

Rancho Cordova Safe Routes to School Action Plan

FINAL 2017



Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER



Safe Routes to School National Partnership

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1. INTRODUCTION

The community of Rancho Cordova wants to enable children and youth to safely walk and bicycle to and from school and in their neighborhoods, an effort that is aligned with other community goals of increasing opportunities for walking and bicycling for transportation and recreation. Safe Routes to School aims to create safe, convenient, and fun opportunities for students to walk, bike, and roll to and from school. Safe Routes to School initiatives include a wide variety of programs and projects, from creating safer street crossings and maintaining sidewalks to education programs that teach children how to walk and bicycle safely to school.

The City of Rancho Cordova, the Elk Grove Unified School District, the Folsom Cordova Unified School District, the 50 Corridor Transportation Management Association, and other agencies, organizations, and community members are working together to improve student transportation through many activities and components of Safe Routes to School. Facilitating students walking, biking, and rolling to and from school has been identified as a priority for the community. The Elk Grove Unified School District and 50 Corridor TMA have been leading education and encouragement activities in schools. The City of Rancho Cordova has made infrastructure improvements near schools and is seeking funding to develop a comprehensive citywide Safe Routes to School plan. However, more funding and partners are needed to expand and sustain Safe Routes to School efforts and make additional infrastructure changes that support walking and bicycling.

A. THE SAFE ROUTES TO SCHOOL LAUNCH PROGRAM

In spring 2017, the City began participating in the Safe Routes to School Launch Program, a joint project of the Safe Routes to School National Partnership (National Partnership) and UC Berkeley Safe Transportation Research and Education Center (SafeTREC), designed to start and strengthen sustainable Safe Routes to School programs in California communities. As part of the Safe Routes to School Launch Program, the National Partnership gathered and analyzed data and local policies and interviewed key stakeholders in Rancho Cordova. A workshop brought together representatives from the City, County, school districts, the 50 Corridor TMA, schools, community organizations, and community members to learn about Safe Routes to School and discuss strategies for developing a robust, comprehensive program in Rancho Cordova.

Rancho Cordova Safe Routes to School Launch Workshop

September 7, 2017

Safe Routes to School in Rancho Cordova is

Students walking and biking to school

A safe route for kids (anyone) to local schools – walking, bicycling, skateboarding, etc.

Connected communities



B. ABOUT THIS ACTION PLAN

This Safe Routes to School Action Plan is intended to guide the Rancho Cordova community in strengthening, expanding, and sustaining a Safe Routes to School program that addresses local needs. The Action Plan was developed based on planning and input that took place at the Safe Routes to School Launch Workshop, the National Partnership's assessment of current conditions, community needs, and capacity in Rancho Cordova, and conversations with key stakeholders. Recommendations in the Action Plan are based upon the components needed to sustain a successful Safe Routes to School program. The most successful Safe Routes to School initiatives incorporate the Safe Routes to School Six E framework: education, encouragement, engineering, enforcement, evaluation, and equity.

The Action Plan begins with a summary of current conditions related to walking and biking to school, including existing policies, plans, programs, and infrastructure. The second section of the Action Plan outlines recommended strategies and actions to be undertaken in Rancho Cordova during the first implementation year (2018), as well as additional longer term actions in years two through five. A summary matrix includes potential implementation leaders and partners and suggested resources. Finally, a brief discussion of funding resources for implementation is provided. Additional information is provided in a number of appendices:

- Appendix A: Action Plan Matrix
- Appendix B: Additional Community and School Data
- Appendix C: Pedestrian Plan Excerpt -- School Needs/Areas for Improvements
- Appendix D. Existing Policies and Plans
- Appendix E. Pedestrian and Bicycle Collision Data
- Appendix F. Workshop Summary
- Appendix G. Community Organization Contacts

The Six E's of Safe Routes to School

Research shows that comprehensive Safe Routes to School initiatives are more effective at increasing physical activity and reducing injuries for children.¹ A comprehensive approach requires embedding Safe Routes to School into many aspects of a community. The Six E's of Safe Routes to School are a useful way to summarize the key components of a comprehensive, integrated approach. The Six E's of Safe Routes to School include:

- **Education** – Teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation.
- **Encouragement** – Using events and activities to promote walking, bicycling, public transportation, and being physically active.
- **Engineering** – Creating physical improvements to the streetscape and built environment that make walking and bicycling more comfortable and convenient, and that also decrease the risk of injury from motor vehicles or people, increasing street safety.
- **Enforcement** – Addressing traffic dangers and crime concerns in neighborhoods around schools and along school routes through work with local law enforcement, crossing guards, and community members.
- **Evaluation** – Assessing which approaches are more or less successful, ensuring that a program or initiative is decreasing health disparities and increasing equity, and identifying unintended consequences or opportunities to improve the effectiveness of an approach for a given community.
- **Equity** – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, students of all genders, students with disabilities, and others.

2. RANCHO CORDOVA TODAY: A SUMMARY OF CURRENT CONDITIONS

This section provides an overview of the current conditions in Rancho Cordova. It describes the current policies and plans, Safe Routes to School and related programs, existing infrastructure for walking and bicycling, and collision history in Rancho Cordova.

A. OVERVIEW

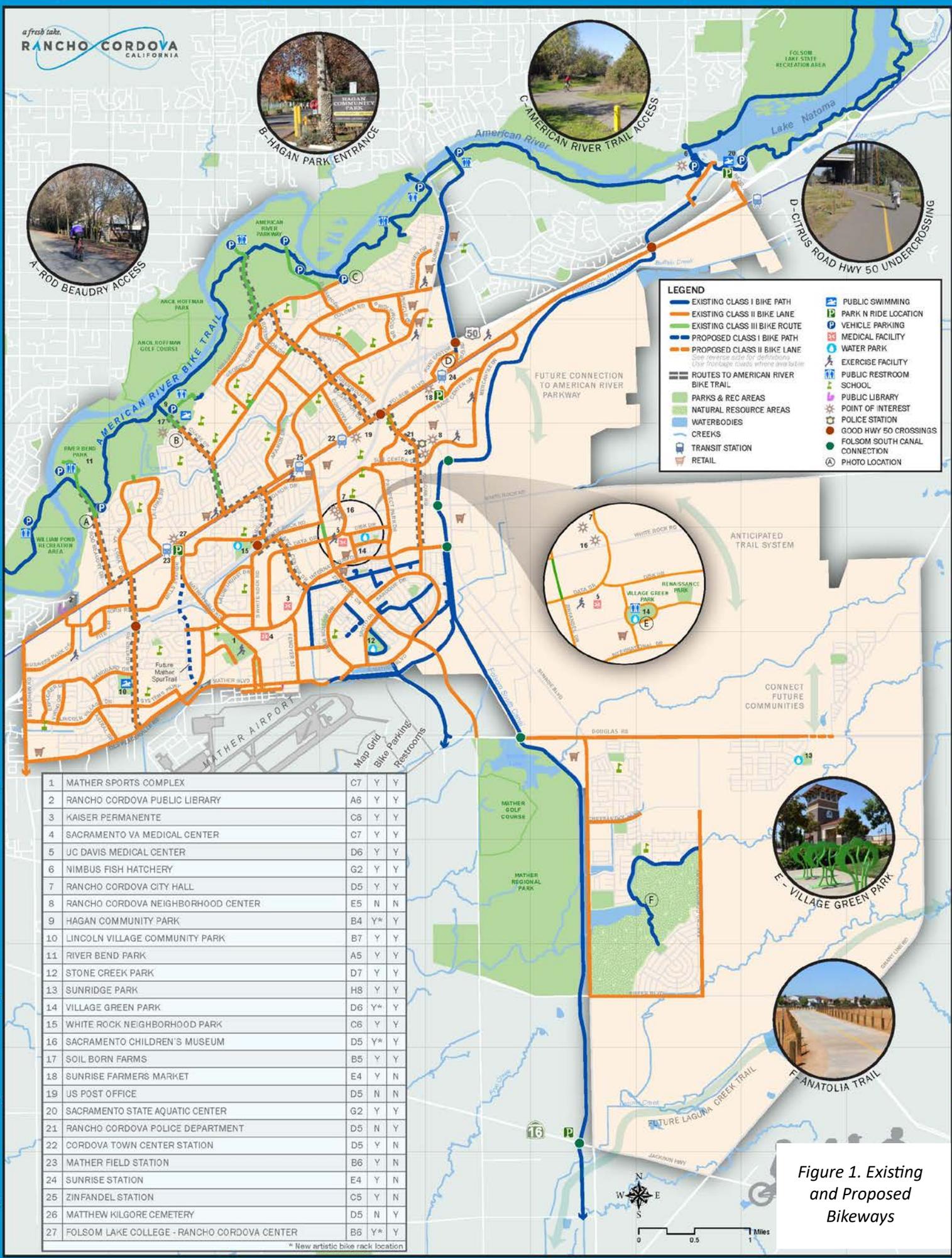
Currently, most students in Rancho Cordova are driven to school in private vehicles or arrive by bus. At some schools, where students live in close proximity, more walk or bicycle. The infrastructure available for safe and comfortable walking and bicycling varies throughout the city. In newer neighborhoods, off-street paths and continuous sidewalks allow students and families to get to school on foot or bike. In other parts of the city, higher speed roads and incomplete sidewalks make walking and bicycling more difficult. Rancho Cordova is served by three school districts: the Folsom Cordova Unified School District (16 schools), the Elk Grove Unified School District (2 schools), and the Sacramento City Unified School District (1 school). The City of Rancho Cordova has taken great strides to make walking and bicycling priorities in the city and has adopted plans and made infrastructure improvements to support both, as well as transit. The city was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists in 2015. Concerns around health and safety disparities have prompted the City and school districts to undertake walking and bicycling safety education and encouragement programming at certain schools and through community-wide efforts. A more formal Safe Routes to School effort would fit in with these and other community initiatives.



B. EXISTING INFRASTRUCTURE FOR WALKING AND BIKING

The City of Rancho Cordova encompasses almost 34 square miles and is primarily suburban. Highway 50 bisects the city, with older development to the north and newer development to the south. The majority of the newer residential areas within the city have complete sidewalks. However, many of the older residential neighborhoods have sidewalk gaps or intersections that are difficult to cross on foot. Rancho Cordova has 235 miles of roadways and 17 miles of on-street bikeways and 14 miles of off-street paths. Some schools are located adjacent to off-street paths/trails and students are able to use those facilities, but for the most part students must travel on-street.

The City has a Pedestrian Master Plan (adopted 2011) and a Bicycle Master Plan (adopted 2016) which describe existing infrastructure for walking and bicycling as well as recommended improvements. Refer to Figures 1 and 2. During the Pedestrian Master Plan process, City staff worked with school administrators to identify issues, challenges, and opportunities at Rancho Cordova's school sites. In general, school administrators were looking for more visible pedestrian crossings of streets adjacent to schools, along with signing that alerts drivers to student activity. School principals were supportive of traffic calming efforts, and they were concerned about auto circulation during drop-off and pick-up times. Specific needs for improvement at school sites were identified. Refer to Appendix C for the list. In addition to the school area improvement needs identified in the Pedestrian Master Plan, the Bicycle Master Plan identified key bicycle related needs and opportunities. Refer to Appendix C for the list.



LEGEND

- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE LANE
- EXISTING CLASS III BIKE ROUTE
- PROPOSED CLASS I BIKE PATH
- PROPOSED CLASS II BIKE LANE
- ROUTES TO AMERICAN RIVER BIKE TRAIL
- PARKS & REC AREAS
- NATURAL RESOURCE AREAS
- WATERBODIES
- CREEKS
- TRANSIT STATION
- RETAIL
- PUBLIC SWIMMING
- PARK N RIDE LOCATION
- VEHICLE PARKING
- MEDICAL FACILITY
- WATER PARK
- EXERCISE FACILITY
- PUBLIC RESTROOM
- SCHOOL
- PUBLIC LIBRARY
- POINT OF INTEREST
- POLICE STATION
- GOOD HWY 50 CROSSINGS
- FOLSOM SOUTH CANAL CONNECTION
- PHOTO LOCATION

1	MATHER SPORTS COMPLEX	C7	Y	Y
2	RANCHO CORDOVA PUBLIC LIBRARY	A6	Y	Y
3	KAISER PERMANENTE	C6	Y	Y
4	SACRAMENTO VA MEDICAL CENTER	C7	Y	Y
5	UC DAVIS MEDICAL CENTER	D6	Y	Y
6	NIMBUS FISH HATCHERY	G2	Y	Y
7	RANCHO CORDOVA CITY HALL	D5	Y	Y
8	RANCHO CORDOVA NEIGHBORHOOD CENTER	E5	N	N
9	HAGAN COMMUNITY PARK	B4	Y*	Y
10	LINCOLN VILLAGE COMMUNITY PARK	B7	Y	Y
11	RIVER BEND PARK	A5	Y	Y
12	STONE CREEK PARK	D7	Y	Y
13	SUNRIDGE PARK	H3	Y	Y
14	VILLAGE GREEN PARK	D6	Y*	Y
15	WHITE ROCK NEIGHBORHOOD PARK	C6	Y	Y
16	SACRAMENTO CHILDREN'S MUSEUM	D5	Y*	Y
17	SOIL BORN FARMS	B5	Y	Y
18	SUNRISE FARMERS MARKET	E4	Y	N
19	US POST OFFICE	D5	N	N
20	SACRAMENTO STATE AQUATIC CENTER	G2	Y	Y
21	RANCHO CORDOVA POLICE DEPARTMENT	D5	N	Y
22	CORDOVA TOWN CENTER STATION	D5	Y	N
23	MATHER FIELD STATION	B6	Y	N
24	SUNRISE STATION	E4	Y	N
25	ZINFANDEL STATION	C5	Y	N
26	MATTHEW KILGORE CEMETERY	D5	N	Y
27	FOLSOM LAKE COLLEGE - RANCHO CORDOVA CENTER	B6	Y*	Y

* New artistic bike rack location

Figure 1. Existing and Proposed Bikeways



PEDESTRIAN IMPROVEMENTS

- SIGNALIZED INTERSECTIONS
- EXISTING MIDBLOCK CROSSING
- PROPOSED MID BLOCK CROSSING
- WALKWAY UPGRADES
- REQUESTED LIGHTING IMPROVEMENTS
- SIDEWALK REPAIR LOCATION
- SIDEWALK INFILL OPPORTUNITY
- PROPOSED CLASS I BIKE PATH / WALKWAY
- EXISTING CLASS I BIKE PATH / WALKWAY
- EXISTING CITY BIKE ROUTE
- PROPOSED CITY BIKE ROUTE
- EXISTING OVERCROSSING
- EXISTING UNDERCROSSING
- INTERCHANGE WITH PEDESTRIAN ACCESS

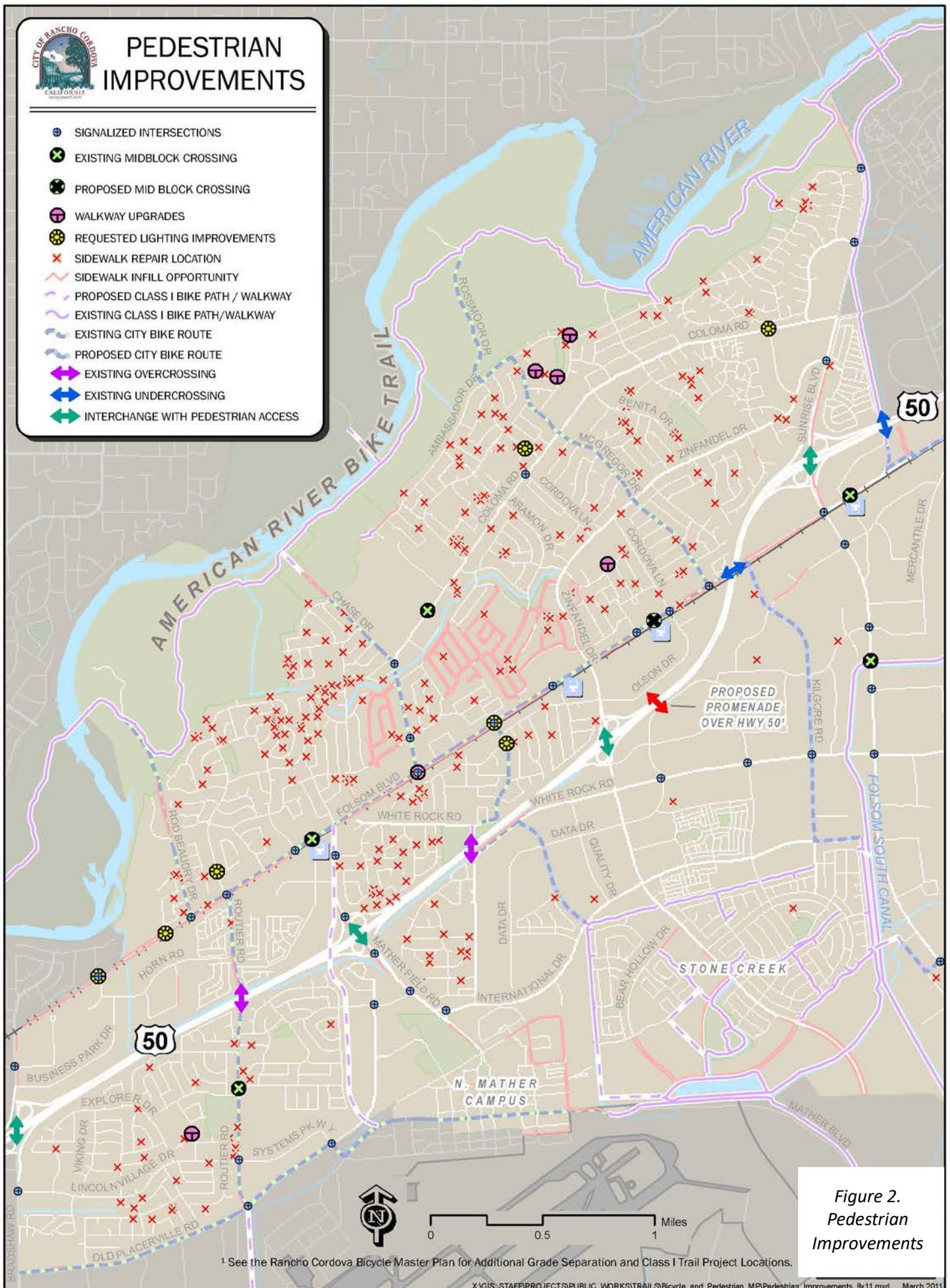


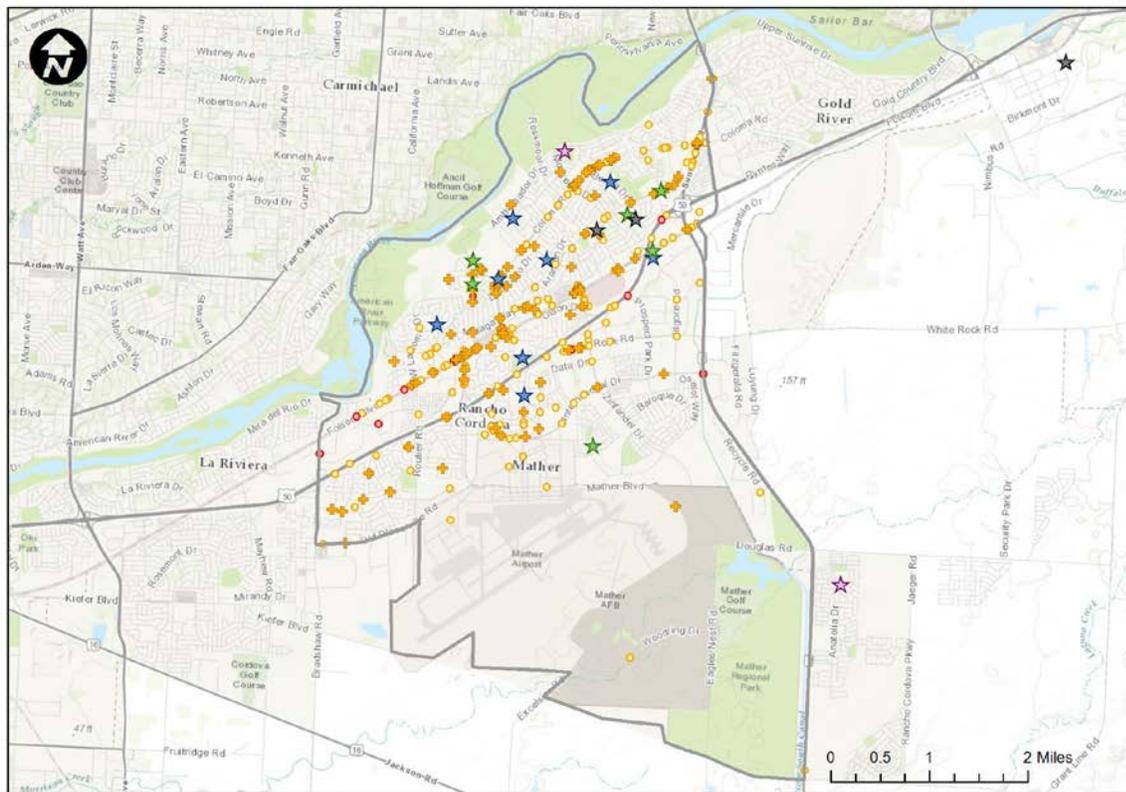
Figure 2. Pedestrian Improvements

¹ See the Rancho Cordova Bicycle Master Plan for Additional Grade Separation and Class I Trail Project Locations.

C. PEDESTRIAN AND BICYCLE COLLISION HISTORY

From 2006 through 2015, there were 370 collisions involving pedestrians or bicyclists that resulted in an injury or fatality in the City of Rancho Cordova. There were 2 fatalities and 122 injuries to school age youth (ages 5-18) resulting from these collisions. In addition, a student was struck by a vehicle and killed while walking to Mitchell Middle School in summer 2017. The majority of the collisions occurred on collector and arterial roadways, where traffic volumes and speeds are higher, but there were also numerous collisions along neighborhood streets. See Figure 3 for the locations and types of collisions that occurred from 2006 to 2015. Some of the schools had a number of collisions within a close range, whereas others did not. In 54.35 percent of the pedestrian collisions involving youth, the primary collision factor was a pedestrian violation. Most of the pedestrian collisions occurred during daylight hours (70 percent) and in clear weather (94 percent). In 43.83 percent of the bicycle collisions involving youth, the primary collision factor was the bicyclist on the wrong side of the road. The bicycle collisions occurred during all times of the day except for night and early morning. More information about the collisions, including maps showing collisions in proximity to schools, are provided in Appendix E.

