Walk Audit Report

SafeRoutes
Napa County

WILLOW ELEMENTARY SCHOOL

WILLOW ELEMENTARY SCHOOL

1480 EL CENTRO AVENUE
NAPA, CA

—

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EXECUTIVE **SUMMARY**

THE NAPA COUNTY SAFE ROUTES TO SCHOOL PROGRAM

The Napa County Safe Routes to School (SRTS) Program is a partnership between the Napa County Office of Education (NCOE), Napa County Bicycle Coalition (NCBC) and Napa Valley Transportation Authority (NVTA). Since 2008, the Program has provided high-quality bicycle and pedestrian safety education and encouragement programs and has worked closely with the public agency and school stakeholders to make walking and bicycling safer and more accessible for children throughout Napa County.

According to 2015 California Office of Traffic Safety (OTS) data, the data available when the SRTS program was applying for grant funding, Napa County ranked 1st in per capita number of collisions of bicyclists under the age 15, 2nd in total fatal and injury-causing collisions, and 3rd in overall pedestrian collisions. According to the most recent OTS data (2018), Napa County ranked 8th for bicyclist collisions statewide (58 counties), 7th for speed-related collisions, and 6th for total fatal and injury-causing collisions. A decades-long decline in the number of students walking and biking to school, as well as increased awareness of the significant traffic congestion, air pollution, and related issues associated with students being driven to school galvanized local agency partners to expand the existing program.

> The goal of the Walk Audit Report is to **identify, evaluate, prioritize, and offer solutions** to infrastructure and non-infrastructure barriers to students safely walking and biking to school in Napa County.

In 2017, the Napa County SRTS program secured funding through the Caltrans Active Transportation Program (ATP) and One Bay Area Grant (OBAG) Cycle II programs to expand education programs and initiate a series of evaluations at each public school countywide. NCOE has been leading education and engagement programs under the current program, while NCBC has led evaluations of active transportation barriers at all 36 school sites.

WHY SAFE ROUTES TO SCHOOL?

Safe Routes to School is national initiative committed to increasing the number of students who walk or bike to school, and making it safe, convenient, and fun for kids to do so. In doing so, SRTS aims to improve kids' safety and increase health and physical activity. Concerned by the declining number of students walking and biking to school over recent decades and the related long-term health and traffic consequences, Congress made federal funding available for SRTS programs nationwide in 2005. Since then, SRTS programs have been implemented at more than 14,000 schools in all 50 states.

Studies have linked SRTS programs to increased walking and biking to school[ab] and reduced pedestrian-motorist collisions[cd]. This can lead to safer, healthier, and more focused students, while also benefitting local and school communities.

Regularly walking or biking increases children's daily levels of physical fitness and improves their cardiovascular health[e].

Student health has been linked to improved academic performance[fg]. When students walk or bike to school, the fresh air and exercise allow them to arrive refreshed, energized and ready to focus. Children have a greater sense of spatial awareness and knowledge when they are actively engaged in their transportation, allowing them to better recognize and navigate their neighborhoods independently[h]. Families are also provided with a low-cost transportation option that can significantly reduce their annual expenses[i].

When a greater share of students walk or bike to school, local and school communities benefit too. Fewer cars being driven to school can improve the air quality of surrounding neighborhoods by decreasing air pollutant emissions and increase street safety through reduced traffic congestion and noise pollution. This can also improve campus safety and reduce circulation hazards around the school site. Walking or biking is a reliable form of transportation, which can reduce student absence and tardiness. By reducing the number of short-distance school bus trips, increased student walking and biking can also help school districts save funds by decreasing costly bus service.

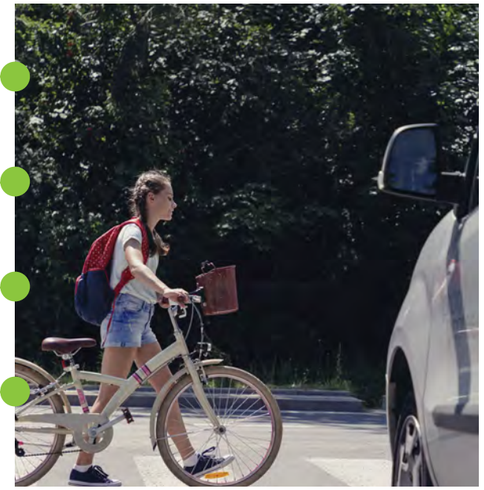
Schools and the community benefit immensely when students choose to walk or bike.

Student health has been linked to improved academic performance.

Walking or biking can provide a reliable form of transportation, leading to reduced student absence and tardiness.

Children arrive ready to learn and are less likely to experience discipline issues.

Fewer cars dropping off and picking up students improves campus safety and reduces circulation hazards.



THE SIX E'S

Safe Routes to School programs originally followed a comprehensive approach that addressed the "Five E's" – education, encouragement, enforcement, evaluation, and engineering. In 2017, when the Napa County SRTS program obtained funding to perform Walk Audit evaluations, the "Five E's" had recently been altered to add a sixth "E" – equity. In June 2020, after a significant portion of the Walk Audit evaluation work had been completed, the "Six E's" framework was again altered, dropping enforcement and adding engagement. These changes were led by the Safe Routes to School National Partnership.

The current "Six E's" framework is described below. Although enforcement is no longer one of the "Six E's", a brief definition of enforcement is included, as it was part of the approach used by the Napa County SRTS program during the majority of the Walk Audit evaluation process. Enforcement statistics are not emphasized in this report, as this element needs more study and review.

Engagement
Listen to community members and work with existing community organizations.

Equity
Recognize the unique barriers that different people face in living healthy, fulfilled lives, and craft policies, programs, and overall approaches with those various challenges and needs in mind.

Engineering
Design streets and schools for walkers and bikers to use safely and conveniently.

Encouragement
Promote walking and biking in the school community through events, programs and incentives.

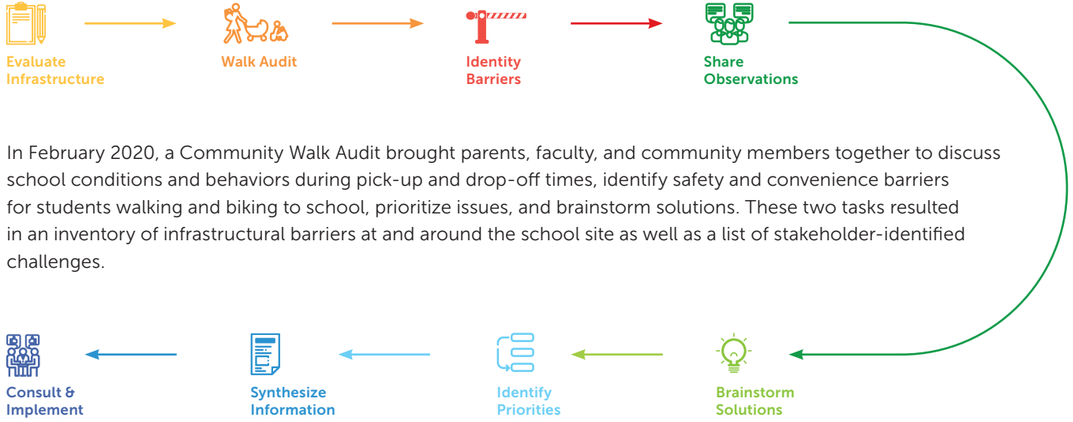
Education
Ensure that everyone learns how to travel safely and why biking and walking are important.

Evaluation
Track progress toward our shared safety goals, develop programs accordingly.

Enforcement (no longer an "E'):
Enforce traffic safety laws and school policies and target risky behaviors. No longer recommended as foundational to the start, maintenance, or growth of Safe Routes to School programs.

REPORT PROCESS

The SRTS team conducted a comprehensive evaluation of the barriers to students walking and biking to and from Willow Elementary School, starting in the summer of 2018. Information on physical and behavioral challenges was collected in two phases. In August 2018, the SRTS team completed an initial infrastructure audit of the school site and the surrounding neighborhood within a half-mile of the school. SRTS team members walked and rode bicycles throughout the school neighborhood, taking photographs of barriers and logging them into Fulcrum, a GPS-enabled data collection smartphone app.



In February 2020, a Community Walk Audit brought parents, faculty, and community members together to discuss school conditions and behaviors during pick-up and drop-off times, identify safety and convenience barriers for students walking and biking to school, prioritize issues, and brainstorm solutions. These two tasks resulted in an inventory of infrastructural barriers at and around the school site as well as a list of stakeholder-identified challenges.

A report draft was shared with the Napa Valley Transportation Authority, the Napa County Office of Education, law enforcement, public works and planning representatives from the City of Napa, the local school district, and school stakeholders, and their feedback was incorporated into the final version. As part of the larger countywide project, the SRTS team engaged EMC Research, a national public opinion research firm to conduct a comprehensive survey of parents' perceptions around walking and biking to school (see Appendix A). The Walk Audit report outlines the information gathered during this multi-year process and provides recommendations for improvements.

WILLOW ELEMENTARY SCHOOL
SCHOOL SUMMARY

Principal	Pam Perkins
First Bell	7:55 AM, 8:15 AM-TK
Last Bell	2:15 PM (12:50 PM on Wed.) 1:15 PM-TK
District	Napa Valley Unified

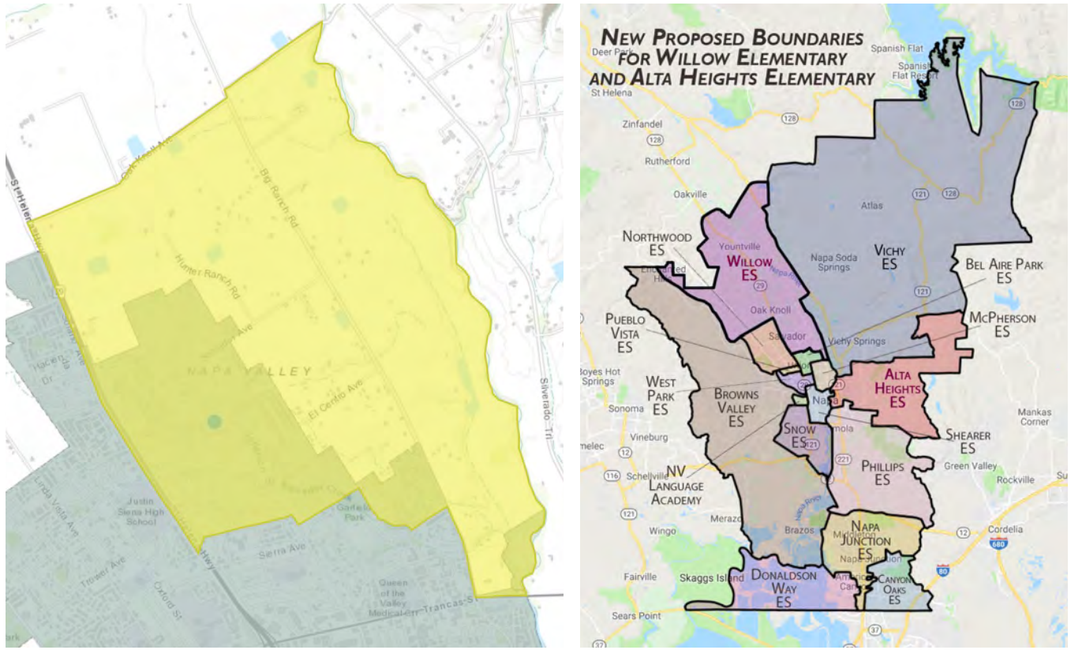
Grades	K-5
Enrollment	398
Street	1480 El Centro Avenue
City	Napa, CA 94558

Overall Facility Rating[j]**: Good**

While NVUSD has an open enrollment policy, Willow Elementary's default enrollment area covers a small section of northwest Napa and unincorporated county. As of the 2020-2021 school year, this boundary will expand to include the Town of Yountville and unincorporated county between Napa and Yountville.

Through the open enrollment policy, families may apply to NVUSD for their student to attend a school other than their school of residence. Out-of-district students may also apply through the open enrollment process. This often results in students living farther away from school, making them more likely to rely on driving for transportation. At schools where open enrollment students constitute a high proportion of their enrollment, this can cause higher vehicular traffic volumes around the school during pick-up and drop-off.

According to the most recent data (2020-21 school year), 54.9% of students attending Willow Elementary reside outside of the school's enrollment boundary.



Map 1: Willow Elementary enrollment boundaries during the Walk Audit (left) and current enrollment boundaries (right).

DATA

No data is currently available regarding the number of students who walk and bike to the Willow Elementary. The school's principal estimates that roughly a couple dozen students walk or bike to school. Additional work is needed to establish a baseline of active transportation use.

According to the results of the countywide EMC Research survey conducted in Spring 2021, 16% of respondents report that their K-8th grade children primarily walk to and/or from school and ~4% primarily bike. While nearly half (43%) say that their child has walked or biked to/from school at some point, 73% report using a single-family vehicle as the primary transportation method to and from school.

Total Enrollment by Group (2019-20)

ETHNICITY	WILLOW ELEMENTARY SCHOOL	DISTRICT
Black or African American	0.3%	2.1%
American Indian or Alaska Native	0.5%	0.2%
Asian	1.0%	2.4%
Filipino	1.8%	6.9%
Hispanic or Latino	58.0%	55.6%
White	36.7%	28.4%
Two or More Races	1.8%	4.0%
EXPERIENCE		
Socioeconomically Disadvantaged	47%	51.2%
English Learners	31.7%	20.5%
Students with Disabilities	18.1%	12.5%
Foster Youth	0.5%	0.4%

Figure 2: Enrollment Data by Group

Countywide K-8 Primary Transportation to/from School (EMC Research)

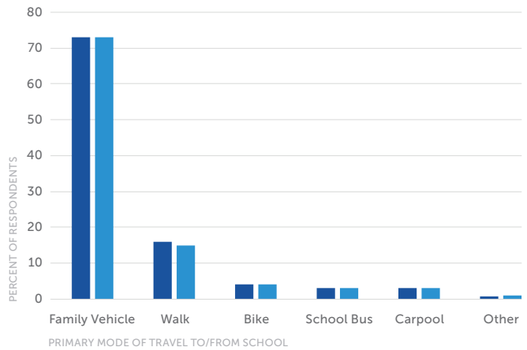


Figure 1: EMC Research Polling Results

Note: *Data from EMC Research survey represents countywide behaviors, and school or city-level breakdowns are not available. See Appendix A for details on survey methods and respondent profiles.*

Student Enrollment by Grade Level (2019-2020)

	NUMBER OF STUDENTS
Kindergarten	85
Grade 1	66
Grade 2	59
Grade 3	64
Grade 4	63
Grade 5	61
Total	**398**

Figure 3: Enrollment Data by Grade

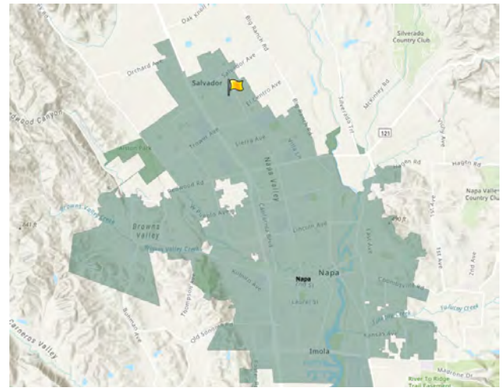
NEIGHBORHOOD CONTEXT

Willow Elementary School is located in northeast Napa on El Centro Avenue. The school is bordered by El Centro Avenue, a collector, to the south, Jefferson Street, an arterial, to the east, and Gordon Drive, a residential road, to the north. The school is also south of Salvador Avenue, another collector, and north of Trower Avenue, another arterial.

