located on the northwest corner of La Loma Drive and Las Casas Way. The main campus parking lot and drop-off loop are located at the front of the school on La Loma Drive, with the entrance driveway on La Placita Drive and the exit driveway on Las Casas Way. A preschool parking lot is located off Las Casas Way.

The campus is partially fenced along La Placita Drive, but openings provide access to the fields. The school field is also open to Taylor Park on West La Loma Drive, and some students walk through the park to school. School staff estimate as many as 75 percent of students typically walk to school, but few students bicycle.

Bicycle lanes currently exist the full length of La Loma Drive.

The walk audit was conducted during afternoon pick-up on Monday, December 10, 2018. A pop-up outreach event was held during morning drop-off on Wednesday, April 10, 2019.

Student hand tallies were conducted in December 2018, which included approximately 250 students in 14 classes. Approximately 64 percent of students used a family car for their school commute, and approximately 10 percent carpooled with students from another family. About 23 percent of students walked, and one percent rode bicycles.

Parent surveys were also conducted in December 2018, with 72 responses received. While 31 percent said they

live less than one quarter-mile from the school, 25 percent live between one-half and one mile from the school. For those living within one quarter-mile of the school, about 38 percent walk and 51 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 56 percent said the weather affects their decision, and 52 percent each said a lack of crossing guards and the safety of intersections and crossings affects their decision. Parents also noted that while they feel walking to school is healthy and fun for their children, their concerns about safety at crossings and bullying of students currently outweigh their desire to use active transportation.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Drop-off Loop (School Jurisdiction)

The pedestrian path around the edge of the drop-off loop ends 6 to 10 feet before reaching the sidewalk on Las Casas Way, creating a gap where students and parents must either walk through a landscaped area or in the driveway.

Recommendation

- Install sidewalk

2. Preschool Loop (School Jurisdiction)

Parents and students were observed walking through the parking loop to reach the preschool building rather than along the sidewalk to the path on the east edge of the parking area. School staff also noted concerns about this behavior. There is a grass rectangle in the center of the parking loop that may be a more desirable path for families rather than the parking area, but it lacks a walkway.

Recommendation

- Install pedestrian path around west and north edge of parking lot, or install diagonal path across central grass area from southwest to northeast

3. Las Casas Way at Sobrante Way

There is a yellow high-visibility crosswalk marked on the east leg of this T-intersection. Sobrante Way is controlled by a stop sign. Existing crosswalk signs are faded, making them less conspicuous to oncoming drivers.

Recommendation

- Install advance yield lines
- Install an RRFB at crosswalk

4. Las Casas Way

Las Casas Way is a 35-foot-wide street with vehicle parking on both sides.

Recommendation

- Install speed feedback sign

5. La Loma Drive at La Placita Drive

The intersection of La Loma Drive and La Placita Drive is a T-intersection. The intersection is stop controlled on the La Placita Drive approach. there is a marked crosswalk across La Placita Drive.

Recommendation

- Mark yellow high-visibility crosswalk on south leg of intersection
- Install an ADA-compliant curb ramp on east side of south crosswalk

Behavior and Programs

School leadership expressed interest in starting a walking club for students to encourage physical activity after breakfast in the mornings, but cited a lack of large walking area on the campus as a challenge. The school has a large field that is rarely used, but is unsuitable for walking because of muddy and wet conditions, especially in the early morning.

Parents often drop students off near the entrance driveway to the school drop-off loop, rather than pulling forward to the designated drop off zone.

Recommendation

- Parent Education: Using sidewalks and pathways rather than walking through parking lots, pull forward in drop-off loop
- Consider staffing drop-off with a volunteer to remind parents of desired behavior

Cordova Villa Elementary School

Cordova Villa Elementary is located on the northwest corner of White Rock Road and Reymouth Avenue. The school has three parking areas and drop-off loops. On Reymouth Avenue, the largest of the three parking lots also includes a drop-off loop. A small parking area and bus loop are located in front of the school office on White Rock Road, and immediately north of this a third parking lot and loop are located at the Kindergarten building. The school perimeter is completely fenced, with access gates at each of the three loops.

The walk audit was conducted during afternoon drop-off on Wednesday, November 28, 2018. A pop-up outreach event was held at an Open House on Friday, April 5, 2019.

Student hand tallies were conducted in October 2018, which included approximately 35 students in two classes. Approximately 64 percent of students used a family car for their school commute, and approximately two percent carpooled with students from another family. About 31 percent of students walked.

No parent surveys were completed at this school.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Main Drop-off Loop (School Jurisdiction)

The curb in the drop-off loop is painted red, which is typically used to indicate zones where no stopping or parking is allowed.

Recommendation

- Restripe drop-off loop curb with white paint to indicate it is a loading zone where drivers can park for up to three minutes

2. Kindergarten Loop (School Jurisdiction)

There is an access gate into the school campus at the end of the drop-off loop, but it is not aligned with a curb ramp to access the parking area. Observers noted multiple parents with strollers either struggling to mount the vertical curb near the gate or weaving between cars to reach the ramp near the middle of the loop.

The curb in the drop-off loop is painted red, which is typically used to indicate zones where no stopping or parking is allowed.

Recommendations

- Restripe drop-off loop curb with white paint to indicate it is a loading zone where drivers can park for up to three minutes
- Install an ADA-compliant curb ramp aligned with the school gate
- Mark curb red near the ramp and prohibit parking

3. White Rock Road at School Frontage

A staff member volunteers as a crossing guard at the mid-block marked crosswalk in front of the school. Many students and parents cross here to reach the school. Visibility can be challenging at this location, with parents observed parking very close to the crosswalk or partially blocking the crosswalk. Speeding on White Rock Road was also noted as a concern by school staff, who observe drivers accelerating between the stop-controlled intersection at Reymouth Avenue and the existing speed hump north of the kindergarten loop.

Recommendations

- Install advance yield lines and School Assembly D signage for the marked crosswalk
- Replace existing mid-block marked crosswalk with a raised crosswalk
- Install an RRFB at crosswalk
- Install speed feedback signs on White Rock Road

4. White Rock Road at Laurelhurst Drive

Many students and families were observed walking north on White Rock Road after leaving the school campus. An existing bicycle and pedestrian overcrossing of Highway 50 is located north of the school on White Rock Road, which leads to White Rock Community Park.

No marked crosswalks exist at the Laurelhurst Drive intersection. All three legs of this T-intersection are controlled by stop signs. Curb extensions exist on the northwest and southwest corners. Students were observed crossing diagonally at this location, which is also located near a bus stop that serves high school and middle school students.

Recommendation

- Mark yellow high-visibility crosswalks with advance stop lines on all three legs

5. Reymouth Avenue at White Rock Road

This T-intersection at the corner of the school campus is controlled by stop signs, and currently has standard yellow transverse crosswalks marked on the north and west legs. Many students and families use this intersection to reach the school.

Recommendations

- Upgrade crosswalks on north and west legs to yellow high-visibility crosswalks
- Install ADA-compliant curb ramps
- Install advance stop markings

6. Reymouth Avenue at Chettenham Drive

Chettenham Drive is controlled by stop signs on the north and south legs of this intersections, but no marked crosswalks currently exist.

Recommendations

- Mark yellow high-visibility crosswalks on all legs of intersection
- Install ADA-compliant curb ramps on all corners
- Install stop controls on east and west legs of intersection
- Install advance stop markings on all legs of intersection

7. Data Drive at Reserve Drive

No marked crosswalks exist across Data Drive to support students who live in the neighborhood on the east side of the street to cross Data Drive and walk to school. Parents also expressed concerns about vehicle speeds on Data Drive.

Recommendations

- Mark high-visibility crosswalk with advance yield lines on the north leg
- Install RRFB on the north leg
- Install speed feedback signs on Data Drive near Reserve Drive

Kinney High School and Prospect Community Day School

Kinney High School and Prospect Community Day School are located on the southwest corner of Kilgore Road and Folsom Boulevard. The schools are located on the same parcel south of light rail tracks and to the east of the Lincoln Highway. The schools are north of office and commercial development. Folsom Boulevard is north of the schools and separates them from residential areas of Rancho Cordova.

Kinney High has an attendance of 150 students in grades 7 through 12. Prospect Community Day School has 50 enrolled students in grades 10 through 12. Walk audit participants said that most students travel to Kinney High and Prospect Community Day School via light rail. They arrive at Cordova Town Center station and walk or bike east along Folsom Boulevard to reach the school property.

There are existing Class II bicycle lanes in the school area along McGregor Drive, Folsom Boulevard, Cordova Lane, Trade Center Drive, and Kilgore Road.

The walk audit was conducted during the morning of Thursday, January 16, 2020. No student hand tallies or parent surveys were conducted at either school.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Kilgore Road

Kilgore Road is a two-lane roadway. The road is the primary frontage of Kinney High and Prospect Community Day School. There are not existing bicycle facilities along the block of Kinney Road in front of the schools; however, there are Class II bicycle lanes on Kilgore Road to the south of Trade Center Drive. Walk audit participants expressed concern that there is not enough pedestrian visibility at the existing crosswalk in front of the school.

Recommendations

- Upgrade existing crosswalk to high-visibility crosswalk (Triple Fours)
- Install RRFB at crosswalk
- Install curb extensions on both sides of crosswalk
- Install R30A “No Parking” signage on both sides of crosswalk
- Study traffic calming treatments for speed reduction on Kilgore Road

2. Folsom Boulevard

Folsom Boulevard is an approximately 70-foot-wide roadway. There are two traffic lanes in each direction and Class II bicycle lanes on either side of the street. There are approximately 7-foot-wide sidewalks on each side of the street. Students at Kinney High and Prospect Community Day School walk and bike down Folsom Boulevard to Kinney High and Prospect Community Day School.

Recommendations

- Study feasibility of extending Class I Shared Use Path farther along Folsom Boulevard

3. Trade Center Drive at Kilgore Road

The intersection of Trade Center Drive and Kilgore Road is a four-way signalized intersection. There are transverse crosswalks on all legs of the intersection.

Recommendations

- Restripe all crosswalks as high-visibility crosswalks

4. Kilgore Road at Folsom Boulevard

This T-intersection is controlled by a traffic signal. Many students travel through the intersection as they arrive to Kinney High or Prospect Community Day School from the light rail station down Folsom Boulevard. Walk audit participants said that students cut across the light rail tracks at the southwest corner of the intersection.

Recommendations

- Install fencing to prevent crossing of rail tracks

Lincoln Elementary School

Lincoln Elementary School is located on Glenmoor Drive near Rockingham Drive. The campus is enclosed by a fence, with entrances off the parking lot and at the main school gate. School staff noted challenges with students being bused to the school from residential neighborhoods around AM Winn Elementary, which was a neighborhood school but is now a Waldorf school with choice enrollment. Lincoln Elementary is now the neighborhood school for families in that area, but there are no school bus stops serving the area.

The walk audit was conducted during morning drop-off on Monday, November 5, 2018. A pop-up outreach event was held at an Open House on Wednesday, April 3, 2019.

Student hand tallies were conducted in October 2018, which included approximately 180 students in seven classes. Approximately 47 percent of students used a family car for their school commute, and approximately seven percent carpooled with students from another family. About 20 percent of students walked, 20 percent rode a school bus, and one percent rode bicycles.

Parent surveys were conducted in April 2019, with 78 responses received. Just over one-third of respondents said they live less than one quarter-mile from the school. For those living within one quarter-mile of the school, about 71 percent walk, about 8 percent bicycle, and about 14 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 72 percent cited the safety of intersections and crossings as a barrier. Concerns about violence or crime and about the speed of traffic along

routes to school were also cited as concerns by 60 percent and 53 percent of respondents respectively. The intersection of Rockingham Drive and Routier Road was noted as particularly challenging.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Glenmoor Drive at School Frontage

There is a marked mid-block crosswalk that is occasionally staffed by a volunteer crossing guard. Many parents were observed making U-turns in the crosswalk and failing to yield to pedestrians crossing the street.

Recommendations

- Install curb extensions to improve sight lines and discourage U-turns in the crosswalk
- Install an RRFB at crosswalk
- Install advance yield lines and Assembly D signage
- Install speed feedback signs
- Install speed hump on Glenmoor Drive south of Rockingham Drive
(Implementation currently underway)

2. Glenmoor Drive at Pistachio Way

This T-intersection has stop signs on all approaches, and one yellow marked crosswalk on the north leg. Many students were observed walking north along Glenmoor Drive to reach the school.

