SOLANO COUNTY

Safe Routes to School Plan Update 2025

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AB 43	Assembly Bill 43
AC	Advisory Committee
AFB	Air Force Base
ATP	Active Transportation Program
BAC	Bicycle Advisory Committee
Caltrans	California Department of Transportation
CA MUTCD	California Manual on Uniform Traffic Control Devices
CARE	Community Action Resource and Empowerment
CHP	California Highway Patrol
CMA	Congestion Management Agency
CTC	California Transportation Commission
CTF	Community Task Force
CTP	Comprehensive Transportation Plan
CVC	California Vehicle Code
DOT	Department of Transportation
FHWA	Federal Highway Administration
IIJA	Infrastructure Investment and Jobs Act
LRSP	Local Road Safety Plan
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MUTCD	Manual on Uniform Traffic Control Devices
OBAG	One Bay Area Grant
OTS	Office of Traffic Safety
PAC	Pedestrian Advisory Committee
RRFB	Rectangular Rapid Flashing Beacon
School walk audit	An assessment of travel issues and behavioral patterns by observing a school drop-off or pick-up period
Social Pinpoint	An online tool that helps communities share feedback on projects by using maps, surveys, and comment boards
SR2S	Safe Routes to School
SR2S Advisory Committee	Group of stakeholders who advise, plan, and prioritize SR2S programs and projects that help children safely walk, bike, or roll to school
SR2S Community Task Force	Group of individuals who work together to identify and prioritize SR2S activities and infrastructure at the local level
SS4A	Safe Streets and Roads for All
STA	Solano Transportation Authority
STBG	Surface Transportation Block Grant
SWITRS	Statewide Integrated Traffic Records System
USD	Unified School District
Vision Zero	A road safety program that aims to eliminate all traffic deaths and serious injuries
VMT	Vehicle Miles Traveled
WoW	Walk or Wheel
WSB	Walking School Bus

Executive Summary

The Solano County Safe Routes to School (SR2S) program is part of a countywide effort to provide a safe, multimodal, and equitable transportation network throughout Solano County. The goal of this plan is to provide strategies, programs and projects that will increase the number of students who walk, bike, roll, or take transit and rideshare to and from their school by making these modes a safe and viable alternative to driving. This program provides various benefits to students and the surrounding communities by:

- Teaching students safety skills
- Fostering partnerships among school, local law enforcement, other engaged participants
- Improving safety near schools
- Reducing congestion near schools
- Improving student focus in classrooms
- Reducing health risks including childhood obesity
- Improving air quality

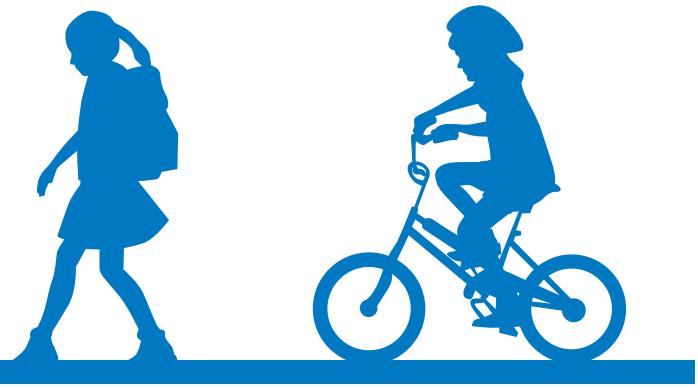
This 2025 SR2S Plan Update refines the safety audits and evaluation process and builds upon the previous goals and objectives established in the previous versions of the Plan. This Plan Update has identified and incorporated two new SR2S goals focused on equity and partnership:

- Achieve equitable access to convenient, safe, and low-cost transportation options for getting to and from school for all county schools and students
- Continue to build a collaborative program by strengthening relationships and partnerships with local and regional agencies, school districts, and community groups

A complete list of the SR2S Plan Goals can be found starting on Page 21. The goals have been incorporated into the 2025 SR2S Plan Update to be consistent with the goals set in the upcoming revised Solano Transportation Authority (STA) Comprehensive Transportation Plan (CTP). One of the added goals in the STA CTP involves improving equity across all planning efforts.

Incorporating the New Equity Framework

During the process of updating the STA Transportation Equity Framework in 2023, STA staff wanted to recognize equity communities in a way that is contextually relevant to the target populations, demographics, and needs of Solano communities. The Framework will be used to prioritize projects and programs in the CTP, the allocation of STA discretionary funding sources, and other STA efforts. The tool will help STA to advance equity in the planning, programming, and delivery of transportation projects and programs in Solano County.



As part of the STA Transportation Equity Framework, STA aims to promote equity and inclusivity as well as reinforcing that all Solano County residents should have equitable access to convenient and safe, low-cost transportation options. Additionally, it has been recognized that partnerships with schools, enforcement agencies, the public, decision makers, and more have played a huge part in the success of many SR2S programs and activities.

SR2S PROGRAM ACCOMPLISHMENTS

Since 2013, the STA and Solano County Public Health focused on four primary SR2S elements which advocated and educated students on different ways to get to and from school. All seven school districts within Solano County are eligible to participate in these programs on a first-come, first-served basis. SR2S coordinators actively engage with schools in a variety of methods. One of their outreach strategies includes direct email communication with school administrators, teachers, and parents to share program information, safety tips, event announcements, or to hear about what traffic issues are most concerning at their school. STA SR2S staff participated in community events, such as school fairs and back-to-school nights, where they can engage directly with students and their families to discuss the benefits of walking and biking to school.

Traffic Safety Assemblies

From 2013 to 2024, 79 traffic safety assemblies were held as in-school events for various schools. Traffic safety assemblies were conducted with the aim of educating students how to travel to and from school safely, whether they walk, bike, or scooter. The assemblies held by the SR2S staff focused on the health benefits of active transportation, the importance of potential safety risks, safe travel behaviors, and more. These assemblies reached a large variety of audiences, from young children to older students and various demographics. Content was customized for each group.

Bicycle Rodeos

From 2013 to 2024, 85 bicycle rodeos were held as in-school events for various schools. Bicycle rodeos are fun, outdoor training courses that are typically held as an after-school activity for individual schools. Rodeos help students feel more comfortable riding a bicycle on their own by teaching them basic skills, proper safety gear and equipment, bicycle safety checks, hand signals on the road, and more. During past events, STA has provided bicycles that students may use during the bicycle rodeo. Partnerships and ongoing coordination between STA SR2S, the participating schools, and volunteers have resulted in ongoing success from this element.

Walk & Roll Encouragement Events

Walk and Roll encouragement events focus on emphasizing the fun of walking and biking with family, friends, and neighbors. These events encourage students to make the first step towards any type of active transportation. Events included Walk to School Day in October and Bike to School Day in May. In 2024, 48 schools took part in the Walk and Roll to School Day event with 7,212 students participating; the Bike to School Day event consisted of 37 schools with 6,175 students participating.

The participation of parent and staff volunteers, local elected officials, and local enforcement officers played a pivotal role in ensuring the smooth and successful implementation of these events.

Walking School Bus Program

The Walking School Bus (WSB) program was established during the 2011-2012 school year at Edwin Markham Elementary School in Vacaville. Its success led to expanded implementation of WSB at other schools. The WSB program is conducted by a group of parents and other volunteers who help students walk in groups to and from school and make stops at predetermined locations along its designated route. Through this program, parents and students may feel more at ease and safer walking with a larger group. While the WSB program initially targeted students who live within a typical walking distance to school, caregivers who lived further away were encouraged to drop off their students near a WSB stop. Like the walk and roll encouragement events, participants of the WSB program may also include local elected officials and enforcement agencies.

MOVING FORWARD

Between the 2013 SR2S Plan and this Plan Update, the COVID-19 global pandemic affected the progress of the established programs. The 2025 SR2S Plan aims to bridge the gap between the impacts of COVID and the program's updated goals through a restructuring that reflects different ways of engaging, changing school and student priorities, and community needs. Many of the practices related to active transportation had not been implemented due to families and students quarantining, social distancing, funding reductions to programs and services, and the implementation of hybrid school and work schedules. This Plan addresses such issues and bring the focus back to the cornerstones of the goals and policies of STA SR2S. The walk audits performed as part of this Plan Update resulted in a list of infrastructure and programmatic recommendations. Next steps include funding identification and implementation of recommendations. This plan lays out a revised framework to guide implementation. This framework includes the following goals:

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

Goal 2:
Facilitate school travel routes that are accommodating, safe, convenient, and accessible for all modes

Goal 3:
Support sustainable communities by reducing school-related traffic congestion, air pollution, and vehicle miles traveled

Goal 4:
Develop and sustain a SR2S program for the long-term

Goal 5:
Achieve equitable access to convenient, safe, and low-cost transportation options for getting to and from school for all county schools and students

Goal 6:
Continue to build a collaborative program by strengthening relationships and partnerships with local and regional agencies, school districts, and community groups

Introduction

WHY A SAFE ROUTES TO SCHOOL PLAN?

SR2S is a multi-disciplinary program focused on promoting active modes of transportation to schools. The SR2S program identifies transformative safety projects near schools to improve traffic safety, encourage students to walk, bike, or roll to and from school, and to improve health. The program also educates students, parents, and staff on safe transportation habits and the health benefits of participating in active transportation modes through educational materials, contests, incentives, events, or enforcement. SR2S programs are often a collective partnership among cities, school districts, community organizations, and local law enforcement agencies. As such, the program has opportunities for parents, local officials, and school staff to implement the program through the local SR2S community task forces and SR2S Advisory Committee meetings. Further details regarding these community meetings are available in Chapter 5.

The following issues below have been considered during the development of the SR2S Plan Update:

- Students walking and biking have decreased since the COVID-19 pandemic but are expected to increase back to pre-pandemic levels
- Most students are being driven to school
- Approximately 31% to 55% of children in Solano County are classified as obese, with rates varying by race, age group, and ethnicity[1]
- Vehicle emissions are a significant generator of poor air quality and are contributing to childhood asthma rates[2]
- Certain routes to and from school are considered neither walkable nor bikeable due to the surrounding environment, such as sidewalk gaps, lack of bicycle facilities, and drivers traveling at unsafe speeds

1 https://www.kidsdata.org/topic/727/overweight-race

2 https://pubmed.ncbi.nlm.nih.gov/22683007/

THE SIX "E'S" OF SAFE ROUTES TO SCHOOL

Past Planning Efforts

The Solano Transportation Authority (STA) has had an active SR2S program since 2008 when STA wrote and adopted the initial SR2S Plan and began educating students, enforcing local traffic laws in school zones, implementing safety projects, and encouraging parents and students to use other modes of transportation to school that are not automobiles. The 2008 Plan focused on identifying program goals and developing comprehensive material to prioritize future SR2S investments.

In 2013, STA completed and adopted a Plan Update to the 2008 SR2S Plan, evaluating progress on the 2008 goals and objectives, performing school site safety audits for 17 schools, and developing new educational program materials. The 2013 Plan became a toolbox for SR2S decision makers to guide the program into future investments.

In 2017, STA established the Solano SR2S Program Evaluation and Intervention Project to evaluate targeted SR2S Program activities at specific schools, or "pilot" schools. As part of this effort, safety audits were conducted at 12 schools and three schools were selected to pilot SR2S activities. These efforts were evaluated and summarized in the 2019 Solano SR2S Activity Evaluation Report.

Core Program Elements

The SR2S program consists of many elements and strategies. The identified strategies revolve around the six E's of a SR2S Plan which are Engineering, Education, Encouragement, Enforcement, Evaluation, and Engagement. Each of these E's is described in further detail below.

STA SAFE ROUTES TO SCHOOL SIX E'S

1 Engineering

Engineering consists of identifying and implementing safety improvements and addressing egress/ingress issues in the built environment around school grounds. This can include recommendations as simple as new signage, curb striping, or improved crosswalks. It can also include more expensive and ambitious treatments such as bike lanes, curb extensions, new traffic signals, and multi-use pathways. Each treatment is meant to improve the safety of pedestrians, bicyclists, and drivers near school grounds and improve connectivity with adjacent neighborhoods. Engineering may also include providing expert input on issues such as school siting and enhancing neighborhood connectivity with new development.

2 Education

Education programs teach students how to walk and bike safely in their communities and about the benefits of walking and biking to school. Other programs provide education for drivers on how to interact safety with bicyclists and pedestrians. Educational programming requires cooperation among principals, school districts, teaching staff, parent volunteer groups, and parents. Educational programs often coincide with encouragement programs.

STA SAFE ROUTES TO SCHOOL SIX E'S, CONTINUED

3 Encouragement

Encouragement activities are typically geared towards students and parents who live close enough to walk or bike to school, but don't, as well as to families that otherwise find ways to reduce chauffeured car trips to school. These take the form of special events such as Walk to School Day, clubs, or contests which help develop a culture of walking and biking to and from school and can cultivate healthy habits for life. Encouragement initiatives also include more broad-based work with all the SR2S partners to incorporate SR2S in plans, policies, and initiatives.

4 Enforcement

These are strategies to reinforce safe behavior by all road users (motor vehicle drivers, pedestrians, bicyclists) and all roles (students, teachers, parents, caregivers, etc.) on and around school grounds. While some enforcement strategies rely upon law enforcement, there are other strategies such as observing drop-off and pick-up, educating parents when inappropriate behavior is observed, participating in community events, and National Safe Routes campaigns, utilized by schools to improve safety without the use of a police officer.

5 Evaluation

Evaluation of SR2S programs is important to understanding what works and what doesn't for each community. Evaluation tools can take the form of in-class hand tallies and parent surveys. More robust assessments occur as projects like the 2017 Program Evaluation and Intervention.

6 Engagement

Engagement strategies are highlighted to help open lines of communication and involvement among all stakeholders for the benefit of an improved SR2S program. Key stakeholders to engage include parents, school administrators, elected officials, and enforcement agencies, as well as older students for programmatic efforts to reach middle and high school students.

HOW WE CREATED THE PLAN

The 2025 STA SR2S Plan Update included several rounds of stakeholder input from each of Solano County's seven cities and seven school districts. At the local level, community task forces worked together to select a school where a walk audit would take place. Hence, the 2025 update involved site walk safety audits at eight schools across the county, informed by correspondence and input from school principals, crossing guards, and other school staff. This plan is built upon an evaluation of current conditions of programs and infrastructure, outreach and engagement with the community, and an identification of needs and deficiencies. The plan includes a set of recommendations consistent with STA goals and objectives, including active task forces, regular school walk safety audits, annual surveys to determine walking and biking rates, analysis of crash events, and project prioritization. These recommendations have been reviewed and approved by the STA Board and its Advisory Committees.

Materials referenced and used during the school walk safety audits are provided in the Appendix.

REPORT CONTENTS

Chapter 2: Program Overview

This chapter provides an overview of the SR2S program components such as capital projects and non-infrastructure strategies from 2013 to 2024. This also includes a summary of the history of STA SR2S, the outreach the STA SR2S team has conducted, and an assessment of the existing school travel information.

Chapter 3: Recommended Planning Framework

This chapter provides a summary of the six goals, objectives, and recommended policies and programs identified in the 2025 STA SR2S Plan Update. Performance measures and benchmarks were added to allow STA to understand if the programs implemented help achieve the goals and objectives established within this plan.

Chapter 4: Safe Routes to School Local Planning & Implementation Efforts

Within this chapter, localized reviews and SR2S program recommendations for each public school district within Solano County are provided. These are based on the school walk audits held in May 2024.

Chapter 5: Funding Sources

This chapter provides an overview of the federal, state, regional, and local funding sources for various elements of the STA SR2S program.

Chapter 6: Solano County Safe Routes to School Next Steps

This chapter identifies the next steps the SR2S program should take to make progress towards and achieve the goals and objectives identified in this plan.

Program Overview

The STA SR2S program dates back to the 1998 Solano County Travel Safety Plan, which identified safety deficiencies and potential funding opportunities. The following sections outline program components, ongoing programs, program planning, and school participation.

CAPITAL PROGRAM COMPONENTS

Post-2013 SR2S Plan

Through the guidance of the Solano County school walk safety audits that were performed for the 2013 STA SR2S Plan Update, several infrastructure improvements at schools were implemented throughout the county. The STA SR2S infrastructure grants received by city agencies after the 2013 STA SR2S Plan Update are compiled in the Appendix. The SR2S Micro-Grant Program supports small-scale projects and capital purchases that enhance bicycle and pedestrian safety while promoting active transportation around schools in Solano County. Eligible applicants include Solano County schools, school districts, cities, and community-based or nonprofit organizations. To illustrate the impact of the program, Table 1 provides a summary of micro grants awarded during previous grant cycles.

TABLE 1. SOLANO COUNTY SR2S FUNDING SUMMARY (FUNDING YEAR 2019-2025)

DISTRICT	FUNDING RECEIVED IN 2019-2020	FUNDING RECEIVED IN 2021-2022	FUNDING RECEIVED IN 2024-2025	TOTAL FUNDING RECEIVED
BENICIA	$16,150	$30,000	$30,000	**$76,150**
DIXON	$4,050	$6,900	—	**$10,950**
FAIRFIELD	—	$2,095	$86,650	**$88,745**
SUISUN CITY	—	$1,590	—	**$1,590**
RIO VISTA	$5,096	$4,180	—	**$9,276**
VACAVILLE	$37,975	$19,085	$30,000	**$87,060**
VALLEJO	$5,145	$66,850	$39,800	**$111,795**

Source: STA SR2S, 2024

NON-INFRASTRUCTURE PROGRAM COMPONENTS

The Solano SR2S staff coordinates with schools to find ways to encourage students to walk or bike to school on a regular basis. The purpose of this program is to reduce traffic and air pollution around schools, increase physical activity and create community awareness to build a culture that promotes health and safety for all students.

Walking School Bus (WSB)

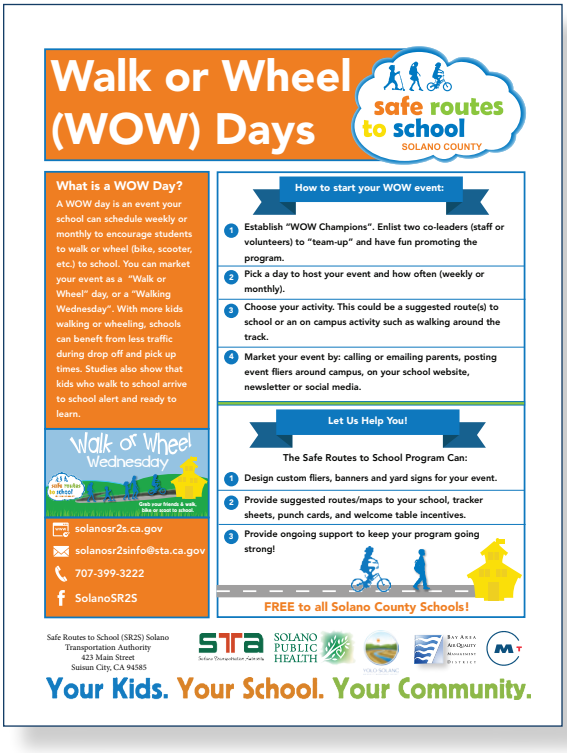
The walking school bus was initially launched as a pilot program at Edwin Markham Elementary School in Vacaville. Due to the success of the WSB program, multiple schools within Solano County have continued to implement such events throughout the years. This program aims to reduce school traffic. Through this program, SR2S staff helps schools organize school staff or adult volunteers to safely walk students to and from school. This program offers free training for route leaders, helps establish walking routes, and provides promotional materials and incentive items.

Bike Rodeo

Elementary students are taught bike riding and safety skills while riding through agility and safety courses set up on school grounds. Volunteers, with support from SR2S staff, inspect students' bikes and check if their bike helmets fit properly. If needed, loaner bikes and helmets are provided.

Walk or Wheel (WoW) Program

The WoW Program is a simple and fun way for schools to encourage students to walk, bike, or ride a scooter to school on a weekly or monthly basis. Through this program, schools choose a certain day to promote this ongoing, schoolwide physical activity. Incentive items and personalized materials, such as banners and yard signs, are available.



Bicycle Helmet Fitting and Education

With this program, bike safety helmets are provided to students with an economic need. Students are fitted with new helmets and taught the importance of wearing a helmet and other bike safety information.

Bay Area Bike Mobile

The Bay Area Bike Mobile events provide students with hands-on bike repair at your school. The Bike Mobile staff show students how to perform easy maintenance on their bikes and fix flat tires, adjust bike seats and replaces worn brakes.

STA Micro Grant Program

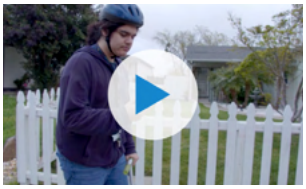
The Solano SR2S Program has funding available for small programs and infrastructure projects. Cities, schools, and organizations may apply to fund smaller scale infrastructure projects, purchase equipment that will increase student safety, or programs that increase walking and biking for students.

