



Memorandum

Date: August 18, 2026

To: Mr. Aaron Kael
Pleasanton Unified School District

From: Trisha Dudala P.E.
Eric Tse, P.E., PTOE

Subject: Alisal Elementary School Modernization Project Circulation Study

The Pleasanton Unified School District has retained Hexagon Transportation Consultants to conduct a loading and circulation analysis for the proposed Alisal Elementary School Modernization project. The project includes modernization of selected existing buildings, construction of new classrooms and a multipurpose room, and an increase in the school's student capacity from 554 to 710 students. A new student loading area with additional staff parking will be added as part of the proposed expansion. The school currently has 513 actively enrolled students. This study documents the existing site access, circulation and loading/unloading conditions, identifies operational issues, and provides recommendations to improve the student loading/unloading operations. The study also includes guidance for the design of loading and circulation elements to support future expansion of the school. The study location and study intersections are shown on Figure 1. The student loading locations are shown on Figure 2.

Data Collection

The data required for the analysis were obtained from new intersection and driveway counts, field observations, the City of Pleasanton, and the Pleasanton Unified School District. The following study data were collected from those sources:

- Existing vehicular, pedestrian, and bicycle turning movement counts
- Student drop-offs and pick-ups both onsite and on-street
- Student attendance data
- Onsite bike parking counts
- Onsite vehicular parking counts
- Traffic signal timing sheets

Figure 3 shows the existing traffic volumes at the study intersections.

School Site Circulation and Access Analysis

Alisal Elementary School is a public K-5 school with a current active enrollment of 513 students. School pick-up and drop-off activities currently occur in four primary locations: (1) the onsite loading/unloading area accessed via the Santa Rita Frontage Road driveways; (2) the designated on-street loading/unloading zone along the eastern boundary of the school on Kolln Street; (3) undesignated on-street loading/unloading areas along Santa Rita Frontage Road and nearby streets; and (4) undesignated areas within the adjacent Alisal Medical Center parking lot, as well as the post office and Gingerbread parking lots located across Santa Rita Road on the opposite side of the school. Figure 2 shows the existing school site layout.



Figure 1
Site Location and Study Intersections

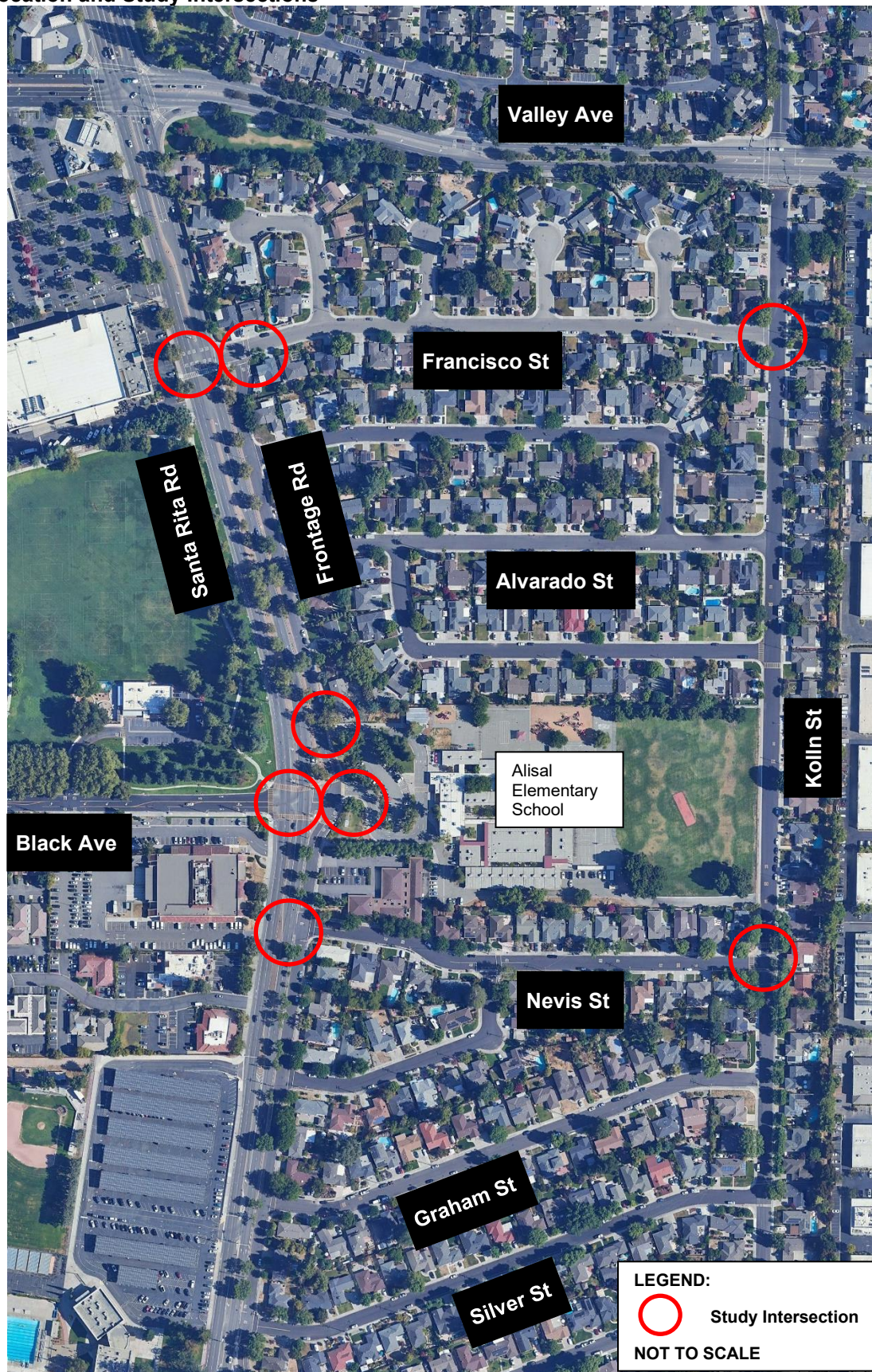
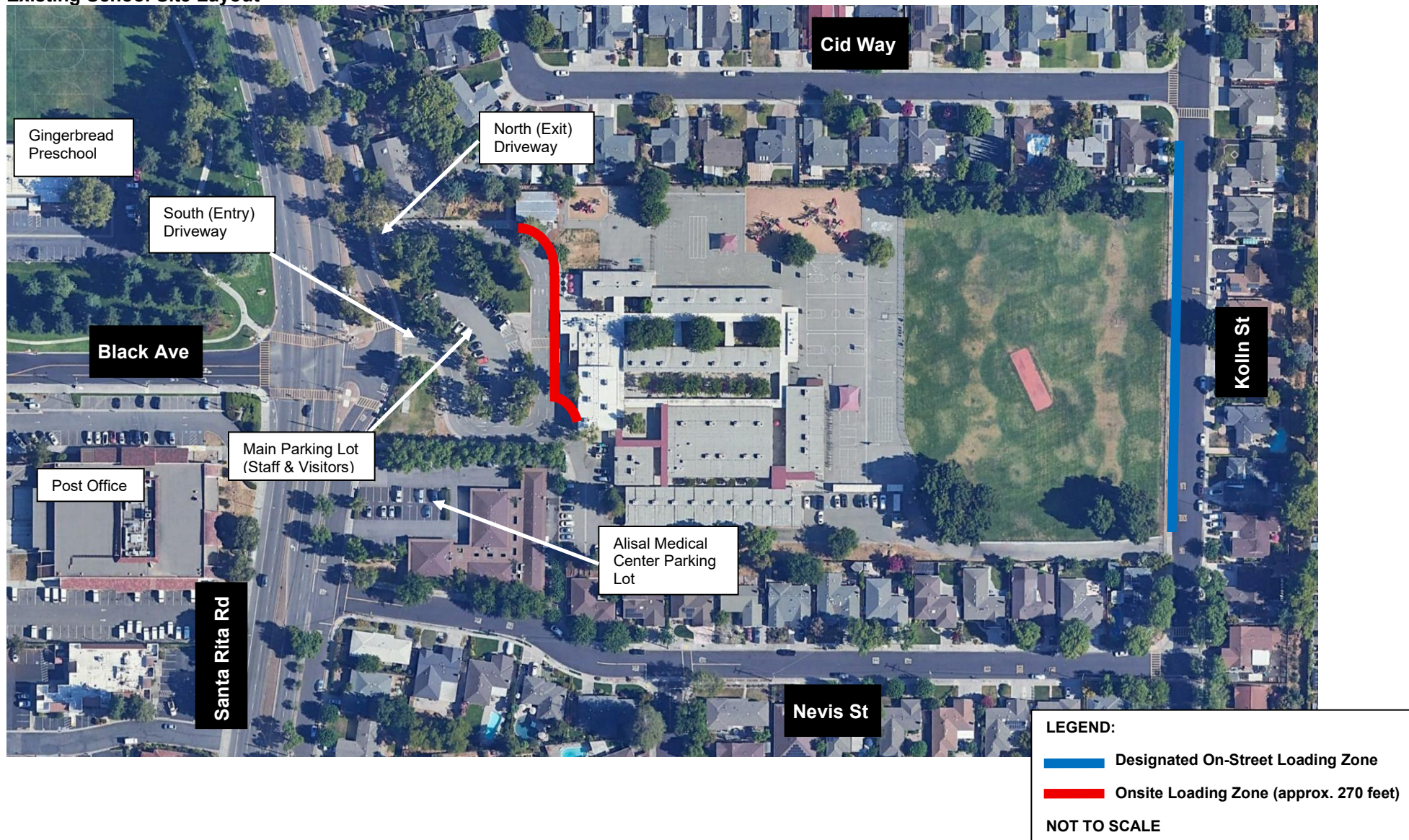


