

Orion Alternative School, Redwood City

Safe Routes to School Workshop Summary

Prepared for: Orion Alternative School community and neighborhood and San Mateo County Office of Education
Prepared by: Mark Fenton, public health, planning, and transportation consultant; May 2025



*Walk auditors on Jefferson Avenue near the Hawes Street intersection (top);
sharing recommendations during the workshop planning session (bottom); March 2025.*

Summary

Members of the Orion Alternative School community and surrounding area including school faculty, administrators, students, caregivers, advocates, area residents, community leaders, Redwood City Department of Engineering and public safety professionals, and representatives of the San Mateo County Office of Education participated in a Safe Routes to School walk audit and planning session March 27, 2025. The workshop resulted in the following key recommendations to improve safety and encourage more walking and bicycling to school. (See summary maps on page 16.)

1. Re-energize the work of the Orion Alternative Safety & Traffic Committee (OSTC). (Pg. 4)

The committee can take the lead on caregiver engagement and recruitment; a walk and bike to school promotion campaign; a student safety and skills education program; walking school buses, bicycle trains, and a park and walk program from Red Morton Park; a safety-delay on the vehicle pick-up lines at dismissal; a “wake up 15 minutes earlier for fun” program; a student (and ideally adult volunteer) safety patrol; and advocacy and implementation support for the following recommended infrastructure improvements.

2. Jefferson Avenue Traffic Safety Project (long term) & near-term safety measures. (Pg. 6)

Jefferson Avenue project. The long term goal in Redwood City’s [RWCWalkBikeThrive](#) plan is a lane reduction from four to three lanes. While that is being pursued, several near term actions must be taken:

- **A protected bike lane** on the north side of Jefferson from Hawes Street to Ave Del Ora.
- **A median island at Myrtle Street** for a safe pedestrian crossing of Jefferson Avenue.
- **Curb extensions and a median island at the St. Francis Street** crosswalk of Jefferson Avenue.

3. South driveway and Ave Del Ora area safety improvements. (Pg. 10)

- Create a protected bike lane from Jefferson Avenue to the southeast entry to the school.
- Place a small fence along the green area at the Jefferson Avenue intersection with Ave Del Ora.
- Create a driveway drop-off/pick-up lane along the sidewalk below the gym; move parking out to the street.
- Place a curb stop for the handicapped parking space below the gym to assure safe ADA access.
- Create a safe crosswalk at the end of the south driveway drop-off/pick-up loop.
 - Long-term goal: Formalize this as a highly visible speed table crosswalk for pedestrians.
 - Near term actions: A painted high visibility crosswalk; “Yield to Pedestrian in Crosswalk” sign; a short, painted path along the east edge of the driveway; a simple speed cushion in the through lane.

4. Myrtle Street area and neighborhood safety improvements. (Pg. 13)

- Myrtle Street: Make the curb lane a dedicated sequential drop-off/pick-up lane with lane separators.
- Make Harrison Avenue intersection improvements at Myrtle and King Streets (planned as Class IIIB [bicycle boulevards](#)); these intersections should have combinations of curb extensions, speed tables, or mini-circles.

Background

The Orion Alternative School in Redwood City suffers from traffic congestion during arrival and dismissal times that is increasingly common near schools across the county. Unsafe vehicle movements are routinely observed, such as vehicles moving abruptly or unexpectedly into and out of drop-off and pick-up locations, and Jefferson Avenue can be a daunting barrier for pedestrians and bicyclists. Indeed the greatest challenge for students and adults attempting to walk and bike to the school may be the hazard created by the school traffic. As a part of the effort to address these issues and increase the number of students safely walking and bicycling to school, a Safe Routes to School walk audit and planning session was held on March 27, 2025 with school faculty and administrators, caregivers, students, advocates, area residents, community leaders and staff, Redwood City engineering and planning professionals, and representatives of the San Mateo County Office of Education. The workshop resulted in programmatic, infrastructure project, and policy level recommendations to improve pedestrian, bicycle, and motor vehicle safety, and encourage more walking and bicycling to school. The group recognized that one of the most formidable challenges faced by many caregivers in deciding whether to allow students to walk or bike to school is the traffic that is generated by the school itself at arrival and dismissal times. This can form a vicious cycle: more traffic makes it unsafe to walk or bike, therefore fewer children do so and are driven to school, thus creating even more traffic around the school. The goal of this work is to create a virtuous cycle: encourage those students (and adults) who can walk and bike safely to school to do so and create safer settings for walking and bicycling. This begins to ease traffic congestion in the school area, which then makes it more inviting for even greater numbers of students to walk and bike. It was agreed that this is the ultimate goal of this work: *not* to make vehicle drop-off and pick-up traffic move more quickly, which actually increases the danger of collisions, but to make walking, bicycling, and taking transit safer and ultimately more appealing to more of the school community.