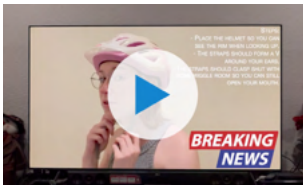
The STA Micro Grant was established during the 2019-2020 fiscal year. During the pilot program, STA was able to fund 14 small-scale bike and pedestrian projects to increase safety and encourage more students to walk and bike to school in Solano County. In June 2021, the application period opened with $130,000 funding available. During the second cycle, 14 projects were awarded funding for infrastructure improvements, walk and bike safety equipment and incentives.

As of December 2023, the STA SR2S program has launched the third cycle of its Micro Grant Program. Although 11 projects were approved, there was a remaining balance of $25,721 for other qualifying projects. Hence, STA SR2S issued a second call for projects to allocate the remaining funds.

Lights, Camera, Safety! Video Production Promotion

The SR2S coordinators in collaboration with Solano Public Health have established a partnership with video production classes in high schools across the county. This initiative aims to engage high school students actively in promoting pedestrian and bicycle safety among their peers through creative video projects. The creativity and technical skills of high school students are leveraged to produce impactful educational content, fostering a safer and more informed community. View the videos by clicking these images:





International Walk and Roll to School Day

Walk and Roll to School Day is an annual event that involves communities from across the country and world walking and rolling to school on the same day. International Walk and Roll to School Day is typically celebrated annually during the first Wednesday of the first full week of October. For example, in 2025, the International Walk and Roll to School Day will be held on Wednesday, October 9, 2025. As mentioned earlier in the document, 66 schools took part in the 2024 Walk to School Day event with 7,212 student participants.

National Bike and Roll to School Day

As part of National Bike Month, this fun one-day event encourages students to ride their bikes to school with friends and family. National Bike & Roll to School Day is typically held on the first Wednesday of May. The 2024 Bike to School Day event consisted of 48 schools with 6,175 students.

WEBSITE AND OUTREACH

The 2025 STA SR2S Plan Update represents an opportunity to try out new engagement and encouragement strategies (two of the "E"'s of SR2S). It is important to recognize that there is a diverse target for these programs, encompassing all ages of students as well as parents, and that each group needs a different strategy. The goal for this outreach program was to capture the stories and input from the community including parents, students, school site staff, and other road users and use those contributions to inform the Plan Update.

The goals of this outreach component of this program were to:

- Connect with local parents and students near schools throughout the County and within cities that are part of STA
- Ensure that socio-economically diverse populations are meaningfully engaged in this process
- Identify perceived unsafe routes and corridors en route to school through the outreach effort and document those to inform the plan
- Collaborate with local schools and municipal agencies to build on previous and upcoming outreach efforts

The tools and tactics used for the community engagement effort are listed and described further in the text to follow.

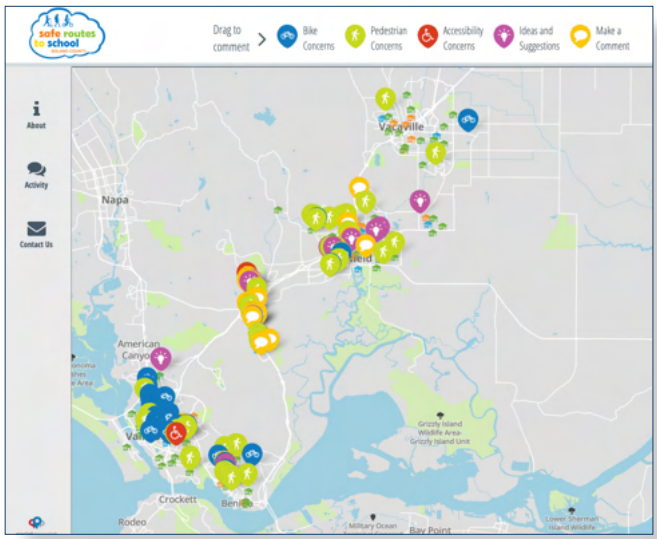
Educational Materials

Educational materials were prepared to promote the community engagement effort. To make the outreach efforts easily accessible to a larger audience, the materials were provided in English and Spanish. The outreach materials included pull-up banners and business cards with project information and website links to an online tool where community members could share feedback using an interactive map. Tablets were also available at outreach events to easily facilitate onsite participation.

Public Outreach for the Safe Routes to School Plan Update 2025

Outreach events were held at a variety of events such as farmers markets and local family-oriented events, and pop-up opportunities to connect with the public. Community feedback gathered during outreach events played a key role in guiding the selection and implementation of the walk audits. The events took place in each jurisdiction on the dates and at the locations listed below.

- Benicia Bike Fair on June 24, 2023
- Parks Make Life Better at Suisun City on July 22, 2023
- Fairfield-Suisun Back to School Resource Fair on August 12, 2023
- Dixon Bike Workshop on August 25, 2023
- Leaven Kids Resource Fair in Vallejo on January 25, 2024
- Rio Vista Bike Workshop on February 5, 2024
- Vacaville Bike Workshop at Vacaville Town Square Library on February 17, 2024



Interactive Web-Based Tool

STA established a Solano County SR2S website (https://solanosr2s.ca.gov/) to provide program information to parents and other interested community members. Parents, students, and others were encouraged to use a web-based interactive map tool to identify places where they believed safety was a concern. The tool had English and Spanish translations to reach a wider audience. As of December 2024, a total of 145 comments were submitted on Social Pinpoint, highlighting public concerns related to the areas surrounding various schools throughout Solano County. The majority of comments focused on pedestrian safety (67), followed by general comments (30) and bike-related concerns (27). Additional input included suggestions for improvement (15) and accessibility concerns (6). The information collected was compared to technical data to determine where improvements need to be made.

A compiled version of the comments gathered using the interactive map tool are provided in the Appendix.

PLANNING AND OVERSIGHT

STA and the cities of Solano County have implemented several of the non-infrastructure and infrastructure improvements listed in the 2013 STA SR2S Plan Update. Since 2013, STA has worked to secure funding for priority programs and projects and has overseen implementation of Safe Routes projects around Solano County.

Countywide SR2S Advisory Committee

STA has expanded and refined the framework and recruited individuals for a Countywide SR2S Advisory Committee (AC) which involves representatives from Public Works, school, law enforcement, public health, STA Bicycle Advisory Committee (BAC), STA Pedestrian Advisory Committee (PAC), and air quality representatives. The STA SR2S Program also encourages and helps to facilitate Community Task Force (CTF) at the City and County level with representatives from the city council, public works and police departments, school district administration and board members and trustees, school site administrators and parents, community leaders, and representatives of the STA BAC and PAC.

Each of the seven cities in Solano County has an SR2S Community Task Force who work together to identify and prioritize SR2S activities and infrastructure at the local level. As part of the committees' responsibilities, each committee is encouraged to meet quarterly to discuss recommendations for funding projects and programs to the STA Board.

Community Task Forces will help assist the school districts to attain the identified goals and objectives listed in this Plan Update, enforcing the partnership effort. Although recommended policies and programs will be stated in the following section, STA will mainly coordinate with local agencies to accomplish some of the stated recommendations.

CHAPTER 3

Recommended Planning Framework

2025 PLAN GOALS, POLICIES, OBJECTIVES, AND BENCHMARKS

The goals and objectives included in the 2025 STA SR2S Plan Update refine those established in the 2013 Plan Update and 2019 Evaluation Report. The 2019 Evaluation Report focused on the pilot program related to the school walk audits, essentially providing a similar framework. The strategies, policies, and benchmarks were revised to assist in measuring the effectiveness of each objective. The 2025 goals and objectives are listed and described below. The inclusion of two additional goals focused on equity and partnership supports a commitment to providing equitable access for all county schools, aiming to increase awareness and engagement to programmatic transportation options, and the need to re-organize the SR2S Community Task Forces to strengthen partnerships with schools, enforcement agencies, the public, and the decision makers.

The recommended planning framework to guide and evaluate the STA SR2S program is summarized below. The strategies and benchmarks added into this Plan Update aim to tackle any potential issues relating to data availability to track the objectives' status. The benchmarks outlined in this section are aspirational. Actual implementation may vary and will depend on further coordination with each school such as data collection, feasibility assessments, staffing capacity, and funding availability. The 2025 SR2S goals and objectives were approved by the SR2S Advisory Committee on November 20, 2024 and carried over into the final version of the Plan.

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

OBJECTIVES

- **Objective 1A:** Increase the rate of students walking, biking, and taking other active forms of travel to school
- **Objective 1B:** Increase student attendance
- **Objective 1C:** Annually increase the number of children exposed to SR2S education and encouragement activities
- **Objective 1D:** Continually improve the quality and variety of education and encouragement activities of the Solano SR2S Program

RECOMMENDED POLICIES & PROGRAMS

- Provide a variety and natural progression of bicycle safety curriculum by introducing on-street skills training for middle school and elementary students with previous SR2S skills training
- Work towards implementing walking school bus programs for elementary schools in the County, and encourage 'bicycle trains' and bike clubs for older students
- Emphasize the health, environmental, educational, and social benefits of walking and bicycling to school through activities, contests, and incentives
- Form a coordinated media strategy, utilizing outreach, the program website, social media, and paid media of multiple formats
- Incorporate SR2S into school district wellness policies
- Support school districts to adopt and implement a bicycle helmet policy

POTENTIAL BENCHMARKS

- Mode share as recorded in student hand tallies and parent surveys (with a focus on those living within ½ mile of school)
- Qualitative mode split (combined walk/bike/transit) from on-site staff and/or principal and periodic surveys
- Student attendance versus school enrollment percentage
- Students reached through bike rodeos, traffic safety assemblies, and other education activities
- Schools involved in participating in STA SR2S activities and independently performing activities
- Helmets and encouragement materials distributed and/or bicycles repaired
- Greater media exposure as measured through website traffic, Facebook followers, and number of articles or radio spots
- Annual publication/noticing of bike helmet policies in back-to-school student information packets
- Review of hosted and available activities over time

Goal 2:
Facilitate school travel routes that are accommodating, safe, convenient, and accessible for all modes

OBJECTIVES

- **Objective 2A:** Limit traffic speeds and volumes along key routes to school
- **Objective 2B:** Reduce the frequency and severity of pedestrian and bicyclist collisions near schools
- **Objective 2C:** Increase funding for walking, bicycling, and transit investments near schools
- **Objective 2D:** Implement high priority capital projects from this Plan
- **Objective 2E:** Incorporate SR2S policies, priorities, and design guidance into future city general plan updates, specific plans, and other neighborhood planning efforts
- **Objective 2F:** Eliminate or reduce the impact of physical barriers and gaps that impede convenient and safe walking and bicycling to existing and new (planned) schools

RECOMMENDED POLICIES & PROGRAMS

- Prioritize physical improvements along suggested walking and bicycle routes to school. Consider establishing best practice design guidelines for these facilities
- Develop a county school-based active transportation infrastructure program with dedicated funding for each jurisdiction
- Support creative strategies to ensure targeted school enforcement during commute periods, including the potential for continued STA enforcement grant funding and increased coordination with the California Highway Patrol (CHP) for school communities along state routes (e.g., SR 12)
- Carefully consider pedestrian, bicycle, and transit access and facilities in the siting and design of new and renovated schools; discourage school siting along high-speed arterial streets
- Monitor and comment on (as necessary) the compatibility of new developments with non-motorized school travel demand and safety
- Assist schools in providing adequate, secure and conveniently located bicycle parking, skateboard and scooter storage facilities to support increased active travel
- Utilize the Assembly Bill 43 (AB 43) capabilities to reduce speed limits near schools
  - » AB 43 was passed on October 8, 2021, and was put into full effect on June 30, 2024
  - » This bill allows California cities to lower speed limits in 5 mph increments with consideration to factors included in the CA MUTCD and California Vehicle Code (CVC).
- Collaborate with local law enforcement on desired and undesired behavior

POTENTIAL BENCHMARKS

- Number and severity of pedestrian/bicycle-related crashes within ½ mile of schools
- Percent of parent respondents citing traffic speeds, volumes, and intersection safety as a barrier to more walking and biking
- Grant funding and priority projects completed along suggested routes to school
- Federal, state, regional, and local (STA) funding awards for capital improvements
- Number of city general plan updates incorporating SR2S
- Speed surveys (7 years or city frequency), speed limits, road and access closures
  - » 85th percentile speeds near schools and posted speed limits
- Review of 2013/2019 recommendations against implementation
- Review of walking maps compared between 2013 and 2024 and perceived barriers related to comfort, level of traffic stress

Goal 3:
Support sustainable communities by reducing school-related traffic congestion, air pollution, and vehicle miles traveled

OBJECTIVES

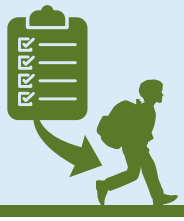
- **Objective 3A:** Convert drive alone to other modes, including carpooling and transit
- **Objective 3B:** Educate and engage parents on safe, healthy alternatives to driving their children to school, especially for those children that live within ½ mile from school

RECOMMENDED POLICIES & PROGRAMS

- Expand bicycle skills training to include a focus on family-oriented riding and best driving practices near schools for parents
- Provide suggested routes to school maps for parents and promote the use of remote drop-off or "park & walk" areas, Walking School Bus (WSB) pilots
- Promote and enhance a localized carpool program for parents to arrange carpooling
- Discourage vehicles idling at schools
- Recruit/train parent and student volunteers as school safety officers and valet loading assistants
- Market existing and planned youth bus passes and integrate travel training into school-based education events

POTENTIAL BENCHMARKS

- Number of students/student families carpooling, bicycling, walking, or taking transit to school (as measured by hand tallies)
- Local air quality around local schools during drop-off and pick-up times
- Vehicle and/or non-motorized counts at screen line locations during school drop-off and pick-up periods
- Emission reductions associated with overall vehicle miles traveled (VMT) compared to past years
- Review of hosted and available educational awareness activities over time targeted at parents



Goal 4:
Develop and sustain a SR2S program for the long-term

OBJECTIVES

- **Objective 4A:** Maintain a countywide SR2S Advisory Committee that meets and reports to the STA Board quarterly, and supports local SR2S Community Task Forces to meet on a regular basis
- **Objective 4B:** Identify and train a network of parent and school champions, including students, to help lead local SR2S implementation and increase program capacity
- **Objective 4C:** Broaden the range of SR2S events offered for schools that regularly participate in SR2S programming; expand programs to new schools, including private schools
- **Objective 4D:** Seek and secure outside grant funding for SR2S programs and activities, and leverage local funding for school area improvements

RECOMMENDED POLICIES & PROGRAMS

- Increase the capacity of the STA SR2S program by developing stand-alone SR2S tools and conducting training to bring in school leadership, parent groups, and school champions as partners in walking and biking events
- Organize regular SR2S "Summits" for interested students and champions to meet, exchange ideas, and foster collaboration. Consider providing mini scholarships for such students to attend similar regional or national events
- Conduct hand tallies every semester and parent surveys every 1-2 years to be able to track progress and respond to feedback
- Maintain a high level of functionality and parental activity on the STA SR2S website and related social media
  - » Redesigning the STA SR2S website to be more user-friendly
- Seek adoption by parent volunteers of a walking school bus subcommittee to encourage and sustain walking school bus program participation over time

POTENTIAL BENCHMARKS

- Frequency and regularity of countywide SR2S Advisory Committee and Community Task Force meetings
  - » Review of local task force activities and effectiveness
- Number of schools (or percentage of participating schools) with regular hand tally participation and high parent survey response rates
- Number of SR2S training events and participants, schools with identified parent/students champions
- Parent volunteers with adopted walking school bus subcommittees and/or similarly formalized SR2S representation
- Federal, state, regional, and local (STA) funding awards for programmatic improvements
- Frequency of insights onto the STA SR2S website on a monthly basis

Goal 5:
Achieve equitable access to convenient, safe, and low-cost transportation options for getting to and from school for all county schools and students

OBJECTIVES

- **Objective 5A:** Ensure STA funding for SR2S projects and programs is equitably awarded through use of the Solano Equity Framework in project prioritization
- **Objective 5B:** Ensure outreach and engagement activities for SR2S programs are performed equitably across the County
- **Objective 5C:** Advocate for free bike repairs and training in repair and riding skills to disadvantages communities especially at school sites

RECOMMENDED POLICIES & PROGRAMS

- Tailoring communication and engagement strategies to ensure relevant cultural groups are included, using translation services, interpreters, and community advocates when possible
- Prioritize investment in communities where historic inequities in transportation planning and infrastructure have occurred
- Supporting bus service in areas where perceived safety concerns present a barrier to students walking and biking to school
- Ensuring school infrastructure is accessible for all users
- Ensuring information on school programs is distributed in multiple ways to maximize community awareness and engagement
- Evaluate effectiveness and success of programs across multiple metrics, including demographics and mode usage
- Collaborate with local organizations and community-based organizations that serve marginalized communities

POTENTIAL BENCHMARKS

- Review of funding awards with respect to Solano Equity Framework
- Review of school and community engagement with respect to Solano Equity Framework and effectiveness across demographics

Goal 6: Continue to build a collaborative program by strengthening relationships and partnerships with local and regional agencies, school districts, and community groups

OBJECTIVES

- **Objective 6A:** Facilitate collaboration between city staff, school districts, and SR2S task forces, along with STA and Caltrans when relevant
- **Objective 6B:** Ensure consistency between related planning efforts (Solano CTP Update, SR2S Plan, Solano Countywide Local Road Safety Plan (LRSP), Solano Countywide Active Transportation Plan (ATP))
- **Objective 6C:** Utilize perspectives from multiple committees for project identification and prioritization (SR2S, Equity Working Groups, TAC, BAC, PAC)
- **Objective 6D:** Develop a standardized rubric and encourage the use of school surveys to document ideal conditions during student pick-up and drop-off time

RECOMMENDED POLICIES & PROGRAMS

- Maintain a public process to periodically review and equitably prioritize bicycle and pedestrian projects identified in the CTP and the Solano County Active Transportation Plan
- Work to balance the needs of all local jurisdictions in Solano County
- Maintain an Equity Working Group to provide an equity perspective to the STA Board

POTENTIAL BENCHMARKS

- SR2S agenda items on committee meetings
- Number of identified multi-jurisdictional/ multi-departmental projects and programs

SR2S ENGINEERING PROGRAM

This section provides summary and background context for the Engineering aspect of the 6 E's of the SR2S Program. As distinct from the non-infrastructure elements, engineering recommendations are more physically tangible and location specific. Project specific details are included in the SR2S Local Planning and Implementation chapter (Chapter 4) of this document.

Context-Appropriate Speeds

Several changes to California legislation have been implemented since the previous 2013 SR2S update which enables local jurisdictions to select a lower context-sensitive speed limit on roadways near schools.

Effective on January 1, 2017, a 15-mph prima facie speed limit may be posted along a street that is at a distance of 500 feet from, or passing, a school building or the grounds of a school building as long as proper signage is posted as detailed in the California Vehicle Code (CVC) section 22358.4.

The recent Assembly Bill 43 (AB 43), passed on October 8, 2021 and into full effect on June 30, 2024, allows local agencies in California greater flexibility to lower posted speed limits on roadways that meet certain criteria to create safer environments for pedestrians, bicyclists, and sensitive at-risk populations. Previously, engineers were required to set speed limits based on the 85th percentile rule – the speed at which 85 percent of motorists drive at, or under, on a roadway. The bill also allows California cities to lower speed limits in 5 mph increments with consideration to factors included in the CA MUTCD and CVC. For example, as of January 1, 2022, section 22358.7 of the CVC states that if a local authority, after completing an engineering and traffic survey, finds that the posted speed limit is higher than is reasonable or safe, they may, by ordinance, post and enforce a speed limit that has been reduced an additional five miles per hour for either of the following reasons:

1. The portion of highway has been designated as a safety corridor.
2. The portion of highway is adjacent to any land use or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities and the unhoused.

Through the AB 43, schools may be able to coordinate with their respective cities to determine the appropriate speed limits within the vicinity of the school.

Complete Streets

Complete Streets is a transportation concept that is aimed at providing connected and safe infrastructure for all modes of transportation. Complete Street projects have been increasingly planned and implemented in recent history as communities aim to reduce vehicle congestion and pollution while improving bicycle and pedestrian safety. Complete Streets projects incorporate aspects of all transportation types such as bicycle lanes, sidewalks, and reduced speeds.

Complete Streets policies have been the official transportation planning, engineering, and funding standards that are established throughout California. California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC) have established mandates and requirements for all San Francisco Bay Area jurisdiction to adopt and implement Complete Streets policies in order

to be eligible for grant funding such as the One Bay Area Grant (OBAG). The 2025 SR2S Plan Update outlines a planning framework and a project list that cultivated the Complete Streets concept for school routes and zones. The planning and funding framework for potential future projects will continue to advance the goal of Complete Streets implementation throughout Solano County.

