SAFE ROUTES TO ANNA KIRCHGATER ELEMENTARY

Improving Conditions for Walking and Bicycling

Prepared for

Sacramento County Department of Transportation

Prepared by

WALKSACRAMENTO

Draft Report
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ACKNOWLEDGMENTS

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The Sacramento Safe Routes 5 E's project is funded by a U.S. Dept of Transportation Safe Routes to School planning grant. For more information, go to: www.walksacramento.org

EXECUTIVE SUMMARY

This report presents the findings of a walk audit evaluation that was conducted in the vicinity of Anna Kirchgater Elementary school to increase the number of students who will walk and bike to school.

The walk audit was held October 7, 2009. Participants included WALKSacramento staff, Sacramento County Department of Transportation staff, the Kirchgater Elementary principal, twelve parents, six students, the Elk Grove Unified School District facilities director, and Sacramento County District 5 Supervisor Don Nottoli.

Key findings

- Sidewalks are discontinuous on Stevenson Avenue, Power Inn Road, and Elsie Avenue.
- The intersection of Elsie Avenue and Iona Way is used by students living north of Elsie Avenue. This intersection is wide with no marked crosswalks.

Recommendations for improvements were drafted following the walk audit discussion. The priority of recommendations was discussed at the December 22, 2009 Parent-Teacher Council meeting.

Key recommendations

- Install a sidewalk on the north side of Stevenson Avenue between Kirchgater Elementary and Marjon Way.
- Narrow the intersection of Elsie Avenue and Iona Way to reduce the width in which pedestrians are exposed to traffic at all crossings.
- Install a sidewalk on the south side of Elsie Avenue between Robinette Road and Iona Way.

These recommendations will be considered by Sacramento County Department of Transportation in order to encourage more students to walk and bike to school.

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INTRODUCTION

The national Safe Routes to School (SRTS) movement is an effort to encourage children to walk and bicycle to school and make it safe for them to do so. Obstacles to children walking and biking include a lack of infrastructure that provides a safe place for walking and cycling and lack of knowledge of how to be a safe pedestrian or cyclist. The SRTS movement seeks to improve the physical environment to make walking and cycling safer and instill confidence and safe practices in children who walk and bike to school.

Bicycle and pedestrian safety is a priority in Sacramento County. By creating a safe way for children to walk and bike in their neighborhoods, SRTS can decrease the number of people hurt in collisions. From 2000 to 2006, 284 pedestrians ages five through fifteen were hospitalized with non-fatal injuries and eighteen were killed from collisions with vehicles.[1] During that same time, 423 bicyclists ages five through fifteen were hospitalized with non-fatal injuries and four were killed from collisions with vehicles.[2]

Improving walking and cycling conditions would promote physical activity and healthful lifestyles among children. The decrease in the percentage of children walking to school in the United States has been dramatic: in 1969 forty-two percent of kids between the ages of five and eighteen walked or biked to school; in 2001 only sixteen percent did.[3] Concurrently, the percent of children who are overweight has nearly doubled.[4] Promoting walking and cycling to school will establish in children the lifelong knowledge and habits of health and fitness and enable them to incorporate physical activity into everyday activities.

[1] EPICenter, Pedestrian injuries in California, 2004, available from http://www.applications.dhs.ca.gov/epicdata/content/ST_pedestrian.htm; Internet; accessed 9 December 2009.
[2] EPICenter, Bicycle-related injuries in California, 2004, available from http://www.applications.dhs.ca.gov/epicdata/content/ST_bicycle.htm; Internet; accessed 9 December 2009.
[3] U.S. Centers for Disease Control and Prevention, Kids Walk-To-School: Then and Now--Barriers and Solutions, 25 February 2008, available from http://www.cdc.gov/nccdphp/dnpa/kidswalk/then_and_now.htm; Internet; accessed 18 April 2011
[4] U.S. Centers for Disease Control and Prevention, Prevelance of Overweight Among Children and Adolescents: United States, 2003-2004, 6 April 2010, available from http://www.cdc.gov/nchs/data/hestat/overweight/overweight_child_03.htm; Internet; accessed 18 April 2011.

FUNDING SAFE ROUTES TO SCHOOL

There are two distinct Safe Routes to School funding sources: the California SR2S program and the federal SRTS program. Both programs are intended to increase the number of children walking and bicycling to school by making it safer for them to do so. Differences between the two programs are outlined in below.

PROGRAM FEATURES	STATE SR2S	FEDERAL SRTS
ELIGIBLE PROJECTS	Infrastructure	Infrastructure and non-infrastructure
LOCAL MATCH	10% Required	None
TARGETED BENEFICIARIES	Grades K-12	Grades K-8
MAX PROJECT FUNDING AWARD	$500,000 to $1 million (including. 10% match)	$500,000 to $1 million

The state (SR2S) and federal (SRTS) grant funding cycles have historically opened up every one to three years to receive grant applications. The pool of funding available statewide is generally in the range of $20-50 million. The high demand for funds that can be used for physical infrastructure makes the applications very competitive. Local jurisdictions are limited to submitting three grant applications per funding cycle, with no guarantee of any being awarded.

THE IMPORTANCE OF THE FIVE E'S

The Sacramento County Safe Routes to School Five E's (County Five E's) project takes its name from the five E's used to identify the different approaches used in creating Safe Routes to School: Evaluation, Engineering, Education, Encouragement, and Enforcement.

Evaluation establishes an understanding of the current conditions. This can involve examining transportation facilities as well as identifying attitudes and behaviors related to walking and bicycling. Evaluation focuses how the other four E's can be used to increase walking and bicycling to school. Evaluation should be repeated after implementation of other E's to determine the effectiveness of improvements.

Engineering modifies streetscapes to make them safer for walking and bicycling. Often, facilities such as sidewalks, crosswalks, bike lanes, signage, and lighting can be provided to encourage more pedestrians and bicyclists.

