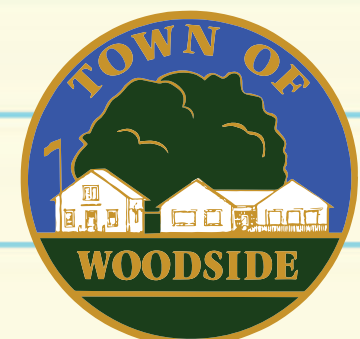
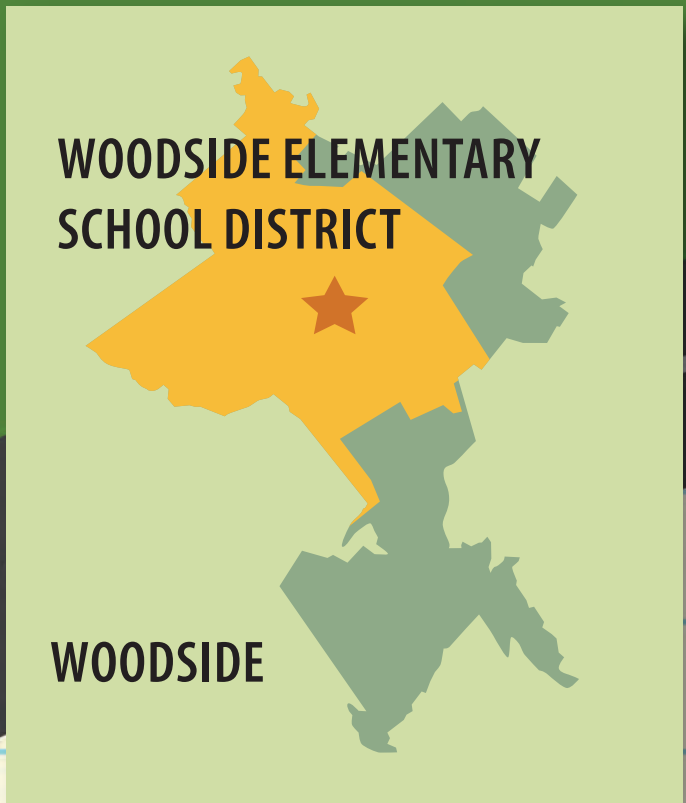
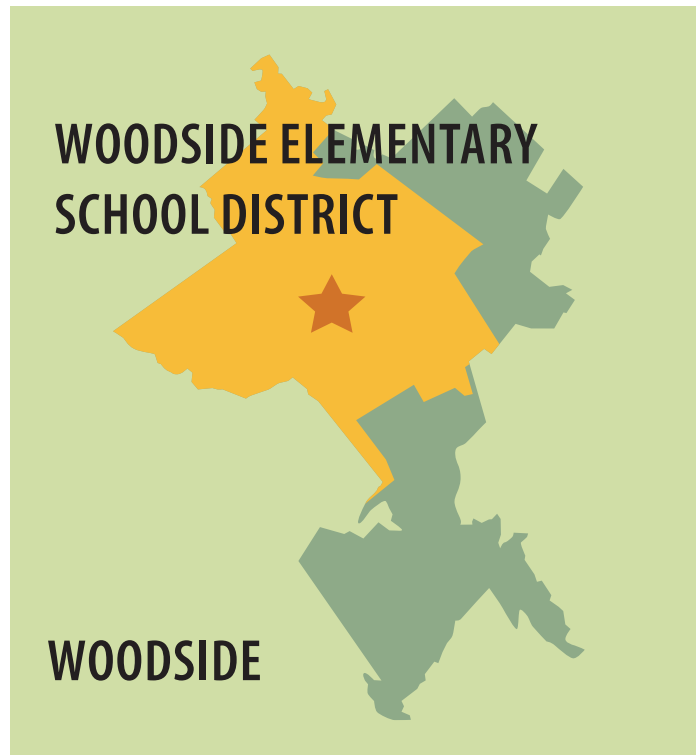


# Woodside Elementary School Walking & Bicycling Audit

Woodside Elementary School District



# Woodside Elementary School Walking and Bicycling Audit



## School Information

Woodside Elementary School is located at 3195 Woodside Road in central Woodside. The school has 26 classrooms serving kindergarten through eighth grades. In the 2012-2013 school year, when the walking and bicycling audit was conducted, 458 students were enrolled at the school.