Priority Recommendations

The workshop group was encouraged to consider three broad categories of intervention, called the three Ps.

- **Programs.** Events, outreach, education, encouragement, data collection, and promotional activities.
- **Projects.** Physical changes to infrastructure and the built environment to support active transportation.
- **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 lower-cost near-term actions that can be pursued quickly to build momentum and begin making it safer for students immediately. All of these recommendations have merit and taken together they comprise a very comprehensive approach to making a safer setting for walking and bicycling. Following are the key recommendations broken into the broad areas summarized at the beginning of this memo.

1. Re-energize the work of the Orion Alternative School Safety and Traffic Committee.

(Recommended leads: Caregiver/parent volunteers and advocates; school administration; Redwood City Safe Routes to School coordinator.)

The school has previously had an active traffic safety committee. Members' participation in the walk audit and workshop along with their previous work has informed many of the recommendations in this memo. This group would be well-positioned to lead the specific initiatives outlined below, engaging partners and helping to drive their implementation. Indeed, the recommendations in this memo will benefit from having a clear champion to assure they are put in place. The Orion Safety and Traffic Committee (OSTC) is ideal to shepherd the initiatives below, as well as others as they are developed. The OSTC should include parents, caregivers, and students, as well as representatives from school administration and faculty, city planning, public works, and safety entities. Their work can begin with the following specific activities and policies as they work to promote more safe walking and cycling to school:

Caregiver engagement & recruitment. The focus should be on engaging adults in actively supporting, planning, and participating in both specific events (e.g. walk and bike to school days; pavement painting events) and on-going practices, such as following specific drop-off/pick-up procedures and utilizing recommended walk- and bike-to-school routes.

A student safety and skills education program.

Institute a progressive program, beginning with fundamental pedestrian skills for the youngest students. It can then include scooter and skateboard safety, and bicycle skills and maintenance for mid- and older-grades. It may be possible to partner with regional bicycle advocacy and safety organizations such as the [Silicon Valley Bicycle Coalition](#) to engage trained instructors. Ideally this becomes a formal part of the Orion curriculum, as these are certainly worthy lifelong skills.



Cyclists approaching school on Myrtle Street.

A park and walk program from Red Morton Park to and from the school. Several workshop participants found great appeal in the idea of encouraging adults to park at Red Morton Park and walk their students to school, or allow them to join a group that is walking. The students in the workshop were particularly enthusiastic, suggesting that many students would much rather walk from and to the park each morning and afternoon rather than having the stress and uncertainty of navigating the drop-off and pick-up line each day. This will be especially effective if combined with the next recommendation.

Launch a safe dismissal procedure: Release walkers and bicyclists first and institute a *safety delay* on the vehicle pick-up lines. A *safety delay* of as little as five- to eight-minutes allows pedestrians and bicyclists to clear the school grounds and immediate nearby intersections before the bulk of traffic begins moving. (E.g. below, crossing Ave Del Ora at dismissal.) In particular, this could help assure that students bicycling and walking even to cars at satellite locations such as in the neighborhood or at Red Morton Park could more safely cross the pick-up line at the south side of the school, or the traffic at Myrtle Street and the intersection at Harrison Avenue before the traffic is most chaotic. It also has been found to be an incentive to students and caregivers to consider walking and cycling, or at least using a satellite pick-up location; the students avoid standing around waiting for their ride to show up in the pick-up line, and caregivers find they actually exit the area more quickly by avoiding the school traffic. As part of this procedure, students being picked up could have designated areas based on preference or grade level: the main gate sidewalk, the gym sidewalk, or the Myrtle Street pick-up lane.



