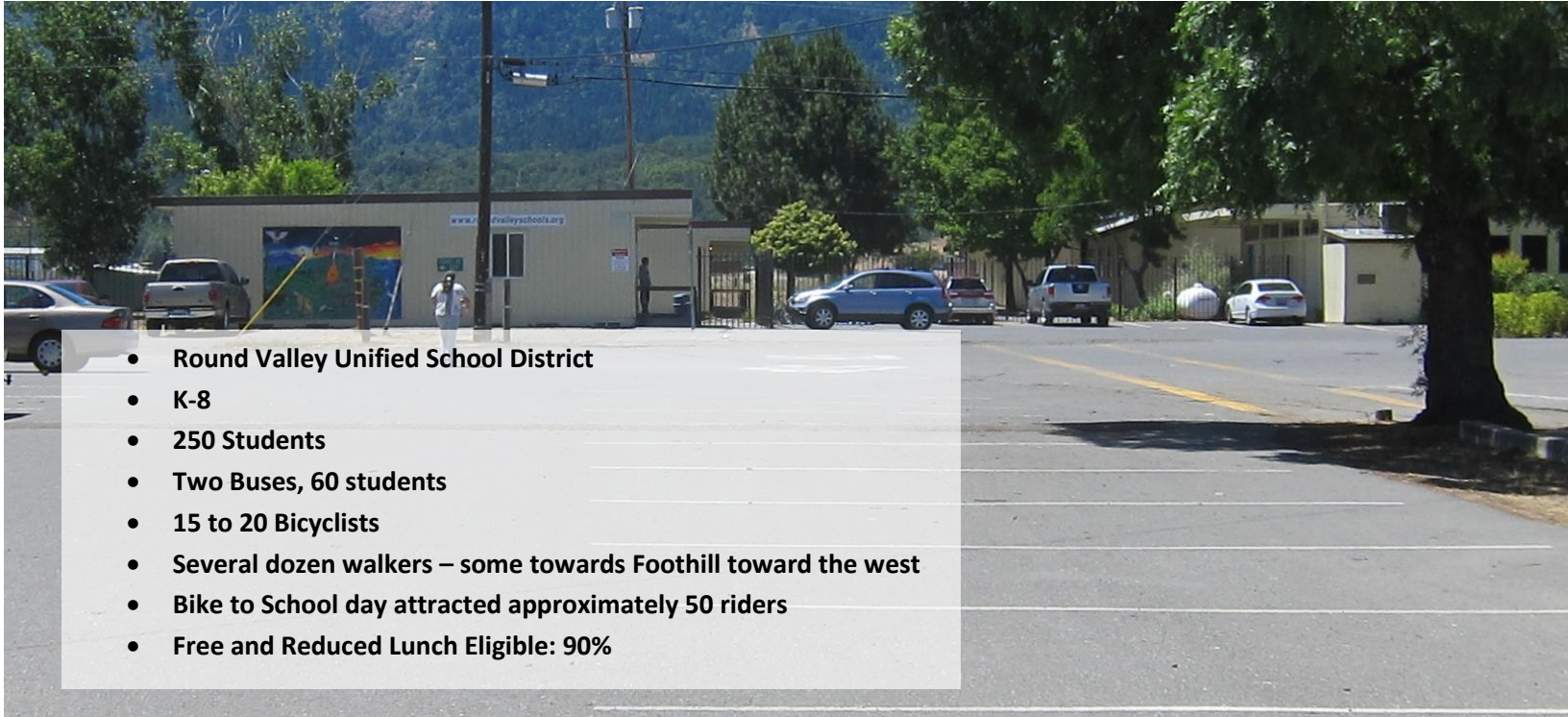


Mendocino County Safe Routes to School Plan

ROUND VALLEY ELEMENTARY SCHOOL



- Round Valley Unified School District
- K-8
- 250 Students
- Two Buses, 60 students
- 15 to 20 Bicyclists
- Several dozen walkers – some towards Foothill toward the west
- Bike to School day attracted approximately 50 riders
- Free and Reduced Lunch Eligible: 90%

School Location

Round Valley School is located at the intersection of Howard Street and Airport Road in the community of Covelo. The school site is bounded by Airport Road on the east, Foothill Boulevard on the north, open space on the west, and rural land on the south.

