

Appendix E. Safe Routes to School Plan

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E.1. Introduction

The City of Los Altos coordinates with the Los Altos School District to encourage walking, biking, and carpooling to school through its Safe Routes to School (SRTS) program. GreenTown Los Altos, a local initiative, organizes schools to participate in Walk or Wheel (WoW!) to School programs and the annual Drive Less/Greenest Schools Challenge. The City of Los Altos has actively improved pedestrian and bicyclist access to schools through successful SRTS funding applications and the provision of matching funds.

E.1.1. What is Safe Routes to School?

Safe Routes to School (SR2S) refers to a variety of multi-disciplinary programs aimed at both increasing the number of students walking and bicycling to school, and reducing the amount of vehicle trips associated with school travel. Such programs and projects improve traffic safety and air quality around school areas, and address childhood obesity and public health issues, through education, encouragement, increased law enforcement, and engineering measures. Safe Routes to School programs typically involve partnerships among municipalities, school districts, community members, parent volunteers, and law enforcement agencies.

E.1.2. Why is a Safe Routes to School Program Important?

Although most students in the United States walked or biked to school before the 1980s, the number of students walking or bicycling to school since has sharply declined. National statistics¹ indicate that 42 percent of students between five and 18 years of age walked or bicycled to school in 1969 (with 87 percent walking or bicycling within a mile of school). This number fell to 16 percent of students walking or bicycling in 2001. This decline is due to a number of factors, including urban growth patterns and school siting requirements that encourage school

SRTS benefits children:

- Increased physical fitness and cardiovascular health
- Increased ability to focus on school
- A sense of independence and confidence about their transportation and their neighborhood

SRTS benefits neighborhoods:

- Improved air quality as fewer children are driven to school
- Decreased crashes and congestion as fewer children are driven to school
- More community involvement as parents, teachers and neighbors get involved and put "eyes on the street"

SRTS benefits schools:

- Fewer discipline problems because children arrive "ready to learn"
- Fewer private cars arriving to drop off and pick up children
- Opportunities to integrate walking, bicycling and transportation topics into curriculum (e.g. "Walk & Bike Across America,"
- Increased efficiency and safety during drop off and pick up times

More information is available on the Safe Routes to School National Partnership website:

<http://saferoutespartnership.org/>

¹ U.S. Centers for Disease Control and Prevention. *Barriers to Children Walking to or from School United States 2004, Morbidity and Mortality Weekly Report September 30, 2005.* Available: www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm. Accessed: December 28, 2007.

development in outlying areas, budget cuts that force expanded enrollment boundaries, increased traffic, and parental concerns about safety.

The situation is self-perpetuating: as more parents drive their children to school, there is increased traffic at the school site, resulting in more parents becoming concerned about traffic and driving their children to school.

A comprehensive Safe Routes to School program addresses the reasons for reductions in walking and biking through a multi-pronged approach that uses education, encouragement, engineering and enforcement efforts to develop attitudes, behaviors, and physical infrastructure that improve the walking and biking environment. In its most advanced form, Safe Routes to School is also incorporated into City and school district policies/procedures and is highlighted as part of a larger vision for community sustainability.

E.1.3. Benefits of a Safe Routes to School Program

Safe Routes to School programs directly benefit schoolchildren, parents, and teachers by creating a safer travel environment near schools and reducing motor vehicle congestion (and related air pollution) at school drop-off and pick-up zones. Neighborhoods around schools also enjoy calmer streets and improved infrastructure. Students that choose to walk or bike to school are rewarded with the health benefits of a more active lifestyle, and a sense of responsibility and independence that come from being in charge of the way they travel. Others who carpool or take the bus more often can build stronger social bonds with fellow students and/or learn the basics of how to travel without their parents. All students can learn at an early age that walking, biking, and ridesharing can be safe, enjoyable and good for the environment.