Launch the “Wake Up 15-Minutes Earlier for Fun” program. This term was coined by students in the workshop and could be a shared student and adult initiative. The idea is to encourage students to get up just 15 minutes earlier in the morning so that they can avoid being part of chaotic last-minute drop-off traffic at the school. They can also possibly have the flexibility to walk from Red Morton Park or another satellite drop-off location. The students suggested that having a healthy breakfast program or other fun before-school activities could be further incentive, such as brief healthy nutrition class, art activities, or others suggested by students.



Students painting a crosswalk, Weslaco TX.

Advocacy and implementation support for recommended infrastructure improvements. The school safety committee must work closely with city boards and infrastructure professionals (planners, engineers, and public works) as they develop the details of recommended designs. There will likely be opportunities for pre- and post- installation data collection to make the case for permanent improvements (e.g. pedestrian and bicycle counts, speed data). There will be a need for direct support of actual quick build installations, such as launching a student painting program for areas such as curb extensions, median islands, and on-campus infrastructure such as bike parking and pathways.

Promote walking and bicycling to school directly to students through announcements, assemblies, classes (e.g. health, physical education, geography), and fun walk- and roll-to-school events. Target messages to parents and caregivers through newsletters, social media, parent-teacher conferences, and engage them together with children during [May Bike Month](#) and [October Walk & Roll to School Month](#) activities, such as completing walkability/bike-ability checklists assessing their routes to school.

Launch walking school buses and bicycle trains. These are groups of students walking or biking to school together with an adult, on a planned route and schedule, picking up other students along the way. They can be organized informally by friends and neighbors; the SMCOE Safe Routes to School team and Redwood City SRTS Coordinator are available to train Walking Bus leaders and provide materials, guidance, and support.

Launch a student (and ideally adult volunteer) safety patrol. Upper grade students can take on specific responsibilities at arrival and dismissal time such as placing and removing cones or signs where needed (such as at driveway entrances, or along walkways); opening vehicle doors at the curb for students so drivers do not



leave vehicles; and assisting the crossing guard at Myrtle Street and Jefferson Avenue by holding back pedestrians until signaled to cross. Ideally adults who routinely drive students to school should be recruited for one- or two-week “volunteer” safety patrol duties both to assist these students, and to help make the adults more aware drivers. The SMCOE Safe Routes to School team and Redwood City SRTS Coordinator are available to train Safety Patrol teams and provide materials and ongoing support.

2. Jefferson Avenue lane reduction (long term) and safety measures (immediate).

(Recommended leads: Redwood City Engineering Departments; Orion School.)

Jefferson Avenue long-term goal: Lane reduction from four to three lanes. In 2022 Redwood City updated [RWCWalkBikeThrive](#), the city’s pedestrian and bicycle plan. This plan supports the city’s Vision Zero goal of eliminating traffic fatalities and severe injuries by 2030, stated in [RWCMoves](#), the broader transportation plan for Redwood City. Referred to as a *road diet* in the city’s [RWCWalkBikeThrive](#) plan, the ultimate goal for Jefferson Avenue should be to implement a lane reduction from four to three lanes. At right is a box from the plan explaining the term.

- **Road diets:** These involve removing the number of travel lanes, usually from four (two in each direction) to two (one in each direction), and reallocating the freed-up space to create a center turn lane, bike lanes or wider sidewalks. Road diets have several significant benefits: besides creating room for bike lanes, they make it safer and easier for pedestrians to cross the street and make intersections simpler for drivers to navigate, particularly with left-hand turns. There might be opportunities to provide road diets on segments of Broadway, Farm Hill Blvd. and Jefferson Ave., among other streets.

The plan specifically identifies Jefferson Avenue as a priority (see the city’s [project page](#)). The Orion School community and surrounding neighborhoods should aggressively advocate for quick action on this goal, as it will have great benefits for a broad swath of the city. Note that if Jefferson Avenue is restored to one lane in each direction plus a center turn lane there will likely be space for protected bicycle lanes. There will also be locations where the center lane can accommodate median islands for high visibility pedestrian crosswalks, leaving only one vehicle lane to cross at a time. In the meantime, there are three key locations for immediate actions supporting safe pedestrian and bicycle access to the Orion School and other nearby destinations.