Education provides pedestrians and cyclists as well as drivers with knowledge that makes them safe and courteous users of the road. It is important for children to learn their rights and responsibilities.

Encouragement makes walking and bicycling fun for kids. This is often done through providing incentives such as goodie bags, prizes, or class parties to those who walk or bike to school. Getting kids excited about walking and biking can increase the numbers wanting to do so.

Enforcement utilizes the law and law enforcement professionals to remind people of their responsibilities. This approach often targets drivers in school zones to remind them to drive the speed limit, watch for pedestrians, and yield to pedestrians in crosswalks.

Used individually or in combination, the five E's approach results in safer and more frequent walking and biking.

SACRAMENTO COUNTY'S SAFE ROUTES TO SCHOOL FIVE E'S PROGRAM

The County Five E's is a three-year grant program sponsored by the Sacramento County Department of Transportation (SacDOT), funded by a $500,000 federal SRTS grant. The purpose of the project is to provide support for increasing walking and biking to elementary and middle schools throughout the unincorporated county.

To assist with implementing the scope of the grant, SacDOT contracted the services of WALKSacramento in June 2008. WALKSacramento is a community-based non-profit organization that promotes safe walkable communities. WALKSacramento works with community organizations, public agencies, and individuals on policy change, public education, and review of commercial and residential development to create a pedestrian-friendly environment.

The primary objectives of the County Five E's grant program are to:

- conduct walkability and bikeability audits to identify barriers preventing students from walking or biking to school at fifteen K-8 schools within unincorporated Sacramento County,
- encourage schools to initiate walking and bicycling events and programs,
- hold regional conferences and workshops to encourage, educate and support the development of the Five E's and SRTS programs at the school and school district levels,
- convene an SRTS Advisory Committee that meets periodically over the three-year period to provide input to the project, and
- prepare a "toolkit" that schools can use as a reference to better understand the process for developing their own SRTS grant application and walking/biking programs.

SELECTION OF SCHOOL

There are approximately 160,000 students enrolled at 302 K-8 schools in unincorporated Sacramento County. Because project funding is limited to assessing fifteen schools, SacDOT and WALKSacramento developed a ranking worksheet to prioritize schools that have expressed interest in the project (see Appendix A).

Each interested school had to pre-qualify for an audit with a high ranking score resulting from having strong school district and parent and/or teacher support. The schools were scored on a variety of other factors including the percentage of students living within one mile of the school, the strength of the school community's connections with the neighborhood residents, the importance of improvements to the school district, and status as a Safe Routes to School Capital Improvement Program project in Sacramento County's Pedestrian Master Plan.

Schools were also given points for the degree to which they have the following pedestrian and bicycle deterrents: a high-traffic arterial within the attendance boundary, recent vehicle collisions with pedestrians and/or cyclists near the school, missing sidewalks, an intersection nearby that is not pedestrian- and bicycle-friendly, and need for pick-up/drop-off improvements. Additionally, schools with existing Safe Routes to Schools activities were given points for each "E" approach being utilized.

Kirchgater Elementary scored high (64 out of 70, see Appendix A) because:

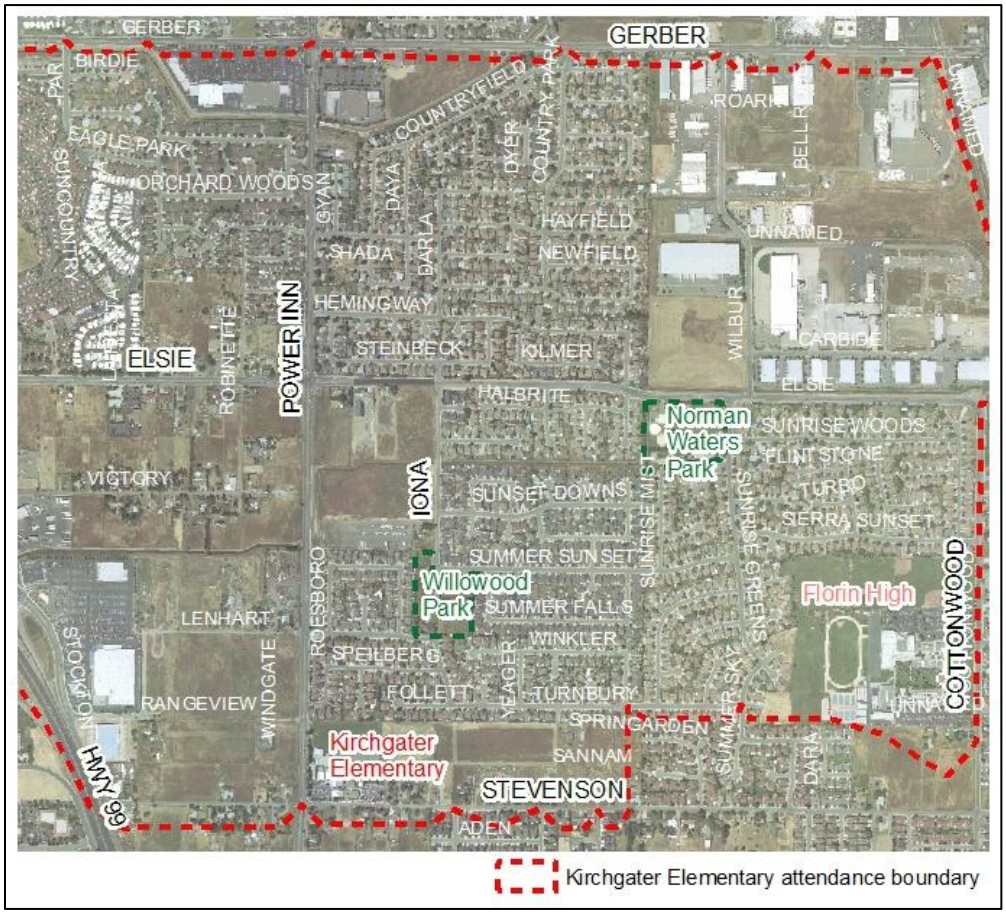
- at least 50% of students live within one mile of the school,
- the school has strong partnerships within the community,
- the school is listed as a County Capital Improvement Program project for sidewalk installation on Stevenson Avenue,
- the school is a high district priority based on discussion with school district facilities staff,
- there are high traffic arterials within the attendance zone,
- there have been recent pedestrian and bicycle collisions nearby,
- there are missing sidewalks near the school,
- there is at least one intersection that is in need of improvement nearby,
- there are pick-up/drop-off concerns at the school, and
- the school encourages participation in International Walk to School Day and seeks enforcement by California Highway Patrol officers.