The school is surrounded by mostly single-family residences, though there is a mobile home park just west of the school and there is some agricultural land south of the school. The neighborhoods to the west were primarily built in the 1960s-80s, though some housing was developed in the early 2000s. Immediately south of the school, residences were built in the late 1990s to early 2000s, but further south residences date back to 1960s-70s. Housing to the east ranges from the 1970s-2000s, and to the north, housing was mainly built in either the 1950s-60s or 1990s-2000s.

The street patterns around the school are primarily fragmented parallel, with several loops and lollipops. Fragmented parallel streets decrease pedestrian interconnectivity, and while loops and lollipops reduce traffic volumes and speeds in neighborhoods, they also reduce walkability by decreasing pedestrian route choice.

Destinations of interest within walking distance of the school include North Jefferson Park to the north, Solomon Park to the southeast, River Middle School to the northwest, and Vintage High School to the southeast, the latter two being schools where students may have siblings.



Map 2: Willow Elementary School (marked by a yellow flag) is located in northeast Napa.

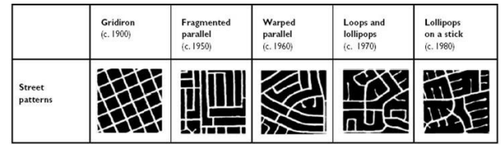


Figure 4: Street Patterns (Source: Southworth, 1997)

Willow Elementary School is primarily surrounded by single-family residences.

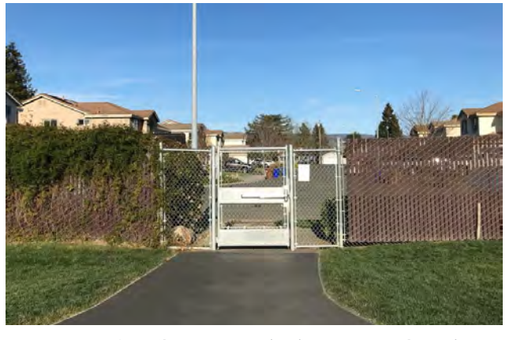
EXISTING **CONDITIONS**

The Safe Routes to School Team conducted an initial evaluation of the school site and surrounding area prior to conducting the Community Walk Audit. The Fulcrum App software was used to map and record significant point and segment issues within a half-mile range of the school. The team also collected information on local and school transportation policies and programs from conversations with the school's staff and administrators, as well as documents from the school and City websites.

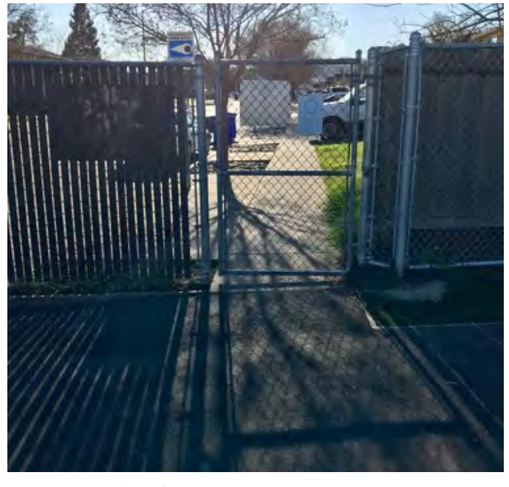
SITE CIRCULATION

Willow Elementary School's official loading zone is in the school's parking lot off of El Centro Avenue. The loading zone is a yellow and white curb on the sidewalk that runs along the north and east edges of the parking lot. Motorists enter through the east entrance, move in a one-way fashion through the parking lot, and exit out of the west driveway. One-way circulation is indicated by painted white arrows. Motorists may also pick up and drop off students along El Centro Avenue, from which students can access the school either via the sidewalk along the east side of the parking lot or via the crosswalk that runs through the middle of the parking lot. Most school circulation occurs along El Centro Avenue.

There are also pedestrian/bicyclist access points to the school on Gordon Drive, Santiago Avenue, and Joshua Court. These gated entrances provide access to paved paths along the school's field. As these entrances are located in residential areas, there is no formal circulation zone or rules for these areas.



The entrance from Gordon Drive (top) and Joshua Court (bottom).



The entrance from Santiago Avenue

The school does not provide a formal circulation plan to parents but does distribute safety materials to parents and students on how to navigate drop-off and pick-up safely, including a video, photos, and lessons. These materials are provided a few times a year at assemblies, meetings, and through newsletters, with as-needed reminders being sent. The school provides the following blurb about access to the school in the Back-to-School newsletter:

> **Campus Access: At this time, you can only access the campus from the front of the school. Please park in the parking lot, on El Centro OR drop off your child at the front curb (NO PARKING IN THE DROP OFF ZONE) We anticipate the Joshua Ct entrance opening after labor day for walkers. Please do not park in Joshua Ct.**

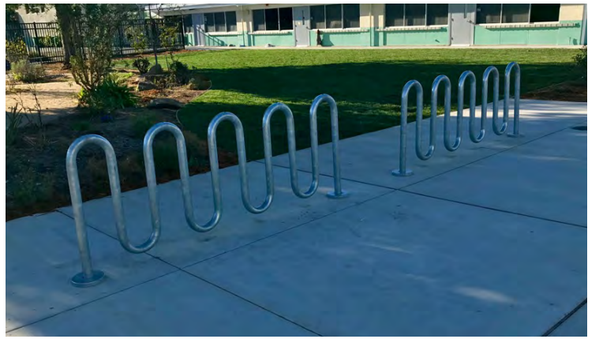
Figure 5: Back-to-School Newsletter Blurb

Volunteer parents perform crossing guard duty at the intersection of El Centro Avenue and Jefferson Street before and after school. The principal of the school often helps students across the crosswalk in the parking lot.

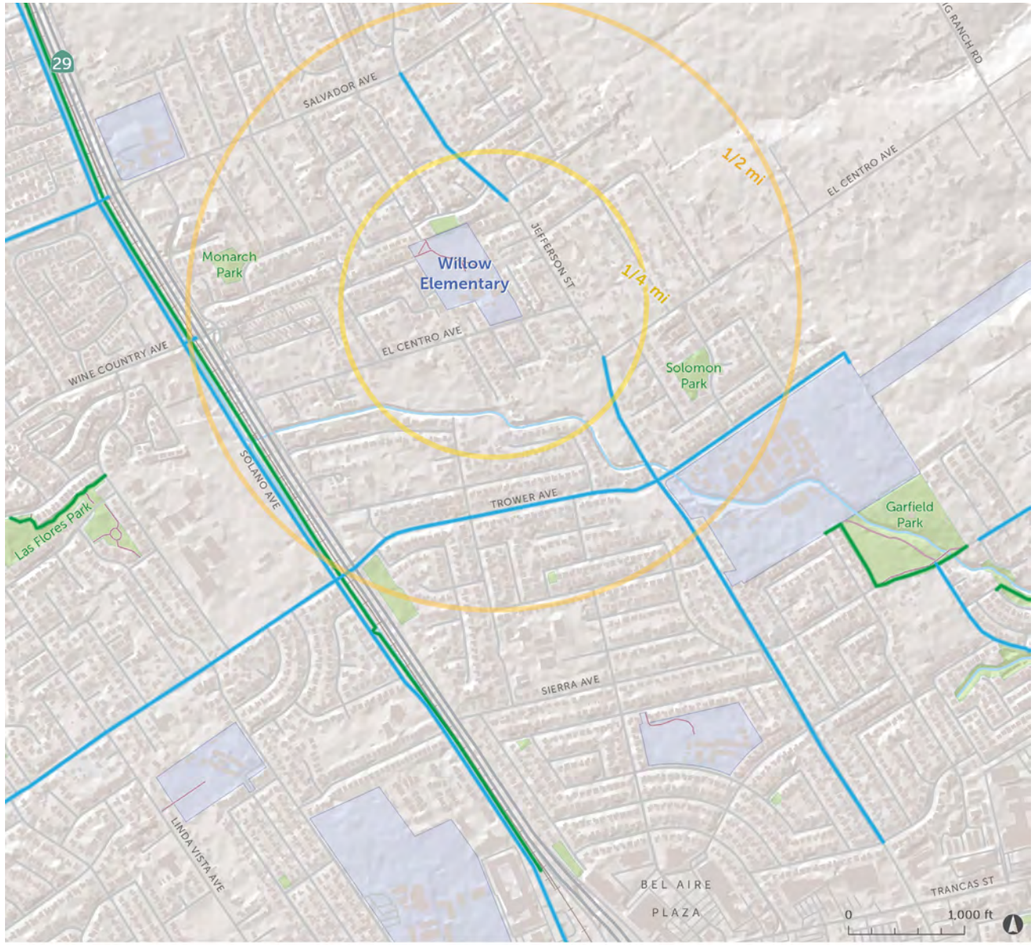
Bus service through NVUSD is not available for Willow Elementary students. However, students who live beyond 1.25 miles walking distance and attend their school of residence may apply for transportation through NVUSD. The Vine transit does not provide bus service to the area.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Willow Elementary School provides a couple of 9-loop wave bike racks for its students, located just west of the school entrance. These racks are well-placed, as they are near the school entrance but hidden from view from the street and are positioned near lighting structures. However, there is no bike parking near the back entrances on Gordon Drive, Joshua Court, or Santiago Avenue.

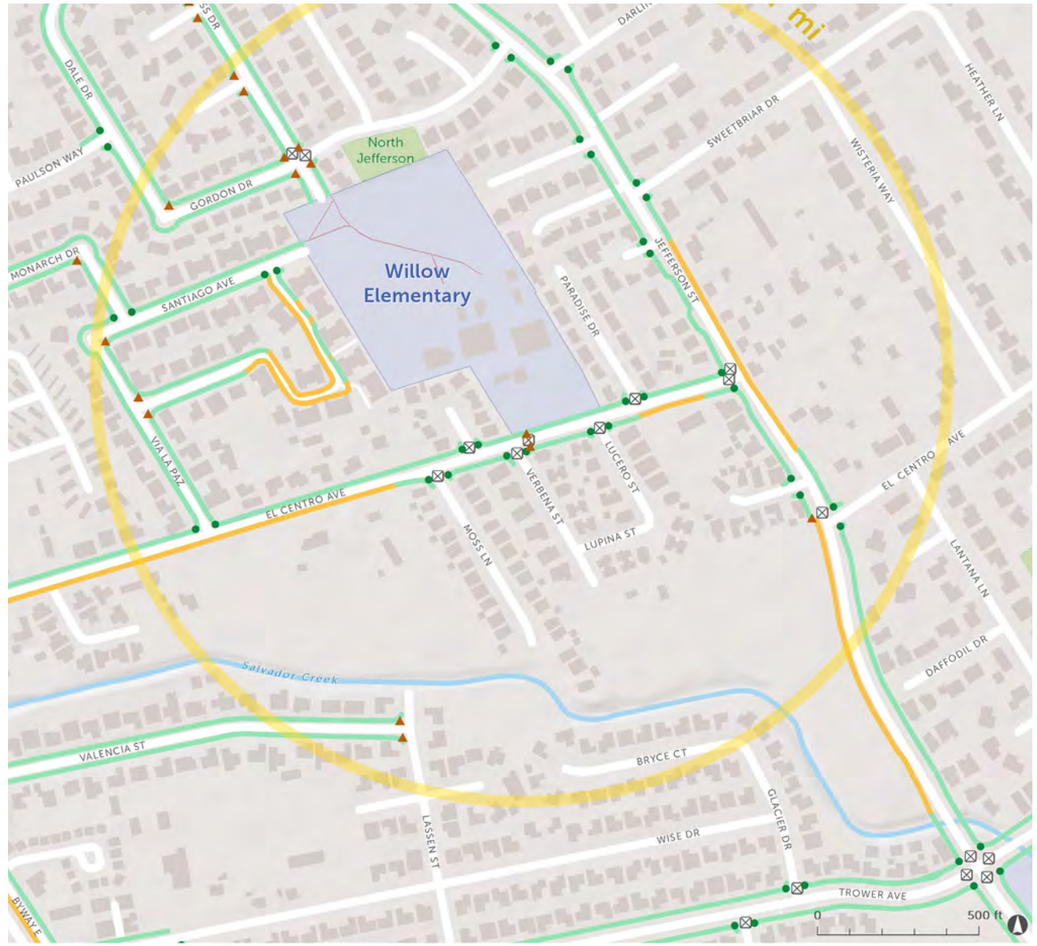


MAP OF EXISTING BICYCLE FACILITIES



Map 3: Existing Bicycle Facilities
(Map source: Napa Valley Transportation Authority Napa Countywide Bicycle Plan (2019))

MAP OF EXISTING PEDESTRIAN FACILITIES



Map 4: Existing Pedestrian Facilities
(Map source: Napa Valley Transportation Authority Napa Countywide Pedestrian Plan (2016))

ENCOURAGEMENT AND EDUCATION PROGRAMS

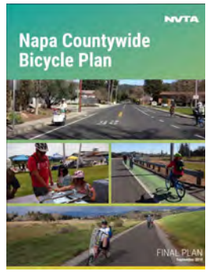
Willow Elementary School has participated regularly in annual countywide encouragement events, such as Bike to School Day and Walk and Roll to School Day. Bike to School Day and Walk and Roll to School Day are annual encouragement events facilitated by Napa County Safe Routes to School in the spring and fall, respectively, that celebrate students making the healthy choice to walk or bike to school. The school has not expanded its encouragement program beyond these annual events and does not provide pedestrian or bicyclist education to its students.

Walk and Roll to School Day 2019 at Willow Elementary School.

YEAR	EVENT	STUDENT PARTICIPANTS
2015/16	Bike to School Day	98
2016/17	Bike to School Day	73
2018/19	Walk and Roll to School Day	15
2018/19	Bike Rodeo	315
2018/19	Bike to School Day	17
2019/20	Walk and Roll to School Day	42

Figure 6: Encouragement and Education Data

EXISTING PLANS



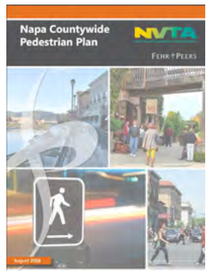
NVTA Napa Countywide Bicycle Plan (2019):

The Napa Countywide Bicycle Plan recommends improving bicycle facilities around the school site. The Bicycle Plan designates Jefferson Street and Salvador Avenue from SR 29 to Jefferson Street as study corridors and suggests installation of a Class III bike boulevard on El Centro Avenue in front of the school. A Class I shared-use path is proposed from the existing Class I on Maher Street to the northwest corner of Trower and Jefferson, closely passing the school. Class IIIs are also recommended on Salvador Avenue and El Centro Avenue east of Jefferson Street, which turn into Class II bike lanes to Big Ranch Road.

NVUSD Facilities Master Plan (2016):

Willow Elementary School recently completed NVUSD Facilities Master Plan renovations in May 2019. These plans included site ADA improvements, installation of site perimeter fencing, and an improved parking lot and drop-off.

MEASURE H
BUILDING ON OUR VISION
NVUSD



NVTA Napa Countywide Pedestrian Plan (2016):

There are a few recommended improvements around the school site in the NVTA Countywide Pedestrian Plan. Closest to the school is the Class I shared-use path from Maher Street to Trower and Jefferson, which follows Salvador Creek. A grade-separated overpass is proposed for Trower Avenue at SR 29. There is also a Salvador Avenue Complete Streets project from SR 29 to Jefferson Street, which would provide sidewalks and bike lanes.