Rancho Cordova - Pedestrian or Bicycle Collisions (2006-2015)



Collision Data Source: SWITRS 2006-2015

Note: SWITRS 2014 and 2015 data are provisional

Figure 3. Collisions

D. LOCAL POLICIES AND PLANS RELATED TO SAFE ROUTES TO SCHOOL

The City of Rancho Cordova, the Elk Grove Unified School District, and the Folsom Cordova Unified School District have adopted policies and plans that incorporate and support Safe Routes to School, but these policies have significant potential to be strengthened. The City of Rancho Cordova includes discussions of Safe Routes to School or school area related improvements within its General Plan, Bicycle Master Plan, and Pedestrian Master Plan. There is some excellent language in these documents, and clear opportunities to strengthen programs and policy during the next updates as well as in implementation. The City is pursuing funding to develop a standalone Safe Routes to School Plan which will be a great opportunity to define and strengthen support for walking and bicycling to and from school.

The Rancho Cordova Unified School District has included language regarding walking and bicycling to school within its Wellness Policy, although the language is fairly weak. The Elk Grove Unified School District adopted a strong policy regarding its Safe Routes to School Program in January 2010. More information about the existing policies and plans can be found in Appendix D.

E. SAFE ROUTES TO SCHOOL PROGRAMS AND OTHER SAFE ROUTES TO SCHOOL-RELATED EFFORTS

Robust Safe Routes to School programming is occurring or has occurred at select schools, but many schools in Rancho Cordova have not been reached. The Elk Grove Unified School District (EGUSD) has a paid Safe Routes to School coordinator who provides support to school-based parent and volunteer leaders. In addition, the 50 Corridor TMA has implemented walking and bicycling programs throughout the region.

At the two EGUSD schools in Rancho Cordova, Sunrise and Mc Garvey Elementary Schools, the 50 Corridor TMA coordinates Smart Routes to School programs which include the Active4Me (walking/biking electronic tracking) program with special activities for International Walk to School Day and Bike Month, walking school buses and bike trains, bike rodeos, and special incentives. Students can also participate in the Anatolia After School Bike Club. At Navigator, White Rock, and Cordova Gardens Elementary Schools, the 50 Corridor TMA recently provided Project Bike Smart, a 10-week bike safety curriculum with bike rodeos and neighborhood rides for fifth graders. There has been limited funding for the program. The 50 Corridor TMA tries to reach new schools and students each year, but activities and events have not been continuous at schools from year to year.

In addition, the City of Rancho Cordova and the Rancho Cordova Police Activities League (PAL) support walking and bicycling education and encouragement activities in the community. Each year the PAL and Problem Oriented Policing (POP) Officers conduct a bike rodeo for youth during the Kids Day in the Park event. PAL provides four stations: general bicycle safety, simple bicycle repair, helmet fitting, and a skills course. Once the stations have been completed, a ticket is given to the child for a chance to win a bicycle. Over 100 bicycles are given away and over 300 helmets are provided to kids participating in the event. The PAL also selects a small amount of schools to conduct enforcement and provide safety education materials at each year. They provide rewards to students riding bikes, skateboards, or walking and following traffic laws. They educate students on helmet requirements. Traffic officers and school resource officers also conduct periodic education and enforcement activities near the high school and middle schools. The City has also sponsored walk and roll days.

Community Profile

Population: 68,326

Land area: 33.9 square miles

Race and ethnicity:

White: 51.7%

Black or African American: 9.6%

Asian: 11.2%

American Indian and Alaska Native: 0.3%

Native Hawaiian or Other Pacific Islander: 1.1%

Some other race: 0.5%

Two or more races: 5.6%

Hispanic or Latino: 20.0%

Languages spoken at home:

English only: 67.0%

Spanish: 11.4%

Other Indo-European languages: 12.7%

Asian and Pacific Island languages: 8.3%

Poverty status:

General population: 17.2% living below poverty level

Ages <18 years old: 22.8% living below poverty level

School districts: Elk Grove Unified School District, Sacramento City Unified School District, and Folsom Cordova Unified School District

Elk Grove Unified School District: 2 total in Rancho Cordova

- 2 elementary schools

Sacramento City Unified School District: 1 total in Rancho Cordova

- 1 elementary school

Folsom Cordova Unified School District: 16 total in Rancho Cordova

- 9 elementary schools
- 2 middle schools
- 1 high school
- 1 continuation high school
- 1 alternative high school
- 1 community day school
- 1 preschool

All statistics from 2015 American Community Survey

Refer to Appendix B for more community and school data.

3. THE PATH TO SAFE ROUTES TO SCHOOL: APPROACHES AND ACTIONS

The City of Rancho Cordova, the Elk Grove Unified School District, the Folsom Cordova Unified School District, the 50 Corridor TMA, and other community organizations have been implementing activities such as bike rodeos, walking and bicycling incentive programs, and competitions, and making infrastructure improvements related to Safe Routes to School. The Elk Grove Unified School District has a Safe Routes to School Coordinator and is supporting local school-based champions at its two schools in Rancho Cordova. However, activities have not reached many schools and students in the Folsom Cordova Unified School District, and activities vary from year to year based on funding availability. The National Partnership recommends the City, School Districts, and partner organizations build

momentum and excitement in the community by continuing these individual activities while at the same time establishing a citywide program framework that will support coordinated efforts to grow and sustain Safe Routes to School in more schools and neighborhoods throughout the community.

This Action Plan summarizes recommended strategies and actions. The Action Plan is structured around the Six E's of Safe Routes to School: education, encouragement, engineering, enforcement, evaluation, and equity. In addition, the Action Plan includes activities related to program structure, operations, and coordination, as well as policy improvements. Recommendations denoted with an asterisk were actions discussed by workshop participants. The Action Plan is structured to include ramp up activities for year one (2018); planning and organizational activities for year two; and additional activities for years three to five. While the plan is structured this way, it does not preclude the community from implementing a strategy from the longer-term sections earlier if an opportunity arises. In Appendix A, a matrix summarizes the strategies and actions along with suggested timelines, implementation leads, supporting partners, and additional implementation resources.

A. PROGRAM STRUCTURE, OPERATIONS, AND COORDINATION

Establishing a formal program structure with identified responsibilities for various partners is a key component of an effective and sustainable Safe Routes to School Program. This involves determining which organization or agency will take the lead, who will be involved in making program decisions, and how coordination will occur between different groups working on different components of the program. The Elk Grove Unified School District has a formal program structure and a Safe Routes to School coordinator that supports the schools within the district. However, there is not a Safe Routes to School program structure in place in the Folsom Cordova Unified School District or across the City of Rancho Cordova. Because there are two school districts represented in Rancho Cordova, close coordination is needed to ensure Safe Routes to School initiatives are efficient and effective.

Recommended strategies and actions for year 1:

1. For Safe Routes to School initiatives in collaboration with schools in the Folsom Cordova Unified School District, determine the program lead agency (the City or the School District), as well as a staff point person within that agency.
2. Establish a Safe Routes to School task force. Recruit members from the City, School Districts, individual schools, Rancho Cordova Police Department, Cordova Recreation and Park District, Sacramento County Public Health Department, and community organizations. Meet monthly, bi-monthly, or quarterly as program momentum is built.*
3. Establish a shared vision, goals, and actions for the Safe Routes to School task force and program.*
4. Retain the Elk Grove Unified School District's Safe Routes to School Coordinator position for all years going forward.

Recommendations denoted with an asterisk were actions discussed by workshop participants.

Recommended strategies and actions for year 2:

5. Develop a joint communications strategy for the Safe Routes to School program, including joint branding.*
6. Create informational materials about the program that can be distributed to schools and families to recruit school-based volunteers and program champions. Include in these materials information about past activities as well as a menu of programmatic options that schools can undertake.*

7. Include a City transportation staff person or other staff involved in active transportation in the School Health Council/Committee at each school district.
8. Include Safe Routes to School messaging and resources on the Folsom Cordova School District's website.

Recommended strategies and actions for years 3 to 5:

9. Hire a part time or full time paid Safe Routes to School coordinator position to serve the Folsom Cordova School District or the City of Rancho Cordova. Explore additional funding as needed. This coordinator should work closely with the Elk Grove Unified School District's Safe Routes to School Coordinator.*

B. EDUCATION

Education activities include teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation. Currently in Rancho Cordova, educational activities are conducted at limited schools each year by the 50 Corridor TMA and through the Rancho Cordova Police Department and Activities League.

Recommended strategies and actions for year 1:

1. Continue school-based educational activities led by 50 Corridor TMA, including Project Bike Smart, while pursuing additional funding opportunities to expand to additional schools.*
2. Continue community educational activities such as bike rodeos (skills training) at community events.
3. Develop and distribute traffic safety education materials for families that includes information related to pick up/drop off procedures as well as general safety at and around the schools.
4. Distribute free bike helmets to students and conduct helmet fittings as part of school-based education and community events. Secure helmets for distribution if needed.*

Recommended strategies and actions for year 2:

5. Establish a volunteer pool or program that trains additional staff and community members to provide school-based education programs.*

Recommended strategies and actions for years 3 to 5:

6. Expand school-based traffic safety education to reach multiple schools, with the ultimate goal of providing in-class education at every school for multiple grades.
7. Expand bike rodeo program to reach multiple schools, with the ultimate goal of providing a bike rodeo or other skills practice opportunity for every student at their school.
8. Develop a bike maintenance and repair education program for students and families in conjunction with a bike donation program or Earn-a-Bike program.*

C. ENCOURAGEMENT

Encouragement strategies generate excitement about walking and bicycling safely to school. Children, parents, teachers, school administrators and others can all be involved in special events like International Walk to School Day and ongoing activities like walking school buses and bike trains.

Encouragement strategies can often be started relatively easily with little cost and a focus on fun. Currently the two EGUSD schools in Rancho Cordova have robust encouragement programs including the Active4Me (walking/biking electronic tracking) program with special activities for International Walk to School Day and Bike Month, walking school buses, and bike trains. Other schools participate in encouragement activities like Walk to School Day on an individual and a less regular basis.

Recommended strategies and actions for year 1:

1. Encourage every school to participate in Walk to School Day and Bike to School Day and provide information on a range of activities that could be organized for each day.*
2. Survey each school/Safe Routes to School champion to identify what types of competition or incentive programs would likely be successful at individual schools. Support individual schools in implementing their own competition or incentive program or develop a district/city-wide program. Programs could include frequent walker punch cards or mileage competitions.*

Recommended strategies and actions for year 2:

3. In order to reduce the number of vehicles at or around schools, develop strategies to encourage carpooling for students who are not able to walk or bicycle to school. Strategies may include establishing preferred drop off/pick up areas, staggered dismissal that prioritizes students walking and bicycling then students carpooling before students being picked up individually, or creating a carpool matching system.*
4. Identify and promote remote drop off/pick up locations near schools.

Recommended strategies and actions for years 3 to 5:

5. Develop walking school bus and/or bike train programs at each elementary school to support students walking or biking to school within about a half mile of the campus. Recruit adult route leaders (volunteers or paid staff) or seek student volunteers from neighboring high schools. Incorporate remote drop off locations into the routes.*
6. In conjunction with local bicycle organizations and shops, create a bike donation program or an Earn a Bike program that provides bicycles to low income students and families.

D. ENGINEERING

Engineering strategies create physical improvements to the neighborhood that make walking and bicycling more comfortable, convenient, and safe. The City of Rancho Cordova is currently improving many areas around schools through individual projects, but will be seeking funding to create a comprehensive plan that identifies necessary improvements citywide.

Recommended strategies and actions for year 1:

1. Pursue funding for a citywide comprehensive Safe Routes to School plan, ongoing recommendation.*
2. Explore any opportunities to include Safe Routes to School improvements in additional existing projects.

Recommended strategies and actions for year 2:

3. Conduct walkability and bikeability assessments around each school with City staff, School District staff, school staff, students, and families to identify areas needing improvements such as sidewalk gaps and difficult street crossings.*
4. Conduct arrival and dismissal observations at each school with City staff, School District staff, school staff, students and families to identify areas for improvement.
5. Evaluate need and pursue funding to install pedestrian countdown signals at each signal-controlled school crosswalk.

Recommended strategies and actions for years 3 to 5:

6. Develop a citywide comprehensive Safe Routes to School Plan that identifies and plans for infrastructure improvements.
7. Develop suggested walking and biking route maps for each school.
8. Inventory current bicycle parking facilities and install bicycle parking at schools in visible and secure locations.*

E. ENFORCEMENT

Enforcement activities deter unsafe behaviors of drivers, bicyclists, and pedestrians and encourage safe behaviors in the neighborhood around the school and along school routes. These activities can be conducted by law enforcement, in partnership with law enforcement, or may be structured to be community led. The Rancho Cordova Police Department currently conducts focused enforcement around schools periodically throughout the school year along with educational activities.

Recommended strategies and actions for year 1:

1. Continue focused traffic enforcement around schools periodically throughout the year. Coordinate efforts with individual schools as well as the school districts and provide pre- and post-event communication to families and school staff.

Recommended strategies and actions for year 2:

2. Explore schools' interest in developing school safety patrols where students in upper elementary grades and middle/junior high schools receive traffic safety training, teach their peers, and assist with on campus enforcement activities using program materials from [AAA](#).
3. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families encounter difficulty crossing the street. Explore funding mechanisms for crossing guard programs such as school local control and accountability plans (LCAP).

F. EVALUATION

Evaluation involves data collection and program tracking to assess which approaches are more or less successful, ensure that a program is meeting its objectives, and identify unintended consequences or opportunities to improve the effectiveness of an approach for the community. The two EGUSD schools currently track program participation and use the Active4Me tracking system. Other schools do not track participation or conduct evaluation on a regular basis.

Recommended strategies and actions for year 1:

1. Continue the Active4Me program at Sunrise and McGarvey Elementary Schools.
2. Continue to track program participation and conduct evaluation as part of the Project Bike Smart program.
3. For schools not participating in the Active4Me program, collect information on travel modes through in-class student travel tallies.*
4. Collect information about family participation and perceptions of Safe Routes to School through surveys such as the one provided by the National Center for Safe Routes to School.*

Recommended strategies and actions for year 2:

5. Explore funding to expand use of the Active4Me tracking program to all schools in Rancho Cordova.*
6. Track Safe Routes to School education and encouragement program participation at each school. Collection information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.*
7. Use mapping tools available from UC Berkeley's TIMS program to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.

Recommended strategies and actions for years 3 to 5:

8. Share program participation and evaluation results with schools and community members through newsletters or other materials.
9. Conduct a yearly assessment of the Safe Routes to School efforts at the end of the school year. Evaluate program effectiveness including participation by different population groups, changes in behaviors or perceptions around walking and bicycling, and school and community receptiveness to the program components. Use this assessment to change or augment program to ensure local goals and objectives are met.

G. EQUITY

Equity involves ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, and others.

Recommended strategies and actions for year 1:

1. Using information from the school district, identify languages that materials should be prepared in to reach non-English speaking students and families. Ensure that education and encouragement materials are provided in these languages. Review languages with each school to make sure all needed languages are provided.

2. Recommended strategies and actions for years 3 to 5:

3. Given limited ability to roll out a Safe Routes to School program at every school from the start, use equity measures, such as health disparities and eligibility for the free and reduced price lunch program to develop a framework to prioritize schools for education and encouragement program implementation and/or infrastructure improvements.
4. Use the results of previous year’s evaluation efforts to identify gaps in participation. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students generally underrepresented in active travel; e.g., students of color, female students, and students with disabilities.

H. POLICY

Adopting Safe Routes to School policies or incorporating Safe Routes to School practices into existing city, school, and school district policies helps eliminate barriers and ensure long term sustainability of the Safe Routes to School program. Policies help institutionalize supportive practices, broadening the reach beyond an individual school or activity to reach children and families across a city or school district. This leads to more consistent implementation between schools and neighborhoods, creates accountability, and establishes formal relationships and responsibilities. The City of Rancho Cordova includes discussions of Safe Routes to School or school area related improvements within its General Plan, Bicycle Master Plan, and Pedestrian Master Plan. The Folsom Cordova Unified School District has included language regarding walking and bicycling to school within its Wellness Policy, although the language is fairly weak. The Elk Grove Unified School District adopted a policy regarding its Safe Routes to School Program in January 2010.

Recommended strategies and actions for year 1:

1. Explore adopting a Safe Routes to School policy in the form of a city council resolution or as part of an update to the City’s General Plan Circulation Element supporting Safe Routes to School initiatives.

Recommended strategies and actions for year 2:

2. Encourage the Folsom Cordova Unified School District to adopt a district Safe Routes to School Policy.

Recommended strategies and actions for years 3-5:

3. Amend the Folsom Cordova Unified School District’s Facilities Planning/School Siting Policy to include:
 - Evaluating transportation options for students and staff during siting process.
 - Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
 - Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
4. Include criteria related to schools in prioritization of bikeway network projects and improvements.
5. Include criteria related to schools in prioritization of sidewalk gap closure projects and improvements.

6. Include Safe Routes to School supportive language and reference schools in the General Plan Circulation Element priorities.

4. POTENTIAL FUNDING RESOURCES FOR IMPLEMENTATION

The following are potential funding sources and mechanisms that may be used to implement the Safe Routes to School Action Plan. The list is not exhaustive as additional funding sources and innovative mechanisms may develop during the life of the plan.

A. CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

The California Active Transportation Program (ATP) consolidates federal transportation funding with state funds to provide local communities with funding for programs and projects that support active transportation. Safe Routes to School non-infrastructure programs such as traffic safety education and encouragement activities, as well as infrastructure improvements can be funded through the program. The funding is provided through a competitive application process. More information can be found here: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

B. CALIFORNIA OFFICE OF TRAFFIC SAFETY

The California Office of Traffic Safety (OTS) provides grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide means of reducing fatalities, injuries and economic losses from collisions. Funding can be used for Safe Routes to School education and encouragement programs. Historically, OTS has funded numerous bike rodeo (bike skills practice) programs around the state, often led by law enforcement agencies. Grants are awarded annually. More information can be found here: <http://www.ots.ca.gov/Grants/default.asp>

C. COMMUNITY ENHANCEMENT FUND (MEASURE H)

The Community Enhancement Fund is funded by Measure H, a ½ cent local sales tax measure that was approved by Rancho Cordova citizens in 2014 and went to effect in April 2015. The Measure provides locally-controlled funds for local priorities. Measure H generates approximately \$6.8 to \$7.1 million per year. The Community Enhancement Fund has supported the City's Neighborhood Traffic Management Program, various school-based programs, and community-wide events and programs. Funds are distributed each year through a community grant application and award process. It may be a good funding resource for both Safe Routes to School infrastructure improvements and non-infrastructure programs.

D. LOCAL FOUNDATIONS, HEALTH ORGANIZATIONS, AND BUSINESSES

Local foundations, health organizations, and businesses may be sources of funding for implementing Safe Routes to School programs. The benefits of Safe Routes to School for students, families, schools, and communities often align with foundations and organizations looking to support community health, physical activity, youth development, and neighborhood improvement. In addition, local businesses may be willing to sponsor Safe Routes to School activities and provide monetary funding, volunteers, or giveaways. Local funding may be available through the Sacramento Region Community Foundation.

5. CONCLUSION

With the individual education, encouragement, engineering and enforcement activities happening at schools and neighborhoods, Rancho Cordova has a strong foundation for creating a robust and comprehensive Safe Routes to School initiative. The City's commitment to seek funding for a citywide Safe Routes to School plan will enable the community to comprehensively assess its needs and plan for both infrastructure improvements and programming. The existing Safe Routes to School Coordinator in the Elk Grove Unified School District will serve as an excellent resource for continued and expanded programming. The Folsom Cordova Unified School District is also interested in developing partnerships to implement programs in their schools. By creating a framework for coordinated efforts and implementing the activities set out in this Action Plan over the next five years, Rancho Cordova can build a strong and sustainable Safe Routes to School program.

APPENDIX A. ACTION PLAN MATRIX

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<i>Program Structure, Operations, and Coordination</i>				
1. For Safe Routes to School initiatives in collaboration with schools in the Folsom Cordova Unified School District, determine the program lead agency (the City or the School District), as well as a staff point person within that agency.	2017-2018	City of Rancho Cordova and Folsom Cordova Unified School District		
2. Establish a Safe Routes to School task force. Recruit members from the City, School Districts, individual schools, Rancho Cordova Police Department, Cordova Recreation and Park District, Sacramento County Public Health Department, and community organizations. Meet monthly, bi-monthly, or quarterly as program momentum is built.*	2017-2018	City of Rancho Cordova	Elk Grove Unified School District and Folsom Cordova Unified School District	<u>Building Momentum for Safe Routes to School: A Toolkit for School Districts and City Leaders</u>
3. Establish a shared vision and goals for the Safe Routes to School program.*	2017-2018	Safe Routes to School Task Force		
4. Retain the Elk Grove Unified School District's Safe Routes to School Coordinator position for all years going forward.	2017-2018	Elk Grove Unified School District		<u>Building Momentum for Safe Routes to School: A Toolkit for School Districts and City Leaders</u>

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
5. Develop a joint communications strategy for the Safe Routes to School program, including joint branding.*	2018-2019	Safe Routes to School Task Force		
6. Create informational materials about the program that can be distributed to schools and families to recruit school-based volunteers and program champions. Include in these materials information about past activities as well as a menu of programmatic options that schools can undertake.*	2018-2019	Folsom Cordova Unified School District Elk Grove Unified School District	City of Rancho Cordova	
7. Include a City transportation staff person or other staff involved in active transportation in the School Health Council/Committee.	2018-2019	Folsom Cordova Unified School District; Elk Grove Unified School District	City of Rancho Cordova	
8. Include Safe Routes to School messaging and resources on the Folsom Cordova School District's website.	2018-2019	Folsom Cordova Unified School District		
9. Hire a part time or full time paid Safe Routes to School coordinator position to serve the Folsom Cordova School District or the City of Rancho Cordova. Explore additional funding as needed. This coordinator should work closely with the Elk Grove Unified School District's Safe Routes to School Coordinator.*	2019-2020 or later	Folsom Cordova Unified School District or City of Rancho Cordova		<p>Potential funding sources:</p> <ul style="list-style-type: none"> • Active Transportation Program • Office of Traffic Safety • Local foundations, healthcare organizations

