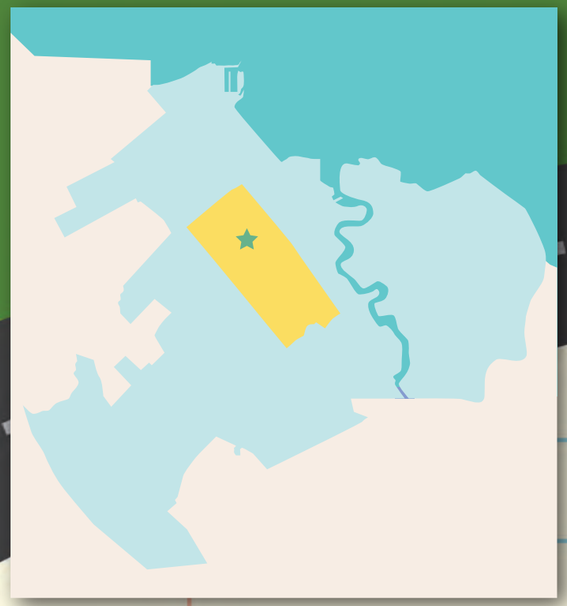
JUNE 2013

Sunnybrae Elementary School Walking and Bicycling Audit

San Mateo-Foster City School District

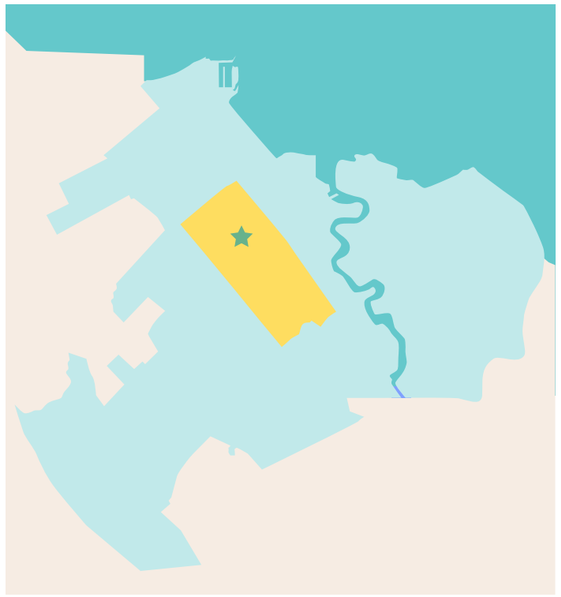


C/CAG
City/County Association of Governments
of San Mateo County

San Mateo County
SAFE ROUTES TO SCHOOL
Healthy Kids • Green Communities • Safe Journeys

Parisi
TRANSPORTATION CONSULTING

Sunnybrae Elementary School Walking and Biking Audit



School Information

Sunnybrae Elementary School is located at 1031 S. Delaware Street in a residential neighborhood of San Mateo.

During the 2012-2013 school year, 521 students were enrolled in grades K-6 from the surrounding neighborhood in San Mateo. The gridded local street network facilitates walking and bicycling to school.

Passenger pick-up and drop-off occurs in a formal loading loop in the parking lot accessed from South Delaware Street and through a rear gate leading to W. Grant Place.

Bell Schedule

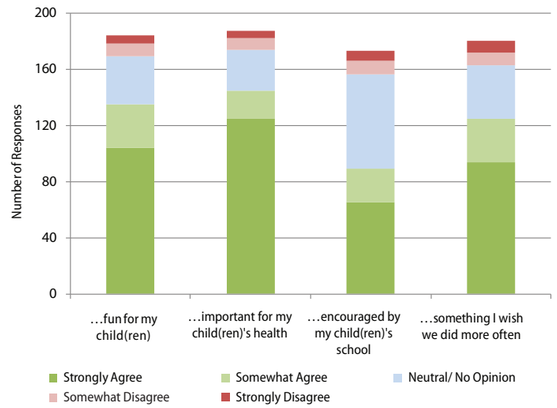
Grade	Morning	Afternoon
Kindergarten	8:10	12:50
1 - 3	8:35	3:00
4 - 5	8:15	3:00