NVTA Napa Valley Countywide Transportation Plan: Advancing Mobility 2045 (2021):

The NVTA Countywide Transportation Plan is a long-range plan of countywide transportation priorities that provides a direction for the four- to five-year plan while considering a 25-year planning horizon. This plan is part of the regional planning process for the Regional Transportation Plan by the Metropolitan Transportation Commission. There are 28 projects by the City of Napa listed in the Plan; potentially four listed projects – SR 29 over Trower Avenue, Trower Avenue Extension, Salvador Creek Bicycle Trail, and Salvador Avenue Complete Streets – impact the school area.

CITY OF NAPA

City of Napa General Plan 2020 (1998) / 2040 (Not Yet Adopted):

The current General Plan for the City of Napa was adopted in 1998; a General Plan update began in 2018 and at the time of this report, is still ongoing. The General Plan update strives to build a more livable, sustainable, and inclusive future for the City of Napa by outlining the City's plan for land use, housing, transportation, climate change, and more. One of the draft guiding principles for the General Plan update is to "increase travel options through enhanced walking, bicycling, and public transportation systems, and promote mobility through increased connectivity and intelligent transportation management."

WALK **AUDIT**

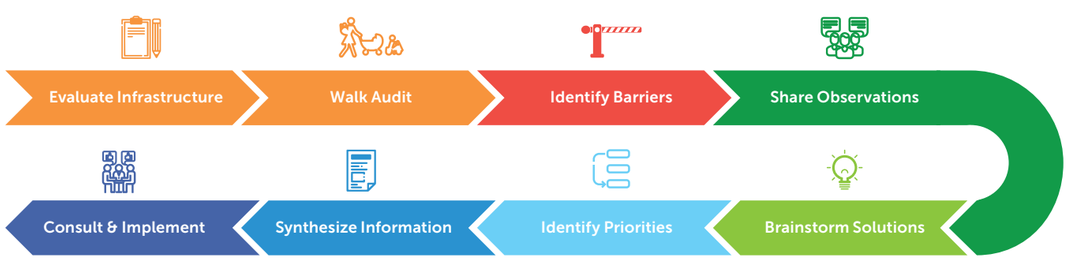
Date: 2/25/20
Day of the Week: Tuesday

Meeting Time: 2:00 PM
Weather: Sunny and warm

METHODOLOGY

The Community Walk Audit brought school stakeholders together to observe existing conditions during pick-up time, identify barriers to safe walking or biking, and explore solutions. The Walk Audit team consisted of five parents, two community members, a faculty member and the school's principal. The group met 30 minutes prior to the school bell for a brief presentation on the SRTS program and the process and purpose of Walk Audits. The team then split up into two groups. One group walked out of the back entrance to the school onto Gordon Drive and headed east along Gordon Drive to Jefferson Street. The second group walked through the school's main parking lot, east on El Centro to Jefferson Street, and south on Jefferson Street to Maximilian Court. During this walk, participants observed and discussed the physical infrastructure around the school as well as the behavior of motorists, pedestrians, and bicyclists in the school site area. They also shared their own experiences traveling to and from school on foot and by car. Fifteen minutes after the bell, the team returned to the classroom to discuss their observations, map issue areas, and record and prioritize the major barriers identified during the exercise.

During the prioritization exercise, participants wrote down three barriers that were of high priority to them on sticky notes, placed them on a poster, and organized them into sections based on similar topics. Then, participants were given two round stickers to place on issues that they felt were most important and needed to be solved most urgently. Participants could spread their stickers out or put multiple stickers on one issue. The group then reviewed the major barriers and explored potential solutions to each issue. Participants repeated the prioritization process with potential solutions to the barriers identified, though with three round stickers.



WALK AUDIT FINDINGS

This section of the report lists the barriers identified by Walk Audit participants during the Walk Audit activity. The barriers listed in the following table are the results of the Walk Audit prioritization activities – the content and language used reflect what Walk Audit participants wrote on their sticky notes.

The barrier identification and prioritization exercise resulted in a list of location-specific and geographically general barriers organized by Vote Score in the table below. Vote Score was determined during the prioritization exercise by the number of stickers and sticky notes addressing a particular issue, with a higher number correlating to a higher Vote Score, indicating a higher importance to Walk Audit participants.

Stakeholder-Identified Barriers:

DESCRIPTION	LOCATION	VOTE SCORE
Speeding	School site area (El Centro, Gordon Drive, Jefferson Street)	9
Congestion in parking lot backing into sidewalk and street	El Centro parking lot	5
Poor visibility	El Centro Avenue, exiting parking lot	5
No crosswalk	East side of El Centro parking lot	3
Lack of crosswalks	School site area	3
Lack of four-way traffic control	School site area	3
No crosswalk area	School site area	3
Low pedestrian visibility, poor motorist yielding behavior, intersection is big problem for kids	Salvador and Jefferson	3
No crosswalks, low pedestrian visibility	Gordon Drive and Jefferson Street	3
No bike lanes	Road surrounding school	3
No sidewalk	West Jefferson Street south of El Centro	1

Figure 7: Walk Audit Stakeholder-Identified Barriers

Stakeholder-Identified Treatments:

DESCRIPTION	BARRIER ADDRESSED	LOCATION	PRIORITY
Rectangular Rapid Flashing Beacons	Poor motorist yielding behavior, low pedestrian visibility	El Centro Ave and Jefferson St	5
Curb extension	Poor motorist yielding behavior, low pedestrian visibility, motorist speeding	El Centro Ave, near beacon crosswalk	4
Speed cushions	Speeding	El Centro Ave and Salvador Ave	4
Add crosswalk	No crosswalk	East side of school	4
Bike lanes (regular or buffered)	No bike lanes	Jefferson St	3
Raised crosswalk and four-way stop	Poor motorist yielding behavior, low pedestrian visibility, speeding	Jefferson St and Salvador Ave	2
Raised and high-visibility crosswalks	Poor motorist yielding behavior, low pedestrian visibility, speeding	Both intersections in front of the school	2
Raised and high-visibility crosswalks	Poor motorist yielding behavior, low pedestrian visibility, speeding)	Gordon Dr and Kingsford Dr	2
Add sidewalk	No sidewalk	West Jefferson St south of El Centro Ave	2
Install stop signs	Poor motorist yielding behavior, uncontrolled traffic, speeding	Salvador Ave and Jefferson St	2
Raised crosswalks/curb extensions	Poor motorist yielding behavior, low pedestrian visibility, speeding	Intersections within ½ mile of the school	1
High visibility crosswalk	Poor motorist yielding behavior, low pedestrian visibility	El Centro Ave and Jefferson St	1

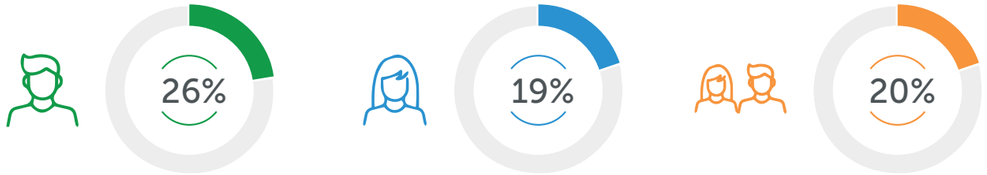
Figure 8: Walk Audit Stakeholder-Identified Treatments

CONTEXT FOR **RECOMMENDATIONS**

IMPACT OF BARRIERS/HAZARDS ON COMMUNITY

Barriers to safe walking and bicycling, both infrastructure and non-infrastructure, can greatly discourage communities from engaging in active transportation. The quality, accessibility, and connectivity of bicyclist and pedestrian travel networks strongly influence the rates of walking and bicycling as a mode of daily transport[1]. Public policies and attitudes, such as traffic-calming measure enforcement and parking limitations, also contribute to the efficacy of pedestrian/bicycle networks. Thus, barriers to accessibility and connectivity must be addressed in order to encourage increased and safe walking and cycling.

Barriers that discourage walking and bicycling prevent communities from gaining the health benefits offered by active transportation. For children, physical activity can improve cognitive function, bone health, cardiorespiratory and muscular fitness, and mental wellness[2]. Adults benefit from lower risk of cardiovascular disease, hypertension, dementia, anxiety, and falls for older adults, as well as improved quality of life, physical function, bone health, and sleep.



However, only about **26% of men**, **19% of women**, and **20% of adolescents** are meeting the aerobic and muscle-strengthening guidelines developed by the Department of Health. Increased walking and biking to school can help boost that percentage by incorporating physical activity into one's daily routine and encouraging further active transportation choices.

Lack of safe bicycle/pedestrian facilities can also negatively impact the environment, as more people will choose to drive rather than bike or walk. Passenger cars and light-duty trucks produced **over half of the transportation sector emissions in 2017**[3].

50%

29%

The transportation sector produced the most greenhouse gas emission of any economic sector, releasing **up to 29% of total US greenhouse gas emissions** for the year.

Furthermore, **transportation emissions have increased around 400 million metric tons** since 1990 due to increased vehicle demand. Thus, decreasing vehicle use by creating bicycle/pedestrian networks that are safe from potential hazards and barriers can help mitigate these environmental effects.

400 MILLION

In addition to the consequences already discussed, barriers to safe walking and bicycling can lead to increased collisions and conflicts between motorists, pedestrians, and bicyclists. Safety barriers can lead to more people choosing to drive, even if the destination is within walking or biking distance, increasing traffic congestion. Children have fewer opportunities to develop their sense of independence through walking and biking to school, and the community is hindered from enjoying the social and economic benefits of bicycling and walking. Safety barriers and hazards that discourage increased walking and bicycling can considerably impact many different parts of a community, which is why it is so crucial to address and resolve them.

[1] Kuzmyak, Richard J., Dill, Jennifer. "Walking and Bicycling in the United States: The Who, What, Where, and Why." TR News May-June 2012: 4-15. Web. [2] U.S. Department of Health and Human Services. Physical Activity Guidelines for Americans, 2nd edition. Washington, DC: U.S. Department of Health and Human Services; 2018. [3] Sources of Greenhouse Gas Emissions, United States Environmental Protection Agency. Web.

RECOMMENDATIONS

Recommendations were determined by Napa County Safe Routes to School staff, taking into account the feedback and results from the Walk Audit activity, Fulcrum data, existing plans, and local stakeholder input. Priority levels for recommendations were calculated through consideration of vehicle, pedestrian, and bicyclist traffic volumes; vehicular traffic speed; collision history; presence of existing bicycle/pedestrian facilities; proximity to major identified routes to school; high-level potential cost/complexity of recommendation; and Walk Audit participant input.

This section outlines and explains high and medium priority recommendations specific to the school site. School site-specific recommendations of all priority levels can be found in the "Table of Recommendations" section. Universal recommendations that apply to all school sites are described in Appendix B. Recommendations that are focused on infrastructure treatments are denoted by "NAI," and recommendations that suggest programmatic treatments are denoted by "NAP." Please note that implementing these recommendations will often require further evaluation and study, as well as design, right-of-way acquisition, compliance checks with existing laws, and coordination with utility, public safety, and other local government departments.

RECOMMENDATION #NAI-354: EL CENTRO AVENUE (NORTH) BICYCLE FACILITIES

Narrative – El Centro Avenue from Byway East to Jefferson Street is a collector and borders the school's front entrance, parking lot, and loading zone. The El Centro Avenue entrance to campus is the most commonly-used campus entrance and is the closest entrance to the school's existing bicycle parking; consequently, El Centro Avenue experiences high volumes of multimodal traffic during school arrival and dismissal times. As a primary school access corridor for all modes, it is crucial that El Centro Avenue provides connected multimodal facilities.

IDENTIFIED BARRIERS

- ***No bicycle facilities –*** The lack of bicycle facilities on the corridor fails to provide a dedicated space for bicyclists and indicate to motorists where to expect bicyclists, making the corridor appear unwelcoming to bicyclists.
- ***Motorist speeding –*** The El Centro Avenue corridor is long, straight, and wide, with no traffic control or traffic-calming, which facilitates frequent motorist speeding.

RECOMMENDATIONS

- ***Class III bike boulevard –*** Install Class III bike boulevards with sharrows and signage and traffic-calming measures.

There are no bicycle facilities on El Centro Avenue.

RECOMMENDATION #NAI-355: EL CENTRO AVENUE AND VERBENA STREET CROSSWALK

Narrative – The crosswalk at Verbena Street is the nearest crosswalk across El Centro Avenue to the marked pedestrian path through the parking lot, which leads to the main entrance. This makes the El Centro/Verbena crosswalk a natural crossing point for many student pedestrians. This crosswalk is located immediately adjacent to the school parking lot/loading zone exit driveway, which creates an increased risk of motorist/pedestrian conflict risk. Rectangular Rapid Flashing Beacons exist at this crosswalk; however, a November 2019 collision during school arrival hours with these beacons indicates that additional safety features may be required due to high pedestrian/vehicle volumes in the school area during school hours.

IDENTIFIED BARRIERS

- ***Motorist/pedestrian conflict risk –*** High volumes of motorists driving through the El Centro Avenue/Verbena crosswalk while leaving the school parking lot or driving through the school zone during arrival and dismissal times creates a high risk of conflict with pedestrians crossing the street, especially as El Centro Avenue traffic is uncontrolled.

The El Centro Avenue/Verbena crosswalk is immediately adjacent to the school parking lot exit.

RECOMMENDATIONS

- ***Install curb extensions –*** Install curb extensions on the El Centro Avenue crosswalk curbs to improve pedestrian visibility and motorist yielding behavior, slow motorists through the intersection, and reduce crossing distance.
- ***Shark's teeth –*** Paint shark's teeth on El Centro Avenue travel lanes approaching the crosswalk to indicate where motorists should stop and yield to pedestrians.
- ***Prohibit left turns –*** Consider prohibiting left turns out of the school driveway at least during school arrival and dismissal times, and mark such regulation with clear signage at the exit driveway.

RECOMMENDATIONS #NAI-183 AND NAI-184: JEFFERSON STREET MULTIMODAL ACCESS (SALVADOR/TROWER)

Narrative – Jefferson Street borders the school block on the east side, provides access to multiple streets that have school entrances (Gordon Dr, El Centro Ave, and Joshua Ct), and is a key north-south connection to the school area. Jefferson Street is an integral high-volume north-south arterial corridor that runs from Salvador Avenue to Atrium Parkway, spanning nearly the entire City limits on the east side of SR 29. Jefferson Street is a key part of direct routes to several residential neighborhoods, commercial destinations such as shopping centers, pharmacies, and health services, schools, and downtown throughout the east side of Napa; consequently, Jefferson plays a crucial role in the multimodal transportation network for the City of Napa. The segment from Salvador Avenue to Trower Avenue is particularly significant to Willow Elementary School due to the extensive school enrollment boundary north of the school making this a highly-travelled route.