## Bell Schedule

Grade	Morning	Afternoon
Kindergarten	8:25	2:30
1 – 8	8:25	3:10

## Safe Routes to School Survey

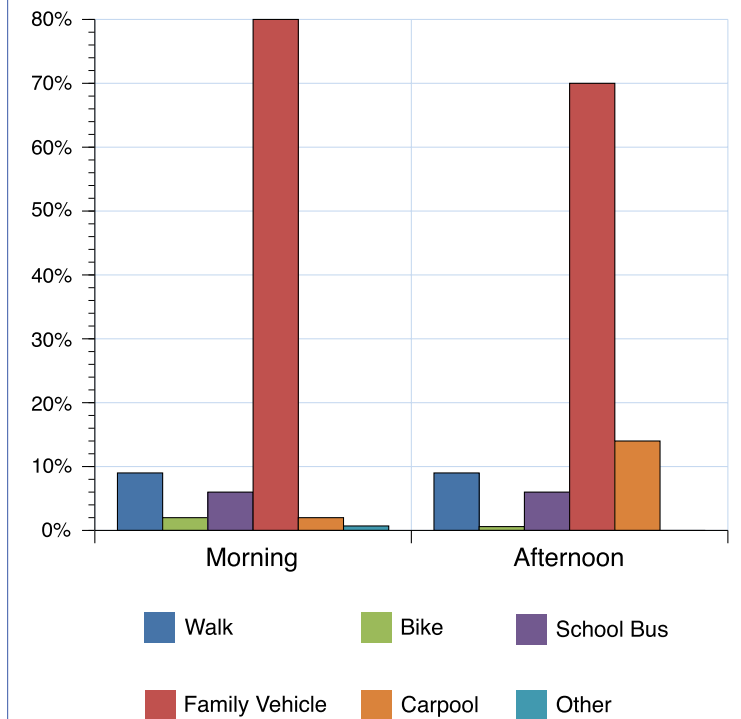
Student travel surveys were conducted in the fall of 2012 by the San Mateo Office of Education’s Safe Routes to School program. According to the survey results, single student occupant vehicles accounted for the majority of student trips to and from school. During the morning drop-off, 80 percent of students were dropped off from a car in which there was only one student in the vehicle. Only two percent of students were in vehicles with more than one student, i.e., in a carpool. During afternoon pick-up, 70 percent of students were the only student picked up in a vehicle, while carpooling increased to 14 percent of all afternoon student trips.

During both the morning and afternoon school commutes, about six percent of students walked to and from school, while less than two percent rode bicycles. About six percent of students ride a bus to and from school.

In early 2013 the Towns Circulation Committee brainstormed about potential safety issues related to school access. Top priorities included routes that are winding and have poor visibility, difficult roadway crossings, discomfort walking and cycling along the north side of Woodside Road, and trails that are difficult to use due to their terrain, surface, and conditions in inclement weather.

In 2010 the school’s Parent-Teach Association (PTA) also identified potential safety issues. The PTA ranked the top issue as vehicle speeding along Woodside Road in proximity to the school. Other top issues included potential unsafe conditions at Roberts’ Corner, vehicles parked along the north side of Woodside Road blocking pedestrian and bicycle circulation to school, lack of crosswalks, and no separated pedestrian pathway on either side of Woodside Road.