Recommendations

- Mark yellow standard crosswalk on east leg

- Install ADA-compliant curb ramp on northeast and southeast corners

3. Rockingham Drive at Glenmoor Drive

Standard yellow transverse crosswalks are currently marked on the northeast and southeast legs of this T-intersection.

Recommendation

- Install ADA-compliant curb ramps on northeast, southeast, and southwest corners
- Upgrade marked crosswalks on northeast and southeast legs to yellow high-visibility crosswalks *(Implementation currently underway)*

4. Routier Road

Routier Road was reported as a challenging street for students and families to cross to reach the school. There is an existing all-way stop with marked crosswalks on all legs at the Rockingham Drive intersection, but some families reported they continue to drive their children to school despite living within walking distance. Other locations along Routier Road were also noted at challenging

Recommendation

- Review locations along Routier Road for improved pedestrian/bicycle crossings outside of this SRTS plan *(Based on review and approval by the City's engineer)*

5. Smithlee Drive at Rockingham Drive

Parents noted they often see drivers roll through the stop sign at Smithlee Drive when making a right turn towards the school.

Recommendation

- Mark a yellow high-visibility crosswalk with advance stop line across Rockingham Drive
- Install a curb extension on the southwest corner

6. Countryside Way

Parents expressed concerns about speeding on Countryside Way, particularly given the curves in the street which reduce visibility.

Recommendation

- Install speed humps on Countryside Way *(Based on review and approval by the City's engineer)*

Behavior and Programs

Parents expressed concerns about speeding on Rockingham Drive, which has continued despite speed humps having recently been installed.

Recommendation

- Targeted Enforcement: Speeding on Rockingham Drive

Mills Middle School

Mills Middle School is located on Coloma Road north of Chase Drive, adjacent to Cordova High School. The campus has a permeable edge with fencing only on the northeast side, allowing students to access the campus from Coloma Road, from Chase Drive, or from the adjacent high school campus. The school's main parking lot and drop-off loop are both accessed from a dedicated traffic signal on Coloma Road at the driveway entrance. A bus loop is also located along the Coloma Road frontage. When the walk audit was conducted, the school was in the process of constructing an additional parking lot and drop-off loop north of the existing parking lot, which will include a pedestrian path to the Cordova High School campus.

Bicycle lanes currently exist on Coloma Road from Gold Country Road to Folsom Boulevard, and on Chase Drive from Coloma Road to Octavia Way.

The walk audit was conducted during morning drop-off on Tuesday, December 4, 2018. A pop-up outreach event was held at Multicultural Night on Thursday, April 25, 2019.

Student hand tallies were conducted in October 2018, which included approximately 90 students in three classes. Approximately 45 percent of students used a family car for their school commute, and approximately three percent carpooled with students from another family. About 37 percent of students walked, and three percent rode bicycles. There was a difference of about 12 percent in mode share for walking and driving in a family car between morning and afternoon, indicating many

students are driven to school in the morning and walk home in the afternoon.

Parent surveys were conducted in December 2018, with 187 responses received. Just 17 percent said they live less than one quarter-mile from the school, and 26 percent live more than two miles from the school. For those living within one quarter-mile of the school, about 62 percent walk and about 35 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 58 percent cited the distance from their home to the school as a barrier. Traffic speeds and the safety of intersections and crossings were each noted as concerns by 50 percent of respondents. Parents also noted that activity schedules for their family, concerns about crime, and the speed and behavior of other drivers contribute to their reluctance to support their child walking or bicycling to school.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Coloma Road School Frontage

The school reported concerns with parents parking in the bicycle lane on Coloma Road near the school to wait for students in the afternoons. There are signs posted along the corridor prohibiting stopping, but they are on poles behind the sidewalk and may not be highly visible to drivers.

Recommendations

- Replace existing “No Parking” signs with “No Stopping Any Time” signage
- Add additional signs and/or pavement markings in the bicycle lane to increase visibility

2. Coloma Road at Chase Drive

This intersection has significant pedestrian activity at both arrival and dismissal for the middle school as well as nearby Cordova High School. The T-intersection is controlled with a traffic signal that includes pedestrian signal heads, and standard yellow crosswalks are marked on the west and north legs. Some students were observed crossing against the signal.

Recommendation

- Upgrade west and north legs to yellow high-visibility crosswalk markings
(Implementation recently completed)

3. Coloma Road

Identified challenging crossings along Coloma Road

Recommendation

- Review locations for new/upgraded crossings along Coloma Road outside of this SRTS plan
(Based on review and approval by the City’s engineer)

Behavior and Programs

Middle school student behavior was also noted as a challenge by the Cordova Gardens Elementary school community, who reported middle school bicyclists riding without helmets in the area.

Recommendation

- Targeted Enforcement: No stopping in Coloma Road bicycle lanes, bicyclists under 18 are required by law to wear helmets

Mitchell Middle School

Mitchell Middle School is located on Zinfandel Drive between Benita Drive and Bridlewood Drive, on the same block as Dave Roberts Community Park and Williamson Elementary School. The two school fields are open to the park. The middle school frontage on Zinfandel Drive has a low fence, but the fields are open at multiple access points: at the small parking area on Zinfandel Drive near Benita Drive, at the two ends of Mapola Way, at a gap in the fence on Segovia Way near El Manto Drive, and at the end of El Manto Drive near Anza Way. The school has a parking lot and drop-off loop on Zinfandel Drive near Hirschfeld Way, and a smaller bus loop west of the parking lot.

Bicycle lanes currently exist on Zinfandel Drive from Sunrise Boulevard to Folsom Boulevard, and on Bridlewood Drive from Zinfandel Drive to Coloma Road.

The walk audit was conducted during morning drop-off on Thursday, October 25, 2018. A pop-up outreach event was held during lunch on Thursday, April 4, 2019.

Student hand tallies were conducted in December 2018, which included approximately 45 students in four classes. Approximately 42 percent of students used a family car for their school commute, and approximately eight percent carpooled with students from another family. About 30 percent of students walked, and three percent rode bicycles. There was a difference of about 20 percent in mode share for walking and driving in a family car between morning and afternoon, indicating many students are driven to school in the morning and walk home in the afternoon.

Parent surveys were also conducted in December 2018, with 32 responses received. Just 15 percent said they live less than one quarter-mile from the school, and 37 percent live more than two miles from the school. For those living within one quarter-mile of the school, about 29 percent walk and about 71 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 63 percent cited concerns about violence or crime as affecting their decision. Distance was a concern for 56 percent of these parents. Parents also noted that the distance to their school and behavior of other drivers, especially in the parking lot and school area, contribute to their reluctance to support their child walking or bicycling to school.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Zinfandel Drive at School Frontage

Some speeding concerns were noted for Zinfandel Drive, particularly for westbound drivers. Parents were also observed blocking the mid-block crosswalk at the school entrance to drop off students.

Recommendations

- Install speed feedback sign for westbound traffic near Bridlewood Drive
- Upgrade existing mid-block crosswalk to a raised crosswalk

2. Zinfandel Drive at Berrywood Drive

An existing yellow high-visibility crosswalk is marked on the east leg of this intersection, but no traffic control exists.

Recommendation

- Install RRFB at existing crosswalk
- Install ADA-compliant curb ramps

3. El Manto Drive at Segovia Road

Students walk and bicycle along El Manto Drive to reach the middle school as well as Williamson Elementary School, making Segovia Way an important intersection for school access. The T-intersection is uncontrolled on El Manto Drive, and has a stop sign for Segovia Way. A yellow standard crosswalk is marked across Segovia Way, and a yellow high-visibility crosswalk is marked across the south leg of El Manto Drive.

Recommendations

- Install advance stop line on Segovia Way
- Install advance yield lines on El Manto Drive
- Upgrade southwest leg to yellow high-visibility crosswalk
- Install ADA-compliant curb ramps on southwest and southeast legs

Behavior and Programs

Congestion around the school creates challenges for students and families walking as well as those in cars. There is frequently a long queue of drivers waiting to make a left turn from Zinfandel Drive into the school parking lot, and this queue often extends across the midblock crosswalk.

Recommendation

- Park and Walk: Encourage parents to drop students off along Hirschfeld Way to distribute traffic

Navigator Elementary School

Navigator Elementary School is located on the northeast corner of Bear Hollow Drive and Queens Arbor Drive. Its parking lot and drop-off loop is located at the corner and has driveways on both streets. A bus loop is accessed from Bear Hollow Drive, north of the parking lot. There is also a small drop-off loop at the north end of campus, accessed by a driveway at Bear Hollow Drive and Robola Way. The campus is surrounded by fence, with an entrance at the parking lot and drop-off loop. Currently located at the edge of the city, Navigator Elementary is a relatively new school in a newly developed area of Rancho Cordova. As a result, much of the surrounding street network already meets current best practices and City standards. The school anticipates enrollment to continue growing as the surrounding residential developments are constructed.

Bicycle lanes currently exist on Airpark Drive (which becomes Queens Arbor Drive at Bear Hollow Drive) from Bear Hollow Drive to Femoyer Street, and on Bear Hollow Drive from Queens Arbor Drive to Zinfandel Drive.

The walk audit was conducted during morning drop-off on Wednesday, December 5, 2018. A pop-up outreach event was held during afternoon pick-up on Tuesday, March 26, 2019.

Student hand tallies were conducted in December 2018, which included approximately 250 students in six classes. Approximately 67 percent of students used a family car for their school commute, and approximately four percent carpooled with students from another

family. About nine percent of students walked, and less than one percent rode bicycles.

Parent surveys were also conducted in December 2018, with 80 responses received. Approximately 23 percent said they live less than one quarter-mile from the school, and approximately 28 percent live more than two miles from the school. For those living within one quarter-mile of the school, about 38 percent walk and about 56 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 77 percent said the safety of intersections and crossings and 74 percent said the speed of traffic affects their decision to allow their child to walk or bicycle to school. Many parents noted that while they are interested in their child walking or bicycling to school, they live very far from the school—more than 5 miles from the campus, including many in other cities. Crossing Zinfandel Drive was noted as a challenge, and parents expressed an interest in walking groups as a way to address their concerns about safety.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Queens Arbor Drive

Curbs on both side of Queens Arbor Drive are marked red and parking is prohibited. Despite this, parents are observed parking along the street near the childcare entrance to drop-off or pick-up students.

Recommendation

- Replace existing red curb with white curb and allow 3-minute loading parking on the north side of Queens Arbor Drive from the school driveway to the east edge of the campus

2. Bear Hollow Drive at Queens Arbor Drive

Students and parents expressed concerns that drivers do not consistently yield to pedestrians in marked high-visibility crosswalks at this intersection.

Recommendation

- Install School Assembly D signage on all four approaches to the intersection

3. Bear Hollow Drive at Auvernat Drive

Students and parents expressed concerns that drivers do not consistently yield to pedestrians in marked crosswalks at this intersection. All three legs of this intersection are controlled with stop signs. The west and north legs have standard marked crosswalks, though the north leg crosswalk is marked diagonally rather than perpendicular to the street.

Recommendation

- Upgrade marked crosswalks on the north and west legs to yellow high-visibility crosswalks
- Align crosswalk on north leg to be perpendicular to roadway

4. Bear Hollow Drive

No low-stress bikeway connecting to school.

Recommendation

- Study feasibility of implementing Class IV separated bikeway on Bear Hollow from Zinfandel Drive to Airpark Drive

Behavior and Programs

School staff noted challenges with students not wearing helmets while riding bicycles or scooters. Parents were also observed parking across Bear Hollow Drive from the school entrance, and crossing with their children mid-block.

A staff member acts as a crossing guard in the school drop-off loop after school, but was not observed wearing a vest or using a stop paddle. Parents expressed concerns about drivers not consistently yielding to pedestrians in marked crosswalks.