Figure 2
Existing School Site Layout



Alisal Elementary School Circulation Study

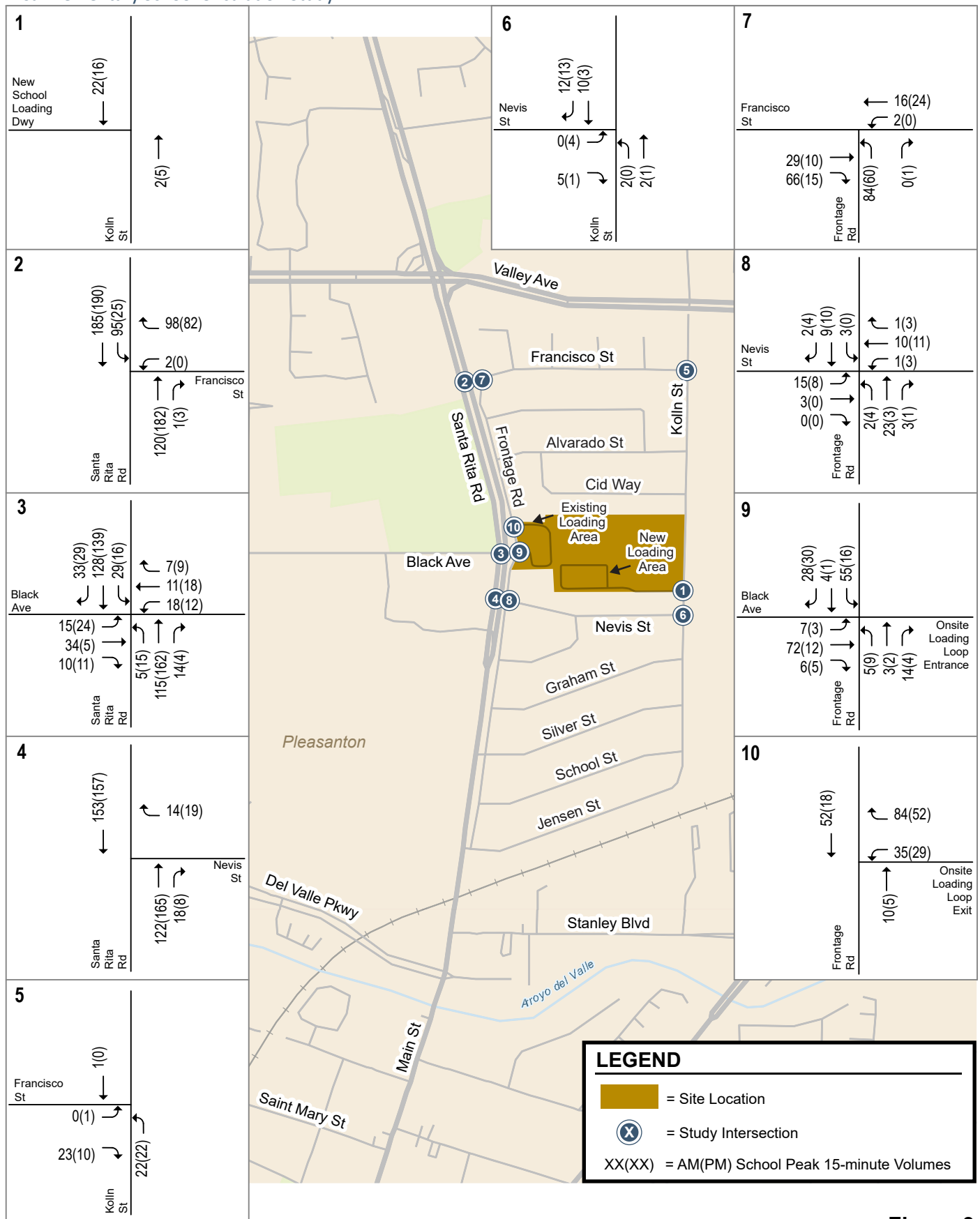


Figure 3
Existing Traffic Volumes (Peak 15-minute)

The bell schedules for transitional kindergarten/kindergarten and 1st grade are staggered except on Wednesdays. The following are bell schedules for the different grades on a typical school day.

- For transitional kindergarten/kindergarten students, school begins at 8:15 AM (Group A) and 9:15 AM (Group B) and ends at 12:05 PM and 1:05 PM, respectively.
- For 1st grade students, school begins at 8:15 AM (Group A) and 9:00 AM (Group B) and ends at 1:55 PM and 2:50 PM, respectively.
- For all 2nd to 5th grade students, school begins at 8:15 AM and ends at 2:50 PM.
- On Wednesday, school begins at 9:15 AM for all grades. Transitional kindergarten and kindergarten students are dismissed at 1:05 PM, while students in all other grades are dismissed at 2:50 PM.

Existing Student Loading Demand

To evaluate the adequacy of the onsite loading area for the proposed school expansion, the operational performance of the current loading/unloading area and associated vehicle queues was analyzed based on field observations conducted during a typical school day.

Saturation Flow Rate of Onsite Loading Area

Based on the field survey conducted on a typical school day, there were approximately 239 vehicle drop offs in the AM, with 178 drop offs occurring within the onsite loading area and 61 drop offs occurring at offsite areas on Kolln Street, Santa Rita Frontage Road, the adjacent Alisal Medical Center parking lot, as well as the post office and Gingerbread preschool parking lots on the west side of Santa Rita Road along Black Avenue. During the PM, there were 120 vehicle pick-ups, with 68 pick-ups occurring at offsite areas mentioned above.