School Characteristics

The school consists of grades K through 8 and has approximately 250 students. The majority of students are driven to school; approximately 60 students are bused, 15 to 20 students ride bikes, and approximately 20 to 30 students walk to school, mostly to/from Foothill Boulevard to the west.

Howard Street, Airport Road, and Foothill Boulevard serve as the primary east-west arterials for the community of Covelo. The school's primary access is the west leg of the intersection of Howard Street/Airport Road. Full access is allowed though there are no lane lines to indicate directional flow and the STOP legend is quite faded. Similarly, there is an entry driveway to the school parking from the eastern end of Foothill Boulevard near the turn at Airport Road that has no stripes or markings.



Bike parking in-use at Round Valley Elementary.

Pick-up/Drop-off/Circulation

Daily pick-up/drop-off occurs primarily in the main parking lot to the east of the school buildings. Although not marked, access to the parking lot from Foothill Boulevard operates as a one-way southbound entry. Diagonal parking spaces are oriented in a fashion which requires vehicles to enter from Foothill Boulevard. The school's eastern access at the intersection with Howard Street allows for two-way access. This arrangement is problematic since the majority of parking is diagonal in the opposite direction and there is no formal turnaround for vehicle entering from Howard Street.

Pick-up/drop-off activity also occurs in the high school parking lot located across Airport Road from the elementary school. Parents park in the high school lot and walk in to pick up students. The crossing on the south leg of the intersection is wide open pavement with little delineation.

The bus pick-up area is in the school's main parking lot along the western edge next to the school buildings.

Existing Conditions

Pedestrian Facilities

There are continuous sidewalks/walkways on Howard Street between Airport Road and SR 162 to the east. There are sidewalks on the east side of Airport Road, across from the school property, but none on the school side of the street. Foothill Boulevard has a five-foot-wide path on the south side of the street between school driveway and Tabor Lane to the west.

Crosswalks

The intersection of Howard Street/Airport Road has crosswalks on all legs except the school entry. Crosswalks are marked in yellow indicating a school zone crossing. However, crosswalks are narrower than standard and are faded. In addition, there is a yellow school zone crossing on Foothill Boulevard approximately 500 feet west of Airport Boulevard near the school's back gate.

Bicycle Facilities

There are no bicycle facilities near the school except for the five-foot-wide multiuse path along Foothill Boulevard. It should be noted that Bike to School Day, which was run by the Health Clinic, attracted approximately 50 bicyclists.

Crossing Guards

There are no crossing guards deployed on access routes to the school.