LOCATION AND NEIGHBORHOOD

Anna Kirchgater Elementary is located at 8141 Stevenson Avenue in Sacramento at the northeast corner of Power Inn Road and Stevenson Avenue.

Kirchgater Elementary is a kindergarten through sixth grade school in the Elk Grove Unified School District. For the 2009-2010 school year approximately 950 students were enrolled. Kirchgater Elementary was on a year round schedule with ¾ of the students attending school at any one time. A change to a traditional schedule is set for the 2010-2011 school year, meaning that all 950 students will be on campus at once.

Kirchgater Elementary's attendance area is roughly bordered by Gerber Road, State Highway 99, Stevenson Avenue and Sierra Sunset Drive, and Cottonwood Lane (see Appendix B). The total area is approximately two square miles. The school is located on the southern edge of its attendance area.



OUTCOMES

Parent and student survey results

Surveys were used to collect data on students' current transportation modes to school and on parent attitudes toward walking and biking to school. These surveys were created by the National Center for Safe Routes to School and are available for download on the National Center website.

Student survey results

An in-class survey collected data on how students traveled to school for a period of three days (see Appendix C). Surveys were conducted on days with weather conditions suitable for walking. Counts do not include school staff or faculty.

Of 44 total K-6 classrooms at Anna Kirchgater Elementary School, 28 classrooms returned student travel mode surveys during the week of October 5, 2009. The student survey results for the three reported days are shown below.

MODE	FAMILY VEHICLE	WALK	BIKE	SCHOOL BUS	CARPOOL OR OTHER
MORNING TRIP	70.3%	11.4%	1%	13.6%	3.0%
AFTERNOON TRIP	62.9%	15.7%	1%	15.1%	4.8%
AVERAGE	67%	14%	1%	14%	4%

Parent survey results

To obtain information on parental attitudes toward walking and biking to school, a two-page survey was provided to Kirchgater Elementary parents (see Appendix D). There were 317 parent surveys returned. Key findings of the parent surveys are shown below. Respondents were allowed multiple responses for most questions, so totals may not add up to 100.

- Most students walking to school live within one-half mile. Most bicyclists come from between one-half mile to two miles. No walking or biking occurs for students living more than two miles away (this is nearing the attendance boundary).
- Nearly 63% of students live within one mile and of those approximately 9% walk home from school.
- Even though 35% of students have asked their parents to walk to school during the last year, 60% of their parents say they would never feel safe allowing their children to walk alone.
- Very few parents (less than 1%) would let their children in kindergarten through second grade walk alone.
- The top five reasons parents do not allow their children to walk or bike to school are:
    - The safety of intersections or crossings (44.4%)
    - Traffic speed along route to school (43.7%)
    - Traffic volume along route (40.6%)
    - Too far to walk or bike (32.9%)
    - Lack of sidewalks or pathways (30.4%).
    - 71.2% of parents felt the school neither encourages nor discourages walking and biking to school.
    - 33.2% felt that walking to school was “very healthy” for their children.

Walk audit findings

The audit was held on the afternoon of October 7, 2009. Participants included WALKSacramento staff, SacDOT staff, Principal Larry Quismondo, twelve parents, six students, Elk Grove Unified School District facilities director Bill Heinicke, and Sacramento County District 5 Supervisor Don Nottoli. Participants walked Stevenson Avenue and Power Inn Road.

Six Kirchgater Elementary students conducted and video-recorded a walk audit of Stevenson Avenue. Their video can be viewed on WALKSacramento's website.[5]

1. **Sidewalks**

   Sidewalks are discontinuous on Stevenson Avenue, Power Inn Road, and Elsie Avenue.

   At the December 22, 2010 Parent-Teacher Council meeting, members agreed that sidewalks are preferred because drivers will recognized and respect sidewalks as pedestrian space more than an asphalt walkway or a paved shoulder.

2. **Intersections**

   The intersection of Elsie Avenue and Iona Way is used by students living north of Elsie Avenue. This intersection is wide with no marked crosswalks.

   Crossing Lenhart Road east of Power Inn Road is hindered by the presence of a median extending into the unmarked crosswalk.

3. **Bike facilities**

   There are class II bike lanes on Power Inn Road north of Elsie Avenue and on Elsie Avenue west of Power Inn Road and east of Wilbur Avenue. Elsewhere in the project area, signed and marked bike routes are absent.

4. **Traffic speeds**

   Parents reported high traffic speeds on westbound Stevenson Avenue east of school. They requested traffic calming such as a speed hump to be installed east of school.

[5] http://www.walksacramento.org/publications-and-media/video/

Staff of Sacramento Area Bicycle Advocates (SABA) independently conducted a bicycle audit of the cyclist facilities in the vicinity of Kirchgater Elementary in November 2009. See SABA's full report in Appendix E.

Recommendations for engineering improvements

1. Sidewalks

1.1 Complete sidewalks on both sides of Stevenson Avenue between Power Inn Road and Cottonwood Lane with higher priority given to the north side. Sidewalks are recommended for this segment of Stevenson Avenue in the Sacramento County Pedestrian Master Plan (Figure 9: High Priority Pedestrian Projects, Table 22: Sidewalk and Asphalt Walkway CIP Projects, Table 23: School District Request CIP Projects).