Safe Routes to School Survey

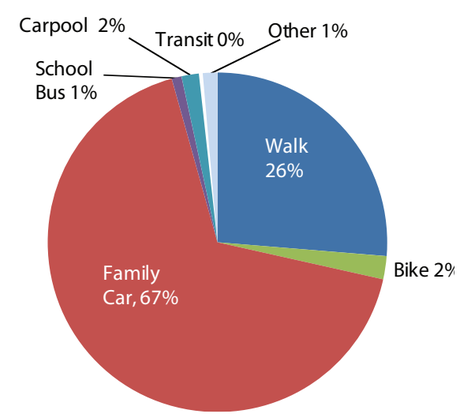
A parent survey was conducted at Sunnybrae Elementary School during the Fall 2012 semester; 297 responses were collected. Key findings are reported below:

- **Riding in family vehicle and walking are the most common modes of travel:** Asked about their travel patterns, 26 percent of parents responded that their child walks to and from school. Sixty-seven percent are driven in a family vehicle. Bicycling accounts for two percent of trips.
- **Most students live within easy walking and bicycling distance from school:** Thirty-two percent of students live within a quarter mile from school, and 45 percent within a half mile. Only four percent of students travel more than two miles to school.
- **There is interest in walking and bicycling to school:** A majority of parents indicated that walking and bicycling to school was something that they did more often, with large majorities citing that walking and bicycling is fun for their children and important for their children's health.
- **Traffic considerations are a high priority:** The top five most frequently cited barriers that prevent parents from allowing their children to walk and bike to school more often were traffic-related concerns. Safe routes to school infrastructure and programmaic elements can help to alleviate these issues.

Walking or biking to school is... (n= 184)

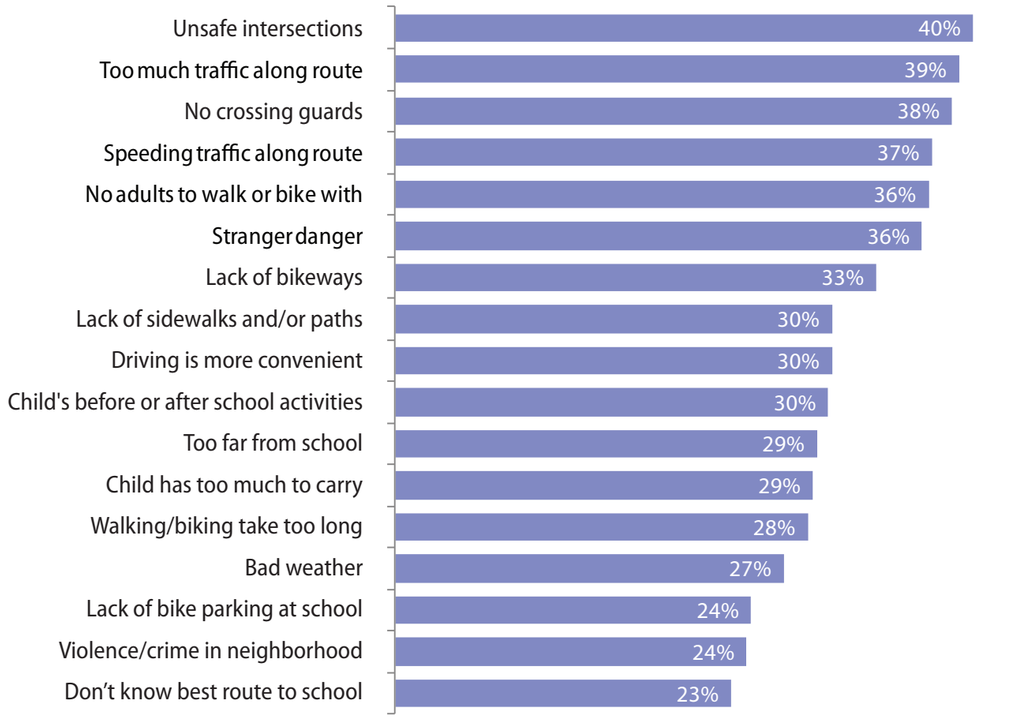


Mode split for all school trips (n= 2,741)



Source MTC Safe Routes to Schools Parent Survey, 2012

Would you allow your children to walk/bike more often if this concerned were addressed?



Walking and Bicycling Audit

A walking and bicycling audit was held on the morning of January 25, 2013. Staff representing the City of San Mateo and the San Mateo-Foster City School District attended the audit, along with the school principal and several parents of school attendees.