The saturation flow rate represents the maximum number of vehicles that can be processed through the school loading/unloading area under continuous demand and typical operating conditions. Based on field observations at Alisal Elementary School, the measured saturation flow rate is 116 vehicles per 15-minute period during the AM drop-off period and 56 vehicles per 15-minute period during the PM pick-up period. The higher AM saturation flow rate reflects the more efficient unloading process, as parents can quickly drop off students without leaving their vehicles. In contrast, PM pick-up operations are less efficient because drivers often need to wait for students to arrive at the loading area, resulting in longer dwell times and a lower vehicle processing rate.

Maximum Start-up Loading and Vehicle Queuing Demand

This section describes the amount of loading and vehicle queuing area, in linear feet, required for the school. In terms of street operations, the AM and PM bells generate similar amounts of traffic congestion. Even though AM unloading is quicker than PM loading, there is more ambient traffic on the roadway network during the AM commute period and the AM bell has more students arriving at one time. However, the maximum queuing and parking demand *per student* occurs during the afternoon release because loading is slower. The following assumptions and observations were used to calculate the maximum loading and vehicle queue demand:

- Transitional Kindergarten/Kindergarten students are released separately from other grades at two bells with students released at 12:05 PM and at 1:05 PM on Monday, Tuesday, Thursday, and Friday. While on Wednesday, all students are released at 1:05 PM. Nearly all of the transitional kindergarten/kindergarten parents park their vehicles along the loading curb and walk inside the school to pick up their children (referred to hereafter as “Park and Walk” demand). All the kindergarten student loading and vehicle queuing demand can be accommodated onsite within the school property.
- On Wednesdays, when the critical loading demand occurs, 1st through 5th grade students are all released at 2:50 PM. The maximum start-up loading demand was calculated by measuring the total number of vehicles queued in both the on-site and off-site locations and then converted into linear feet, assuming each vehicle occupies 20 feet on average. The total queue length was then

divided by the number of 1st to 5th grade students who attended school on the day of data collection. Below is a breakdown of the calculation.

The school's inbound driveway consists of three approach lanes leading to the loading area. Two of these lanes are used for vehicle queuing associated with student pick-up and drop-off operations, while the third lane provides access to the onsite parking lot and allows vehicles to bypass the loading queue.

The combined effective length of the vehicle queuing storage within the two designated queuing lanes beyond the loading area is approximately 440 feet. When this storage capacity is exceeded, vehicle queues extend beyond the school driveway onto Santa Rita Frontage Road.

Based on field observations conducted during a typical school day, the maximum start-up loading and vehicle queuing demand was estimated to be approximately 880 feet¹, equivalent to about 44 vehicles. This demand consists of the following components:

- Parked vehicles in the school front parking lot which are student pick-up related (4 vehicles)
- Vehicles queuing onsite behind the loading area (22 vehicles),
- Vehicles waiting in the designated on-street loading zone on Kolln Street (5 vehicles),
- Vehicles waiting in the undesignated loading at the Alisal Medical Center parking lot (4 vehicles), and
- Vehicles queuing in both directions of Santa Rita Frontage Road waiting to enter the school (9 vehicles).

Based on the school attendance record, a total of 394 1st through 5th grade students attended school on the day of data collection. Therefore, the maximum start-up loading demand ratio was determined to be 2.2 (880 feet divided by 394 students attended school on the day of data collection) feet per student for the 1st through 5th grade students.

Existing Parking Demand and Supply

Majority of the onsite parking spaces are designated for school staff and are located in the main parking lot within the center of the loading loop and in the rear parking lot located to the east of the loading loop along the south side of the school buildings. These parking areas are primarily accessed via the school driveways on Santa Rita Frontage Road through the loading loop. An existing alley along the eastern property boundary provides a connection between the rear parking lot and Kolln Street. However, the alley is gated and is not typically used for regular vehicular access. The staff and visitor parking demand was surveyed to be 48 occupied parking spaces 15 minutes after the morning school bell at 8:15 AM, when most of the staff members should have arrived and parked. This does not account for teachers or other staff who are present on campus for only a portion of the day.

Currently, the site provides a total of 70 parking spaces, including 41 spaces in the main parking lot and 29 spaces located east of the main parking lot. Of these, six spaces are designated for visitor parking, while the remaining 64 spaces are reserved for staff. According to information provided by the school, all 64 staff parking spaces are typically occupied at some point during the day. School staff have also indicated that parking is generally at or near capacity, making it difficult to find an available parking space.

¹ Because vehicles were instructed by staff to wait at a location just before the beginning of the loading zone before the school bell, the onsite loading zone (270 feet) was not included in the total 880 feet of queuing demand for the calculation of the maximum start-up loading demand ratio.

Mode Split

The following mode split percentages are based on data collected during the AM peak pickup period.

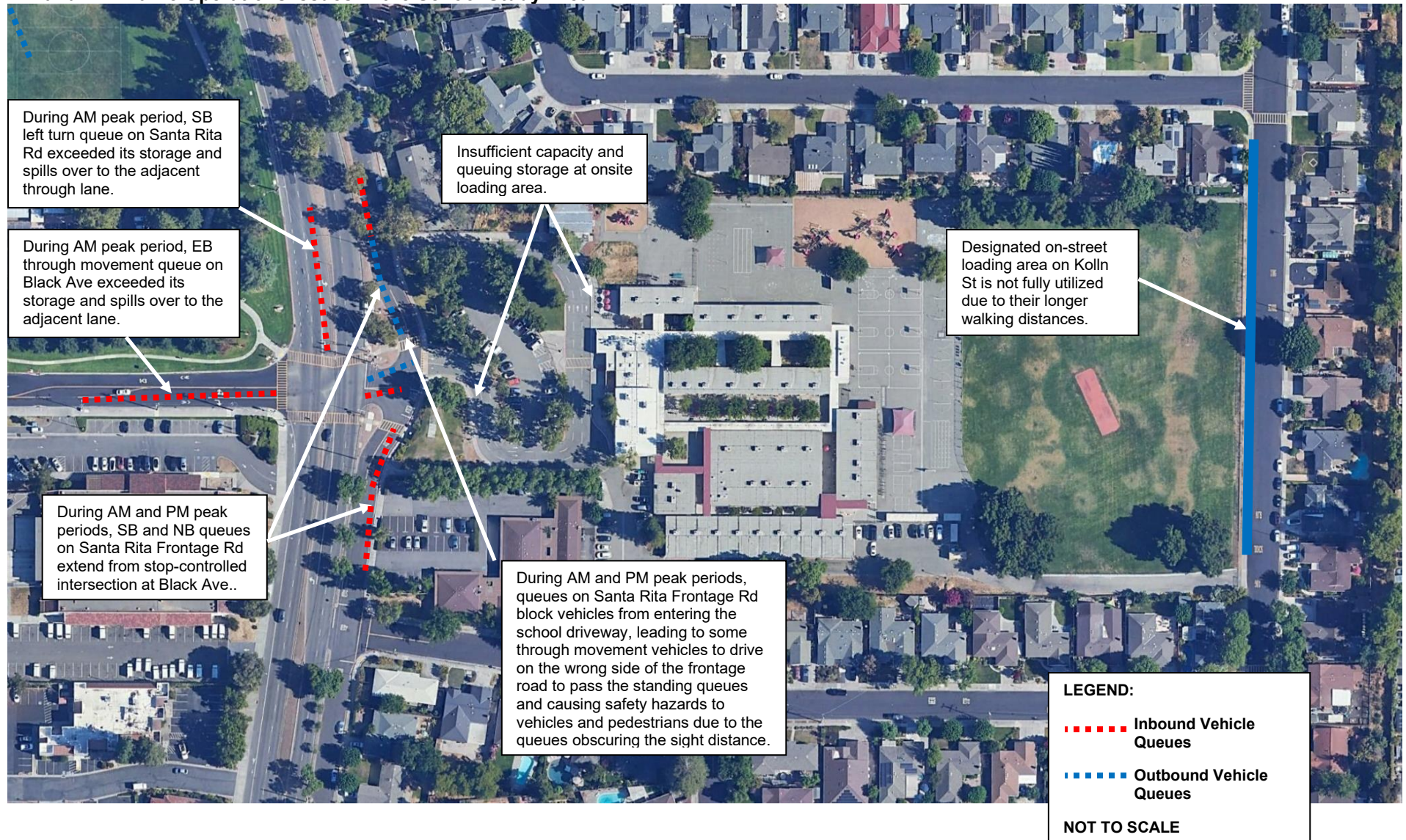
- 4% Bikes or Scooters (15 observed in the designated bike parking area)
- 16% Walking or Vanpool
- 80% Vehicle Pick-ups (including carpool)