## Morning and Afternoon Travel Mode Comparison



## Circulation Committee Identified Safety Issues

1. The routes out of the Glens are twisty, have poor visibility, and are scary to use. [21]
2. You can't safely cross roads (Cañada, Woodside Road & Mt Home) to get to or follow the trails. [16]
3. The "no parking" paved shoulder on West-bound (North side) 84 feels exposed to cars rushing by and is scarily uncomfortable to walk or ride on. [14]
4. The trails are too rough for kids to roll their backpacks on and the packs are too heavy to carry. [10]
5. When it rains the trails get muddy and are unusable. [9]
6. No path on 84 west of Kings so road is unusable forcing long detour via Tripp / Kings / Manuela / Miramontes. Kings from Tripp to Manuella has no shoulder/bike lane. [7]
7. The intersection on 84 at Robert's Market is complicated with many lanes and too distracting to drivers for kids to safely use the crosswalk. [7]
8. The Mt Home trail has gaps so you end up walking in the road – scary to use. [6]
9. Parking lot behind Robert's Market is a poor visibility scary place for kids coming off Mt Home to get through. [6]
10. Getting across Jefferson to the top of Godetia is scary – poor visibility, fast cars. [5]
11. It is hard to control the front of the buses – kids want to run ahead. [1]

*Number of votes are in "[ ]" after each line item.*

*March 21, 2013 Circulation Committee meeting.*

## Walking and Bicycling Audit

A walking and bicycling audit was held on Wednesday, June 12, 2013. Audit participants included the Town Engineer, two citizen volunteers with extensive background on school and traffic issues, and two Safe Routes to School professionals.

The audit participants observed the morning and afternoon school commute periods, including travel behaviors by motorists, pedestrians and bicyclists, and transportation infrastructure issues at the school site and along routes identified as key ways to and from school.

The following observations were made (photographs are provided on pages five and six):

### Infrastructure Observations

#### SCHOOL SITE:

- Separated pathways do not exist between Woodside Road and the school, requiring students and parents to walk through the school's parking lots.
- There is a lack of curb ramps within the school's parking lots, requiring children with rolling backpacks, parents with strollers, and mobility-impaired people to step over curbs.
- Sight lines between motorists and pedestrians are obstructed at crosswalks across the parking lot.
- Motorists double-park within the school's parking lot, and also occasionally obstruct crosswalks.
- The Kindergarten lot crosswalk is controlled with a uniformed crossing guard.
- The Sellman drop-off/pick-up area is controlled with a uniformed crossing guard.

#### WOODSIDE ROAD:

- Two uncontrolled crosswalks (i.e., not controlled with stop signs or a traffic signal) cross Woodside Road near the school. Each crosswalk has faded pavement markings and obsolete school area signage. Flashing beacons exist in advance of each crosswalk.
- The western crosswalk is controlled with a uniformed crossing guard.
- Woodside Road has two vehicular travel lanes (one in each direction); the lanes 12 feet wide.
- The north side of Woodside Road consists of a Class II separated bicycle lane, but does not have a pedestrian walkway. Many students and parents were observed walking within the bike lane, adjacent to westbound vehicular traffic.
- The south side of Woodside Road consists of a discontinuous equestrian pathway that consists primarily of gravel and dirt. Many students and parents use part of the pathway, primarily to egress from or access parked vehicles.
- Parking is allowed on weekdays along the south side of Woodside Road in the vicinity of the school between 8:00 and 9:30 a.m. and between 2:00 and 4:00 p.m. During these times some vehicles block walking and bicycling routes, and cars parked near the school's four driveways can obstruct sight distance for motorists entering or exiting the school, and between pedestrians using the crosswalks and approaching drivers.
- After school many students walk along the south side of the roadway and through a parking lot to access Roberts' Market.

#### MOUNTAIN HOME ROAD:

- Students were observed crossing Mountain Home Road south of Roberts' Market; however there are no designated pedestrian crossings and vehicular sight distance can be constrained due to the narrow roadway and its curves.

#### PATHWAY BETWEEN MOUNTAIN HOME ROAD AND WHISKEY HILL ROAD:

- The existing pathway is narrow, consists of dirt and gravel, and is steep in places. It is popular with students, except those with heavy or rolling backpacks and is difficult to use during wet weather.