Audit participants observed the morning arrival period, including travel behavior by pedestrians, bicyclists, and motorists, and transportation infrastructure issues at the school site and surrounding neighborhood. Photos are shown on the following page.

Infrastructure Observations

PARKING LOT/LOADING ZONE:

- While there is a crosswalk through the parking lot, it does not reach the sidewalk on S. Delaware Street.
- The school wants signage on the fences in the parking lot to prohibit parking.

S. DELAWARE STREET:

- In-street bollards prohibit left turns into and out of the school entrance from S. Delaware Street. Some drivers do U-turns to maneuver around the bollards.
- The crosswalk across S. Delaware Street on 10th Street is uncontrolled. Some students cross cautiously and others run across. A SamTrans bus stops at the corner. Many students boarded the bus from this location.
- The combined bike lane/parallel parking lane is narrow.
- Traffic backs up during peak periods, especially southbound.
- Curb paint in front of school has faded.

BACK ENTRANCE:

- Gate that provides access from W. Grant Place is opened and closed according to the school arrival and dismissal schedule.
- Curb paint has faded.

Behavioral Observations

S. DELAWARE STREET:

- Double parking along S. Delaware Street is common.
- Students and parents both jaywalk across S. Delaware Street, though they were observed doing so carefully. Crosswalks at 10th Avenue and Birch Avenue are 600 feet apart.
- Motorists sometimes ignore the crossing guard protecting the intersection of S. Delaware Street and Birch Avenue. This crossing guard has nearly been hit by a vehicle.
- Motorists park on S. Delaware Street in front of the school. In the morning this area is completely occupied. In the afternoon, fewer vehicles are found.

PARKING LOT/ LOADING ZONE:

- Parents in the passenger loading loop were observed creating a second lane for passenger pick-up and leaving their vehicles.
- Speeding through the parking lot was reported.

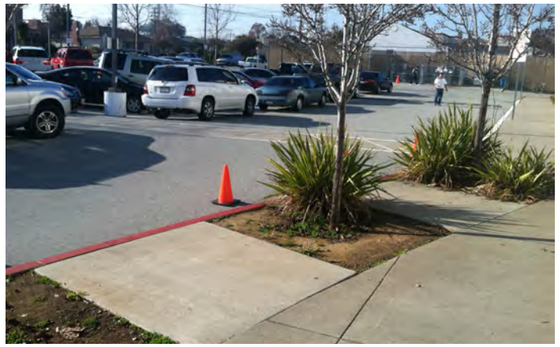
W. GRANT PLACE:

- Parking on the sidewalk was observed on Birch Avenue and W. Grant Place. W. Grant Place has especially narrow sidewalks, impassable for pedestrians.
- Approximately half of parents using W. Grant Place park and walk their children into the school. The others drop their children off.
- Parked cars along W. Grant Place obstruct visibility.

Improvement Plan

Recommendations for the school area appear in the following pages.

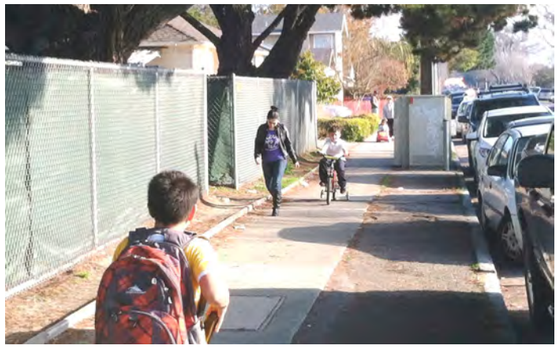
Observations



School administrators reported that drivers often load passengers in two lanes, though only the inside lane is intended for loading.

Bike lanes on Delaware Street are narrower than Caltrans standards.

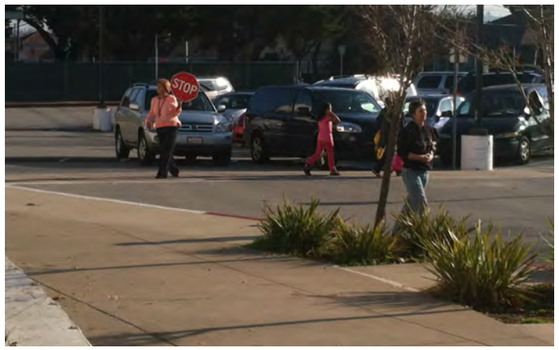
Parents and students were observed crossing Delaware Street outside of the crosswalk.



