

# Sunset Ridge Elementary School: Safe Routes to School Workshop Summary

Prepared for: The Sunset Ridge Elementary School Community

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*Intrepid walk auditors, April 27, 2022*



## Background

Members of the Sunset Ridge Elementary School community and surrounding area, including members of the school faculty and administrators, parents, advocates, other area residents, and city leaders and staff, as well as representatives of the San Mateo County Departments of Education and Public Works, were invited to take part in a Safe Routes to School walk audit and discussion, held April 27, 2022 at the elementary school. The goal was to develop recommendations for action to encourage more safe walking and bicycling to school by those students who live close enough to realistically do so, and to improve pedestrian and bicycle safety for all. Facilitator Mark Fenton summarized for the group those characteristics of environments that are known to increase walking, bicycling, and the use of transit (together called “active transportation”):

**A. Mixed land use patterns:** Compact development with different land uses and activities close together provides varied types of destinations within walking, cycling, and transit distance. Neighborhood schools, parks, and traditional town centers are characteristic of such “walkable” development.

**B. Active transportation facilities:** A comprehensive and connected network of pedestrian, bicycle, and transit facilities, such as sufficiently wide sidewalks, bicycle lanes, and non-motorized pathways, as well as frequent, affordable transit service (as appropriate) are key to encouraging non-motorized travel.



**C. Functional site designs:** Destinations and routes are designed to reward those who travel on foot, by bike and transit, such as buildings near the sidewalk, with parking on-street or behind, and elements such as street trees, landscaping, planters, benches, bicycle parking, shade structures, awnings, lighting, way-finding signs, safe and appealing transit stops, public art, and similar “street furnishings.”

**D. Safety and access** for people of all ages, backgrounds, incomes, physical abilities and disabilities, including designs that are compliant with the Americans with Disabilities Act (ADA); high visibility crosswalks and signs; and features to help slow traffic such as curb extensions, median islands, small roundabouts, chicanes, and lane reductions and narrowing. (At left: A student using the high visibility crosswalk of Inverness Drive, at Hickey Boulevard.)



During and after the walk the group discussed activities and potential improvements to the environment that might help increase the safety, viability, and appeal of active transportation (walking and bicycling). The group considered approaches using all of the “three Ps:”

- **Programs.** Events, outreach, education, encouragement, and promotional activities.
- **Projects.** Physical changes to infrastructure and the built environment to support walking and bicycling.
- **Policies.** Rules, ordinances, guidelines, practices, and procedures supporting the active travel modes.

The group discussed both short-term ideas that could be executed on the order of weeks to months, and longer-term initiatives that might cost more and take months to even years. This was to assure that we identified some low cost, near term actions that can be pursued quickly to build momentum and begin making it safer for students immediately. The ideas developed are fully summarized in a table at the end of this memo. All of these recommendations have merit, and taken together they comprise a very comprehensive approach to making a safer community for walking and bicycling for all residents, not just those traveling to and from school. Thus it is recommended that a working group be created to continue to work on implementation of these priorities, as it is not the sole responsibility of the school to carry out these goals.

## Priority Recommendations

At the end of this report is a table with the full list of programmatic, project, and policy recommendations. Following is a summary of specific actions that were identified as high priorities based on the discussion during the in-person walk audit, and their relative ease of implementation. These recommendations are particularly noteworthy because they could lead to some fairly quick positive outcomes for safe walking and bicycling near the school, and in the community generally. And many of these recommendations could be the first phase of more comprehensive long-term activities, as noted.



### 1. Launch a comprehensive safety education and walk-to-school encouragement program, targeting students *and* adults.

There was strong agreement among the group that all members of the school community would benefit from a comprehensive and on-going program to encourage drivers to adhere to the safety measures for drop-off and pick-up; and to continue strongly promoting walking to school to help ease the traffic congestion around the school at arrival and especially dismissal time. Key principles for traffic safety include the following:

- **Drop-off and pick-up only at the curb.** Students should never step into the road or through a lane of traffic; they should only exit and enter a vehicle on the right side of a vehicle *at the active loading curbs*.
- **Vehicles should stay in sequence, and pull all the way forward along the curb.** It is dangerous and can create significant delays when vehicles pull into and out of the curb line out of sequence. Consider placing cones along active loading curbs to keep vehicles in sequence.
- **Drivers must stay in the vehicle.** Getting in and out of the driver's side of the vehicle is dangerous, and leaving the vehicle will bring the line to a standstill; drivers must stay in the vehicle in the loading lane.