Traffic Operations and Safety Observations

Traffic conditions in the field around the school were observed in order to identify existing operational deficiencies of student loading areas and the surrounding streets and intersections (see also Figure 4).

- The onsite main loading and parking area generally operates well with a layout that provides good pedestrian and vehicle circulation. There are sidewalks and pedestrian paths along the loading areas which minimize pedestrian and vehicular conflicts. In addition, school staff are stationed at the crosswalk connecting the loading area and the main center parking lot to assist students and enhance pedestrian safety. Although the loading area functions adequately under existing conditions, its capacity is insufficient to fully accommodate the current student drop-off and pick-up vehicular demand, resulting in periodic congestion during peak school arrival and dismissal periods.
- During the AM drop-off and PM peak pick-up periods, the onsite loading area reaches capacity, causing queues to spill back onto Santa Rita Frontage Road and the stop-controlled intersection at Black Avenue and the frontage road. Since most vehicles come from Santa Rita Road and its frontage road to the north, the queue in the southbound Santa Rita Road left turn lane and eastbound Black Avenue through lane at Black Avenue intersection intermittently spillover to the adjacent lane. Vehicle queues also extend along Santa Rita Frontage Road to the north and south at the stop-controlled intersection at Black Avenue and the frontage road. This queue is caused by (1) insufficient loading capacity onsite and (2) mixing of the frontage road through traffic in the queues, effectively constraining the onsite loading area operations. The long queues on the frontage road result in many parents parking in the Alisal Medical Center parking lot and in the residential neighborhood south of the site and at the Gingerbread preschool and sometimes at the post office on the west side of Santa Rita Road, and walking students into the school to avoid the traffic congestion.
- During both the AM and PM peak periods, the on-street loading areas on Kolln Street are not fully utilized by vehicles for pick-ups and drop-offs. This is most likely because those loading areas require a longer walking distance to travel to the school back entrance on the east side of the school buildings.

Figure 4
AM and PM Traffic Operations Issues in the School Study Area



- During the AM and PM peak loading periods, vehicular queues extending from the stop-controlled intersection at Black Avenue and the frontage road block vehicles from entering the school driveway, which leads to some through movement vehicles to drive on the wrong side of the frontage road to pass the standing queues and causing safety hazards to vehicles and pedestrians.

Projected Future Student Loading Demand (Additional 197 Students)

The existing school has a student capacity of 554 students and a current enrollment of 513 students. The school district is considering increasing the school's capacity to 710 students. Table 1 presents the projected maximum start-up vehicle loading demand, peak queuing demand, and the resulting loading deficit under future conditions, assuming full enrollment of 710 students during the peak loading periods. This represents an increase of 197 students over the current enrollment of 513 students.

Table 1
Projected Student Loading Queuing Demand and Deficits

Student Population	Start Up Vehicle Queuing + Loading Demand (feet)	Existing Onsite Loading + Queuing Area (feet)	Deficit (feet)
Existing Conditions (513 actively enrolled with 108 kindergarten)	891	710	181
Proposed Conditions (710 with estimated 151 kindergarten)	1,230	710	520

Currently, 108 of the total 513 students are kindergarten students, which have separate bell schedules than the 1st to 5th grade students. The start-up vehicle loading and queuing demand for total current 1st to 5th grade student enrollment of 405 students (total 513 students minus 108 kindergarten students) without absentees would be 891 feet (405 students multiplied by 2.2 feet per student loading demand ratio). Assuming the student enrollment increase will be distributed among different grades according to the existing grade proportion, the kindergarten student enrollment will be increased to 151 students and the 1st to 5th grade student enrollment will be increased to 559 students. Therefore, the additional 197 student enrollment is comprised of 43 kindergarten students and 154 1st to 5th grade students. As the kindergarten students would have different loading schedules apart from other grade level students, it is the student loading demand attributed from 1st to 5th grade students that would be critical and used for this analysis.

With the additional 1st to 5th grade students, the maximum start up vehicle loading and queuing demand would increase to approximately 1,230 feet (559 1st to 5th grade students multiplied by 2.2 feet per student loading demand ratio) from 891 feet under existing conditions, assuming there are no staggering of bell schedules. Currently, there is 710 feet of loading and queuing area available onsite. Therefore, an additional 520 feet of loading and queuing area would be required to accommodate the additional loading demand due to the proposed school expansion.

Currently, of the total 70 onsite parking spaces, majority (64 spaces) of the onsite parking is reserved for staff, with only six parking spaces designated for visitors. Although the maximum parking demand generated by staff was measured to be approximately 48 vehicles on the day of the counts, it is assumed that the parking demand for the school with the existing student enrollment of 513 students is 64 spaces. Some parents were observed to park at the visitor parking spaces. Under the proposed expansion plan, a portion of the existing main parking lot with 41 spaces (35 spaces for staff and 6 spaces for visitors) will be re-purposed for parents parking for kindergarten student loadings. The area where the rest of the existing staff parking (29 spaces) is located to the east will be replaced by the new East loading area with additional 63 staff parking spaces at the center of the loop. Altogether, under the proposed expansion plan, there will be a total of 104 (41 + 63) parking spaces.

With the additional 197 students, it is expected that the number of staff would increase and the projected total parking demand for staff would be approximately 89 spaces. Therefore, the proposed onsite parking supply is expected to adequately accommodate the projected staff parking demand and at least 15 spaces in the main parking area can be re-purposed for parents use under the proposed school expansion plan.

The trip distributions for the existing main loading area and the proposed loading area are shown on Figure 5. The trip distributions were developed based on the Alisal Elementary School Boundary Map provided by the Pleasanton Unified School District, which reflects existing residential areas and additional student enrollments anticipated from the new housing units planned east of Valley Avenue, northeast of the school. The distributions also considered traffic count data and the relative locations of complementary land uses.

Under the school's current plan, the existing main loading area and parking lot will be dedicated for kindergarten and possibly 1st and 2nd grade students. The new loading area will serve the remaining 3rd to 5th grade students and the new parking area will be dedicated for staff use. Therefore, trips generated from the current 3rd to 5th grade student population were "subtracted" from the existing main loading area and added to the new loading area. The future added student population were then assigned to their respective assigned loading areas based on their grade levels. For purposes of this analysis, it is conservatively assumed that the school will continue to operate under the existing bell schedule following the expansion. Table 2 shows the project trip generation estimates during the school AM and PM peak 15-minute intervals.