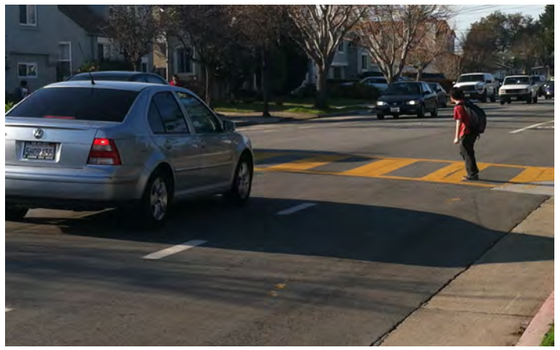
An asphalt paved area adjacent to the concrete sidewalk is not in good condition, but may help to increase pedestrian space.

Parking on sidewalks is commonplace in the school neighborhood especially on Birch Avenue and W. Grant Place.

A crossing guard assists students and parents. Shortening crossing distances may increase pedestrian visibility and reduce delay.

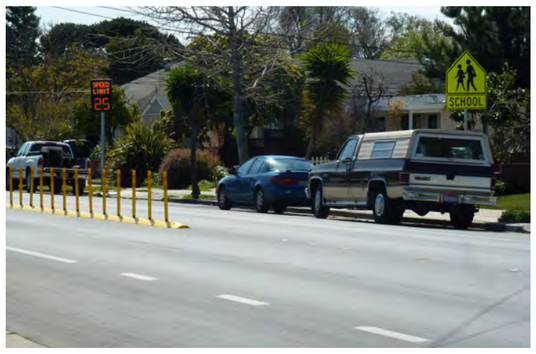


An additional school staff member provides assistance for passenger loading in the parking lot.



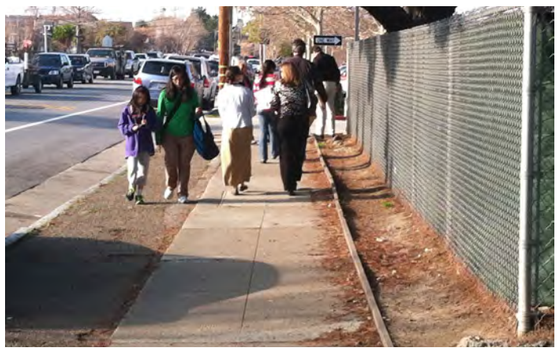
Pedestrians were observed having trouble crossing S. Delaware Street north of the bus stop.

Signage and stencilng should be upgraded and restriped at many locations around the school site.



Bollards prohibit left turns to and from S. Delaware Street.