Image 1 Stevenson Avenue west of Goshen Way looking west toward Kirchgater Elementary.

1.2 Complete sidewalks on both sides of Elsie Avenue between Stockton Boulevard and Iona Way. Higher priority is given to the south side of Elsie between Robinette Road and Iona Way. Elsie Avenue between Stockton Boulevard and Iona Way is identified as a pedestrian district in the Sacramento County Pedestrian Master Plan (Figure 9: High Priority Pedestrian Projects).

Image 2 Elsie Avenue west of Iona Way looking west toward Power Inn Road.

1.3 Complete sidewalks on both sides of Power Inn Road between Stevenson Avenue and Gerber Road. Sidewalks are recommended for this segment of Power Inn Road in the Sacramento County Pedestrian Master Plan (Figure 9: High Priority Pedestrian Projects, Table 22: Sidewalk or Asphalt Walkway CIP Projects).

Image 3 Power Inn Road south of Elsie Avenue looking south toward Kirchgater Elementary.

2. Intersections

2.1 Narrow the intersection of Elsie Avenue and Iona Way to reduce the width that pedestrians are exposed to traffic at all crossings.

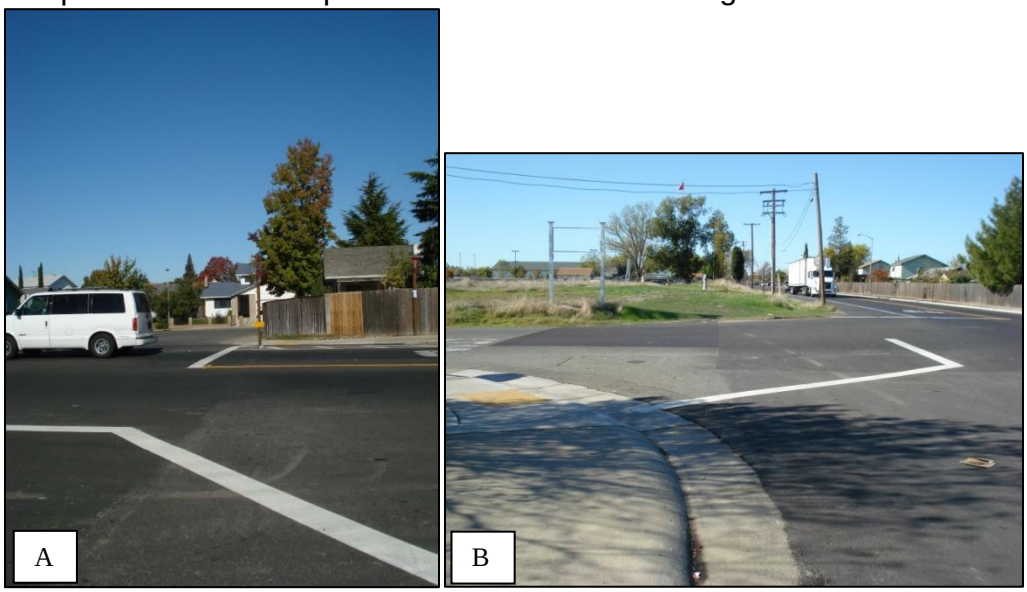


Image 4 Southeast corner of Elsie Avenue and Iona Way looking north (A) and west (B).

2.2 Evaluate the ability to modify the median on the easterly crossing of Lenhart Road at Power Inn Road, to better accommodate pedestrians crossing.

Image 5 Lenhart Road at Power Inn Road looking north.

3. Bike facilities

Recommendations for bike facilities are consistent with the proposed bikeway network in Chapter Five: Recommended Bicycle Network of the Sacramento County Bicycle Master Plan (Existing and Planned Bicycle Facilities, Map D7).

3.1 Install Class II bike lanes on both sides of Stevenson Avenue between Stockton Boulevard and Cottonwood Lane.

Image 6 Stevenson Avenue west of Cottonwood Lane looking west.

3.2 Install Class II bike lanes on both sides of Power Inn Road between Gerber Road and Elsie Avenue.

Image 7 Power Inn Road north of Elsie Avenue looking north.

3.3 Install Class II bike lanes on both sides of Elsie Avenue between Power Inn Road and Wilbur Way. To maintain connectivity, this should be done concurrent with bike lane installation on Power Inn Road.

Image 8 Elsie Avenue east of Iona Way looking east.

3.4 Install Class II bike lanes on both sides of Cottonwood Lane between Stevenson Avenue and Elsie Avenue.

Image 9 Cottonwood Lane at Stevenson Avenue looking north.

3.5 Install Class II bike lanes on both sides of Iona Way between Elsie Avenue and Turnbury Drive.

Image 10 Iona Way south of Elsie Avenue looking south.

4. Traffic calming

4.1 Consider installation of speed hump or other traffic calming measures closer to school on Stevenson Avenue east of school driveway.

Image 11 Stevenson Avenue west of Goshen Way looking west toward Kirchgater Elementary.

Recommendations for school site and program improvements

In addition to engineering improvements, school site and program improvements can encourage more walking and biking to school. The following recommendations are for consideration of Kirchgater Elementary and Elk Grove Unified School District.

1. School site recommendations

- Mark the pedestrian crossing across the school driveway at Stevenson Avenue.
- Install an Association of Pedestrian and Bicycle Professionals recommended bicycle rack in a covered location. The APBP Bicycle Parking Guidelines recommends racks that support the frame in two places, prevent the front wheel from tipping, and allow for securing both the frame and a wheel. Examples of appropriate rack styles include the inverted “U,” the “A,” and the post and loop.