- **Adults or older students can act as valets, opening car doors at the curb.** Some schools utilize safety patrol (older students) as valets, only opening and closing vehicle doors but never leaving the curb.
- **Have student name placards in vehicle windows at dismissal.** For efficiency, this may require that cars in the afternoon pick-up lane place a sign (half of a manila folder works well) with the students' names in the car window so that students can be quickly and efficiently directed to their vehicles.

Students should also be taught these measures, so they can reinforce these rules to the drivers of their cars. Other pedestrian safety rules should also be reinforced, such as only crossing at marked crosswalks; and always stopping, looking, and listening for vehicles before crossing. However, the focus that is most needed is a concerted and sustained effort to increase the number of students actually walking to and from school, to help reduce motor vehicle traffic. Many of the students live close enough to walk, but are still being driven to school. The following approaches were suggested by the group.

- **Promote recommended walking (and bicycling) routes to school.** Adults can assess routes from areas where Sunset Ridge students live to the school, and identify those routes with the best sidewalks, the fewest

and safest street crossings, and the fewest other conflicts with vehicles (e.g. driveways). These routes can then be promoted to students and parents as good options for those interested in walking or bicycling to school, and identified with signs and even pavement markings created by the students. The picture at left shows simple chalk sidewalk drawings; at right is a crosswalk painted by students with the support of the local public works department (in Weslaco TX).



- **Consistently promote walking to school; launch Walking Wednesdays.** Encourage as many students as possible to walk (and perhaps for older children to bicycle) to school. Make clear to parents/caregivers the myriad benefits, particularly evidence that more physically active students perform better academically and have fewer disciplinary problems. One simple approach would be to heavily promote Walking Wednesdays, in which walking to school is celebrated and as many students as possible are encouraged to walk.
- **Do not treat this as a one-time promotion; institutionalize school support.** At every opportunity continually reiterate the goal of having the maximum number of students possible walking to school, emphasizing the health, academic performance, and behavioral benefits to students; the safety benefits to absolutely everyone; and the potential congestion reduction and air quality benefits to the entire community. Provide administrators and teachers with ways to recognize students who are frequent walkers – a classroom tally board, modest prizes, recognition at assemblies, walk parties, etc.
- **Launch walking school buses and bicycle trains.** A walking school bus is a designated route to school that an adult will walk, picking students up along the way. Typically there is a schedule (the “bus” will be at particular corners or homes at designated times), and adults have scheduled days that they will be the bus leader. Bicycle trains are the same idea, but typically with two adults so that one can ride at the front of the group and the other at the rear. Some walking school buses are quite informal, with families and neighbors collaborating to assure there’s always one adult walking with a neighborhood group of children. Others are more formal and organized by the school, with background checks and training for walk leaders.
- **Organize neighborhood carpools.** The school can offer the service of connecting any parents and caregivers who are interested in meeting others in their neighborhood to create carpools. These natural neighborhood clusters of student residences could be the basis to creating walking school bus groups as well. But an easier first step for some adults might be simply car-pooling, to help reduce school congestion.



A “Golden Shoe” can be awarded to the class that accumulates the most days walked to school.

## 2. Create a crosswalk on Inverness Drive, at Horizon Way.

During dismissal the walk audit group observed a large number of adults and students walking across Inverness Drive in a variety of locations just uphill from the school’s entry driveway, with no marked crosswalk (photo at right). There were also many vehicles stopping along the curb in this area, so there were significant challenges to pedestrian safety. Vehicles



were also seen making dangerous maneuvers, such as U-turns in the street (photo at right). Many adults had parked on the far side of Inverness or up Horizon Way, and were walking to the school to pick up students. Many then used the stairs just uphill from the school driveway to access the school grounds (photo at left). It's notable that these stairs bring pedestrians right to this crossing location fairly near to Horizon Way on the opposite side of the street. It is very clear that a high visibility crosswalk is needed at this location to improve conditions for both pedestrians and drivers. The following steps are recommended:



- **Step 1: Paint a high visibility crosswalk across Inverness at Horizon Way.** A high visibility crosswalk is needed immediately to define a pedestrian crossing location (photo at right).
- **Step 1a: Add a barrier at the top of the school steps directing pedestrians to the crosswalk.** A simple sign on a sawhorse at the curb could direct adults and students coming up the steps not to step into the street, but to walk a short distance down the sidewalk to the newly created crosswalk.