Table 2
Project Trip Generation Estimates

Land Use	Size	School AM Peak 15-minute interval ¹					School PM Peak 15-minute interval ¹					
		In-Rate ²	Out-Rate ²	Trips	In	Out	In-Rate ²	Out-Rate ²	Trips	In	Out	
<u>Proposed Conditions</u>³												
[a] 1st to 5th grade	559 students	0.37	0.32	387	208	179	0.10	0.22	180	56	124	
<u>Existing Conditions</u>⁴												
[b] 1st to 5th grade	405 students ⁵	0.37	0.32	280	151	129	0.10	0.22	130	40	90	
<i>Net Project Trips [a] - [b]</i>				107	57	50				50	16	34

¹ The duration of school student loading operations is typically 15 to 20 minutes.

² Inbound and outbound flow rates were based on school driveway counts collected on May 13 and 14, 2026.

³ Under proposed project conditions, it is assumed that the school will maintain its existing bell schedules.

⁴ Existing Kindergarten student trips were not included since they have separate pick-up and drop-off schedules.

⁵ Currently, there are 405 actively enrolled 1st to 5th grade students and 108 actively enrolled kindergarten/transitional kindergarten students.

The net project trips generated from the existing and proposed loading areas were assigned to the study roadway network based on the trip distribution. The net project trip assignment is shown on Figure 6. The existing plus project traffic volumes are shown in Figure 7.

Proposed Student Loading and Parking Area with School Expansion

Figure 8 shows a conceptual layout of the proposed student loading and parking area as part of the school expansion improvements to increase onsite loading capacity and efficiency. The proposed design would include a one-way loading loop on the east side of the school accessed from Kolln Street via an existing alley. The new loading loop road would be minimum 20 feet in width, including an 8-foot wide loading lane and a 12-foot wide through by-pass lane. A minimum 10-foot wide pedestrian and bike path will be added along the perimeter of the loop to provide space for student loading and direct access to Kolln Street. Upon entering, vehicles carrying students will utilize the loading area provided or vehicles driven by staff will park at the center of the loop. It is recommended that the existing alley be widened to 24 feet wide in order to accommodate two 12-foot travel lanes. Traffic exiting from the driveway should be stop-controlled with a stop sign and stop marking installed.