2a. Jefferson Avenue immediate goals:

Create a protected bike lane on the north side of Jefferson from Hawes Street to Ave Del Ora. At the



Hawes Street crosswalk there is roughly a six-foot shoulder on the north side of Jefferson Avenue, plus two ten-foot southbound travel lanes. This shoulder quickly grows to eight feet or more as it approaches Ave Del Ora (photo at left). Note that although there are shared-use arrows on Jefferson, it is unrealistic to expect any but the most experienced cyclists to actually travel in the vehicle lanes on this roadway (photo below left). A protected bike lane can be created with paint, flexible delineators, and temporary curbing material (see example below). In the near-term pedestrian and bicycle traffic crossing Jefferson Avenue should be funneled to

this crossing as much as possible because of the high-visibility crossing with a median island and a HAWK (High Activation Walk signal for traffic). The protected bike lane will then allow safer access for cyclists from the Hawes Street crosswalk south to Ave Del Ora, and will further buffer pedestrians on the narrow sidewalk from the traffic on Jefferson Avenue.



Example of protected bike lane created with paint, curbing, and vertical delineators.



Cyclist braving the current conditions on Jefferson Ave.

Create a safe pedestrian crossing of Jefferson Avenue at Myrtle Street. This will require close work with



the fire station at the Myrtle/Jefferson intersection, but can be designed to have no adverse impact on their access to Jefferson Avenue or Myrtle Street, and would further calm passing traffic in this area which would actually be beneficial. As shown in the schematic below, the two intersections of Myrtle Street with Jefferson Avenue are offset by 22 feet, meaning no left turn lane on Jefferson is required through that area. Thus, a center median island could be placed in this roughly 20-foot length of the center lane.

Because no left turns are allowed from northbound Myrtle onto Jefferson, a median island here would further discourage that illegal left turn. The photo above is an example of a quick build median created with paint, signs, and flexible delineators. Note the interior could even be painted artistically by students. The schematic below illustrates how a quick build median island could be located to provide a two-stage crossing for pedestrians, allowing them to wait for clearance in one direction, walk out to the island, then safely wait for clearance in the other direction.

“Yield to Pedestrian in Crosswalk” signs at the island are also recommended (located by white arrows). On the schematic the green is the “interior” of the island, the red dots represent possible locations for flexible delineators, and the yellow striping represents the crosswalk. Note the intentional Z-offset shape, which can be made more pronounced if desired; this encourages crossing pedestrians to face toward on-coming traffic as they pass through the island.



Create curb extensions and a median island at the St. Francis Street crosswalk of Jefferson Avenue. This large intersection may get a traffic signal as part of the reconstruction as it is an important crossing location for students coming from the south and east. Following are proposed short term improvements:

- **Curb extensions:** There are parking lanes on both sides of Jefferson Avenue, so painted curb extensions can be created that are



nearly the width of that parking lane. These are shown as white

striped area on the south and west corners of Jefferson and St. Francis in the schematic above. For greatest effect it is best if these are outlined with vertical delineators, as are the curb extensions at South Place and Ave Del Ora (photo above left). This precludes vehicles from parking illegally within the curb extension.



- **Median island:** On the southbound leg of Jefferson Avenue south of the intersection there are three lanes for the entire block. There are two travel lanes and a left turn lane for the intersection with Valota Road. That left turn lane does not have to begin at the intersection with St. Francis Street; in fact, the current alignment makes it appear to be a through travel lane. Note the image below; to the right of the median there appear to be three through lanes plus a parking lane along the curb. Therefore, it is proposed to use a short section of the turn lane (ten feet or less) to create a quick build median island with paint and vertical delineators for



pedestrians crossing Jefferson Avenue, as shown in the schematic above. This will also make it much more clear that the left lane on this block of James Avenue is a left-turn lane.

3. South driveway and Ave Del Ora safety improvements.

(Recommended lead: Orion School administration; Redwood City public works.)

Improve bicycle access from Jefferson Avenue to the southeast entry to the school.