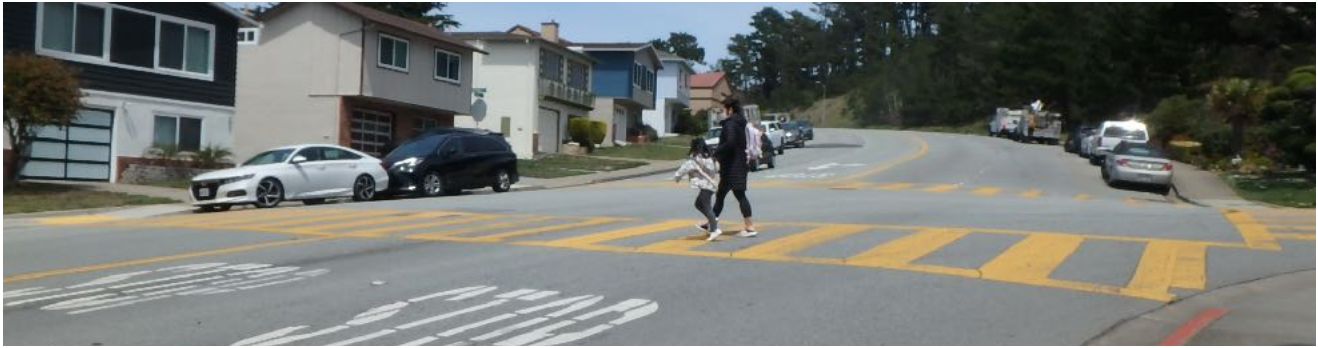


- **Step 2: Create a low-cost curb extension on both ends of this crosswalk.** A simple curb extension can be created with paint, signs, curbing material, flexible delineators, even small planters (see examples at left and next page). Curb extensions will shorten the crossing distance and increase driver awareness of the crosswalk, and should also help to slow traffic on Inverness.

- **Step 4: Consider this location for a speed table, or raised crosswalk.** The sidewalk is narrow enough on the school side of Inverness Drive that it may be challenging to create an Americans with Disabilities Act (ADA) compliant curb ramp for the new crosswalk. A very appealing idea suggested during the walk audit was to construct a raised crosswalk (or speed table) at this location. A speed table has a gentle angle of rise and drop on either side, and is flat on top (photo below). The advantages:

- **No curb ramps.** This would not require curb ramps on the sidewalks, as the crosswalk would be at the height of the existing sidewalks, with a flat top and very gradual ramps for vehicles to ride up and over.
- **Traffic calming.** A speed table would act to significantly calm (slow) traffic on Inverness.
- **Greater visibility for children.** The raised crosswalk would make short pedestrians (young children) more visible to oncoming vehicles. An example is shown at right.
- **More difficult for vehicles to stop in the crosswalk** on the “table.”





### 3. Improve pedestrian infrastructure and safety at the Hickey & Inverness intersection.

The intersection of Hickey Boulevard and Inverness Drive is a very challenging setting for pedestrians (photo above). Hickey Blvd. has four travel lanes and a parking lane on each side, so the pedestrian crossings are very long. Cars are often parked very near to the crosswalks on the north side of the road (opposite Inverness, seen at the left of the photo above) creating the hazard that pedestrians are walking out from behind parked vehicles to enter the crosswalk from that side. Many southwest bound vehicles were observed to slow and roll through, or not even recognize, the stop sign on Hickey (photo at right). It's notable that the stop sign is on the curb, and thus a full parking lane away from the travel lanes. The crosswalk of Inverness is also quite long, with two travel lanes and two parking lanes. Four phases of improvements for pedestrian and motor vehicle safety are recommended in this area.