#### CAÑADA ROAD:

- A paved pathway is located on the east side of Cañada Road. The pathway lacks curb ramps with the Woodside Road/Mountain Home Road intersection, as well as at Romero Road.
- The pathway's crosswalk at Romero Road lacks high-visibility signage and markings, and a paved connection with the pathway to the southwest the ends at "Woody the Fish" (wooden fish structure).
- There is not a marked crosswalk across Cañada Rd at Glenwood Avenue.

#### PATHWAY BETWEEN CAÑADA ROAD AND WOODSIDE ROAD (WOODY):

- The existing informal pathway is narrow and consists of dirt and gravel. It provides a direct route to school for many students living to the north along the Cañada Road corridor.

## PTA Identified Safety Issues

1. Cars exceed the 25 mph speed limit on 84. [25]
2. Roberts' Corner (Hwy 84/Cañada Rd) intersection is unsafe. [16]
3. Cars parking on westbound 84 just after Buck's block ped/bike lane and force peds/bikes into traffic. [15]
4. No crosswalk across 84 by "Woody" (Fish at west end of Buck's). [12]
5. No pedestrian path on Eastbound 84 from WES to Robert's Corner. [11]
6. No pedestrian path on Eastbound 84 from WES to Kings Mt Rd. [8]
7. Cars pull into the bike lanes to pass on the right. [6]
8. No pedestrian path on Mt Home from Manzanita Rd to Roberts Corner. [4]
9. No crosswalk across 84 at Miramonte Rd. [4]
10. Cars don't slow down for or honor the two existing WES cross walks. [4]
11. Peds/bikes passing slower pedestrians in the bike lanes on 84 veer out into traffic. [4]
12. No safe pedestrian egress or access to the Glens – windy narrow road. [4]
13. Thru traffic Westbound cars accelerate across the crosswalks after being held back by cars turning left into the auditorium parking lot. [3]
14. The crosswalk across Cañada Rd at Romero is poorly marked. [3]
15. Path (Horse Trail) behind Roberts from Cañada Rd to 84 is steep and ungroomed. [2]
16. No crosswalk across Mt Home to Roberts Market. [2]
17. Cars parking on eastbound 84 just before Buck's block ped/bike lane and force peds/bikes into traffic. [2]
18. No safe crossing of 84 directly to the library. [2]
19. Parking lot entrances/exits around Robert's Corner are unsafe. [0]