A Safe Routes to School program helps integrate physical activity into the everyday routine of school students. Since the mid-1970s, the number of children who are overweight has roughly tripled from five percent to almost 17 percent. Health concerns related to sedentary lifestyles have become the focus of statewide and national efforts to reduce health risks associated with being overweight. Children who walk or bike to school have an overall higher activity level than those who are driven to school, even though the journey to school makes only a small contribution to activity levels.²

E.1.4. Safe Routes to School Program Goals

School commuting is a major contributor to travel demand and greenhouse gas (GHG) emissions, and child/school zone safety is an important issue in the community. Through this Safe Routes to School (SRTS) effort, existing conditions were assessed and Suggested Routes to School maps and materials developed for eight elementary schools and two junior high schools. Traffic safety campaign materials to promote safe travel behavior are also being developed as a resource for ongoing school-based travel planning, programmatic, and funding efforts.

² Cooper A, Page A, Foster L, Qahwaji D. "Commuting to school: are children who walk more physically active?" *American Journal of Preventive Medicine*. 2003 November; 25(4):273-6.

Cooper A, Andersen L, Wederkopp N, Page A, Frosberg K. "Physical activity levels of children who walk, cycle, or are driven to school" *American Journal of Preventive Medicine*, 2005 October; 29(3):179-184.

The goals of the SRTS effort in Los Altos are to:

- 1.) Develop and confirm Suggested Routes and provide updated maps with safety tips to promote safe travel habits for all modes and encourage walking and biking to school
- 2.) Identify potential improvement projects and strategies for incorporation into the City's Pedestrian Master Plan
- 3.) Prioritize corridors and customized messaging for a Traffic Safety Campaign focused on reducing vehicle speeding along routes to school

E.1.5. Schools Included

This report presents recommendations to improve bicyclist & pedestrian safety and access to ten schools:

- Almond Elementary
- Loyola Elementary
- Gardner Bullis Elementary
- Oak Avenue Elementary
- Springer Elementary
- Santa Rita Elementary
- Montclair Elementary
- Covington Elementary
- Egan Junior High
- Blach Junior High

E.1.6. Methods

School site walking audits were conducted at eight elementary schools during the morning drop-off period. Los Altos City staff, BPAC members and volunteers, and the engineering consultants were present at each audit. The audits began with a discussion of current challenge areas and the types of issues observers should pay attention to. The team then observed student access and reviewed the area near each school for quality of sidewalks and pathways, curb ramps, signage, and other engineering elements, as well as behaviors of pedestrians, bicyclists, and drivers. During the audits, stakeholders confirmed their experiences of suggested routes to schools and identified updates to be made to the existing maps. Based on observations and public input, the project team developed a report of potential recommendations for each school. Previous assessments of the two junior high schools in the city were used as the basis for their recommendations in this Plan.

Student mode split was developed from student hand tallies conducted in two classrooms per grade at each school during Spring 2014. An online parent survey was also conducted to confirm student mode split, determine distance traveled to school, and obtain information regarding specific barriers and parental concerns. A total of 468 responses were received from parents at all ten schools included in this report. The summary of the parent survey results combined for all schools can be found in Section 2.

Collision data are from 2009-2011, from the Transportation Injury Mapping System (TIMS) SRTS mapping tool provided by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley.

Suggested Route Maps were developed based on existing maps created in 2008, walk audit evaluations, and input from the school community. In addition to suggested walking and biking routes, maps show crossing guard locations, marked crosswalks, traffic signals, bicycle parking, and estimated walking and biking times.

E.1.7. How to Use this Report

At the heart of every successful Safe Routes to School program is a coordinated effort by parent volunteers, school staff, school district officials, City staff, law enforcement, and other partners to support safe, sustainable student travel. This Plan provides comprehensive reference material to confirm travel issues, guide formal and informal initiatives, and assist ongoing coordination and implementation.

City staff can use this report to help document school travel routes and behaviors, existing roadway design deficiencies, and specific improvement opportunities. Engineering recommendations can be referenced when scoping new capital and maintenance projects, reviewing private development plans, applying for grant funds, and updating Citywide goals and policies. Non-infrastructure priorities/themes can be integrated into existing City programs and communication materials.