Bicycle and Pedestrian Collisions

Maps detailing bicycle- and pedestrian-involved collisions with vehicles within each of the seven public school districts (Benicia, Dixon, Fairfield-Suisun, River Delta, Travis, Vacaville, and Vallejo Unified School District) are shown in Chapter 5. The crash data was collected from the Statewide Integrated Traffic Records System (SWITRS) between the years 2018 to 2023. The bicycle and pedestrian collision maps are provided under the Local Planning section of the Plan Update. Through these maps, the audit team were able to pinpoint critical locations along potential walking and biking routes prior to conducting the school audit.

RELEVANT PAST PLANNING DOCUMENTS

Solano Countywide Bicycle Transportation Plan (2012)

The Solano County Bicycle Plan is a planning document for the countywide bikeway network in Solano County, serving as a guide for Solano County planners, engineers, and public works. The Plan also serves as a platform that interested members of the public can use to engage their city's planning and public works staff for the betterment of the community.

The main purpose of the Solano Countywide Bicycle Plan was to encourage the development of a unified bicycle system throughout Solano County. The system consists of physical bikeway routes, wayfinding signage, and associated amenities such as bicycle lockers, showers, etc. The Plan focuses on a bikeway network that will provide origin and destination connections in Solano County as well as to surrounding counties. Additionally, it contains policies that are designed to support and encourage bicycle transportation, design standards for use in implementation efforts, and promotional strategies. This Plan strives to identify regional bikeway facilities that are consistent with the local facilities planned in each of the STA's member agency's jurisdiction, and regional facilities in neighboring counties.

Solano Countywide Pedestrian Plan (2012)

The primary focus of the Solano Countywide Pedestrian Plan is to encourage the development of a unified regional pedestrian system throughout Solano County. The system consists of physical walking routes, wayfinding signage, and associated amenities such as benches/rest areas, downtowns, grocery stores, activity centers, etc. The Plan focuses on a pedestrian system that will provide origin and destination connections in Solano County as well as to surrounding counties. Additionally, it contains policies that are designed to support and encourage pedestrian transportation, design standards for use in implementation efforts, and promotional strategies. This Plan strives to identify regional pedestrian facilities that are consistent with the local facilities planned in each of the STA's member agency's jurisdictions, and regional facilities in neighboring counties.

Safe Routes to School Plan Update (2013)

The 2013 Plan Update includes evaluation of progress on the goals and objectives of the STA 2008 SR2S plan, school site-walk audit evaluations for seventeen schools around the county, an introduction to new program materials (including new suggested route to school maps and route planning tools), and data results collected from both student and parent travel surveys.

Solano Comprehensive Transportation Plan (2020)

The Comprehensive Transportation Plan (CTP) helps the Solano Transportation Authority fulfill its mission by envisioning a safe, multi-modal transportation system that meets Solano's diverse mobility needs and sustainable development goals, and then identifies anticipated funding, and prioritized investments to advance the Vision as noted in the STA Sustainable Communities Plan. This document serves as STA's Long Range Transportation Plan and encompasses an Active Transportation element, under which the Safe Routes to School (SR2S) Plan is incorporated. The CTP also analyzes the current state of Solano's transportation systems to establish a set of goals, identify strategies, and implement action plans that best bridge the gap between ideal and existing conditions.

STA is currently undertaking an update of the Comprehensive Transportation Plan, with completion anticipated by 2026.

STA Solano Countywide Active Transportation Plan (2020)

The 2020 Solano Countywide Active Transportation Plan combined previous active transportation efforts by STA, including the Countywide Bicycle, Pedestrian, Safe Routes to School, and Safe Routes to Transit Plans. The Plan established seven goals for development of an active transportation network throughout the county and presented projects and program guidance. In an effort to make each goal attainable, multiple objectives and actions were incorporated into each goal. Development of the Plan was split into four phases: data collection and initial outreach, development of countywide needs and recommendations, identifying jurisdiction needs and recommendations, and presentation of the implementation strategy and draft plan.

This Plan was split into a countywide section and a more detailed section for each of the seven cities in Solano County (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo). An existing conditions analysis was conducted for the county and individual jurisdictions using user demographic and travel characteristics as well as data on existing pedestrian and bicycle networks. The network analysis examined factors such as level of traffic stress, connectivity, and collision trends. Subsequently, a demand attractor/generator analysis was performed, and network gaps were identified. A scoring method was used to determine high priority projects, which are listed in the individual jurisdiction plans. In addition, the countywide plan presents an extensive list of funding sources on the federal, state, regional, and local levels.

Solano Countywide Local Roadway Safety Plan (2022)

In coordination with their member jurisdictions, the Local Roadway Safety Plan provides a data- and community-driven framework to systematically identify, analyze, and prioritize safety concerns and recommend safety improvements on local roads. The LRSP summarizes observed crash trends and compares proportions of crash types for each city to countywide and statewide crash proportions. This plan presents the vision statement for STA, a summary of crash patterns, safety emphasis areas, and suggested facilitation and funding strategies for STA.

2024 PILOT WALK AUDIT PROGRAM

Project Prioritization and School Selection

In coordination between the STA SR2S staff and task force membership of each school district, high priority schools were selected as the first part of the project prioritization process. Through this methodology, the team identified one school per jurisdiction to perform the school walk audit based on certain local prioritization factors. Once the highest priority schools were identified, a field review of these schools was performed to identify specific safety issues and infrastructure improvements relevant to their school.

Prioritization Process

1. Prioritizing Schools for Further Evaluation based on Key Safety Factors

- The first step in the prioritization process is to prioritize schools and focus on infrastructure needs that rank the highest.
- Feedback received through Social Pinpoint (from various outreach events) was taken into consideration.
- As part of identifying the prioritized schools, key factors such as crash history, safety concerns, and current or potential pedestrian use, were used to assess and categorize the selected schools. In addition to this, other considerations related to the Solano Equity Framework were used to identify the high priority schools.

2. Detailed Field Review

- Once the high priority schools for infrastructure improvements have been identified for each jurisdiction, a detailed field review was conducted to observe the drop-off operations and existing infrastructure within the school vicinity and common walking routes.
- Aside from observing the operations and infrastructure of the school, it was important to discuss and coordinate with crossings guards, staff, and the principal to understand the safety issues the school may be facing.

3. SR2S Funding Requirements

- Prior to identifying specific infrastructure improvements for each school, a comprehensive review of the state SR2S program funding requirements and eligible projects was conducted.
  - Funding limitations set up in the SR2S program should be identified prior to identifying such improvements and countermeasures. For example, there are instances where states do not fund projects that are not in the right-of-way. Hence, it is very important to understand the regulations implemented within the state or city when recommending countermeasures or improvements.

School Identification

Based on the priorities identified by the local SR2S Community Task Forces, one school for each public school district in the county was selected for a school walk audit with the exception of Fairfield-Suisun school district. One school was selected in Fairfield and another school in Suisun City was selected for a school walk audit. The locations and dates of these walk audits are summarized in Table 2.

A school walk audit is an assessment of travel issues and behavioral patterns by observing a school drop-off or pick-up period. These walk audits helped to better understand the data collected as part of the preliminary process at a larger scale and provided insight into barriers related to biking and walking at each school. Morning drop-off operations were observed at eight schools for this plan; Suisun Elementary School was excluded from the morning observations and included only during the afternoon pick-up operations.

For the walk audits listed in Table 2, the assessment team included a combination of STA SR2S staff, consultant team staff, local public works staff, and representatives from the district and/or the school being audited. Prior to conducting the school walk audit, a preliminary crash analysis was conducted to identify critical locations or intersections to observe during the school walk audit. On the day of the respective walk audit, the audit team dispersed to varying locations to better understand the behaviors of students and drivers within the vicinity of the school. Throughout the walk audit, the existing conditions of the infrastructure, including sidewalks, ramps, and crosswalks, were observed to identify any possible deficiencies. After completing the fieldwork, the team would then meet with the school principal to hear their thoughts on student travel to and from school. Such issues may include, but are not limited to, the lack of bus service, sidewalks in bad condition, or drivers driving at unsafe speeds.

TABLE 2. SUMMARY OF STA WALK AUDITS COMPLETED AS PART OF THE 2025 SR2S PLAN UPDATE

SCHOOL DISTRICT	CITY	SCHOOL	WALK AUDIT DATE
BENICIA UNIFIED SCHOOL DISTRICT	Benicia	Mary Farmar Elementary School	May 20, 2024
DIXON UNIFIED SCHOOL DISTRICT	Dixon	John Knight Middle School	May 23, 2024
FAIRFIELD/SUISUN CITY UNIFIED SCHOOL DISTRICT	Fairfield	Fairview Elementary School	May 21, 2024
FAIRFIELD/SUISUN CITY UNIFIED SCHOOL DISTRICT	Suisun City	Suisun Elementary School	February 25, 2025
RIVER DELTA UNIFIED SCHOOL DISTRICT	Rio Vista	D.H. White Elementary School	May 15, 2024
TRAVIS UNIFIED SCHOOL DISTRICT	Vacaville	Cambridge Elementary School	May 17, 2024
VACAVILLE UNIFIED SCHOOL DISTRICT	Vacaville	Will C. Wood High School	May 14, 2024
VALLEJO CITY UNIFIED SCHOOL DISTRICT	Vallejo	Vallejo High School	May 13, 2024

Source: DKS Associates, 2024 and 2025

CHAPTER 5

Safe Routes to School Local Planning & Implementation Efforts

This chapter summarizes the different elements of the SR2S program that are included for each school district. These include the members of the local community task forces, the local environment and crash history, recommendations from previous plans, and a summary of the school audit and the resulting recommendations.

BENICIA

SR2S Community Task Force

The Benicia Task Force held one official meeting to coordinate and develop recommendations as part of the 2025 SR2S Plan Update process. Through this meeting, the Task Force selected Mary Farmar Elementary School for the school walk audit.

Walkshed and Collision Maps

Figure 1 displays the locations of the Benicia Unified School District (USD) schools and their walksheds within the City of Benicia. A walkshed shows how far a student could walk to or from school in a given amount of time. The map displays the outer boundaries for both a ten-minute and twenty-minute walkshed, assuming an average walking speed of 2.8 feet/second. Figure 2 shows the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.

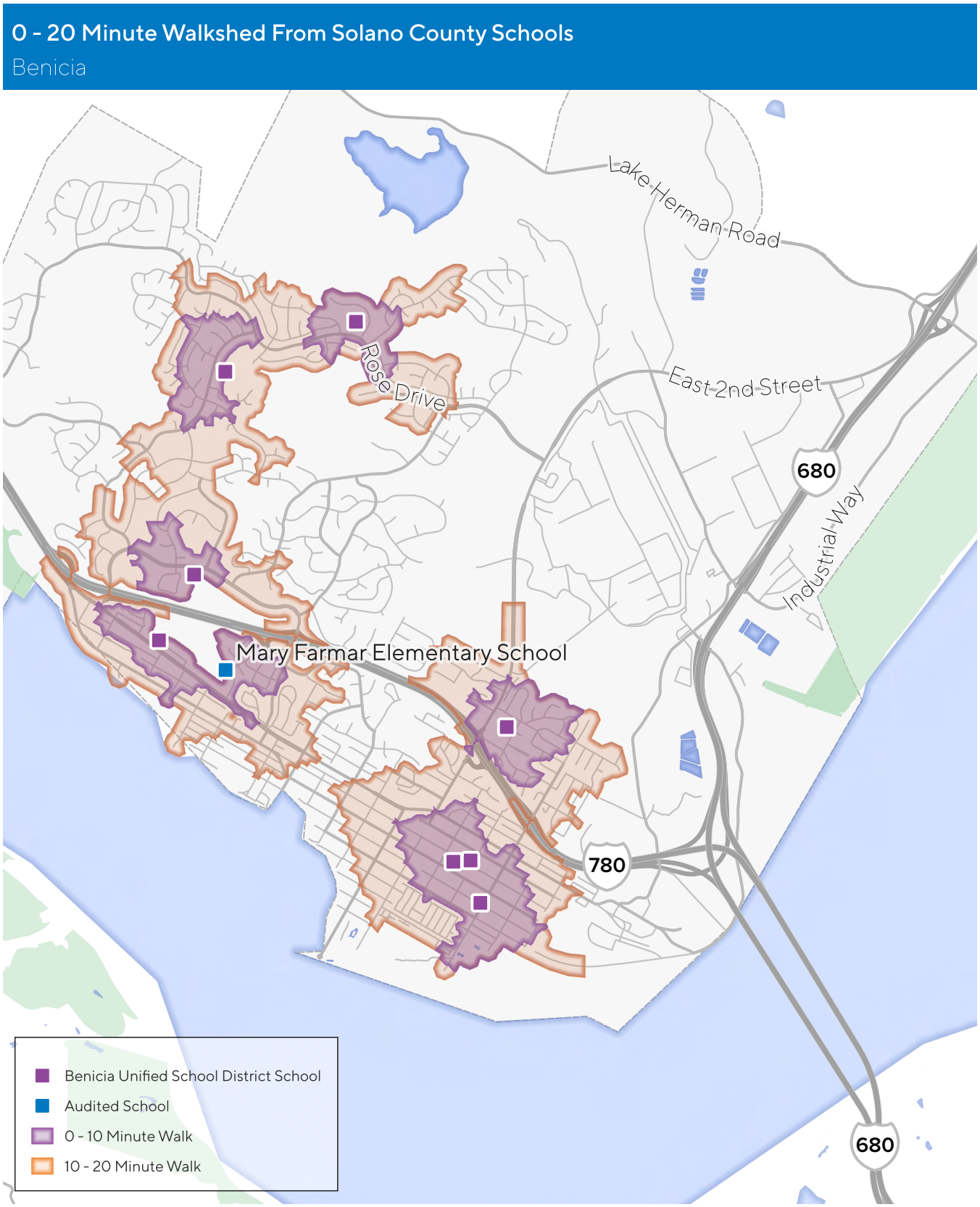


FIGURE 1. WALKSHEDS OF BENICIA USD SCHOOLS

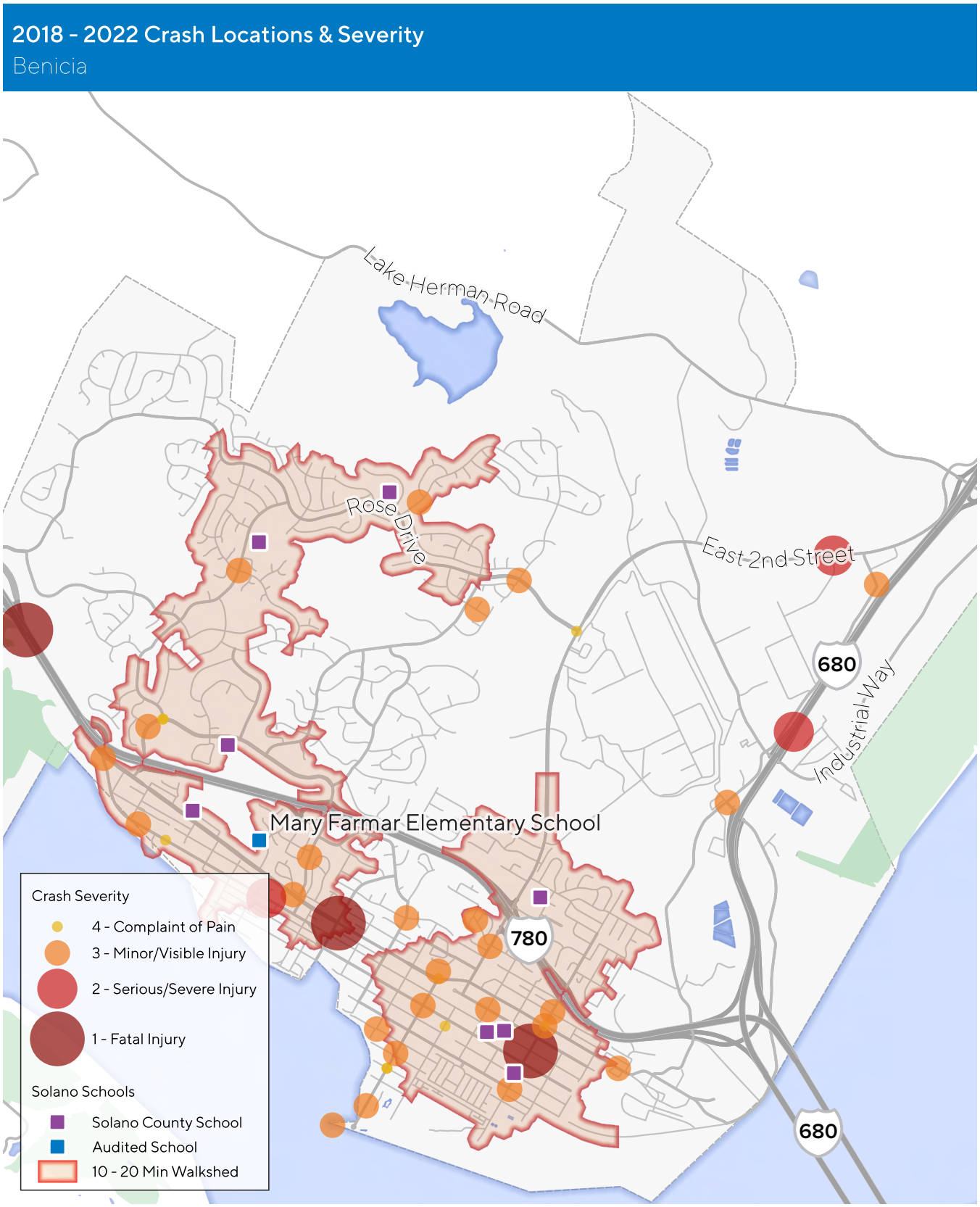


FIGURE 2. BENICIA CRASH LOCATION AND SEVERITY

Pilot School Audit – Mary Farmar Elementary School

TABLE 3. SUMMARY FOR MARY FARMAR ELEMENTARY SCHOOL

PRINCIPAL	Rhonda Flemming
ENROLLMENT	453 Students
ARRIVAL	8:30 A.M.
DISMISSAL	3:27 P.M.
STUDENTS WALKING/BIKING	22%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

Mary Farmar Elementary School is located on Military W and is bounded by Drolette Way on the east side. Military W is a secondary road, which has sidewalks and one bicycle lane in each direction, while Drolette Way is a local road and has sidewalks on both sides. Although there is no on-street parking on Military W, there is on-street parking on Drolette Way. Aside from Benicia High School, the properties adjacent to Mary Farmar are residential.

There are two bus stops located adjacent to the school: One at Military W and the school driveway and the other at Drolette Way near the school gate. There are Class II bicycle lanes installed along Military W near the school, however the bike lanes do not continue up the driveway, requiring bicyclists to either bike along the pedestrian path or walk their bike up the hill.

Students who are driven to or from school are generally dropped off at the loop in front of the school building. Vehicles may access the drop-off or pick-up loop by entering the school driveway at Military W, which is a minor-street stop-controlled intersection, with traffic along Military W uncontrolled. After drop-off or pick-up, vehicles may exit either to Military W or Drolette Way.

There was previously a pedestrian bridge across Military W from W 9th Street and a trail connecting it to the school building, however the bridge was recently destroyed in early 2023 by a commercial truck. This pedestrian bridge connected a residential neighborhood to Mary Farmar Elementary School and Benicia High School across Military West. The pedestrian bridge is currently planned to be reconstructed.

CROSSING GUARD AND SUPPORT STAFF LOCATIONS

Crossing guards were located at the school entrance to facilitate drop-off, and there was a crossing guard located at the school driveway at Military W. It was noted that inefficient direction by the crossing guard often resulted in longer vehicle queues than necessary and students being encouraged to run across the street. This reflects poor crossing guard etiquette, as such practices can compromise pedestrian safety by promoting rushed or unpredictable crossing behavior.

SITE VISIT

The project team conducted a walk audit at Mary Farmar Elementary School on Monday, May 20, 2024, to observe the morning operations. The weather that day was normal and would not indicate any irregularities with travel patterns or modes.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff. Participants observed the drop-off operations at the front entrance of the school, the driveway at Military W, and the back entrance along Drolette Way.

The audit study area is shown in Figure 3.

FIGURE 3. MAP OF AUDIT AREA – MARY FARMAR ELEMENTARY SCHOOL

LOADING/DROP-OFF ZONES

As part of the drop-off operations, the Mary Farmar Elementary School enforced a new infrastructure mid-school year. To avoid additional queueing in the mornings, the school has coordinated with delivery companies to offset delivery times. During the drop-off and pick-up times, crossing guards and volunteers are strategically placed to assist students in getting to their vehicles safely.

Drivers dropping off students are instructed by crossing guards and volunteers to pull up to the front so students may walk out safely along the temporarily placed delineators. However, there are moments when drivers stay longer within the drop-off lane, which causes queueing to build up the hill and in turn blocks off Military West.

VEHICULAR BEHAVIOR

At the entrance to the building, due to the long queue, students would often be dropped off before they reached the entrance and then walk along the available pathway.