- **Phase 1a. Construct low-cost curb extensions with paint and curb stops, planters, and/or flexible delineators on the two corners where Inverness enters Hickey.** The image at left is an example of a demonstration school crosswalk from Billings MT, with curb extensions created using paint, curb stops attached to the pavement,



and pedestrian crossing signs. The picture on the right is an example that used flexible delineators and large planters to create the safe space and improved visibility for pedestrians entering the crosswalk. It would be appropriate to install curb extensions on both ends of the crosswalk across Inverness Drive at



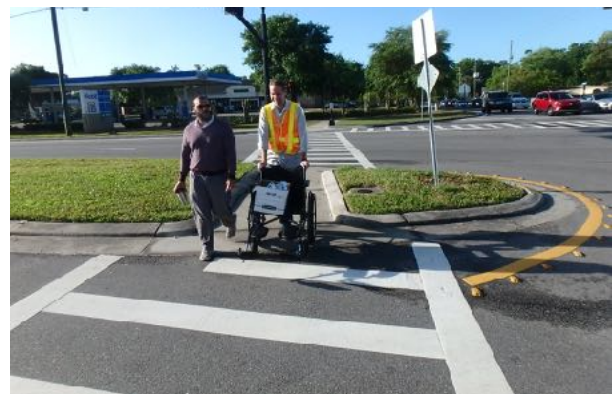
the Hickey intersection. These extensions can be the full width of the parking lanes on Inverness Drive and the parking lane on Hickey Blvd.; this will shorten the crossing distance somewhat on both roads.

- Phase 2. Create curb extensions on the north side of Hickey, opposite Inverness.** It was observed that cars park all along the north side of Hickey Blvd., opposite where Inverness enters the road, and these vehicles are often parked immediately next to the high visibility crosswalks on Hickey. These conditions are exceptionally dangerous, because effectively pedestrians are stepping out from behind a parked vehicle and into the crosswalk in the travel lane.
- Phase 3. Measure the effectiveness of the curb extensions, adjust, and make them permanent.** Observe whether the curb extensions are sufficient to improve pedestrian safety. Are pedestrians using the crosswalks and curb extensions? Are they more visible to cars, and able to see vehicles more easily? Are vehicles more likely to yield for pedestrians who are standing in the curb extension, showing their intent to cross the street? It is even likely that the narrowing of the road created by curb extensions will tend to slow traffic somewhat, so measuring the speed of vehicles in this area can be an effective measure of this infrastructure's impact. All of these observations should first be made under the current conditions to obtain baseline data, and then after demonstration curb extensions have been installed for comparison. This type of data has been effectively collected by students at other schools, and can be part of an outstanding fourth and fifth grade math or civics project. Note that students making observations such as counting pedestrians, the number of cars that pass before a pedestrian is able to cross, and collecting speed data with a radar gun should be positioned unobtrusively so that they are not highly visible to drivers and thus are less likely to alter driver behavior by their presence. Data such as this can be used by city and school officials to validate the effectiveness of the improvements, and support efforts to improve and make the installations permanent.
- Phase 4. Study Hickey Boulevard for a lane reduction during its next paving/reconstruction; make permanent improvements.** Traffic engineers have found that in many situations four lane roads (with two lanes in each direction) can be reduced to three lanes (one lane in each direction, with a center turn lane) to actually improve safety and reduce left turning collisions, while maintaining efficient traffic flow. This four-to-three conversion is also often called a "road diet" because there are fewer vehicle lanes, making the road "thinner." Below are images of the same road before and after a routine repaving and painting project that included a road diet, in Hutchinson KS. During the walk it was indicated that the traffic volumes on Hickey Boulevard do not require four travel lines, suggesting it could be a good candidate for a road diet. In



many cases the space for the removed travel lane is allocated to bicycle lanes on both sides of the road; for example a 12-foot travel lane becomes two six-foot bike lanes. That design is shown in the before and after photos on the previous page, and could be ideal for Hickey Boulevard. The following specific design elements should be considered for any repaving of Hickey Boulevard:

- **Four lane reduction to three vehicle lanes plus bicycle lanes.** The existing curb to curb width of Hickey should be able to accommodate a center turn lane, one travel lane in each direction, one bicycle lane in each direction, and parking lanes on both sides of the road.
- **Intermittent median islands for traffic calming.** Walk auditors and pedestrians we spoke to in the area indicated high vehicle speeds are a problem on Hickey Blvd., especially for vehicles traveling downhill. In places where there is no opportunity to turn left, the center lane can be replaced by a median island, as simple as paint and delineators, or as significant as raised curbs and vegetated interior (example at right).
- **Place curb extensions all the way around the intersection.** Curb extensions should be constructed on both corners of the Inverness-Hickey intersection, and along the length of the intersection on the side of Hickey opposite Inverness. These will improve pedestrian safety and visibility at all three crosswalks.
- **Create a crosswalk median island for pedestrians on the downhill side of Hickey.** Because there is no left turn possible for traffic coming up the hill to the intersection from the southwest (because Inverness ends at Hickey), there is no need for a center turn lane on this portion of Hickey. The center lane should be turned into a median island with refuge space for crossing pedestrians, as shown in the photo at right. This will provide a much safer crossing for pedestrians, as they can first focus on finding a break in traffic from one direction, then move to the island and safely wait for a break in traffic from the other direction.



#### 4. Launch a “park & walk” program; do not allow school traffic to back out onto Inverness.

A simple approach to reducing the traffic congestion in front of the school *and* providing at least a short walk for students who are being driven to school is to identify satellite drop-off and pick-up areas that are a safe walking distance from the school. An excellent example of this is the back trail that was put in place to allow older students to walk down the trail to a pick-up area along the curb on Hickey Boulevard (photo at left). It is worth noting that drivers signs at this location could remind drivers to pull forward, and to only allow students to exit/enter the vehicle at the curb.



- **Encourage drivers to park further up Inverness and on Horizon Way.** Many drivers are already opting to park some distance from the school across the street and up Horizon Way (photo at right) or up Inverness Drive (photo below, vehicles parked illegally in the bus stop by the school). It was suggested that once a safe crosswalk of Inverness is created in front of the school at Horizon Way, it would be particularly logical to promote “park & walk” for all students, as the drivers could then avoid getting caught in the school parking lot line, and the students would get at least a little exercise. This



might be especially effective for pre-K and Kindergarten students; these younger students are normally walked to the school (not simply dropped at the curb) so adults are already accustomed to parking and walking the child in. Thus, promoting parking and walking from further up Horizon Way or Inverness Drive just encourages them to continue this behavior with a bit of healthy exercise, which could be continued at higher grade levels.

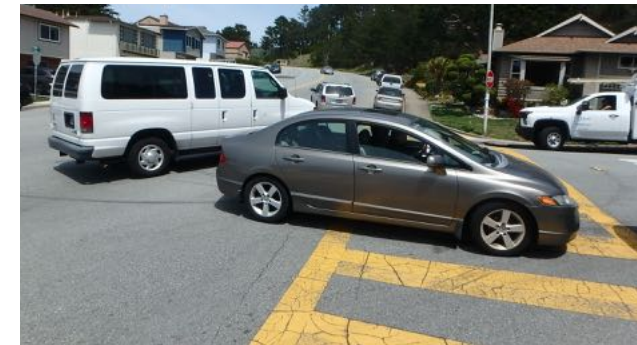
- **Approach the two nearby churches as possible satellite drop-off/pick-up locations.** A number of schools have partnered with nearby institutions with sizable parking lots to act as satellite drop-off/pick-up locations. These tend to be locations within safe walking distance of the school, and where the parking is fairly empty on typical weekday mornings and afternoons. Not surprisingly, churches and movie theaters can be good candidates due the timing of their heaviest use. The school can reach out to these institutions to explore possible arrangements, with many institutions seeing this as a community service opportunity. The photo at right shows a satellite drop-off at St. Mary’s Church in Scituate MA; below left is the sidewalk with balloons



marking the way to the nearby elementary school. The Westside Baptist Church up the hill on Inverness and the Filipino Seventh-Day Adventist Church across Hickey are both good candidate locations. Vehicles with older students might be directed to the church on Hickey, because a crossing of the crosswalks at the Hickey/Inverness intersection is required. The walk down from the Westside church does not require crossing any streets.