IDENTIFIED BARRIERS

- ***Sidewalk gaps –*** Sidewalk gaps along both sides of Jefferson Street (northbound: 4066 Jefferson Street to 4010 Jefferson Street; southbound: El Centro Avenue east to 3912 Jefferson Street) may force pedestrians to walk in the road or cross the street in unmarked locations; large sections of missing sidewalks can prevent students from walking to school altogether.
- ***Auto-oriented corridor –*** Jefferson Street's current design, featuring wide lanes on a relatively straight corridor with no traffic-calming and little traffic control, prioritizes vehicle speed, volumes, and convenience and facilitates frequent motorist speeding.
- ***High speeds and volumes of traffic –*** Jefferson Street carries extremely high volumes of high-speed traffic, which many bicyclists and pedestrians do not feel comfortable or safe navigating.
- ***High-stress bicycle facilities –*** The existing Class II bicycle facilities are high-stress for riders due to the lack of separation between high speeds and volumes of vehicle traffic and high conflict-risk intersections. This high stress is exacerbated in areas where there are bicycle facility gaps or bicycle facilities do not reach all the way up to an intersection**.**
- ***High-stress crosswalks –*** Infrequent and high-stress/conflict-risk crosswalks across Jefferson Street along the corridor makes travelling along the corridor challenging and inconvenient for pedestrians and creates a higher risk of road user conflict.
- ***Minimal shade –*** Minimal shade along the corridor, in addition to being adjacent to high volumes of vehicle traffic, creates an increased heat effect that deters walking along the corridor.

The southbound bike lane on Jefferson Street ends at Joshua Court.

RECOMMENDATIONS

- ***NAI-184 –*** Improved multimodal access
  - ***Long-term: Road diet –*** Implement a road diet and redesign of corridor to improve and prioritize safe, accessible, and comfortable multi-modal transportation through a Complete Streets framework as part of adopted Bike Plan corridor study designation. Integrate specific recommendations from SRTS reports into road redesign.
  - ***Short-term: Fill bike facility gaps and extend bike facilities to intersection at Trower Avenue.*** Install quick-build traffic-calming features. Upgrade bike lanes to Class IV protected bike lanes (using parking-protected Class IVs where necessary) and include conflict markings where needed along major side streets/driveways.
- ***183 –*** Fill sidewalk gaps - Fill sidewalk gaps to provide a continuous pedestrian network and reduce unnecessary pedestrian road crossings.

RECOMMENDATIONS #NAI-358 AND NAI-359: SALVADOR AVENUE (SR 29 TO SUMMERFIELD DRIVE)

Narrative – Salvador Avenue is a key east-west collector a few blocks north of the school that runs from Hahnemann Lane to Big Ranch Road. Salvador Avenue provides access to key transportation corridors, including the Vine Trail regional shared-use path, SR 29, Solano Avenue, and Big Ranch Road. The Salvador corridor also serves several neighborhoods in northeast Napa as well as River Middle School. Through this connectivity, Salvador Avenue plays a significant role in multimodal transportation for this northeast region of Napa.

IDENTIFIED BARRIERS

- ***Auto-oriented corridor –*** Salvador Avenue's current design, featuring extremely wide lanes on a relatively straight corridor with no traffic-calming and little traffic control, prioritizes vehicle speed, volumes, and convenience and facilitates frequent motorist speeding.
- ***High speeds and volumes of traffic –*** Salvador Avenue carries high volumes of high-speed traffic, which many bicyclists and pedestrians do not feel comfortable or safe navigating.
- ***Bicycle/pedestrian infrastructure gaps –*** There are significant gaps in bicycle and pedestrian facilities along the corridor, and many areas of existing facilities are high-stress due to vehicle speeds and volumes. Sidewalk gaps include the westbound side SR 29 to Morse Court and the eastbound side SR 29 to Moffitt Drive and Kingsford Drive to Jefferson Street.

Sections of Salvador Avenue have no sidewalks or bicycle facilities.

RECOMMENDATIONS

- ***NAI-358 Long-term redesign***
  - ***Corridor study and redesign –*** Implement a redesign of the corridor to improve and prioritize safe, accessible, and comfortable multi-modal transportation through a Complete Streets framework as part of adopted Bike Plan corridor study designation. Integrate specific recommendations from SRTS reports into road redesign.
- ***NAI-359 Short-term treatments***
  - ***Narrow travel lanes –*** Narrow existing travel lanes to a consistent width (no wider than 11 feet) to reduce vehicle speeds and free up space for bicycle and pedestrian facilities.
  - ***Traffic-calming –*** Install quick-build traffic-calming elements throughout the corridor to reduce motorist speeds. See intersection-specific recommendations for curb extensions. Gradually introduce traffic-calming elements in the segment between City limits and Summerfield to slow down westbound traffic coming in from the rural area of Salvador, where motorists may be travelling at higher speeds.
  - ***Protected bike lanes –*** Install Class IV protected bike lanes from SR 29 to City limits – use quick-build materials for fast implementation.
  - ***Vine Trail connection –*** Extend the Class I Vine Trail shared-use path connection from the east side of the SR 29 intersection to the Byway East crosswalk by widening the sidewalk in this area to meet existing travel patterns.

RECOMMENDATION #NAI-361: WILLOW ELEMENTARY SCHOOL PEDESTRIAN ACCESS

Narrative – One of the top barriers identified and discussed by Walk Audit participants was congestion in the school parking lot on El Centro Avenue and the increased risk of conflict that creates between motorists and pedestrians accessing the school. This is particularly of concern for pedestrians who use the crosswalk through the parking lot from El Centro Avenue to the front school entrance, as it requires pedestrians to cross multiple lanes of parking lot traffic. Pedestrian visibility in this crosswalk is reduced by motorists parking in the spaces immediately adjacent to the crosswalk, which blocks pedestrians, especially small children, from motorists' sight. While congestion is best addressed through programmatic recommendations that reduce the number of cars in the school zone, conflict risk through the parking lot can be addressed with infrastructure recommendations.

IDENTIFIED BARRIERS

- ***Motorist/pedestrian conflict risk –*** High volumes of motorists driving through the El Centro Avenue school parking lot to load students during arrival and dismissal times creates a high risk of conflict with pedestrians using the crosswalk through the parking lot.

RECOMMENDATIONS

- ***Sidewalk –*** Install a sidewalk along the west side of the parking lot from El Centro Avenue to the existing campus sidewalk to provide a cohesive, separated pedestrian path around the parking lot, reducing pedestrian/motorist interactions.

Many pedestrians use the existing crosswalk through the school parking lot during arrival and dismissal time.

RECOMMENDATION #NAI-363: SALVADOR AVENUE AND JEFFERSON STREET INTERSECTION

Narrative – The Salvador Avenue and Jefferson Street intersection is a key nexus in the school area, largely because the collector and arterial corridors provide important connections to destinations and transportation corridors and are frequently along the most direct routes to these locations. The intersection is along direct routes for students travelling to neighborhoods north of Salvador Avenue, and is also a significant intersection for River Middle School transportation.

IDENTIFIED BARRIERS

- ***High traffic volumes/speeds –*** This intersection between an arterial and a collector experiences high volumes of traffic, particularly during peak school hours. Salvador Avenue traffic is uncontrolled and motorists frequently speed through the intersection and fail to yield to pedestrians.

- ***No crosswalks –*** The lack of crosswalks in the intersection greatly reduces driver awareness of pedestrians and yielding behavior, as well as pedestrian sense of comfort and safety at the intersection.

- ***Long crossing distances –*** Long crossing distances across the intersection pushes pedestrians further out of the range of vision of motorists and requires them to be in the roadway for a longer time than necessary, increasing the risk of collisions.

- ***Wide curb radii –*** Wide curb radii on the north side of the intersection facilitate fast motorist turning movements through the intersection.

- ***Free right turn –*** The free right turn lane onto southbound Jefferson Street facilitates fast motorist turning and reduces yielding behavior.

The Jefferson Street and Salvador Avenue intersection is only stop controlled along Jefferson.

RECOMMENDATIONS

- ***Traffic control –*** Implement All Way Stop Control at the intersection and remove the free right turn lane (or block motorist access and maintain turn lane for bicyclist transportation) to improve motorist yielding behavior, decrease speeding through the intersection, and improve pedestrian sense of safety and comfort.

- ***Curb extensions –*** Install curb extensions on all four corners, accommodating bicycle facilities, to decrease crossing distances, improve motorist yielding behavior, and slow motorists through the intersection.

- ***High-visibility crosswalks –*** Paint high-visibility crosswalks on all four legs of the intersection to improve motorist yielding behavior and pedestrian visibility.

- ***Intersection redesign –*** Consider redesign of intersection to mini-roundabout to accommodate multimodal traffic flow while addressing motorist speeding and pedestrian safety and comfort concerns.

RECOMMENDATION #NAI-200: JEFFERSON STREET AND EL CENTRO AVENUE (NORTH) INTERSECTION

Narrative – The Jefferson Street and El Centro Avenue (north) intersection is at the northeast corner of the school block, near the Willow campus. Jefferson Street is the most commonly used corridor to reach El Centro Avenue, where the front school entrance is located, as Jefferson connects to several neighborhoods and provides the most direct and connected north-south route throughout east Napa. This intersection is likely the busiest intersection in the school zone during arrival and dismissal times, and at the time of the Walk Audit, the school had stationed a crossing guard to help facilitate traffic at this intersection.

IDENTIFIED BARRIERS

- ***Low-visibility crosswalks –*** The crosswalks are faded and painted with a standard, parallel line pattern, despite being a highly-travelled intersection along key routes to the school.
- ***Uncontrolled traffic –*** High-speed and -volume traffic on Jefferson Street is uncontrolled, allowing motorists to drive through the intersection without slowing down, reducing yielding behavior.

A crossing guard helps a pedestrian cross El Centro Avenue at Jefferson Street during school dismissal time.

RECOMMENDATIONS

- ***Curb extensions –*** Install curb extension on northwest and southwest curbs (accommodating bike facilities) to slow motorists through the intersection and improve motorist yielding behavior. Add a curb extension to the east side of the Jefferson crosswalk and traffic control for Jefferson traffic when sidewalk gaps are filled.
- ***High-visibility crosswalks –*** Upgrade the existing crosswalks to a high-visibility school-zone pattern to improve pedestrian visibility and motorist yielding behavior.

RECOMMENDATION #NAP-052: GROUP ENCOURAGEMENT PROGRAMS

Narrative – Vehicle congestion in the school zone can be a significant barrier to students walking and biking to school, especially when paired with bicycle and pedestrian infrastructure gaps. While infrastructure recommendations are underway, establishing group encouragement programs, such as walking school buses, bike trains, or carpool networks, can help reduce the number of vehicles in the school zone while improving road user comfort by establishing a greater bicyclist/pedestrian road presence through numbers and providing adult supervision that can be a shared responsibility amongst families.

IDENTIFIED BARRIERS

- ***Congestion in school zone –*** High volumes of vehicle traffic in the school zone during pick-up and drop-off can make the school zone feel chaotic and unwelcoming to bicyclists and pedestrians. This barrier was identified specifically on El Centro Avenue due to back-up in the school parking lot.
- ***Infrequent encouragement programs –*** While annual countywide encouragement events are a great place to start, infrequent encouragement events are not effective enough in normalizing active transportation as an everyday mode of transportation.

An example of a bike train group led by parent volunteers at El Roble Elementary School in Gilroy. (Photo by Ihui Lopez, Silicon Valley Bicycle Coalition).

RECOMMENDATIONS

- ***Walking bus/bike train/carpool program –*** Develop a walking school bus/bike train program to increase the number of students who walk and bike to school while improving sense of safety by forming an adult-supervised group. A carpool program can also be developed to reduce the number of cars in the school zone and may be more feasible for students who live farther away. This may particularly benefit the school given the recent expansion of enrollment boundaries to Yountville.

RECOMMENDATION #NAP-054: BICYCLE AND PEDESTRIAN SAFETY EDUCATION

Narrative – Bicycle and pedestrian safety education is a crucial component of increasing biking and walking mode share at a school site, as it teaches students rules of the road and safe biking and pedestrian behaviors, such as scanning and signaling before turns for bicyclists. This understanding not only improves bicyclist and pedestrian safety, but also increases confidence and comfort for young bicyclists and pedestrians. Common unsafe behaviors that are done unknowingly due to lack of education, such as riding against traffic or failing to stop at stop signs on a bike, are hazardous to students, as this behavior is unpredictable to motorists and can increase risk of collisions. While many of these behaviors can be addressed by improved infrastructure, such as clearly marked bicycle facilities, implementing annual education on bicyclist and pedestrian safety within the school system raises awareness of rules of the road and encourages safe behavior.

IDENTIFIED BARRIERS

- ***Irregular safety education –*** While Willow Elementary School has provided some bicycle safety education in the past, irregularly provided bicycle/pedestrian safety education can result in unintentional unsafe student bicyclist/pedestrian behavior and a sense of discomfort riding a bike.

RECOMMENDATIONS

- ***Bicycle and pedestrian safety education –*** Provide annual in-school bicycle and pedestrian safety education for all students to ensure that all students are familiar with rules of the road and best safety practices.

Bike rodeos, photographed above at Willow Elementary School in 2018, are one form of bicycle safety education.

RECOMMENDATION #NAI-356: GORDON DRIVE PARKING LANES

IDENTIFIED BARRIERS

- ***Motorist speeding –*** Gordon Drive is a wide street, and especially appears so when there are no or few parked cars, with no traffic-calming or traffic control, which facilitates motorist speeding in the school zone.

RECOMMENDATIONS

- ***Parking lanes –*** Paint parking lanes along the road to make the travel lanes appear narrower, which may slow traffic. See recommendations for additional traffic-calming at Kingsford, Jefferson, and Plass intersections.

Gordon Drive can appear wide, particularly when no cars are parked. Signage near the school on Gordon Drive indicates neighborhood concern about motorist speeding.

RECOMMENDATION #NAI-357: GORDON DRIVE AND PLASS DRIVE CURB EXTENSIONS

IDENTIFIED BARRIERS

- ***Uncontrolled traffic –*** Gordon Drive traffic is uncontrolled at the Plass Drive intersection, which allows motorists to drive through the intersection without slowing down, reducing yielding behavior.
- ***Vehicles obstruct visibility –*** Motorists park adjacent to crosswalks, obstructing pedestrian visibility.

RECOMMENDATIONS

- ***Curb extensions –*** Install curb extensions for crosswalk across Gordon Drive to improve motorist yielding behavior and slow motorists through the intersection.
- ***High-visibility crosswalks –*** Upgrade the existing crosswalks to a high-visibility school-zone pattern to improve pedestrian visibility and motorist yielding behavior.

The Gordon Drive and Plass Drive crosswalks have a low-visibility crosswalk pattern.

RECOMMENDATION #NAI-366: JEFFERSON AND GORDON CURB EXTENSIONS

IDENTIFIED BARRIERS

- ***No crosswalks –*** The lack of crosswalks in the intersection reduces driver awareness of pedestrians and yielding behavior, as well as pedestrian sense of comfort and safety at the intersection.
- ***Wide curb radii –*** Wide curb radii on the west side of the intersection facilitate fast motorist turning movements through the intersection.
- ***Uncontrolled traffic –*** High-speed and -volume traffic on Jefferson Street is uncontrolled, allowing motorists to turn quickly onto Gordon Drive and potentially causing motorists entering Jefferson from Gordon to make fast turns to enter traffic.

There is no crosswalk across Gordon Drive at Jefferson Street.

RECOMMENDATIONS

- ***Curb extensions –*** Install curb extensions on both west corners to improve pedestrian visibility and motorist yielding behavior, shorten crossing distance, and slow motorists through the intersection.
- ***High-visibility crosswalk –*** Paint a high-visibility crosswalk across Gordon Drive to improve pedestrian visibility and motorist yielding behavior.

RECOMMENDATION #NAI-358: JEFFERSON AND DARLING INTERSECTION

IDENTIFIED BARRIERS

- ***No crosswalk across Jefferson –*** There is no crosswalk across Jefferson Street near the Gordon Drive school entrance, which is the nearest school entrance for most students travelling from north of the school.
- ***Street widens –*** Jefferson Street widens approaching the intersection, facilitating fast motorist turning movements.
- ***Uncontrolled traffic –*** High-speed and -volume traffic on Jefferson Street is uncontrolled, allowing motorists to turn quickly onto Darling Street and potentially causing motorists entering Jefferson from Darling Street to make fast turns to enter traffic.