The current proposals for the lane reduction on Jefferson Avenue include creation of a wide two-way multi-use path on the north side of Jefferson from Ave del Ora to Myrtle Street (see [project site](#)). This would allow pedestrians and bicyclists crossing Jefferson Avenue to safely do so at the Hawes Street crosswalk, and then use the multi-use path to get to Ave Del Ora or Myrtle Street. In the Jefferson Avenue section on page 7 it is recommended in the short term to turn the north shoulder into a protected bike lane from Hawes Street to Ave Del Ora. This lane can be painted and signed as a bicycle lane and “protected” with flexible delineator posts.



This lane should be continued around the corner at Ave Del Ora, as shown in the schematic above. From the intersection with James Avenue to the southeast driveway into the school Ave Del Ora is roughly 30 feet wide from curb to curb. This provides room for two 10.5-foot travel lanes, a one-foot separator stripe, and an 8-foot protected bike lane. This lane is shown with hashed green paint markings, which is one way to bring greater attention to a bicycle lane in high conflict areas. This should be edged with vertical delineators (example locations are shown as red dots on the painted line) and the bikeway should be continued into the school driveway and up to the southeast gate into the school grounds, which can be unlocked at arrival and dismissal.

The group recommended that quality covered bicycle parking be provided in this area of the school grounds so that bicyclists do not have to ride or walk their bikes across campus. Students could be invited to artistically paint the areas of this pathway on the school grounds (for example, the areas of light yellow boxes). Note that the area between the sidewalk and the curb in this short section of Ave Del Ora could at some point be cleared and surfaced (with hard packed gravel, asphalt, or concrete) to create a shared pedestrian and bicycle path from the Jefferson Avenue corner to the school driveway. In any case the bike lane along the driveway to the southeast school gate must be defined by paint and vertical delineators if it is to be safe and truly useful.

Place a small fence along the green area at the Jefferson Avenue intersection with Ave Del Ora. Children are observed often playing in this green space before and after school, and workshop participants felt it would be worth placing a low fence in this area to assure that youth do not accidentally fall or stumble into the fairly narrow sidewalks and nearby roadway.

Create a drop-off/pick-up lane along the sidewalk below the gym. Relocate the parking spaces along the gym sidewalk and ramp out to the nearby white curbed area on Ave Del Ora. Make this area of the school driveway a white curbed active drop-off/pick-up lane. This would entail a loss of two parking spaces, but would roughly double the amount of active drop-off/pick-up curb along the school's south driveway. Students using this area will step directly onto the school sidewalk and walk up the ramp to the gym, rather than having to cross the school driveway as they walk in from the sidewalk out along the street.

Place a curb stop for the handicapped parking space below the gym. A concrete or hard rubber tire stop must be placed to keep the vehicle back far enough to allow the operator to get around the front of the vehicle, rather than have to go out into the driveway to get to the curb ramp to the right of the vehicle parking space.

Reconfigure the pedestrian crossing at the end of the south driveway drop-off/pick-up loop. Many pedestrians access the west end of the school at the main entrance, coming onto campus at the Ave Del Ora driveway entrance across from South Place. Some cross Ave Del Ora with the crossing guard, walking from the neighborhood or cars parked on those streets. Others come from cars parked at the white-curbed drop-off lanes on Ave Del Ora; some walk across the school driveway (photo below left), while others walk straight up and down the short hill between Ave Del Ora and the driveway (photo below right).





At the west end of the school driveway pedestrians are currently directed to walk across the driveway to the west sidewalk, then cross the driveway to the school rear parking lot to get to the sidewalk along the school front. This route is shown as dashed green lines in the schematic at left. However, a large number of students and adults were observed taking the most direct route between the building front and the sidewalk on Ave Del Ora, crossing the end of the drop-off/pick-up area and travel lane on the school driveway. Some walked through the landscaped area, where there is a clear worn path (photo below)

Long-term goal: Formalize this as a highly visible speed table crosswalk for pedestrians. The new crosswalk in the schematic above could be a slightly raised flat-topped crosswalk (below) that captures drivers' attention while making pedestrians several inches taller and more visible.



This should connect to a sidewalk in the existing curb extension (where there is now a worn path), providing a link to the Ave Del Ora sidewalk.

Near term action: Create a painted crosswalk and signage. A less expensive painted crosswalk can be installed immediately with four key elements, as shown in the schematic on the previous page. The yellow ladder painting shows the rough location of the crosswalk.