School District officials can use this report to consider and prioritize investments proposed on District property and integrate programs that educate and encourage students and parents into its routine business.

School staff can reference this document in parent and online communications to help increase awareness of and support for the program. Education and encouragement materials can be utilized for classroom learning modules, contests, and after-school enrichment.

Parents can use this report to understand and confirm (or clarify) the conditions at their children's school and to become familiar with the ways in which they can personally support program goals. In many cases, education and encouragement programs require participation from dedicated parent volunteers to carry out.

Police department staff can use this report to target enforcement efforts on identified school routes and at problem areas, and to complement potential education and encouragement campaigns. Police department input can also help improve the specific design features and prioritization of recommended projects aimed at addressing safety issues and promoting active travel.

E.2. Parent Survey

A parent survey was created and distributed online. While the ten schools in the report were targeted, responses were welcome from all Los Altos residents. A total of 468 responses were received, accounting for 784 children and over 7,000 trips per school week. Each school’s share of the responses is shown below in Figure E-1. Of these, a total of 375 responses were received from the ten schools included in this report, accounting for 572 children and 5,426 trips per week. The following results are based on responses from these ten schools.

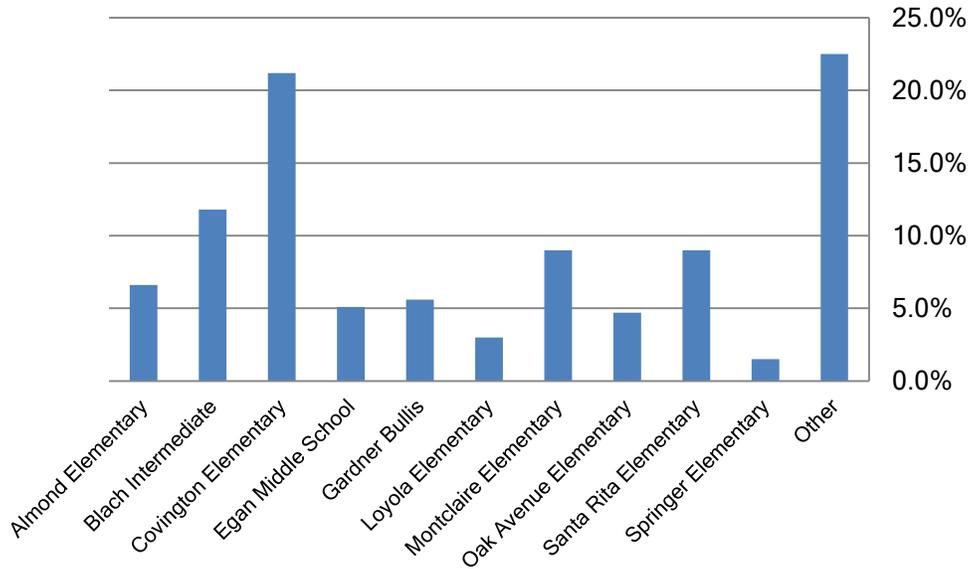


Figure E-1 School Participation in Parent Survey

E.2.1. Student Travel Patterns

The survey asked parents how far their students must travel to school and how each child travels to and from school on most days. The majority of students (63 percent) live within one mile of school and another 27 percent live between one and two miles from school. This provides a great opportunity to increase walking and biking to schools in Los Altos as the vast majority of students surveyed live within walking or biking distance, shown in Figure E-2.