Jefferson Street and Darling Street intersection, facing north.

RECOMMENDATIONS

- ***High-visibility crosswalk –*** Install a high-visibility crosswalk with curb extensions across Jefferson Street connecting to the north side of Darling Street to provide a marked crosswalk with traffic-calming and pedestrian safety features near the Gordon entrance.
- ***Curb extension –*** Install a curb extension on northbound Jefferson Street south of Darling Street to reduce vehicle turning speeds.
- ***Traffic-calming/-control –*** Implement appropriate traffic-calming or traffic-control measures to ensure student safety crossing Jefferson (ex: Rectangular Rapid Flashing Beacons, stop sign, etc.)

RECOMMENDATION #NAI-367: GORDON DRIVE AND KINGSFORD DRIVE INTERSECTION

IDENTIFIED BARRIERS

- ***No crosswalk –*** There is no crosswalk across Gordon Drive near the school entrance point, requiring students to cross the street in unmarked locations on a street where motorists frequently speed.
- ***Faded paint –*** The existing "Slow School Xing" paint is extremely faded, reducing motorist awareness of driving through a school zone.

There are no crosswalks at the Gordon Drive and Kingsford Drive intersection.

RECOMMENDATIONS

- ***Crosswalks –*** Install a high-visibility school zone crosswalk with curb extensions across Gordon Drive on the east side of the intersection and paint a crosswalk across Kingsford Drive. These treatments will improve pedestrian visibility, and curb extensions will provide a traffic-calming effect on Gordon traffic.
- ***Shark's teeth –*** Paint shark's teeth on Gordon Drive approaching the crosswalk to indicate to motorists where to stop when yielding to pedestrians.

RECOMMENDATIONS #NAI-198 AND NAI-199: JEFFERSON STREET AND EL CENTRO AVENUE (SOUTH) INTERSECTION

IDENTIFIED BARRIERS

- ***Faded/missing crosswalks –*** The existing crosswalk across Jefferson Street is faded and there is no crosswalk across El Centro Avenue, reducing pedestrian visibility and comfort at a key intersection for pedestrian connectivity, given existing sidewalk gaps.
- ***Wide curb radii –*** Wide curb radii on the east side of the intersection facilitate fast motorist turning movements through the intersection.
- ***Long crossing distances –*** Long crossing distances across Jefferson pushes pedestrians further out of the range of vision of motorists and requires them to be in the roadway for a longer time than necessary, increasing the risk of collisions.

The Jefferson Street and El Centro Avenue (south) intersection, facing east.

RECOMMENDATIONS

- ***High-visibility crosswalks –*** Repaint the high-visibility crosswalk across Jefferson Street and paint a new high-visibility crosswalk across El Centro Avenue to improve pedestrian visibility and motorist yielding behavior.
- ***Curb extensions –*** Install curb extensions on northwest, northeast, and southeast corners to reduce curb radii and crossing distance and improve pedestrian visibility and motorist yielding behavior.

RECOMMENDATION #NAP-053: ENCOURAGEMENT PROGRAMS

IDENTIFIED BARRIERS

- ***Congestion in school zone –*** High volumes of vehicle traffic in the school zone during pick-up and drop-off can make the school zone feel chaotic and unwelcoming to bicyclists and pedestrians.
- ***Infrequent encouragement programs –*** While annual countywide encouragement events are a great place to start, infrequent encouragement events are not effective enough in normalizing active transportation as an everyday mode of transportation.

RECOMMENDATIONS

- ***Encouragement programs –*** Continue to grow participation in annual encouragement events and organize additional encouragement events throughout the year (ex: Walk and Roll Wednesdays) with the goal of increasing frequency of events over time.

Walk and Roll Wednesdays, such as the one photographed above at Shearer Elementary School in Napa, are an example of fun and easy encouragement events that schools can hold independently.

ADDITIONAL CONSIDERATIONS

Improvements listed in this section are those within a half-mile radius that are either considered significant to the school area but are not located along routes to the school based on the school's enrollment boundary or were ranked as a higher priority during the Walk Audit for another nearby school. These barriers are listed as high or medium priority due to their impact on routes to nearby schools in the neighboring areas and will be analyzed in more depth in the reports for the affected schools.

RECOMMENDATION #NAI-364: SALVADOR AVENUE AND MOFFITT DRIVE INTERSECTION

IDENTIFIED BARRIERS

- ***Faded existing crosswalks***
- ***High-speed/volume Salvador traffic uncontrolled***
- ***Missing red zones***

RECOMMENDATIONS

- ***Paint red zones***
- ***Curb extensions***
- ***High-visibility crosswalks***

Relevant Reports:

- *River Middle School Walk Audit Report*

RECOMMENDATION #NAI-365: SALVADOR AVENUE AND SPRINGWOOD DRIVE/ KINGSFORD DRIVE INTERSECTION

IDENTIFIED BARRIERS

- ***Long crossing distance***
- ***Missing crosswalks***
- ***Low-visibility crosswalk***
- ***High-speed/volume corridor (Salvador)***
- ***Parked vehicles obstruct visibility***
- ***Wide curb radii***

RECOMMENDATIONS

- ***Curb extensions***
- ***Crosswalks (high-visibility for Salvador)***
- ***Relocate beacons to curb extensions***

Relevant Reports:

- *River Middle School Walk Audit Report*

RECOMMENDATION #NAI-190 – NAI-192: TROWER AVENUE FROM SR 29 TO JEFFERSON STREET

IDENTIFIED BARRIERS

- ***Auto-oriented corridor***
- ***High speeds and volumes of traffic***
- ***Congestion***
- ***Motorist speeding***
- ***High-stress bicycle facilities***

RECOMMENDATIONS

- ***Buffered Class II bike lanes or Class IV protected bike lanes***
- ***Green conflict markings approaching Trower/ Jefferson***
- ***Roadway redesign and traffic-calming***

Relevant Reports:

- *Vintage High School Walk Audit Report*

RECOMMENDATION #NAI-193: TROWER AVENUE AND JEFFERSON STREET INTERSECTION

IDENTIFIED BARRIERS

- ***Large, busy intersection***
- ***Motorist speeding, failure to yield***
- ***Low-visibility crosswalks***

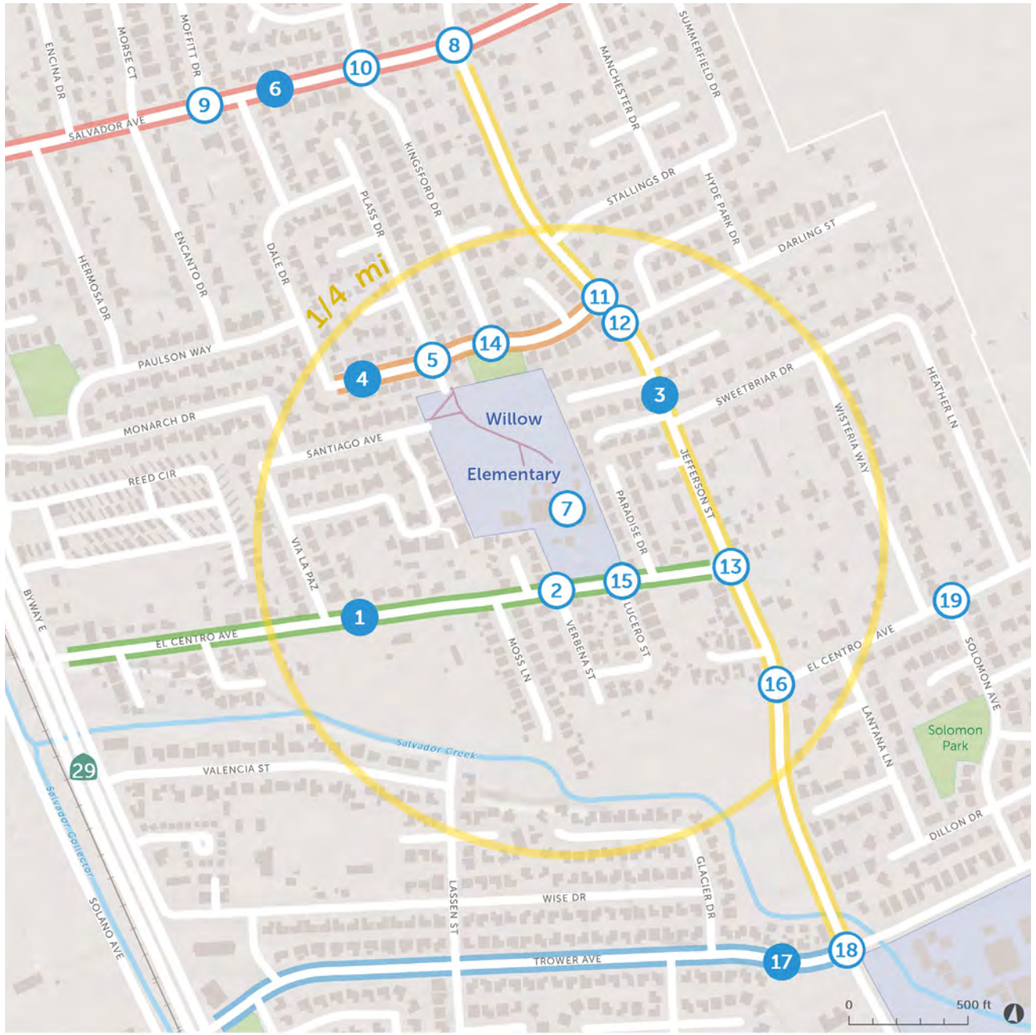
RECOMMENDATIONS

- ***Leading Pedestrian Interval***
- ***No right-turn on red***
- ***Maintain bicycle facilities up to intersection***
- ***High-visibility crosswalks***
- ***Consider protected intersection***

Relevant Reports:

- *Vintage High School Walk Audit Report*

MAP OF RECOMMENDATIONS



Map 5: Recommendations

TABLE OF RECOMMENDATIONS

Infrastructure:

	LOCATION	ID #	BARRIER	RECOMMENDATION	COST	PRIORITY
1	El Centro Avenue (north) from Byway East to Jefferson Street	NAI-353	Sidewalk gaps in eastbound sidewalk (from Byway East to Moss Lane and Paradise Drive to Jefferson Street).	Fill sidewalk gaps.*	$$	**Low**
		NAI-354	No bicycle facilities, speeding.	Install Class III bike boulevards with sharrows and signage and traffic-calming.*	$$	**High**
2	El Centro Avenue and Verbena Street intersection	NAI-355	High motorist-pedestrian conflict risk with cars turning left out of the parking lot and other motorists in school zone.	Install curb extensions and paint shark's teeth on travel lanes approaching crosswalk. Consider prohibiting left turns out of driveway.	$-$$	**High**
3	Trower Avenue from Solano Avenue to Linda Vista Avenue	NAI-182	Poor road quality around Trower Avenue intersection.	Repave road and paint bike facilities up to intersection.	$$$$	**Low**
		NAI-183	Sidewalk gaps along both sides of Jefferson Street (northbound: 4066 Jefferson Street to 4010 Jefferson Street; southbound: El Centro Avenue south to 3912 Jefferson Street).	Long term: Fill sidewalk gaps.*	$$	**High**
		NAI-184	Wide, straight, auto-oriented corridor designed to prioritize vehicle speed. Road design facilitates frequent motorist speeding. Narrow sidewalks with gaps, infrequent and high-stress crosswalks across the corridor, and minimal shade make this challenging and unwelcoming for pedestrians. High-stress, inconsistent bike facilities are not comfortable for most riders. Bike facility gaps (northbound: Darling Street to El Centro east; southbound: Joshua Court to El Centro Avenue west, 3916 Jefferson Street to Trower Avenue); northbound lane north of Trower and southbound lane south of Trower do not reach intersection.	Long-term: Road diet and redesign of corridor to improve and prioritize safe, accessible, and comfortable multi-modal transportation through a Complete Streets framework as part of adopted Bike Plan corridor study designation*. Integrate specific recommendations from SRTS reports into road redesign. Short term: Fill bicycle gaps and extend bike facilities to intersection at Trower Avenue. Install quick-build traffic-calming features. Upgrade bike lanes to Class IV protected bike lanes (using parking-protected Class IVs where necessary), including conflict markings where needed (along major side streets – El Centro Ave).	$$-$$$$	**High**

	LOCATION	ID #	BARRIER	RECOMMENDATION	COST	PRIORITY
4	Gordon Drive from Dale Drive to Jefferson Street	NAI-356	Wide street (especially when there are no parked cars) with no traffic-calming or traffic control facilitates motorist speeding in school zone.	Paint parking lanes to make road appear narrower. See recommendations for traffic-calming at Kingsford, Jefferson, and Plass intersections.	$	**Medium**
5	Gordon Drive and Plass Drive intersection	NAI-357	Motorist speeding on Gordon Drive, uncontrolled Gordon Drive traffic, and parked cars obstructing crosswalk visibility all reduce motorist yielding behavior at school zone crosswalk.	Install curb extensions for crosswalk across Gordon Drive. Update crosswalks to high-visibility school-zone pattern.	$$	**Medium**
6	Salvador Avenue from SR 29 to Summerfield Drive	NAI-358	Auto-oriented corridor – road design facilitates frequent motorist speeding. High speeds and high volumes of vehicle traffic, no traffic-calming. Significant gaps in bicyclist and pedestrian facilities, high-stress existing bicycle and pedestrian facilities. Sidewalk gaps (WB: SR 29 to Morse Court; EB: SR 29 to Moffitt Drive and Kingsford Drive to Jefferson Street); narrow existing sidewalks.	Long-term: Road redesign of corridor to improve and prioritize safe, accessible, and comfortable multi-modal transportation through a Complete Streets framework* as part of corridor study designation in adopted Bike Plan*. Integrate specific recommendations from SRTS reports into road redesign.	$$-$$$$	**High**
		NAI-359		Short-term: Narrow travel lanes. Install quick-build traffic-calming elements throughout corridor. See intersection-specific recommendations for curb extensions. Install Class IV protected bike lanes from SR 29 to City limits – use quick-build materials for fast implementation Extend Class I Vine Trail connection from east side of SR 29 intersection to Byway East crosswalk. Gradually introduce traffic calming in segment between City limits and Summerfield to slow down westbound traffic coming in from rural area of Salvador.	$$-$$$$	**High**