1. A **painted high visibility crosswalk** from the building front sidewalk toward Ave Del Ora, linking to a driveway pedestrian lane.
2. A **“Yield to Pedestrian in Crosswalk” sign** placed in the driveway between the through lane and the curbside drop-off/pick-up lane at the crosswalk (located by the white arrow in the schematic).
3. A **short, painted path along the east edge of the driveway**, linking the crosswalk to the Ave Del Ora sidewalk. Note that this driveway opening is 26 feet, allowing for two 10-foot travel lanes (in and out, designated by thick white arrows), a one-foot buffer, and a five-foot pedestrian lane. It is strongly recommended to place vertical elements in the buffer; ideally attached vertical delineators, but at the very least cones; these are represented by the red dots along the path on the schematic.
4. **Place a simple speed cushion in the travel lane**, represented roughly by the blue rectangle in the schematic. This is a gently sloped hard rubber speed bump (example at right) to slow drivers in the through lane as they approach the crosswalk. Note that this placement allows vehicles to safely access and exit the last parallel parking space on the left.



4. Myrtle Street area and neighborhood safety improvements.

(Recommended leads: Redwood City, Orion Safety and Traffic Committee.)

Myrtle Street: Make the curb lane a dedicated sequential drop-off/pick-up lane. Currently vehicles pull into and out of this lane at any point, which is certainly unpredictable and can be quite dangerous. It is much safer to have a dedicated lane that is entered at one point, vehicles pull all the way forward before dropping-off or picking-up, and they then exit at the end of the lane. A clear “drop-off zone” for students to get in and out of vehicles can then be identified, with safety patrol and adult valets opening car doors so that drivers never leave

their vehicles. The photo at left shows how this type of lane is created at McKinley Institute of Technology with cones and signs marking the lane. At dismissal students cluster in the “valet” area and wait for their vehicle to pull forward to them, rather than wander up and down the street looking for their vehicle, and *drivers never leave their vehicles.*



Harrison Avenue intersection improvements at Myrtle and King Streets. Both of these intersections will benefit from treatments that slow traffic and increase pedestrian visibility. All of the crosswalks at these intersections (and others on established walk to school routes) should be painted with yellow high visibility ladder style markings. Both Myrtle Street and King Street are identified in *RWCWalkBikeThrive*, the city's pedestrian and bicycle plan, to become Class IIIB [bicycle boulevards](#). That designation is intended for roads with low traffic volumes that are designed to maintain slow vehicle speeds, so that bicycles and motor vehicles can safely share the travel lanes (photo at right). Done properly, a bicycle boulevard can accommodate cyclists across a wide range of skills and experience, not just the most serious cyclists. Therefore, traffic calming measures at these two intersections are not just appropriate but absolutely necessary. Three common treatments that are commonly used on bicycle boulevards are as follows:



- **Speed tables or speed cushions.** These are elevated sections of the road, typically with a flat top that ranges in size from an entire intersection (speed table at left) to just a slight ump in the travel lane (photo page 13), which Redwood City uses on emergency response routes. If placed at a crosswalk they elevate and make pedestrians more visible. This could be a long-term goal for either of these intersections when the street is repaved.