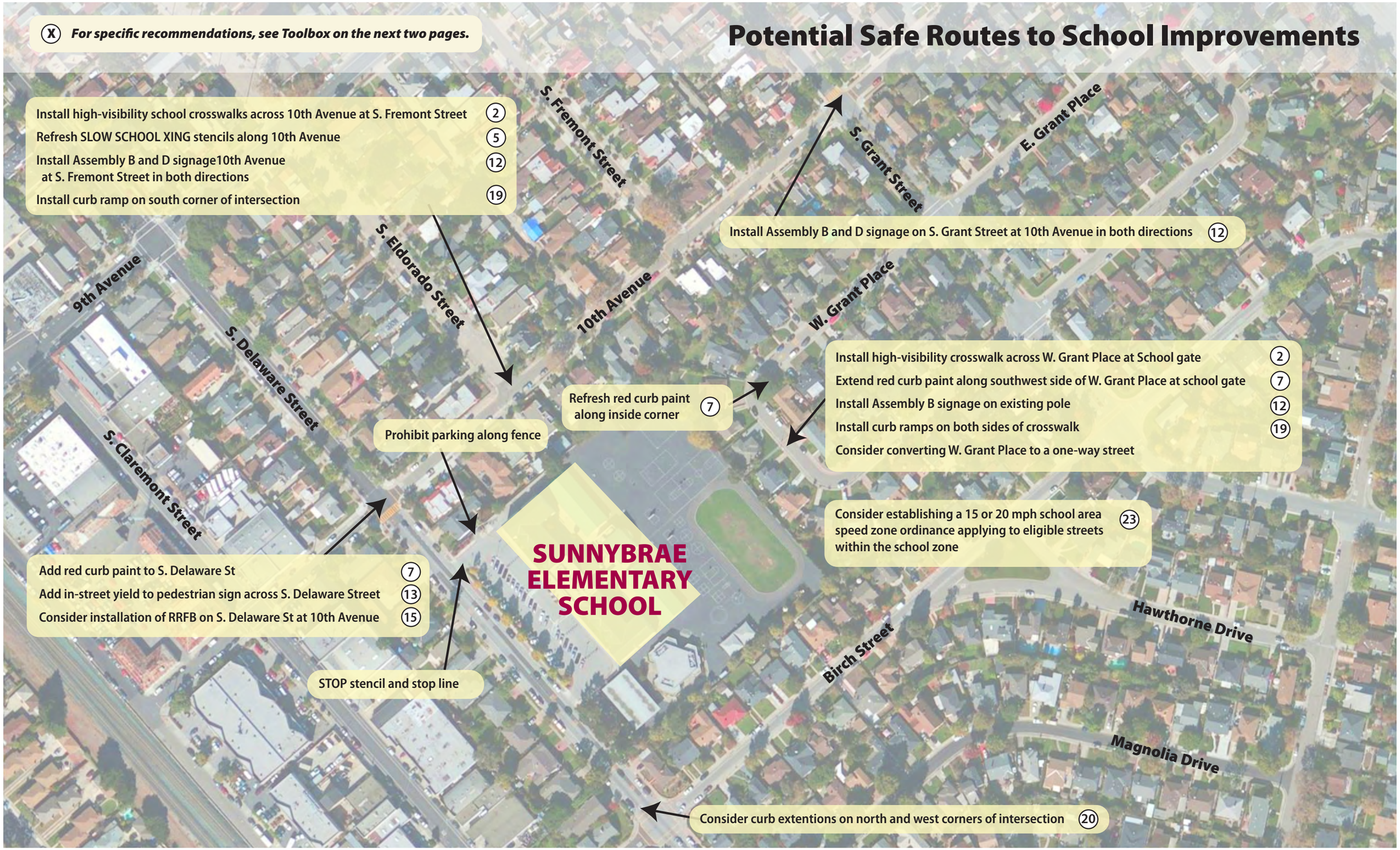
Curb paint needs restriping and there may be other visibility challenges on W. Grant Place.



Sidewalk repair or widening could improve walking conditions.

Potential Safe Routes to School Improvements

(X) *For specific recommendations, see Toolbox on the next two pages.*



Toolbox of Potential Improvements

School crosswalks *are appropriate for lower volume crossing locations near school sites.*

High-visibility school crosswalks *make it easier for motorists to see crossing pedestrians.*

Advance stop bars *provide more space for pedestrians and increase visibility.*

Advance yield lines/sharks teeth *instruct motorists where to yield at uncontrolled crosswalks.*

SLOW SCHOOL XING pavement stencils *signal that an uncontrolled crosswalk is ahead.*

Double yellow centerlines *discourage U-turns by motorists.*

Red curb paint *delineates areas where parking is prohibited.*

White curb paint *signifies appropriate areas for passenger loading, and not parking.*

Enhanced bike lanes *can be used for conflict zones, where motorist and bicycle paths cross.*

Restriping traffic, bicycle, and parking lanes *that have faded can assist school traffic operations.*

Assembly C signage *can reduce traffic speeds around schools.*

Assembly B and D signage *alert motorists to an uncontrolled crosswalk ahead.*

Toolbox of Potential Improvements, cont.