Recommendations

- Traffic Safety Poster Contest, with a focus on helmet use
- Educational presentation as part of existing meetings with parents to discuss proper parking and crossing behaviors. Back to school night and open house presentations are excellent times to include such reminders
- Crossing guard training to encourage best practices in equipment and effective traffic control signals
- Targeted Enforcement: Yield to pedestrians in crosswalks
- Park and Walk: Encourage parents to park or drop students off on Robola Way or near Sonoma Park and then walk to school

Rancho Cordova Elementary School

Rancho Cordova Elementary is located on Chassella Way west of Aramon Drive. The school has two small parking lots and drop-off loops accessible from Chassella Way. Students can also access the campus from Sarda Way via a path between two houses that leads across the field and into the back of the school. A gate at this rear access path is open during arrival and dismissal, and locked during school hours. Bicycle parking is located behind classrooms, and students are permitted to park scooters and skateboards in the multipurpose room.

Bicycle lanes currently exist on Aramon Drive from Coloma Road to Folsom Boulevard.

The walk audit was conducted during morning drop-off on Monday, October 29, 2018. A pop-up outreach event was held at an Open House on Thursday, March 21, 2019.

Student hand tallies were conducted in October 2018, which included approximately 275 students in 14 classes. Approximately 63 percent of students used a family car for their school commute, and approximately five percent carpooled with students from another family. About 20 percent of students walked, and one percent rode bicycles.

Parent surveys were also conducted in October 2018, with 90 responses received. Approximately 24 percent said they live less than one quarter-mile from the school, and 27 percent live between one-half and one mile from the school. For those living within one quarter-mile of the school, about 51 percent walk and about 40 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 71 percent said the safety of intersections and crossings affects their decision to allow their child to walk or bicycle to school, and 58 percent cited the speed of traffic along school routes.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Drop-off Loop near Aramon Drive (School Jurisdiction)

This drop-off loop is behind the school, with a marked pedestrian walkway at the edge of the loop to guide students to a gate onto the blacktop. Parents were observed parking or driving in this marked pedestrian area.

Recommendation

- Install flexible bollards along edge of pedestrian area to discourage drivers from entering

2. Chassella Way at School Frontage

Parked cars near driveways and the mid-block crosswalk at the school entrance create visibility challenges for both drivers and pedestrians. “No Parking” signs are posted, but these are frequently disobeyed. Speeding on Chassella Way was also noted as a concern by the school, particularly for eastbound traffic.

Recommendations

- Install curb extensions at mid-block crosswalk
- Install advance yield lines on either side of mid-block crosswalk

3. Dolecetto Drive

No marked crosswalks exist at Chassella Way or at Chardonay Drive.

Recommendations

- Mark yellow high-visibility crosswalks with Slow School XING pavement markings on the east and south legs at Chardonay Drive
- Install School Assembly B signage on east crosswalk at Chardonay Drive
- Mark yellow high-visibility crosswalks with Slow School XING pavement markings on the east and south legs at Chassella Way
- Install School Assembly B signage on south crosswalk at Chassella Way

4. Sarda Way

A mid-block crosswalk is marked across Sarda Way aligned with the path and gate into the school. Parents occasionally park blocking this crosswalk.

Recommendations

- Install curb extension on west end of the midblock crosswalk
- Install “No Parking” signs at east end of crosswalk
- Upgrade crosswalk markings to yellow high-visibility crosswalk

5. Malaga Way

Incomplete sidewalks along this street near the school create challenges for students and families walking to school.

Recommendation

- Close sidewalk gaps

6. Cabernet Way

Incomplete sidewalks along this street near the school create challenges for students and families walking to school.

Recommendation

- Close sidewalk gaps

7. Barbera Way

Incomplete sidewalks along this street near the school create challenges for students and families walking to school.

Recommendation

- Close sidewalk gaps

Behavior and Programs

Parents routinely drive in the bus lane of the drop-off loop, and park blocking the crosswalk at the rear of the school.

Recommendation

- Parent Education: Avoid blocking crosswalks, and do not use bus loop
- Crossing Guard: Implement a crossing guard program to support students at the mid-block crosswalk in front of the school

Riverview STEM Academy

Riverview STEM Academy is located on Ambassador Drive east of Van Nuys Way. The school has two small parking lots and drop-off loops accessed from Ambassador Drive, which is the only access to the school. The campus is surrounded by fence and a row of houses on the east, south, and west sides.

Bicycle lanes currently exist on Ambassador Drive from River Trails Circle to its end near Oakton Way.

The walk audit was conducted during afternoon pick-up on Wednesday, December 5, 2018. A pop-up outreach event was held at an Open House on Thursday, March 21, 2019.

Student hand tallies were conducted in December 2018, which included approximately 300 students in 13 classes. Approximately 73 percent of students used a family car for their school commute, and approximately 26 percent carpooled with students from another family. Fewer than one percent of students walked or bicycled.

Parent surveys were also conducted in December 2018, with 113 responses received. Over 60 percent of respondents live more than 2 miles from the school. For those living within one quarter-mile of the school, there were significant differences in mode share between morning and afternoon trips. In the morning, approximately 25 percent of students walk and 75 percent are driven to school in a family car. In the afternoon, about two-thirds of students walk and one-third are picked up in a family car.

Among respondents whose children do not currently walk or bicycle to school, 82 percent said the distance

they live from the school affects their decision and 67 percent said the safety of intersections and crossings is a factor. Zinfandel Drive and Coloma Road were both noted as challenging crossings that contribute to parent concerns.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Ambassador Drive at Lewitt Drive

The yellow high-visibility crosswalk marked on the west leg of this intersection is a heavily used crossing for students and families to reach the school. Ambassador Drive is uncontrolled at this location. School staff noted concerns about speed on Ambassador Drive, particularly for westbound traffic.

Recommendation

- Install curb extensions and advance yield lines at existing marked crosswalk on west leg

2. Ambassador Drive at Cranor Drive

School staff noted concerns about speeding on Ambassador Drive, particularly for westbound traffic. There is an existing yellow high-visibility marked crosswalk on the west leg of this intersection.

Recommendation

- Install curb extensions and advance yield lines at existing marked crosswalk on west leg

3. Ambassador Drive

School staff noted concerns about driver speeds along Ambassador Drive in front of the school.

Recommendation

- Install one speed hump near the school frontage and one west of McGregor Drive
(Implementation currently underway)

Behavior and Programs

Because Riverview Elementary is a choice school, many students and families live too far from campus for walking or bicycling to be attractive choices. The school reported they currently do not have any programming focused on bicycle or pedestrian safety.

Recommendations

- Park and Walk program
- Pedestrian Safety program, which could include a Pedestrian Rodeo or Pedestrian Safety Assembly, as well as a Pedestrian Safety Poster Contest to allow students to artistically display their pedestrian safety knowledge

Robert McGarvey Elementary School

Robert McGarvey Elementary School is located on the southwest corner of Appolon Drive and Sophistry Drive in a residential neighborhood of Rancho Cordova. The elementary school is located to the east of Sandpiper Park and north of a shared use path that connects the elementary school to other parks and residential development.

Most students that bike to school travel along the shared use path or come up from the southwestern areas of the neighborhood. Many students are dropped off in the school parking lot or along both sides of Appolon Drive.

The walk audit was conducted during the morning of Wednesday, November 13, 2019.

Student hand tallies were conducted in December 2019, which included approximately 492 students in 21 classes. Approximately 54 percent of students used a family car for their school commute and approximately 10 percent carpooled with students from another family. About 15 percent of students walked and 15 percent rode bicycles. Just 3 percent of students rode a school bus while 3 percent arrived using another mode of transportation.

Parent surveys were also conducted in December 2019 and 6 responses were received. Since 737 surveys were sent to parents, it is important to note that this data cannot accurately reflect parent behavior or their attitudes toward student travel. Of the 6 respondents, there was an even spread between walking, biking, and using family vehicles to arrive to school.

Parent respondents said that issues impacting their decision to allow their child to walk or bike to school include distance and weather.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Muldoon Way at Sophistry Drive

This intersection is at a driveway into and out of the school parking lot. Students walking and biking to school from the east side of campus cross through this intersection on the way to the school's east entrance. There are no existing crosswalks at the intersection. The intersection is stop-controlled as Muldoon Way approaches Sophistry Drive and at the exit to the parking lot. Many students traveling through this intersection come from the shared use path south of campus.

Non-school drivers unaware of the school zone reportedly approach this intersection at high speed.

Recommendations

- Install bulbout on southeast corner
- Install high-visibility crosswalk and advance yield lines on southern leg
- Consider installing RRFB at crosswalk
- Install "Slow School XING" pavement marking on southern approach to intersection
- Install R30A "No Parking" signage on Muldoon Way

2. Pericles Drive at Sophistry Drive

This intersection is at a driveway to the McGarvey parking lot. There are no existing crosswalks at the intersection. The intersection is stop-controlled along Pericles Drive as it approaches Sophistry Drive and at the exit to the parking lot.

Recommendations

- Install bulbouts on the northeast and southeast corners
- Install R30A “No Parking” signage on Pericles Drive

3. Sophistry Drive at Appolon Drive

This T-intersection is at the northeast corner of the McGarvey Elementary campus. It is stop-controlled on all approaches. There are two existing transverse crosswalks along the western and southern legs of the intersection. Walk audit participants watched many students walk through this intersection while accompanied by their guardians.

Recommendations

- Install bulbouts on the northwest and southwest corners
- Install high-visibility crosswalks on northern and southern legs

4. Sardonyx Way at Appolon Drive

This T-intersection is stop-controlled on Sardonyx Way as it approaches Appolon Drive. Some students are dropped off in private vehicles along Appolon Drive. There is a bus pullout on the south side of this intersection.

Recommendations

- Install high-visibility crosswalks across the northern and western legs. Install advance yield lines in advance of crosswalks on Appolon Drive
- Construct sidewalk to meet western crosswalk and shorten bus loading loop. Install a curb ramp
- Consider installing an RRFB on Appolon Drive
- Install “Slow School XING” pavement marking on western approach to intersection

5. Sanibel Way at Anatolia Drive

This four-way intersection is stop-controlled on all intersection approaches. There are no existing crosswalks at this intersection; however, it is one of the primary western entrances into the neighborhood around Robert McGarvey Elementary.

Recommendations

- Install high-visibility crosswalks on all legs

6. Malana Way

Walk audit participants said that parked vehicles along the southwest side of Malana Way as it transitions into Blushing Circle obstruct the view of people walking or bicycling in and along the street.

Recommendations

- Install R30A “No Parking” signage along south side of Malana Way

7. Shared Use Path at Rancho Cordova Parkway

As the shared use path that runs south of Robert McGarvey Elementary nears Rancho Cordova Parkway, there is a gap in the facility.

Recommendations

- Install Class I Shared Use Path in the gap as existing path reaches Rancho Cordova Parkway.

8. Entire School Area

Walk audit participants expressed concern that drivers unaware of the school zone drive through the area at dangerous speeds.

Recommendations

- Study traffic calming treatments for speed reduction along Muldoon Way, Pericles Way, Appolonius Drive, Blushing Circle, and Malana Way.
- Install “School Assembly D” signage on Muldoon Way, Appolon Drive, Sophistry Drive, and Pericles Drive.

Behavior and Programs

Driver behavior was noted as a challenge by the Robert McGarvey Elementary School community.

Recommendation

- Targeted Enforcement - Enforce yielding to pedestrians in crosswalks, stop sign violations, parking regulations, and speed limits, especially along Appolon Drive.
- Walking School Bus Program - Establish a recurring, monthly walking school bus program for McGarvey Elementary students.

Shields Elementary School

Shields Elementary School is located on Georgetown Drive east of Woodcliff Way. The school has a small parking lot and drop-off loop at the east edge of campus, accessed from Georgetown Drive. The campus is fenced around the perimeter, with entrances on Georgetown Drive. Bicycle parking is located inside a fence on the playground near Georgetown Drive and Woodcliff Way.

There are no existing bicycle facilities that directly serve the school.

The walk audit was conducted during morning drop-off on Wednesday, December 12, 2018. A pop-up outreach event was held at an Open House on Thursday, April 25, 2019.

Student hand tallies were conducted in December 2018, which included approximately 250 students in 13 classes. Approximately 70 percent of students used a family car for their school commute, and approximately 10 percent carpooled with students from another family. About 13 percent of students walked, and two percent rode bicycles.