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
Education				
1. Continue school-based educational activities led by 50 Corridor TMA, including Project Bike Smart, while pursuing additional funding opportunities to expand to additional schools.*	2017-2018	50 Corridor TMA	City of Rancho Cordova, school districts	
2. Develop and distribute traffic safety education materials for families that includes information related to pick up/drop off procedures as well as general safety at and around the schools.*	2017-2018	Folsom Cordova Unified School District and Elk Grove Unified School District		
3. Continue community educational activities such as bike rodeos (skills training) at community events.	2017-2018	City of Rancho Cordova	50 Corridor TMA	
4. Distribute free bike helmets to students and conduct helmet fittings as part of school-based education and community events. Secure helmets for distribution if needed.*	2017-2018	City of Rancho Cordova		
5. Establish a volunteer pool or program that trains additional staff and community members to provide school-based education programs.*	2018-2019	School Districts	City of Rancho Cordova	
6. Expand school-based traffic safety education to reach multiple schools, with the ultimate goal of providing in-class	2019-2020 or later	School Districts	City of Rancho Cordova, 50 Corridor TMA	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
education at every school for multiple grades.				
7. Expand bike rodeo program to reach multiple schools, with the ultimate goal of providing a bike rodeo or other skills practice opportunity for every student at their school.	2019-2020 or later	School Districts	Local bicycle shops & organizations	
8. Develop a bike maintenance and repair education program for students and families in conjunction with a bike donation program or Earn-a-Bike program.*	2019-2020 or later	City of Rancho Cordova	Local bicycle shops & organizations	
<i>Encouragement</i>				
1. Encourage every school to participate in Walk to School Day and Bike to School Day and provide information on a range of activities that could be organized for each day.*	2017-2018	School Districts	Individual schools, teachers, PTAs	<u>Walk and Bike to School Day website</u>
2. Survey each school/Safe Routes to School champion to identify what types of competition or incentive programs would likely be successful at individual schools. Support individual schools in implementing their own competition or incentive program or develop a district/city-wide program. Programs could include frequent walker punch cards or mileage competitions.*	2017-2018	School Districts	Local businesses and community organizations (potential sponsors)	
3. In order to reduce the number of vehicles at and around schools, develop strategies to encourage carpooling for students who are not able to walk or bicycle	2018-2019	School Districts	City of Rancho Cordova	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
to school. Strategies may include establishing preferred drop off/pick up areas, staggered dismissal that prioritizes students walking and bicycling then students carpooling before students being picked up individually, or creating a carpool matching system.				
4. Identify and promote remote drop off/pick up locations near schools.	2018-2019	School Districts	City of Rancho Cordova	
5. Develop walking school bus and/or bike train programs at each elementary school to support students walking or biking to school within about a half mile of the campus. Recruit adult route leaders (volunteers or paid staff) or seek student volunteers from neighboring high schools. Incorporate remote drop off locations into the routes.*	2019-2020 or later	School Districts, Safe Routes to School Coordinators, or Task Force	County Public Health Department	<u>Step By Step: How to Start a Walking School Bus at Your School</u>
6. In conjunction with local bicycle organizations and shops, create a bike donation program or an Earn a Bike program that provides bicycles to low income students and families.	2019-2020 or later	City of Rancho Cordova	Local bicycle shops & organizations	
Engineering				
1. Explore any opportunities to include Safe Routes to School improvements in existing projects.	2017-2018, ongoing	City of Rancho Cordova		
2. Pursue funding for a citywide comprehensive Safe Routes to School plan.*	2017-2018	City of Rancho Cordova		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
3. Conduct walkability and bikeability assessments around each school with City staff, School District staff, school staff, students, and families to identify areas needing improvements such as sidewalk gaps and difficult street crossings.*	2018-2019	City of Rancho Cordova or Safe Routes to School Master Plan Consultant	School districts, County Public Health Department, individual schools, community organizations/volunteers	<u>Walkability and Bikeability checklists</u>
4. Conduct arrival and dismissal observations at each school with City staff, School District staff, school staff, students and families to identify areas for improvement.*	2018-2019	City of Rancho Cordova or Safe Routes to School Master Plan Consultant	School districts, individual schools	
5. Evaluate need and pursue funding to install pedestrian countdown signals at each signal-controlled school crosswalk.	2018-2019	City of Rancho Cordova		
6. Develop a citywide comprehensive Safe Routes to School Plan that identifies and plans for infrastructure improvements.	2019-2020 or later	City of Rancho Cordova		
7. Inventory current bicycle parking facilities and install bicycle parking at schools in visible and secure locations.*	2019-2020 or later	School districts	Individual schools	
8. Develop suggested walking and biking route maps for each school.	2019-2020 or later	City of Rancho Cordova	School districts, individual schools, community organizations/volunteers	
Enforcement				
1. Continue focused traffic enforcement around schools periodically throughout the	2017-2018	Rancho Cordova Police Department	School Districts	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
year. Coordinate efforts with individual schools as well as the school districts and provide pre- and post-event communication to families and school staff.				
2. Explore schools' interest in developing school safety patrols where students in upper elementary grades and middle/junior high schools receive traffic safety training, teach their peers, and assist with on campus enforcement activities using program materials from AAA.	2018-2019	Folsom Cordova Unified School District	AAA Northern California	<u>AAA School Safety Patrol Program</u>
3. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families encounter difficulty crossing the street. Explore funding mechanisms for crossing guard programs such as school local control and accountability plans (LCAP).	2018-2019	City of Rancho Cordova and school districts		
Evaluation				
1. Continue the Active4Me program at Sunrise and McGarvey Elementary Schools.	2017-2018	50 Corridor TMA	Elk Grove Unified School District	
2. Continue to track program participation and conduct evaluation as part of the Project Bike Smart program.	2017-2018	50 Corridor TMA	City of Rancho Cordova and Folsom Cordova Unified School District	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
3. For schools not participating in the Active4Me program, collect information on travel modes through in-class student travel tallies.*	2017-2018	Folsom Cordova Unified School District	County Public Health Department	<u>National Center for Safe Routes to School Database</u>
4. Collect information about family participation and perceptions of Safe Routes to School through surveys such as the one provided by the National Center for Safe Routes to School.*	2017-2018	Folsom Cordova Unified School District	Individual schools	<u>National Center for Safe Routes to School Database</u>
5. Explore funding to expand use of the Active4Me tracking program to all schools in Rancho Cordova.*	2018-2019	Folsom Cordova Unified School District	City of Rancho Cordova	
6. Track Safe Routes to School education and encouragement program participation at each school. Collection information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.*	2018-2019	50 Corridor TMA, school districts		
7. Use mapping tools available from UC Berkeley's TIMS program to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.	2018-2019	City of Rancho Cordova		<u>UC Berkeley TIMS</u>
8. Conduct a yearly assessment of the Safe Routes to School efforts at the end of the school year. Evaluate program effectiveness	2019-2020 or later	City of Rancho Cordova, 50 Corridor TMA and school districts		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
including participation by different population groups, changes in behaviors or perceptions around walking and bicycling, and school and community receptiveness to the program components. Use this assessment to change or augment program to ensure local goals and objectives are met.				
9. Share program participation and evaluation results with schools and community members through newsletters or other materials.	2019-2020 or later	City of Rancho Cordova, school districts		
Equity				
1. Using information from the school district, identify languages that materials should be prepared in to reach non-English speaking students and families. Ensure that education and encouragement materials are provided in these languages. Review languages with each school to make sure all needed languages are provided.	2017-2018	City of Rancho Cordova and school districts		
2. Given limited ability to roll out a Safe Routes to School program at every school from the start, use equity measures, such as health disparities and eligibility for the free and reduced price lunch program, to develop a framework to prioritize schools for education and encouragement program implementation and/or infrastructure improvements.	2019-2020 or later	Safe Routes to School Task Force		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<p>3. Use the results of previous year’s evaluation efforts to identify gaps in participation. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students of color, female students, and students with disabilities.</p>	<p>2019-2020 or later</p>	<p>City of Rancho Cordova, 50 Corridor TMA, school districts</p>		
<p>Policy</p>				
<p>1. Explore adopting a city Safe Routes to School policy in the form of a city council resolution or as part of an update to the City’s General Plan Circulation Element supporting Safe Routes to School initiatives.</p>	<p>2017-2018</p>	<p>City of Rancho Cordova</p>		
<p>2. Encourage the Folsom Cordova Unified School District to adopt a district Safe Routes to School Policy.</p>	<p>2018-2019</p>	<p>Folsom Cordova Unified School District</p>		<p><u>Safe Routes to School District Policy Workbook</u></p>
<p>3. Amend the Folsom Cordova Unified School District’s Facilities Planning/School Siting Policy to include:</p> <ul style="list-style-type: none"> Evaluating transportation options for students and staff during siting process. 	<p>2019-2020 or later</p>	<p>Folsom Cordova Unified School District</p>		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<ul style="list-style-type: none"> Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures. <p>Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.</p>				
4. Include criteria related to schools in prioritization of bikeway network projects and improvements.	2019-2020 or later	City of Rancho Cordova		
5. Include criteria related to schools in prioritization of sidewalk gap closure projects and improvements.	2019-2020 or later	City of Rancho Cordova		
6. Include Safe Routes to School supportive language and reference schools in the General Plan Circulation Element priorities.	2019-2020 or later	City of Rancho Cordova		

APPENDIX B. COMMUNITY AND SCHOOL DATA

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility
Sandra J. Gallardo Elementary	Elementary	K-5	552	6.9%
Folsom Cordova K-8 Community Charter	Charter	K-8	151	6.0%
Navigator Elementary	Elementary	K-5	380	50.8%
Vista del Lago High	High	9-12	1761	6.6%
Russell Ranch Elementary	Elementary	K-5	668	5.8%
Riverview STEM Elementary	Elementary	K-5	294	23.8%
Walnutwood High (Independent Study)	Independent	K-12	170	33.5%
Prospect Community Day School	Independent	7-12	32	81.3%
Folsom Lake High	High	9-12	104	31.7%
Cordova High	High	9-12	1692	64.7%
Folsom High	High	9-12	2419	13.4%
Kinney High (Continuation)	Continuation	7-12	132	72.7%
Blanche Sprentz Elementary	Elementary	K-5	388	21.9%
Cordova Gardens Elementary	Elementary	K-6	347	71.5%
Cordova Meadows Elementary	Elementary	K-5	320	88.8%
Cordova Villa Elementary	Elementary	K-5	474	89.7%
Mather Heights Elementary	Elementary	K-5	455	26.6%
Peter J. Shields Elementary	Elementary	K-5	398	77.4%
Rancho Cordova Elementary	Elementary	K-5	382	89.3%
Theodore Judah Elementary	Elementary	K-5	590	22.7%
White Rock Elementary	Elementary	K-6	476	91.8%
Williamson Elementary	Elementary	K-5	554	84.1%
Folsom Middle	Middle	6-8	1445	7.3%
Mills Middle	Middle	6-8	737	80.7%

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility
W. E. Mitchell Middle	Middle	6-8	818	63.1%
Carl H. Sundahl Elementary	Elementary	K-6	385	8.6%
Oak Chan Elementary	Elementary	K-5	466	6.2%
Folsom Hills Elementary	Elementary	K-5	592	6.8%
Natoma Station Elementary	Elementary	K-6	453	10.6%
Gold Ridge Elementary	Elementary	K-5	618	10.4%
Sutter Middle	Middle	6-8	1488	14.2%
Empire Oaks Elementary	Elementary	K-5	521	6.3%
Sandra J. Gallardo Elementary	Elementary	K-5	552	6.9%
Folsom Cordova K-8 Community Charter	Charter	K-8	151	6.0%
Navigator Elementary	Elementary	K-5	380	50.8%
Vista del Lago High	High	9-12	1761	6.6%
Russell Ranch Elementary	Elementary	K-5	668	5.8%
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Oak Chan Elementary	Elementary	K-5	466	6.2%
Folsom Hills Elementary	Elementary	K-5	592	6.8%
Natoma Station Elementary	Elementary	K-6	453	10.6%
Gold Ridge Elementary	Elementary	K-5	618	10.4%
Sutter Middle	Middle	6-8	1488	14.2%
Mills Middle	Middle	6-8	737	80.7%
Empire Oaks Elementary	Elementary	K-5	521	6.3%
Abraham Lincoln	Elementary	K-6	471	75.7%

APPENDIX C. PEDESTRIAN AND BICYCLE PLAN EXCERPTS

As part of its Pedestrian Master Plan, City of Rancho Cordova staff worked with school administrators to identify issues, challenges, and opportunities at Rancho Cordova's school sites. The results of this targeted outreach are presented below.

- **Sunrise Elementary School, 11821 Cobble Brook Drive (Anatolia)** – Signage and striping provided at intersections; school is using temporary traffic control devices (cones) during pick-up and drop-off times.
- **M. Winn Elementary School, 3351 Explorer Drive** – High visibility crosswalk striping provided in several locations; built a lighted crosswalk on Explorer Drive; may be additional opportunities for crosswalk striping.
- **Abraham Lincoln Elementary School, 3324 Glenmoor Drive** – High visibility crosswalk striping provided.
- **Cordova Gardens Elementary K–6, 2400 Dawes Street** – Some high visibility crosswalk striping provided; 2010 Traffic Calming Project to traffic along Dawes Street and Rinda Drive.
- **Cordova Lane Elementary K–5, 2460 Cordova Lane** – High visibility crosswalks provided on Zinfandel Drive; the Neighborhood Traffic Management Program proposes a traffic circle at Cordova Lane and Zinfandel Drive. *Note: This school is planned for closure.*
- **Cordova Meadows Elementary K–5, 2550 La Loma Drive** – Some high visibility crosswalks provided; may need to increase visibility of crosswalks in some locations; the 2008 Traffic Calming Project provided speed humps and a raised crosswalk along La Loma Drive.
- **Cordova Villa Elementary K–5, 10359 S. White Rock Road** – Traffic calming along White Rock Road was installed prior to cityhood; discussing need for a high visibility lighted crosswalk; opportunities for improved crosswalk striping and some sidewalk repair (the school has recently rehabilitated and improved site work and on-site circulation).
- **Navigator Elementary K–5, 10679 Bear Hollow Drive** – High visibility striping provided; opportunity for additional bike lane striping; completed work with the Goddard School to correct speed reduction signing; interest in building a temporary trail within a privately owned parcel that would provide walking access to the Mather Community Campus in the North Mather area.
- **Peter J. Shields Elementary – K–5, 10434 Georgetown Drive** – 2008 Traffic Calming Project has slowed traffic along Georgetown Drive; may be an opportunity to update high visibility striping; there also is a need for sidewalk repair.
- **Rancho Cordova Elementary K–6, 2562 Chassella Way** – There are missing sections of sidewalk that need to be completed.
- **Riverview Elementary K-6, 10700 Ambassador Drive** – ADA ramps provided, along with high visibility striping; there is an interest in raised crosswalks. *Note: This school is planned for closure.*
- **White Rock Elementary K–6, 10487 White Rock Road** – High visibility crosswalk striping provided with in-road warning lights at the White Rock Road crosswalk; a new sidewalk has been installed at White Rock Park across from the school, with ADA ramps on White Rock

Road and Evadna Drive; the school is also discussing opportunities for bulb-outs and has built a bulb-out along White Rock Park at the Evadna Drive intersection (the school has recently rehabilitated and improved site work and on-site circulation).

- **Williamson Elementary K–5, 2275 Benita Drive** – High visibility crosswalk striping provided; also planning a raised crosswalk along Benita Drive.
- **Mills Middle School 6–8, 10439 Coloma Road** – Concerns about speeding along Chase Drive; opportunities to improve striping and crosswalks; a midblock pedestrians signal is provided across Coloma Road at the east edge of the site; 2010 Traffic Calming Project to provide electronic speed feedback signs along Chase Drive.
- **Mitchell Middle School 6–8, 2100 Zinfandel Drive** – New ADA ramps and high visibility crosswalks on Zinfandel Drive.
- **Cordova High School 9–12, 2239 Chase Drive** – Concerns about speeding along Chase Drive; opportunities to improve striping and crosswalks, 2010 Traffic Calming Project to provide electronic speed feedback signs along Chase Drive.
- **Walnutwood High School/Adult Education, 10850 Gadsten Way** – High visibility crosswalks provided; concerns about speeding on Gadsten Way.
- **Kinney High School (Continuing Education), 2710 Kilgore Road** – High visibility crosswalk along Kilgore Road; the City has obtained a Safe Routes to School grant to provide a sidewalk along the south side of Folsom Boulevard to the Cordova Town Center Light Rail Station.

In addition to the school area improvement needs identified in the Pedestrian Master Plan, the Bicycle Master Plan noted the following key bicycle related needs and opportunities:

- Expand education programs to reach adults and children.
- Work with local partners to provide more encouragement programs and events.
- Expand the on-street bikeway network with bike boulevards on low volume-low speed streets and bike lanes and arterials and collectors.
- Install additional bicycle parking in the public right of way as well as at major stores and restaurants, including at Costco, Home Depot, and Starbucks.
- Improve access across Highway 50, a significant barrier to bicycling. Improve bicycle access on existing crossings or provide new crossings where appropriate.
- Improve connections to existing paths including the American River Parkway and the Folsom South Canal.
- Develop and implement a bikeway wayfinding system to provide directions to common destinations such as schools, parks, transit stations and commercial centers.

APPENDIX D. EXISTING POLICIES AND PLANS

A. INTRODUCTION

Ensuring that Safe Routes to School efforts reach students throughout a school district or city and create changes in school travel over the long term requires that Safe Routes to School considerations be fully incorporated into city and school district policies. The Safe Routes to School National Partnership conducted a policy scan for Rancho Cordova, reviewing policies of the Folsom Cordova Unified School District, Elk Grove Unified School District, as well as the City of Rancho Cordova. This report provides an overview of the current policy landscape for Safe Routes to School in Rancho Cordova and highlights promising opportunities for updating and improving the commitment to Safe Routes to School.

B. POLICIES OF THE FOLSOM CORDOVA UNIFIED SCHOOL DISTRICT

The Folsom Cordova Unified School District has 34 schools serving almost 20,000 students. Sixteen schools in Rancho Cordova are within the Folsom Cordova Unified School District. The policies and practices put in place by the Folsom Cordova Unified School District have the potential to affect the travel habits and long-term health of students, their families, and the greater community. The Folsom Cordova Unified School District has policies supporting health, wellness, and academic achievement for students.

Folsom Cordova Unified School District has a wide range of policies and procedures that are adopted by the Board of Education and guide practices at the district and school level. The policies are fairly neutral. They avoid the strong negativity of some policies seen around the nation, but could be strengthened to add in positive language that is more supportive of Safe Routes to School and addresses specific issues and policy points. A number of existing policies are described below, with some suggestions regarding how they could be strengthened.

1. District Wellness Policy

The Board of Education adopted a District Wellness Policy in March 2014. The Folsom Cordova Unified School District Wellness Policy links student achievement with the importance of physical and emotional health. The policy supports a healthy school environment with access to physical activity and nutrition. The wellness policy is inclusive and strives to enable a healthy environment among students, parents, teachers, administrators, and the greater community. A core principle of Safe Routes to School is involving students, parents, and the community in understanding the importance of a healthy lifestyle.

Good Language:

Within the District Wellness Policy, there is limited language on Safe Routes to School, providing general support, but no explicit commitments. The policy encourages creating a School Health Council/Committee to review the Wellness Policy and implementation. Committee members are to include parents/guardians, students, food service employees, physical education teachers, school health professionals, Board members, school administrators, and members of the public. Strong language and support for student physical activity in and outside of school states:

Opportunities for moderate to vigorous physical activity shall be provided through physical education and recess and may also be provided through school athletic programs, extracurricular

*programs, before- and after-school programs, summer learning programs, programs encouraging students to walk or bicycle to and from school, in-class physical activity breaks, and other structured and unstructured activities.*¹

The policy describes the school district's wellness messaging and use of multiple district platforms for displaying messaging.

*The Superintendent or designee may disseminate health information and/or the district's student wellness policy to parents/guardians through district or school newsletters, handouts, parent/guardian meetings, district and school web sites, and other communications. Outreach to parents/guardians shall emphasize the relationship between student health and academic performance.*²

Areas for Improvement:

The District Wellness Policy could be more supportive of Safe Routes to School by:

- Including a Safe Routes to School coordinator or City transportation professional in the School Health Council/Committee.
- Providing resources for safe and accessible options for walking and biking to school.
- Linking school travel options in wellness goals and actions.
- Including active transportation when reinforcing students' understanding of healthy lifestyles.
- Spelling out more detailed actions to support Safe Routes to School.

2. Transportation Policy

The Board of Education adopted a Transportation Policy in November 2010. Policy on student transportation is strictly limited to busing. Guidelines for student busing eligibility are listed below.

Students shall be eligible for transportation service to and from school if the distance between their school-established bus stop and the school is beyond the minimum listed below³:

1. For elementary school students:

Grades K-3: three-fourths mile

Grades 4-8: one and one-half mile

2. For students attending three-year middle school:

Grades 6-8: three miles

3. For students attending a four-year high school:

Grades 9-12: four miles

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the District's Transportation Policy by:

- Including walking and bicycling as a means of transportation.
- Including a link to Safe Routes to School messaging and resources on the Transportation Policy webpage.

3. Facilities Planning/School Siting Policy

The Board of Education adopted a Facilities Planning Policy in August 2010. The policy evaluates the condition and adequacy of existing facilities, looks at future enrollments, and the District's vision for education. Within current policy, a school site should serve educational needs as well as have the ability to assist with community needs. The policy states:

The governing board of any school district shall meet with appropriate local government recreation and park authorities to review all possible methods of coordinating planning, design, and construction of new school facilities and school sites or major additions to existing school facilities and recreation and park facilities in the community.⁴

Good Language:

The policy requires coordination with the local government around providing community recreation and park facilities. A core principal of Safe Routes to School is encouraging new schools be in appropriate locations that are accessible to the community and this language can help with appropriate school siting.

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the Facilities Planning and School Siting Policy by addressing additional considerations related to smart school siting guidelines, including:

- Evaluating transportation options for students and staff during the siting process.
- Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
- Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
- Including proximity to students' residences as a significant consideration.
- Incorporating consideration of the General Plan's Circulation Element and Open Space, Parks, and Trails Element into the school siting policy as a mechanism for contributing to community needs.

C. POLICIES OF THE ELK GROVE UNIFIED SCHOOL DISTRICT

The Elk Grove Unified School District has 64 schools serving almost 60,000 students. Two schools in this district are located within the City of Rancho Cordova. The policies and practices put in place by the Elk Grove Unified School District have the potential to affect the travel habits and long-term health of students, their families, and the greater community. The Elk Grove Unified School District has policies supporting health, wellness, and academic achievement for students. The School District also has a Safe Routes to School Policy.

Elk Grove Unified School District has a wide range of policies and procedures that are adopted by the Board of Education and guide practices at the district and school level. The policies are generally supportive of Safe Routes to School, but could be strengthened by adding additional supportive language. A number of existing policies are described below, with some suggestions regarding how they could be strengthened.

1. District Wellness Policy

The Board of Education adopted a District Wellness Policy in September 2015. The Elk Grove Unified School District Wellness Policy links student achievement with the importance of physical and emotional health. The policy supports a healthy school environment with access to physical activity and nutrition. The wellness policy is inclusive and strives to enable a healthy environment among students, parents, teachers, administrators, and the greater community. A core principle of Safe Routes to School is involving students, parents, and the community in understanding the importance of a healthy lifestyle.

Good Language:

Within the District Wellness Policy, there is limited language on Safe Routes to School, providing general support, but no explicit commitments. The policy encourages creating a Wellness Advisory Committee to review the Wellness Policy and implementation. Committee members are to include parents/guardians, students, food service employees, physical education teachers, school health professionals, Board members, school administrators, and members of the public. Strong language and support for student physical activity in and outside of school states:

*Opportunities for moderate to vigorous physical activity shall be provided through physical education and recess and may also be provided through school athletic programs, extracurricular programs, before- and after-school programs, summer learning programs, programs encouraging students to walk or bicycle to and from school, in-class physical activity breaks, and other structured and unstructured activities.*⁵

The policy describes the school district's wellness messaging and use of multiple district platforms for displaying messaging.