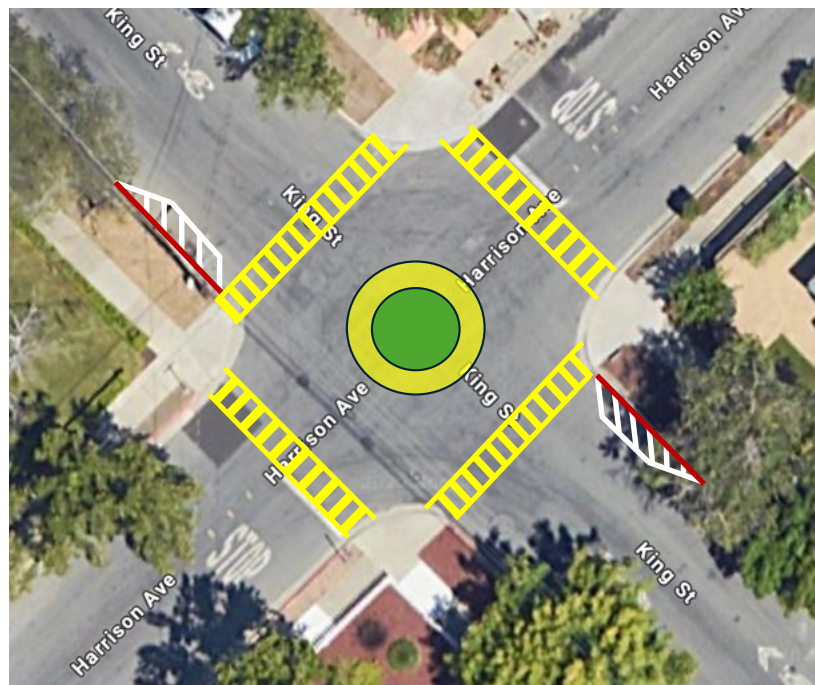
- **Curb extensions.** These can be structured curbing material (e.g. concrete, as in the photo right) that is nearly the width of the parking lane or shoulder on a street. They can also be created with paint and vertical delineators, as shown in the photo at South Place on page 9. Both effectively slow vehicles, improve pedestrian visibility, preclude vehicles from parking illegally close to the intersection, and shorten the crossing distance and thus a pedestrian's time spent in the crosswalk.



- Mini-circles.** A small neighborhood version of a roundabout, a [mini-circle](#) is a raised circle often with mountable curbs so that the rear tires of the largest fire trucks and other trailers can roll over the edge of the circle. However, they create enough deflection to slow traffic, without forcing every vehicle to come to a stop, idle, and re-accelerate (photo below left). One advantage of a circle over a four-way stop is that when stop signs are used as traffic calming at an intersection with a low amount of cross-street traffic, drivers can become accustomed to rarely seeing crossing vehicles and get in the habit of rolling through the “stop.” A traffic circle, on the other hand, requires every vehicle to slow because of the deflection. Before creating a permanent circle a quick build version with low cost and adjustable materials is recommended to allow for adjustments (an example from East Palo Alto is shown below at right).



A schematic of a circle is shown below in the Harrison Avenue and King Street intersection. A properly designed circle will maintain the required space between the circle and corners for trucks and emergency vehicles to safely pass. If the circle alone is not slowing traffic sufficiently, small curb extensions can be placed on the approach corners in the red curbed areas; this increases the deflection that vehicles experience by keeping them in the travel lane (and out of the parking lane) when approaching the circle. In the schematic example, the raised portion of the circle is green; the yellow ring is painted pavement as a warning to drivers. White striped areas are examples of curb extensions on the approach lanes of King Street; these could be paint and vertical delineators in the demonstration phase.



Conclusion

It is imperative that a collaborative working group be established to advance these recommendations (summarized on simple schematic below). School officials and the Orion Safety and Traffic Committee must maintain close contact with parents, community leaders, the Redwood City Safe Routes to School coordinator, and the team from the Redwood City Planning and Engineering. The combination of the schools advocacy, city involvement, and the existence of the city's *RWCWalkBikeThrive* plan identifying some of these priorities should help move this work along, particularly the lower cost and easier near term ideas. Keep these important recommendations in front of city officials, as they will benefit not just the school community but the residents of the surrounding neighborhoods and all users of these roadways.



References and Resources

[*RWCWalkBikeThrive*](#), 2022. Redwood City's outstanding pedestrian and bicycle plan with detailed recommendations, including safety improvements on El Camino Real and bicycle infrastructure goals.

[*RWCMoves*](#), 2018. Redwood City's multi-modal transportation assessment and plan, including a Vision Zero priority to reduce motor vehicle-related severe injuries and deaths in Redwood City to zero.

[*Jefferson Avenue Traffic Safety Improvement Project*](#), extensive information on the evolving plans for the redesign of Jefferson Avenue, at the Redwood City website.

The National Center for Safe Routes to School; extensive practical traffic safety and programmatic information downloadable resources: 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

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

Quick Build Guide: How to Build Safer Streets Quickly and Affordably. Practical guide to low-cost 'quick-build' techniques to increase pedestrian and bicycle safety and accommodation. Alta Planning and the California Bike Coalition; 2020.

<https://altago.com/wp-content/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>

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