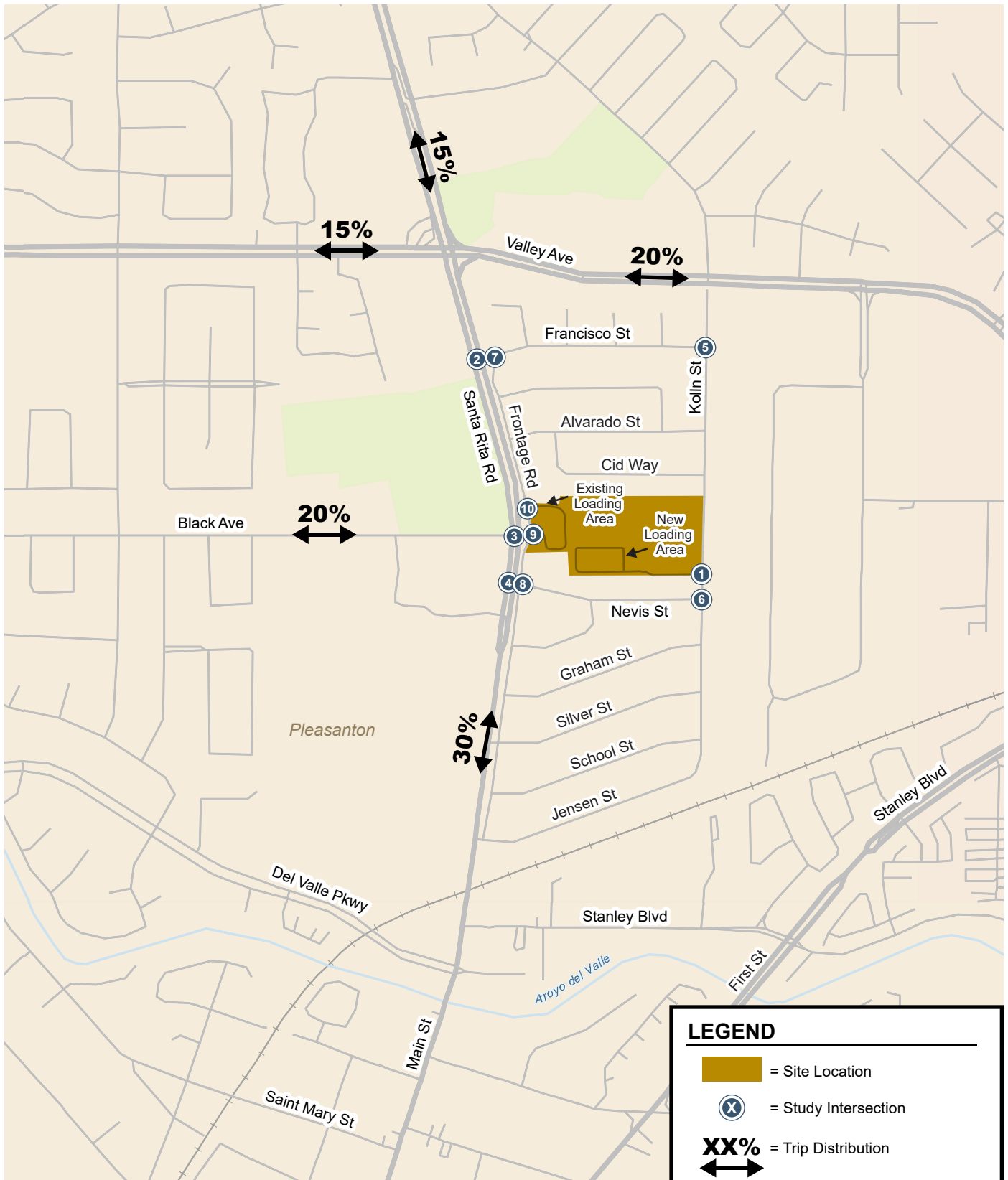


Figure 5
Project Trip Distribution

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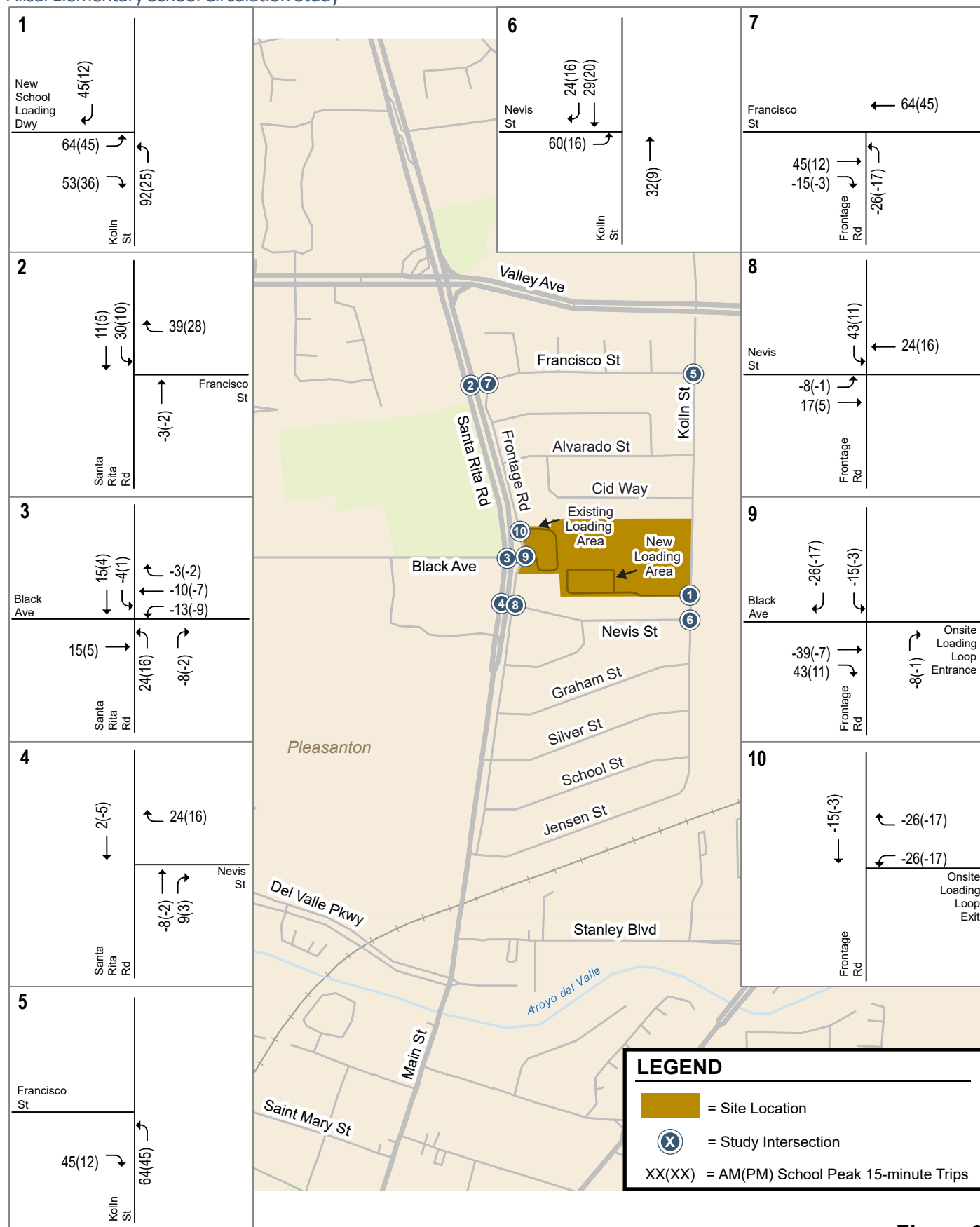


Figure 6
Net Project Trip Assignment (Peak 15-minute)

Alisal Elementary School Circulation Study

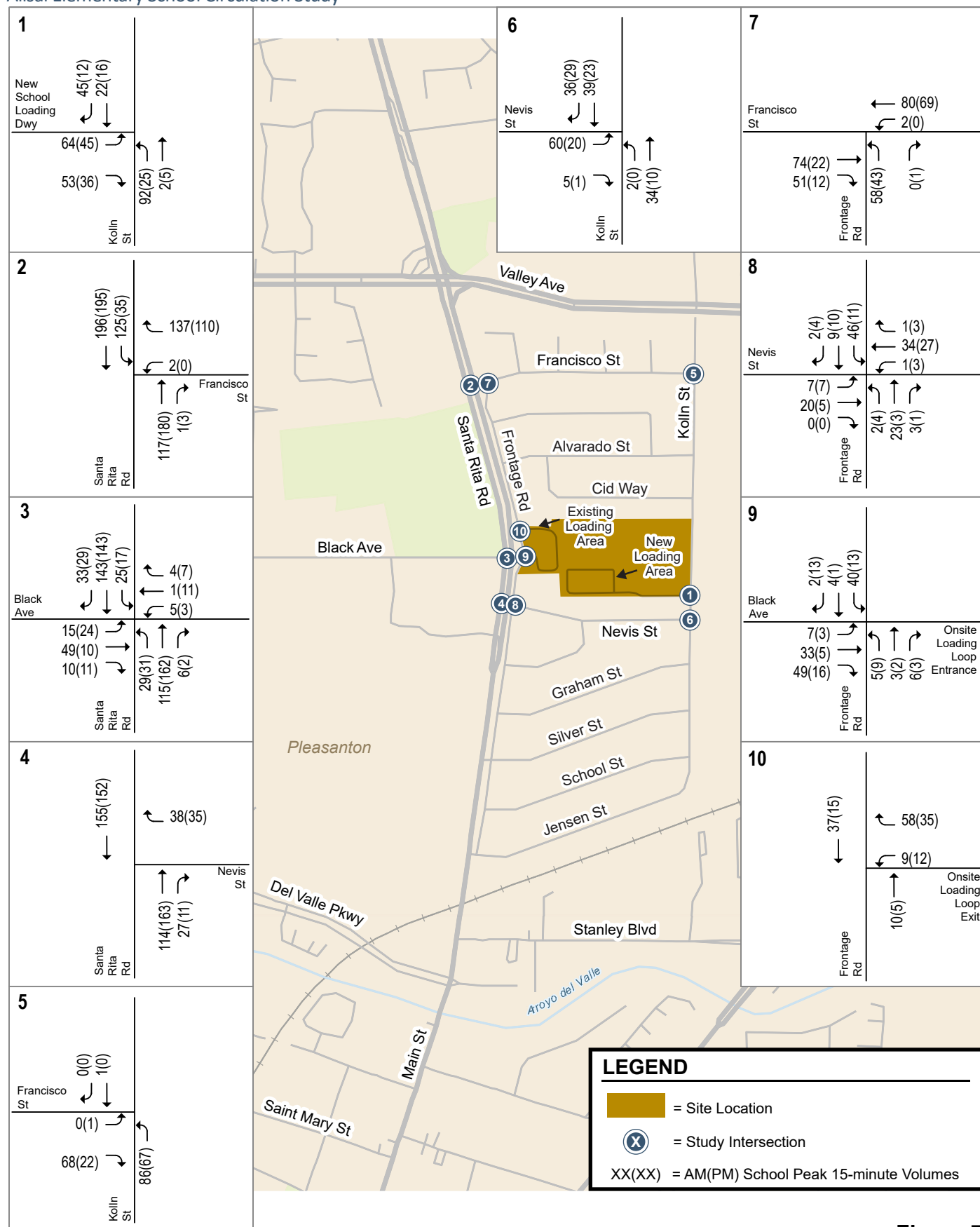
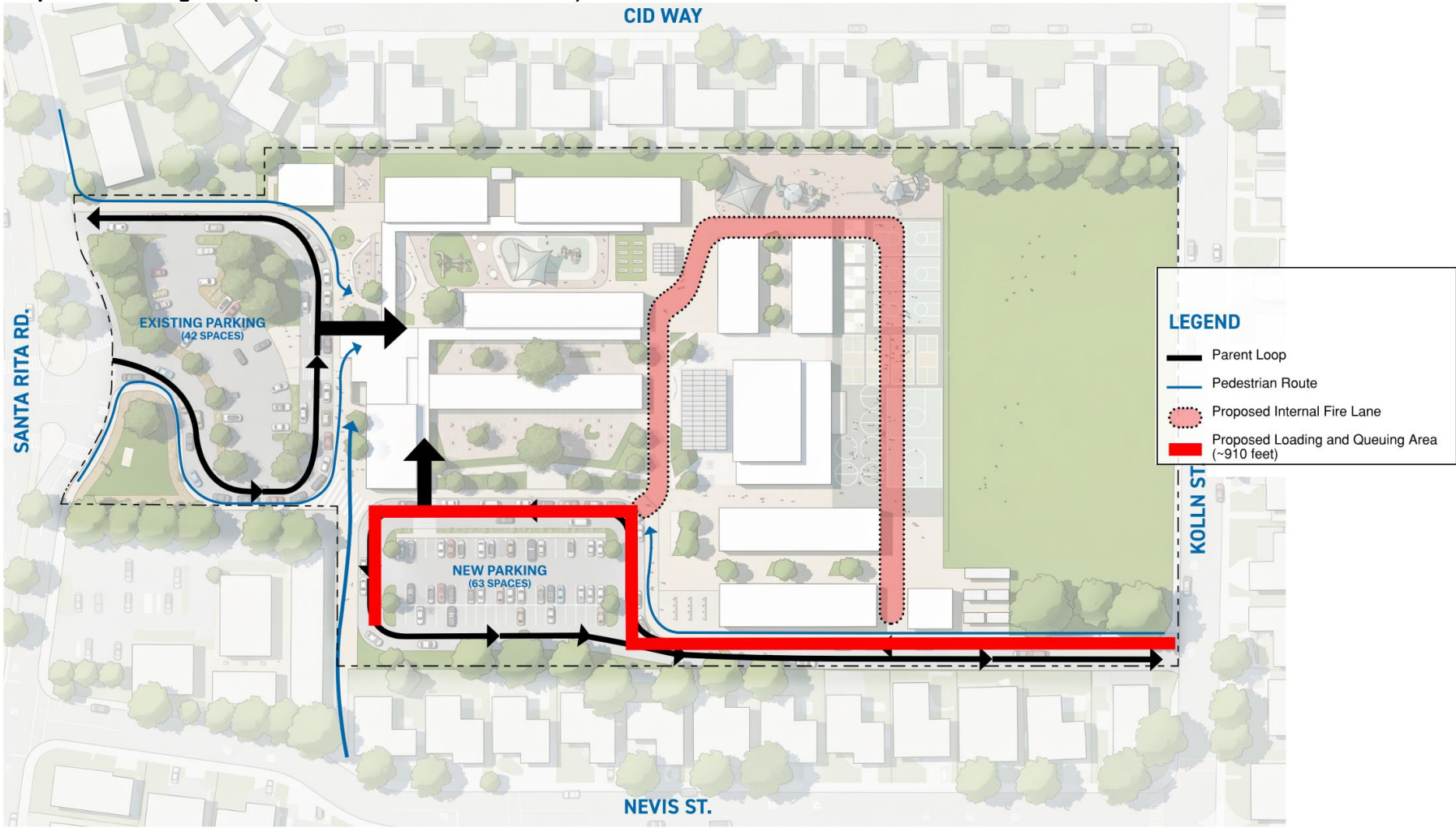