Parent surveys were also conducted in December 2018, with 82 responses received. Approximately 23 percent said they live less than one quarter-mile from the school, 29 percent live between one-half and one mile from the school. For those living within one quarter-mile of the school, about 44 percent walk, six percent bike, and half are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 56 percent said the speed of traffic and concerns about violence affect their decision to allow their child to walk or bicycle to school, and 54 percent cited the safety of intersections and crossings. Parents also expressed a need for an improved crossing of Coloma Road.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Georgetown Drive at Starrlyn Way

This stop-controlled T-intersection on the school frontage is an active hub for people walking and driving during drop-off and pick-up. Two legs have standard yellow crosswalk markings.

Many parents were observed parking along Georgetown and then crossing the street to walk their children into the school. Other parents parked blocking crosswalks to let students out of cars.

The sidewalk along the school frontage is buckled in places, creating tripping hazards for pedestrians. The Crossing Guard reported that the tactile domes at the school frontage crosswalk flood during rain, forcing students to cross outside of the crosswalk.

Parents expressed concerns about speeding on Georgetown Drive.

Recommendations

- Upgrade the two existing crosswalks and mark the third with yellow high-visibility crosswalk markings, including advance stop lines
- Install curb extensions at all crosswalks
- Repair sidewalk on south side of Georgetown Drive to restore smooth and level surface that meets accessibility standards
- Repair existing curb cut on south side of intersection to improve drainage
- Install speed humps on Georgetown Drive
(Based on review and approval by the City's engineer)

2. Georgetown Drive at Woodcliff Way

No marked crosswalks exist at this T-intersection.

Recommendation

- Mark yellow high-visibility crosswalk across Woodcliff Way, including advance stop line

3. Georgetown Drive at River Edge Way

No marked crosswalks exist at this T-intersection.

Recommendation

- Mark yellow high-visibility crosswalk on the north leg, including advance stop line

Behavior & Programs

Parents expressed concerns about speeding on Georgetown Drive.

Recommendation

- Targeted Enforcement: Speeding

St. John Vianney Elementary School

St. John Vianney Elementary School is located off of Coloma Road in a residential neighborhood. Students are dropped off in the parking lot in front of the school. Class II bicycle lanes currently exist along Coloma Road in front of St. John Vianney.

The walk audit was conducted during the morning of Tuesday, November 19, 2019.

Student hand tallies were conducted in December 2019, which included approximately 197 students in 10 classes. Approximately 93 percent of students used a family car for their school commute and approximately 6 percent carpooled with students from another family. Just 2 percent of students at St. John Vianney walked to school.

Parent surveys were also conducted in December 2019 and 82 responses were received. Of the respondents, 67 percent indicated that they live more than 2 miles from the school. Parent surveys indicated that family vehicles are the primary mode of travel to and from school for 87 percent of respondents. 8 percent of respondents said that they carpool.

Parents expressed many concerns that prevent their children from walking or biking to school. Distance was the principal deterrent, although parents also said that a lack of complete sidewalks, traffic speeds and volumes, the safety of intersections and crossings, the weather, and fear of violence or crime prevent their children from walking or biking.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Coloma Road at Dattier Court

This intersection of Coloma Road at Dattier Court is unsignalized. It is a major ingress and egress point for the school campus. Walk audit participants expressed concern about the lack of pedestrian-scale lighting along the school frontage near the intersection. Walk audit participants also expressed concern about conflict between vehicles and pedestrians as drivers turn into and out of both school driveways. High volumes of students cross walk along the sidewalk along the school frontage.

Recommendations

- Install high-visibility crosswalk across Dattier Court
- Install pedestrian-scale lighting along the school frontage
- Upgrade both school driveways to city standard and ADA compliance

2. Coloma Road

Coloma Road is a 60-foot-wide roadway. There are Class II bicycle lanes on either side of the road, two travel lanes in each direction, and a center turn lane. Students have been seen jaywalking across Coloma Road.

Recommendations

- Install continuous Class II Bicycle lane along Coloma Road in the southbound direction

- Install speed feedback sign and SR4-1 “School Speed Limit Assembly C” signage

3. Coloma Road at Georgetown Drive

The intersection of Coloma Road and Georgetown Drive is a stop-controlled T-intersection. There is an existing transverse crosswalk across Georgetown Drive.

Recommendations

- Install high-visibility crosswalk across Georgetown Drive
- Install pedestrian-scale lighting at intersection

4. Coloma Road at Sierra Madre Court

The intersection of Coloma Road and Sierra Madre Court is a stop-controlled T-intersection. There is an existing transverse crosswalk across Sierra Madre Court.

Recommendations

- Install high-visibility crosswalk across Sierra Madre Court

5. St. John Vianney School Campus

Most vehicles that carry students to and from campus currently enter and exit via the southernmost driveway. There is conflict in the parking lot as vehicles try to turn into and out of the same driveway.

Recommendations

- Route drop-off and pick-up vehicle traffic along the proposed circulation route. Install temporary cones during arrival and dismissal periods to help route traffic
- Identify locations to relocate on-campus bicycle parking to accommodate more bicycles

- Work with school neighbors and determine feasibility of a path connecting school campus to Georgetown Drive and/or River Trails Circle

Behavior and Programs

The school community directly requested student education programs around bicycle and pedestrian education.

Recommendations

- School community education: Educate students and parents about safe walking, and bicycling behavior

Sunrise Elementary School

Sunrise Elementary School is located on the northeast corner of Cobble Brook Drive and Anatolia Drive. The school campus is just south of Argonaut Park in a residential neighborhood of Rancho Cordova.

The walk audit was conducted during the morning of Tuesday, November 12, 2019.

Student hand tallies were conducted in December 2019, which included approximately 52 students in 2 classes. Approximately 60 percent of students used a family car for their school commute and approximately 3 percent carpooled with students from another family. About 30 percent of students walked and 6 percent rode bicycles.

Parent surveys were also conducted in December 2019 and 34 responses were received. Parents said that the issues most impacting their decision to allow their child to walk or bike to school were the safety of intersections and crossings (56 percent), distance (50 percent), and speed of traffic (50 percent). Parents at Sunrise Elementary also said that there is a lack of high-visibility crosswalks along routes to school which is a source of concern. Approximately 45 percent of respondents indicated that they live less than one quarter-mile away from Sunrise Elementary. Of the students in families living within one quarter-mile of the school, 60 percent walk to school whereas approximately 33 percent are driven in a family car.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Anatolia Drive at Cobble Brook Drive

This is a four-way stop-controlled intersection. There are existing transverse crosswalks across all legs of the intersection. Walk audit participants reported high volumes of people crossing through this intersection. Walk audit participants observed high volumes of student traffic crossing through this location.

Recommendations

- Install curb extensions on all four corners
- Install high-visibility crosswalks on all legs of intersection
- Deploy crossing guard at intersection

2. Cobble Brook Drive

Cobble Brook Drive is a 40-foot-wide road. Walk audit participants reported high vehicle speeds along the street. Sunrise Elementary School's Cobble Brook Drive frontage is used as a drop-off and pick-up location by students arriving in private vehicles.

Recommendations

- Study traffic calming treatments for speed reduction along Cobble Brook Drive

3. Cobble Brook Drive at Coratina Way

This is a T-intersection. There is a stop control on Coratina Way as it meets Cobble Brook Drive.

Recommendations

- Install high-visibility crosswalk and advance yield markings on western leg of intersection
- Install RRFB at crosswalk

- Install “Slow School XING” pavement marking on east side of intersection

4. Anatolia Drive

Anatolia Drive is a 45-foot-wide road. Walk audit participants reported high vehicle speeds along Anatolia Drive. Sunrise Elementary School’s Anatolia Drive frontage is used as another drop-off and pick-up location by many students arriving in vehicles.

Recommendations

- Study traffic calming treatments for speed reduction along Anatolia Drive
- Install R30A “No Parking” signage on both sides of school driveway
- Install white curb and R25D “School Loading” signage along school frontage south of driveway

5. Herodian Drive at Anatolia Drive

This intersection is a four-way stop-controlled intersection. There are existing transverse crosswalks across all legs of the intersection.

Recommendations

- Install high-visibility crosswalks on all legs of intersection

6. Herodian Drive at Iron Gate Way

This intersection is a four-way stop-controlled intersection. There are existing transverse crosswalks across all legs of the intersection.

Recommendations

- Install high-visibility crosswalks on all legs of intersection

7. Sunrise Elementary School Campus

Both private vehicles and buses are entering into the school parking lot from the northwest entrance. There is conflict between vehicles as they enter and exit the parking lot which can result into traffic overflowing onto Anatolia. Cars parked on either side of the driveway create visibility issues and additional conflict points. Walk audit participants said that motorists were behaving in quick, hurried, and inappropriate manners.

Recommendations

- Install stop sign at northwest driveway exit to school parking lot
- Install temporary cones and signage during student arrival and dismissal to separate bus and automobile traffic in parking lot
- Install temporary cones along the center of road outside northwest driveway exit during student arrival and dismissal to prevent motorists from exiting left

Walnutwood High School

Walnutwood High School is located off Gadsten Way. Walnutwood High School is a non-traditional campus with up to 20 students in the school building at a time, although a total of approximately 200 students attend Walnutwood High. Walnutwood shares its campus with other education centers, including Folsom Cordova Adult School. The large parking lot on campus is at its peak capacity on Monday, Tuesday, and Wednesday evenings when adult education classes are in session.

There is a small drop-off loop on the north side of campus. A school bus stops here; however, most students are driven to school by their parents. Many of the people attending adult education classes arrive by foot or by light rail. Attendance at the adult education center has dropped since Sacramento Regional Transit discontinued Bus 28 service.

The walk audit was conducted during the afternoon of Tuesday, January 14, 2020. No student hand tallies or parent surveys were conducted at either school.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

Entire School Area

Members of the school community expressed concern about high vehicle speeds on numerous school area streets beyond the specific locations observed during the walk audit.

Recommendations

- Study traffic calming treatments for speed reduction on Queenwood Way and MacGregor Drive
- Install “School Speed Limit Assembly C” signage on Zinfandel Drive

1. Gadsten Way at Queenwood Drive

This T-intersection is an important crossing for students approaching Walnutwood High School from the west. Vehicles make quick, wide turns through the intersection. There is no existing crosswalk at the intersection. The current stop sign and advance stop pavement marking are misaligned.

Recommendations

- Install bulbouts on northeast and southeast corners
- Install high-visibility crosswalk across Gadsten Way
- Re-install advance stop pavement marking so it aligns with stop sign on eastern leg of intersection

2. Gadsten Way at Walnutwood Way

This crossing directly in front of the school is used by students traveling down Gadsten Way. There is a high-visibility crosswalk on the eastern leg of the intersection. There are no curb ramps on either side of the crosswalk. “School Assembly D” signage is currently installed on private property rather than in the public right of way.

Recommendations

- Install ADA-compliant curb ramps on eastern and northern legs of intersection

- Install high-visibility crosswalk across northern leg of intersection
- Install stop control at school driveway exit
- Install stop control and advance stop pavement marking on north side of intersection
- Install an RRFB at eastern crosswalk

3. Gadsten Way

Walk audit participants expressed concern about vehicle speeds and conflict with pedestrians at the bend in Gadsten Way. Resident parking along the northeast side of the bend limits visibility as motorists navigate the turn. Walk audit participants said the road receives high volumes of pedestrian traffic.

Recommendations

- Install R30A “No Parking” signage along the northwest corner of bend
- Paint centerline along Gadsten Way from Zinfandel Drive

4. Gadsten Way at Zinfandel Drive

This intersection is a four-way stop. There are two existing transverse crosswalks across the northern and eastern legs of the intersection. The current stop signs and advance stop pavement markings are misaligned.

Recommendations

- Install high-visibility crosswalks on all legs of intersection
- Re-install advance stop pavement markings so they align with stop signs on northern and western legs of intersection

5. Berrywood Drive at Zinfandel Drive

This T-intersection is stop-controlled on the south side as Berrywood Drive meets Zinfandel Drive. An RRFB is proposed at this location in the improvement plan for Mitchell Middle School. There is an existing crosswalk on the east side of the intersection across Zinfandel Drive. The current stop sign and advance stop pavement marking on Berrywood Drive are misaligned.