- **Implement a “No Vehicle Line on Inverness” policy.**

At school dismissal the pick-up queue (line of vehicles) was observed to back out of the parking lot, down Inverness Drive, and even onto Hickey Boulevard. The photo at right shows the queue extending out of the school driveway. Image at right below shows that this traffic was obstructing the crosswalk on Inverness at the peak of dismissal traffic, and at left a school district van having to navigate around this traffic to get to the school.



This is exceptionally unsafe for pedestrians attempting to cross at that crosswalk, but also for vehicles sitting across the lane on Hickey! Although this may be very controversial to consider, the group

recommended exploring with a variety of partners (school officials; parents, caregivers, and neighborhood residents; students; public works, safety, and transit officials) a policy of not allowing vehicles to extend the queue out of the parking lot and into the street. An approach would be to place cones in the shoulder of the road just before the school entry driveway, such that they would force additional waiting vehicles out into the travel lane. An adult can then stand at the cones directing vehicles to take a lap around the neighborhood, or to park further up Inverness or on Horizon Way and walk to meet their student. This may initially have to be a police officer, to assure driver adherence; and this person could initially hand out maps indicating places where drivers can park and easily walk to the school.

- **Collect data on the effectiveness of these measures.**

The goal of these recommendations are ultimately to increase the number of children walking to school, and to ease traffic congestion and hazards. As mentioned earlier, students should first make observations with the current conditions, and then again after all of the recommended measures are put in place. Teams of students stationed



unobtrusively near the entrance to the school, and overlooking the Hickey/Inverness intersection should be able to observe all of the following:

- The number of students arriving in the school area on foot and by bicycle.
- The number of students using the back entrance (trail up from Hickey Boulevard).
- The number of students crossing Inverness (at and not at the crosswalk, once installed).
- The number of students using crosswalks at the Hickey Boulevard and Inverness Drive intersection.
- The number of students arriving by motor vehicle (multiple observation sites may be needed: the school parking lot; Inverness Drive, Horizon Way, and Hickey Blvd. by the rear path).
- The number of vehicles adhering to the recommended safety measures (sequential curbside drop-off; pull all the way forward; driver stays in vehicle) versus those that are not.



- The *speed* of vehicles on Inverness Drive., during arrival/dismissal time.
- The *speed* of vehicles on Hickey Boulevard, during arrival/dismissal time; and the number of vehicles stopping completely versus rolling through the stop signs on Hickey.
- The number of vehicles queuing for the school arrival/dismissal line, and how often and long the queue extends down to Hickey Boulevard.
- Number of people accessing public transit at the bus stop near the school.

- **Share the data, and adjust the program and infrastructure based on what is learned.** The evaluation recommended here may provide important insights. For example, if many drivers do not follow safety rules during loading/unloading on Inverness in the active loading lane, then perhaps adult supervision is needed at this curb. If speeds are still excessive or vehicle yielding for pedestrians is still poor after curb extensions are installed with a painted crosswalk on Inverness Drive, it may be necessary to work with city and county officials on additional traffic calming measures such as the suggested raised crosswalk (speed table) across Inverness at Horizon Way. Note that objectively measured data will be more helpful to engineers than simply subjective observations, so it is worth reaching out to city and county partners for guidance in making the measurements suggested above; they may be able to support and even participate in data collection.



## Summary

The group identified an array of ideas that will make the Sunset Ridge Elementary School area more walk- and bike-friendly for all, and particularly for children walking and bicycling to school. It's suggested that a small working group convene to review the complete list of recommendations on the following pages, and agree on some of the easier low cost actions to pursue immediately. Installing a crosswalk on Inverness Drive at Horizon Way and the school's entry driveway, for example, will not only make students and adults safer immediately but it will also build momentum and community interest in more substantial changes over time. Improvements to the crosswalks at the Inverness and Hickey intersection are an equally high priority, given the challenge that the current conditions present to pedestrians. It's likely that some people may be frustrated by the suggestion to preclude the motor vehicle pick-up line from extending out onto Inverness and down to Hickey. But it is worth at least *testing* this suggestion, to see if parents and caregivers are able to adjust and begin to explore other options such as using satellite drop-off/pick-up locations, or even better to have children join walking school buses or bicycle trains traveling to the school.