In-street yield to pedestrians signs *increase crosswalk visibility.*

STOP signs *may be installed where pedestrian volumes or other safety considerations warrant.*

Rectangular Rapid Flash Beacons *increase yield compliance at uncontrolled crossings.*

Leading pedestrian interval phasing *allows pedestrians a head start crossing the street.*

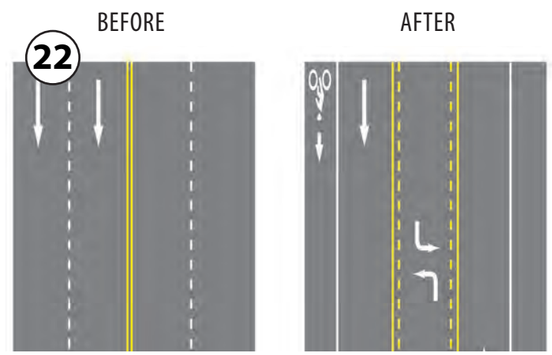
Signalized pedestrian crossings *provide opportunities for pedestrians to cross safely.*

Replace obsolete or inappropriate school area signs *to keep school traffic control up to date.*

Curb ramps *provide access to disabled pedestrians and parents walking with strollers.*

Curb extensions *shorten pedestrian crossing distance and enhance visibility.*

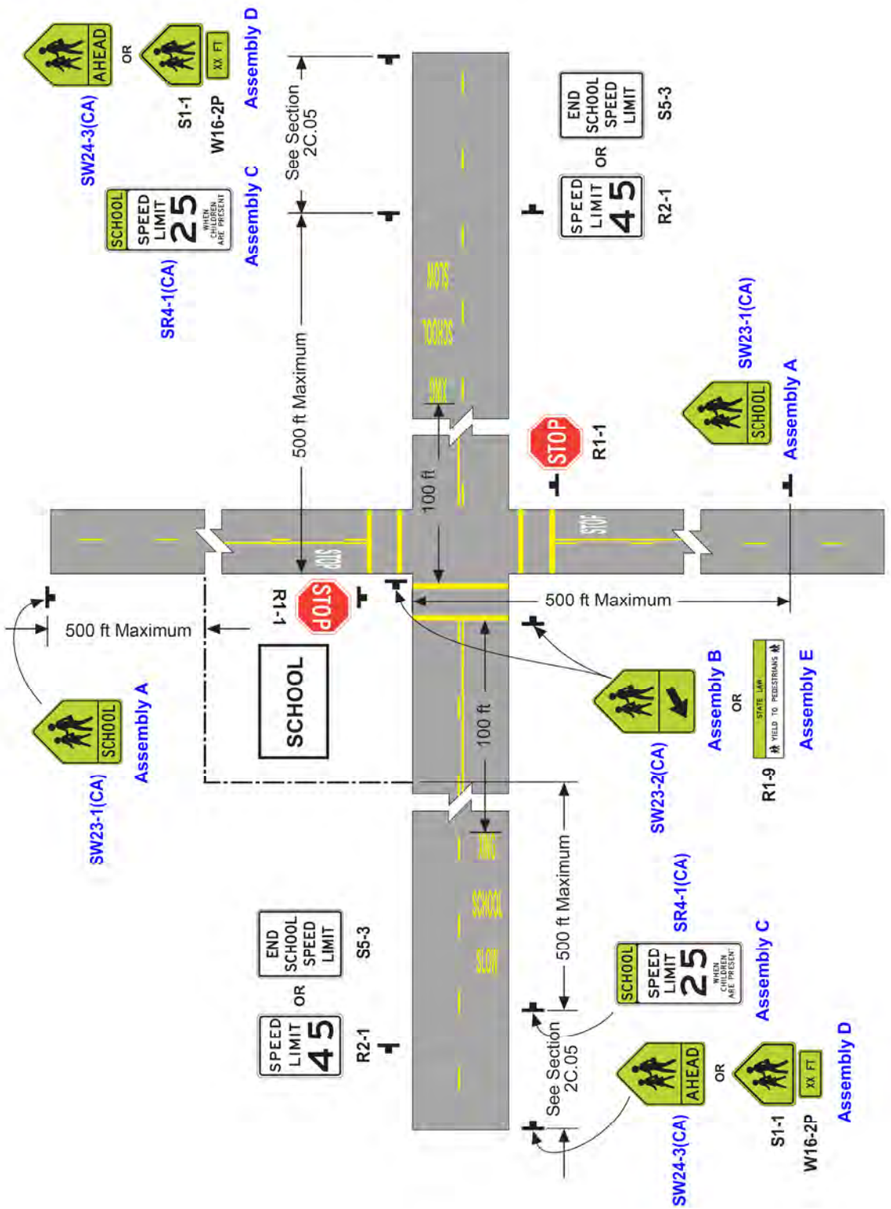
Increasing the size of the pedestrian waiting area *can keep sidewalks accessible.*