Recommendations

- Upgrade existing crosswalk to high-visibility, install an RRFB, and install pedestrian refuge island
- Install ADA-compliant curb ramps on the northeast, southeast, and southwest corners of intersection
- Re-install advance stop pavement marking so it aligns with stop sign on southern leg of intersection

6. Glenhaven Way at Queenwood Drive

This T-intersection is stop-controlled on the west side as Glenhaven Way meets Queenwood Drive. The current stop sign and advance stop pavement marking on Queenwood Drive are misaligned. SSA participants said that vehicle traffic exceeds the speed limit on Queenwood Drive.

Recommendations

- Install high-visibility crosswalk across Glenhaven Drive and install ADA-compliant curb ramps

7. Glenhaven Way at McGregor Drive

This intersection is a four-way stop. There are no existing crosswalks. The current stop signs and advance stop

pavement markings are misaligned. Walk audit participants said that traffic exceeds the speed limit traveling down McGregor Drive. This intersection is used by students traveling to Walnutwood High from the light rail station on Folsom Boulevard.

Recommendations

- Install bulbouts on all four corners
- Install high-visibility crosswalks on all legs of intersection
- Re-install advance stop pavement markings so they align with stop signs on all legs of intersection

8. Walnutwood High School Campus

The Walnutwood High School Campus parking lot was recently renovated. Walk audit participants said that there can be conflict between people walking and people driving in the crosswalk that connects Walnutwood High School to Folsom Cordova Adult School on the south side of campus. Walk audit participants also expressed concern about steep slopes on campus paths that may not be ADA-compliant.

Recommendations

- Consider installing raised crosswalk across existing crosswalk in parking lot
- Upgrade path to ADA standards

White Rock Elementary School

White Rock Elementary School is located on the northeast corner of White Rock Road and Evadna Drive. A bus loop is accessed from White Rock Road, while a long parking area along Evadna Drive also includes a drop-off loop for parents. The school is completely fenced, with entrances for students on both White Rock Road and Evadna Drive near the corner of the school.

Bicycle lanes currently exist on White Rock Road from Routier Road (White Rock Road changes to Mills Station Road near Joerger Street) to the school.

The walk audit was conducted during morning drop-off on Tuesday, December 11, 2018. A pop-up outreach event was held during morning drop-off on Thursday, April 11, 2019.

Student hand tallies were conducted in December 2018, which included approximately 220 students in 13 classes. Approximately 63 percent of students used a family car for their school commute, and approximately five percent carpooled with students from another family. About 27 percent of students walked, and three percent rode bicycles. There was an approximately seven percent difference in mode share between morning and afternoon trips for students who walked or were driven in a family car, indicating students are driven to school in the morning and walking home after school.

Parent surveys were also conducted in December 2018, with 172 responses received. Nearly half of respondents said they live less than one quarter-mile from the school, at 45 percent. For those living within one quarter-mile of

the school, nearly half walk and about 47 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 59 percent said concerns about violence or crime affect their decision, 56 percent cited the safety of intersections and crossings, and 51 percent cited the speed of traffic along routes to school. Many parents also expressed a need for a crossing guard to increase driver yielding to pedestrians in crosswalks, and noted they walk with their children to school but would not feel comfortable with their child walking alone.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Drop-Off Loop (School Jurisdiction)

There is a marked crosswalk across the drop-off loop from Evadna Drive into the school, but its edges are marked in blue. The curb in the drop-off loop is painted red, which is typically used to indicate zones where no stopping or parking is allowed.

Recommendations

- Restripe drop-off loop curb with white paint to indicate it is a loading zone where drivers can park for up to three minutes
- Mark crosswalk edges with white transverse lines

2. Evadna Drive at La Rue Way

Parents were observed dropping students off on the west side of Evadna Drive near La Rue Way, with students then crossing mid-block to reach the drop-off loop crosswalk. The existing mid-block crosswalk north of Evadna Drive was not used, as students and parents walking from the north cross to the east side of Evadna Drive before reaching this crosswalk.

Recommendation

- Mark yellow high-visibility crosswalk on the south leg and west legs of intersection
- Install Slow School XING pavement markings in advance of crosswalks
- Install School Assembly B signage at crosswalks

3. Evadna Drive at School Frontage

Evadna Drive is 38-foot-wide two-lane road with street parking on both sides. Parents observed students crossing in the mid-block crosswalk across Evadna Drive. The school community expressed concern about high vehicle speeds along Evadna Drive.

Recommendation

- Install speed feedback sign
- Remove existing midblock crossing in front of school (to replace and consolidate crossing at Evadna Drive and La Rue Way)

4. White Rock Road at Evadna Drive

Yellow high-visibility crosswalks are marked on all three legs of this stop-controlled T-intersection, and a large number of students cross here to reach the school from

the south side of White Rock Road. The intersection is also used by many drivers who make a left turn off White Rock Road onto Evadna Drive to reach the school drop-off loop. Drivers were observed not yielding to pedestrians in the crosswalks, and many did not come to a full stop before proceeding through the intersection.

Pedestrians were also observed pushing buttons mounted on poles near the east crosswalk, which appear to be left behind from a beacon that was removed. This resulted in confusion and pedestrians appearing unsure whether it was safe to cross.

Recommendations

- Install advance stop lines on all legs
- Remove inactive push buttons from posts at east leg crosswalk
- Install red curb on northeast corner

6. White Rock Road at School Frontage

White Rock Road is a 45-foot-wide road. There is a Class II bicycle lane on the road that extends in front of the school campus.

Recommendation

- Mark yellow high-visibility crosswalk across White Rock Road
- Install curb extensions on each side of crosswalk
- Install an RRFB at crosswalk

7. Evadna Drive at Spaulding Way

The intersection of Evadna Drive at Spaulding Way is an uncontrolled T-intersection. There are not existing marked crosswalks at the intersection.

Recommendation

- Mark yellow high-visibility crosswalk on east leg of intersection
- Install Slow School XING pavement marking in advance of crosswalk
- Install School Assembly B signage at crosswalk

Behavior and Programs

Students were observed crossing the west and north legs of the White Rock Road and Evadna Drive intersection as one motion without looking for cars before crossing the second leg, creating potential conflicts with the large volume of cars making a left turn from White Rock Road onto Evadna Drive.

Parents were also observed using the bus loop on White Rock Road to drop-off students, including pulling into the exit driveway. This created conflicts both with school buses and with drivers trying to exit the loop after dropping off children.

Some students were observed arriving at school on bicycles without helmets. Parents also expressed concerns about students distracted by smart phones when walking to school, especially when crossing streets.

Recommendations

- Student Education: Walk to the east crosswalk and then cross only one street, helmet use, distracted walking
- Parent Education: Do not use bus loop

Williamson Elementary School

Williamson Elementary School is located on the northeast corner of Benita Drive and Segovia Way, on the same block as Dave Roberts Community Park and Mitchell Middle School. The school has a fence with multiple gates for students to access the school along Benita Drive, and the fields are open at multiple access points: at the small parking area on Zinfandel Drive near Benita Drive, at the two ends of Mapola Way, at a gap in the fence on Segovia Way near El Manto Drive, and at the end of El Manto Drive near Anza Way.

Bicycle lanes currently exist on Zinfandel Drive from Sunrise Boulevard to Folsom Boulevard, and on Bridlewood Drive from Zinfandel Drive to Coloma Road.

The walk audit was conducted during afternoon pick-up on Thursday, November 29, 2018. A pop-up outreach event was held during a morning parent coffee event on Friday, April 12, 2019.

Student hand tallies were conducted in January 2019, which included approximately 400 students in 21 classes. Approximately 65 percent of students used a family car for their school commute, and approximately six percent carpooled with students from another family. About 24 percent of students walked, and two percent rode bicycles.

Parent surveys were conducted in December 2018, with 117 responses received. About 43 percent said they live less than one quarter-mile from the school. For those living within one quarter-mile of the school, about 52 percent walk, about four percent bike, and about 43 percent are driven in a family car.

Among respondents whose children do not currently walk or bicycle to school, 62 percent said the safety of intersections and crossings affects their decision to allow their child to walk or bicycle to school, 52 percent cited violence or crime, and 49 percent cited the speed of traffic along routes to school. Many parents also expressed a need for a crossing guard at Segovia Way and El Manto Drive, noting challenges with drivers not yielding to pedestrians in crosswalks. Crossing guards present in the community may also address concerns from parents about bullying and strangers along the route to school. Responses also suggested a friendly competition would encourage them to participate in active transportation.

Areas of concern are described followed by bulleted recommended improvements. Numbers for areas of concern correspond to locations on the improvement map.

1. Benita Drive at Pinturo Way

This intersection is aligned with the main exit from the school and the marked crosswalk across the drop-off loop, contributing to many students and families crossing Benita Drive at this location despite no marked crosswalks.

Recommendations

- Mark yellow high-visibility crosswalk on the east leg of the intersection, including Slow School XING pavement markings and School Assembly B signage
- Mark yellow high-visibility crosswalk on the south leg of the intersection, including advance stop line

2. Benita Drive at Sonata Drive

The high-visibility marked crosswalk on the west leg of this intersection was heavily used by students and is staffed by a crossing guard at pick-up, but lacks advance yield lines. Drivers were observed encroaching into the crosswalk, including parking with their vehicle blocking the crosswalk to wait for students.

Recommendations

- Add advance yield lines for existing crosswalk on west leg
- Install curb extensions on west leg
(Implementation currently underway)

3. Segovia Way

Students exit the school on Segovia Way near the basketball courts, and many were observed crossing mid-block to reach parents parked on the west side of Segovia Way. The school has discussed creating a second drop-off loop on Segovia Way, which may reduce this mid-block crossing in the future.

Recommendation

- Mark a yellow high-visibility crosswalk mid-block aligned with the school gate, including Slow School XING pavement markings and School Assembly B signage

4. Benita Drive at Segovia Way

Standard yellow transverse crosswalks are currently marked on several legs of this intersection. Located at the southwest corner of the school campus, this is a busy intersection for both drivers and for pedestrians during school arrival and dismissal times.

Recommendations

- Upgrade crosswalk markings on north, east, and south legs to yellow high-visibility crosswalks
- Install ADA-compliant curb ramps on north, east, and south legs

Behavior and Programs

Crossing guards are stationed along Benita Drive at Segovia Way and at Sonata Drive, but challenges were observed with drivers not respecting crossing guards' directions.

Recommendations

- Crossing Guard Training
- Targeted Enforcement

Programs

This chapter describes recommended program activities at the 22 project schools. Programs like education and enforcement campaigns are essential to the success of Safe Routes to School (SRTS) programs as they can increase the desirability and safety of walking, bicycling, school buses, and carpooling. Recommendations were informed by walk audits and other outreach activities described in the Introduction and Improvements chapters.

SRTS programs are typically organized around six E's. Five of these are covered by this programs report: education, encouragement, enforcement, evaluation, and equity. The sixth E, engineering, refers to the infrastructure improvements identified in the Walk Audit Report. The five E's included in this report are described on the right side of this page.

Programs recommended in this report may be considered for implementation at all schools, though specific schools are noted where a challenge or need was identified during the walk audits. Given limited staff time and resources available, programs should be implemented or continued as funding and resources allow. Partnering with local organizations and other agencies is a key strategy to create a sustainable SRTS program.

Education programs are designed to improve safety and awareness. They can include programs that teach students safety skills for walking or bicycling, teach parents and other drivers about safe driving behavior near schools, or share information about available resources and opportunities.

Encouragement programs provide incentives or support to help students and families leave their car at home and try walking or bicycling more often. They can include friendly competitions or promotions geared towards walking or bicycling on a specific day.

Enforcement programs promote legal and respectful walking, bicycling, and driving. They include a variety of approaches, ranging from police enforcement to neighborhood signage campaigns.

Evaluation programs are an important component of any investment. They measure success at meeting SRTS program goals to reduce collisions and increase active transportation, and can help identify adjustments to improve efficacy.

Equity should be considered as a lens through which all recommended programs are viewed and implemented, working to narrow gaps, overcome inequities, and improve citywide outcomes by considering how benefits and burdens are distributed. It is an approach for all SRTS activities, to consider all students and families and to provide more equitable distribution of program resources.

Education

Parent Outreach & Education

Parent outreach can include a variety of tools such as school newsletters and websites or in-person meetings where parents are invited to interact with school staff. Schools should take advantage of multiple opportunities to reinforce messages about transportation at the school, including announcing upcoming programs, sharing information about new infrastructure improvements being installed, or reminding parents about undesirable driving behavior.