Figure 7
Existing Plus Project Traffic Volumes (Peak 15-minute)

Figure 8
Proposed Loading Area (With Access From Kolln Street)



Based on the conceptual plan for the new loading area, the total loading area and queuing storage for the proposed loop would be approximately 910 feet. Therefore, it is anticipated that the combined new and existing loading and queuing area on Santa Rita Road of 1,620 feet (910 + 710) would be sufficient to accommodate the total projected loading and queuing demand for 1st to 5th grade students of 1,230 feet.

Based on the proposed design, the new 910-foot loading area on the east side of the school would provide sufficient capacity to accommodate the future 3rd to 5th grade school population of 354 students, which is estimated to require approximately 780 feet of loading and vehicle queuing space (354 students x 2.2 feet per student loading demand ratio). The future 1st and 2nd grade student population of 205 students is estimated to require approximately 450 feet of loading and queuing space (205 students x 2.2 feet per student loading demand ratio). This demand can be accommodated within the existing main loading area, which provides approximately 710 feet of loading and queuing storage.

Overall, the central location of the new loading area and parking lot would provide convenient access for parents, students, and staff to the school buildings and facilities. In addition, the layout of the loading area and parking lot would provide efficient loading operations where parking lot maneuvers and loading maneuvers are separated, and pedestrians are channeled around the outside of the loops.

Ways to reduce congestion and improve safety

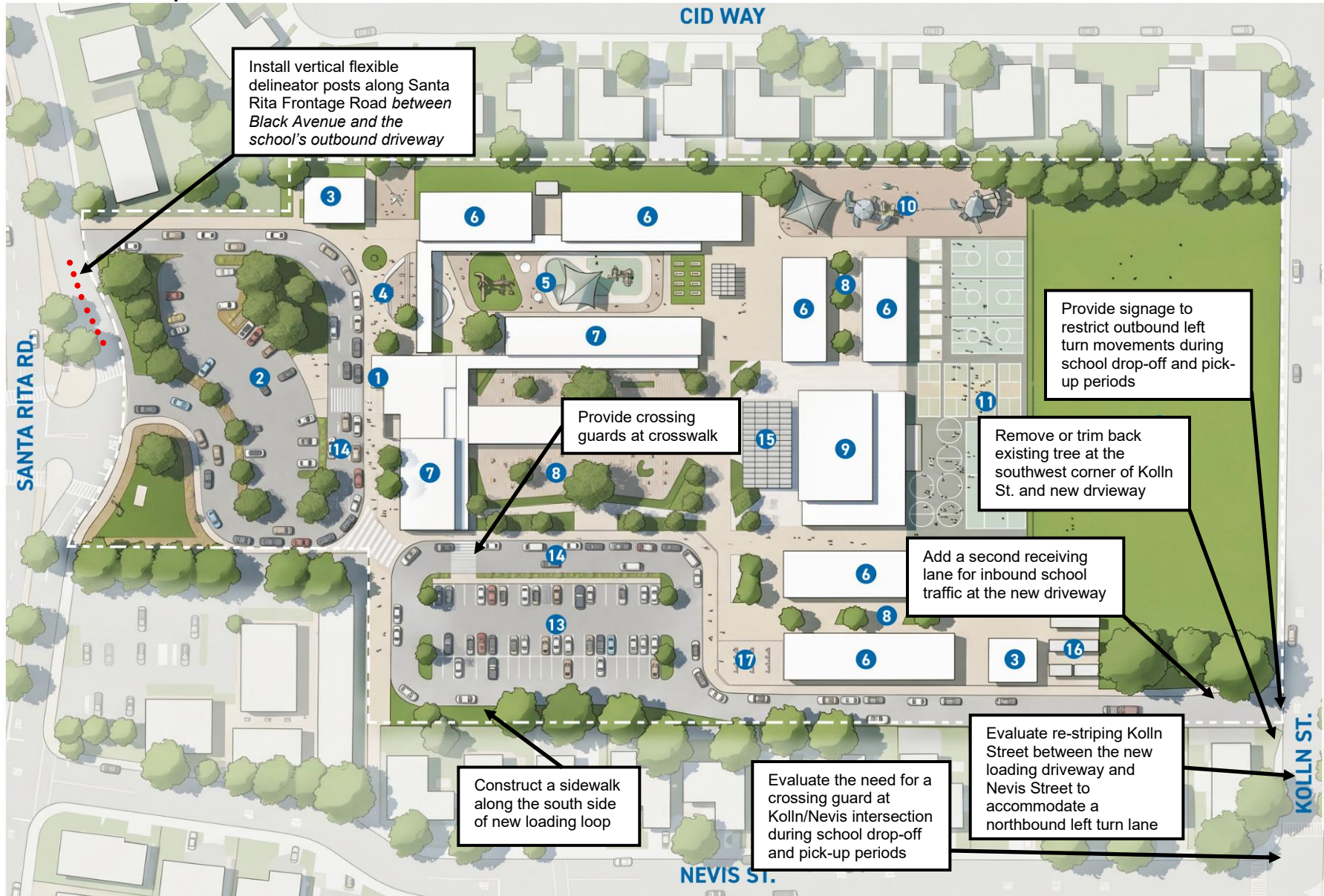
With the introduction of the new loading area accessed from Kolln Street, the amount of school related vehicular and pedestrian traffic accessing the main loading area via the Santa Rita Frontage Road/Black Road is expected to decrease, as it is planned to serve kindergarten and possibly 1st and 2nd grade students only. Therefore, it is anticipated that the current safety issues associated with the traffic congestion and queuing at the school entry driveway would decrease significantly.