School Zone Signage

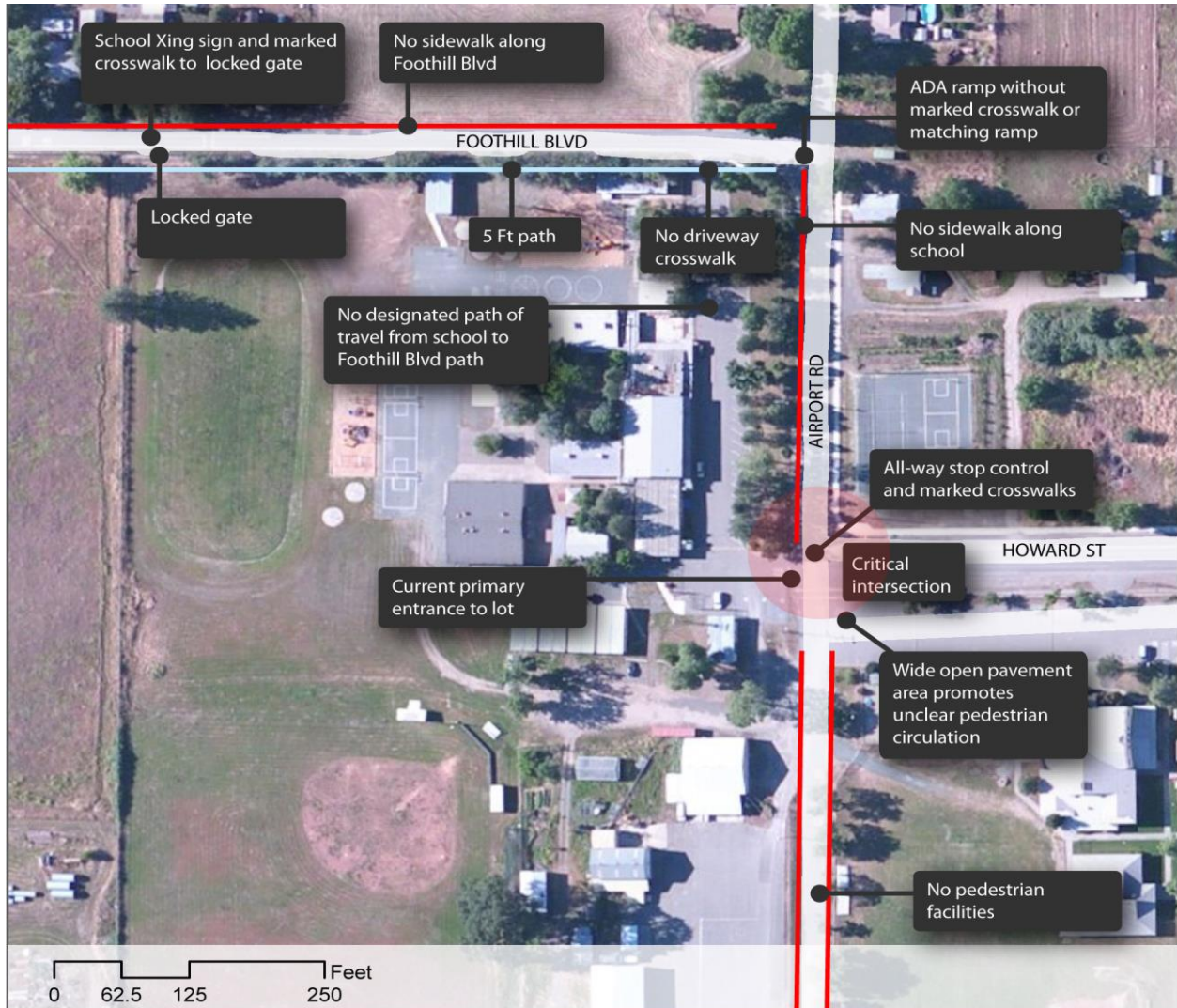
Within the study area, there are “Slow School Xing” pavement markings at the following locations:

- Foothill Boulevard in advance of the midblock crossing
- Northbound on Airport Road, approaching Howard Street
- Both directions on Howard Street approaching High School Road



An existing path along Foothill Blvd provides for pedestrian travel away from the street.

Existing conditions analysis and site visits at Round Valley Elementary School identified missing sidewalks and unimproved crossings on major routes near the school. In particular, school access from Howard Street was open and ambiguous, resulting in unclear and unsafe pedestrian paths.