Back to School materials should include information about transportation options for students, including highlighting suggested walking or bicycling routes to school and sharing information about SRTS programs or Walk & Roll to School Days. At the beginning of the school year, families are forming transportation habits that are likely to continue for the rest of the year.

Many schools currently hold Coffee with the Principal events, which offer a more conversational opportunity for parents to discuss questions or concerns about transportation and safety around the school. This time should be used to address concerns one-on-one, which schools have found effective in the past when parents are concerned about changes.

Schools should distribute information to parents about challenging behaviors observed during walk audits:

- Cordova Gardens Elementary:
 - Parents should not use bus loop for drop-off or pick-up
 - Drivers are required by law to stop for school buses when red lights are flashing
- Cordova High School:
 - No parking in bicycle lanes on Chase Drive
- Cordova Meadows Elementary:
 - Parents and students should walk on sidewalks where possible, and avoid walking through driveways or parking areas
 - Parents should pull forward in drop-off loop
- Navigator Elementary:
 - Parents and students should use designated crosswalks to reach the school, and avoid crossing mid-block at unmarked locations
- Rancho Cordova Elementary:
 - Do not stop or park blocking any marked or unmarked crosswalks
 - Parents should not use bus loop for drop-off or pick-up
- White Rock Elementary:
 - Parents should not use bus loop for drop-off or pick-up
 - Parents and students should use east crosswalk at White Rock Road and Evadna Drive, which allows them to cross only one leg rather than crossing twice

Traffic Safety Poster Contest

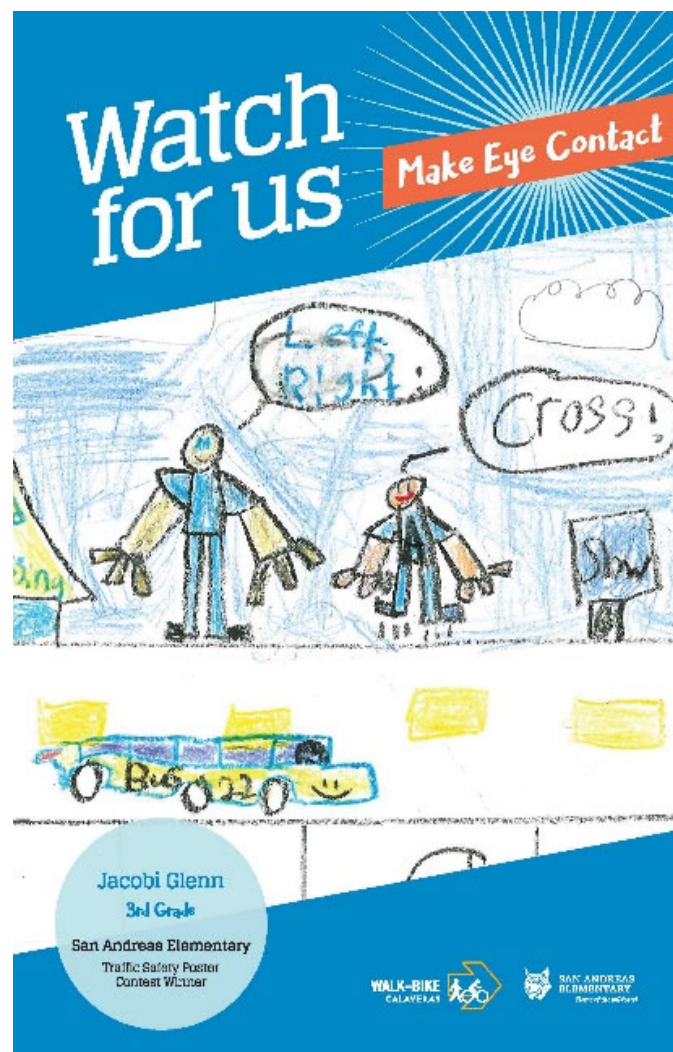
A traffic safety poster contest is a fun way to engage students and their families in traffic safety principles, and raises awareness of the SRTS program in the broader community. After learning about bicycle and pedestrian safety in school, students are asked to create a poster illustrating a safety concept they learned about. This can either be done in-class as an art activity, or completed at home as students discuss bicycle and pedestrian safety with their parents.

A judging panel of SRTS program staff, school staff, or other impartial adults should review all poster submissions and select a winner based on the quality of the artwork and the clarity of the safety concept being illustrated. If desired, more than one winner may be selected.

Winning artwork should then be incorporated into a public safety media campaign, which may include posters, banners, or other materials. Good examples include the Sonoma County Transit Authority's "You've got a friend who bikes!" campaign, or Calaveras County's "Watch for us: Make eye contact" campaign.

Contests and campaigns at the following schools may focus on specific messages identified during the walk audits:

- Navigator Elementary:
 - Bicyclists under 18 are required by law to wear helmets
- Riverview STEM Academy:
 - Safe crossing behavior and other basic pedestrian safety



Winning student artwork from a traffic safety poster contest can be used to create campaigns like this one, from Calaveras County

Bicycle Rodeo

Bicycle “rodeos” or skills clinics teach students hands-on skills to bike safely in real-world scenarios. Intersections, turns, and obstacles are marked out in a clear area like a closed parking lot or school blacktop, and students are guided through various stations by adult volunteers. Rodeos can be offered during school hours, as part of physical education curriculum, or as a voluntary after-school activity.

Bicycle rodeos teach hand signals, bicycle handling skills, and looking for traffic before exiting a driveway or crossing a street. They also include bicycle checks (and can include basic maintenance training for students) and information on how to fit a helmet properly. Some schools acquire a small fleet of bicycles to use for these rodeos, while others require students to provide their own helmet and bicycle in good working condition to participate in the rodeo. This activity is recommended for students in 4th and 5th grades.

Local nonprofit organizations could be engaged as partners to offer bicycle rodeos. They often have League Cycling Instructors (LCIs) certified by the League of American Bicyclists who have been trained in bicycling education and are experienced in working with schools.

Pedestrian Safety Assembly or Rodeo

Safety assemblies conducted during school hours can be an effective tool to reach all students. Pedestrian safety assemblies should include basic traffic laws and safety rules to help students be safe pedestrians. Content can be tailored to each age group, if desired, from lower-elementary assemblies that focus on basic rules of the road and safety information, to high school assemblies targeted at new drivers.

Pedestrian rodeos are similar to their bicycle counterparts, but offer “on-foot” training on pedestrian skills like walking on the sidewalk, looking for traffic before crossing, and what to do if there is a street without a sidewalk. Courses and mock intersections can be set up on a blacktop or closed parking lot, to provide an environment free of vehicles for students to learn. This activity is recommended for students in 2nd grade.

Based on observations during walk audits, pedestrian safety education may be particularly useful for students at Riverview STEM Academy, St. John Vianney Elementary School, and at White Rock Elementary.

Encouragement

Carpool Encouragement Program

Carpooling or SchoolPooling is an alternative for families that live too far to walk or bike or when busing is unavailable. Families who carpool reduce traffic congestion and improve air quality in the vicinity of the school. Schools and the City can encourage formation of SchoolPools during back-to-school marketing.

Periodically, incentives can be offered to the parents who participate in SchoolPools such as hot chocolate when they arrive or gift cards to local businesses.

Carpool encouragement programs should be prioritized at AM Winn Elementary and other schools with large enrollment areas.

Park and Walk Program

For some families, bicycling or walking to school may not be attractive choices due to how far they live from the campus or other factors. These students can be encouraged to participate in active transportation activities by parking at a location one-half to one mile from school and walking or bicycling for the rest of their trip.

Many schools are located near parks or other places where sufficient parking exists to designate the remote drop-off location. If desired, schools may organize designated Park and Walk days to coincide with broader Walk & Roll to School Days, or may coordinate parent or staff volunteers to meet a group of students and supervise their walk to school.

Schools where Park and Walk programs were identified to address challenges include Mitchell Middle School, Navigator Elementary, and Riverview STEM Academy.

Annual Bike & Walk to School Days

Walk and Roll to School days are events that encourage students and families to try walking or bicycling to school. The most popular events of this type are International Walk to School Day (held in early October) and Bike to School Day (held in early May). Many communities choose to celebrate walking and bicycling on both days, in addition to roller skating, skateboarding, and scootering. This approach is recommended for Rancho Cordova, to encourage families to choose any mode of active transportation that meets their needs.

Families that live too far from their school to walk or bicycle the full distance should be encouraged to park at a designated location one-half to one mile from the campus. From there, parents and students can complete their trip by walking or bicycling.

Volunteers can set up a welcome table for participating students, and may opt to provide refreshments, small incentive prizes, or an interactive poster that allows students to record their mode of transportation used that day.

Once established, Walk and Roll to School Days can be expanded by adding monthly or weekly events; coordinating friendly competitions between schools, grade levels, or classrooms; or by organizing groups to walk or bicycle together

Walk and Roll Wednesdays

After annual Walk & Roll to School Days have been established, momentum can be used to add one day each week where students and families are encouraged to walk or bicycle to school. This is also a good opportunity to incorporate a Golden Sneaker Contest to maintain interest in the program, or coordinate groups to walk or bicycle to school together.

Golden Sneaker Contest

A Golden Sneaker Contest is a fun, friendly competition used to encourage students to walk or bicycle to school. Students record their mode of transportation to school on a specific day or week, and a trophy is awarded to the group with the highest rate of participation.

Contests can be organized between individuals, classrooms, grade levels, or inter-school competitions. The scale is dependent on participation in the program—if only a few students in any given classroom are likely to participate, then a competition between schools or grade levels may be more competitive.

Many SRTS programs use a gold spray-painted sneaker as the contest trophy, giving this activity its name. The sneaker(s) can be donated by volunteers or purchased inexpensively through a local thrift store.

Active4.me

Active4.me is a school trip tracking program used by school districts and communities throughout America. It supports increased walking and bicycling to school by encouraging students to participate, addressing parent concerns, and providing valuable trip data to schools. Elk Grove Unified School District currently uses Active4.me at two elementary schools in Rancho Cordova.

Students and parents at participating schools can register for the program, entering their typical transportation mode and the distance from their home to the school. The student is given a unique barcode tag, and volunteers at the school scan-in students each morning as they arrive.

When a student scans in, their parent receives a notification via email, phone call, or text letting them know their child has arrived safely on campus. This can address parent concerns about letting their child walk or bicycle to school alone.

Students are encouraged to walk and bicycle more often through positive reinforcement and interactions with volunteers as they scan in each morning. Some schools also allow students to earn credits for trips to school and then host a festival or other event near the end of the year where students can spend those credits on prizes.

Data on trips, miles traveled, and reduced emissions can be used to track progress in shifting trips to active transportation, or used to implement friendly competitions between classrooms, grades, or schools.

More information is available at www.active4.me.

Enforcement

Crossing Guard Training

Crossing guards can improve safety and comfort for students and families walking to school by increasing visibility of crossing pedestrians and helping children only cross the street when oncoming traffic has yielded. Providing training and resources to volunteer crossing guards can help ensure best practices are met for equipment use and crossing protocols.

The City can support a crossing guard program by sharing training resources with schools, offering meeting space for trainings, or pursuing funding for materials including high visibility vests and stop paddles.

California offers free online resources for crossing guard training, available at: caatpresources.org/?pid=1305.

Crossing guard training should be conducted at all schools with crossing guards, whether they are paid or volunteers.



Crossing guards help students cross challenging streets and intersections during busy school arrival and dismissal times, and should be trained and provided with adequate safety equipment

Targeted Enforcement

Targeted enforcement efforts focus on reinforcing safety at known challenge locations, or address a specific behavior such as yielding to pedestrians in crosswalks. Bicycle and pedestrian collision data should be reviewed with local law enforcement annually to identify locations or behaviors to be addressed.

