

City of San Carlos Safe Routes to School Improvement Plan ARUNDEL ELEMENTARY SCHOOL

Walk Audit held December 2021



Existing Conditions

- Existing Bike Parking
- Existing Drop-off Loop Circulation
- Existing School Access Point
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route

Recommendations

- Park & Walk Location
- Alternative Drop-off Location
- Recommended Path Improvements
- Recommended Path/Gate
- Recommended Striped Pedestrian Path
- Recommended Loading Area
- Recommended Sidewalk
- Recommended Leading Pedestrian Interval
- Recommended High-Visibility Crosswalk
- Recommended Class IIB Buffered Bicycle Lane (from Bike Plan)

Implementing Agency

- San Carlos School District
- City of San Carlos

- 1 Arguello Park**
 - 1a. Designate Arguello Park as a park-and-walk location
 - 1b. Long Term: Construct a pedestrian path connecting the entrance point to Arguello Park. Continue the path along the parking lot to the school access road (alignment shown on map is for display purposes only, if moved forward, future analysis should determine the best alignment)
 - 1c. Long Term: (synchronized with 1b) Study the best place to mark new/upgrade the existing crosswalk at the Wellington Drive/Shelford Avenue/Sheldon Avenue intersection to improve pedestrian access to the park. Consider installing RRFB(s) where appropriate
- 2 Phelps Road**
 - 2a. Improve the connection between the campus access point and the asphalt pedestrian path
 - 2b. Long Term: Complete sidewalks along Phelps Road between the Palm Avenue and San Carlos Avenue (will likely require right-of-way acquisition, grading, and further study to determine feasibility and placement) [Alignment on map is for illustration only]
- 3 Phelps Road/San Carlos Avenue**
 - 3a. Implement leading pedestrian intervals for both marked crossings at Phelps/San Carlos
- 4 Upper Drop-off**

This area currently functions as both a drop off and pick up area and a park and walk area. The following recommendations will help delineate those uses

 - 4a. Consider removing or limiting the parking spaces in location "A" (see inset) to staff only (or vehicles that won't move during pick up and drop off)
 - 4b. Add a pedestrian-only gate connecting to the sidewalk on Phelps Road. Delineate a pedestrian path between the new gate to Phelps Road and to the playground area
 - 4c. Provide a specific location for parents who prefer to park to enter the playground (location "B")
 - 4d. Remove the crosswalk at location "C"
 - 4e. Use the indicated loading space for vehicle pick up and drop off only (do not allow parents and students to walk across this area)
 - 4f. Restripe the parking lot to accommodate new procedures and refresh parking stall and entrance/exit striping
- 5 On-Campus**
 - 5a. Formalize the "social trail" between Phelps Road and Arundel Road
 - 5b. When school staffing allows, consider designating the west Arundel Street entrance as a pedestrian only entrance

*The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
 **Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.

This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.

0 200 ft

 Improvements not to scale