Road diets *calm traffic provide space for bicyclists, and can provide pedestrian refuges.*

15 or 20 MPH school speed limit ordinances *can further reduce traffic speeds in school areas.*

Example of Signing for School Zone with a School Speed Limit and a School Crossing

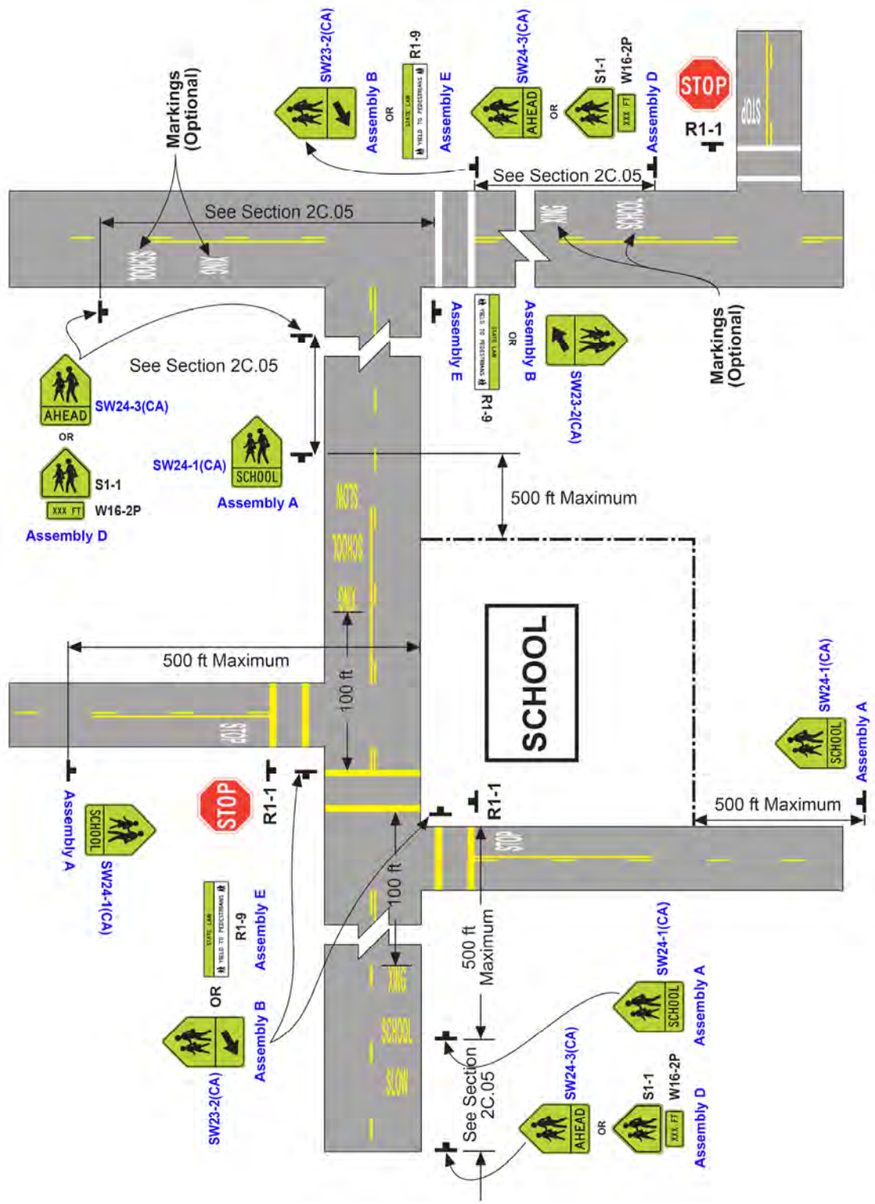


California MUTCD 2012 Edition

(FHWA's MUTCD 2009 Edition, as amended for use in California)

Chapter 7B – Signs, page 1274. Figure 7B-5(CA). Part 7 – Traffic Control for School Areas . January 13, 2012

Example of Signing for School Crosswalk Warning Assembly



California MUTCD 2012 Edition

(FHWA's MUTCD 2009 Edition, as amended for use in California)

Chapter 7B – Signs, page 1279. Figure 7B-104(CA). Part 7 – Traffic Control for School Areas . January 13, 2012