*The Superintendent or designee may disseminate health information and/or the district's student wellness policy to parents/guardians through district or school newsletters, handouts, parent/guardian meetings, district and school web sites, and other communications. Outreach to parents/guardians shall emphasize the relationship between student health and academic performance.*⁶

Areas for Improvement:

The District Wellness Policy could be more supportive of Safe Routes to School by:

- Including a Safe Routes to School coordinator or City transportation professional in the Wellness Advisory Committee.
- Providing resources for safe and accessible options for walking and biking to school.
- Linking school travel options in wellness goals and actions.
- Including active transportation when reinforcing students' understanding of healthy lifestyles.
- Spelling out more detailed actions to support Safe Routes to School.

2. Safe Routes to School Policy

The Board of Education adopted a Safe Routes to School Policy in January 2010. The policy recognizes the benefits Safe Routes to School provides: reducing vehicle traffic and air pollution near schools and simultaneously providing transportation and physical activity opportunities. The District Safe Routes to School Policy is below.

The Board of Education recognizes that walking, bicycling, and other forms of active transport to school promote students' physical activity and carpooling helps to reduce vehicle traffic and air pollution in the vicinity of schools. As part of the district's coordinated approach to supporting student wellness and safety and enhancing student learning, the Superintendent or designee shall develop and implement strategies to establish and promote safe routes to school program activities.

The Superintendent or designee may identify a program coordinator or establish district and/or school site committees to oversee and coordinate related activities.

The Superintendent or designee may collaborate with local public works, other local agencies and public safety departments, transportation agencies, other city and county agencies, school staff, students, parents/guardians and parent organizations, health organizations, community organizations, and/or businesses in the development, implementation, and evaluation of strategies.

Strategies shall be based on the grade levels of the students and an assessment of the conditions and needs of each school and the surrounding neighborhoods.

The Superintendent or designee shall explore and collaborate with other local agencies in seeking the availability of grant funds and other sources of funding to support related projects and activities.

The Superintendent or designee shall periodically report to the Board on the implementation of program activities and progress toward program goals. Such reports may include, but not be limited to, levels of participation in promotional and educational activities, survey results of parent/guardian attitudes about allowing their child to walk or bicycle to school, tallies of the numbers of students using various modes of travel to and from school and how these numbers have changed over time, records of student attendance and on-time arrival, and injury data within the school and/or district attendance boundaries.⁷

Good Language:

The District Safe Routes to School Policy includes strong language showing the intersection between transportation, wellness, and student achievement. The policy includes actions to collaborate with city and county agencies, school staff, health organizations, and transportation agencies. Elk Grove Unified School District has an engaging and informative Safe Routes to School blog.⁸ The District's Safe Routes to School program is included in the Student Handbook and visible on the district website.

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the District's Safe Routes to School Policy and in implementing the policy by:

- Creating a formal Safe Routes to School Task Force with the agencies above, meeting regularly to discuss Safe Routes to School for EGUSD.
- Including strategies to promote equity.
- Having the Safe Routes to School Policy prominently reflected on school and district websites under transportation.
- Having the EGUSD Safe Routes to School blog prominently displayed on district and school websites.
- Including traffic safety laws and etiquette related to pedestrians and cyclists in student driving education.

3. Site Selection Policy

The Board of Education adopted a Site Selection Policy in October 1984 and add several amendments in 1994. The policy evaluates the condition and adequacy of existing facilities, looks at future enrollment, and aligns the District's vision for education. Within current policy, a school site should serve educational needs as well as have the ability to assist with community needs. The policy states:

The governing board of any school district shall meet with appropriate local government recreation and park authorities to review all possible methods of coordinating planning, design, and construction of new school facilities and school sites or major additions to existing school facilities and recreation and park facilities in the community.⁹

Good Language:

A core principal of Safe Routes to School is encouraging new schools be in appropriate locations that are accessible to the community.

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the Site Selection Policy by addressing considerations related to smart school siting guidelines, including:

- Evaluating transportation options for students and staff during siting process.
- Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
- Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
- Including proximity to students' residences as a significant consideration.
- Incorporating consideration of the General Plan's Circulation Element and Open Space Parks and Trails Element into the school siting policy as a mechanism for contributing to community needs.

C. CITY OF RANCHO CORDOVA PLANS AND POLICIES

Policies and plans from the City of Rancho Cordova were also reviewed as part of the Safe Routes to School National Partnership's policy scan. While the City has a number of plans and plans that reference Safe Routes to School, these documents could be revised to include stronger Safe Routes to School-specific language supporting City and School District efforts.

1. Bicycle Master Plan

The City adopted a Bicycle Master Plan in April 2016. This plan outlines the future development of the City's bicycle network. This Bicycle Master Plan addresses infrastructure development that is intended to provide an engineering foundation for a bicycle system. Ongoing work with the Bicycling Advocates for Rancho Cordova, Rancho Cordova Police Department, and the Bicycle and Pedestrian Technical Advisory Committee will expand other programming efforts that focus on encouragement, education, and enforcement. The Bicycle Master Plan incorporates goals that support Safe Routes to School initiatives. Supportive goals are included below.

- **Goal 3. Ensure adequate support facilities throughout Rancho Cordova's bicycle network.**
 - Goal 3.3 Bicycle parking shall be provided at all major employment and retail sites.

- Goal 3.4 Provide wayfinding signage, maps, mileage markers, water fountains, shade structures and other amenities as appropriate and feasible along primary bicycle routes.
- **Goal 4. Increase awareness of cyclist safety and responsibility through education and enforcement.**
 - Goal 4.1 Work with the Rancho Cordova Police Department to enforce safe cycling laws to prevent vehicle versus bicycle collisions and other cycling accidents.
 - Goal 4.2 Work with local bicycle advocacy groups, the Folsom Cordova and Elk Grove school districts, the Cordova Recreation and Park District, the Sacramento County Health.
 - Goal 4.3 Develop a wayfinding and destination signage program to identify directions to and distances between key destinations and attractions within Rancho Cordova.
 - Goal 4.4 Support the Rancho Cordova Police Department’s helmet promotion program.
- **Goal 5 Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027.**
 - Goal 5.1 Annually review crash data, including causes, to implement ongoing improvements throughout the transportation network.
 - Goal 5.2 Prioritize improvements at intersections and corridors with high numbers of injuries and fatalities.
- **Goal 7 Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021.**
 - Goal 7.1 Develop a program of regular data collection to track bicycle ridership within Rancho Cordova to monitor progress toward the goal of increased ridership.
 - Goal 7.2 Encourage development projects that make bicycling a convenient and desirable form of transportation by providing a mix of land uses in close proximity to one another, and safe bicycle network connections and support facilities.
- **Goal 8 Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events.**
 - Goal 8.1 Encourage the development of a comprehensive bicycle network and bicycle support facilities as part of the City’s economic development strategy.
 - Goal 8.2 The Public Works Department should work collaboratively with the Redevelopment Agency and local businesses, schools, and advocacy groups to attract and host bicycling events such as bicycle rodeos, bicycle races, and trail days.
 - Goal 8.3 Continue to support regional bicycle encouragement efforts such as SACOG’s Bike to Work Day and Bike Month.

In addition to goals, the Bicycle Master Plan includes many recommendations related to Safe Routes to School in the upfront text. The Bicycle Master Plan authors recommended that:

- The City pursue a comprehensive Safe Routes to School Program that includes annual youth pedestrian and bicycle safety education classes at all schools in the city.
- The continuation of the existing program and expansion to all elementary and middle schools in Rancho Cordova.
- The City support efforts to establish a non-profit community centered bicycle shop in Rancho Cordova.

- The City pursue funding to implement a Street Smarts-Share the Road outreach campaign.
- School Districts and Public Health consider the development of walking school buses and bike trains.
- School Districts and Public Health consider expanding Walk and Bike to School Day efforts to additional schools.
- The City support and encourage local businesses who offer discounts or other incentives to promote bicycling.
- The City continue to support and participate in the Great Scott Road Bike & Walk Event.
- The City of Rancho Cordova attained Bronze Level Bicycle Friendly Community status. This Plan recommends the City to strive towards Silver or Gold status by addressing the feedback provided by the LAB.
- The City and County coordinate with the Sheriff's Department to conduct targeted enforcement stings at locations known for noncompliance with traffic laws and at high conflict or high bicycle related collision areas.
- The City support and encourage additional training for law enforcement on bicycle-related traffic laws.
- The City and County consider speed feedback signs and trailers in areas with reported speeding challenges.
- The City and County conduct bicycle and pedestrian counts along with all vehicle counts on roadway projects.
- Conducting student hand tallies and parent surveys with all Safe Routes to School projects.
- Installation of wayfinding signs at decision points and confirmation signs that display destinations and mileage.
- Adopting bicycle parking design guidelines listed in the Bicycle Master Plan.

Support for Safe Routes to School could be strengthened in the Bicycle Master Plan by:

- Including schools in the prioritization of bikeway network projects and improvements.
- Including schools in the regular data collection to track bicycle ridership within Rancho Cordova to monitor progress toward the goal of increased ridership.
- Including Safe Routes to School projects as an option for development projects that make bicycling a convenient and desirable form of transportation by providing a mix of land uses in close proximity to one another and safe bicycle network connections and support facilities.
- Including a bicycle racks at schools in the goals for adequate support facilities.
- Including education and encouragement programs at all schools in the district.
- Expanding program strategies to include equity and enforcement.
- Including Safe Routes to School practitioners and community advocates in the Bicycle and Pedestrian Technical Advisory Committee.

2. Pedestrian Master Plan

The City adopted a Pedestrian Master Plan in March 2011. The plan uses strong language to support pedestrian facilities, programs, and collaboration between local organizations, schools, community, and the City. The Pedestrian Master Plan incorporates goals that support Safe Routes to School initiatives. Supportive goals are included below.

- **Goal 3. Establish and enhance safe routes to school that will enable and encourage more students to safely walk to school.**

- Goal 3.1.1 Continue to design, seek funding for, and implement Safe Routes to School projects.
 - Goal 3.1.3 Implement citywide and school-specific education and encouragement programs.
 - Goal 3.1.4 Implement enforcement, operational, and engineering measures as feasible on identified routes.
 - Goal 3.2 Consider working with local schools or community groups to develop and maintain maps that identify the most appropriate routes for children to walk to school.
- **Goal 4. Develop pedestrian supportive encouragement and enforcement programs.**
 - Goal 4.1 Support education and enforcement programs to encourage carpooling and alternatives to single-occupant automobile use, reduce speeding, and increase pedestrian, bicyclist, and automobile safety.
 - Goal 4.1.1 Develop a program that rewards households, block groups, or neighborhood organizations that can document their reduction in automobile use.
 - Goal 4.1.2 Encourage hotels, motels, and other visitor destinations to provide visitors with information on pedestrian circulation, public transportation, and bicycle services and facilities.
 - Goal 4.1.3 Encourage people to walk through education and awareness efforts.
 - Goal 4.1.4 Enforce laws that protect pedestrians.

Support for Safe Routes to School could be strengthened in the Pedestrian Master Plan by:

- Establishing a Safe Routes to School Taskforce to assist with achieving pedestrian goals.

3. General Plan Circulation Element

The City updated its General Plan Circulation Element in 2006. The General Plan Circulation Element incorporates policies and actions that support Safe Routes to School initiatives. Supportive policies and actions are included below.

- **Policy C.2.1** Create a system of on- and off-street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.
- **Policy C.2.2** Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).
- **Policy C.2.3** In designing development projects, design for the pedestrian first.
- **Policy C.2.4** Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.
- **Policy C.2.5** Provide safe and convenient bicycle access to all parts of the community.
- **Policy C.2.8** Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.

Support for Safe Routes to School could be strengthened in the General Plan Circulation Element by:

- Including Safe Routes to School language and referencing schools in the Circulation Element priorities. This portion of the community is currently not directly represented.
- Including school or school district representatives on the bicycle advisory committee to include the schools' perspective on bicycle access in the community.

- Include schools and school districts in the list of stakeholders for bikeways in Action C.2.5.5
- Creating a specific Safe Routes to School policy and actions for prioritizing safe and accessible walking and bicycling transportation options for students.
- Including support for Safe Routes to School and the use of active transportation to and from school as a method to reduce single occupancy trips and reduce road congestion.
- Prioritizing connectivity and slower speeds on local roads through residential neighborhoods. This priority is in direct support of walking and biking to and from school.

5. General Plan Open Space Parks and Trails Element

The City updated its General Plan Open Space Parks and Trails Element 2006. The Open Space Parks and Trails Element incorporates policies and actions that support Safe Routes to School initiatives. Supportive policies and actions are included below.

- **Policy OSPT 1.3** Encourage park development adjacent to school sites and other compatible uses (public and private) for enhanced civic space and integration into the community.
- **Action OSPT 1.3.1** Continue to lead the region in the co-location of park and school sites and promote joint use agreements between school and park districts.
- **Action OSPT 1.3.2** Work collaboratively with the Park District in the land planning process to support the co-location of park with public/quasi-public and non-residential lands to encourage the integration of compatible uses and creation of dynamic gathering places within the City's neighborhoods. Well-designed pedestrian and bicycle connectivity between compatible uses will be a critical component of success.

E. SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP RECOMMENDATIONS

While the Elk Grove Unified School District has a Safe Routes to School Policy and the City of Rancho Cordova has plans which are solid foundations for Safe Routes to School, there are opportunities for both to strengthen their support of walking and bicycling to and from school. The Folsom Cordova Unified School District also has numerous opportunities to more directly address safe walking and bicycling to school.

Key considerations for the Elk Grove Unified School District to strengthen support for Safe Routes to School include:

- Include a Safe Routes to School coordinator or City transportation professional in the Wellness Advisory Committee.
- Continue funding the Safe Routes to School Coordinator position.

Key considerations for the Folsom Cordova Unified School District to strengthen support for Safe Routes to School include:

- Adopt a district Safe Routes to School Policy.
- Implement education, encouragement, and communications activities described in the District Wellness Policy.
- Include a Safe Routes to School coordinator or City transportation professional in the School Health Council/Committee.
- Include a link to Safe Routes to School messaging and resources on the Transportation Policy webpage.

- Amend the Facilities Planning/School Siting Policy to include:
 - Evaluating transportation options for students and staff during siting process.
 - Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
 - Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.

Key considerations for the City of Rancho Cordova to strengthen support for Safe Routes to School include:

- Develop and adopt a citywide Safe Routes to School Plan.
- Adopt a citywide Safe Routes to School policy in the form of a city council resolution.
- Make more explicit reference to Safe Routes to School in plans.
- Offer comprehensive bicycle and pedestrian safety education to all children.
- Prioritize reducing speeding and speed limits around schools.
- Include schools in prioritization of bikeway network projects and improvements.
- Add or amend policies to work with the school districts to include bicycle parking facilities at each school in visible and secure locations.
- Include Safe Routes to School language and reference schools in the Circulation Element priorities. Include school communities in pedestrian, bicycle, and neighborhood traffic plans.
- Include school and school district representatives on the bicycle advisory committee to include schools' perspectives on bicycle access in the community.
- Create a specific Safe Routes to School policy and actions in the General Plan Circulation Element for prioritizing safe and accessible walking and bicycling transportation options for students.
- Create a Safe Routes to School Task Force made up of transportation professionals, school district staff, public health, and other appropriate community organizations or agencies.

¹ <http://www.gamutonline.net/district/folsomcordovausd/DisplayPolicy/693321/5>

² <http://www.gamutonline.net/district/folsomcordovausd/DisplayPolicy/693321/5>

³ <http://www.gamutonline.net/district/folsomcordovausd/displayPolicy/690552/5>

⁴ <http://www.gamutonline.net/district/folsomcordovausd/DisplayPolicy/690579/7>

⁵ <http://www.gamutonline.net/district/elkgrove/DisplayPolicy/854081/5>

⁶ <http://www.gamutonline.net/district/elkgrove/DisplayPolicy/854081/5>

⁷ <http://www.gamutonline.net/district/elkgrove/DisplayPolicy/854162/5>

⁸ <http://blogs.egusd.net/saferoutes/tag/egusd/>

⁹ <http://www.gamutonline.net/district/elkgrove/displayPolicy/131449/7>

APPENDIX E. COLLISION DATA AND MAPS

A. INTRODUCTION

This appendix contains additional information regarding collisions involving pedestrians and bicyclists in Rancho Cordova, including:

- Race/ethnicity for collision parties (2011-2015)
- Information on primary collision factor and time of day for pedestrian and bicycle collisions (as well as pedestrian action, weather, and lighting for pedestrian collisions) involving youth (ages 5-18) (2006-2015)
- Maps showing collisions in relation to median household income by census tract (2011-2015)
- Maps showing pedestrian and bicycle collisions within one mile of each school (2006-2015)

B. RACE/ETHNICITY FOR COLLISION PARTIES (2011-2015)

ALL COLLISIONS¹

The table below breaks down parties in all collisions by race across all age groups.

	Asian	Black	Hispanic	Other	White	Total
Driver	21	37	38	27	202	325
Pedestrian	4	44	15	10	71	144
Bicyclist	4	38	36	8	129	215
Unknown	1	1	0	0	0	2
Total	30	120	89	45	402	686

The table below breaks down the parties in all collisions by race that involved a school-age child (age 5-18).

	Asian	Black	Hispanic	Other	White	Total
Driver	8	15	14	7	66	110
Pedestrian	1	14	6	4	19	44
Bicyclist	2	14	14	6	41	77
Unknown	0	1	0	0	0	1
Total	11	44	34	17	126	232

¹ SWITRS 2011-2015; Notes: SWITRS reports race at the party level. The data presented does not indicate who is at fault. The number of parties may exceed the number of collisions because there is typically more than one party in a collision.

PEDESTRIAN COLLISIONS

The table below breaks down parties in pedestrian collisions by race across all age groups.

	Asian	Black	Hispanic	Other	White	Total
Driver	9	19	13	12	83	136
Pedestrian	4	44	15	10	71	144
Total	13	63	28	22	154	280

The table below breaks down the parties in pedestrian collisions by race that involved a school-age child (age 5-18).

	Asian	Black	Hispanic	Other	White	Total
Driver	3	6	4	3	26	42
Pedestrian	1	14	6	4	19	44
Total	4	20	10	7	45	86

BICYCLE COLLISIONS

The table below breaks down parties in bicycle collisions by race across all age groups.

	Asian	Black	Hispanic	Other	White	Total
Driver	12	18	25	15	119	189
Bicyclist	4	38	36	8	129	215
Unknown	1	1	0	0	0	2
Total	17	57	61	23	248	406

The table below breaks down parties in bicycle collisions by race that involved a school-age child (age 5-18).

	Asian	Black	Hispanic	Other	White	Total
Driver	5	9	10	4	40	68
Bicyclist	2	14	14	6	41	77
Unknown	0	1	0	0	0	1
Total	7	24	24	10	81	146

C. INFORMATION ON PEDESTRIAN AND BICYCLE COLLISIONS INVOLVING YOUTH (2006-2015)

Youth Involved Pedestrian Collision Data²

Number of Collisions by Primary Collision Factor

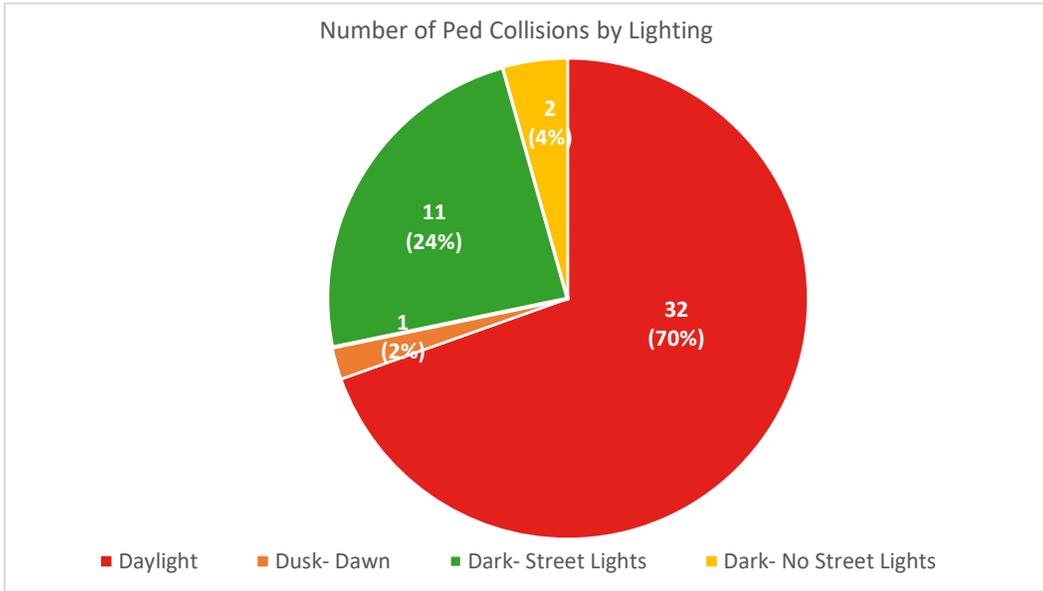
Type of Violation	Collisions N (%)
Pedestrian Violation	25 (54.35%)
Pedestrian Right of Way	8 (17.39%)
Improper Turning	4 (8.70%)
Not Stated	2 (4.35%)
Unsafe Speed	2 (4.35%)
Unknown	1 (2.17%)
Unsafe Starting or Backing	1 (2.17%)
Other Hazardous Violation	1 (2.17%)
Traffic Signals and Signs	1 (2.17%)
Driving or Bicycling Under the Influence of Alcohol or Drug	1 (2.17%)
Total	46 (100.0%)

Pedestrian Action

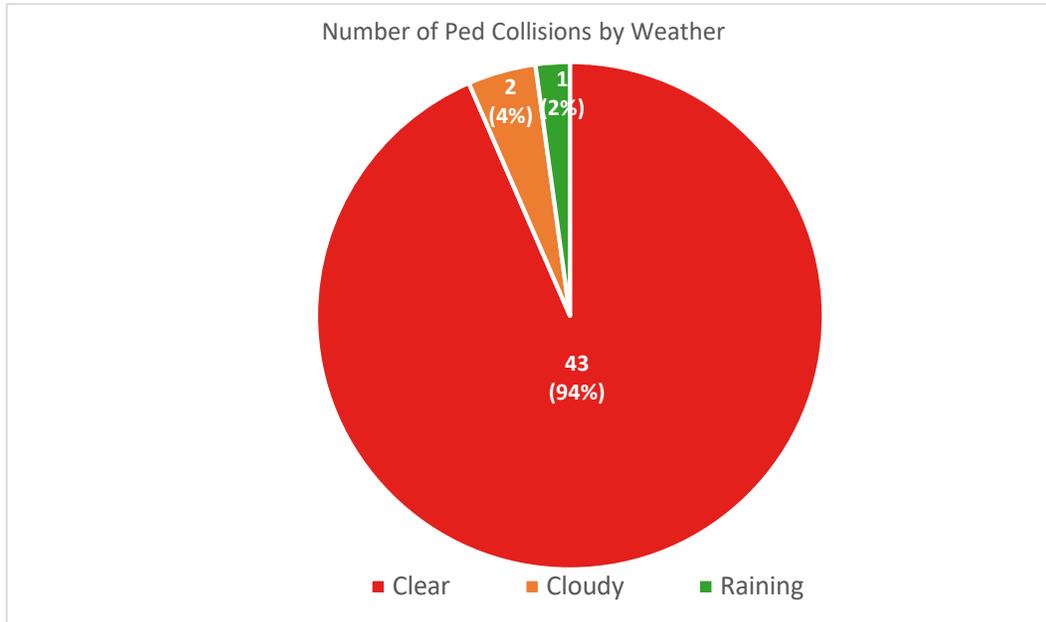
Pedestrian Action	Collisions N (%)
Crossing Not in Crosswalk	19 (41.30%)
Crossing in Crosswalk at Intersection	18 (39.13%)
In Road, Including Shoulder	4 (8.70%)
Not in Road	4 (8.70%)
Crossing in Crosswalk Not at Intersection	1 (2.17%)
Total	46 (100%)