	LOCATION	ID #	BARRIER	RECOMMENDATION	COST	PRIORITY
7	School campus	NAI-360	No bike parking near back entrances, not enough bike parking near El Centro Ave entrance.	Install at least one bike rack near back entrances – possible option is by garden on west side of campus. Increase bike parking near front entrance of school.	$	**Low**
		NAI-361	High conflict-risk pedestrian access to front of school through parking lot.	Install sidewalk along west side of parking lot from El Centro Avenue to existing campus sidewalk.	$	**High**
		NAI-362		Upgrade existing crosswalk through parking lot to raised crosswalk, remove the two parking spaces adjacent to crosswalk along the length of the crosswalk (requires relocating ADA accessible spots).	$-$$	**Low**
8	Salvador Avenue and Jefferson Street intersection	NAI-363	High-volume intersection. No crosswalks, low visibility, especially on southbound Jefferson, only stop-controlled at Jefferson, speeding on Salvador Ave, long crossing distances, wide curb radii on north side, free right onto Jefferson facilitates fast motorist turning and reduces yielding behavior.	Create four-way stop. Remove free right turn lane on Salvador Ave. Install curb extensions on all four corners that accommodate bicycle facilities. Paint high-visibility crosswalks on all four legs. Consider redesign of intersection to mini-roundabout.	$	**Medium**
9	Salvador Avenue and Moffitt Drive intersection	NAI-364	Faded existing crosswalks, no traffic control or calming for high-speed and high-volume Salvador Ave traffic. Lack of red zones allows vehicles to park close to crosswalks.	Paint red curbs on Moffitt Drive and Salvador on northwest corner. Install curb extensions for crosswalk across Salvador, move pedestrian crossing signage to curb extensions, and upgrade crosswalk to high-visibility pattern.	$$	**Medium**
10	Salvador Avenue and Springwood Drive/ Kingsford Drive intersection	NAI-365	Long crossing distance across Salvador Avenue, only one existing crosswalk on west side, existing crosswalk is low-visibility pattern, high-speed and high-volume corridor (Salvador Ave), vehicles park close to crosswalk and obstruct pedestrian visibility, wide curb radii facilitate fast motorist turning movements.	Install curb extensions on all four corners, paint crosswalks on all four legs of intersection and upgrade Salvador Ave crosswalks to high-visibility pattern. Move existing Rectangular Rapid Flashing Beacons to curb extensions.	$$	**Medium**
11	Gordon Drive and Jefferson Street intersection	NAI-366	No crosswalks, wide curb radii, only traffic-controlled on Gordon, high speeds and volumes on Jefferson St.	Install curb extensions on both west corners, paint high-visibility crosswalk across Gordon Drive.	$-$$	**Medium**

	LOCATION	ID #	BARRIER	RECOMMENDATION	COST	PRIORITY
12	Jefferson Street and Darling Street intersection	NAI-367	No crosswalk across Jefferson Street near Gordon Drive school entrance, street widens approaching intersection, facilitating fast motorist turning movements, Jefferson St traffic uncontrolled	Install high-visibility crosswalk with curb extensions across Jefferson Street connecting to north side of Darling. Extend curb on northbound Jefferson south of Darling to reduce vehicle turning speeds. Implement traffic-calming or traffic-control to ensure student safety crossing Jefferson (RRFB, stop sign, etc.)	$$	**Medium**
13	Jefferson Street and El Centro Avenue (north) intersection	NAI-200	Low-visibility, faded crosswalks, crosswalk across Jefferson leads to side with no sidewalk, high-speed/-volume Jefferson traffic uncontrolled.	Install curb extension on northwest and southwest curbs (accommodating bike facilities) and upgrade crosswalks to high-visibility pattern. Add curb extension to east side of Jefferson and traffic control for Jefferson traffic when sidewalk gaps are filled.	$$	**High**
14	Gordon Drive and Kingsford Drive intersection	NAI-367	No crosswalks near school entrance point, speeding on Gordon Drive, school slow paint is faded.	Install high-visibility school zone crosswalk with curb extensions across Gordon Drive on east side of intersection. Paint crosswalk across Kingsford Drive. Install shark's teeth approaching Gordon crosswalk to improve visibility of peds.	$$	**Medium**
15	El Centro Avenue and Lucero Street intersection	NAI-368	Faded crosswalk across Lucero Street	Repaint existing crosswalk across Lucero and establish red zones around crosswalk	$	**Low**
16	Jefferson Street and El Centro Avenue (south) intersection	NAI-198	Faded crosswalk across Jefferson Street, no crosswalk across El Centro Avenue. Wide curb radii, long crossing distances.	Repaint high-visibility crosswalk across Jefferson St, paint new high-visibility crosswalk across El Centro Ave.	$	**Medium**
		NAI-199		Install curb extensions on northwest, northeast, and southeast corners.	$$	**Medium**
17	Trower Avenue from SR 29 to Jefferson Street	NAI-190	High-stress bicycle facilities – unprotected bike lanes adjacent to high-speed and high-volume traffic.	Upgrade bike facilities to buffered Class II bike lanes or Class IV protected bike lanes where feasible.	$$	**High**
		NAI-191	Eastbound (south) bike lane suddenly ends early west of Trower and Jefferson intersection.	Make third vehicle travel lane a dedicated right-turn lane and pull bike lane up to intersection with green conflict markings for merge across right-hand travel lane. See recommendations for Jefferson/ Trower intersection.	$	**High**
		NAI-192	Wide, straight, auto-oriented corridor designed to prioritize vehicle speed. Road design facilitates frequent motorist speeding. Congestion may result in impatient driver behavior.	Redesign roadway with narrowed vehicle lanes (10' travel lanes, 12' turn lane) to create space for upgraded bike facilities. Implement traffic-calming measures along corridor.	$$	**High**

	LOCATION	ID #	BARRIER	RECOMMENDATION	COST	PRIORITY
18	Trower Avenue and Jefferson Street intersection	NAI-193	Large, busy intersection, congestion leading to impatient driving, motorists speeding through intersection and not looking for pedestrians, faded low-visibility crosswalks.	Install Leading Pedestrian Interval and prohibit right turns on red lights. Continue bike facilities through intersection. Repaint crosswalks with high-visibility pattern. Explore options for protected intersection.	$-$$$	**High**
		NAI-194	Lack of school zone signage.	Install school zone signage.	$	**Low**
19	El Centro Avenue (south) and Solomon Avenue intersection	NAI-202	Curb ramp missing from south corner; faded crosswalk across El Centro Avenue; no crosswalk across Solomon Avenue. Important as a route for students from northeast Jefferson to avoid sidewalk gaps on Jefferson.	Install ADA-compliant curb ramps, repaint high-visibility crosswalk across El Centro and install curb extensions, paint new crosswalk across Solomon.	$$	**Low**

** = projects included in Napa Countywide Pedestrian Plan (2016) or Napa Countywide Bicycle Plan (2019)*

Programmatic Improvements:

	ISSUE	ID #	RECOMMENDATION	LOCATION	FREQUENCY	COST	PRIORITY
1	Congestion in parking lot backing up into sidewalk/ street, as well as general school zone. Infrequent encouragement programs.	NAP-052	Develop a carpool system to lessen number of vehicles in school zone, particularly with new enrollment boundaries extending to Yountville. Develop walking school bus/bike train program.	School campus		$	**High**
		NAP-053	Continue/increase participation in annual countywide encouragement events and provide ongoing encouragement programming throughout the school year (ex Walk and Roll Wednesdays).			$	**Medium**

COLLISION MAP AND DATA

Map 6: Collision Map (2016-2020) (Source: UC Berkeley Transportation Injury Mapping System: SRTS Collision Map Viewer)

Summary Statistics

RADIUS	FATAL	SEVERE INJURY	VISIBLE INJURY	COMPLAINT OF PAIN	PEDESTRIAN	BICYCLE	TOTAL
< .25 mi.	0	0	0	2	1	1	2
.25-.5 mi.	2	1	2	2	3	4	7
Total	2	1	2	4	4	5	9

Collision List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
8627469	2018-05-10	08:00	SOLANO AV	TROWER AV	0.00	-	Yes	No
8959616	2019-10-17	08:25	EL CENTRO AV	VERBENA ST	40.00	E	No	Yes
8099516	2016-07-25	19:46	TROWER	SOLANO	0.00	-	No	Yes
8099759	2016-07-29	09:18	SOLANO AV	WINE COUNTRY AV	0.00	-	Yes	No
8622264	2018-05-13	17:31	BYWAY EAST	REED CIR	0.00	-	Yes	No
8808459	2019-01-30	18:27	RT 29	TROWER AV	0.00	-	No	Yes
8826588	2019-03-21	20:16	SOLANO AV	TROWER AV	0.00	-	Yes	No
9159345	2020-09-25	16:00	EL CENTRO AV	JEFFERSON ST	0.00	-	Yes	No
9211698	2020-07-31	05:15	RT 29	WINE COUNTRY AV	0.00	-	No	Yes

Figure 9: Collision Data (2016-2020) (Source: UC Berkeley Transportation Injury Mapping System: SRTS Collision Map Viewer)

APPENDICES

FIGURES & MAPS

FOOTNOTES

[a] Noreen McDonald, Ruth Steiner, Chanam Lee, Tori Rhoulac Smith, Xuemei Zhu and Yizhao Yang (2014). "Impact of the Safe Routes to School Program on Walking and Bicycling." Journal of the American Planning Association. Vol 80, Iss 2, p 153-167.

[b] Orion Stewart, Anne Vernez Moudon, and Charlotte Claybrooke (2014) Multistate Evaluation of Safe Routes to School Programs. American Journal of Health Promotion: January/February 2014, Vol. 28, No. sp3, pp. S89-S96.

[c] Peter A Muennig et al., 'The Cost-Effectiveness Of New York City's Safe Routes To School Program', American Journal Of Public Health, iss 0 (2014): 1-6.

[d] David Ragland, S Pande, J Bigham and FJ Cooper. (2014, January). Ten years later: examining the long-term impact of the California Safe Routes to School program. Presented at the Transportation Research Board 93rd Annual Meeting, Washington DC. Available at http://docs.trb.org/prp/14-4226.pdf.

[e] Davison K, Werder J and Lawson, C. "Children's Active Commuting to School: Current Knowledge and Future Directions." Preventing Chronic Disease, 5(3): A100, July 2008.

[f] Hillman CH, Pontifex MB, Raine LB, Castelli DM, Hall EE, Kramer AF. The effect of acute treadmill walking on cognitive control and academic achievement in preadolescent children. Neuroscience. 2009;159(3):1044-1054. doi:10.1016/j.neuroscience.2009.01.057

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[h] Appleyard, B. (2017). The meaning of livable streets to schoolchildren: An image mapping study of the effects of traffic on children's cognitive development of spatial knowledge. Journal of Transport & Health, 5.

[i] AAA. Cost of Owning and Operating Vehicle in U.S. Increased 1.9% According to AAA's 2012 Your Driving Costs Study. 2012. http://newsroom.aaa.com/2012/04/costof-owning-and-operating-vehicle-in-u....

[j] Overall Facility Rating determined from 2019-20 School Accountability Report Card

APPENDIX A

EMC Survey Toplines

Safe Routes to School Walk Audit Report and Active Transportation Action Plan

Evaluation: Research & Methodology

- **Purpose: Gain insight into parent practices, perceptions, and attitudes around children walking and riding bicycles to and from school; explore barriers to behavior change**
- **Quantitative survey of 459 parents of K-8 students in Napa County**
  - Conducted online and by telephone, offered in English and Spanish
  - Conducted March 11 – April 12, 2021
  - Participants recruited via communications from school districts and targeted online and telephone contacts
  - *Survey methods were designed to include as many participants as possible; not a random sample*
- **Qualitative follow-up research**
  - One online focus group with 7 participants in English; 4 in-depth telephone interviews in Spanish
  - Conducted May 20 – 28, 2021
  - Targeted parents who lived within two miles of their school site and would like their children to walk or bike to school

Survey of Parents/Guardians of at least one child in K-8th Grade
Napa County, California
Hybrid Email-to-Web/Text-to-Web/Live Telephone Survey
Conducted March 11-April 12, 2021
n=459
EMC Research #21-6420

All numbers in this document represent percentage (%) values, unless otherwise noted.
Please note that due to rounding, percentages may not add up to exactly 100%.

INTRO: Your opinions are important! Thank you for participating in this survey EMC Research is conducting on behalf of the Napa County Safe Routes to School program in partnership with local school districts. You may have been contacted previously to complete this survey via telephone and we ask each individual only complete the survey once.

Your responses will remain completely confidential. Please try to answer every question even if you're not sure. If you need to, you may skip a question.

1. Are you the parent or guardian of any children currently attending kindergarten through eighth grade in one or more of the school districts located in Napa County below? *Please select the District(s) that your K-8th grade student(s) is/are currently enrolled in, check all that apply.* **(MULTIPLE RESPONSES ACCEPTED)**

Calistoga Joint Unified School District	0
Howell Mountain Elementary School District	-
Napa Valley Unified School District	97
Pope Valley Union Elementary School District	0
Saint Helena Unified School District	2
Another District or school in Napa County (please specify)	1
None of the above → **TERMINATE**	-
(No response) → **TERMINATE**	-

2. Please indicate below what grade(s) your child/children are in. *Please select all that apply.* **(MULTIPLE RESPONSES ACCEPTED)**

Kindergarten	22
1st grade	17
2nd grade	15
3rd grade	20
4th grade	15
5th grade	15
6th grade	14
7th grade	12
8th grade	9
9th through 12th grade → **TERMINATE IF ONLY RESPONSE SELECTED**	14
(No response) → **TERMINATE**	-

(IF MORE THAN ONE K-8 STUDENT: "Although you have multiple children in K-8, we ask that you please think about your **oldest K-8** child when answering the next questions."**)**

For these next few questions, please think back to when your **(**child was**/**children were**)** attending school **before** the COVID-19 pandemic.

3. On most days, what was the primary way your **(**K-8 child**/**oldest K-8 child**)** travelled **to** school?

Family vehicle (only children in your family)	73
Carpool (children from other families)	3
School bus	3
Other public transportation	0
Bike	4
Walk	16
Other (scooter, skateboard, inline skates, etc.)	0
(No response)	0

4. And on most days, what was the primary way your **(**K-8 child**/**oldest K-8 child**)** travelled **from** school?

Family vehicle (only children in your family)	73
Carpool (children from other families)	3
School bus	3
Other public transportation	1
Bike	4
Walk	15
Other (scooter, skateboard, inline skates, etc.)	0
(No response)	0

5. How long did it normally take your **(**K-8 child**/**oldest K-8 child**)** to get to/from school?

Less than 5 minutes	18
5-10 minutes	42
11-15 minutes	22
16-20 minutes	8
More than 20 minutes	9
(No response)	0

6. Has your **(**K-8 child**/**oldest K-8 child**)** ever walked or biked to/from school?

Yes	43
No	56
(No response)	0

7. **(ONLY ASKED IF Q6=1, 'Yes, has walked/biked to/from school')** In what grade did your child begin to walk or bike to/from school? **(n=199)**

Pre-school	7
Kindergarten	30
1st grade	9
2nd grade	6
3rd grade	10
4th grade	8
5th grade	9
6th grade	13
7th grade	6
8th grade	1
9th through 12th grade	1
(No response)	2

8. Thinking generally, what grade would you feel comfortable with a child walking or biking to/from school?

Pre-school	1
Kindergarten	5
1st grade	2
2nd grade	2
3rd grade	5
4th grade	14
5th grade	12
6th grade	16
7th grade	10
8th grade	7
9th through 12th grade	13
I would not feel comfortable at any grade	14
(No response)	1

9INT. Continuing to think about times **before** the COVID-19 pandemic, please indicate how comfortable **you** were with your **(**K-8 child**/**oldest K-8 child**)** doing each of the following.