*Number of votes are in "[ ]" after each line item.*

*Survey conducted in 2010.*

## RECOMMENDATIONS

**Suggested school access improvements are illustrated on page seven. These consist of:**

1. Prohibit parking on the south side of Woodside Road in proximity to the school's four driveways and the crosswalks.
2. Construct separated pedestrian walkways between Woodside Road and the school, e.g., on the east side of the most eastern driveway (exit) and on the west side of the most western driveway (entrance).
3. Convert crosswalks through the school parking lot to high-visibility crosswalks or to raised crosswalks.
4. Add curb ramps between crosswalks and school access points.
5. Update the school area signing and pavement markings to comply with current State of California standards (see excerpts from the California Manual on Uniform Traffic Control Devices).
6. Install Rectangular Rapid Flashing Beacons at both uncontrolled crosswalks across Woodside Road.
7. Provide high-visibility school crosswalk pavement markings at both uncontrolled crosswalks across Woodside Road.
8. Narrow Woodside Road's vehicular travel lanes from 12 feet wide to 11 feet wide, while retaining the southern (eastbound) edge line. This will shift the westbound bicycle lane two feet to the south, enabling a walkway to the north of the bicycle lane.
9. Provide a raised and separated walkway on the north side of Woodside Road.
10. Improve the pathway on the south side of Woodside Road by regrading the surface, widening where feasible, and providing a more compact surface. Remove poles placed sideways on the ground to reduce the potential for tripping. When possible, install underground utility lines and remove above ground poles.
11. Rearrange the existing vehicular parking west of Roberts' Market and install a pedestrian and bicycle pathway within the existing paved area.
12. Add pedestrian warning signs and pavement markings in the vicinity of Mountain Home Road just south of Robert's Market. Develop a longer term plan to traffic calm the intersection, enhance pedestrian and bicycle circulation, and improve sight lines.
13. Explore the feasibility of providing a pathway between the south side of Woodside Road and Cedar Lane through the fire station.
14. Improve the Dry Creek trail between Mountain Home Road and Whiskey Hill Road by providing a more compact surface, regrading where feasible, and stairs where practical.
15. Address the Woodside Road/Cañada Road/ Mountain Home Road intersection (Caltrans) by considering traffic calming features, as well as pedestrian, equestrian and bicycle features including curb extensions, curb ramps, modern roundabout, and/or other measures.
16. Convert Romero Road's crosswalk at Cañada Road to a high-visibility crosswalk with warning signs, curb ramps, and a paved connection to "Woody the Fish."
17. Consider installing a marked crosswalk across Cañada Road at Glenwood Avenue. A crosswalk would require an ADA-accessible path of travel, however, which would likely require modifications to the Cañada Road pathway, as well as the Glenwood Avenue intersection. Pathway modifications could result in increased conflicts between pedestrians and bicyclists with equestrians.
18. Improve the Dry Creek trail between Cañada Road and "Woody the Fish" at Woodside Road by providing a more compact surface and regrading where feasible.

# Observations



Student and parent walking through eastern parking lot; lack of separated sidewalk connecting Woodside Road and school.



Crosswalk across school parking lot; sight issues and lack of curb ramps.



Student and parent walking through western parking lot; lack of separated sidewalk connecting Woodside Road and school.



Crosswalk within school parking lot; parking violation and lack of curb ramp.



Western uncontrolled and marked crosswalk on Woodside Road; worn crosswalk, but uniformed and effective crossing guard.



Looking east towards western crosswalk on Woodside Road; obsolete school area signing.



Students and parent walking westerly along northern side of Woodside Road; lack of separated walkway.



Student cycling westerly along northern side of Woodside Road; bicycle lane is designated in westbound direction.



Looking west on Woodside Road towards school; bicycle lane and no separated walkway on north side of roadway.



Looking west on Woodside Road, east of school: trees, utility poles and ground slope constrain widening for walkway.



Signs on south side of Woodside Road adjacent to school; parking and stopping allowed during school commute hours.



Parking along south side of Woodside Road at western entrance; parked vehicle blocking walkway and limiting sight distance.

## Observations



*Parking along south side of Woodside Rd. at western exit; parked vehicle limiting sight distance for motorists exiting driveway.*



*Parking along south side of Woodside Road near eastern crosswalk; parked vehicle limiting sight distance at crosswalk.*



*Vehicle egressing from eastern driveway exit; sight line obstructed by vehicle parked to east.*



*South side of Woodside Road adjacent to school; pedestrians use narrow and uneven dirt path.*



*South side of Woodside Road east of school; narrow path obstructed by trees and car doors.*



*South side of Woodside Road approaching Town Center: lack of separated walkway.*



*Looking north on Mountain Home Road towards Roberts Market and Woodside Road; no designated crossing markings.*



*Looking north on Mountain Home Road towards Cedar Lane; curved narrow roadway and obstructed sight lines.*



*Pathway between Mountain Home Road and Whiskey Hill Road; looking west towards Roberts Market.*



*Pathway between Mountain Home Road and Whiskey Hill Road; looking northwest.*



*Looking west on Woodside Road near Whiskey Hill Road; lack of separated pedestrian facilities and marked crosswalks.*