² SWITRS 2006-2015

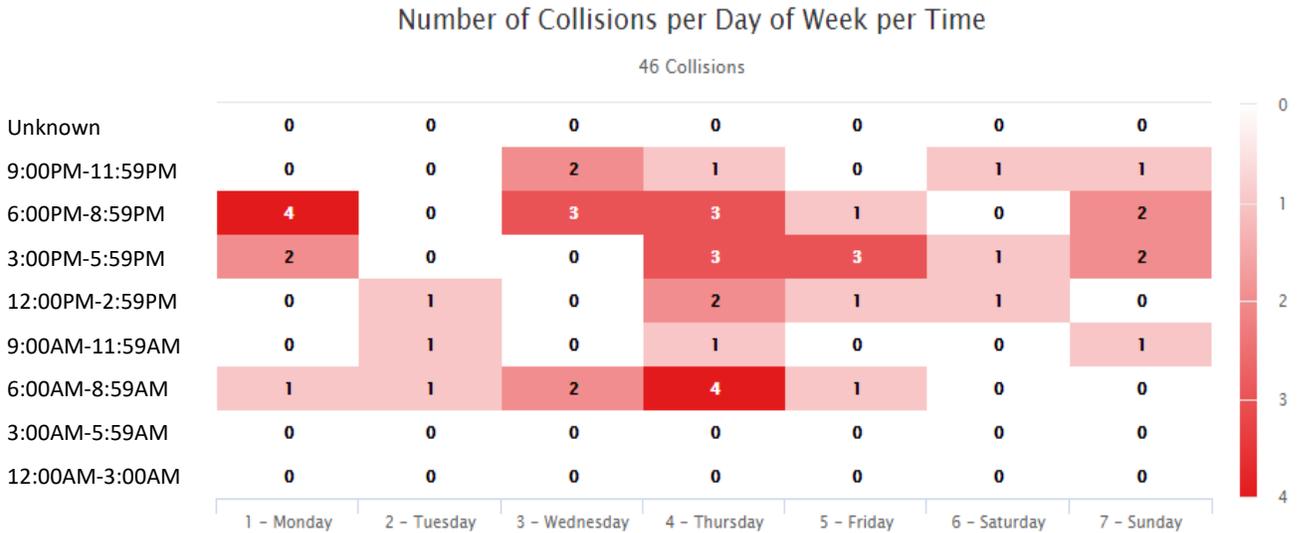
Lighting



Weather



Time of day/day of week

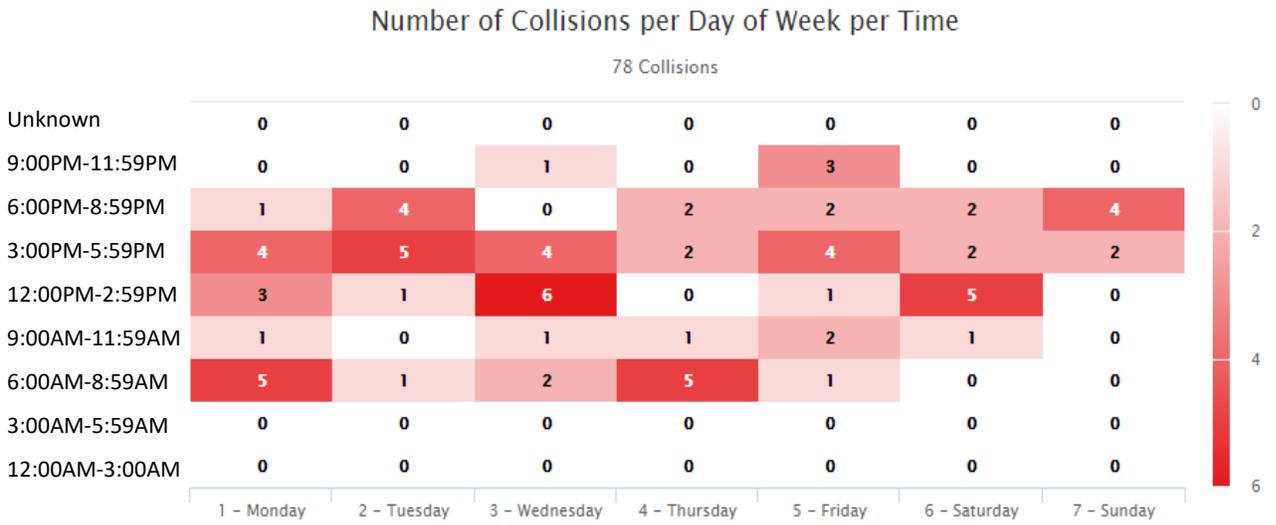


Youth Involved Bicyclist Collisions

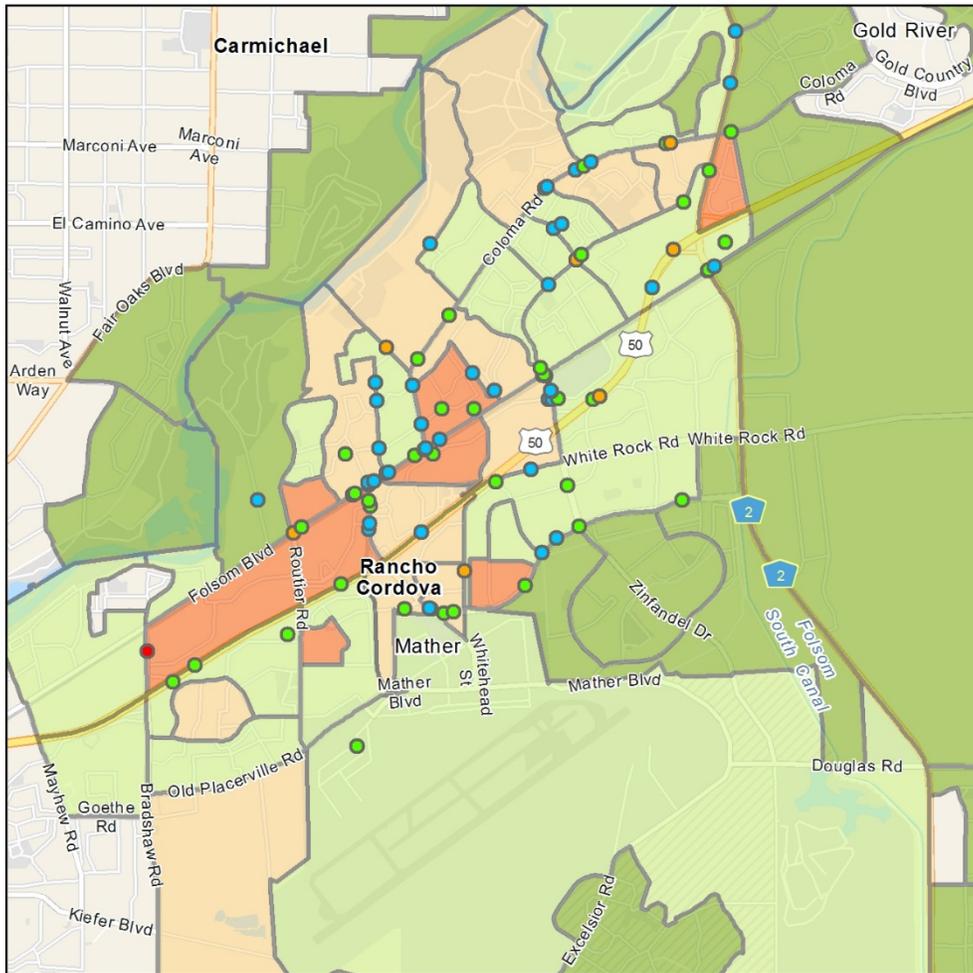
Primary Collision Factor

Type of Violation	Collisions N(%)
Wrong Side of Road	27 (43.83%)
Automobile Right of Way	18 (23.08%)
Traffic Signals and Signs	16 (20.51%)
Improper Turning	5 (6.41%)
Pedestrian Violation	3 (3.85%)
Driving or Bicycling Under the Influence of Alcohol or Drug	2 (2.56%)
- - Not Stated	2 (2.56%)
Other Hazardous Violation	1 (1.28%)
Other Improper Driving	1 (1.28%)
Unsafe Speed	1 (1.28%)
Unsafe Starting or Backing	1 (1.28%)
Unknown	1 (1.28%)
Total	78 (100%)

Time of day/day of week for bicyclist collisions



Rancho Cordova Bicycle Collision Map (2011 - 2015)



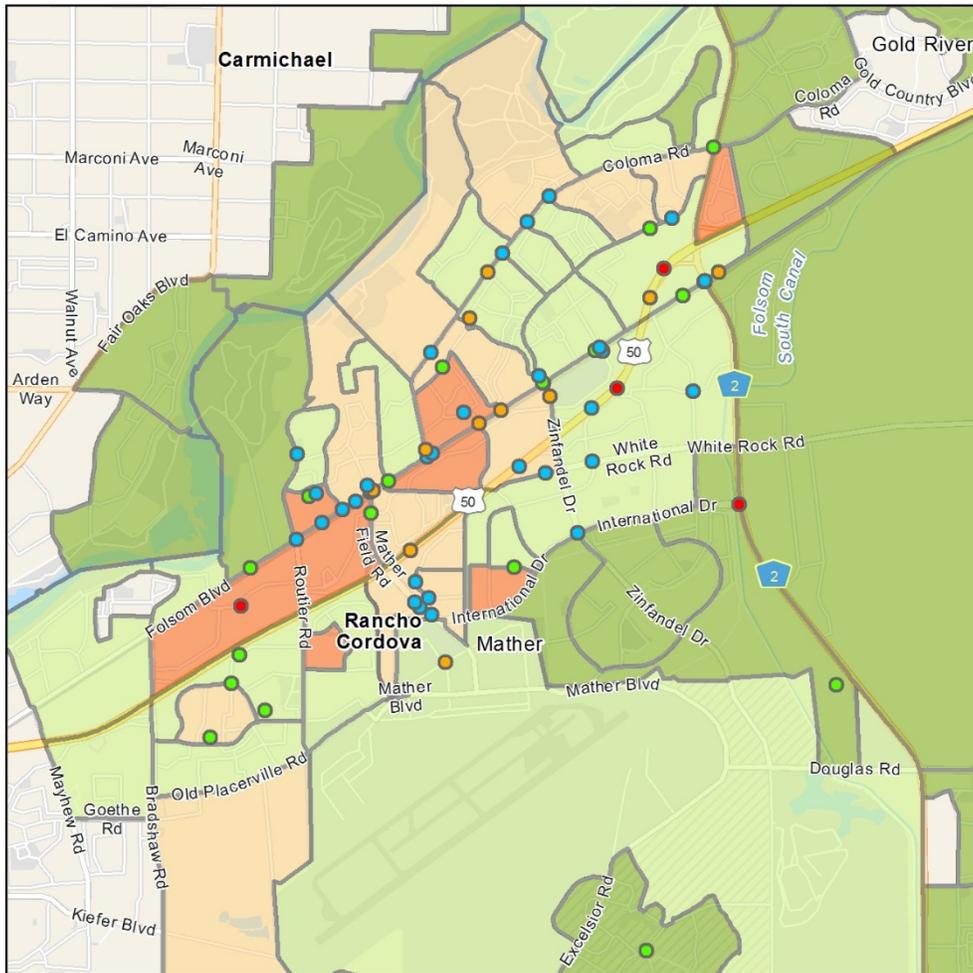
Collision Severity (2011-2015)

- Fatal (2)
- Injury (Severe) (8)
- Injury (Other Visible) (43)
- Injury (Complaint of Pain) (50)

2016 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

Rancho Cordova Pedestrian Collision Map (2011 - 2015)



Collision Severity (2011-2015)

- Fatal (4)
- Injury (Severe) (13)
- Injury (Other Visible) (19)
- Injury (Complaint of Pain) (33)

2016 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

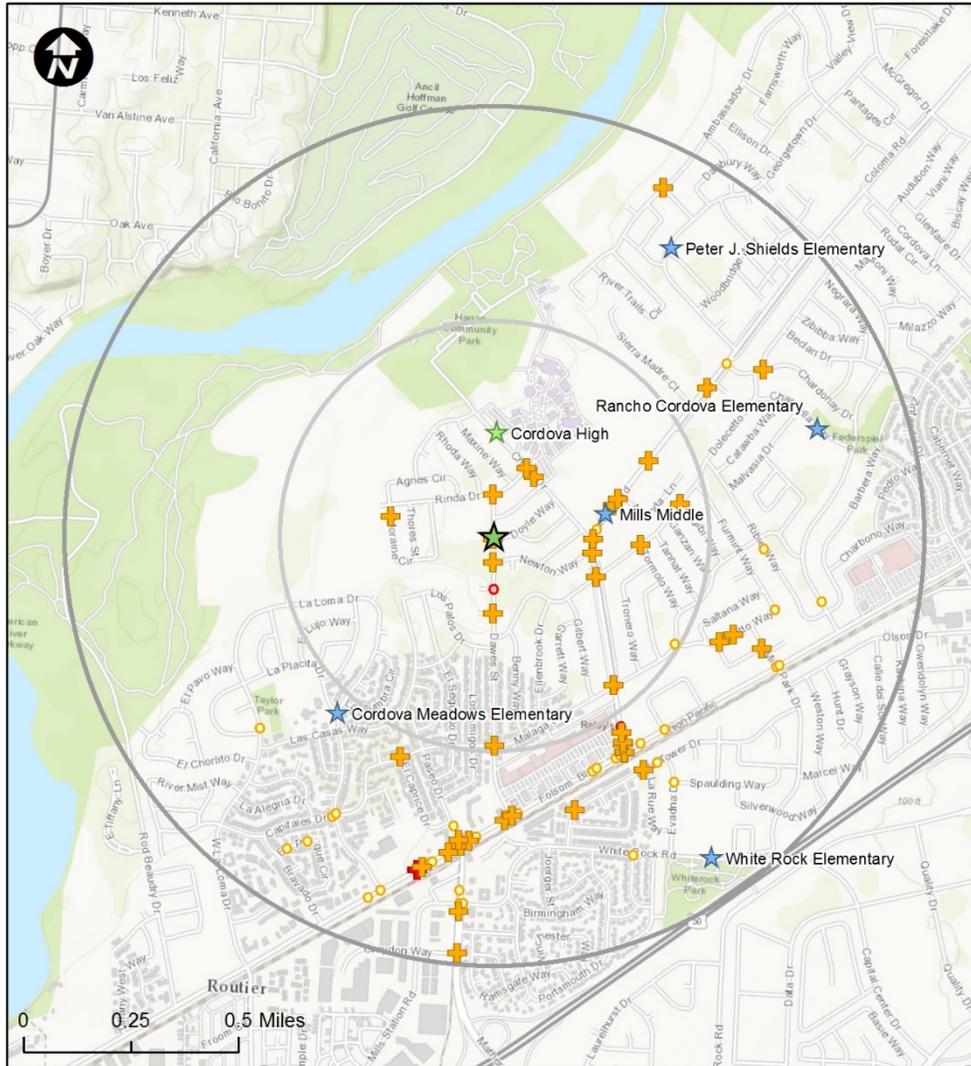
Berkeley SafeTREC

Data Source: Collision - SWITRS 2011 - 2015 (2014 - 2015 data is provisional);
Demographics - Esri, US Census Bureau, and ACS
Date: 7/6/2017

This map shows where all the pedestrian/bicycle injury collisions occurred and may not extend to the city's boundaries.

Rancho Cordova - Cordova Gardens Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

2400 Dawes St., Rancho Cordova, CA 95670-2097; CDSCode: 34673306033153



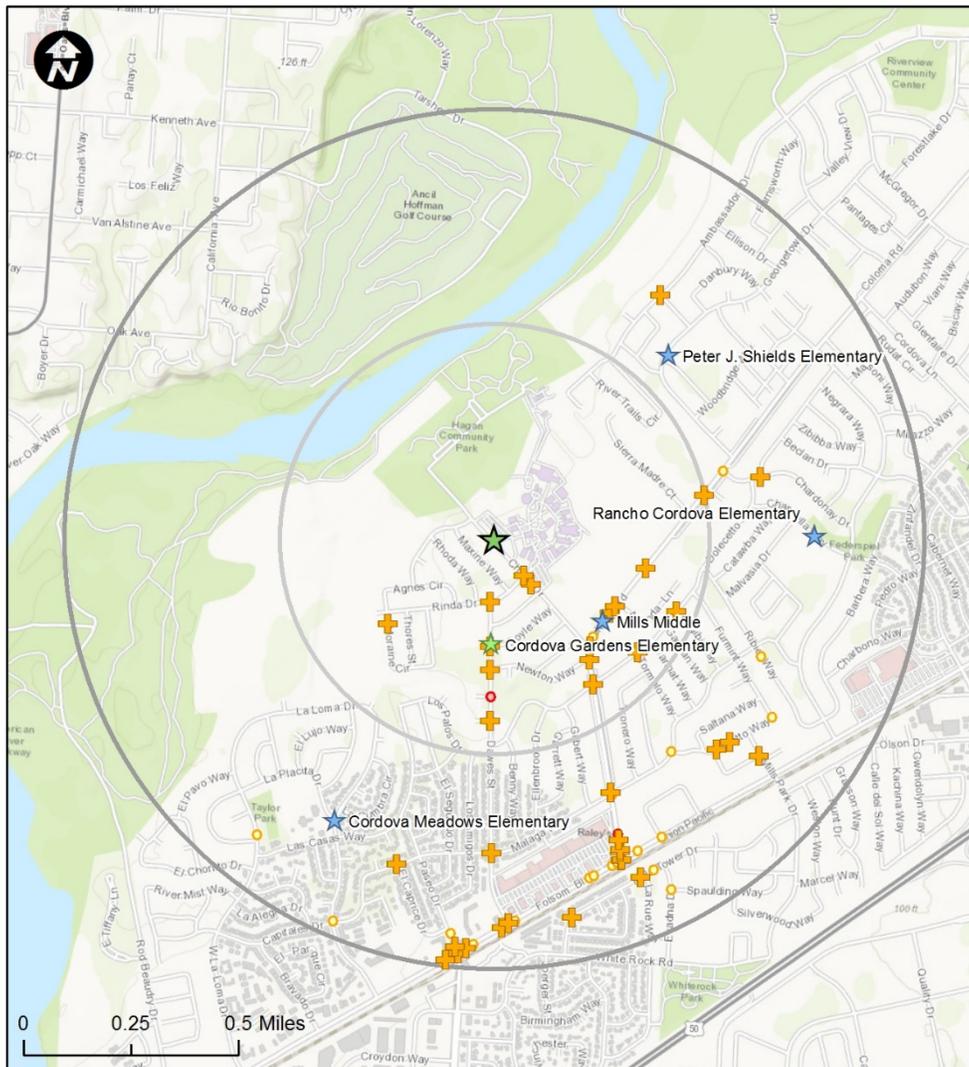
- | Schools by % FRPM | Pedestrian/Bicycle Collisions within 1 Mile |
|-----------------------------|---|
| ★ Middle Income (40-75) (2) | ✚ Fatality (age 5-18) (1) |
| ★ Low Income (>75) (5) | ✚ Injury (age 5-18) (50) |
| | ● Fatality (other) (2) |
| | ● Injury (other) (54) |

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Cordova High

Pedestrian or Bicycle Collisions Near School (2006-2015)

2239 Chase Dr., Rancho Cordova, CA 95670-2039; CDSCode: 34673303431533



Schools by % FRPM

- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (4)

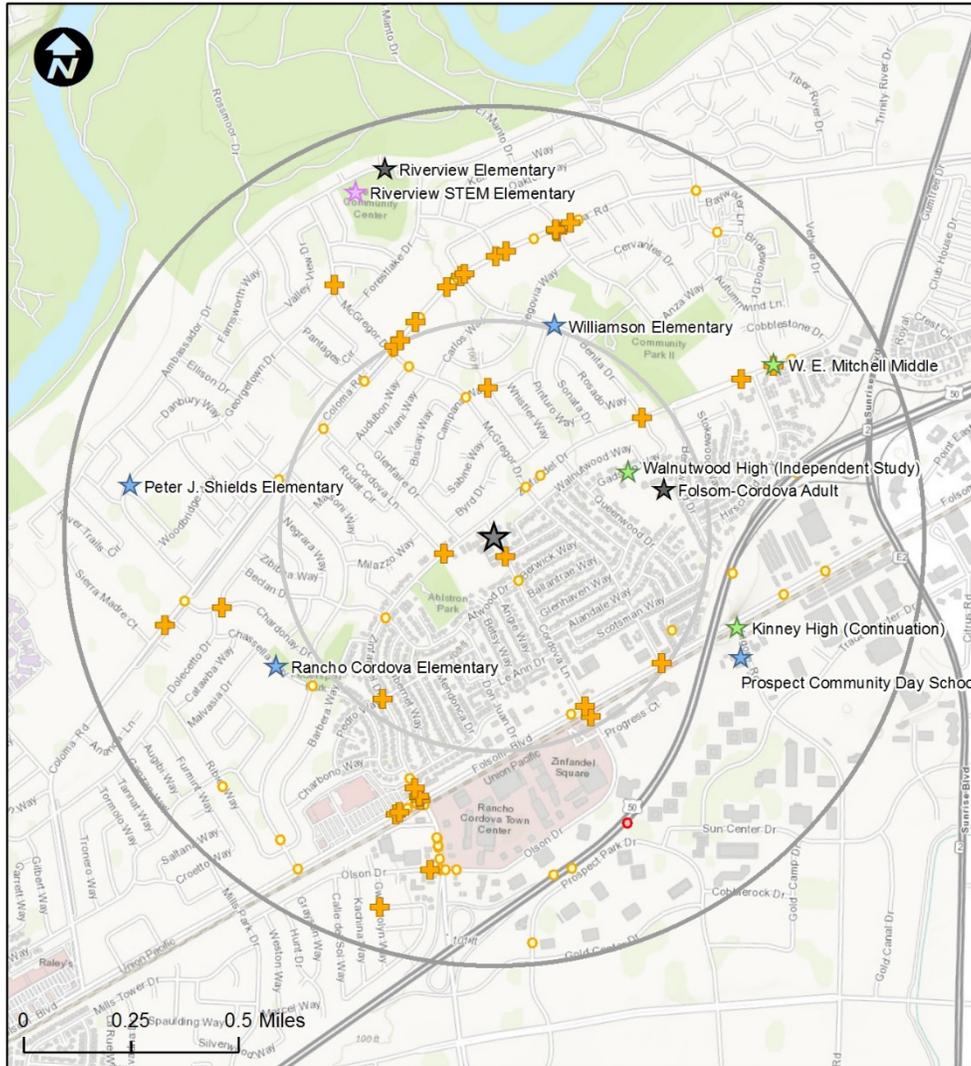
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (47)
- Fatality (other) (2)
- Injury (other) (36)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Cordova Lane Center Pedestrian or Bicycle Collisions Near School (2006-2015)