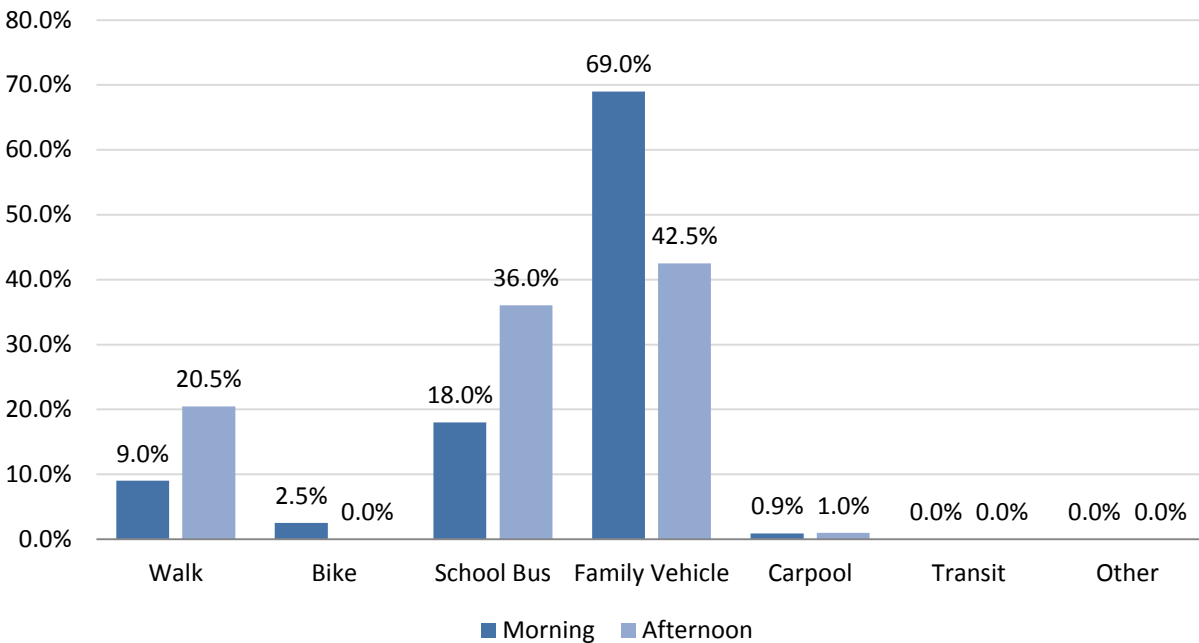


Other Considerations

- The Principal would like to make the main access at Airport Road/Howard Street an exit only because of the lack of circulation alternatives for inbound traffic. This would entail driveway realignment.
- The Principal would like to get 8th graders involved in crossing safety. No parent volunteers have come forward. The school has only 11 teachers so it is difficult to get them involved in safety management. However, staff will walk students to the bus.

Student Travel Survey Summary

In-classroom tallies of students' arrival and departure travel modes were conducted at Round Valley Elementary School over two days (Tuesday and Thursday) in late October and November of 2013. A total of 266 trips were tallied in the mornings, and 127 were tallied during the afternoons. As shown in the chart, about 9% of students typically walk to school, and only about 2.5% of students ride a bike to school on an average day. About 18% of Round Valley students are transported by school bus, and about 70% of students arrive via family vehicle or carpool.



Key Issues to Address

- The intersection of Howard Street/Airport Road has wide open pavement on the southeast corner with no delineation between pedestrian zone and vehicle path. Requires redesign to address pedestrian safety.
- No pedestrian facilities connect the school grounds with the Foothill Boulevard path.
- The pathway and ADA ramp on the inside curve of Airport Road/Foothill Boulevard are problematic because of the limited sight distance from free flowing vehicles.
- There is no path of travel for pedestrians or bicyclists between the front of the school and the start of the path on Foothill Boulevard other than between parked vehicles.
- There are no pedestrian facilities on the school side of Airport Road between the school and the curve on Foothill Boulevard, but there appears to be room for sidewalks.
- The recently installed sidewalk on the east side of Airport Road ends at the Foothill Boulevard curve.

ROUND VALLEY ELEMENTARY

Round Valley Unified School District
Infrastructure Recommendations



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



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



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

April 2014 - Mendocino County Safe Routes School Plan

Round Valley Elementary School SRTS Project List and Costs*

ID	Project Description	Lead Agency	Preliminary Cost Estimate	Priority
1 + 3	As detailed in the Covelo/Round Valley Non-motorized Needs Assessment & Engineering Feasibility Study, install sidewalk along Airport Road and the south side of Howard Street, and reconfigure the intersection of Howard Street and Airport Way.	Round Valley Joint Elementary / Mendocino County	\$781,000**	High
2	Reconfigure the parking area to provide a pedestrian walkway between the school and pathway.	Mendocino County	\$31,400	High
4	Install an enhanced crossing of the northern school driveway entrance to connect with the trail as detailed in the Covelo/Round Valley Non-motorized Needs Assessment & Engineering Feasibility Study.	Mendocino County	\$181,000**	High
5	Prohibit vehicle entry to the school driveway at Howard Street/Airport Road; require entrance from the driveway at Foothill Blvd.	Round Valley Joint Elementary	\$1,500	Medium
6	Install sidewalk on the north side of Foothill Blvd to connect with Crawford Road. Purchase right-of-way and shift driveway entrances and fences to the north.	Mendocino County	\$391,900	Low
7	Install a Rectangular Rapid Flash Beacon (RRFB) at the crossing and in advance of the crossing of Foothill Blvd.	Mendocino County	\$38,300	Low
TOTAL			\$1,425,100	

*Planning level cost estimates include construction and 30% 'soft costs' for design/engineering (typical). Estimates may not represent all costs associated with project delivery, including potential right-of-way acquisition, public outreach, drainage & utility relocation.