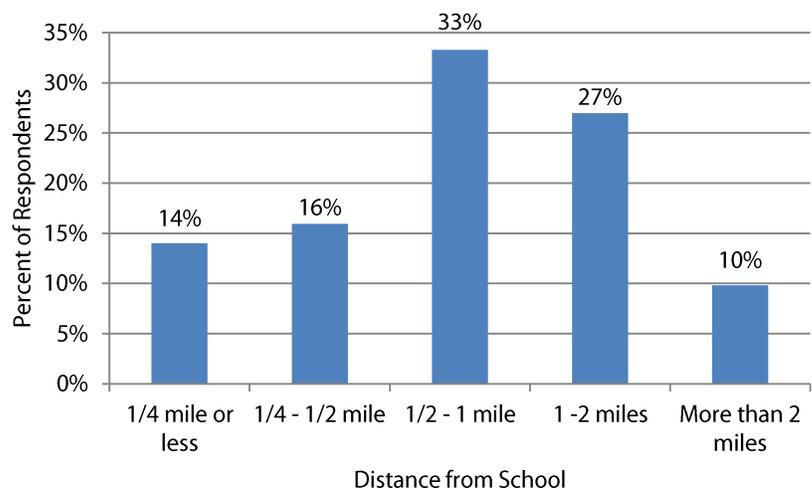


Figure E-2 Distance from School

The most frequent mode of travel to/from school is almost evenly split between single family vehicle and bicycling, at 36 percent and 34 percent respectively. The next most frequent mode of travel is walking, at 22 percent. It is important to compare parent survey data with student travel tally data, as parents self-selected to take the survey, but students in two classrooms of each grade level were tallied. Student travel tally data is shown in Figure E-4. While this shows higher rates of single family vehicle trips and lower rates of bicycling, it is important to note that other modes are comparable and both evaluation methods show significantly higher rates of active transportation in Los Altos than in other comparable cities.

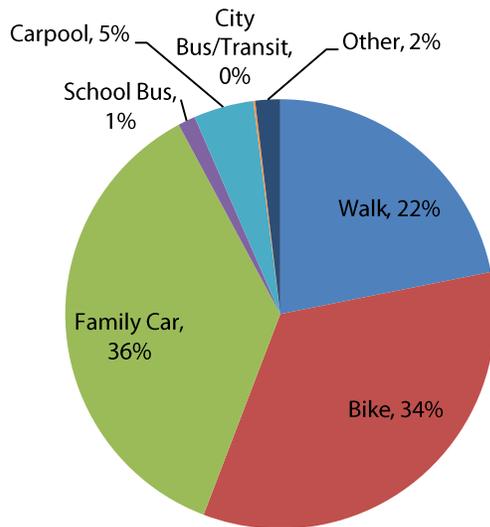


Figure E-3 Parent Survey Data

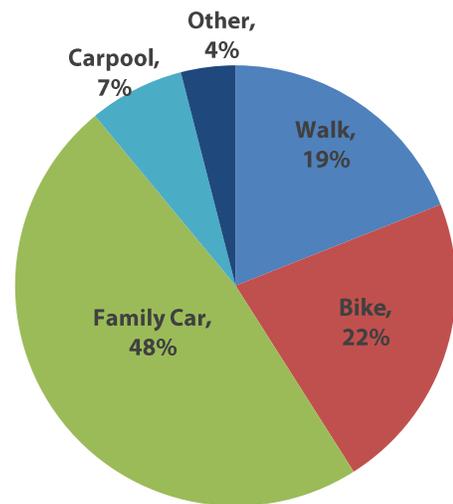


Figure E-4 Student Travel Tally Data

E.2.2. Parent Concerns

Parents were asked to choose the issues that affect their decision to allow, or not allow, students to walk or bike to/from school. For this question, parents were asked to check their top three concerns. Figure E-5 displays the most commonly noted issues that affect parents' decisions to allow, or not allow, their students to walk or bike to school. The top three issues noted were:

1. Speeding traffic along the route (200 responses)
2. Unsafe intersections and Too much traffic along the route (both received 196 responses)
3. Lack of sidewalks and/or paths (115 responses)