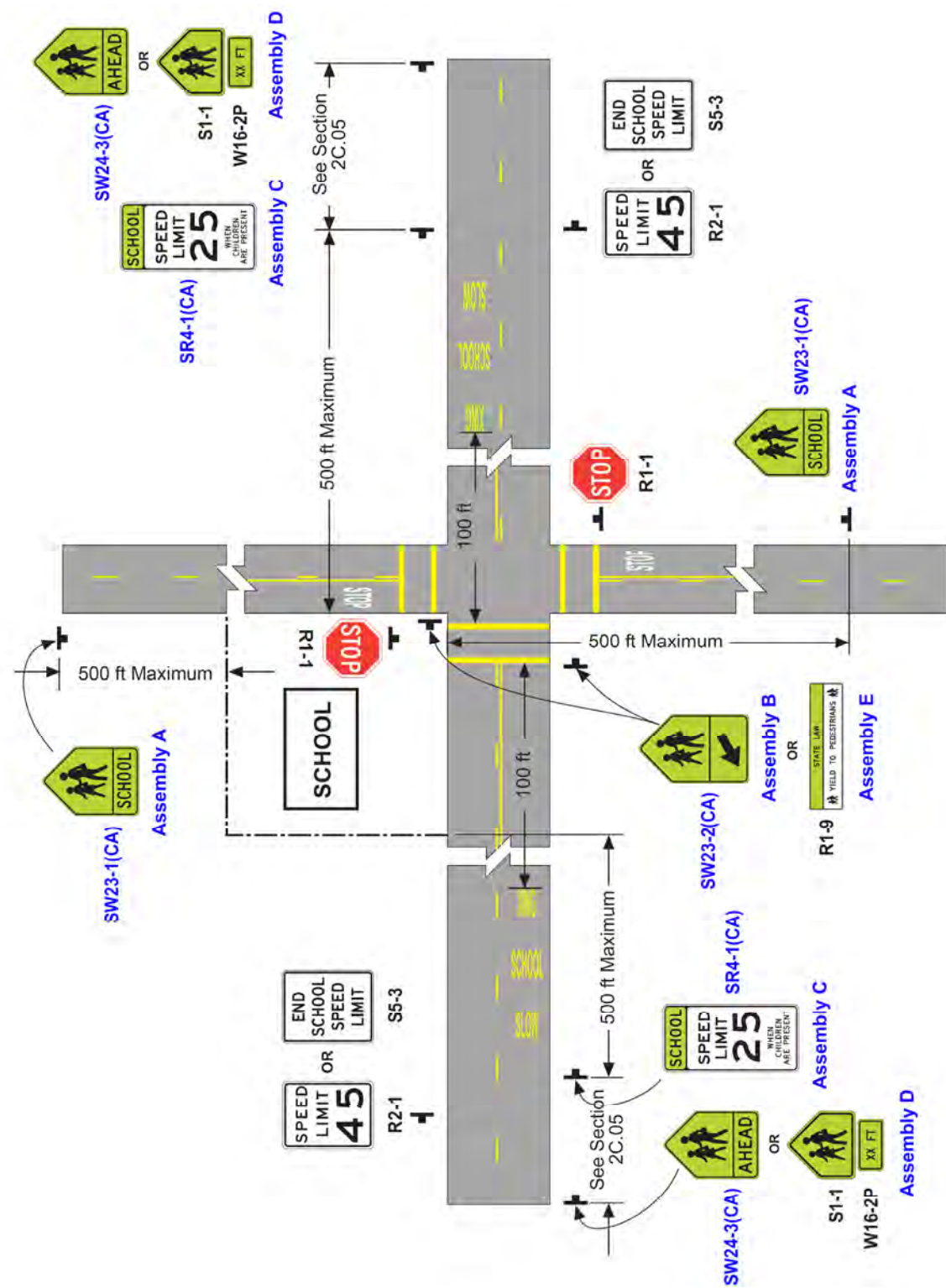


*Crosswalk across Cañada Road at Romero Road; standard crosswalk without signing, curb ramps, and connection to pathway on west side of roadway.*