Approximately 25 to 40% of student loadings currently occur outside of the school's designated onsite main loading area. It is anticipated that with the introduction of the new loading area accessed from Kolln Street, more student loadings would be drawn to the site. Thus, Kolln Street, Francisco Street, and Nevis Street will experience increased traffic during the 15 to 20 minutes of school loading periods. On Francisco Street, it is estimated that 109 and 57 vehicles will be added during the AM and PM school peak 15-minute periods, respectively, which is equivalent to approximately a maximum of 7 vehicles per minute. On Kolln Street, it is estimated that 145 and 61 vehicles will be added during the AM and PM school peak 15-minute periods, respectively, which is equivalent to approximately a maximum of 10 vehicles per minute. On Nevis Street, it is estimated that 84 and 32 vehicles will be added during the AM and PM school peak 15-minute periods, respectively, which is equivalent to approximately a maximum of 6 vehicles per minute. The analysis indicates that the proposed on-site loading area on the south side of the school and the existing on-site loading area along Santa Rita Frontage Road would provide sufficient capacity to accommodate all school-related traffic, eliminating the need for parents to park on nearby neighborhood streets and parking lots.

The following are some general methods to reduce the traffic congestion around Alisal Elementary School. Figure 9 illustrates the locations of the recommended improvements.

- *Expand staggering of start and end times of school* – spreads traffic congestion over a greater period of time, decreasing the severity of the congestion. Currently, only the kindergarten and 1st grade students have staggered schedules. A stagger for the 2nd through 5th grades (which represents 65 percent of the future student population) would further reduce the traffic congestion.
- *Increase student vehicle occupancy* – reduces the number of vehicle trips to/from the school by providing ride matching services.
- *Increase walk, bike or vanpool mode split* – reduces the number of vehicle trips to/from the school by shifting vehicular trips to other modes.
- *Install vertical flexible delineator posts along Santa Rita Frontage Road between Black Avenue and the school's outbound driveway* - improves safety by preventing vehicles from using the opposing lane to bypass queues at the traffic signal at Black Avenue.

Figure 9
Recommended Improvements



- *Add a second receiving lane to a maximum length feasible (at a minimum of 100 feet) at the new loading area driveway for inbound school traffic* – improves traffic operations at the driveway and minimize the likelihood of vehicle queue spilling over to Kolln Street by increasing the storage capacity of the new loading area.
- *Evaluate re-striping of the roadway segment on Kolln Street between the new loading driveway and Nevis Street to accommodate a northbound left turn lane* – provides left turn queuing storage on Kolln Street to reduce the likelihood of left turn vehicles blocking the through lane on northbound Kolln Street. To accommodate the northbound left-turn lane, on-street parking on Kolln Street between the new loading driveway and Nevis Street would need to be removed.
- *Restrict the exit approach at the new loading area driveway for outbound school traffic to Right-Turn Only during school drop-off and pick-up periods* – due to the short distance between the proposed loading area driveway and Nevis Street, restricting left turn movements exiting the driveway would improve the flow of inbound left turn traffic from the northbound Kolln Street approach. This restriction would reduce the potential for northbound left turn queue to spill back to Nevis Street and minimize the likelihood of intersection blockage.
- *Evaluate the need for a crossing guard at the intersection at Kolln Street/Nevis Street during school drop-off and pick-up periods* – improves pedestrian safety and traffic operations.
- As it is anticipated that traffic on Kolln Street, Francisco Street, and Nevis Street will increase with the proposed new loading area, school officials and the City should monitor the traffic conditions and safety on those streets to determine if additional improvement measures would be warranted. These measures could include enhanced police enforcement in the school area, implementation of traffic calming measures, and conversion of some of the existing yield-control intersections on Kolln Street to all-way stop-controls.
- *Construct a sidewalk along the south side of the new loading loop* – improves pedestrian access.
- *Remove or trim back the existing tree on the southwest corner of Kolln Street and the new loading area driveway* – enhances safety by improving sight distance at the new driveway.

Conclusions

A site circulation and access analysis was performed at Alisal Elementary School. The study resulted in the following key findings:

- The existing onsite loading is insufficient to accommodate the maximum vehicular demand. During observations, the maximum vehicle queue within and behind the onsite loading area ranged from 560 feet to 880 feet. The traffic congestion around the school occurs for approximately 15 minutes during each of the primary morning and afternoon bells.
- Generally, there is enough parking supply onsite to serve school staff under existing and project conditions.
- With the additional 1st to 5th grade students, the maximum start up vehicle loading and queuing demand would increase to approximately 1,230 feet from 891 feet under existing conditions, assuming no staggering of bell schedules. Currently, there is 710 feet of loading and queuing area available onsite. Therefore, an additional 520 feet of loading and queuing area would be required to accommodate the additional loading demand due to the proposed school expansion.
- As shown on the school expansion conceptual plan, the total loading area and queuing storage for the proposed loop would provide an additional approximately 910 feet of loading area. Therefore, it is anticipated that the new loading area (910 feet) together with the existing loading area (710 feet) on Santa Rita Road, would be sufficient to accommodate the projected loading and queuing demand of 1,230 feet.

- Based on the proposed design, the new 910-foot loading area on the east side of the school would provide sufficient capacity to accommodate the future 3rd to 5th grade school population of 354 students, which is estimated to require approximately 780 feet of loading and vehicle queuing space. The future 1st and 2nd grade student population of 205 students is estimated to require approximately 450 feet of loading and queuing space. This demand can be accommodated within the existing main loading area, which provides approximately 710 feet of loading and queuing storage.
- With the additional 197 students, the projected total staff parking demand would be 89 spaces. Therefore, there would be enough parking supply onsite to accommodate the projected staff parking demand and at least 15 spaces in the main parking area can be re-purposed for parents use under the proposed school expansion plan.
- With the introduction of the new loading area accessed from Kolln Street, the amount of school related vehicular and pedestrian traffic accessing the main loading area via the Santa Rita Frontage Road/Black Road is expected to decrease significantly, as it is planned to serve kindergarten and possibly 1st and 2nd grade students only. Therefore, it is anticipated that the current safety issues associated with traffic congestion and queuing at the school entry driveway on Santa Rita Frontage Road would decrease significantly.
- Approximately 25 to 40% of student loadings currently occur outside of the school's designated onsite main loading area. It is anticipated that with the introduction of the new loading area accessed from Kolln Street, more student loadings would be drawn to the site. Thus, Kolln Street, Francisco Street, and Nevis Street will experience increased traffic during the 15 to 20 minutes of school loading periods. On Francisco Street, it is estimated that 109 and 57 vehicles will be added during the AM and PM school peak 15-minute periods, respectively, which is equivalent to approximately a maximum of 7 vehicles per minute. On Kolln Street, it is estimated that 145 and 61 vehicles will be added during the AM and PM school peak 15-minute periods, respectively, which is equivalent to approximately a maximum of 10 vehicles per minute. On Nevis Street, it is estimated that 84 and 32 vehicles will be added during the AM and PM school peak 15-minute periods, respectively, which is equivalent to approximately a maximum of 6 vehicles per minute. The analysis indicates that the proposed on-site loading area on the south side of the school and the existing on-site loading area along Santa Rita Frontage Road would provide sufficient capacity to accommodate all school-related traffic, eliminating the need for parents to park on nearby neighborhood streets and parking lots.