There was a significant amount of inappropriate behavior by cars at the intersection of the school driveway and Military W. These included, but aren't limited to:

- Unsafe speeds during school operations.
- Vehicles driving up the wrong lane of the driveway as the queue to drop off students grew all the way down to Military W. It is noted that this occurred multiple times and there is no escape lane in case a vehicle exiting was leaving at the same time.
- Drivers dropping off students on Military W then making a U-turn in the congested roadway, blocking traffic.
- It was stated that police officers had previously observed this location, leading to a large number of warnings being issued.

At the Drolette access point, vehicles were only allowed to exit the school site. Vehicles often departed at unsafe speeds.

PEDESTRIAN/BICYCLIST BEHAVIOR

Pedestrians generally follow proper behavior, but some were prompted to run across Military W at the crosswalk. Several midblock crossings were also observed.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for Mary Farmar Elementary School, the following improvements are recommended with the aim to provide a safer environment for students walking and biking to school:

- Maintain line of sight through general maintenance at exit points.
- Encourage appropriate speeds through dynamic feedback signs and potential speed bumps on Drolette Way.
- Provide consistent and accurate signage/curb painting on Drolette Way.
- Educate crossing guards about appropriate procedures for operations and safety.
- Discourage wrong way driving at entry point:
  - » Provide signage
  - » Provide median bollards along driveway
  - » Provide an escape pull-off opportunity to avoid potential crashes

DIXON

SR2S Community Task Force

The Dixon task force selected John Knight Middle School for the school walk audit.

Walkshed and Collision Maps

Figure 4 displays the locations of schools and the walkshed for each school in the City of Dixon. The map displays the outer boundaries for both a ten-minute and twenty-minute walkshed, assuming an average walking speed of 2.8 feet/second. Figure 5 shows the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.

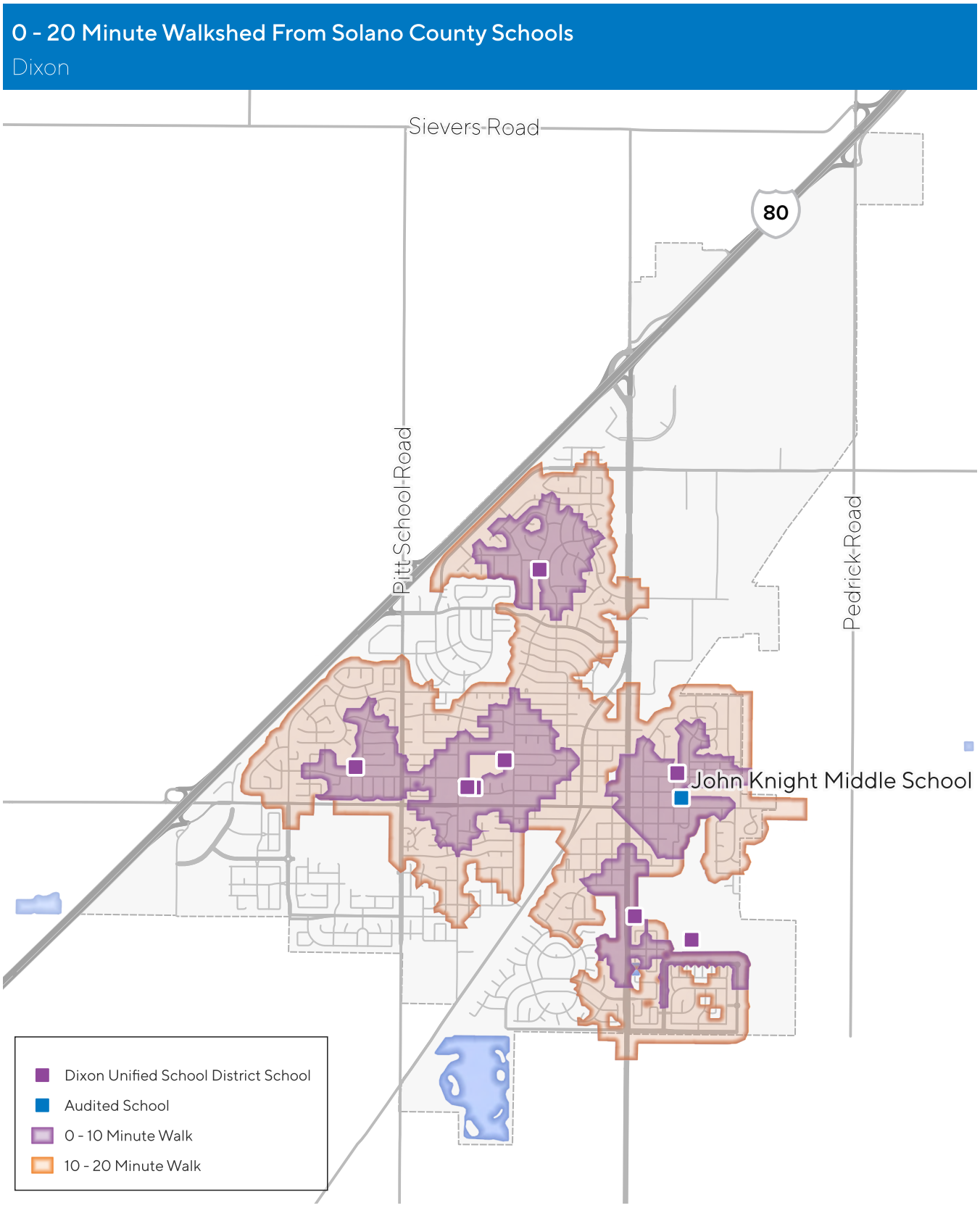


FIGURE 4. WALKSHEDS OF DIXON USD SCHOOLS

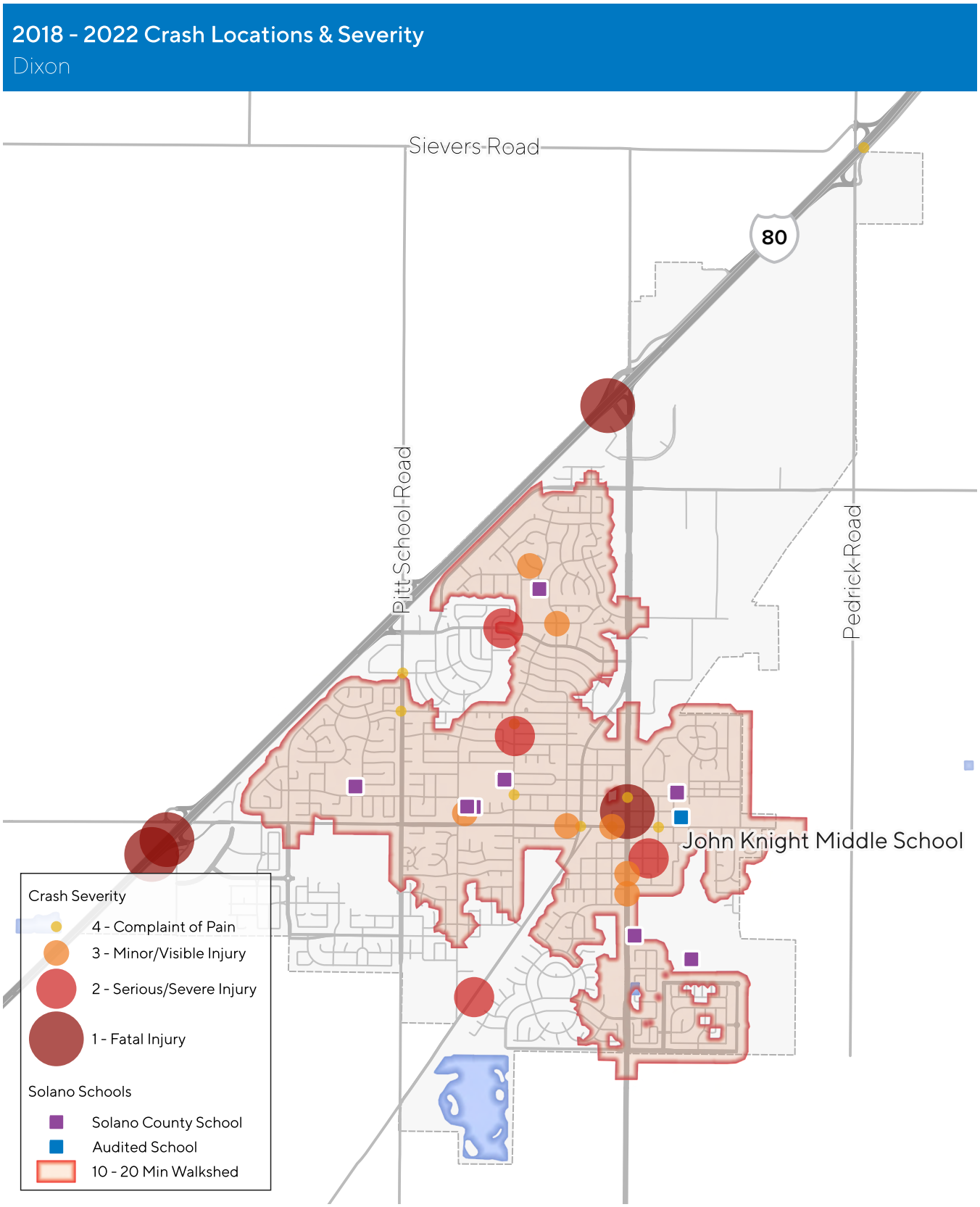


FIGURE 5. DIXON CRASH LOCATION AND SEVERITY

Pilot School Audit – John Knight Middle School

TABLE 4. SUMMARY FOR JOHN KNIGHT MIDDLE SCHOOL

PRINCIPAL	Bob Bugalski
ENROLLMENT	633 Students
ARRIVAL	8:34 A.M.
DISMISSAL	2:58 P.M.
STUDENTS WALKING/BIKING	24%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

John Knight Middle School is located on E A Street and is bounded by N 4th Street on the west, E C Street on the north, and Doyle Lane to the east. The school is surrounded by primarily single-family residential homes, agriculture land, adjacent schools such as Linford L. Anderson Elementary to the north, and parks, such as Hall Memorial Park, and Dixon City Hall to the south.

The main entrance to the school is located on E A Street, however there is a gated entrance located at E B Street and a rear entrance from the parking lot accessible from N 4th Street and E C Street. There is a faculty parking lot located at E A Street and S 5th Street. There is no established drop-off procedure or loading zones.

There are no bicycle facilities, bus facilities, or infrastructure within the vicinity of the school. It is assumed that under existing conditions, the most common options for students to get to and from school are by walking, biking, rolling, or being dropped off by a vehicle. There are two marked crosswalks along E A Street, three along N 4th Street, and one across E C Street. There are multiple high-visibility pedestrian crossing signs located along E A Street.

SITE VISIT

The project team conducted a walk audit at John Knight Middle School on Thursday, May 23, 2024, to observe the morning drop-off operations. The weather that day was normal and would not indicate any irregularities with travel patterns or modes. Participating in the walk audit were STA SR2S staff and consultant team staff.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff. Participants observed the drop-off operations at multiple locations along E A Street, including at 2nd Street, 4th Street, and 5th Street.

The audit study area is shown in Figure 6.

During the walk audit, vehicles began to queue around 8:08 a.m. and produced a gridlock along E A Street and 5th Street. However, conditions started to improve approximately five to six minutes later. A crossing guard was present at S 5th Street and E A Street and helped improve the flow of traffic while directing vehicles to avoid blocking the crosswalks.

However, the crossing guard's location also consisted of directing school staff's personal vehicles to the staff parking lot on E A Street. After the walk audit was completed, the project team representatives gathered together and discussed the conditions of existing pedestrian and bicycle facilities, its deficiencies, and issues observed during the morning operations with the school principal.

FIGURE 6. MAP OF AUDIT AREA – JOHN KNIGHT MIDDLE SCHOOL

CROSSING GUARD AND SUPPORT STAFF LOCATIONS

The school had a crossing guard located along E A Street at S 5th Street. It is noted that the crossing guard significantly improved operations and safety at this location. However, no support staff were present during the morning of the school walk audit.

VEHICULAR BEHAVIOR

There was a significant amount of inappropriate behavior by cars at the intersection of E A Street and 4th Street. These included, but aren't limited to:

- Unsafe speeds and inattention along E A Street, leading to at least one near-miss with a member of the audit team while in the crosswalk.
- Failure to yield to pedestrians, bicycles, and scooters, leading to multiple near-miss events. It is noted that some of these incidents were prompted by possible line of sight concerns, including driving into the rising sun in the morning.
- Drop-offs within red-curb areas and U-turns, resulting in blocked traffic.

Driver behavior at the intersection of E A Street and N 5th Street was much more orderly, due to the crossing guard and more congested conditions.

It was reported by the principal after the audit that there are additional unsafe behaviors occurring along N 4th Street at B Street and C Street.

PEDESTRIAN/BICYCLE/SCOOTER BEHAVIOR

The majority of pedestrians accessed the school grounds by crossing N 4th Street and then walking to E A Street towards the entrance. There were also a large number of students who traveled along E A Street from the west and south. While there were relatively few bicyclists, many students came via scooters. The students who traveled by scooter used the sidewalks, lacking safe facilities on the roadway. Additionally, it was observed that of the students traveling by scooter or bicycle, none wore helmets.

While many of the students observed on the W A Street were well behaved, it was reported by the principal after the audit that there are additional unsafe behaviors occurring along N 4th Street at B Street and C Street. Examples of the observed unsafe behaviors included pedestrians and students on scooters crossing the road without stopping and checking if cars are coming and students doing wheelies along the sidewalks.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for John Knight Middle School, the following improvements are recommended with the aim to provide a safer environment for students walking and biking to school:

- Increase signage along E A Street, east and west of campus, including some flashing beacons to further raise visibility at crossing locations.
- Add a crossing guard for the intersection of E A Street and 4th Street and add a Rectangular Rapid Flashing Beacon (RRFB) or HAWK protected crossing.
- Construct curb extensions at the crossings on E A Street at 4th Street and S 5th Street.
- Reduce the speed limit on E A Street.
- Improve sidewalk conditions in areas where cracks can impede mobility.
- Strengthen partnerships with law enforcement or the community to address unsafe driver behaviors.
- Increase SR2S events to educate students about proper and safe etiquette when walking, biking, or using the scooter to and from school.

FAIRFIELD-SUISUN

SR2S Community Task Force

The Fairfield-Suisun task force selected Fairview Elementary for the school walk audit.

Walkshed and Collision Maps

Figure 7 and Figure 8 display the locations of schools and the walkshed for each school in the City of Fairfield. A walkshed shows how far a student could walk from school in a given amount of time. The map displays the outer boundaries for both a ten-minute and twenty-minute walkshed, assuming an average walking speed of 2.8 feet/second. Figure 9 and Figure 10 show the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.

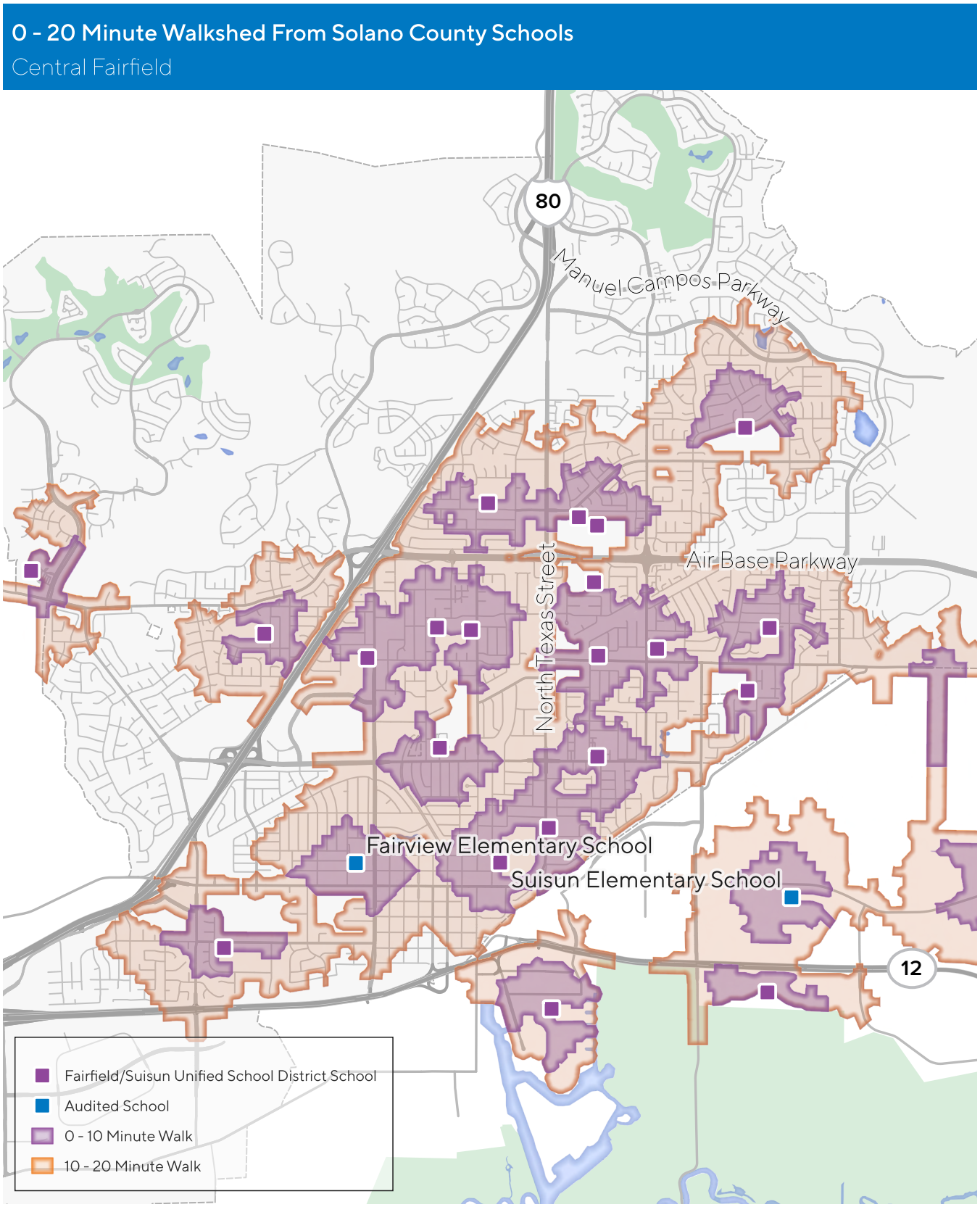


FIGURE 7. WALKSHEDS OF FAIRFIELD/SUISUN USD SCHOOLS (CENTRAL FAIRFIELD)

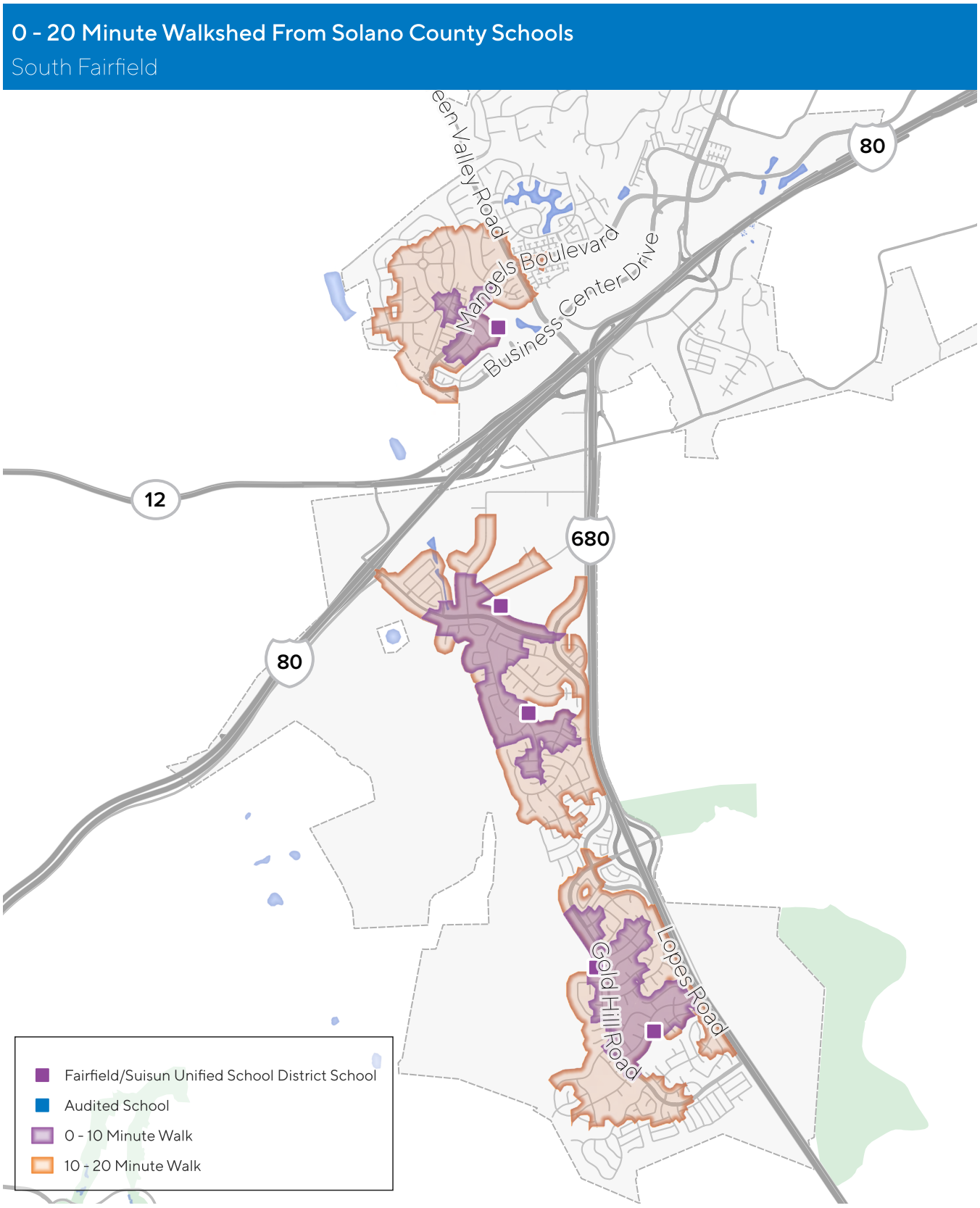


FIGURE 8. WALKSHEDS OF FAIRFIELD/SUISUN USD SCHOOLS (SOUTH FAIRFIELD)