# Suggested School Access Improvements

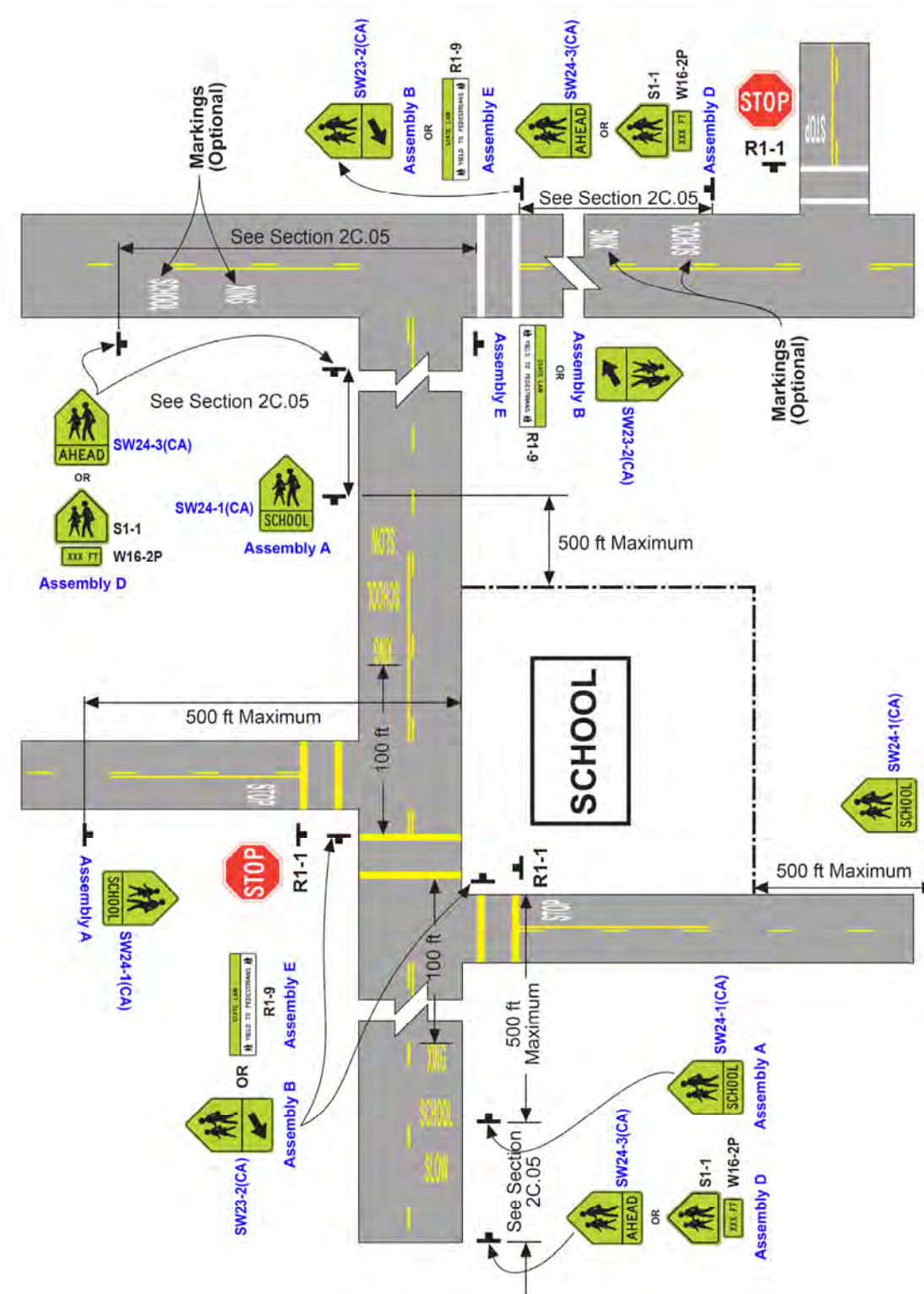


**Example of Signing for School Zone with a School Speed Limit and a School Crossing**



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