Behaviors and locations for targeted enforcement should be reviewed each year based on collision data and community input. Behaviors were cited as challenges during public outreach for this SRTS plan at the following schools:

- Cordova Gardens Elementary:
 - Speeding on Dawes Street
 - New parking restrictions near exit driveway (implement in conjunction with curb restriping and parking restriction)
- Cordova High School:
 - No parking in bicycle lanes on Chase Drive
 - Bicyclists under 18 are required by law to wear helmets
- Lincoln Elementary:
 - Speeding on Rockingham Drive
- Mills Middle School:
 - No stopping or parking in bicycle lanes on Coloma Drive
 - Bicyclists under 18 are required by law to wear helmets
- Navigator Elementary
 - Yielding to pedestrians in crosswalks

- Robert McGarvey Elementary
 - Yielding to pedestrians in crosswalks
 - Stop sign violations and parking regulations
 - Speeding on area streets, especially along Appolon Drive
- Shields Elementary
 - Speeding on Georgetown Drive
- Williamson Elementary:
 - Respect and obey crossing guard instructions



Recommendations are based on input from school staff, parents, local law enforcement, and others in the community

Evaluation

Parent Surveys & Student Hand Tallies

Student hand tallies and parent surveys are a cornerstone of SRTS programs, and are the best way to measure program efficacy in changing travel behavior and opinions. Student hand tallies and parent surveys were conducted for 18 project schools. They should be repeated periodically as infrastructure projects and programs are implemented to measure success in increasing active transportation. Student hand tallies should be conducted annually, and parent surveys should be conducted every two to three years.

Student Hand Tallies

Teachers or volunteers collect hand tally data at the classroom level, asking students for information on how they traveled to and from school on two consecutive days that week. Tallies should be conducted in Spring each year on a Tuesday, Wednesday, or Thursday and collect information on the day of the tallies as well as the previous and following days. Avoid collecting data that may reflect unusual travel patterns due to minimum schedule days, holidays, Fridays, or school events.

Parent Surveys

Parent surveys gauge knowledge and opinions of walking and bicycling to school and are useful in measuring the efficacy of SRTS program activities. Surveys should be conducted every two to three years. The National Center for Safe Routes to School provides a standard survey form that gathers information on modes of travel to school, interest in and perceptions of walking and bicycling to school, barriers or challenges that prevent walking or bicycling to school, and interest in volunteer opportunities. Additional questions can be added to measure opinions on any specific challenges or opportunities within Rancho Cordova or at the specific school site.

Over time, student hand tally and parent survey data can be used to evaluate the number of students using active transportation to get to school and measure progress over time. Parent surveys can provide valuable information on perceptions of walking and bicycling to school, and help guide future program activities to focus on priority areas of concern.

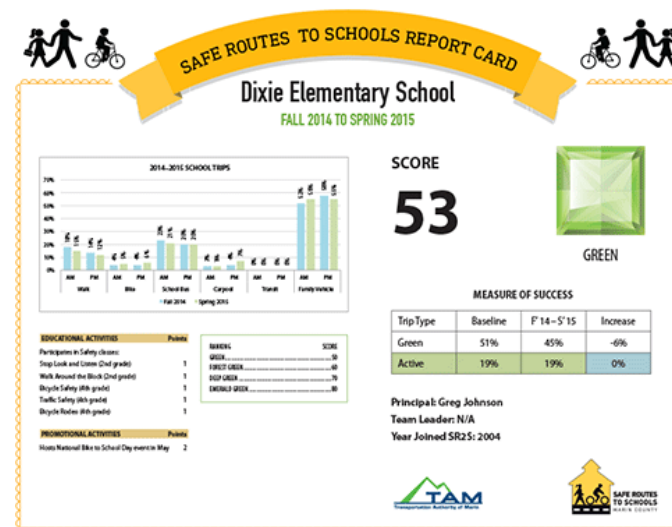
Instructions and data collection forms are available at saferoutesdata.org.

Annual Report Card

An annual report card assesses the City's progress toward goals and objectives outlined in this SRTS Plan, implementation of its projects and programs, and changing mode splits for active transportation. Annual report cards can also incorporate a review of effectiveness to evaluate costs and benefits of various efforts and adjust investments to maximize results.

This Plan recommends the City develop an Annual Report Card that tracks progress toward implementing this Plan, incorporating SRTS program and participation data, parent survey and student hand tally data, annual collision data, and other relevant information to highlight successes and challenges of improving walking and bicycling to school each year.

Sample school report cards can be found in the Marin County Safe Routes to Schools 2016 Evaluation Report Appendix, which is available at www.saferoutestoschools.org/eval_reports.html



Annual report cards can be used to celebrate progress and identify areas of focus each year

Prioritization

The purpose of this chapter is to help the City of Rancho Cordova prioritize, solicit funding for, and efficiently implement the infrastructure projects recommended in this Plan. While some projects can be quickly implemented at low cost and with strong community support, others are more complex, require further study and planning, and entail a higher cost. Some projects can be more efficiently implemented in unison. City staff can use this chapter to better understand these types of project details, and to see how each project compares and ranks in a structured evaluation.

Prioritization Framework

The infrastructure projects recommended in this Plan were evaluated based on three criteria: safety, community-identified need, and equity. The prioritization process awards 0 to 10 points to each recommended project, based on the criteria and metrics shown in Table 7. Recommendations that will be administered by a school district, and not the City, are grouped separately. All remaining recommended projects are separated into either low, medium, or high cost groups. Low cost projects include vegetation maintenance, the installation of new crosswalks, pavement markings, or signage. Medium cost projects include the installation of curb ramps, speed feedback signs, or rapid rectangular flashing beacons (RRFB), while high cost projects involve traffic or engineering studies and projects

involving construction. Detailed project descriptions can be found in the Improvements by School chapter.

Table 7: Prioritization Criteria

Category	Metric	Points
Safety	Projects on roadways with posted speeds greater or equal to 35 mph.	2
	Projects that are within close proximity (250 ft) from a safety complaint reported to the City of Rancho Cordova.	1
	Projects that are within close proximity (250 ft) of at least one reported bicycle- or pedestrian-related collision (Source: SWITRS data from 2014-2018).	2
	Projects that are within close proximity (250 ft) of a severe or fatal bicycle- or pedestrian-related collision receive an additional 2 points.	2
Community-Identified Need	Projects that were identified through the Plan's community engagement efforts, including the two workshops, pop-up events, and comments received on the website.	1
Equity	Projects that are benefiting a school with greater than or equal to 80% free and reduced-price meal (FRPM) student eligibility.	2

From this score, projects are sorted into high, medium, and lower priority projects. Projects with a total score between 4 and 8 are categorizes as **high priority**. Projects with a total score between 2 and 3 are categorized as **medium priority**. Projects with a total score less than 2 are categorized as **low priority**.

Low Cost Project Prioritization

Low cost projects include vegetation maintenance, striping, or the installation of crosswalks, pavement markings, curb paint, or signage. The projects are in order with higher scoring projects at the top. Detailed project descriptions can be found in the Improvements by School chapter.

Table 8: Low Cost Project Prioritization

School	Project Id	Crosswalk	Striping	Curb Paint	Signage	Pavement Markings	Vegetation Maintenance	Location	Total Score	Priority Level
Carver High School	1	●						Routier Road at Systems Pkwy	4	High
Kinney HS & Prospect Community Day School	3	●						Trade Center Drive at Kilgore Road	4	High
Mills Middle School	1				●			Coloma Road School Frontage	4	High
Navigator Elementary School	3	●						Auvernat Drive at Bear Hollow Drive	4	High
Rancho Cordova Elementary School	3	●			●	●		Dolecetto Drive at Chardonay Drive	4	High
St. John Vianney	3	●						Coloma Road at Georgetown Drive	4	High
St. John Vianney	4	●						Coloma Road at Sierra Madre Court	4	High
White Rock Elementary	2	●			●	●		Evadna Drive at La Rue Way	4	High
Cordova Gardens	3	●			●	●		Rinda Drive at Rhoda Way	3	Medium
Cordova Gardens	5	●				●		Dawes Street at Rinda Drive	3	Medium
Cordova Villa	4	●						White Rock Rd at Laurelhurst Drive	3	Medium
Navigator Elementary School	2				●			Queens Arbor Drive at Bear Hollow Drive	3	Medium
Rancho Cordova Elementary School	3	●			●	●		Dolecetto Drive at Chassella Way	3	Medium

Shields Elementary School	2	●				●	Georgetown Drive at Woodcliff Way	3	Medium
White Rock Elementary School	7	●			●	●	Evadna Drive at Spaulding Way	3	Medium
Williamson Elementary School	3	●			●	●	Segovia Way	3	Medium
Williamson Elementary School	1	●			●	●	Benita Drive at Pinturo Way	3	Medium
Shields Elementary School	3	●				●	Georgetown Drive at River Edge Way	2	Medium
AM Winn Elementary School	3					●	Jupiter Drive at Cirrus Way	1	Low
Cordova High School	2	●				●	Chase Drive at Rinda Drive	1	Low
Cordova High School	3	●			●	●	Chase Drive at Brenda Way	1	Low
Navigator Elementary School	1			●			Queens Arbor Drive	1	Low
Robert McGarvey Elementary School	6				●		Malana Way	1	Low
Sunrise Elementary School	6	●					Herodian Drive at Iron Gate Way	1	Low
Cordova Lane Center	2	●				●	Cordova Lane at Berwick Way	0	Low
Cordova Lane Center	3	●					Cordova Lane at Zinfandel Drive	0	Low
Robert McGarvey Elementary School	5	●					Sanibel Way at Anatolia Drive	0	Low
Sunrise Elementary School	5	●					Herodian Drive at Anatolia Drive	0	Low
Walnutwood High School	3		●		●		Gadsten Way	0	Low
Walnutwood High School	4	●				●	Gadsten Way at Zinfandel Drive	0	Low

Medium Cost Project Prioritization

Medium cost projects include the installation of curb ramps, speed feedback signs, or rapid rectangular flashing beacons (RRFB). The projects are in order with higher scoring projects at the top. Detailed project descriptions can be found in the Improvements by School chapter.

Table 9: Medium Cost Project Prioritization

School	Project Id	Crosswalk	Signage	RRFB	Speed Feedback Sign	Curb Ramp	Pavement Markings	Vegetation Maintenance	Location	Total Score	Priority Level
Cordova Villa	7	●		●	●		●		Data Drive at Reserve Drive	5	High
Cordova Gardens	4	●	●	●			●		Rinda Drive at Agnes Circle	3	Medium
Cordova Meadows	3			●			●		Las Casas Way at Sobrante Way	3	Medium
Cordova Villa	5	●				●	●		Reymouth Avenue at White Rock Road	3	Medium
Lincoln Elementary School	3	●				●			Rockingham Drive at Smithlee Drive	3	Medium
Lincoln Elementary School	2	●				●			Glenmoor Drive at Pistachio Way	3	Medium
White Rock Elementary School	3				●				Evadna Drive School Frontage	3	Medium
Cordova Gardens	2	●	●	●		●	●	●	Dawes Street	2	Medium
Cordova Meadows	5	●				●			La Loma Drive at La Placita Drive	2	Medium
Cordova Meadows	4				●				Las Casas Way	2	Medium
Cordova Villa	6	●	●			●	●		Reymouth Avenue at Chettenham Drive	2	Medium

Mitchell Middle School	3	●				●	●		El Manto Drive at Segovia Way	2	Medium
Robert McGarvey Elementary School	3	●				●			Sophistry Drive at Appolon Drive	2	Medium
White Rock Elementary School	5	●			●				White Rock Road at Mills Acres Circle	2	Medium
Williamson Elementary School	4	●				●			Benita Drive at Segovia Way	2	Medium
Mitchell Middle School	2			●		●			Zinfandel Drive at Berrywood Drive	1	Low
Sunrise Elementary School	3	●		●			●		Cobble Brook Drive at Coratina Way	1	Low
Walnutwood High School	2	●	●	●		●			Gadsten Way at Walnutwood Way	0	Low
Walnutwood High School	6	●				●			Glenhaven Drive at Queenwood Drive	0	Low

High Cost Project Prioritization

High cost projects include traffic and engineering studies, or the installation of a new bikeway or sidewalk. The projects are in order with higher scoring projects at the top. Detailed project descriptions can be found in the Improvements by School chapter.