2460 Cordova Ln., Rancho Cordova, CA 95670-4942; CDSCode: 34673300122978



Schools by % FRPM

- ★ Unknown (4)
- ★ High Income (<40) (1)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (4)

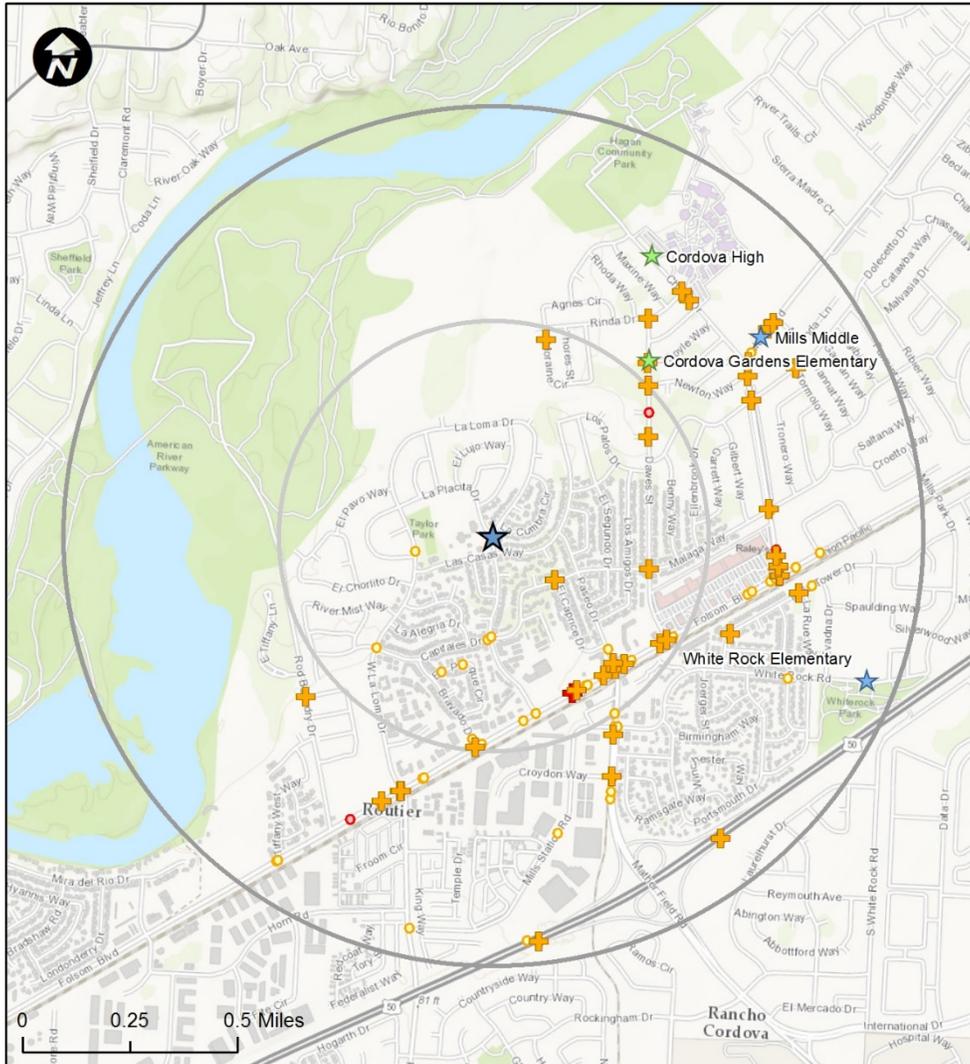
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (35)
- Fatality (other) (2)
- Injury (other) (68)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Cordova Meadows Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

2550 La Loma Dr., Rancho Cordova, CA 95670-3449; CDSCode: 34673306033179



Schools by % FRPM

- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (3)

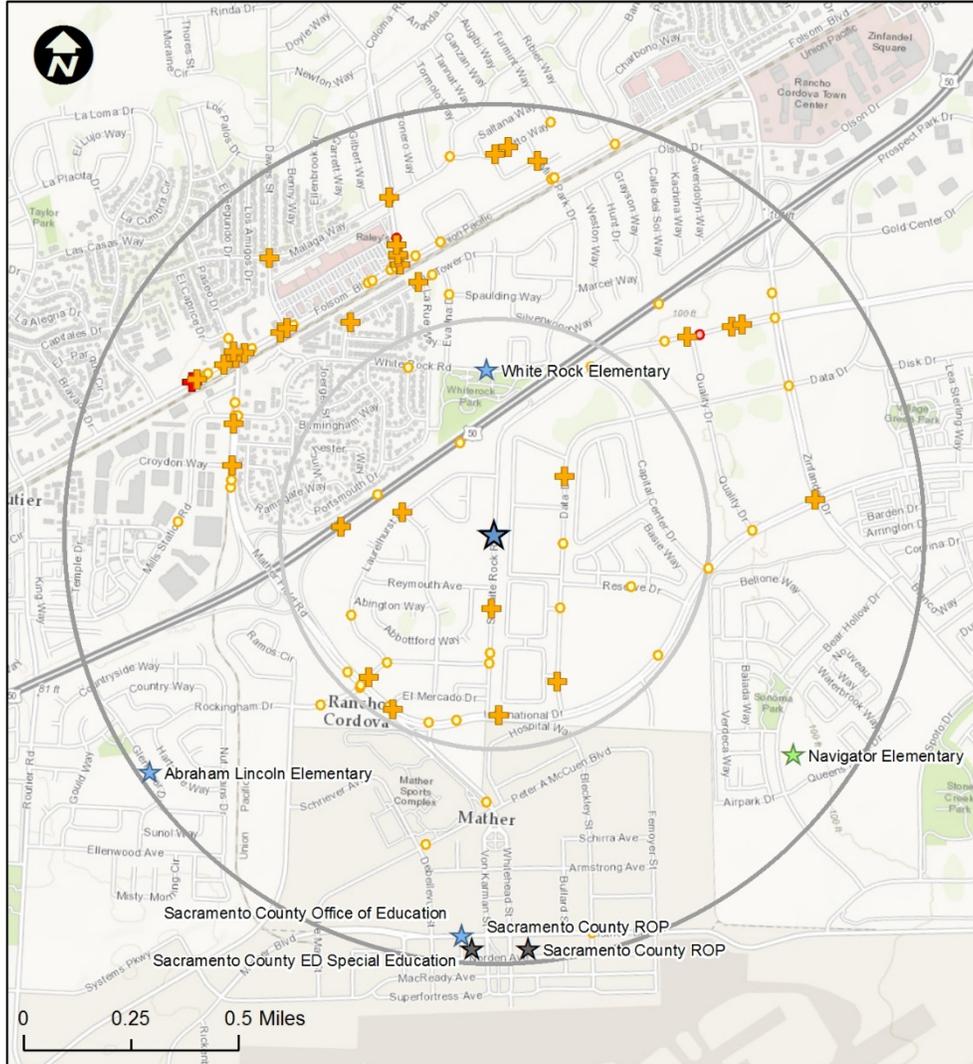
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (51)
- Fatality (other) (3)
- Injury (other) (68)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Cordova Villa Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10359 South White Rock Rd., Rancho Cordova, CA 95670-5799; CDSCode: 34673306033187



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (4)

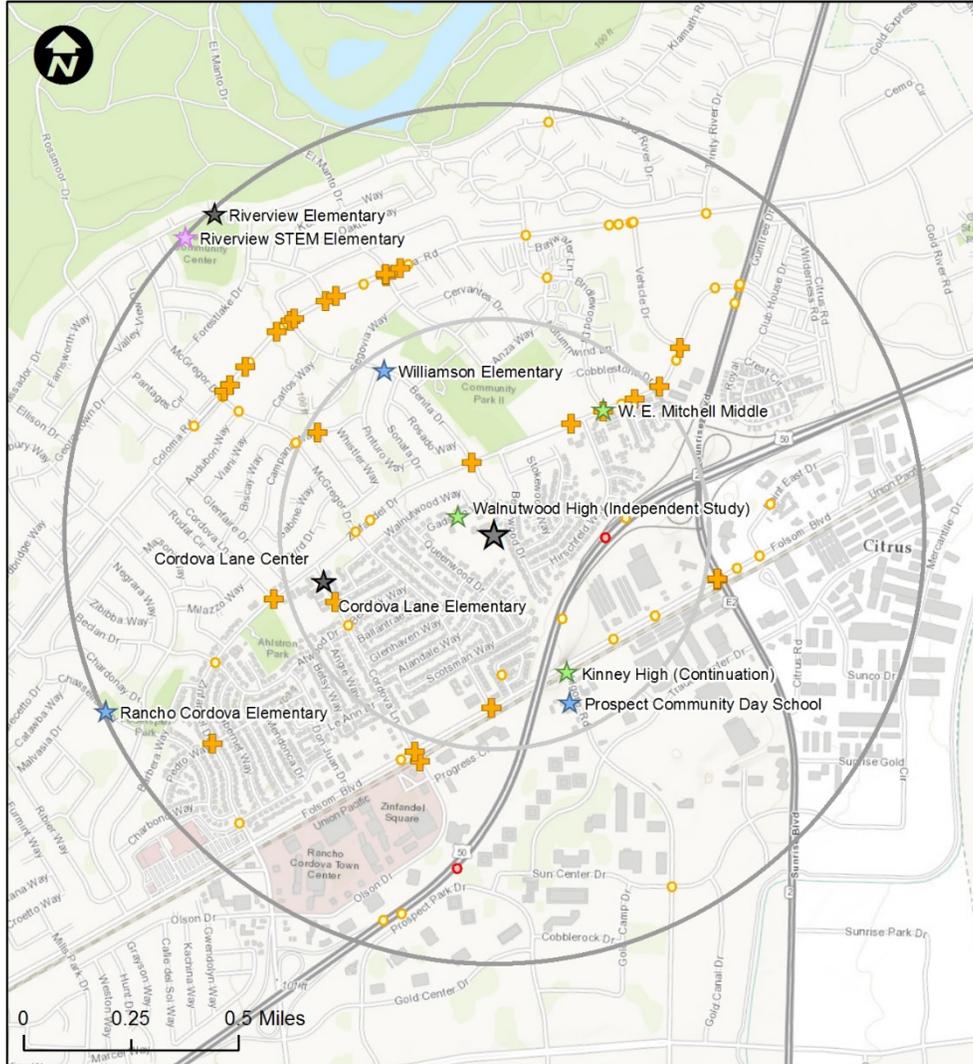
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (40)
- Fatality (other) (2)
- Injury (other) (84)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Folsom-Cordova Adult Pedestrian or Bicycle Collisions Near School (2006-2015)

10850 Gadsten Way, Rancho Cordova, CA 95670-5102; CDSCode: 34673303433034



Schools by % FRPM

- ★ Unknown (4)
- ★ High Income (<40) (1)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (3)

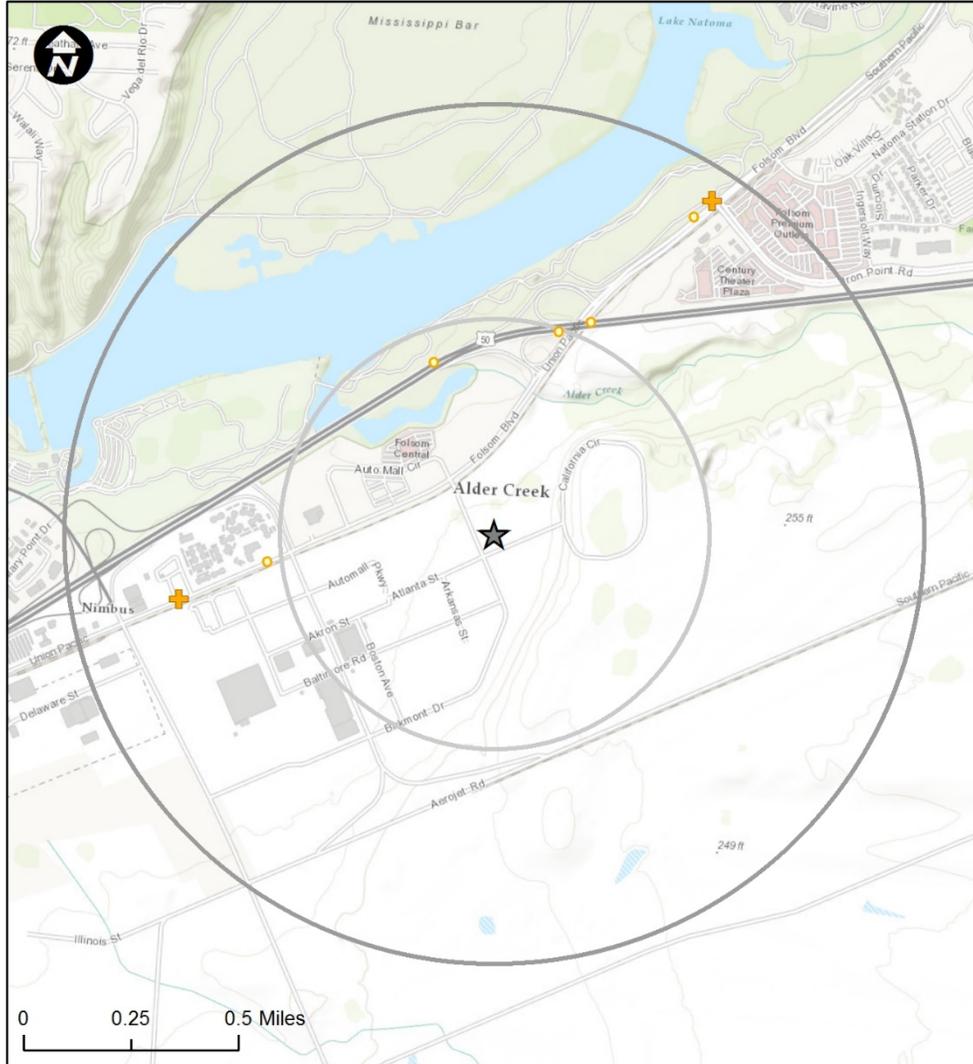
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (29)
- Fatality (other) (2)
- Injury (other) (63)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Folsom-Cordova Unified Pedestrian or Bicycle Collisions Near School (2006-2015)

1965 Birkmont Dr., Rancho Cordova, CA 95742-6407; CDSCode: 3467330000000



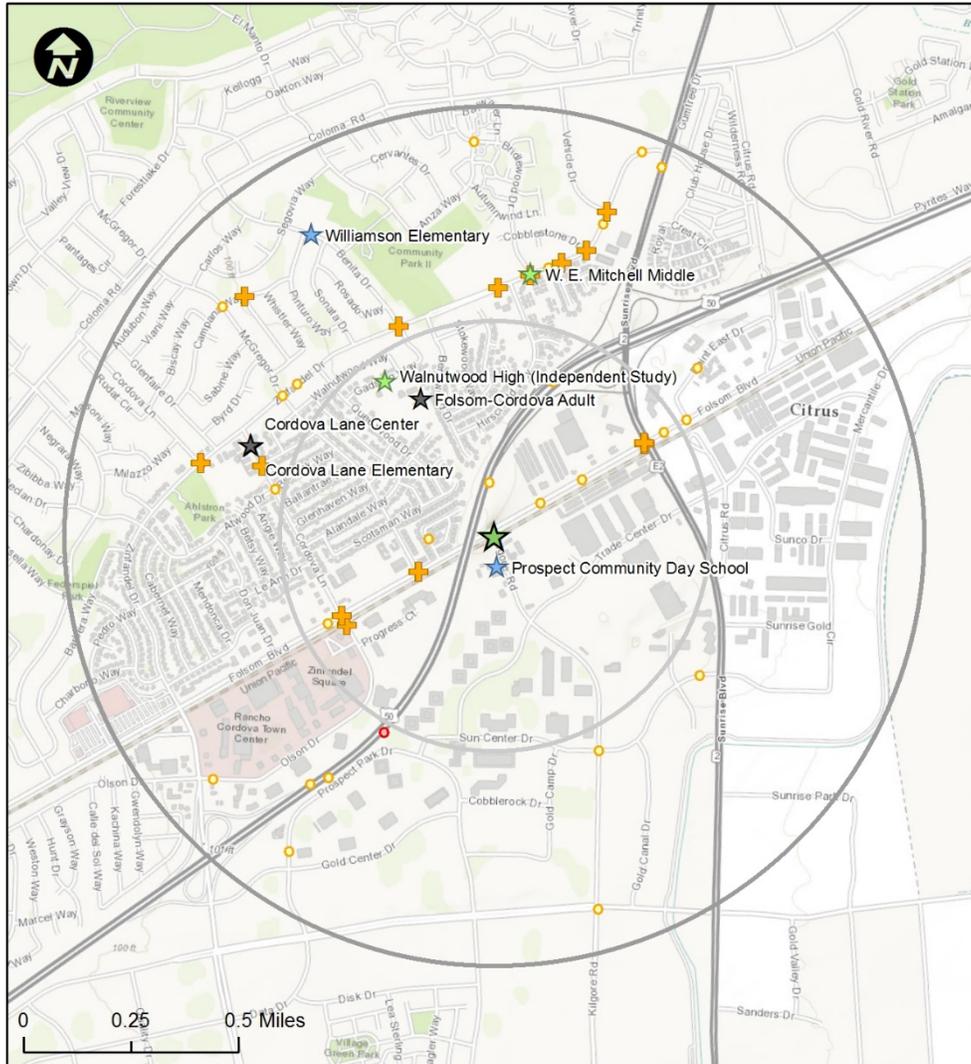
Schools by % FRPM Pedestrian/Bicycle Collisions within 1 Mile

- ★ Unknown (2)
- ✚ Injury (age 5-18) (2)
- Injury (other) (6)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Kinney High (Continuation) Pedestrian or Bicycle Collisions Near School (2006-2015)

2710 Kilgore Rd., Rancho Cordova, CA 95670-6104; CDSCode: 34673303434792



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (2)

Pedestrian/Bicycle Collisions within 1 Mile

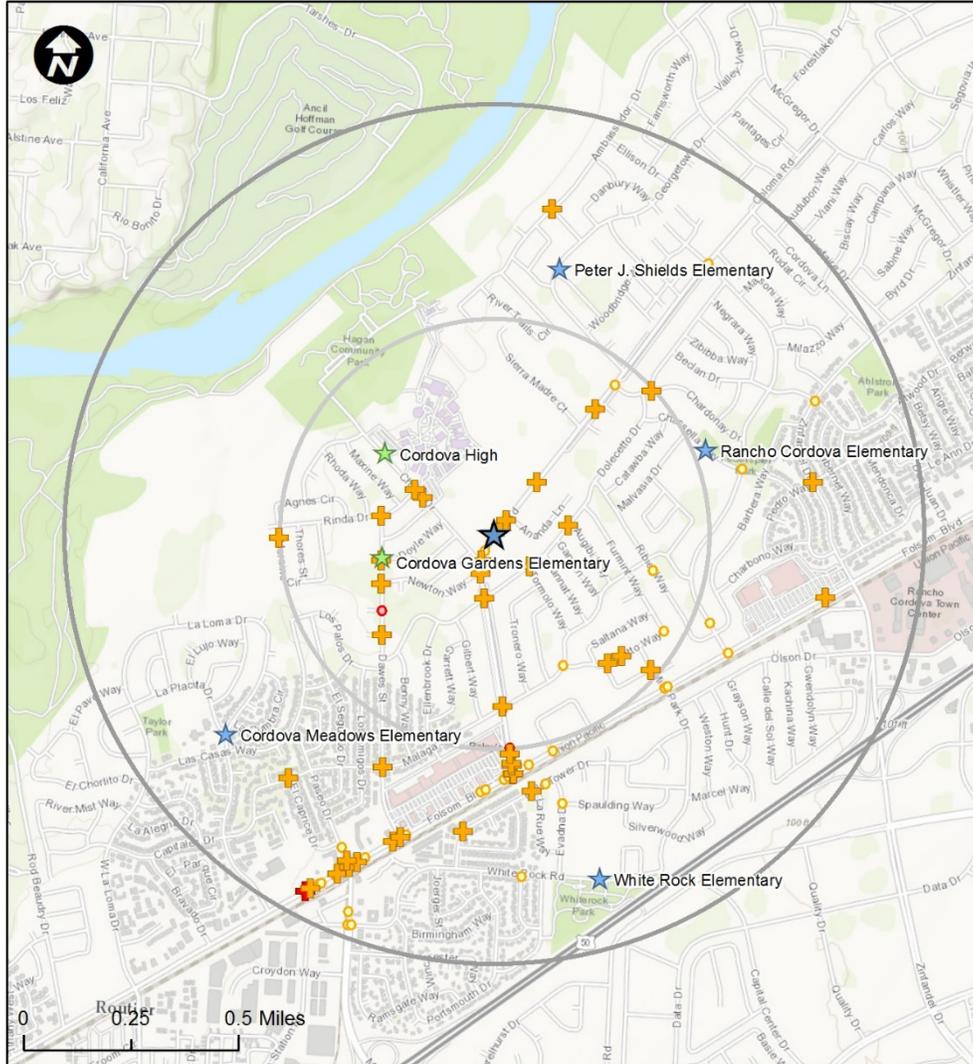
- ✚ Injury (age 5-18) (16)
- Fatality (other) (2)
- Injury (other) (45)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Mills Middle

Pedestrian or Bicycle Collisions Near School (2006-2015)