2. School program recommendations

- Educate parents on safe walking, biking, and driving. Parents should be reminded to use marked crosswalks and obey traffic laws.
- Educate parents to use the kindergarten lot correctly and courteously and remind them to keep the lane free. Post a staff person to monitor the drop-off and correct drivers as needed until correct usage becomes common practice.
- Request that the Sheriff’s Department conduct periodic parking enforcement and the California Highway Patrol conduct traffic enforcement on Stevenson Avenue and Power Inn Road.
- Develop walking and bicycling maps to encourage parents to allow their children to walk down streets with lower speeds, less traffic, and more sidewalks and safe crossings. These maps can include walking school bus and bike train routes and stops.
- Encourage neighborhood residents to plant shade trees in their yard to beautify the area and provide relief from the sun for pedestrians. One of the top parental concerns regarding walking to school was the weather.

CONCLUSION

There is great potential to increase the numbers of students walking and bicycling to Kirchgater Elementary. Key factors include completion of sidewalks, narrowing an intersection, installation of bike lanes, and education for parents. The responsibility for increasing numbers of children walking and biking to school does not fall on one group. The current obstacles to walking and biking are achievable through the partnership of community and school leaders, parents, SacDOT, Elk Grove Unified School District, and partner organizations. Partners are encouraged to pursue funding to implement the recommendations provided in this report as opportunities become available.

APPENDIX A: RANKING WORKSHEET

Sacramento County
Safe Routes 5 E's

School Assessment
Selection Criteria

Please fill out the information below

School: Anna Kirchgater Elementary School

Address: 8141 Stevenson Avenue (**Street**) Sacramento 95828 (**City/Zip**)

School District: Elk Grove USD

Supervisor: Nottoli

Initial Qualifications *(must score "Yes" in all categories)*

__X__ YES - The school district leadership is committed to support the project

__X__ YES - The school site leadership is committed to the project

__X__ YES - The school site has strong parent and/or teacher support for the project

Ranking and Selection Criteria

Q1. Describe the school's community context (max. **25 pts**.)

Q1a. Do a significant number of students live within walking and biking distance of the school? (**max 10 pts**.)

__X__ If 50% or more within 1 mile (10 pts)
_____ If 20 % or more within 1 mile (4 pts.)

__X__ Q1b. Does the school site have strong organizational, programmatic or physical links with other community resources; e.g. public park, community center, Boy or Girl Scouts neighborhood association? (Yes = **5 pts**)

Please list them here:
Strong parent support

__x__ Q - 1b. Is school currently listed as a CIP Project (Table 23) in the Pedestrian Master Plan.(**10 pts**)

Q2. School district priority (**max. 10 pts**.)

__x__ 1st priority (10 pts)
_____ 2nd priority (7 pts)
_____3rd priority (4 pts.)

Q3. What are the Pedestrian and/or Bicyclist problems to be addressed? (**max. 20 pts**.)

__4__ High traffic arterial within school attendance zone (4 pts)
__4__ Recent pedestrian/bicycle collisions near school (4 pts)
__4__ Missing sidewalks near school (4 pts.)
__4__ A problem intersection is nearby (4 pts)
__4__ Pick up/drop off problems (4 pts)

Q4. Are there current Safe Routes 5 E's activities under way? (**max. 15 pts**.)

_____ Education - i.e. pedestrian/bicycle safety instruction. (5 pts)

__x__ Encouragement - i.e. Walk to School programs (5 pts.)

__x__ "Enforcement - i.e. traffic guards, law enforcement (5 pts.)"

__64__ **TOTAL points**

Is this school a candidate for a Walk to School toolkit?

Yes_____x_____

No_____

Reviewed and scored by:

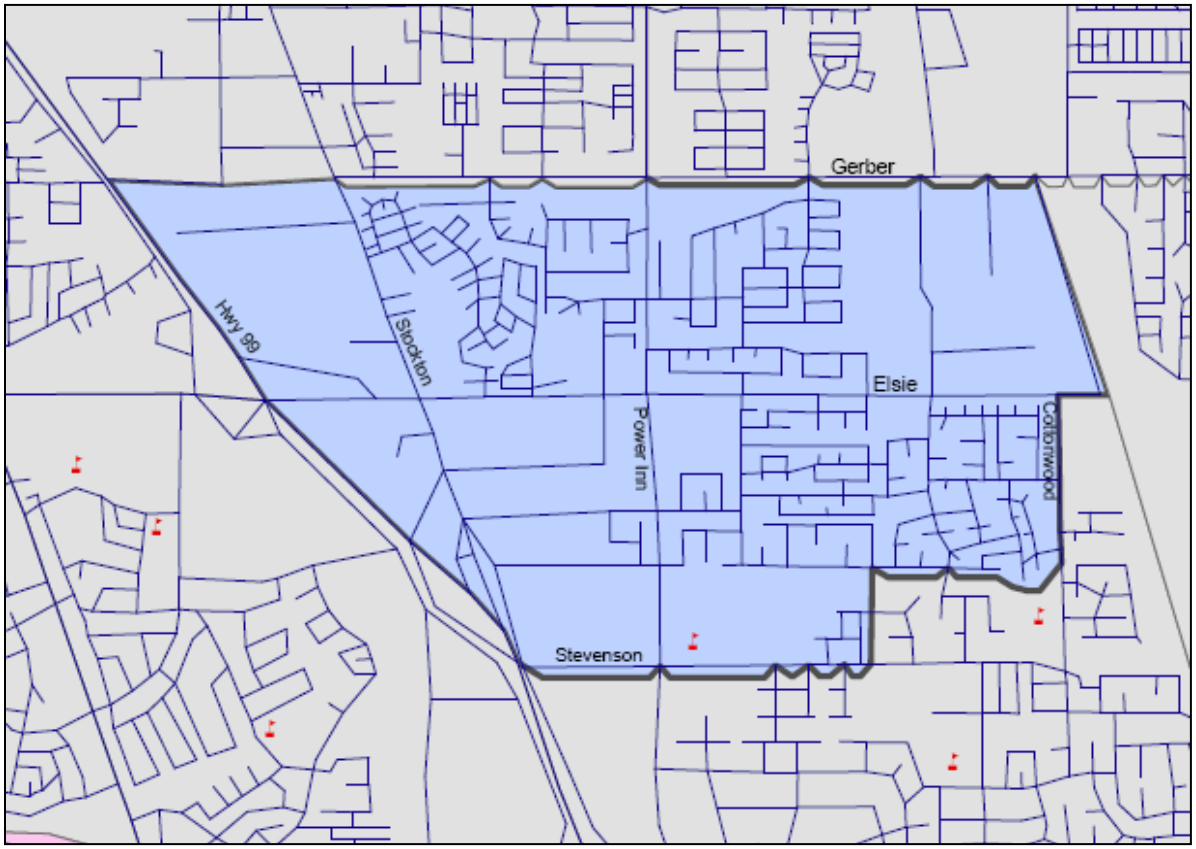
Anne Geraghty, Executive Director, *WALK*Sacramento
Name