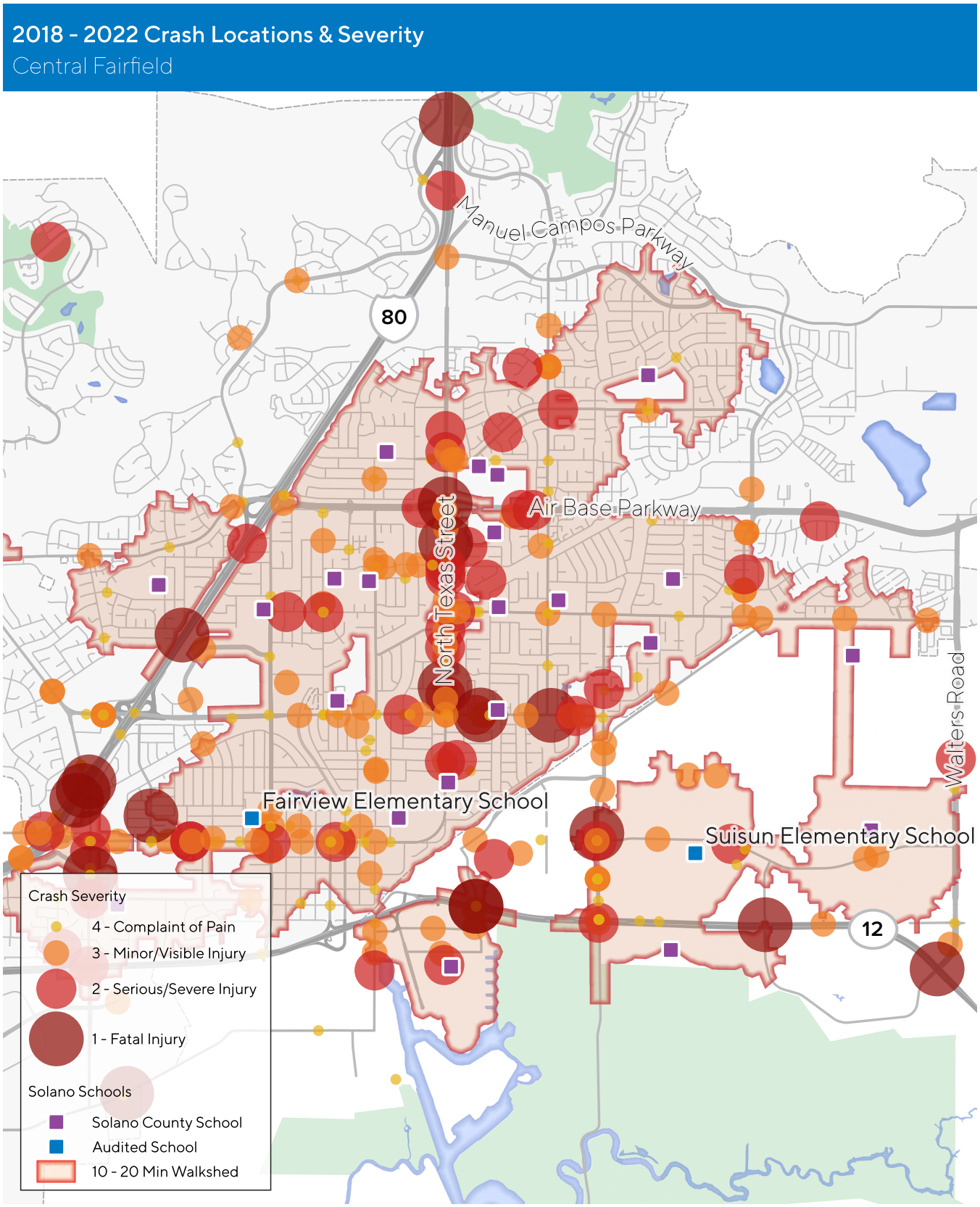


FIGURE 9. CENTRAL FAIRFIELD CRASH LOCATION AND SEVERITY

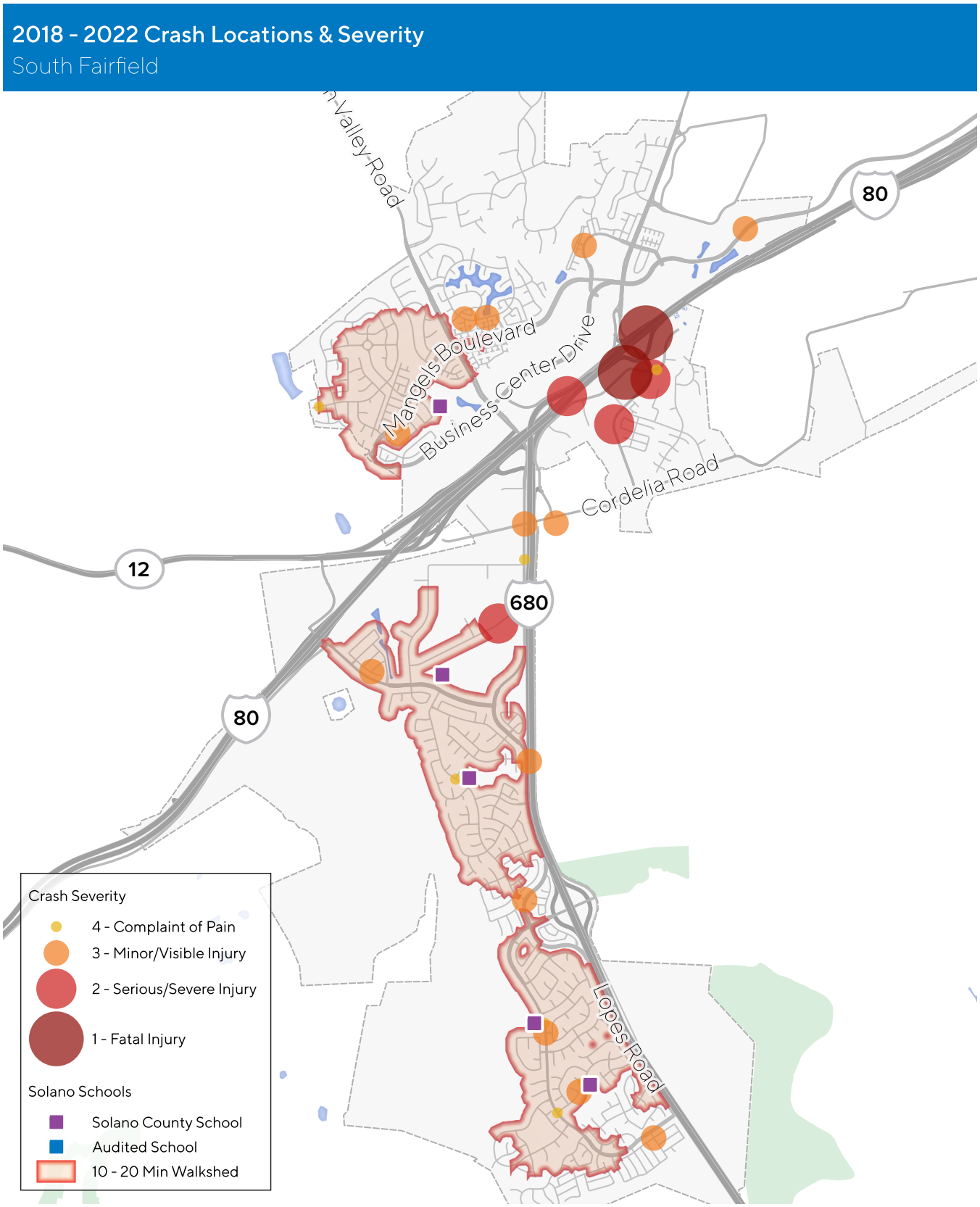


FIGURE 10. SOUTH FAIRFIELD CRASH LOCATION AND SEVERITY

Fairfield: Pilot School Audit – Fairview Elementary School

TABLE 5. SUMMARY FOR FAIRVIEW ELEMENTARY SCHOOL

PRINCIPAL	Candace Wills
ENROLLMENT	514 Students
ARRIVAL	8:10 A.M.
DISMISSAL	2:35 P.M.
STUDENTS WALKING/BIKING	49%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

Fairview Elementary School is located in central Fairfield and is mainly surrounded by residential homes on the north and west side of the school. Commercial and industrial uses are located along the south and east side of the school. Two public parks (Civic Center Park and Allan Witt Park) are within half a mile of Fairview Elementary to the east and west, respectively. The school is bounded by 1st Street, Empire Street, and Pennsylvania Avenue. Access to the school grounds is only available from 1st Street.

There are no bicycle facilities along 1st Street or any of the adjacent local streets. W Texas Street, which is located a couple blocks to the south, is a Class III Bicycle Route and there is a bus stop at the intersection of W Texas and 1st Street. However, there are no protected crossings.

The school parking lot is located at the front of the school, parallel to 1st Street and only allows northbound one-way travel, supported by angled parking. The middle driveway has been gated, providing only one entrance and one exit point.

There is a striped crossing with an RRFB across 1st Street in line with the main entrance and continuing through the parking lot and another unprotected striped crossing across 1st Street at the southern entrance of the parking lot.

LOADING ZONES

The loading zone is located at the entrance of the school and in line with the middle driveway and the striped crossing.

SITE VISIT

The school walk audit for Fairview Elementary School was conducted on Tuesday, May 21, 2024, in the morning to observe the traffic conditions and travel behavior of students during the drop-off operations. The weather that day was normal and would not indicate any irregularities with travel patterns or modes. Participating in the walk audit were STA SR2S staff, consultant team staff, City of Fairfield staff, and Solano Public Health staff.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff. Participants observed the drop-off operations at the drop-off point, multiple locations along 1st Street, including ones at Connecticut Street, Empire Street, and one at Pennsylvania Avenue and Empire Street.

The audit study area is shown in Figure 11.

FIGURE 11. MAP OF AUDIT AREA – FAIRVIEW ELEMENTARY SCHOOL

CROSSING GUARD AND SUPPORT STAFF LOCATIONS

There was a crossing guard stationed at the crosswalk at the southern entrance of the parking lot. There were minimal crossings at this location, but they also helped guide cars into the parking lot. Since the crossing guard had to focus on directing traffic, it may have been challenging from them to also help pedestrians cross safely at the same time.

VEHICULAR BEHAVIOR

Speeds were low for the most part, and the signs and crossing guards were obeyed. However, there were multiple locations where cars would park on top of the rolled curb, reducing space on the sidewalk for walkers. Additionally, some cars parked in marked bus zones.

Many cars dropped off students on the east side of 1st Street adjacent to the school on red curb, or south of the school. Drop-off operations continued significantly later than the school start time.

PEDESTRIAN/BICYCLIST/SCOOTER BEHAVIOR

A majority of pedestrians crossed at marked crosswalks, though there were several students observed crossing 1st Street without a crosswalk and continue down Empire Street, most likely to go to the high school further to the east.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for Fairview Elementary School, the following improvements are recommended with the aim to provide a safer environment for students walking and biking to school:

- Construct curb extensions at marked crossings across 1st Street
- Add marked crosswalks across 1st Street at Empire Street and Connecticut Street and across Connecticut Street.
- Widen sidewalk along red curb area adjacent to school on the east side of 1st Street.
- Restrict parking on 1st Street south of Kentucky Street and add Class II bicycle lanes or convert to a bicycle boulevard.

Suisun City: Pilot School Audit – Suisun Elementary School

TABLE 6. SUMMARY FOR SUISUN ELEMENTARY SCHOOL

PRINCIPAL	Cathy Chan
ENROLLMENT	510 Students
ARRIVAL	8:15 A.M.
DISMISSAL	2:35 P.M.
STUDENTS WALKING/BIKING	20%

Source: STA SR2S, 2025

LAYOUT AND CIRCULATION

Suisun Elementary School is located along Golden Eye Way with Pintail Drive along the north. The school is surrounded by primarily single-family residential homes and is adjacent to the Suisun City Library School, Carl E Hall Park, and the Suisun City Fire Department to the east. There are also a few retail land uses located on the eastern side, near the Pintail Drive and E Wigeon Way intersection.

The main entrance for students to the school is located at the front along Golden Eye Way. There is a faculty parking lot located at the front of the school, which operates as one-way, where vehicles will enter from the southern driveway and exit at the northern driveway. It is noted that the parking lot is blocked off with cones from 7:45 to 11:00 in the morning and from 2:00 to 3:15 in the afternoon to prevent vehicles from driving through the parking lot during drop off and pick up times. During drop-off and pick-up times, the parking lot serves as a walking ground for students and parents as they leave or enter their vehicles.

There are no bicycle facilities, bus facilities, or infrastructure adjacent to the school, however there is a connection to the McCoy Creek Path approximately 1,700 feet east of the school along Pintail Drive. It is assumed that under existing conditions, the most common options for students to get to and from school are by walking, biking, rolling, or being dropped off by a vehicle. There are marked crosswalks on all legs at the Pintail Drive and Golden Way intersection. A rectangular rapid flashing beacon (RRFB) has been recently installed (early 2025) across Golden Eye Way at Shoveller Drive.

LOADING ZONES

Although there are no designated loading zones for drop off or pick up operations, parents are expected to park along Golden Eye Way or Pintail Drive to either drop off or pick up. The bus loading zone is located approximately 90 feet south of the southern driveway, which is marked with red paint along the curb. There are currently no signs that state that the marked red curb is designated for school buses only.

SITE VISIT

The school walk audit for Suisun Elementary School was conducted on Tuesday, February 25, 2025, in the afternoon to observe the traffic conditions and travel behavior of students during the pick-up operations. The weather that day was normal and would not indicate any irregularities with travel patterns or modes. Participating in the walk audit were STA SR2S staff, consultant team staff, and representatives from the Suisun Police Department, Suisun School District, and the City of Suisun City Public Works Department.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff. Participants observed the pick-up operations along Golden Eye Way, multiple locations along Golden Eye Way and Pintail Drive, including ones at Scoter Way and Blue Wing Drive.

The audit study area is shown in Figure 12.

FIGURE 12. MAP OF AUDIT AREA – SUISUN ELEMENTARY SCHOOL

CROSSING GUARD LOCATIONS

There was a crossing guard stationed at the intersection of Golden Eye Way and Pintail Drive who guides pedestrians crossing either street. Due to the limited number of crossing guards at Golden Eye Way and Pintail Drive intersection, there were times when the number of pedestrians would make it difficult for only one crossing guard to assist. Typically, there is also another crossing guard stationed at the intersection of Golden Eye Way and Shoveller Drive. However, there was not one present the day of the school walk audit.

VEHICULAR BEHAVIOR

Unsafe speeds were noticed especially along Golden Eye Way and Pintail Drive. However, whenever the RRFB was activated across Golden Eye Way, drivers would generally slow down and wait for pedestrians to safely cross the road. Despite the curb being marked as a red zone near the RRFB along Golden Eye Way, there were instances where vehicles would be parked along the red zones until students get in the vehicles during pick up. Additionally, drivers would park their vehicles at the designated bus zone, which resulted in the school bus double parking in the morning.

The parking lot located at the front of the school is typically blocked off with cones during drop-off and pick-up operations. Several instances were observed where the cones would be moved out of the way by people picking up kids so that they could use the parking lot to pick students up. Since the parking lot is normally coned off to allow parents and students to walk through it, this caused conflicts between the cars trying to use the lot and pedestrians trying to walk through it.

PEDESTRIAN/BICYCLIST BEHAVIOR

The majority of students, mainly accompanied by parents or guardians, left the school grounds at marked crosswalks by either crossing Golden Eye Way at Shoveller Drive or Pintail Drive or by crossing Pintail Drive at Golden Eye Way or Scoter Way. Pedestrians crossing at Shoveller Drive generally activated the RRFB prior to crossing Golden Eye Way only if there were vehicles nearby.

While there were relatively few students riding bikes, many students from the south near Wood Duck Drive or Blue Wing Drive came via scooters. The students who traveled by scooter used the sidewalks, lacking safe facilities on the roadway. It was observed that of the students traveling by scooter or bicycle, some wore helmets.

RECOMMENDED IMPROVEMENTS

There are SR2S projects that are currently in place by Suisun City Department of Public Works in support of the Suisun Elementary School. These projects are expected to be constructed within the Year 2025. These projects include the following:

- Install RRFB at the Pintail Drive and Cackling Drive intersection. This will include curb extensions, high visibility crosswalks, new striping, and advanced warning road signs
- Pavement resurfacing project along Blossom Avenue from Pintail Drive to Chryl Way
- Traffic signal improvements at the Pintail Drive and Sunset Avenue intersection which include countdown pedestrian signal heads
- Install advanced warning electronic devices at the Suisun Fire Station, near the Pintail Drive and East Wigeon Way intersection

As part of the school walk audit for Suisun Elementary School, the following improvements were recommended with the aim of providing a safer environment for students walking and biking to school:

- Install a pipe gate at the parking lot entrance
- Revise the cross-section along Golden Eye Way adjacent to the school, including edge line striping, consistent centerline striping, and curb extensions at Pintail Drive
- Increase the number of signs (for bus zone, no loading or parking zone)

RIO VISTA

SR2S Community Task Force

Since the City of Rio Vista does not have its own Community Task Force, coordination for the school walk audit selection process was conducted in partnership with the school district and Public Works Department. As a result of this collaborative effort, D.H. White Elementary School was selected for a school walk audit.

During these coordination meetings, Riverview Middle School and Rio Vista High School were also considered as part of the planning and project prioritization process.

Walkshed and Collision Maps

The locations of parks and the school's walkshed within the City of Rio Vista are shown in Figure 13. The ten-minute and twenty-minute walkshed is based on an assumed average walking speed of 2.8 feet/second. Figure 14 shows the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.