** From the Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study

Priority Programs

The following programs have been identified as priority programs for the near term – one to five years. For each program concept, the recommendation includes the primary intended outcomes, potential lead and partners, a recommended timeframe for implementation, resources and sample programs, and a short description. The *Mendocino County Safe Routes to School Program Toolkit* includes additional information to support schools in initiating a program and additional programs that can be developed as resources and interest allow.

International Walk and Bike to School Day

Primary Outcomes	Increased walking and bicycling; youth empowerment
Description	Walk and Bike to School Day is an international event that attracts millions of participants in over 30 countries in October. The event encourages students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events are often promoted through press releases, backpack/folder/electronic mail, newsletter articles, and posters. Students can earn incentives for participating or there is a celebration at school following the morning event.
Potential Lead	Round Valley Elementary School Teachers and parent volunteers
Potential Partners	Round Valley Elementary School Administrators and staff; County of Mendocino Public Health Prevention and Planning Unit, Round Valley Unified School District, Family Resource Center
Recommended Time Frame	Annually on or around International Walk and Bike to School Day in October and or during Bike Month in May
Planning Resources	International Walk to School: http://www.iwalktoschool.org/ Walk Bike to School: http://www.walkbiketoschool.org/
Sample Program	Oregon Walk and Bike to School Day: http://www.walknbike.org/schools

Competition/Challenge

Primary Outcomes	Increased walking, bicycling, transit use, or carpooling; youth empowerment
Description	Competitions and contests reward students by tracking the number of times they walk, bike, carpool or take transit to school. Contests can be individual, classroom competitions, school wide, or between schools. Students and classrooms can compete for prizes and bragging rights. Inexpensive incentives - such as shoelaces, stickers, bike helmets, or class parties - can be used as rewards for participation. Examples include a Golden Sneaker Award classroom competition or a Walk and Bike to School Day challenge.
Potential Lead	Round Valley Elementary School Teachers
Potential Partners	Round Valley Elementary School Administrators and staff; County of Mendocino Public Health Prevention and Planning Unit, local businesses
Recommended Time Frame	Annually, possibly in conjunction with International Walk and Bike to School Day
Planning Resources	Marin County (CA) Safe Routes to School: http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=494
Sample Program	San Diego, CA: http://www.icommutesd.com/Events/WalkRideRollToSchoolCampaign.aspx