10439 Coloma Rd., Rancho Cordova, CA 95670-2107; CDSCode: 34673306059190

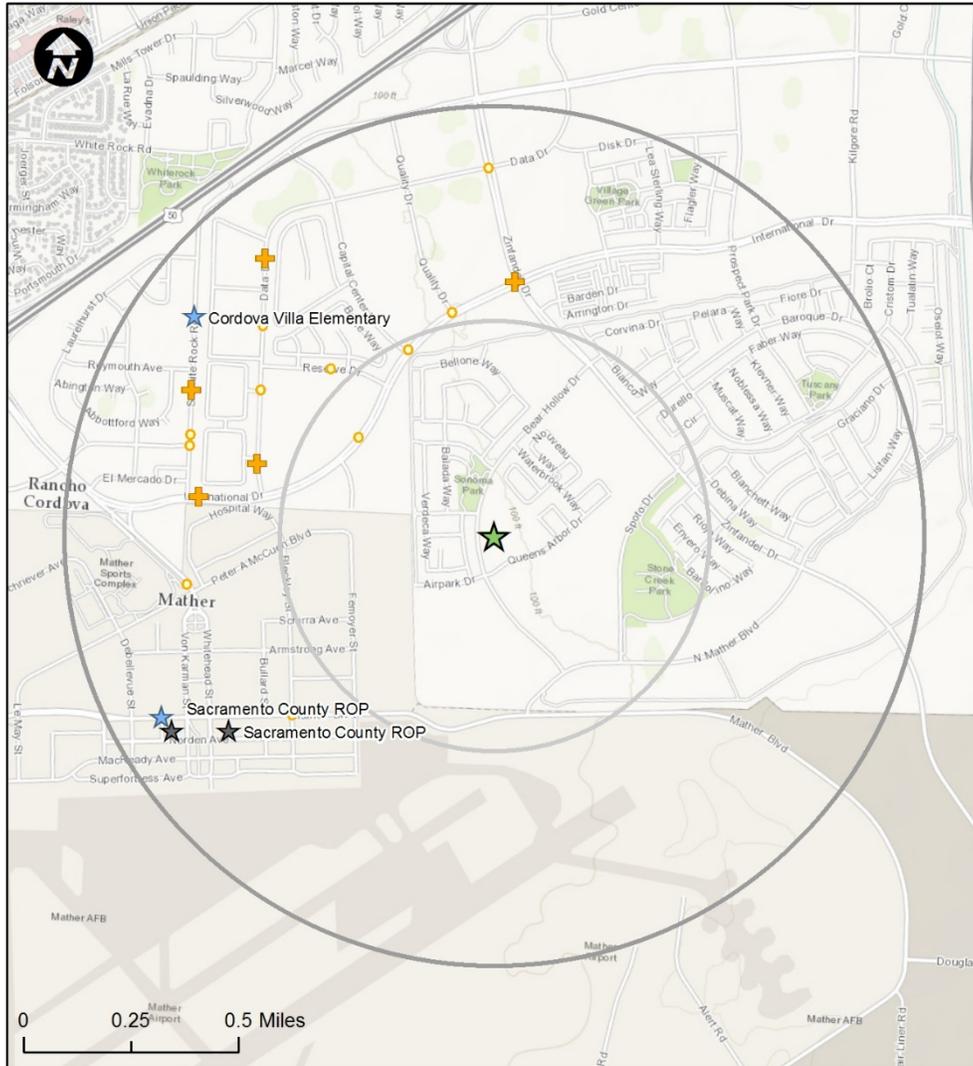


Schools by % FRPM	Pedestrian/Bicycle Collisions within 1 Mile
★ Middle Income (40-75) (2)	✚ Fatality (age 5-18) (1)
★ Low Income (>75) (5)	✚ Injury (age 5-18) (50)
	○ Fatality (other) (2)
	○ Injury (other) (51)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Navigator Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10679 Bear Hollow Dr., Rancho Cordova, CA 95670-6350; CDSCode: 34673300111278



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (2)

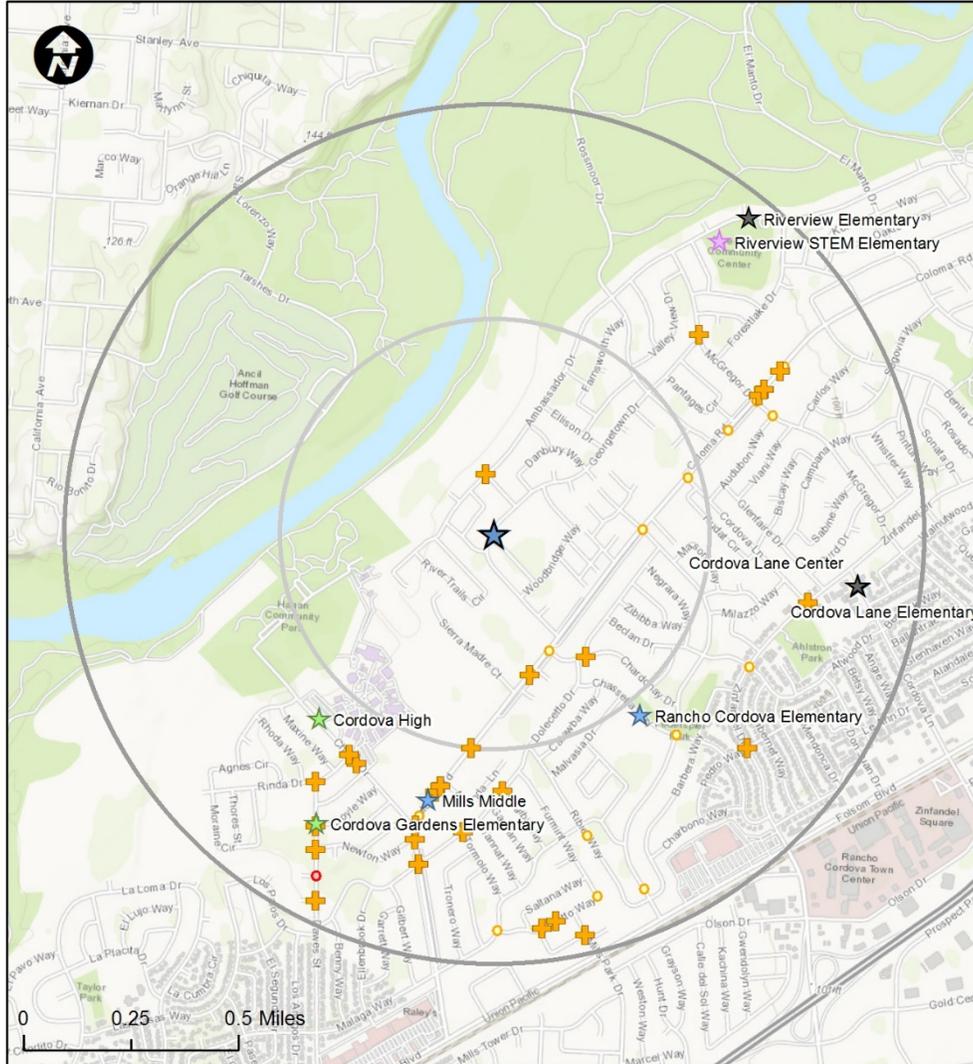
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (5)
- Injury (other) (12)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Peter J. Shields Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10434 Georgetown Dr., Rancho Cordova, CA 95670-2261; CDSCode: 34673306033211



Schools by % FRPM

- ★ Unknown (3)
- ★ High Income (<40) (1)
- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (3)

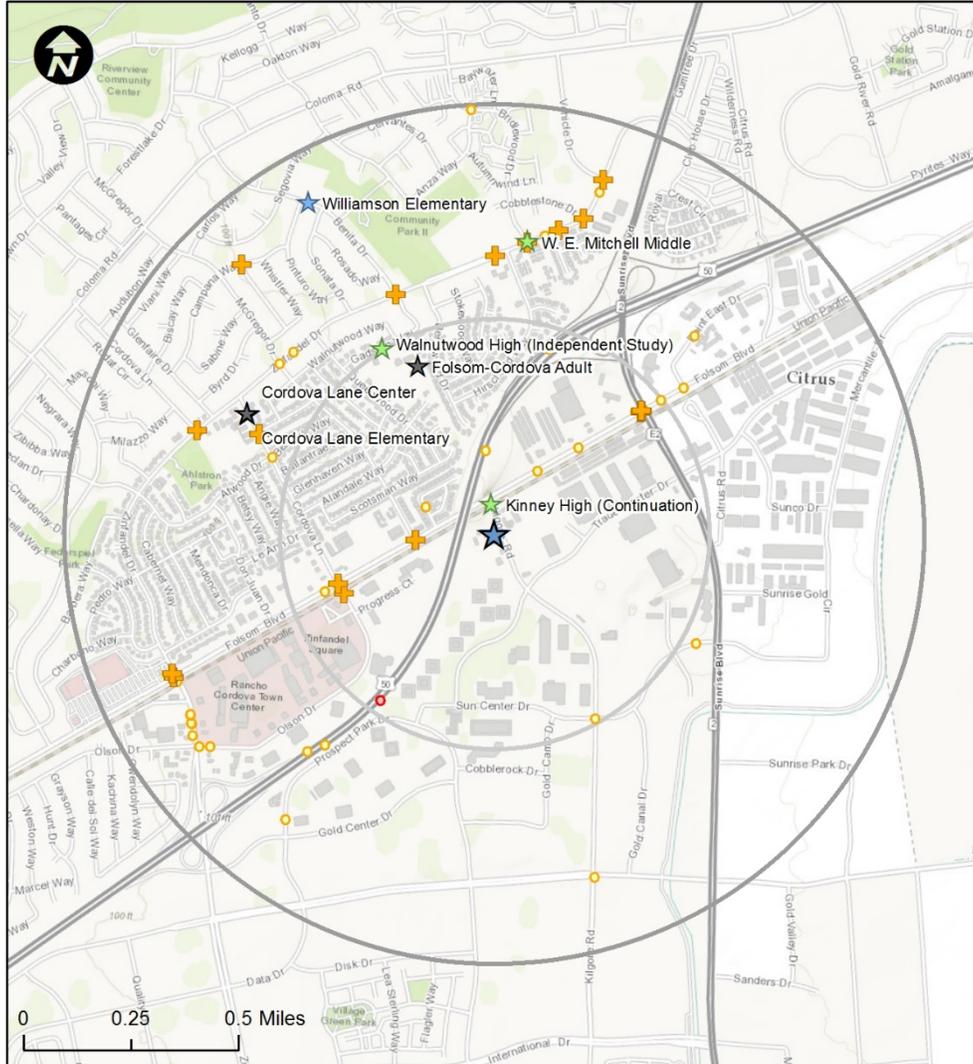
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (29)
- Fatality (other) (1)
- Injury (other) (22)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Prospect Community Day School Pedestrian or Bicycle Collisions Near School (2006-2015)

2710 Kilgore Rd., Rancho Cordova, CA 95670-6104; CDSCode: 34673303430667

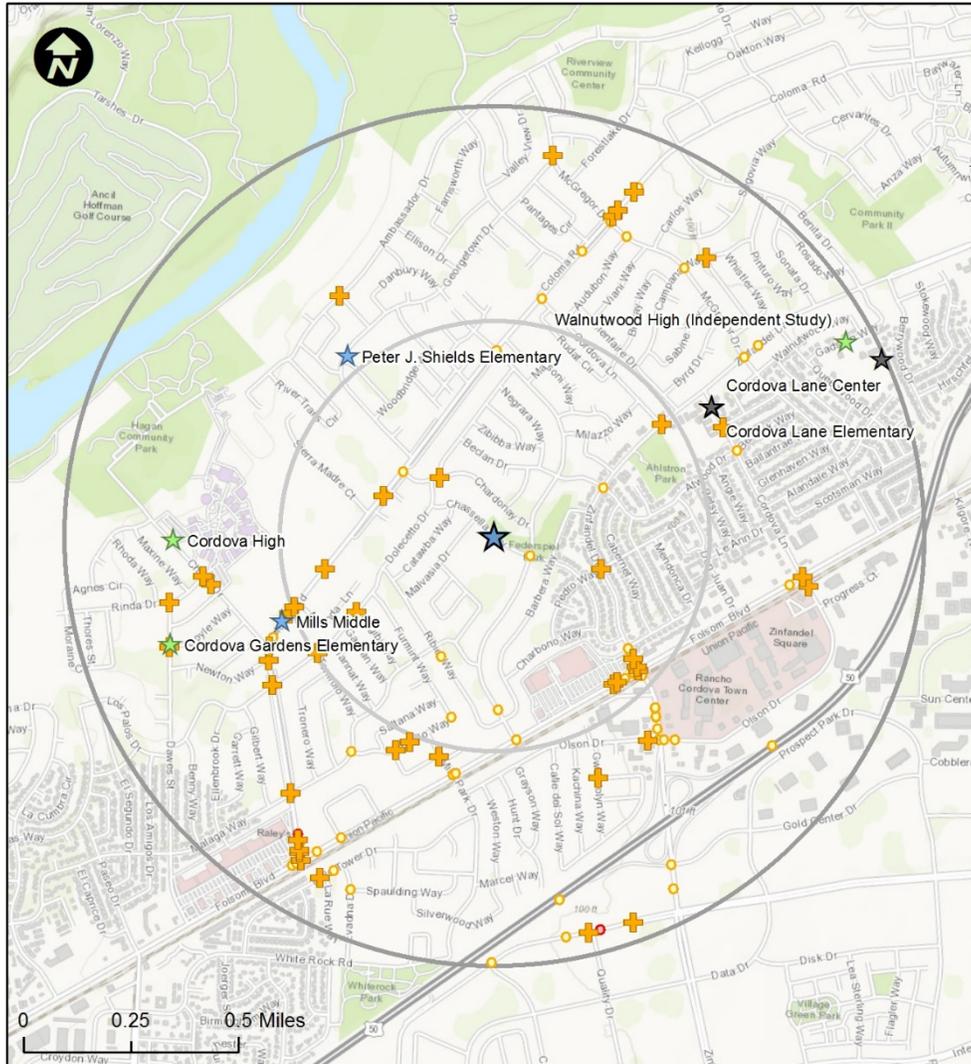


Schools by % FRPM	Pedestrian/Bicycle Collisions within 1 Mile
★ Unknown (3)	✚ Injury (age 5-18) (20)
★ Middle Income (40-75) (3)	● Fatality (other) (2)
★ Low Income (>75) (2)	● Injury (other) (53)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Rancho Cordova Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

2562 Chassella Way, Rancho Cordova, CA 95670-3740; CDSCode: 34673306033229



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (3)

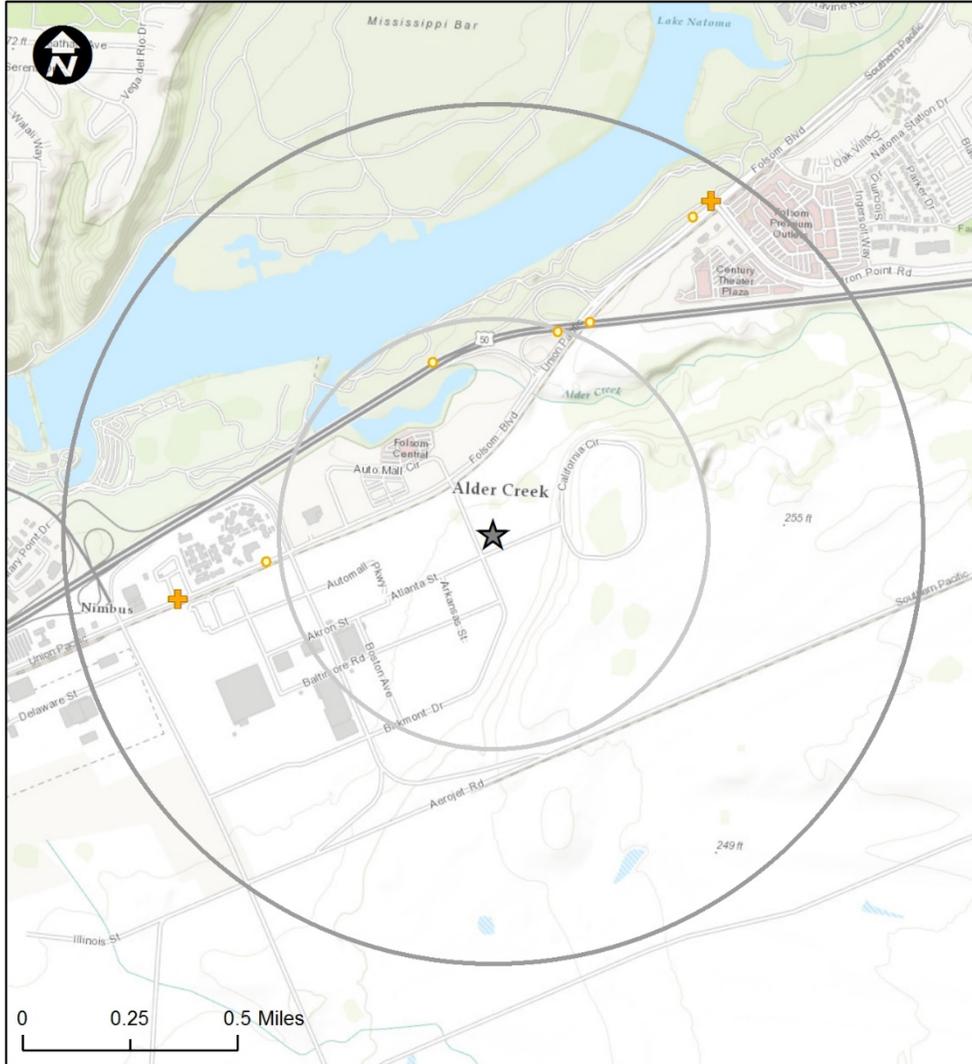
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (52)
- Fatality (other) (2)
- Injury (other) (75)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Reymouth Special Education Center Pedestrian or Bicycle Collisions Near School (2006-2015)

1965 Birkmont Dr., Rancho Cordova, CA 95742-6407; CDSCode: 34673306033237



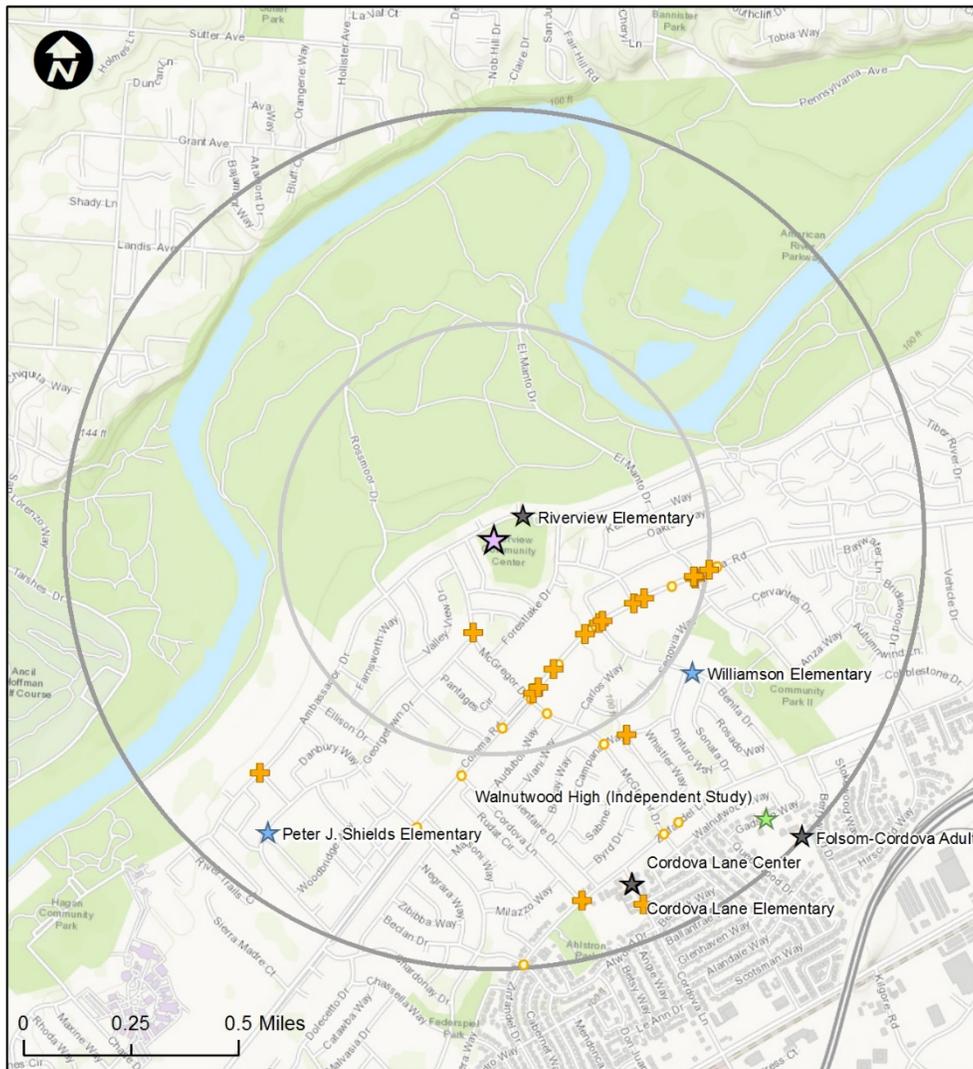
Schools by % FRPM Pedestrian/Bicycle Collisions within 1 Mile

- ★ Unknown (2)
- ✚ Injury (age 5-18) (2)
- Injury (other) (6)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Riverview STEM Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10700 Ambassador Dr., Rancho Cordova, CA 95670-2406; CDSCode: 34673300129676



Schools by % FRPM

- ★ Unknown (4)
- ★ High Income (<40) (1)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (2)

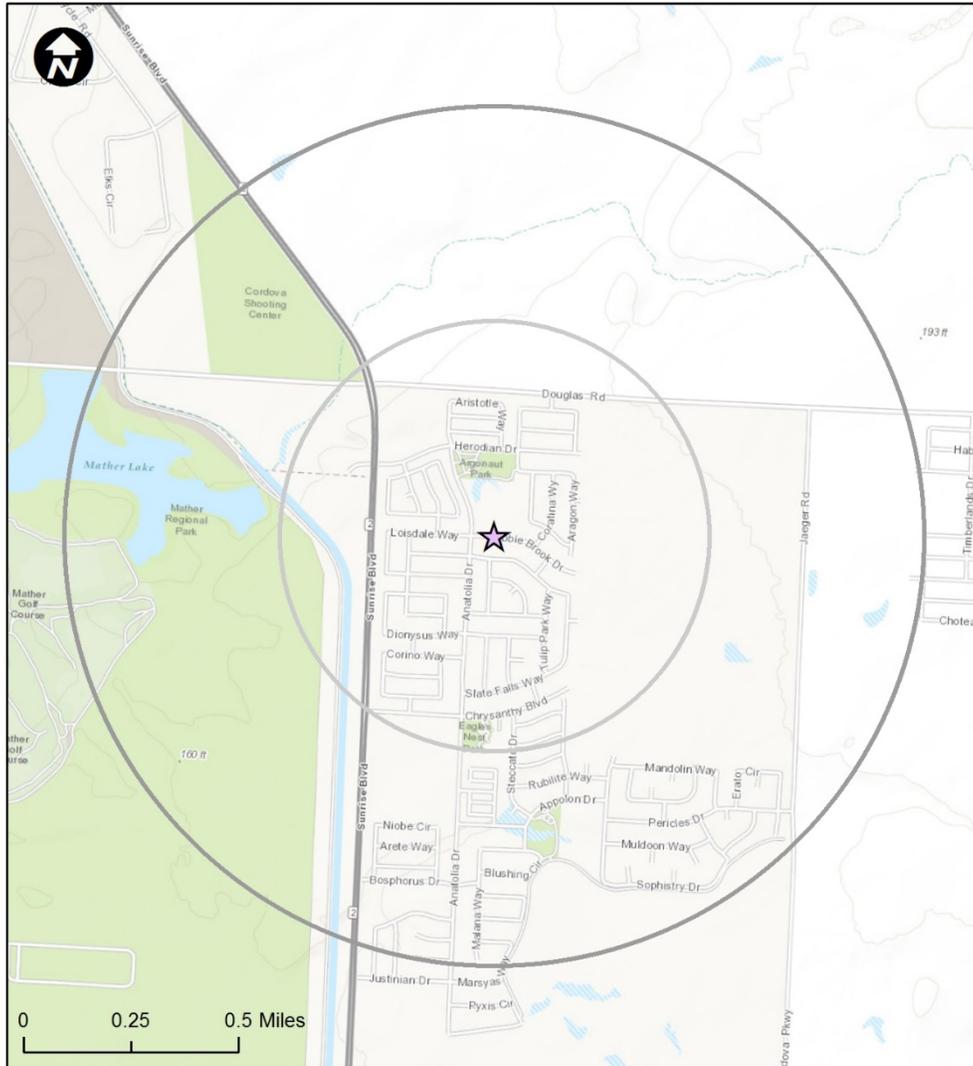
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (18)
- Injury (other) (19)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Sunrise Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