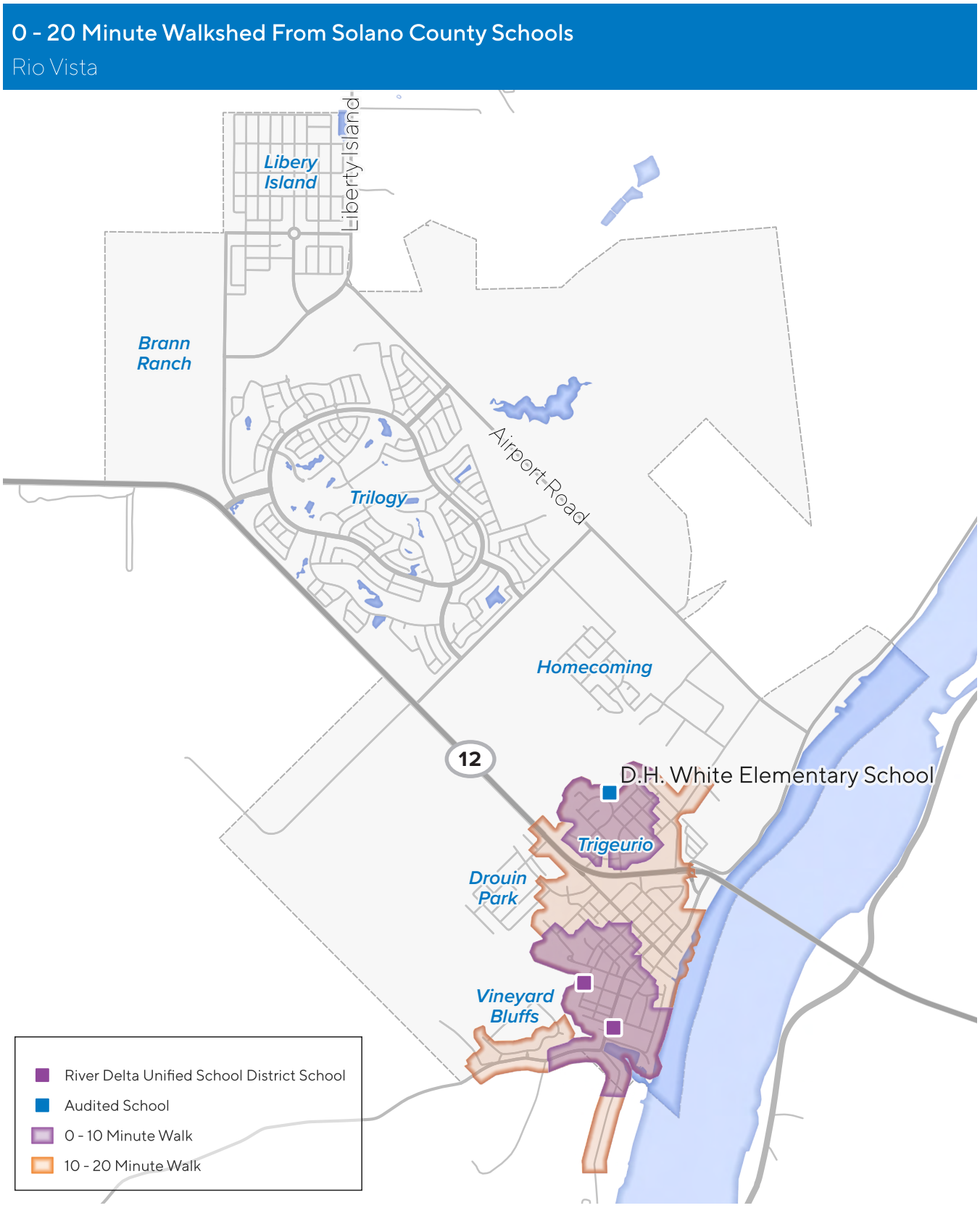


FIGURE 13. WALKSHEDS OF RIVER DELTA USD SCHOOLS

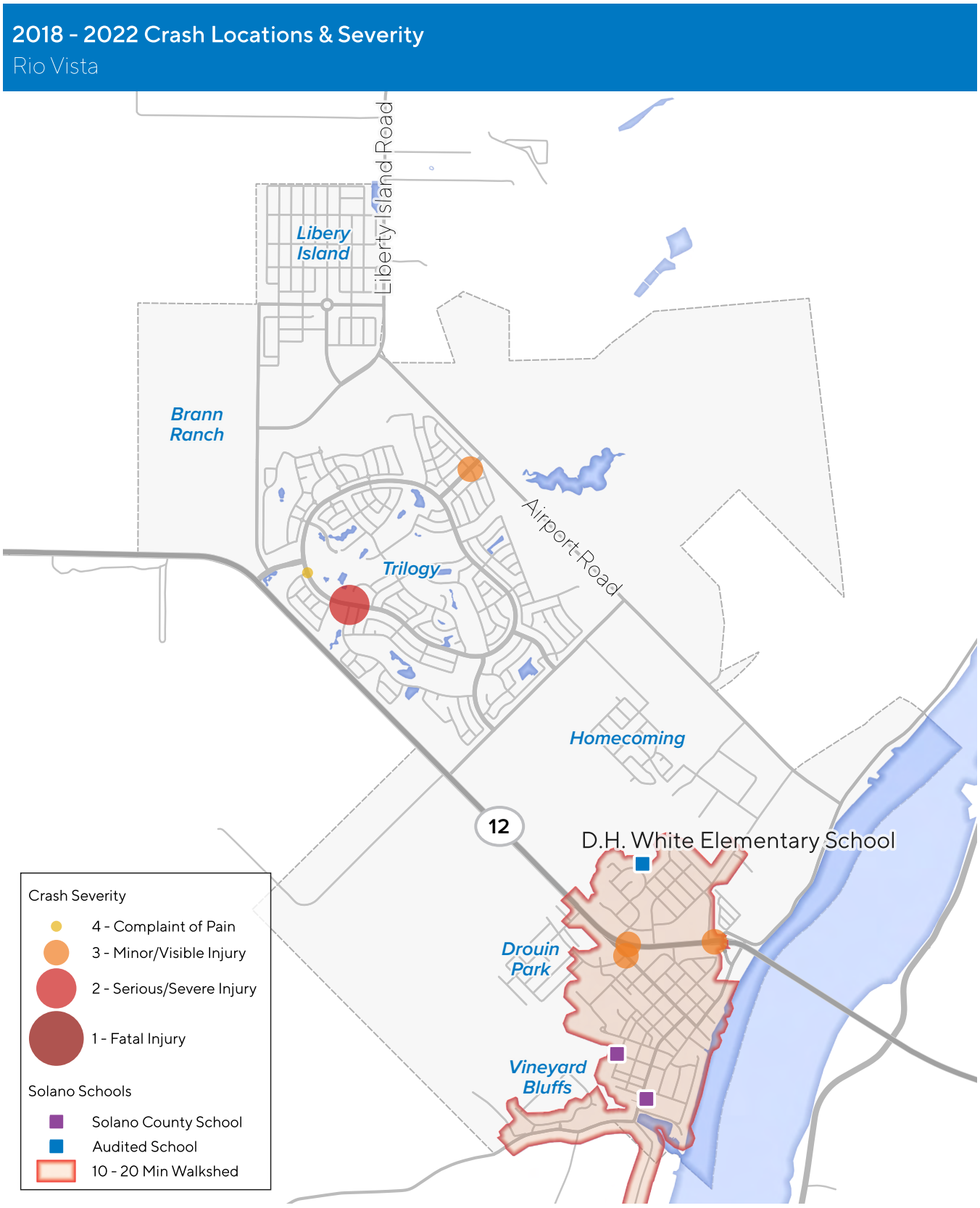


FIGURE 14. RIO VISTA CRASH LOCATION AND SEVERITY

Pilot School Audit – D.H. White Elementary School

TABLE 7. SUMMARY FOR D.H. WHITE ELEMENTARY SCHOOL

PRINCIPAL	Jennie Gornto
ENROLLMENT	388 Students
ARRIVAL	8:17 A.M.
DISMISSAL	2:51 P.M.
STUDENTS WALKING/BIKING	24%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

D.H. White Elementary School is in Rio Vista and is mainly surrounded by residential homes to the southeast. D.H. White Elementary may be directly accessed along Elm Way or Linda Vista Way. Regional access to the elementary school is used via SR 12, which passes by D.H. White Elementary to the south and the west on its route through Rio Vista. SR 12 is located to the South of the school and there are two signalized crossings at Hillside Terrace (full signal) and Gardiner Way (pedestrian signal) allowing pedestrian and bicycle access to additional residential neighborhoods. For vehicles coming from D.H. White Elementary and going to SR 12, Virginia Drive is stop-controlled and must yield to oncoming traffic along SR 12.

There are two parking lots that serve D.H. White Elementary. The faculty and visitor parking lot, located at the front of the school near the loop, can be accessed from Linda Vista Way. It features angled parking and operates with one-way traffic flow. The second lot, designated for buses and faculty only, is located on the west side of the school.

D.H. White Elementary School has two access points for students:

- The main entrance on Elm Way
- A bus loading zone side entrance on Linda Vista Way

LOADING ZONES

The driveway loop at the front of the school serves as a pick-up and drop-off location within the school site. Parents or guardians may drop off or pick up students within the loop to safely get them to and from school. There is also another driveway loop on the west side of the school, where the bus and faculty parking lot is located.

SITE VISIT

The school walk audit at D.H. White Elementary School was conducted on Wednesday, May 15, 2024, at 7:40 a.m. to observe the morning drop-off operations. The weather that day was normal and would not indicate any irregularities with travel patterns or modes. Participating in the walk audit were STA SR2S staff and consultant team staff.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff. Participants observed operations at the front of the school, the intersections at Linda Vista Way and Elm Way, Elm Way and Thereza Way, and Hillside Terrace and SR 12 were observed as part of the walk audit. The audit study area is shown in Figure 15.

After the school walk audit, field observations regarding the pedestrian facilities along the school property boundary on Elm Way were conducted. There is major cracking on the sidewalk, where the guest parking lot is located is, which may be unsafe for children walking, biking, or using the scooter.

It is noted that after discussion with the school principal, it may have been more informative to observe the afternoon operations to better understand queuing concerns and observe crossing guards, which are not in place during drop-off.

FIGURE 15. MAP OF AUDIT AREA – D.H. WHITE ELEMENTARY SCHOOL

CROSSING GUARD AND SUPPORT STAFF LOCATIONS

When the representatives from the walk audit briefly discussed their observations with the school principal, it was mentioned that four crossing guards are normally posted within the school vicinity during afternoon pick-up operations. This was due to there being a more concentrated flow of students leaving while cars are queued up, waiting for pick-up. However, none were observed during the morning drop-off.

VEHICULAR BEHAVIOR

During the walk audit, driver behavior within the adjacent intersections and the school driveway loop were observed. Drivers typically drove at safe speeds, yielded to pedestrians walking along the crosswalks, and did not cause conflict for pedestrians and bicyclists. There was however one near-miss involving a member of the audit team when a departing driver failed to yield as they began to cross.

PEDESTRIAN/BICYCLE BEHAVIOR

Most students walking to the school came from the south side of the school, which is approximately the central point of the residential homes in the neighborhood along Thereza Way and Laurel Way. Pedestrian demand did not generally continue past SR 12, with only two groups of students observed making the crossing. Additionally, it was noticed that most students walking to school were accompanied by a parent. Students also displayed proper and safe behavior when walking, biking, or using the scooter, by looking both ways when crossing and paying close attention to their surroundings.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for D.H. White Elementary School, the following improvements are recommended with the aim to provide a safer environment for students walking and biking to school:

- Improve sidewalks along the school frontage
- Construct curb extensions along the front of the school where there is parking
- Provide crossing warning signs on the main road (westbound direction)

TRAVIS

TRAVIS AIR FORCE BASE

The Travis Unified School District (USD) serves student families living in and around the Travis Air Force Base (AFB) in Solano County. The Travis USD administration coordinates with and attends the meetings held by the Vacaville Community Task Force. Through their meeting, the Travis USD administration selected Cambridge Elementary School for the school walk audit.

Walkshed and Collision Maps

Figure 16 and Figure 17 display the locations of schools and the walkshed for each school within Travis USD. A walkshed shows how far a student could walk from school in a given amount of time. The map displays the outer boundaries for both a ten-minute and twenty-minute walkshed, assuming an average walking speed of 2.8 feet/second. Figure 18 shows the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.

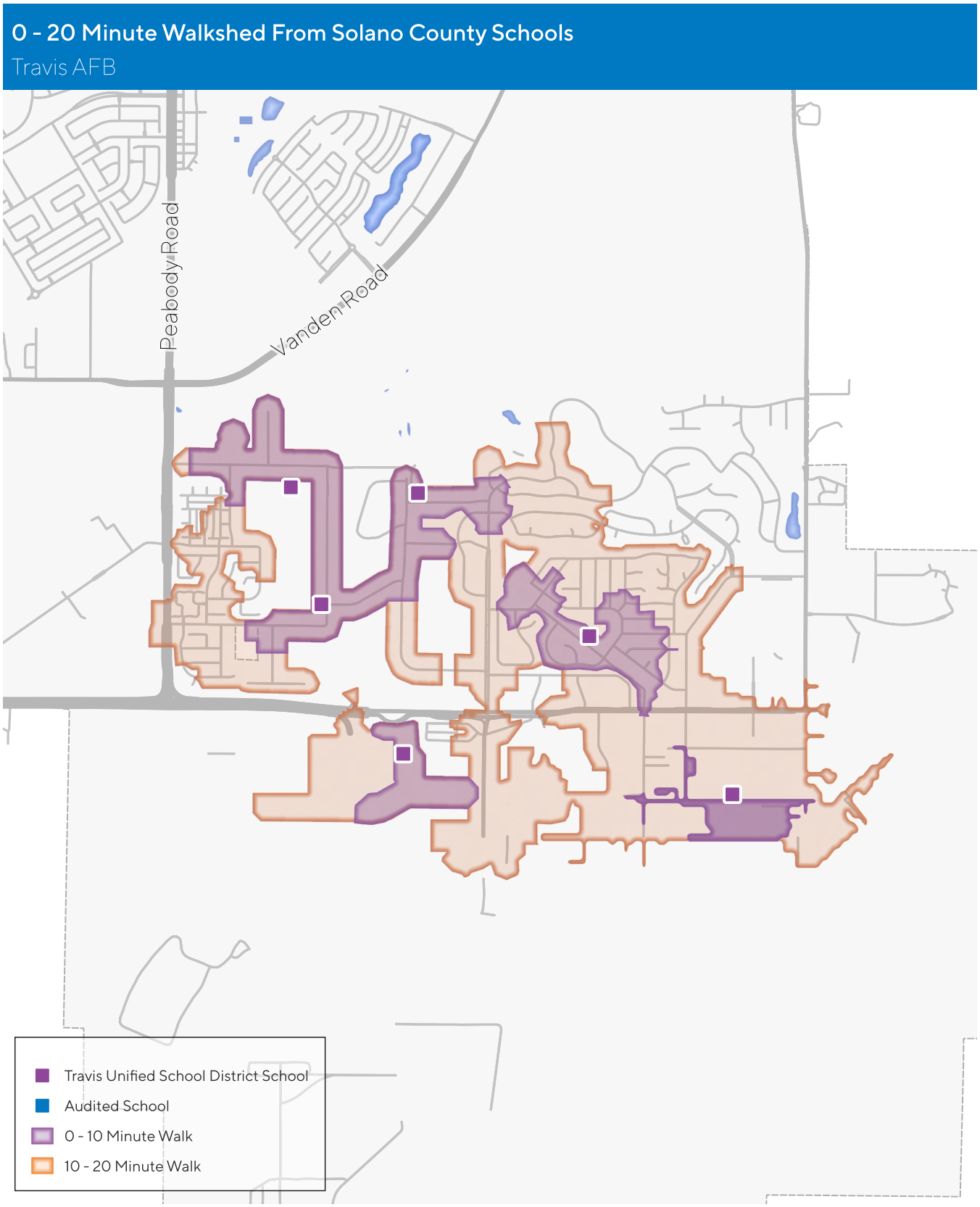


FIGURE 16. WALKSHEDS OF TRAVIS AFB USD SCHOOLS (CENTRAL TRAVIS AFB)

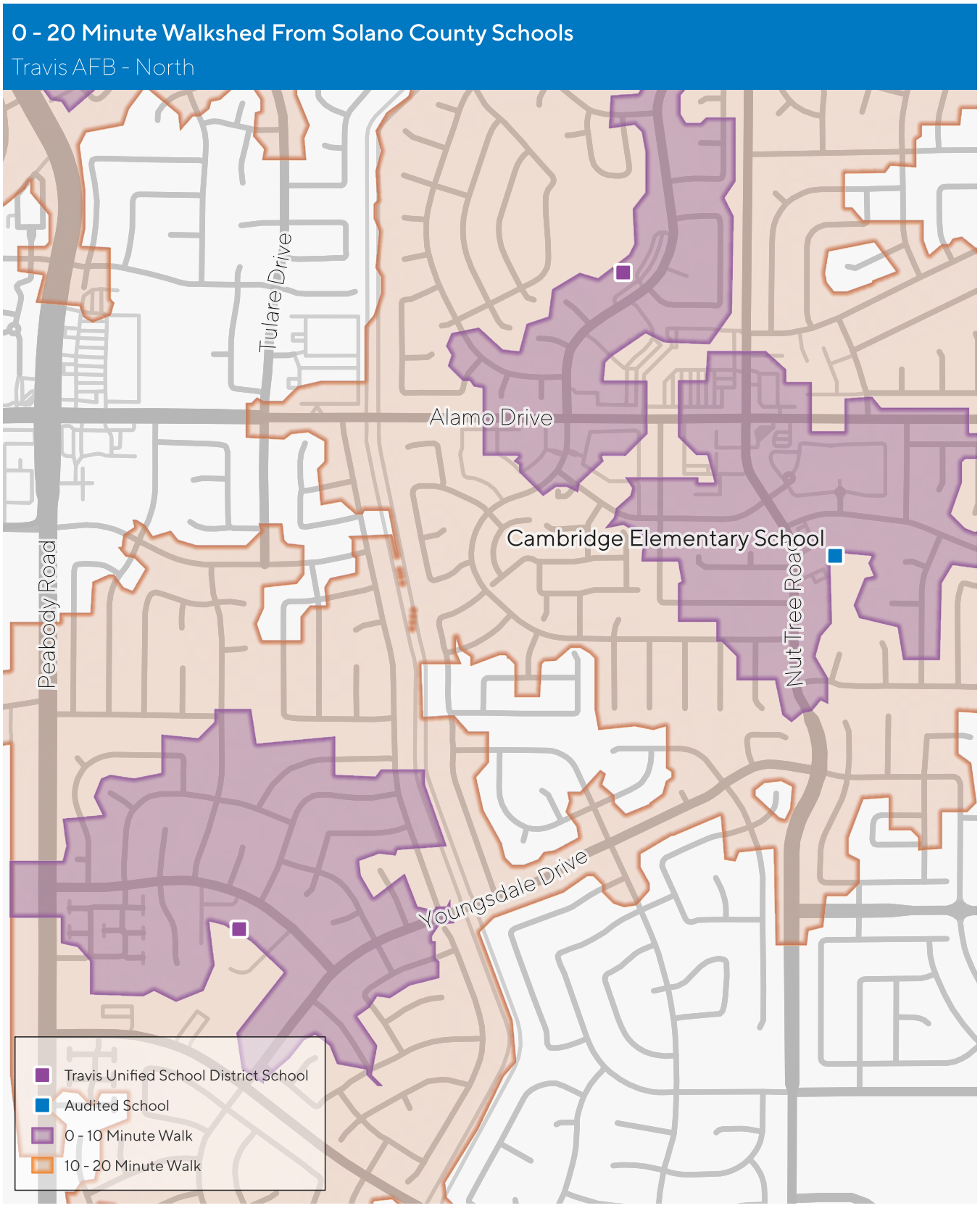


FIGURE 17. WALKSHEDS OF TRAVIS AFB USD SCHOOLS (NORTH TRAVIS AFB)

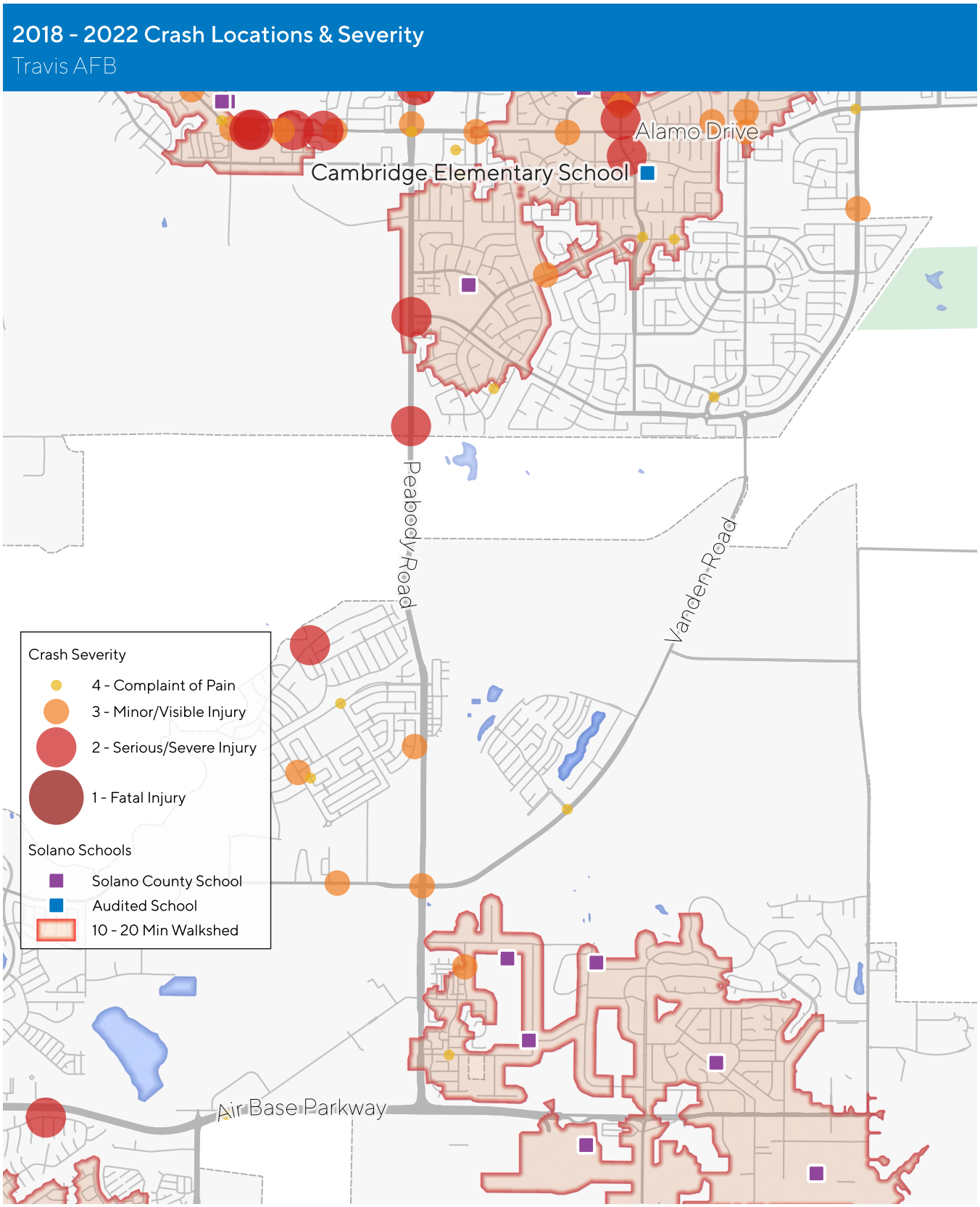


FIGURE 18. TRAVIS CRASH LOCATION AND SEVERITY

Pilot School Audit – Cambridge Elementary School

TABLE 8. SUMMARY FOR CAMBRIDGE ELEMENTARY SCHOOL

PRINCIPAL	Susan Nader
ENROLLMENT	633 Students
ARRIVAL	8:00 A.M.
DISMISSAL	2:10 P.M.
STUDENTS WALKING/BIKING	39%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

Cambridge Elementary School is located in the City of Vacaville and is surrounded by mainly houses with Cambridge Park directly to the south. Cambridge Elementary is located southeast of the Cambridge Drive and Nut Tree Road intersection. There is a large commercial center, Creekside Center, north of the school, along Alamo Drive.