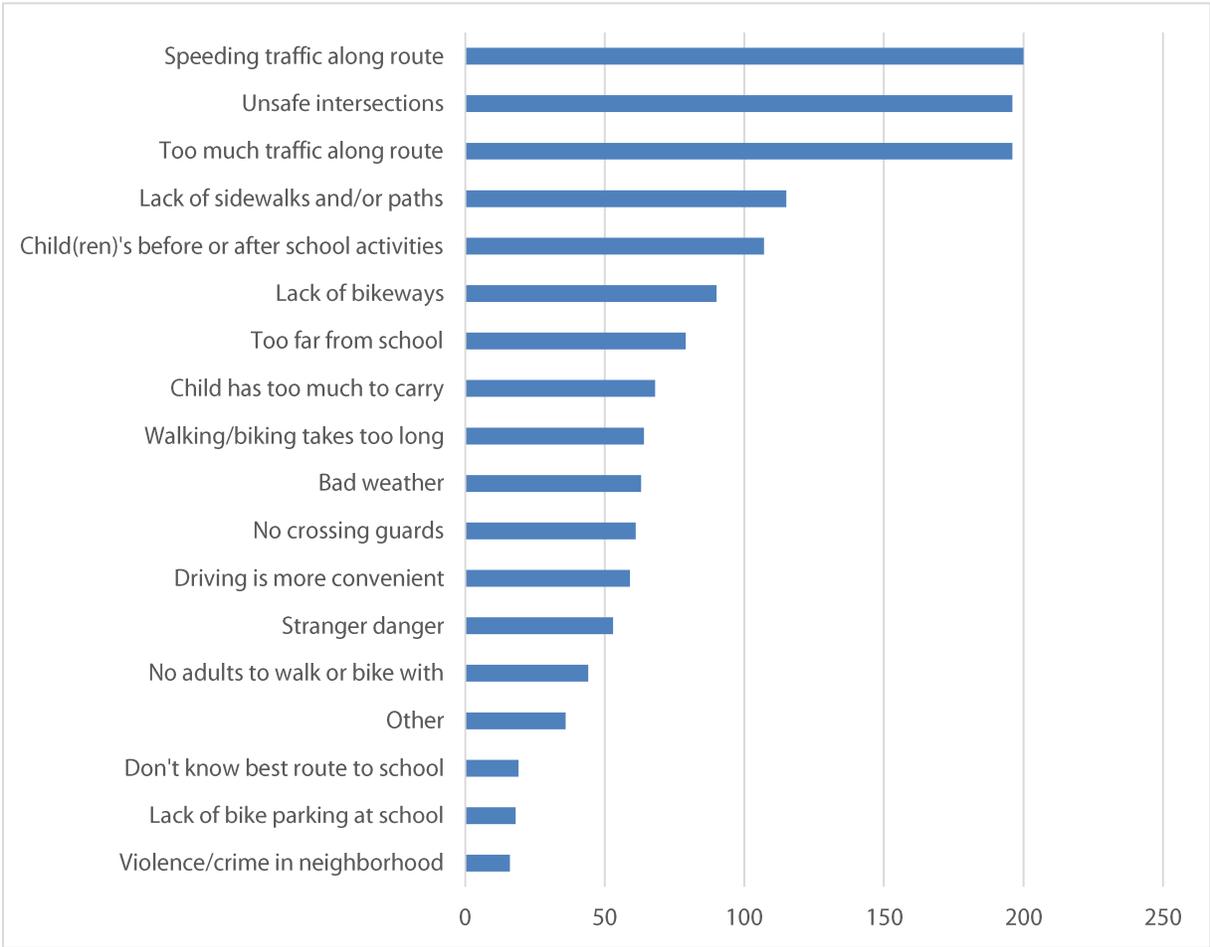


Figure E-3 Issues Preventing Walking or Biking

Major Barriers affecting the Route to School

Parents were also asked about specific barriers affecting their child’s route to school. The question asked if their child’s commute required traveling across El Camino Real, Foothill Expressway, or some other major barrier. Approximately 53 percent of respondents indicated their child’s commute did not require this, while 18 percent require crossing Foothill Expressway and 11 percent cross El Camino Real. Of the ‘Other Major Barriers’ noted, Cuesta Drive was mentioned most frequently, followed by El Monte Avenue, Grant Road, and San Antonio Road.