Some actions will also provide opportunities for fuller engagement with students and even residents of the nearby neighborhood. For example parents, students, and neighbors in Maui helped artistically paint curb extensions installed to improve safety on their walk-to-school routes, helping to build overall community awareness (pictures below). Finally, Safe Routes to School infrastructure funding should be pursued to complete some of the specific safety measures identified in this memo, such as the cost of painting a new crosswalk on Inverness in front of the school, materials and installation of flexible delineators and curbing for initial curb extensions at crosswalks on Inverness and Hickey; and ideally the creation of a speed table (raised crosswalk) on Inverness in front of the school.



**Program, project, & policy recommendations from the workshop and *Our Voice* photos.**

	<b>Short Term</b>	<b>Long Term</b>
<p><b>Programs</b> (e.g. events, outreach, education, promotions)</p>	<ul style="list-style-type: none"> <li>• Begin regular promotion of walking to school.</li> <li>• Hold monthly walk to school day activities, such as Walking Wednesdays.</li> <li>• Recognize individuals and classrooms for more frequent walking to school.</li> <li>• Launch walking school buses. Begin on walk to school days, build support, and initially target to areas where student households are clustered.</li> <li>• To reduce traffic launch a carpool effort; connect households in proximity. Perhaps begin with carpooling four days a week, and having a walking group one day a week.</li> <li>• Teach drivers not to arrive too early; make vehicle “go around the block” if the driveway is full and the line will back out onto the roadway.</li> <li>• Launch a formal park and walk program; make it a requirement to park some distance from school (in the neighborhood) to pick-up pre-K and Kindergarten students. Promote walking from neighborhood parking spots. This is possibly easiest with the youngest students, since parents are walking with them anyway (not simply dropping them off at the curb); and it will serve to indoctrinate families right from first entering the school with the “Park &amp; Walk” behavior.</li> </ul>	<ul style="list-style-type: none"> <li>• Create instructional signs for drivers; have students involved in designing and painting these.                             <ul style="list-style-type: none"> <li>• Please pull all the way forward.</li> <li>• Driver must stay in vehicle.</li> <li>• No waiting beyond this point; please park &amp; walk. (To keep the vehicle pick-up line from backing into the street.</li> </ul> </li> <li>• Place cones in the parking lot to keep vehicles in sequence in the pick-up/drop-off lane.</li> <li>• Explore the possibility of remote pick-up and drop-off at nearby churches (Seventh Day Adventist Church across Hickey; Westside Baptist up the hill on Inverness). Build a formal relationship with a church to do this as a sanctioned activity, not ad hoc. Perhaps direct older students to a further location; younger students closer to spread traffic.</li> </ul>

	Short Term	Long Term
<p><b>Projects</b> (e.g. changes to physical infrastructure &amp; the built environment)</p>	<ul style="list-style-type: none"> <li>• Create quick-build curb extensions at Inverness Drive and Hickey Blvd., on the Hickey side of Inverness.</li> <li>• Engage the County Department of Public Works, where they have created concept drawings for an approach with paint and flexible delineators.</li> <li>• Have these installed as soon as possible, to shorten pedestrian crossing distances and times.</li> <li>• Collect objective data on their performance (pedestrian crossing times, vehicle speeds, etc.)</li> <li>• Create a crosswalk on Inverness Dr. at Horizon Way, for the many pedestrians crossing Inverness at arrival and dismissal.             <ul style="list-style-type: none"> <li>• Include at least quick build curb extensions (paint, delineators, planters).</li> <li>• Consider rectangular rapid flashing beacons for the new crosswalk on Inverness.</li> </ul> </li> <li>• Move the bus stop on Hickey somewhat further up the hill, to provide the active loading zone right at the school.</li> <li>• Add flashing lights to the stop sign with blinking lights for the downhill traffic on Hickey Blvd.</li> </ul>	<ul style="list-style-type: none"> <li>• Create permanent curb extensions at the Hickey and Inverness intersection, based on evaluation of the quick build curb extensions.</li> <li>• Add quick build curb extensions on the north side of Hickey Blvd. at the Inverness intersection. Make pedestrians more visible and preclude parking in the crosswalks.</li> <li>• Advanced: Create a speed table (raised crosswalk) crossing Inverness Drive at Horizon Way. A raised crosswalk is ADA accessible without requiring installation of curb ramps, which are challenging in this location.             <ul style="list-style-type: none"> <li>• Consider a design with the entire intersection is a raised speed table.</li> </ul> </li> </ul>