Under existing conditions, there are bicycle lanes on both sides along Nut Tree beginning just south of the school driveway and continuing to just south of Somerville Drive. North of the school driveway, Nut Tree Road is striped as a Class III bicycle route. The closest (southbound) bus stop to the school is at Needham Drive, just south of the school, but there is no nearby crossing. The closest northbound bus stop is north of Alamo Drive.

The only access point for Cambridge Elementary is through the front door, adjacent to the main parking lot. There are sidewalks located along both sides of all nearby roadways, and striped pedestrian crossings across Cambridge Drive at Nut Tree Road and Village Court, and across Nut Tree Road at Cambridge Drive and at Youngsdale Drive, a quarter mile south of the school.

Faculty parking is located behind the school and may be accessed via one-way driveway along Nut Tree Road, near Hyannis Court, while visitor parking and bus loading is within the front parking lot of the school. The visitor parking lot may be accessed via the one-way driveway along Nut Tree Road. Exiting vehicles may only use the driveway on Cambridge Drive.

LOADING ZONES

The driveway loop at the front of the school serves as a drop-off and pick-up location within the school site. Parents or guardians may drop off or pick up students within the loop to safely get them to and from school.

SITE VISIT

The school walk audit at Cambridge Elementary School was conducted on Friday, May 17, 2024, at 7:00 a.m. to monitor the morning conditions. The weather that day was normal and would not indicate any irregularities with travel patterns or modes. Participants included representatives from STA SR2S staff and consultant staff, the school, and the school district.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff. Participants observed operations at the front of the school, the intersections of Cambridge Drive and Nut Tree Road, Cambridge Drive and Village Court, and Nut Tree Road and Youngsdale Drive.

The audit study area is shown in Figure 19.

A field observation of the existing pedestrian and bicycle facilities was done at the beginning of the walk audit. It was observed that the driveway markings at the school exit on Cambridge Drive are faded, which lead to drivers entering through the one-way exit outside of school drop-off and pick-up hours. Crosswalks in the vicinity of the school are painted with yellow transverse lines but lack some of the ancillary signing and striping to improve their visibility. It was noted that markings, such as stop bars and yield lines, are missing and should be included as part of any recommended improvements. Additionally, it was observed that some of the pedestrian facilities around the school may not meet current accessibility guidelines.

Following the drop-off observation timeframe, the roads around the school were driven by the consultant team. It was noted that the school speed zone signs were obscured by tree growth in both the northbound and southbound directions on Nut Tree Road. In the northbound direction, the sign is posted higher than typical standard on a light post.

After the walk audit was completed, representatives gathered with the school principal and other staff to discuss observations and the needs of the school.

FIGURE 19. MAP OF AUDIT AREA – CAMBRIDGE ELEMENTARY SCHOOL

CROSSING GUARD AND SUPPORT STAFF LOCATIONS

Crossing guards supported operations at the intersections of Cambridge Drive and Nut Tree Road and at Cambridge Drive and Village Court. Additionally, it was observed that local support staff were present during the day of the walk audit.

VEHICULAR BEHAVIOR

Drivers were observed at multiple locations either not following the school drop-off procedures or not following basic rules of the road. Queuing extended far south of campus along Nut Tree Road and many drivers were observed parking along red curb to drop off students. At Cambridge Drive and Village Court, drivers would frequently double park on the approaches to the intersection along Cambridge Drive or stop in the intersection to drop off children. Additionally, drivers frequently made U-turns within the intersection or turn into Village Court and make a U-turn within the apartment complex property in order to return to Nut Tree Road. The school crossing guard at this location placed cones to improve sight distance to the cross walk and it was observed that drivers ran over these cones which the crossing guard confirmed was a regular occurrence.

Due to the road layout around the school, many parents used the small cul-de-sac on Village Court to turn around, which led to significant congestion near the crosswalk on Cambridge Drive. Despite the high volume of both vehicles and students walking to school, the crossing guard at this location managed traffic flow efficiently. Additional crossing guards on Nut Tree Road, a five-lane arterial, helped ensure student safety at adjacent crossings.

PEDESTRIAN BEHAVIOR

It was observed at the school site that children walking alone generally followed the instructions of crossing guards and waited for assistance to cross the road. Adults walking with children would occasionally cross outside of designated crosswalks or without the assistance of the crossing guard, but this was infrequent. Crossing guards were very effective at obtaining compliance of pedestrians and drivers.

As the closest crossing opportunity south of the school, there were several observed crossings of Nut Tree Road at Youngsdale Drive, however this stop-controlled intersection is very large and presents a very uncomfortable crossing experience for pedestrians during the observed congested operations during drop-off.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for Cambridge Elementary School, the following improvements are recommended with the aim to provide a safer environment for students walking and biking to school:

- Increase fixed warning sign locations (school zone traffic signs, advanced pedestrian crossing signs, advanced school crossing signs, etc.)
- Add curb extensions for primary crossing zones
- Add a protected crosswalk at Needham Drive and Nut Tree Road with an RRFB at minimum near the bus stop
- Restrict access to Village Court, encouraging drivers to use Bedford Way to access Alamo Drive
- Improve/refresh striping at crosswalks
- Improve visibility of school speed zone signs through regular maintenance
- Refresh parking lot painting

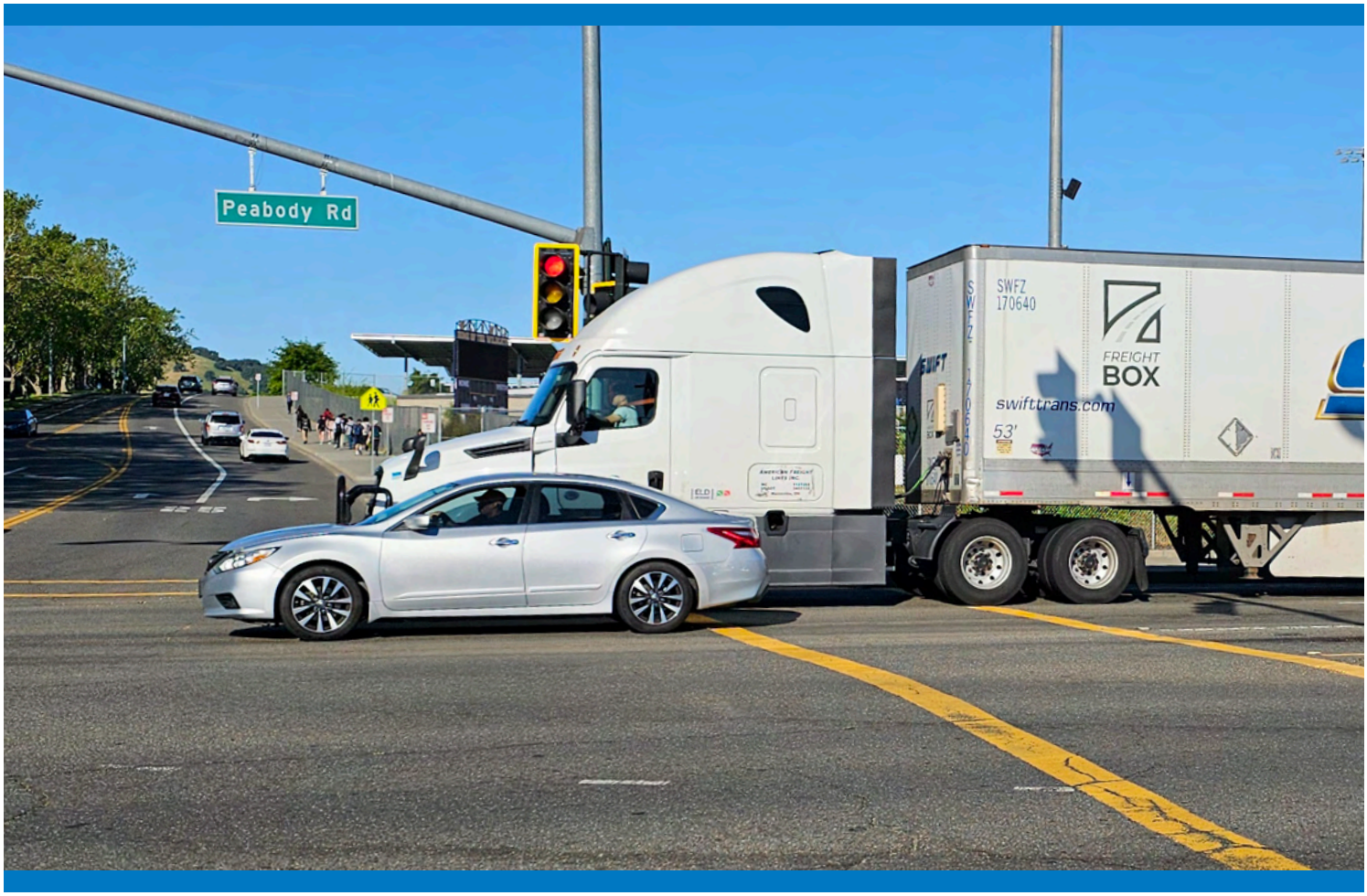
VACAVILLE

SR2S Community Task Force

The Vacaville task force selected Will C. Wood High School for the school walk audit.

Walkshed and Collision Maps

Figure 20 displays the locations of schools and the walkshed for each school within the city of Vacaville. A walkshed shows how far a student could walk from school in a given amount of time. The map displays the outer boundaries for both a ten-minute and twenty-minute walkshed, assuming an average walking speed of 2.8 feet/second. Figure 21 shows the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.



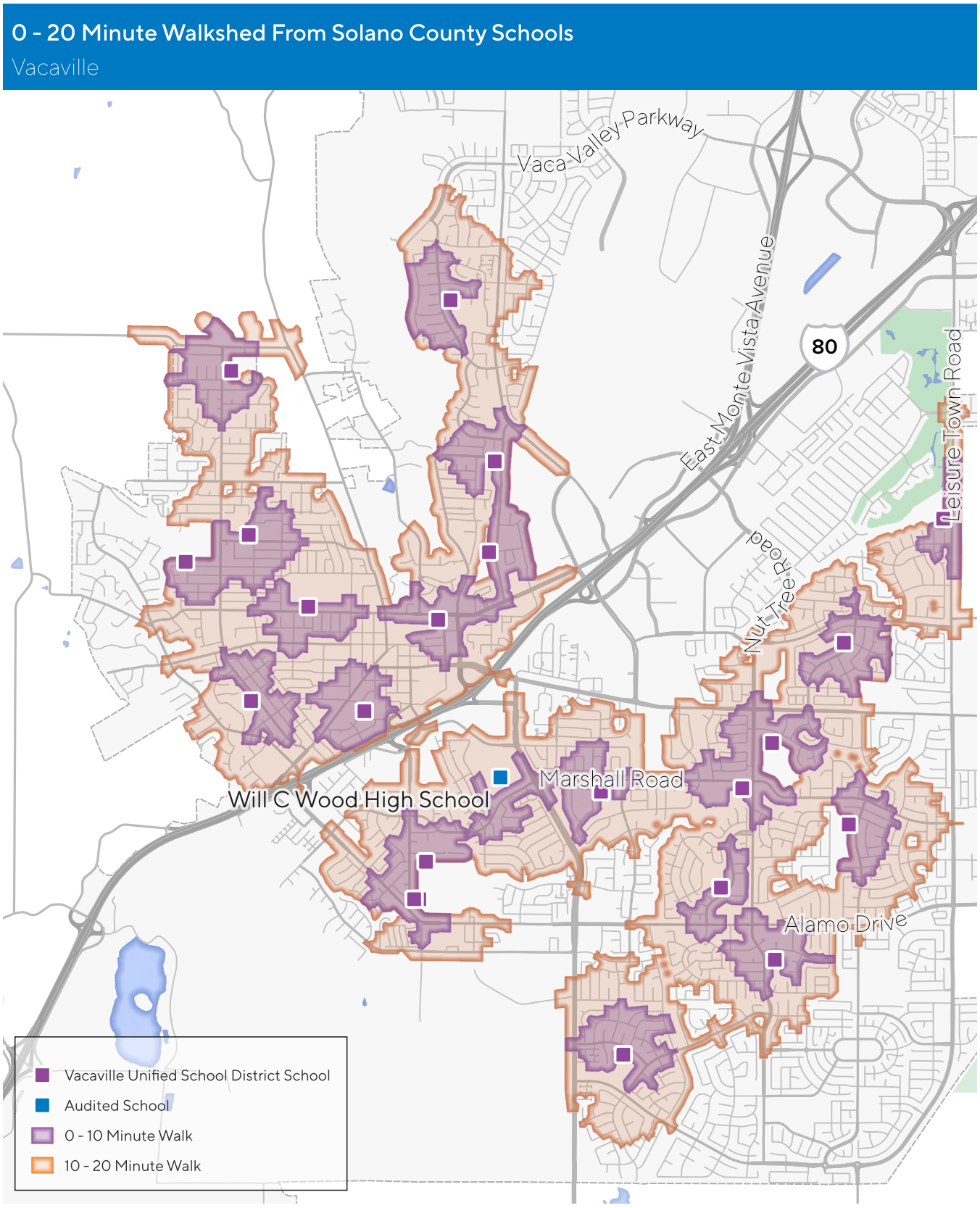


FIGURE 20. WALKSHEDS OF VACAVILLE USD SCHOOLS

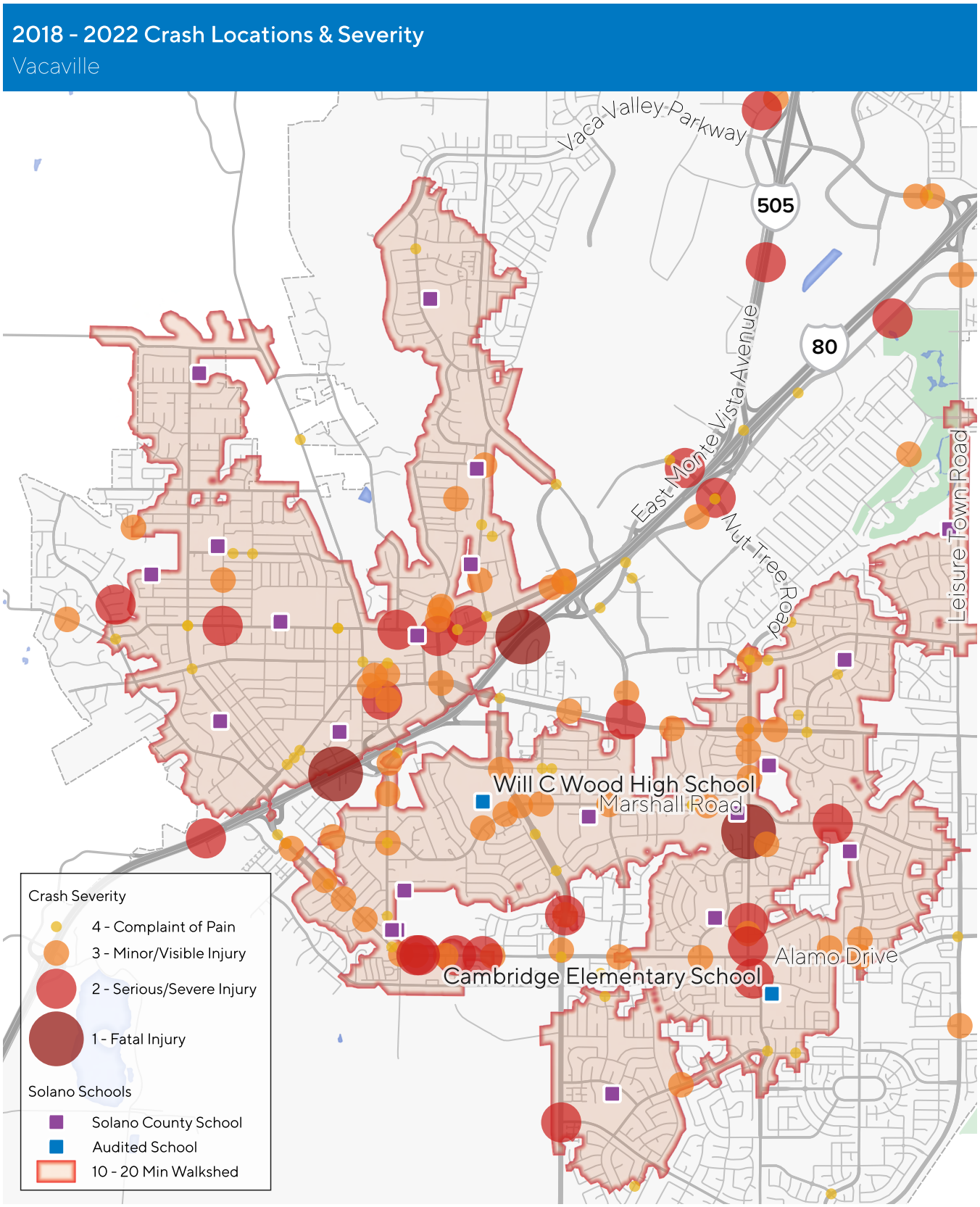


FIGURE 21. VACAVILLE CRASH LOCATION AND SEVERITY

Pilot School Audit – Will C. Wood High School

TABLE 9. SUMMARY FOR WILL C. WOOD HIGH SCHOOL

PRINCIPAL	Charleston Brown
ENROLLMENT	1682 Students
ARRIVAL	8:40 A.M.
DISMISSAL	3:40 P.M.
STUDENTS WALKING/BIKING	49%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

Will C. Wood High School is located in central Vacaville and is bounded by Hume Way to the north, Marshall Road to the south, and Peabody Road to the east. The west edge of campus is directly adjacent to residential use. The land use nearby the school is mainly single-family homes with some commercial uses, including Costco and Starbucks, north of Hume Way. The intersection at Marshall Road and Burlington Drive is the main access to the school for those walking, biking, or driving, though there is another access point further east along Marshall Road. There are additional access points further to the east along Marshall Road. The intersection of Marshall Road and Burlington Drive is an all-way stop-controlled intersection serving residential homes in addition to the school. The designated staff parking lot is located on the west side of the school, near the entrance at Marshall Road and Burlington Drive.

Will C. Wood High School has two pedestrian access points, both located at the front of the school on either side of the parking lot driveways. Although there are no dedicated bicycle lanes within the vicinity of the school, sharrows are located along Marshall Road west of Peabody Road. Bicycle parking is provided within the staff parking lot. There is no pedestrian crossing between the main school driveway and Peabody Road.

There is a bus stop for both directions located on Marshall Road between the two main school driveways, however the closest pedestrian crossing is 400 feet to the west.

LOADING ZONES

Drop-off occurs at the school entrance with three lanes of circulation around the perimeter of the parking lot. There are support staff who efficiently direct drop-off and pick-up operations.

SITE VISIT

The school walk audit at Will C. Wood High School was conducted on Tuesday, May 14, 2024 at 7:40 a.m. to observe the drop-off operations. The weather conditions on that day were normal and did not affect the normal travel patterns and behaviors of students. Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis, assumed walking patterns, and feedback received from school staff.

The audit study area is shown in Figure 22.

There are "Permit Parking Only 7:30 a.m. – 3:30 p.m. Except Weekends and Holidays" signs on Marshall Road. However, these signs are located infrequently.

It is noted that after discussion with the school principal, it may have been more informative to observe the afternoon operations to better understand queuing concerns and observe crossing guards, which are not in place during drop-off.