SCALE:	Very Comfortable	Somewhat Comfortable	Not too Comfortable	Not at all Comfortable	(No Response)	Total Comfort.	Total Not Comfort.
(RANDOMIZE)							
9. Taking a bus to school	32	33	17	15	3	**65**	**32**
10. Walking to school without an adult	8	18	19	54	1	**26**	**73**
11. Riding a bike to school without an adult	7	17	22	53	2	**23**	**75**
12. Walking to school with an adult	66	19	6	8	1	**85**	**14**
13. Riding a bike to school with an adult	45	29	11	13	2	**74**	**24**
(END RANDOMIZE)							

14. **(ONLY ASKED IF Q10=3 OR 4, 'not comfortable')** What would you say is the **main** reason you were not comfortable with your **(**K-8 child**/**oldest K-8 child**)** **walking** to school without an adult?
(VERBATIM RESPONSES CODED INTO BELOW CATEGORIES) (n=335)

Worry for child's safety/Crime	28
Not old enough	19
Live too far away	17
Traffic/Busy streets	11
Street crossing/Intersections	6
Not enough sidewalks	5
Crossing Highway 29	3
Other	8
Don't know	1

15. **(ONLY ASKED IF Q11=3 OR 4, 'not comfortable')** What would you say is the **main** reason you were not comfortable with your **(**K-8 child**/**oldest K-8 child**)** **riding a bike** to school without an adult?
(VERBATIM RESPONSES CODED INTO BELOW CATEGORIES) (n=324)

Worry for child's safety/Crime	29
Not old enough	18
Traffic/Busy streets	13
Live too far away	9
Street crossing/Intersections	5
Crossing Highway 29	4
Can't ride a bike	4
Not enough sidewalks	3
No bike lanes	3
Other	10
Don't know	1

For these next few questions, please think back to when your **(**child was**/**children were**)** attending school **before** the COVID-19 pandemic.

16INT. Please indicate whether you agree or disagree with each of the following statements.

SCALE:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	(No Response)	Total Agree	Total Disagree
(RANDOMIZE)							
16. I would generally like my K-8 **(**child**/**children**)** to be able to walk or bike to/from school.	43	32	12	12	0	**76**	**24**
17. My K-8 **(**child enjoys**/**children enjoy**)** walking and/or biking places.	57	31	8	4	0	**88**	**12**
18. I would never let my K-8 **(**child**/**children**)** walk or bike to/from school.	20	24	27	28	0	**44**	**55**
19. It is safe for children to walk or bike in my area.	13	45	22	20	-	**58**	**42**
20. There are enough bike paths and sidewalks for my K-8 **(**child**/**children**)** to walk or bike to/from school.	13	27	20	39	1	**40**	**60**
21. I am concerned about speeding or distracted drivers if/when my **(**child**/**children**)** walk or bike to/from school.	81	15	2	2	0	**96**	**4**
22. The school is too far away for my K-8 **(**child**/**children**)** to walk or bike there.	37	19	15	29	0	**55**	**45**
23. My K-8 **(**child**/**children**)** cannot bike to and from school because of their before- or after-school commitments.	13	26	25	35	1	**39**	**60**
24. Walking or biking to and from school is a good way for my K-8 **(**child**/**children**)** to get physical exercise.	69	25	3	3	1	**93**	**6**
25. Walking or biking to and from school is a good way for me to spend quality time with my K-8 **(**child**/**children**)**.	55	30	7	6	1	**85**	**14**
26. I would only allow my K-8 **(**child**/**children**)** to walk or bike to and from school if I, or another adult, can accompany them.	54	25	12	8	0	**79**	**21**
(END RANDOMIZE)							

27INT. Next, you will see some things that local schools and other organizations could do that may affect how you feel about your **(**K-8 child**/**oldest K-8 child**)** biking to school once the COVID-19 pandemic has ended. For each, please indicate if the item would make you feel more comfortable about allowing your **(**K-8 child**/**oldest K-8 child**)** to walk or bike to school once the COVID-19 pandemic has ended.

SCALE:	Much More Comfortable	Somewhat More Comfortable	A Little More Comfortable	(No Difference)	(Don't Know)
(RANDOMIZE)					
27. Limit how much children have to carry in their backpacks	36	25	14	24	1
28. Provide children and parents with information and maps on safe routes to and from school	37	24	16	22	1
29. Offer free bicycle safety courses for children to learn how to ride safely on local streets	43	21	21	15	0
30. Provide opportunities for children to practice biking in a car-free environment	42	23	14	20	-
31. Offer free pedestrian safety classes for children	39	20	21	19	1
32. Provide crossing guards at major intersections	62	22	10	6	-
33. Organize groups of students to walk or bike to/from school together	42	26	17	14	1
34. Provide a local parent or adult volunteer to walk or bike with children to/from school	36	27	15	20	1
35. Add designated bike lanes to roads	46	24	15	14	-
36. Improve the condition of existing bike lanes	47	23	14	16	1
37. Add more bike paths that are separated from the road	62	17	11	9	0
38. Add more sidewalks	53	21	13	12	1
39. Fix missing or broken sidewalks	56	19	15	10	1
40. Increase the visibility and safety of crosswalks	61	20	11	8	0
41. Increase the police presence on routes that lead to schools	52	23	13	12	1
42. Reduce the speed of traffic on streets that kids use to walk or bike to school	53	21	15	11	1
(END RANDOMIZE)					

43. Is there something else that could be done that would make you feel more comfortable about allowing your **(**K-8 child**/**oldest K-8 child**)** to walk or bike to school once the COVID-19 pandemic has ended? **(VERBATIM RESPONSES CODED INTO BELOW CATEGORIES)**

Nothing/No additional comments	42
Add or improve bike paths/Sidewalks/Crosswalks	15
Increase crossing guards/Supervision/Police presence	11
School is too far away/Can't use active modes	9
Speeding concerns/Increased road law enforcement	5
Increase safety related to Highway 29	2
Already walks/bikes/etc.	2
Provide bikes/Equipment/Storage	2
Other	10
Don't know/Refused	2

44. About how far does your **(**K-8 child**/**oldest K-8 child**)** live from school? If you're not sure, give your best guess.

Less than ½ mile	14
½ mile up to 1 mile	19
1 mile up to 2 miles	21
2 miles up to 3 miles	14
3 miles up to 5 miles	15
5 miles or more	16
(No response)	1

45. Does your **(**K-8 child**/**oldest K-8 child**)** currently have their own working bicycle?

Yes	79
No	21
(No response)	-

46. Did you ride a bicycle when you were your K-8 **(**child's**/**children's**)** age?

Yes	78
No	21
(No response)	0

These last questions are for statistical purposes only. Your responses will remain completely confidential.

47. Do you identify as…

Male	14
Female	83
Non-binary	-
Another gender identity	-
Prefer not to respond	3

48. What year were you born? **(YEARS CODED INTO CATEGORIES)**

18-29 (2003-1992)	5
30-39 (1982-1991)	36
40-49 (1972-1981)	45
50-64 (1957-1971)	12
65 or older (1956 or earlier)	1
Prefer not to respond	1

49. Do you consider yourself to be…

Hispanic or Latino	38
White or Caucasian	41
African American or Black	1
Asian or Pacific Islander	7
Something else	3
Prefer not to respond	10

50. Do you…

Own or are buying the home or apartment where you live	55
Rent or lease	35
Prefer not to respond	10

THANK YOU!

APPENDIX B

Universal Recommendations

Safe Routes to School Walk Audit Report and Active Transportation Action Plan

Appendix B
Napa County SRTS Walk Audit Report
Universal Recommendations

The Napa County Safe Routes to School (SRTS) Walk Audit Report Universal Recommendations apply to all public schools in Napa County, which reflects the schools served under the SRTS program. Universal recommendations are meant to supplement site-specific recommendations and address common barriers in the bicycle/pedestrian network around schools in a concise and consistent manner.

Universal Recommendation 1: High-Visibility School Zone Crosswalks

Federal Highway Administration data[1] indicates that high-visibility crosswalk striping improves the visibility of crosswalks compared to standard parallel lines and can improve yielding behavior by drivers[2]. Additionally, crosswalk visibility enhancements, which include but are not limited to high-visibility crosswalks, can reduce crashes by 23-48%[1].

- Recommendation: High-visibility (continental or ladder pattern) crosswalks should be implemented at the following locations:
    - Utilizing the California Vehicle Code (CVC) §21368 requirements for designating crosswalks as "school zone" crosswalks (painted yellow), all school zone crosswalks;
    - And, all marked crosswalks at an intersection with a designated collector or arterial roadway within 1320 feet (0.25 miles) of a school (following the same measuring method as CVC §21368)

This recommendation applies to existing and future crosswalks. It does not provide guidance for new crosswalk warrants; it is primarily focused on the improvement of crosswalks within the roughly ¼ mile radius examined through the Walk Audit process.

Universal Recommendation 2: Intersection Daylighting

Daylighting is the practice of removing visual barriers, including parked vehicles, within a certain distance of a crosswalk or intersection to greatly improve visibility for pedestrians, bicyclists, and motorists. The National Association of City Transportation Officials recommends removing parking within 20-25 feet of an intersection. Daylighting can be accomplished through permanent infrastructure, such as concrete curb extensions, or more cost-effective materials, such as paint and bollards.

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[1] https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_VizEnhancemt_508compliant.pdf

2 Pulugartha, S. S., V. Vasudevan, S. S. Nambisan, and M. R. Dangeti. Evaluating the Effectiveness on Infrastructure-Based Countermeasures on Pedestrian Safety. Presented at the 91st Annual Meeting of the Transportation Research Board, Washington, D.C., 2012.

- Recommendation: Daylighting strategies should be implemented at the following intersections:
    - Those that are in the school zone as defined by CVC §21368;
    - Those that are intersections with a designated collector or arterial roadway within 2640 feet (0.5 miles) of a school (following the same measuring method as CVC §21368).

Universal Recommendation 3: Sidewalk Width Adjacent to School Campus

A barrier frequently identified during Walk Audits throughout the county was that sidewalks immediately adjacent to the school were too narrow for the high volumes of pedestrians generated during school arrival and dismissal times. Most of these sidewalks were roughly 4 feet wide, including space for utility and signage poles. While these sidewalks may meet specific municipal standards, they do not accommodate high volumes of school-related pedestrians and can deter or prevent students from walking to school if they travel with their families, in groups, or use a mobility assistance device. This is especially so when sidewalks are obstructed by utility poles, signal boxes, and other objects.

- Recommendation: All sidewalks that lead to a school campus entrance should be a minimum of 6 feet wide within at least 250 feet of the school entrance; if a school has only one entrance, the sidewalk leading to that entrance should be a minimum of 8 feet wide within 250 feet of that entrance.

Universal Recommendation 4: Class III Bike Boulevard Traffic-Calming

Class III bicycle boulevards are on-street bicycle facilities that have traditionally been marked by signage and share-the-road stencils ("sharrows") painted in the vehicle travel lane. Class III facilities do not provide any separation between bicyclists and motorists and instead indicate to road users that bicyclists and motorists must share the road. Such facilities are intended to be installed on low-speed (25 mph or less*) and low-volume (<3,000 vehicles/day*) roadways; however, the current practice of implementing only signage and sharrows for Class III routes frequently does not meet the comfort and safety perception needs of the "Interested but Concerned" user profile of bicyclists, which includes an estimate of 51%-56% of the population and is typically the profile assumed for most school-age children. To create a lower stress bicycle network, the Federal Highway Administration describes improving bicycle boulevards by "slowing motor vehicle speeds and implementing other speed management measures."

- Recommendation: All Class III bicycle boulevards should be marked with sharrows and signage and must be treated with traffic-calming strategies to enforce the desired speed limit and prevent motorist speeding. Class III bicycle boulevards adjacent to school campuses or along roadways that facilitate

motorist speeding (long, straight, and/or minimal traffic control) should be prioritized for traffic-calming treatments.

* Metrics established by the Federal Highway Association in their 2019 Bikeway Selection Guide.

Universal Recommendation 5: Curb Ramps (Americans with Disabilities Act)

Some of the early Walk Audit reports specifically call out intersections or other pedestrian access points where curb ramps compliant with the Americans with Disabilities Act were missing, which creates a significant connectivity barrier for pedestrians who use mobility assistance devices. However, following these reports, the Napa County Safe Routes to School team recognized that many intersections and pedestrian access points were missing these curb ramps and that individually identifying each missing curb ramp would be redundant, particularly given data from the Napa Countywide Pedestrian Plan (2016). Consequently, though some early reports do mention lack of accessible curb ramps, a universal recommendation was created to address this important pedestrian barrier while avoiding redundancy in reports.

- Recommendation: In alignment with the Americans with Disabilities Act, when implementing recommendations made in Napa County Safe Routes to School reports that impact the curb at intersections, pedestrian crossings, or other pedestrian access points, curb ramps that are compliant with the Americans with Disabilities Act should be installed.

APPENDIX C

Quick Build Brochure

Safe Routes to School Walk Audit Report and Active Transportation Action Plan

QUICK-BUILD BIKEWAY NETWORKS FOR SAFER STREETS

Delivering Safer Streets in Weeks or Months, Instead of Years

How to Meet Public Demand for Safe Bikeway Networks—Affordably, Quickly, and Inclusively

Photo credit: Alta Planning + Design

CASE STUDY

Adeline Street in Berkeley got protected bike lanes 20 years ahead of schedule, when Bike East Bay worked closely with the city to incorporate planned lanes into the repaving schedule, saving time and money by simply adding bike infrastructure to an existing project, one funded through a local infrastructure bond measure. The City of Berkeley garnered extensive public input on the Adeline Corridor, making this a great example of quick-build speeding up existing bike infrastructure planning, bringing bike lanes to Berkeley in 2019 instead of 2039.

WHY QUICK-BUILD? WHY NOW?

Biking is up in many communities in California, including those that started with low rates of bicycling, as people seek out healthy and safe transportation and recreation. Californians are discovering they can be healthier and happier simply by getting out on two wheels.

Meanwhile, agency budgets are down. Plans to spend millions on infrastructure may no longer be realistic. More than ever, the public demands that transportation projects are equitable and responsive to the needs of neglected communities.

Quick-build is a method of building bike and pedestrian safety improvements—protected bike lanes, pedestrian crossings, slow streets, parklets, and more—now, within your budget. In challenging times, quick-build projects are crucial to building trust in the government's ability to deliver public benefit. And quick-build infrastructure can engage the public better than ever, and be more inclusive and equitable than traditional infrastructure.

> *"We as transportation experts need to be thinking strategically about whether or not we need to spend three years talking about doing something important, or three weeks to just try something."*
>
> — Warren Logan
>
> *Transportation Policy Director of Mobility and Interagency Relations at Oakland Mayor's Office*

WHAT IS QUICK-BUILD?

The Basics

- Quick-build projects use materials that can be installed quickly and at low cost. Build projects from posts, planters, and stripes of paint, not new pavement or curb alignments.
- **Quick-build projects are installed on a trial basis.** Temporary installations allow for adjusting or removing elements in response to public feedback. Successful projects may become permanent, exactly as installed, or upgraded with more durable materials.
- **Quick-build should incorporate rigorous community engagement.** A project on the ground can serve much more effectively than a PowerPoint or rendering for trying something out and allowing community residents to respond. Gather feedback and input, and change designs accordingly.

Materials

From paint, traffic cones, and A-boards to concrete curb barriers, planters, and temporary raised crosswalks, a wide variety of materials work well for creating quick-build projects. The full Quick-Build Toolkit provides thorough, detailed descriptions of materials that can make for an effective and inexpensive project to meet your community's needs.

Photo credits, top to bottom: Alta Planning + Design; Real Hartford; Alta Planning + Design; Street Plans Collaborative

CASE STUDY

In August of 2020, the City of San Luis Obispo converted one of the three motor vehicle lanes of downtown Higuera Street into a buffered bike lane, as part of Open SLO, the city's pilot program to expand the use of public spaces (with parklets and bike/ped spaces) during the COVID-19 pandemic. The project was installed with paint, took less than a week to install, and cost a mere $15K instead of the more than $150K it would have taken to put in a traditional bike lane by sealing and restriping the whole street as the city would normally do.

Photo credit: Bike SLO County

WHO?