	Short Term	Long Term
<p><b>Policies</b> (e.g. rules, ordinances, guidelines, practices, &amp; procedures)</p>	<ul style="list-style-type: none"> <li>• Test a five-minute safety delay on the motor vehicle line – release pedestrians and bicyclists first, to allow them to clear any conflict areas before the vehicles start moving.</li> <li>• Allow no “early dismissals” of students within 30 minutes of scheduled dismissal time, to reduce drivers coming early for pick up and worsening congestion.</li> <li>• Cone off the white curbed active drop-off and pick-up lane on Inverness, uphill from the bus stop.</li> <li>• Do not allow the vehicle line to back out onto the street. When additional vehicles arrive, require them to go up the street, circle the block, or park in the neighborhood and walk; but no vehicles standing in the street.</li> </ul>	<ul style="list-style-type: none"> <li>• Launch a policy of limited vehicle access to the parking lot; only those with need and a “permit” (student with a physical disability, injury, using crutches, carrying large objects, other special circumstances).</li> <li>• Study Hickey for a lane reduction (or road diet) and other safety improvements. It appears to be an ideal candidate for a four-to-three lane reduction, to benefit drivers, pedestrians, bicyclists, and those who live on the road.</li> <li>• This would allow for a median island in the center turn lane of Hickey on the west side of the intersection (as there is no left turn movement there) to greatly enhance pedestrian and vehicular safety.</li> </ul>

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## References and Resources

*The National Center for Safe Routes to School*; extensive practical traffic safety and programmatic information downloadable resources: [www.saferoutesinfo.org](http://www.saferoutesinfo.org)

*The Safe Routes to School National Partnership*; coalition of organizations and experts providing great implementation support to schools & communities: [www.saferoutespartnership.org](http://www.saferoutespartnership.org)

*Complete Streets*: National coalition working for streets that work for pedestrians, bicyclists, transits riders, and drivers of all ages, incomes, and abilities: <http://www.completestreets.org>

*The Pop-Up Placemaking Tool Kit*, an exceptionally practical how-to guide for low-cost traffic calming, safety, and place-making demonstrations from the AARP. <https://www.aarp.org/livable-communities/tool-kits-resources/info-2019/pop-up-tool-kit.html>

*Slow Your Street: A How-to Guide for Pop-Up Traffic Calming*. Trailnet's excellent practical guide with design, implementation, promotion, and evaluation tips on demonstration projects. <https://trailnet.org/tag/plan4health/>

*The Tactical Urbanist's Guide to Materials & Design*, by the Streets Plan Collaborative. Downloadable for free. <http://tacticalurbanismguide.com>

*Small Town and Rural Multi-Modal Networks*. Outstanding resource for low cost neighborhood-scale traffic calming and safety measures, with lots of relevant images and information. (Federal Highway Administration 2017.) Downloadable for free. <https://www.ruraldesignguide.com>

*Urban Street Design Guide* and the *Urban Bikeway Design Guide* of the National Association of City Transportation Officials (NACTO; ~\$50 each). <https://nacto.org/publication/urban-street-design-guide/>

*Guidebook for Developing Bicycle and Pedestrian Performance Measures* (Federal Highway Administration 2017). Downloadable for free. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/performance\\_measures\\_guidebook/pm\\_guidebook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf)

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*Better Block* initiative. Resources to educate, equip, and empower communities and their leaders to reshape and reactivate streetscapes to promote the growth of healthy and vibrant neighborhoods. [www.betterblock.org](http://www.betterblock.org)