Terry Preston, Project Coordinator, *WALK*Sacramento
Name

Chris Holm, Project Analyst, *WALK*Sacarmento
Name

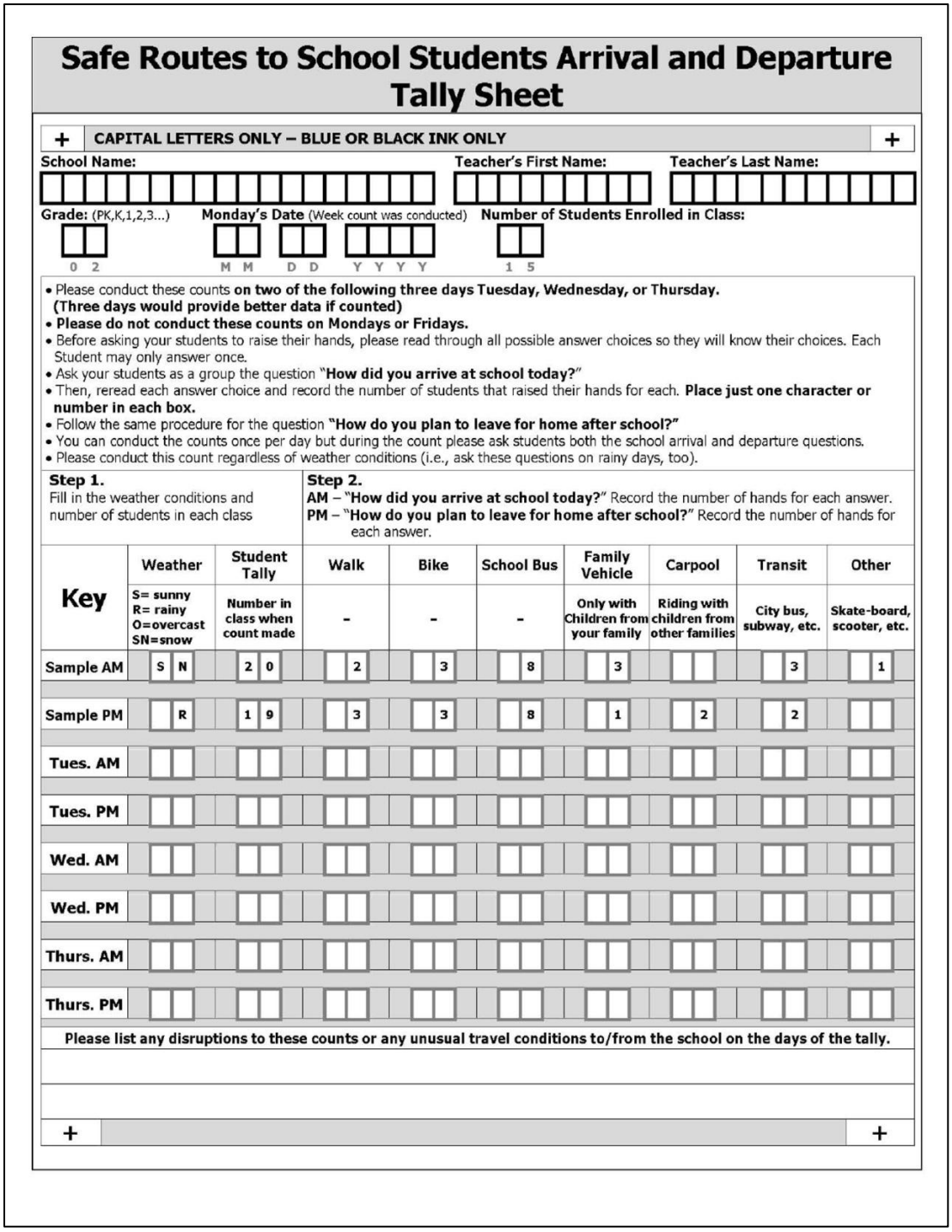
March 23, 2009
Date

APPENDIX B: ATTENDANCE BOUNDARY[6]



[6] Elk Grove Unified School District, Anna Kirchgater Elementary Adopted Boundary, 2011, available from http://www.egusd.net/discover_EGUSD/pdfs/boundaries/Kirchgater.pdf; Internet; accessed 20 April 2011.