FIGURE 22. MAP OF AUDIT AREA – WILL C. WOOD HIGH SCHOOL

CROSSING GUARD AND SUPPORT STAFF LOCATIONS

The school has support staff located at the multi-lane drop-off area located on-site at the school's main entrance to direct traffic operations and drop-off. During the day of the school walk audit, one crossing guard was standing near the entrance of the school. Staff were attentive and maintained circulation and order during drop-off operations.

VEHICULAR BEHAVIOR

Vehicle operations were generally orderly and followed circulation patterns as expected. The staff located at the entrance of the school efficiently managed three lanes of vehicles approaching the school entrance which kept the flow of vehicles moving. There were some drop-offs that occurred in the parking lot at the corner of Marshall Road and Peabody Drive. The majority of cars dropping off students utilized the drive aisles in the main school parking lot.

PEDESTRIAN/BICYCLE BEHAVIOR

Students accessing the school by walking or biking travel along Marshall Road, either coming from the residential neighborhoods west of campus or from multiple directions east of campus, converged at the intersection of Marshall Road and Peabody Drive and continued up the hill to school. Additionally, a large volume of students were dropped off at nearby parking lots and would also walk along Marshall Road to access the school. Students were well behaved and did not cross the street against the signal. However, it was observed that none of the students who biked or used a scooter to school used a helmet.

Marshall Road has very narrow sidewalks west of campus causing students to walk on the street. It was also observed that the sharrows along Marshall Road do not provide a safe environment for bicyclists causing most students on bicycles to use the sidewalk instead.

There is no midblock marked crossing for students needing to access the bus stop on the south side of Marshall Road.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for Will C. Wood High School, the following improvements were recommended with the aim to provide a safer environment for students walking and biking to school:

- Widen and improve sidewalk conditions west of campus
- Construct curb extensions at crosswalks, where feasible, to reduce crossing exposure
- Relocate the bus stop along Marshall Road to align with the sidewalk access point east of the parking lot driveway and add a protected crossing
- Remove the southbound right-turn channel at Peabody and Marshall and expand it into a full pedestrian refuge to reduce high-speed turning movements and pedestrian exposure
- Refresh striping where faded

VALLEJO

SR2S Community Task Force

The Vallejo task force selected Vallejo High School for the school walk audit.

Walkshed and Collision Maps

Figure 23 displays the locations of schools and the walkshed for each school in the City of Vallejo. A walkshed shows how far a student could walk from school in a given amount of time. The map displays the outer boundaries for both a ten-minute and twenty-minute walkshed, assuming an average walking speed of 2.8 feet/second. Figure 24 shows the locations and its varying crash severities of the identified collisions involving pedestrians or bicyclists from 2018 to 2023, as documented by the California Highway Patrol SWITRS.

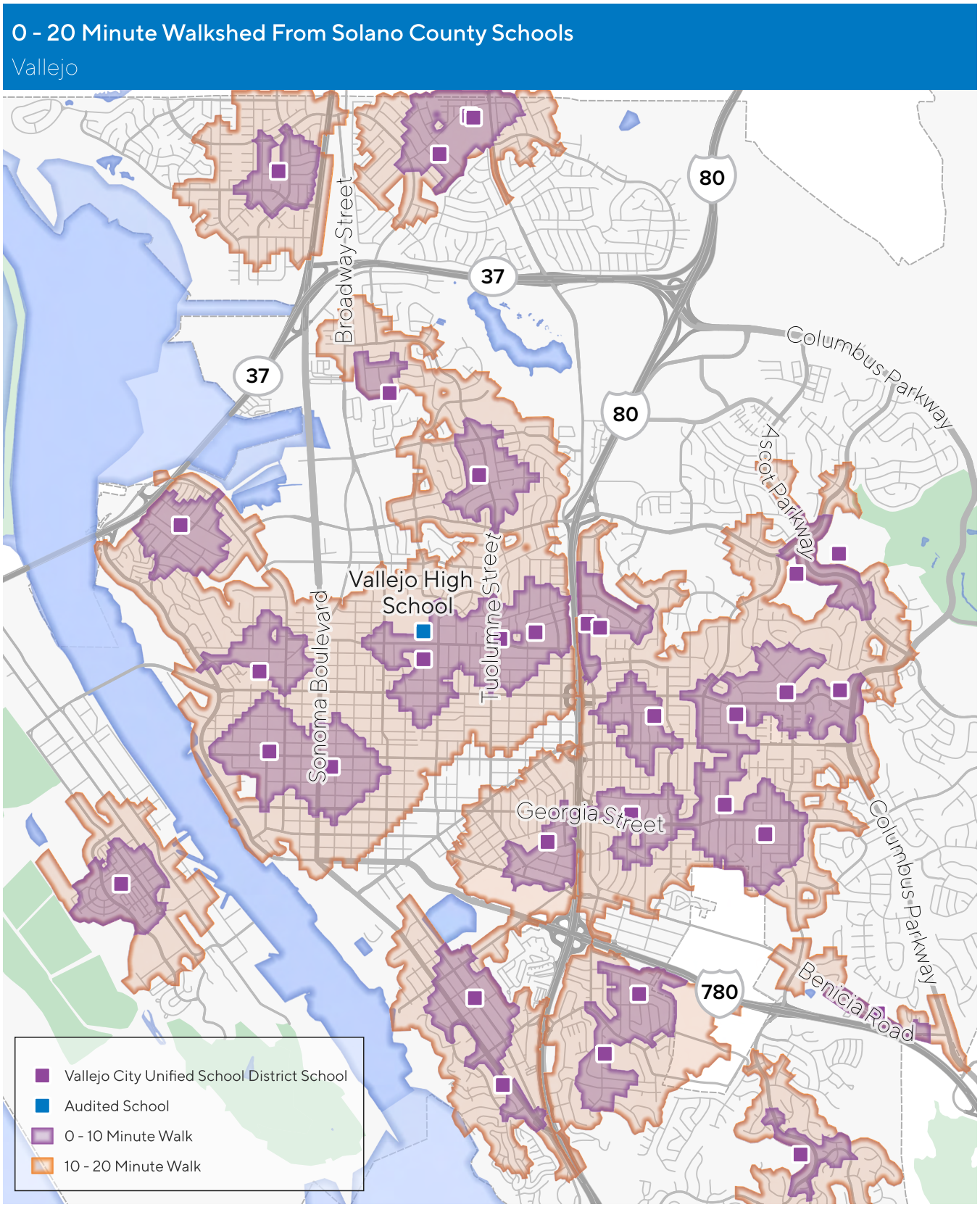


FIGURE 23. WALKSHEDS OF VALLEJO USD SCHOOLS

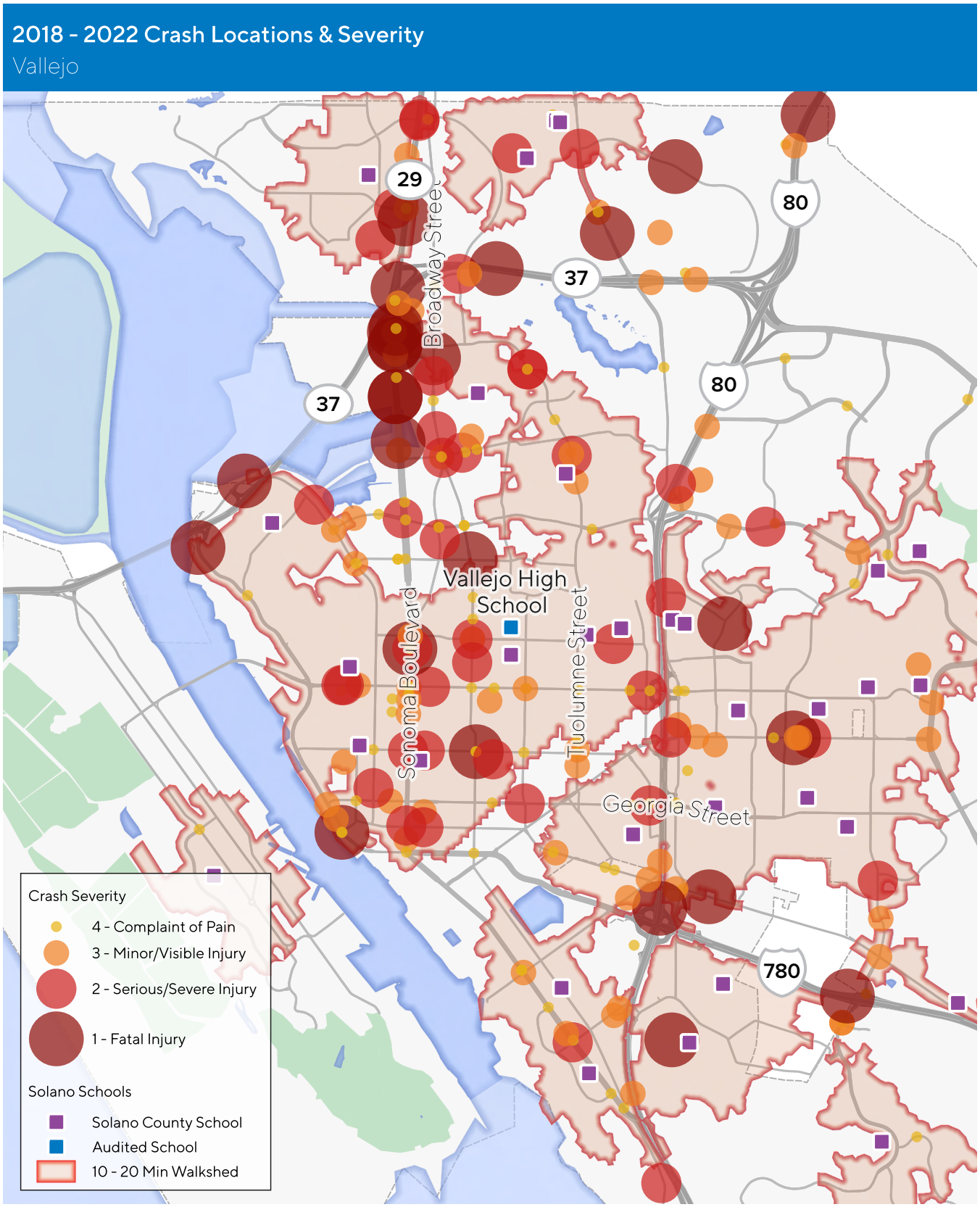


FIGURE 24. VALLEJO CRASH LOCATION AND SEVERITY

Pilot School Audit – Vallejo High School

TABLE 10. SUMMARY FOR VALLEJO HIGH SCHOOL

PRINCIPAL	Christopher Waldron
ENROLLMENT	1240 Students
ARRIVAL	8:30 A.M.
DISMISSAL	3:27 P.M.
STUDENTS WALKING/BIKING	20%

Source: STA SR2S, 2024

LAYOUT AND CIRCULATION

Vallejo High School is located in central Vallejo and is surrounded by mainly residential uses and some commercial uses along Broadway. The school is located on the northwest corner of Nebraska Street and Amador Street. There are multiple adjacent schools, including John W. Finney High, Everest Academy, and Independent Study Academy, which are located along Amador Street and south of Nebraska Street.

The main entrance for Vallejo High is located on the south side of the school grounds, along Nebraska Street. There are two faculty parking lots, located on the west side of the main entrance and a gated lot at the Amador Street and Hanns Avenue intersection. Students may also access or exit the school along the west end of the school boundary along Nebraska Street which is typically guarded by at least one faculty member or volunteer.

Roadways adjacent to the school campus have sidewalks on both sides of the road. There are three crosswalks within the school boundary across Nebraska Street and two across Amador Street. There are no signed or striped bicycle facilities adjacent to the school. The closest bus stops are located on Broadway, west of the school campus.

It is noted that before the COVID-19 pandemic, there was bus service provided for students, however it has been discontinued, leading to more difficult commutes for many students and reduced attendance.

A pilot program was established early May 2024 to close out Nebraska Street between Pierce Street and Amador Street during school hours (from 9 a.m. to 4 p.m.) and ended on June 7, 2024. This program was created in response to previous violence-related events and speeding concerns along the frontage of the school. The pilot program (Nebraska Closure) was enforced by using barricades along the ends of the closure boundary with crossing guards on each end. After the pilot program was completed, the school staff would reconvene with Vallejo City Unified District staff to evaluate results and determine if a permanent closure is necessary.

LOADING ZONES

Loading occurs along Nebraska Street at three gates providing access to campus.

SITE VISIT

The school walk audit at Vallejo High School was conducted on Monday, May 13, 2024, at 7:00 a.m. to observe the drop-off operations. The weather conditions on that day were normal and would not indicate any irregularities with travel patterns or modes. Participants included representatives from STA SR2S staff and the consultant team.

Prior to performing the walk audit, specific intersections were identified to observe traffic conditions and behaviors based on preliminary crash analysis and assumed walking patterns. During this school walk audit, participants observed drop-off operations at the front of the school near the crosswalks, and at the intersections of Nebraska Street and Broadway, and Nebraska Street and Amador Street. Conditions were also observed further south of Nebraska Street, but minimal school-related activity was observed.

After the walk audit was completed, representatives gathered with the school principal to discuss observations and needs of the school. The audit study area is shown in Figure 25.

A field observation of the existing pedestrian and bicycle facilities was done at the beginning of the walk audit. It was observed that there is limited signage within the vicinity and is not spread out. Pedestrian facilities such as crosswalks and sidewalks were degraded, decreasing accessibility.

FIGURE 25. MAP OF AUDIT AREA – VALLEJO HIGH SCHOOL

CROSSING GUARD LOCATIONS

Staff members or crossing guards are typically located within the boundary of the school as well as entrance and exit points of Vallejo High. On the day of the walk audit, crossing guards were located at the following locations:

- One at Nebraska Street and Amador Street
- One at Nebraska Street and Pierce Street
- And one at front of the school along Nebraska Street

VEHICULAR BEHAVIOR

During drop-off operations, drivers were observed to either drive at unsafe speeds or fail to come to a complete stop within the school vicinity. There were instances where students were dropped off in the middle of the intersection or U-turns occurred at the intersection, while a student was crossing. Drop-offs also occurred along red curbs, blocking crosswalks.

Despite multiple signs identifying the curb in front of the school as a loading zone, multiple cars were parked on the curb for the entire drop-off period or longer.

PEDESTRIAN/BICYCLE BEHAVIOR

At signalized intersections, such as Amador Street and Tennessee Street, pedestrians displayed safe and proper behavior and activated the push buttons prior to crossing the street. There were several students who used the crosswalk in front of the school across Nebraska Street. Due to the unsafe driver behavior within the vicinity of the site, it is noted that it may be unsafe at times for some pedestrians. On the day of the walk audit, there was only one bicyclist in the morning.

During the discussion with the school principal after the walk audit, it was acknowledged that student attendance may be affected due to the lack of school bus service. Some students reside within a three-mile radius of the school and may have a longer walking commute compared to taking the bus.

RECOMMENDED IMPROVEMENTS

As part of the school walk audit for Vallejo High School, the following improvements are recommended with the aim to provide a safer environment for students walking and biking to school:

- Installation of curb extensions and curb cuts at crossing locations
- Refresh striping as needed (near the vicinity of the school)
- Consistent and accurate signage for drop-off and pick-up locations

CHAPTER 5

Funding Sources

The recommended SR2S goals and program could mostly be facilitated and conducted by school staff, parent volunteers, and community volunteers. However, funding is necessary to plan and implement programs, host events, and develop educational materials. There are several funding opportunities that are committed to improving safety and safe routes to schools through program and capital funding. Potential funding sources are described in this section.

Infrastructure projects improving the built environment on the streets and trails surrounding each school will require coordination with local city Public Works staff and often rely on regional or state funding to implement. While some smaller projects can be funded in isolation, larger systemic projects can benefit in terms of efficiency and competitiveness by being part of a larger citywide grant application. Additionally, many grant programs have a local match required, and may have minimum and/or maximum funding thresholds/caps.

FEDERAL FUNDING SOURCES

In 2021, the Infrastructure Investment and Jobs Act (IIJA) was enacted by congress to provide investments in transportation through various active transportation and safety funding programs. Additionally, IIJA also provided increased funding to existing transportation programs.

Funding sources primarily originate from the Federal Highway Administration (FHWA) and are administered by State agencies such as Caltrans and the California Transportation Commission (CTC).

Transportation Alternatives

The Transportation Alternatives (TA) program is funding set aside from the FHWA Surface Transportation Block Grant (STBG) which provides funding for transportation on a smaller scale such as safe routes to school. Funding for the program is available up to 2026. Grants funds are determined based on each state's STBG apportionment and each state or MPO is required to develop a competitive process to allow eligible agencies to apply for funding.

Safe Routes to School

The Safe Routes to School (SR2S) program is a federal transportation funding program by the Federal Highway Administration (FHWA) that was established in 2005. SR2S award funding is administered to State DOT agencies who then distribute funding to local and regional agencies.

Safe Streets and Roads For All

The Safe Streets and Roads for All (SS4A) program is part of the Vision Zero Initiatives that support agencies in reducing fatalities and serious injuries on local roads and streets. SS4A funds may be used to develop a safety action plan, conduct planning, design, and construction for projects identified in the safety plan. The SS4A program is a five-year funding cycle, with FY 2026 being the program's final cycle.

STATE FUNDING SOURCES

State funding sources are primarily funded through California Senate Bills 1 and 99, and are distributed by Caltrans or the California Transportation Commission. Some grant programs, such as the Active Transportation Program, do overlap with federal programs.

Active Transportation Program

The Active Transportation Program is a competitive grant program the consolidates existing state and federal transportation grant programs such as SR2S into one program. The goal of the ATP is to encourage biking and walking as a primary mode of transportation, increase traffic safety, accessibility, and connectivity for bicyclists and pedestrians. Program funding is offered in annual cycles and eligible to entities in California such as local, regional, or state agencies, public schools or districts, and transit agencies.

Office of Traffic Safety Grant Programs

The Office of Traffic Safety (OTS) offers one-year grants from October to September for several safety programs including pedestrian and bicycle safety. The OTS bicycle and pedestrian safety program allows eligible public entities funding for education and engagement activities. The OTS pedestrian and bicycle safety program goals include reducing the number of pedestrians and bicyclists killed or injured particularly among high-risk populations such as youth.

Yolo-Solano Air Quality Management District – Clean Air Funds

The Yolo-Solano Air Quality Management District awards state-collected vehicle registration and property tax fees through its Clear Air Funds grant to support mobile-source emission reduction projects. Eligible entities - such as private business, public agencies, and nonprofits - can apply during the spring cycle. Applications normally open in early-May and close in mid-April, followed by committee review in May and final board approval in June. Funded projects can span categories like clean vehicle technology, alternative transportation, transit services, and public education.

REGIONAL FUNDING SOURCES

Regional funding is distributed by the Metropolitan Transportation Commission (MTC) through local funding programs or allocating federal and state funding awards. Additionally, STA acts as the Congestion Management Agency (CMA) for Solano County and therefore assists in programming funding for all jurisdiction levels and member agencies in securing funding.

One Bay Area Grant

The One Bay Area Grant is a program that guides MTCs decision making for distributing funding from the FHWA to projects and programs that improve safety, working with County Transportation Agencies, such as the STA. One of the programs supported by OBAG is Safe Routes to School. OBAG is currently in its third period spanning from 2023 to 2026.

CHAPTER 6

Solano County Safe Routes to School Next Steps

The next steps for the Safe Routes to School Program can be organized into three overarching categories:

1. **Ongoing data collection and evaluation of goal progress**
2. **Improved documentation and support for School District Task Forces**
3. **Project identification and funding support**

Despite the significant challenges brought on by the COVID-19 pandemic and local staff turnover, the SR2S Program has demonstrated resilience and adaptability. Throughout this period, STA and its partners have remained committed to delivering valuable education and encouragement programs, supporting capital investments, and keeping the SR2S mission active across Solano County schools. While gaps in institutional memory and reduced participation among local task forces made it difficult to consistently track progress toward earlier performance goals, the program nonetheless continued to offer meaningful support to students, families, and school communities.

The process of updating this Plan has reinvigorated the SR2S initiative at both the countywide and local levels. Task forces have been re-engaged, new lines of communication have been established, and there is a growing momentum to expand both programming and infrastructure improvements. This Plan reaffirms clear goal statements, defines measurable objectives, and introduces performance benchmarks to guide future evaluation and strategic investment.

To further strengthen local engagement, the Plan recommends the development of a countywide best practices guide to support task forces in conducting audits, identifying priority projects, and pursuing funding opportunities. It also outlines a regular update schedule to ensure that SR2S strategies remain aligned with evolving local needs and regional, state, and federal transportation goals.

The walk audits conducted during this update cycle have already identified a range of potential capital projects that will advance student safety and mobility. With continued collaboration and support, STA and its partners are well-positioned to help cities secure funding and move these improvements forward.

In short, the SR2S Program is poised for growth. By building on recent progress and applying the findings of this Plan, Solano County can continue to make its school routes safer, more equitable, and more supportive of healthy, active transportation for all students.