Bike Train or Walking School Bus

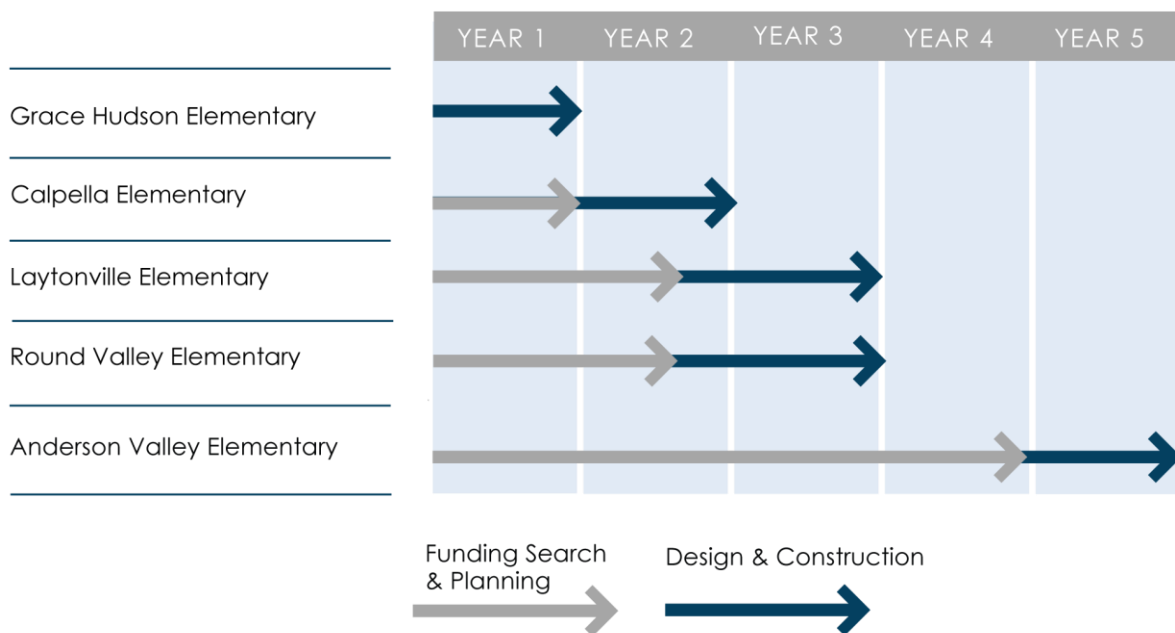
Primary Outcomes	Increased bicycling and walking, skill building; youth empowerment
Description	<p>A Walking School Bus or a Bike Train is a group of children walking or bicycling to school with one or more adults. Parents can take turns leading the bus or train, which follows the same route every time and picks up children from their homes or designated stops at designated times. Ideally, buses/trains run every day or on a regular schedule so families can count on it, but they often begin as a one-time pilot event.</p> <p>Bike train routes can originate from a particular neighborhood or, in order to include children who live too far to bicycle the whole way, begin from a park, parking lot, or other meeting place. Bike trains help address parents' safety concerns while providing a chance for students and their families to socialize and be active.</p>
Potential Lead	Parent and community volunteers
Potential Partners	Teachers/administrators/staff; parents; older students; local businesses, Family Resource Center
Recommended Time Frame	To begin, weekly or monthly depending on capacity. Expand to larger event with more students involved annually - possibly in conjunction with International Bike to School Day in May
Planning Resources	<p>"Guidelines for Bike Train Engineers and Cabooses." Metro Atlanta Safe Routes to School Project, http://www.atlantabike.org/sites/default/files/Guidelines%20for%20WaRtS%20Bike%20Trains.pdf</p> <p>National Center for Safe Routes to School Guide: http://guide.saferoutesinfo.org/encouragement/walking_school_bus_or_bicycle_train.cfm</p>
Sample Program	Portland Bike Trains http://www.biketrainpdx.org/national_bike_train_competition/index.html

Mendocino County SRTS Plan Pilot School Implementation

This plan includes specific infrastructure recommendations for five pilot schools. It is intended as a five-year plan for the County that will be updated and evolve as interest and capacity for SRTS grows.

Infrastructure Implementation Schedule

The five pilot schools were selected through both a qualitative and quantitative process. Each school has unique challenges and assets associated with walking and bicycling to school. The planning process identified key infrastructure needs as well as education and encouragement programs for each pilot school. The graphic below depicts the recommended implementation timeline for high priority project at the pilot schools.



Grace Hudson Elementary and Calpella Elementary have the largest student populations among elementary schools in the unincorporated county. In previous planning and community efforts, improved access walking and cycling to these schools had been identified as a priority. The Safe Routes to School planning process confirmed that current planned and funded projects for crossing improvements at Grace Hudson and sidewalk infill at Calpella Elementary are clear priorities that will support walking and bicycling at these schools. These projects are noted on school maps and will be completed in 2014. To support the existing project at Grace Hudson, the County should consider allocating additional funds in the near term to complete a sidewalk (Grace Hudson Project# 2) that connects to the improvements.

Next phase priorities for infrastructure implementation should include seeking funding for improvement at Round Valley and Laytonville Elementary Schools. Currently, Laytonville and Round Valley Elementary Schools have limited infrastructure for students accessing the school by foot or bicycle. In addition, the lack of clarity in drop off and pick up creates significant challenges at the school site. The high priority projects are located on both district property and in the County right-of-way at each school. Preparation for grant development and other project implementation strategies should include collaboration between the County Department of Transportation and the respective school district.

According to the hand tally surveys conducted in the fall of 2013, at Round Valley Elementary, just under 10% of students walk to school and about 20% of students walk home from school. The County should prioritize projects at this school to support the significant number of students walking.

Anderson Valley's high priority projects include both short-term projects that may be implemented by the district, and a major trail project that is critical to providing a connection from Boonville to the school. The County can begin to support implementation by working with the district to identify joint funding opportunities for projects on school grounds.