Table 10: High Cost Project Prioritization

School	Project Id	Crosswalk	Signage	RRFB	Speed Feedback Sign	Curb Ramp	Curb Extension	Pavement Markings	Bicycle Facility	Sidewalk	Other	Location	Total Score	Priority Level
Lincoln Elementary School	4										Review opportunities for safer bicyclist and pedestrian crossing	Routier Road	10	High
Cordova Gardens	7										Review locations along Coloma Road for installation of crosswalks	Coloma Road	7	High
Mills Middle School	3										Review locations along Coloma Road for installation of crosswalks	Coloma Road	7	High
Kinney HS & Prospect Community Day School	1	●	●	●			●				Traffic calming study	Kilgore Road	5	High

St. John Vianney	2		●		●				●		Installation of a southbound Class II bicycle lane	Coloma Road	5	High
St. John Vianney	1										Installation of pedestrian scale lighting; driveway upgrade	Coloma Road School Frontage	5	High
Kinney HS & Prospect Community Day School	2									●	Installation of new sidewalk from Kilgore Road to Sunrise Boulevard	Folsom Boulevard	4	High
Cordova Gardens	6										Installation of speed humps	Rhoda Way	3	Medium
Cordova Gardens	6										Installation of speed humps	Maxine Way	3	Medium
Cordova Villa	3		●	●	●						Installation of a raised crosswalk	White Rock Road at School Frontage	3	Medium
Lincoln Elementary School	1		●	●	●		●	●			Installation of speed humps	Glenmoor Drive at School Frontage	3	Medium
Lincoln Elementary School	5	●					●					Smithlee Drive at Rockingham Drive	3	Medium
Lincoln Elementary School	6										Installation of speed humps	Countryside Way	3	Medium

Mitchell Middle School	1				•						Installation of a raised crosswalk	Zinfandel Drive at School Frontage	3	Medium
Navigator Elementary School	4								•		Feasibility study for a Class IV separated bikeway from Zinfandel Dr to Airpark Dr	Bear Hollow Drive	3	Medium
Rancho Cordova Elementary School	2			•	•		•	•				Chassella Way at School Frontage	3	Medium
Rancho Cordova Elementary School	6									•	Close sidewalk gaps	Cabernet Way	3	Medium
Rancho Cordova Elementary School	4	•	•				•					Sarda Way	3	Medium
Rancho Cordova Elementary School	7									•	Close sidewalk gaps	Barbera Way	3	Medium
Rancho Cordova Elementary School	5									•	Close sidewalk gaps	Malaga Way	3	Medium
Shields Elementary School	1	•					•	•		•	Installation of a speed hump on Georgetown drive; Curb repair	Georgetown Drive at Starrlyn Way	3	Medium

White Rock Elementary School	4							●		Removal of inactive push buttons on east leg crosswalk	White Rock Road at Evadna Drive	3	Medium
AM Winn Elementary School	2	●						●			Explorer Drive at Meteor Drive	2	Medium
Carver High School	3								●	Installation of a Class IV separated bikeway connecting to the school	Routier Road	2	Medium
Carver High School	2									Installation of a bus shelter and seating	Routier Road at School Frontage	2	Medium
Cordova High School	1								●	Installation of a Class I bicycle path on the northeast side of Chase Drive; Installation of pedestrian-scale lighting	Chase Drive	2	Medium
Cordova Lane Center	6	●						●	●		Cordova Lane at Zinfandel Drive	2	Medium
Robert McGarvey Elementary School	2		●					●			Pericles Drive at Sophistry Drive	2	Medium
White Rock Elementary School	6	●		●				●			White Rock Road School Frontage	2	Medium

Williamson Elementary School	2						•	•				Benita Drive at Sonata Drive	2	Medium
Cordova Lane Center	5	•					•	•				Zinfandel Drive at Glenfaire Drive	1	Low
Riverview STEM Academy	2						•	•				Ambassador Way at Cranor Drive	1	Low
Riverview STEM Academy	3										Installation of two speed humps: one at school frontage, and another west of McGregor Drive	Ambassador Drive	1	Low
Riverview STEM Academy	1						•	•				Ambassador Drive at Lewitt Drive	1	Low
Robert McGarvey Elementary School	1	•		•			•	•				Muldoon Way at Sophistry Drive	1	Low
Robert McGarvey Elementary School	8		•								Traffic calming study	Entire School Area	1	Low
Robert McGarvey Elementary School	4	•		•		•		•		•		Sardonyx Way at Appolon Drive	1	Low
Sunrise Elementary School	1	•					•				Crossing guard	Anatolia Drive at Cobble Brook Drive	1	Low

Cordova Lane Center	4									Traffic calming study	Cordova Lane	0	Low
Cordova Lane Center	1	●		●			●	●		Installation of a raised crosswalk	Cordova Lane at Dunbar Way	0	Low
Cordova Lane Center	7								●	Consider parking consolidation to widen sidewalk	Zinfandel Drive	0	Low
Robert McGarvey Elementary School	7								●	Installation of a Class I shared use path near Rancho Cordova Parkway	Rancho Cordova Pkwy	0	Low
Sunrise Elementary School	2									Traffic calming study	Cobble Brook Drive	0	Low
Sunrise Elementary School	4		●							Traffic calming study	Anatolia Drive	0	Low
Walnutwood High School	7	●	●				●	●			Glenhaven Drive at McGregor Drive	0	Low
Walnutwood High School	1	●					●	●			Gadsten Way at Queenwood Drive	0	Low
Walnutwood High School	5	●	●	●		●		●		Installation of a median refuge island	Berrywood Drive at Zinfandel Drive	0	Low

School District Project Prioritization

While most recommended projects in this Plan are under the jurisdiction of the City, some are managed by local school districts. All recommended projects that are not under the jurisdiction of the City are detailed in Table 10 below.

Table 11: School District Project Prioritization

School	Project Id	Curb Paint	Signage	Curb Ramp	Sidewalk	Project Details	Location	Agency	Total Score	Priority Level
Kinney HS & Prospect Community Day School	4					Installation of fencing to prevent rail track crossings		Sacramento Regional Transit	4	High
White Rock Elementary School	1	●					Drop-off Loop	FCUSD	4	High
Cordova Gardens	1	●					Drop-Off Loop	FCUSD	3	Medium
Cordova Meadows	1				●		Drop-Off Loop	FCUSD	3	Medium
Cordova Villa	2	●		●			Kindergarten Loop	FCUSD	3	Medium
Cordova Villa	1	●					Main Drop-Off Loop	FCUSD	3	Medium
Rancho Cordova Elementary School	1					Installation of flexible bollards	Drop-Off Loop near Aramon Drive	FCUSD	3	Medium
Cordova Meadows	2					Installation of a pedestrian path	Preschool Loop	FCUSD	2	Medium
AM Winn Elementary School	1	●				Stripe white curb in drop-off loop	Drop-off Loop	SCUSD	1	Low

St. John Vianney	5				Implement traffic circulation change, relocate bike parking	School Campus	Diocese of Sacramento/ St. John Vianney	1	Low
Sunrise Elementary School	7		●		Use temporary cones during pick-up/drop-off	Sunrise Elementary Campus	EGUSD	1	Low
Walnutwood High School	8				Install a raised crosswalk; Install path upgrade	Walnutwood HS Campus	FCUSD	0	Low

Funding

A variety of sources exist to fund bicycle and pedestrian infrastructure projects, programs, and studies associated with SRTS. Local and regional funding sources that can be used for construction or maintenance of SRTS improvements and program activities, along with statewide and federal grant programs, are described below.

Table 12: Funding Sources and Eligibility

Funding Source	Trails	On-Street Bikeways and Sidewalks	Crossings/ Intersections	Programs	Studies
Local and Regional Programs					
Rancho Cordova City Developer Fees	●	●	●		
Sacramento County Developer Fees	●	●			
Regional Program (SACOG)	●	●			
Community Design (SACOG)		●			●
Active Transportation Program (SACOG)	●	●	●	●	
Congestion Mitigation and Air Quality Improvement (CMAQ)*	●	●	●		
Transportation Demand Management (TDM) Program		●		●	

*CMAQ funds are included in SACOG's Regional Program and Regional Active Transportation Program application cycles

Funding Source	Trails	On-Street Bikeways and Sidewalks	Crossings/ Intersections	Programs	Studies
State and Federal Grant Programs					
Active Transportation Program (CTC)	●	●	●	●	
Sustainable Transportation Planning Grants (Caltrans)					●
Highway Safety Improvement Program (Caltrans)		●	●		
Solutions for Congested Corridors (CTC)	●	●	●		
Office of Traffic Safety (CA OTS)				●	
Affordable Housing & Sustainable Communities (CA HCD)		●		●	
Urban Greening Grants (CNRA)	●	●			
Other State Funds					
Local Partnership Program (CTC)		●	●		
Road Maintenance and Rehabilitation Program (Controller's Office)		●			

Local and Regional Funding Sources

Development Impact Fee

This Development Impact Fee helps fund various park related projects which include trail projects. This fee can be collected by either the City of Rancho Cordova or Cordova Recreation & Park District. The program name is currently under review.

Funds are programmed by the Rancho Cordova Community Development and Planning Department.

<https://www.cityofranhocordova.org/government/planning/development-review>

SACOG Regional Funding Program

The merged Regional Program is the Sacramento Area Council of Governments' (SACOG) largest competitive program. It combines into a single program the Regional/Local and Bicycle & Pedestrian funding programs. The program seeks to promote effective and efficient use of limited state and federal funding resources to both develop and maintain the regional transportation network and provide regional benefits. This is accomplished through the funding of capital and lump-sum category projects included in the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategies 2035 (MTP/SCS).

Funds are programmed by SACOG.

<https://www.sacog.org/regional-program>

Community Design Funding Program

The Community Design Funding Program provides funding to local governments to build placemaking projects in their communities. The projects must implement any of the SACOG Blueprint Principles:

- (1) housing options
- (2) transportation options
- (3) infill development
- (4) mixed land uses
- (5) compact development
- (6) preservation of natural resources
- (7) quality design

The most commonly awarded projects in the past have been streetscape improvements with associated land use development that are consistent with the Blueprint Principles. The program is available to cities, counties and other local government agencies within Sacramento, Sutter, Yolo and Yuba Counties.

Funds are programmed by SACOG

<https://www.sacog.org/community-design>

Active Transportation Program Regional Funding

Pursuant to California Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), the Active Transportation Program (ATP) was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines many federal and state funding streams previously used for bicycle, pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. While 50 percent of funds are allocated at the state level, the other 50 percent is awarded by the regions. In this case, SACOG awards the Sacramento area portion of this regional component.

Funds are programmed by Caltrans and SACOG.

<https://www.sacog.org/active-transportation-program>

<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

Congestion Mitigation and Air Quality Improvement Program

Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are administered by regional planning agencies. These federal dollars can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Purely recreational facilities are generally not eligible.

In the Sacramento region, CMAQ funds are administered by SACOG as part of the Regional Funding Program and the Regional ATP program. This simplifies the application process for local agencies.

Transportation Demand Management Program

Transportation Demand Management (TDM) aims to reduce vehicle trips and miles traveled by implementing cost-effective and innovative programs, services, projects, strategies and policies that encourage people to change their travel behavior. TDM programs have the added benefits of reducing greenhouse gas emissions and air quality pollutants. Across the country, local governments are deploying new pilot projects to test the effectiveness and community readiness for projects and programs that encourage bicycling, walking, ride sharing, riding transit, and teleworking as options to replace car trips.

Funds are programmed by SACOG.

<https://www.sacog.org/transportation-demand-management-program>

State and Federal Grant Programs

California Active Transportation Program

California's Active Transportation Program (ATP) funds projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded program activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, nolocal match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

<http://www.catc.ca.gov/programs/atp/>

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

<http://www.dot.ca.gov/hq/tpp/grants.html>

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>

Solutions for Congested Corridors Program

Funded by Senate Bill 1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested areas through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right-of-way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

<http://www.catc.ca.gov/programs/sb1/sccp/>

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds are dedicated to addressing non-motorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

<https://www.ots.ca.gov/>

Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities program funds land use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include: affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

<http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>

https://www.parks.ca.gov/?page_id=29939

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, the most relevant being reducing commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Funds are programmed by the CNRA.

<http://resources.ca.gov/grants/urban-greening/>

<https://www.sacog.org/urban-greening-grant>

Other State Funds

Senate Bill 1: Local Partnership Program

This program provides local and regional agencies that have passed sales tax measures, developer fees or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by CTC.

<http://www.catc.ca.gov/programs/sb1/lpp/>

Senate Bill 1: Road Maintenance and Rehabilitation Program

Senate Bill 1 created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

https://www.sco.ca.gov/aud_road_maintenance_sb1.html