APPENDIX C: IN-CLASS STUDENT TRAVEL MODE SURVEY FORM[7]



Safe Routes to School Students Arrival and Departure Tally Sheet

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name: | Teacher's First Name: | Teacher's Last Name:

Grade: (PK,K,1,2,3...) 0 2 | Monday's Date (Week count was conducted) M M D D Y Y Y Y | Number of Students Enrolled in Class: 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)**
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "**How did you arrive at school today?**"
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in each class

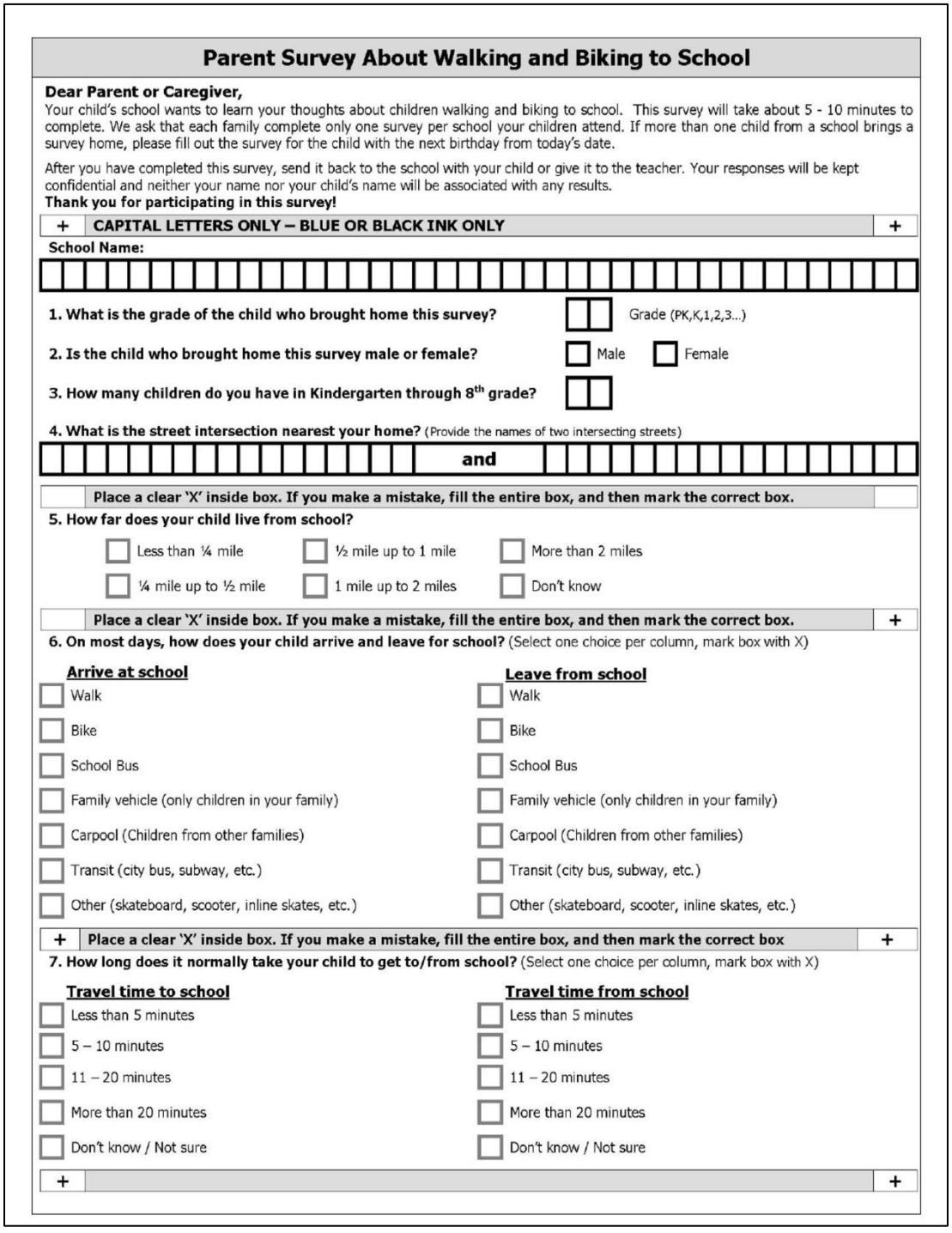
Step 2. **AM** – "**How did you arrive at school today?**" Record the number of hands for each answer. **PM** – "**How do you plan to leave for home after school?**" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

[7] National Center for Safe Routes to School, Evaluation: Student In-Class Travel Tally, 2009, available from http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm; Internet; accessed 20 April 2011

APPENDIX D: PARENT SURVEY FORM[8]



Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Thank you for participating in this survey!

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

☐ Less than ¼ mile ☐ ½ mile up to 1 mile ☐ More than 2 miles

☐ ¼ mile up to ½ mile ☐ 1 mile up to 2 miles ☐ Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

[8] National Center for Safe Routes to School, Evaluation: Parent Survey, 2009, available from http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm; Internet; accessed 20 April 2011.

8. Has your child asked you for permission to walk or bike to/from school in the last year? ☐ Yes ☐ No

9. At what grade would you allow your child to walk or bike to/from school without an adult?

(Select a grade between PK,K,1,2,3...) ☐☐ grade **(or)** ☐ I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

	My child already walks or bikes to/from school		
☐ Distance	☐ Yes	☐ No	☐ Not Sure
☐ Convenience of driving	☐ Yes	☐ No	☐ Not Sure
☐ Time	☐ Yes	☐ No	☐ Not Sure
☐ Child's before or after-school activities	☐ Yes	☐ No	☐ Not Sure
☐ Speed of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Amount of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Adults to walk or bike with	☐ Yes	☐ No	☐ Not Sure
☐ Sidewalks or pathways	☐ Yes	☐ No	☐ Not Sure
☐ Safety of intersections and crossings	☐ Yes	☐ No	☐ Not Sure
☐ Crossing guards	☐ Yes	☐ No	☐ Not Sure
☐ Violence or crime	☐ Yes	☐ No	☐ Not Sure
☐ Weather or climate	☐ Yes	☐ No	☐ Not Sure

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

☐ Strongly Encourages ☐ Encourages ☐ Neither ☐ Discourages ☐ Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