11821 Cobble Brook Dr., Rancho Cordova, CA 95742-8008; CDSCode: 34673140114702



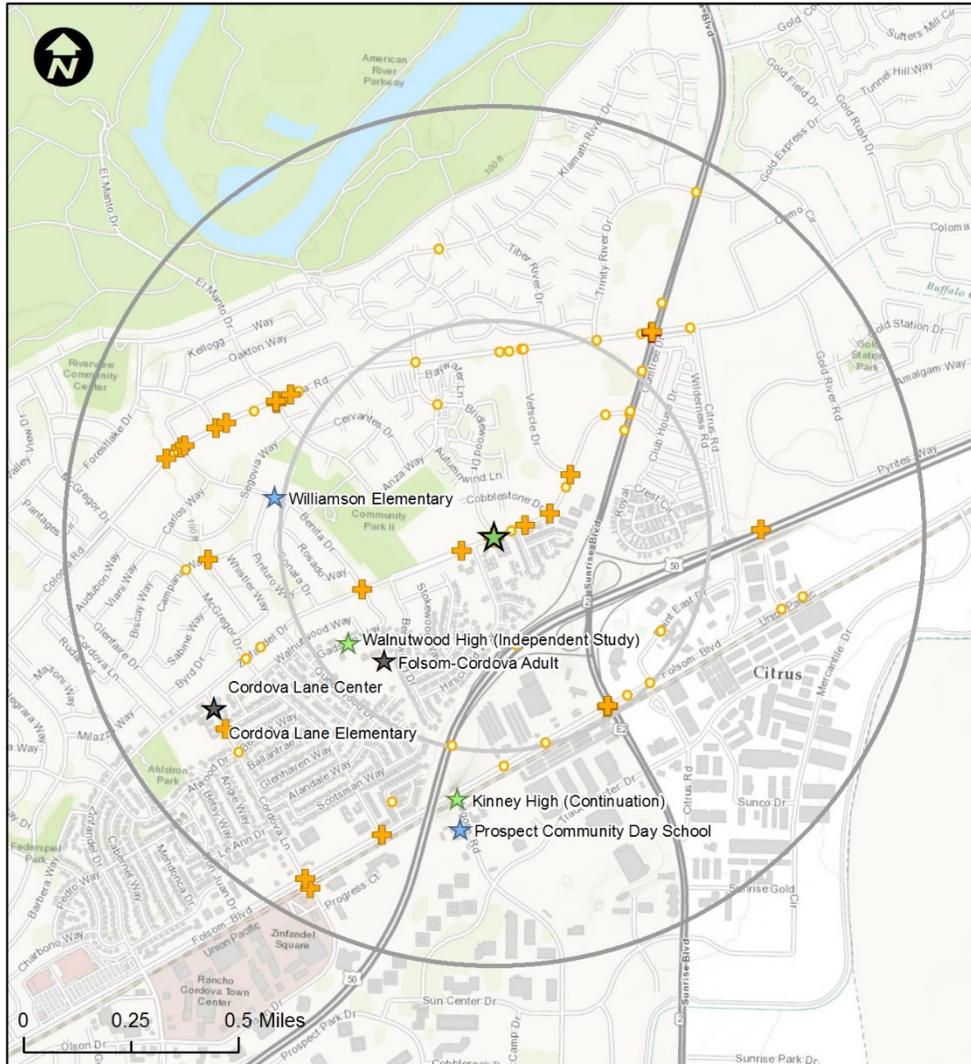
Schools by % FRPM

- ★ High Income (<40) (1)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - W. E. Mitchell Middle Pedestrian or Bicycle Collisions Near School (2006-2015)

2100 Zinfandel Dr., Rancho Cordova, CA 95670-5228; CDSCode: 34673306059208



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (2)

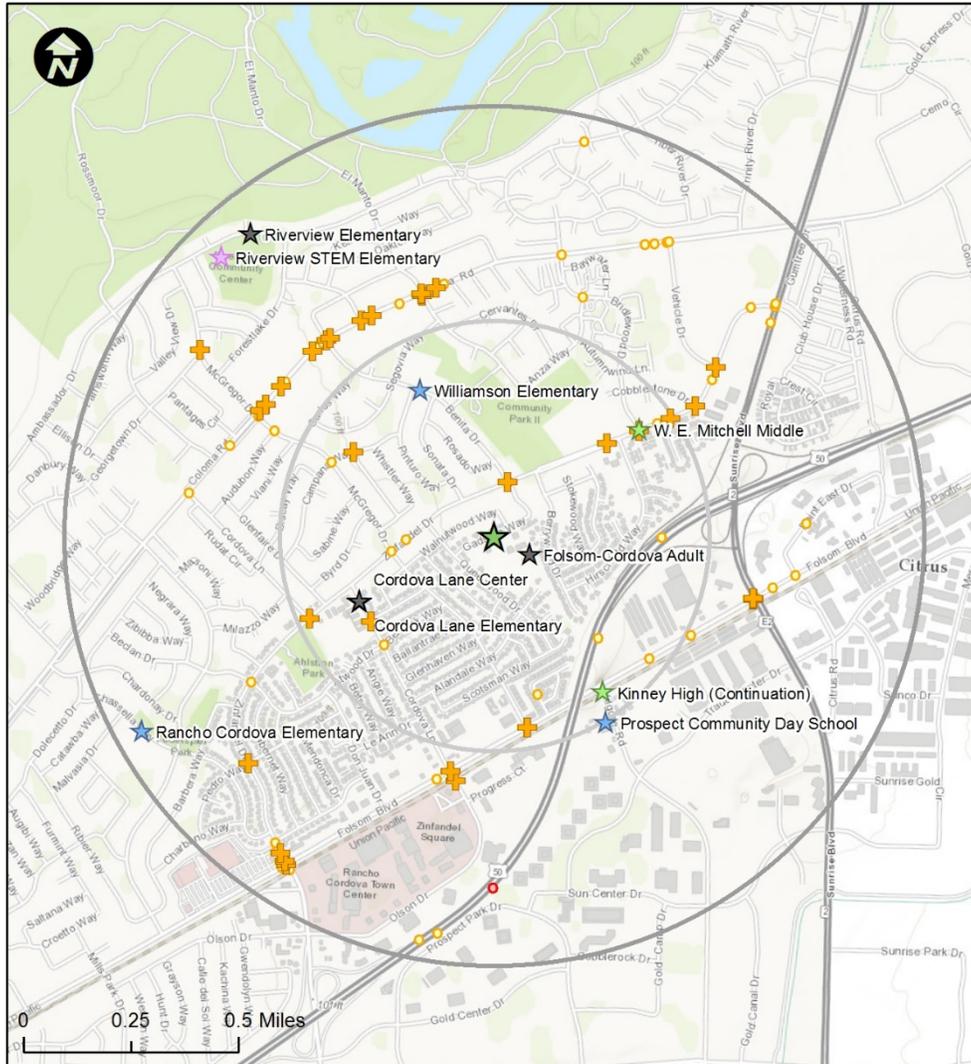
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (26)
- Fatality (other) (1)
- Injury (other) (59)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Walnutwood High (Independent Study) Pedestrian or Bicycle Collisions Near School (2006-2015)

10850 Gadsten Way, Rancho Cordova, CA 95670-5102; CDSCode: 34673303430501



Schools by % FRPM

- ★ Unknown (4)
- ★ High Income (<40) (1)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (3)

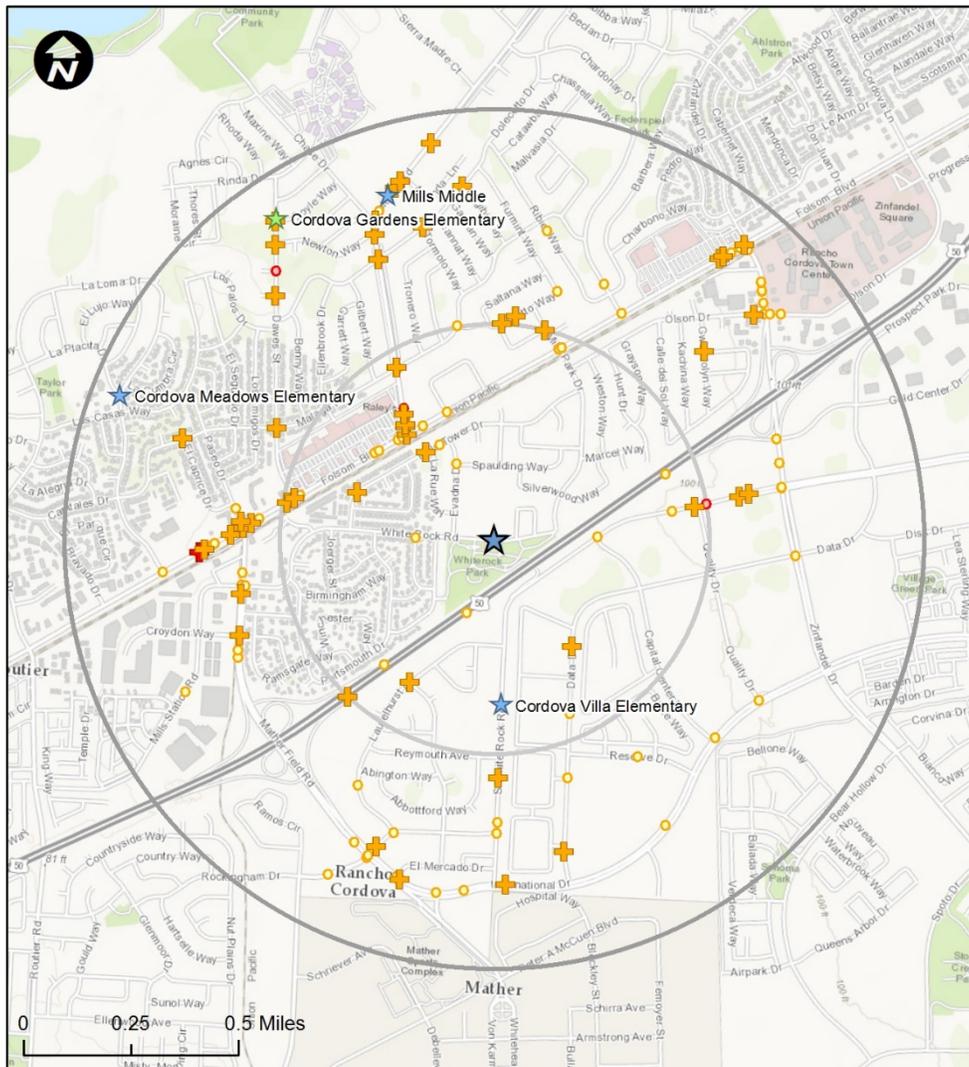
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (35)
- Fatality (other) (2)
- Injury (other) (69)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - White Rock Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10487 White Rock Rd., Rancho Cordova, CA 95670-5530; CDSCode: 34673306033278



Schools by % FRPM

- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (4)

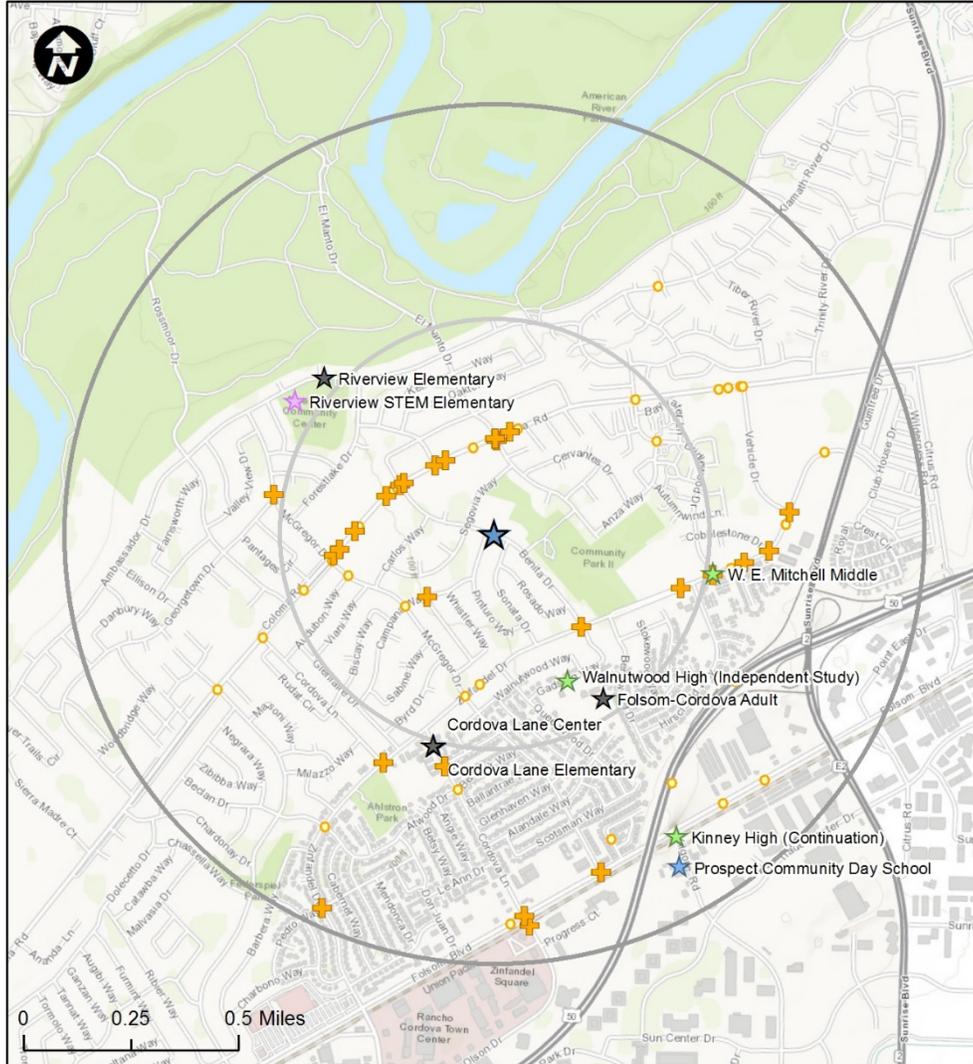
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (58)
- Fatality (other) (3)
- Injury (other) (105)

Collision Data Source: SWITRS 2006-2015

Rancho Cordova - Williamson Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

2275 Benita Way, Rancho Cordova, CA 95670-5299; CDSCode: 34673306033286



- | Schools by % FRPM | Pedestrian/Bicycle Collisions within 1 Mile |
|-----------------------------|---|
| ★ Unknown (4) | ✚ Injury (age 5-18) (27) |
| ★ High Income (<40) (1) | ● Fatality (other) (1) |
| ★ Middle Income (40-75) (3) | ● Injury (other) (44) |
| ★ Low Income (>75) (2) | |

Collision Data Source: SWITRS 2006-2015

APPENDIX F. SAFE ROUTES TO SCHOOL WORKSHOP SUMMARY

On September 7, 2017, a Safe Route to School Launch Workshop was held in Rancho Cordova. Workshop participants included school and School District staff, City staff, County public health department staff, community organizations, and other community members. This summary includes the notes from the individual and group exercises conducted during the workshop.

VISIONING POST IT NOTE EXERCISE

At the beginning of the workshop, participants were asked to write their vision for the Rancho Cordova Safe Routes to School program on Post It Notes. The following are the written comments. Comments are provided verbatim.

Safe Routes to School in Rancho Cordova is...

- Program for nonpublic schools
- Students walking and biking to school
- Connecting schools to recreation – American River Bikeway
- Project bike smart – 5th grader
- Well-funded program
- Connected communities
- Education component for bicycles and pedestrians
- Traffic calming to encourage slower speeds
- Easy and convenient
- Safe walking paths for student to walk to school
- Zero accidents
- More focus on bike ped
- A safe route for kids (anyone) to local schools – walking, bicycling, skateboarding, etc
- Designated visually safe route – separated from motorized vehicles

CHALLENGES POST IT NOTE EXERCISE

Participants were asked to write down on Post It Notes what they feel are the top three challenges to student transportation in Rancho Cordova. Comments are provided verbatim.

Access

- Working bicycles
- Helmets

Supervision

- Students walking and biking to school
- No crossing guards

Behavior/Culture

- Unsafe cyclist behavior
- Unsafe driver behavior
- Changing parent behavior
- Speeding

- Distracted driving
- Distracted walking
- Fear

Infrastructure

- Crosswalks
- Sidewalks
- Connecting sidewalks
- Distance
- Busy roads near school

Funding

- Coordinator

OPPORTUNITIES POST IT NOTE EXERCISE

Participants were asked to write down on Post It Notes what they feel are the top three opportunities to improve student transportation in Rancho Cordova. Comments are provided verbatim.

Supervision

- If kids could travel in groups
- Adult supervision

Carpooling

- Carpool
- Encourage carpooling

Infrastructure

- Class 4 bike lanes
- The Folsom canal
- Wider sidewalks
- Class 1 bike lanes
- Connected system
- Clean off road paths to get to school
- Well lit roads
- Identify missing gaps on sidewalks and bikeways to each school
- Connecting schools to parks to get kids off roads
- American River Parkway = great transportation resource
- Amenities: Parks, American River Parkway, Children’s Museum, Wetlands, Trails

Other

- Helmet giveaway
- No one can argue with wanting safer routes for kids to get to/from school

BEES TO THE E'S

Participants were asked to brainstorm new ideas for strategies and activities in the 6 Es categories. Comments are provided verbatim.

Education

- Education of students on the danger of being a distracted walker – i.e. cellphones, earbuds
- Explore the training and funds available through schools insurance authority for crossing guards
- Bike Smart Teaching
- Adult traffic guards
- Create a walking to school app for walking school bus

Equity

- Provide bicycles to low-income families
- Mapping
 - health (obesity, asthma)
 - collisions
 - traffic situations
 - low income
 - access to car
- prioritize solution based on metrics

Enforcement

- Citation on campuses by school officials
- Training safety guards
- Signage
- Police officers at dropoff zones
- Random police presence to ticket, cite traffic problems
- More RCPD to monitor crosswalks
- Students trained by community to regulate students
- Help educate community on needs around school zones
- PokemonGo on safe route to school

Encouragement

- Punch card for kids who walk to school
- Bring technology in to it
- Kaiser donate fitbit and kids track steps for prizes
- Sports teams support tracking steps
- SRTS signs in parks – good places to meet, good for remote drop-offs

ACTION PLANNING EXERCISE

Participants worked in groups to identify goals, actions, key steps, and potential implementation leaders to support Safe Routes to School in Rancho Cordova. Comments are provided verbatim, asterisks represent participants' prioritization of goals and actions.

Group one

Goals

- **Parks and school district and city collaboration
- Focus on creating safe environments
- *mode share
- *a behavior to be safer
- Fewer collisions
- **Increase connectivity and accessibility
- Improve bike ped infrastructure
- **create a culture of active transportation
- Establish action plan that programs fund and focuses on sustainability
- Program that acknowledges policy A
- Technology driven

Actions

- *Establish SRTS working group
- Prioritize safety needs and develop standards
- Implement all E's and collect data
- Education and Encouragement
 - Rely on community partners
 - Marketing/signage
 - Curriculum
 - **Civic engagement/youth projects
 - Vision Zero
 - Establish communication strategy and working group structure
 - Identify school based/local champions
 - *brand SRTS
 - Low hanging fruit and early wins

Key Leaders

- CORC
- CRPD
- FCUSD
- CCC
- Walk Sacramento
- *Neighborhood groups
- Sacramento County Public Health

Group Two

Goals

- *****Safety and safety awareness
- *work collaboratively with key stakeholders
- Increase walkers and bikers
- **increase attendance and getting to school on time

Actions

- Safety training for students/staff/volunteers
- Signage
- ****Speed control/reduction
- Rules and regulations for volunteers?

Key Leaders

- Didn't answer

Group three

Goals

- *****Task force
- ****Coordinator
- *buy-in from school district
- **city-wide SRTS plan
- *Project Bike Smart for 5th graders
- Additional police/school officers
- Enforcement/education for peds and cyclists
- *Infrastructure improvements around schools (gap closures, traffic calming)
- *Bike parking/storage
 - Matrix for each school
 - Additional bike racks (enclosed)

Actions

- *annual evaluation of overall programs in schools
- *citywide Active4me
- *training for students and staff
 - Bike storage
 - Visual security
 - Maintenance
- International walk and bike to school day
- Competitions for students/incentives
- Bike programs for low income families
- Bicycle IDs – registration with city or RCPD
- Bike donation program
- Walking audits to schools/city

Key Leaders

- Corridor 50
- BARC
- Walk Sacramento

- School district
- LCIs
- City
- RCPD
- PTA/PFO/PTO/PTSA
- Bike shop
- Bike mechanics
- ADA advocates

APPENDIX G. COMMUNITY ORGANIZATIONS AND PARTNERS

Name	Address	Phone	Website/Email
Walk Sacramento	909 12th St #203, Sacramento, CA 95814	(916) 446-9255	http://www.walksacramento.org kkumar@walksacramento.org
Rancho Cordova Bicycle Advocates		(916)-622-1620	bikeranchocordova@gmail.com
Folsom Cordova Unified School District Communication Department			dthigpen@fcusd.org
Folsom Cordova Community Partnership	10665 Coloma Rd #200, Rancho Cordova, CA 95670	(916) 361-8684	http://www.thefccp.org/
Rancho Cordova Chamber of Commerce			http://ranchocordova.org/
Boys and Girls Club of Greater Sacramento		(916) 392-2582	http://www.bgcsac.org/
Automobile Club of Northern California		(510) 350-2061	JD (James Danielson), Branch Supervisor james.danielson@norcal.aaa.com