Your Quick-Build Project Team

Team leader. Quick-build projects need a "chief" (usually city staff) tasked with project facilitation, keeping the momentum going, establishing lines of communication, and accepting and evaluating feedback.

Community leaders. Because evaluation and adjustment are essential for successful quick builds, make sure community leaders are on board from the beginning. Look to businesses, residential associations, places of worship, and nearby schools. Bring in bike/ped advocacy organizations and other CBOs, including those based in disadvantaged communities and led by people of color.

Department liaisons. Your project may impact transit, street sweeping, parking enforcement, maintenance, waste management and recycling, and emergency response. Involve other agencies as necessary to ensure you don't forget a critical aspect.

Elected Officials. They have the power to marshal funding for quick-build projects. They will hear from constituents, so communication channels between the project team and electeds must be open for effective project evaluation.

Communications. Ideally, include a dedicated communications person on your team. Because this is a new method, and people are used to years of discussion, publicize quick-build's temporary nature. Talk about the project's intended benefits, and listen to feedback about the actual impacts.

Community Engagement

Community engagement is essential and also very effective, because it's easy to engage people in providing feedback on real-world solutions that they can see and use. Here are the keys:

- Start engaging with the community before you install the project so that residents' opinions are included from the get-go.
- Be inclusive in your outreach, including perspectives from disadvantaged communities and people of color.
- Emphasize the project's temporary nature, and the ability to change the project after it's installed.
- Implement effective feedback mechanisms during the project, making sure to plan and budget for project adjustments in response to input.

CASE STUDY

The El Cajon Boulevard Business Improvement Association ("The Boulevard") got city councilmembers and the mayor on board to fund a pilot bus and bike lane along a 3-mile stretch of San Diego's El Cajon Boulevard. The Boulevard staff brought in diverse stakeholders and built on longstanding relationships to push the city to dedicate a lane for El Cajon Boulevard's new bus rapid transit line, and got bikes included on this Vision Zero corridor. The entire three-mile project, which launched in January 2020, cost $100K, funded by San Diego's general fund.

Photo credit: Holly Raines

WHERE?

Which Projects are Best for Quick-Build?

Some projects are better than others for the quick-build method.

- **Look to existing plans.** Your community's current active transportation plan already identifies key improvements and priorities. Most such plans will take decades to complete with traditional methods and funding. Quick-build can take those plans to reality much sooner.
- **Fill gaps in the bikeway network, especially now when more people are bicycling.** Look to improve intersections that are dangerous to navigate, short sections of crosstown routes that use busy streets, or long sections of streets that could become "slow streets" to connect neighborhoods.
- **Put disadvantaged communities first.** If your plan doesn't already incorporate an equity analysis to set priorities, this is your chance. Look at a model plan like Oakland's "Let's Bike Oakland" bicycle plan which incorporates a framework of equity and a focus on improving well-being for the city's most vulnerable groups.

If a project is funded and on schedule to be built within a year or two, turn your attention to projects that will take years without quick build. Projects that require expensive modifications—new traffic signals, bridges, reconfigured curbs—are not good quick-build candidates.

Photo credit: Alta Planning + Design

Funding for Quick-Build

POTENTIAL FUNDING SOURCES IN CALIFORNIA

Available funding for quick-build projects varies a lot from one municipality to the next. But here are a few ideas.

- Public works departments' essential repaving and repair projects are great opportunities to put in quick-build projects at low cost.
- Local and regional funds such as general fund, sales tax revenue, and Air Quality Management District funds can be used for quick-build projects.
- Tack on costs to another publicly-funded transportation project, or even a private project. For example, a development project that is required to repave and stripe new bike lanes might install a protected bike lane using quick-build materials instead.
- In 2020, the **Active Transportation Program** piloted a special quick-turnaround funding pot for quick-build projects, with an earlier (summer) deadline. Keep an eye on the ATP to see if they continue to offer this funding in future years. CalBike will be pushing them to do so.
- PeopleForBikes has a **small grant program** for infrastructure projects.
- AARP's **Community Challenge grant** could fund a quick-build project.

This resource was prepared in partnership with Alta Planning + Design. For more information see our complete **Quick-Build Guide**.

CALIFORNIA BICYCLE COALITION

APPENDIX D

Bike Parking Guidance

Safe Routes to School Walk Audit Report and Active Transportation Action Plan

ESSENTIALS OF

BIKE PARKING

Selecting and installing bicycle parking that works

apbp

Association of Pedestrian and Bicycle Professionals

Expertise for Active Transportation

Essentials of Bike Parking
Revision 1.0, September 2015

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Cover image: *Sign D4-3 from Standard Highway Signs, 2004 Edition, http://mutcd.fhwa.dot.gov/ser-shs_millennium_eng.htm*

APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

Association of Pedestrian and Bicycle Professionals

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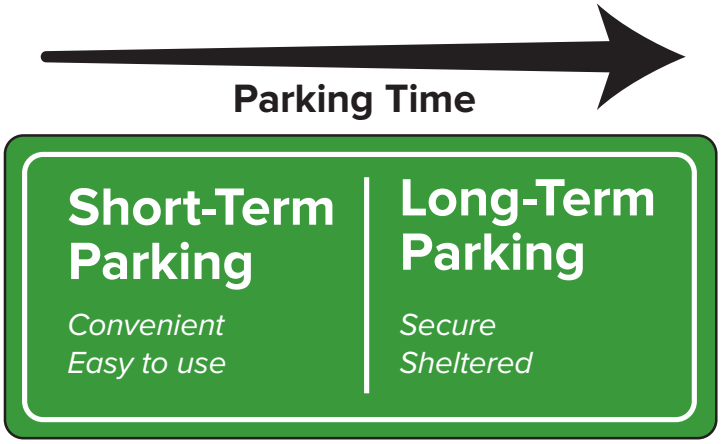
TABLE OF CONTENTS

INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

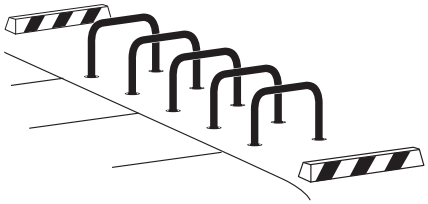
Effective bike parking for short-term users depends on two main factors: 1) proximity to the destination and 2) ease of use.

Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.

INVERTED U

POST & RING

CORRAL



SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

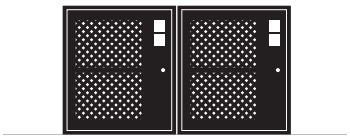
BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. **apbp.org**

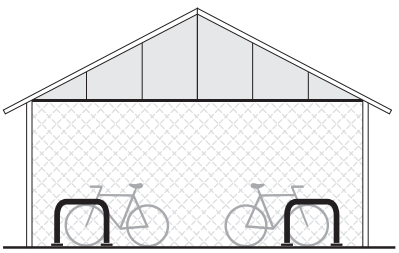
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. **apbp.org**

INSTALLATION

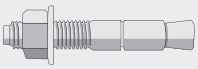
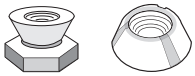
Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. **apbp.org**

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

FASTENERS		
CONCRETE SPIKE		Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.
CONCRETE WEDGE ANCHOR		Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).
SECURITY NUTS		Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.

BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U
also called staple, loop

Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING

Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE

Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

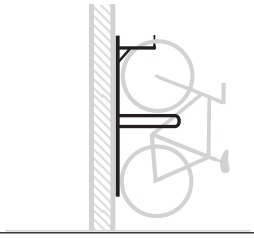
These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE

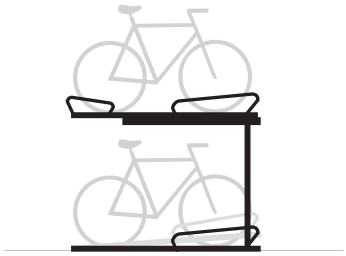
Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE
also called undulating or serpentine

Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

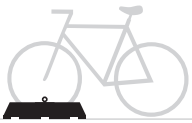
SCHOOLYARD
also called comb, grid

Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER

This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD

This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL

Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED

These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

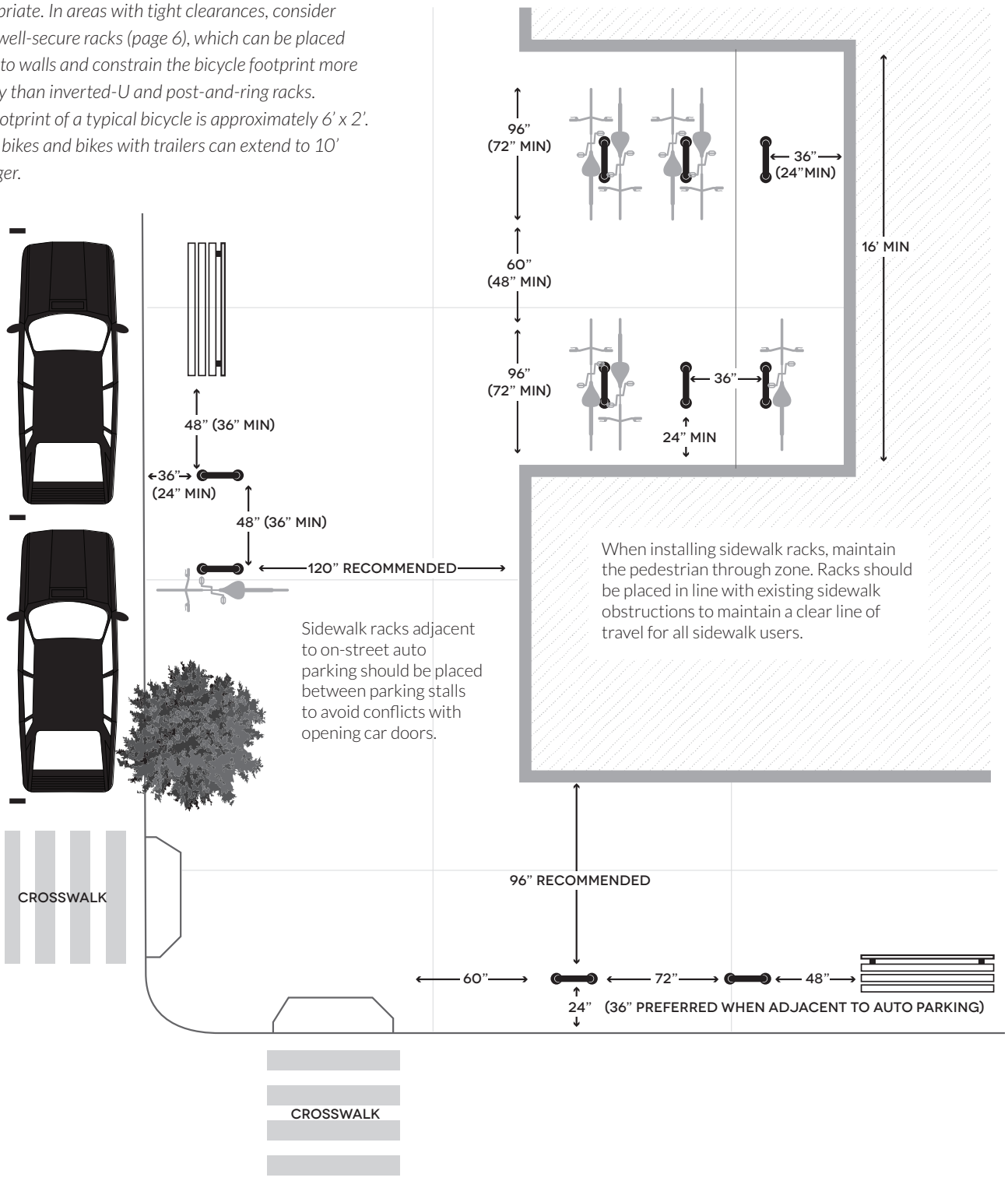
Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

** When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.*

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.



APPENDIX E

Recommendation
Cost Range Estimates

Safe Routes to School Walk Audit Report and Active Transportation Action Plan

Appendix E: Recommendation Cost Range Estimates

Cost estimate was one of many factors considered when prioritizing recommendations for Napa County Safe Routes to School Walk Audit reports. Recommendations in which a high cost estimate would considerably delay implementation of the recommendation may have been given a lower priority level in order to prioritize recommendations that are lower cost and therefore more likely to be installed more quickly. Cost was considered on a high-level scale; real cost ranges of recommendations may differ from cost range estimates included in Walk Audit reports.

Cost range estimates for Safe Routes to School Walk Audit recommendations are as follows:

$	< $25,000
$$	Between $25,000 and $250,000
$$$	$250,000 to $1 million
$$$$	> $1 million

APPENDIX F

Next Steps

Safe Routes to School Walk Audit Report and Active Transportation Action Plan

From Recommendations to Action: Next Steps

Napa County Bicycle Coalition (NCBC) has concluded the final task under the Napa County Safe Routes to School Program in coordination with the Napa County Office of Education, funded under the One Bay Area Grant and the Active Transportation Program.

Evaluation of active transportation barriers at school sites are complete and final reports of recommendations for each school in Napa County will be published in the spring of 2022. The NCBC team is already planning the next phase of Safe Routes to School that will help bring these recommendations into reality. Supported by a "Quick Strike" grant through the Metropolitan Transportation Commission (MTC), NCBC will continue its SRTS work over the course of this next year.

NCBC SRTS Quick Strike Program Elements (2022-2023):

- Engage parents in advocating for implementing the recommendations. Hold safety summits at various school sites that raise awareness of the recommendations and provide a forum for parents to discuss strategies and to plan next steps. Work with schools and other stakeholders to implement recommendations. Build a Safe Routes to School (SRTS) Advisory Committee, including "parent champions" from key school sites, to help guide the SRTS program into the next phase of growth and engagement and to help ensure the long-term viability of the program, providing a structure both for stakeholder feedback and input, as well as for increased local investment in future program activities.
    - Action Steps:
        - Hold up to seven safety summits at various school sites
        - Form SRTS advisory committee
- Provide education and encouragement programming at elementary and middle schools that includes bike rodeos throughout the year, Bike Month (and Bike to School Day) in the spring, and Walk and Roll to School Day in the fall. This programming aims to increase the number of students who walk or bike to school and to ensure that, as barriers are removed and facilities are improved, youth have the skills and confidence to take advantage of improvements.
    - Action Steps:
        - Hold up to 14 Bike Rodeos at elementary and middle schools
        - Provide outreach and support for Walk and Roll to School Day and Bike Month activities at up to seven school sites
        - Support local Agricultural & Hospitality Industry workers with bicycle safety education
- Conduct community-based safety education programming that reaches identified populations of concern. Through bilingual Family Biking Workshops, community rides in partnership with other local organizations, and safety education outreach to agricultural

and hospitality workers, NCBC will tailor our programming to help engage the full spectrum of our community.

    - Action Steps:
        - Conduct up to nine bilingual Family Biking Workshops
        - Conduct up to six community events and rides

- Secure future funding for the Safe Routes to School Partnership (SRTS). We believe that every student should be able to safely walk or ride a bike to school. The SRTS program provides vital safety education, encouragement, and community engagement programs to thousands of students annually while advocating for facilities that make active transportation safe and accessible. SRTS will be a key force in helping to make the Walk Audit recommendations a reality. Napa County is one of the only counties in the region that lacks dedicated, long-term funding for these programs and efforts, and without that support implementing the recommendations will face more barriers.
    - Action Steps:
        - Apply for competitive and discretionary grant funding
        - Seek funding support from jurisdictions
        - Seek funding support from community health
        - Provide annual program reports to stakeholders