☐ Very Fun ☐ Fun ☐ Neutral ☐ Boring ☐ Very Boring

14. How healthy is walking or biking to/from school for your child?

☐ Very Healthy ☐ Healthy ☐ Neutral ☐ Unhealthy ☐ Very Unhealthy

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

☐ Grades 1 through 8 (Elementary)
☐ Grades 9 through 11 (Some high school)
☐ Grade 12 or GED (High school graduate)
☐ College 1 to 3 years (Some college or technical school)
☐ College 4 years or more (College graduate)
☐ Prefer not to answer

16. Please provide any additional comments below.

APPENDIX E: SACRAMENTO AREA BICYCLE ADVOCATES BIKE AUDIT REPORT

November 2009

The roads are too wide and do not connect. There are insufficient trees. Traffic is diverted to arterials, which are fast, unattractive (lined by sound walls with no residences or housing facing the street), and undesirable to be on.

The school is located at the northeast corner of Stevenson Ave. and Power Inn Rd. However, there is no entrance to the school at the corner of those streets. There are two pedestrian entrances to the campus on Stevenson. There is a vehicle entrance on Stevenson at the eastern edge of the campus. There is a also a pedestrian gate on Power Inn Road at the northern edge of the campus.

Most of the school's enrolment area is within one mile of the school. The school site is on the southern edge of the enrolment area.

Access from the north

Current conditions

Power Inn Road from Gerber Road to Stevenson Ave. has two lanes in each direction. There are sidewalks from Gerber to Elsie Ave. There are bike lanes on each side of the street. Speed limit is 45 MPH. The intersections of Gerber Rd., Elsie Rd. and Stevenson Ave. with Power Inn Rd. are signalized. A bike in the left turn lane on northbound Power Inn at Elsie Ave. was not detected by the signal. A bike was not detected by the signal on westbound Stevenson Ave. at Power Inn Rd.

The intersection of Power Inn and Elsie is very large with multiple turn lanes on most legs. There are right and left turn lanes on southbound Power Inn. There are two left turn lanes on northbound Power Inn. Eastbound Elsie has two left turn lanes, one through lane and a right turn only lane. Westbound Elsie has two left turn lanes, two through lanes and a right turn only lane. There are sidewalks next to soundwalls from Gerber Rd. to Elsie. South of Elsie there are some sidewalks near Stevenson Ave. There are open fields with no sidewalks just south of Elsie, with development under way on east side of Power Inn Rd. across a channelized creek.

It's hard to envision elementary school-age children bicycling on Power Inn Road. Traffic speeds and volumes are too high. The posted speed limit of 45 MPH appears to be routinely exceeded. Turns and crossing the street would be difficult.

Access from the east

Current conditions

Stevenson Road is one lane in each direction from Power Inn to Cottonwood. There are discontinuous sidewalks. There are no bike lanes. Street width varies. Lane width on south is narrow, on north is wide. There is a large vacant field north and east of the school with residential along Stevenson fronting the street. There are vacant houses

south of a possible street connection to Iaccoca Way. There are two sets of speed humps. There are only three streets that connect to the north. Two of them form a loop that does not connect to the rest of the street network.

Access from the west

Current conditions

Stevenson is one lane in each direction between Power Inn and East Stockton Blvd. There are no sidewalks or bike lanes. No streets connect to Stevenson in this segmen except for some sidewalks near East Stockton. Land use is rural and semirural. East Stockton is busy with high speed traffic and with high ambient noise levels as it is adjacent to Hwy 99.

Elsie Road

Current conditions

Elsie Road is the major east/west connection through the middle of Anna Kirchgater's enrolment boundaries.

Elsie has one lane in each direction between Power Inn and Cottonwood Lane. There is a bike lane on the southside of the street from Power Inn to Iona. There are no bike lanes between Iona and Wilbur Way but there appears to be sufficient pavement width for bike lanes. There are bike lanes between Wilbur and Cottonwood. Elsie has no active uses facing the street, there are sound walls. There is a sidewalks on north side of the street between Iona and Power Inn.. Between Iona and Shellbrook, there are sidewalks on both sides of the street, a landscape strip on the north side and a median. Generally, Elsie is bounded by residential areas. East of Wilbur Way, Elsie is industrial on the north side. There are four ways stops at Iona and Wilbur Way. The intersection with Iona has right turn only lanes

Between Power Inn Road and Stockton Blvd, Elsie is a no man's land with very high speed traffic, no shade and few connections. Only street on the south is Robinette. There are only three connecting streets on the north, Robinette plus entrances to two gated communities. Unlike much of Elsie and Power Inn, there are active land uses fronting the street. Robinette offers an alternative connection to Gerber via Skywoods, Dalewoods and Par Parkway.

Two lanes in each direction between Power Inn and East Stockton Blvd. Bike lanes on both sides.

Recommendations

- Restripe obliterated bike lane on southbound Power Inn Rd south of Gerber.
- Reduce traffic speed on Power Inn.
- Install a traffic signal at Power Inn and Lenhart.

- Add bike lanes to Stevenson between Power Inn and Cottonwood

- Add bike lanes to Elsie between Power Inn and Wilbur Way.

- Create bike routes through the residential neighborhood north of the school. Two possible alignments are:
    - Route 1. Iona to Spielberg to Power Inn Road
    - Route 2. Sunrise Garden to to Summer Sky to Bloomington to Golden Meadow to Stevenson

- Reduce width of Iona Way

- Extend Iaccoca Way to Stevenson Avenue.

- Extend Sannam Way to school property.

- Add bike parking

- Create a tree planting program for the residential neighborhood. Iona Way should be emphasized.

- Consider possible creekside trails.

- Buy and demolish a house on Turnbury Drive to create a connection to the Anna Kirchgater parking lot.

- Reduce size of intersection at Elsie and Iona by removing turn lanes. Add crosswalks.