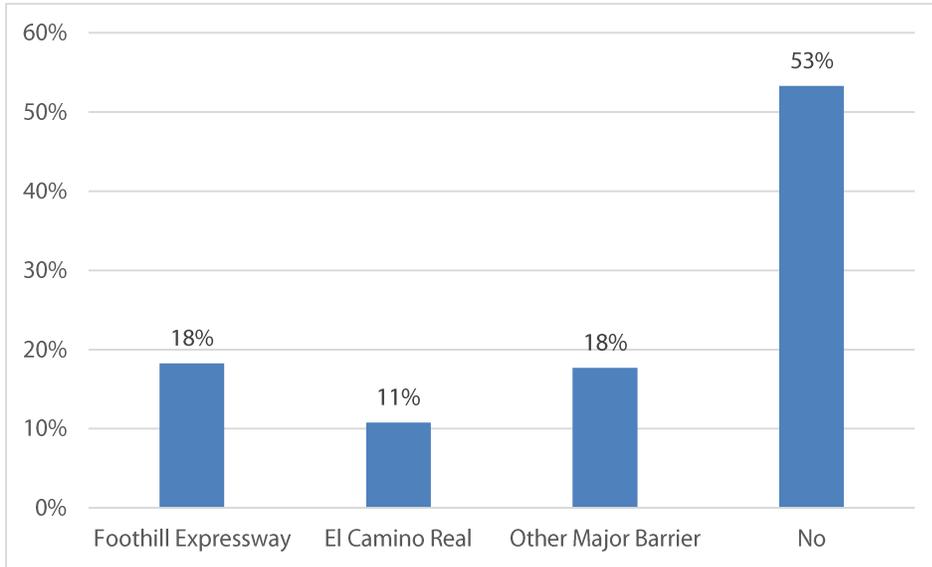


Figure E-4 Major Barriers

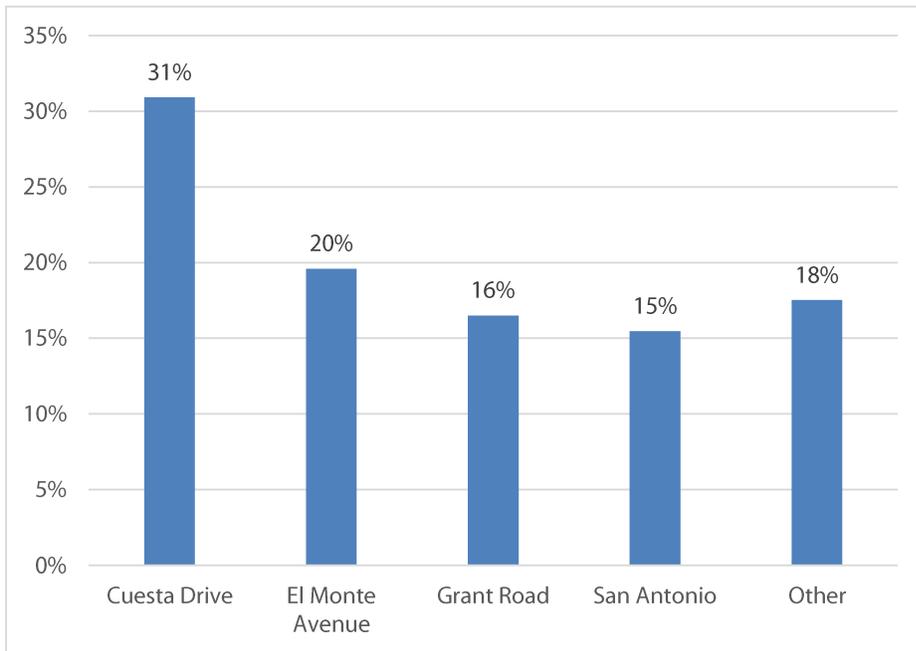


Figure E-5 Other Major Barriers

Effective Messaging

The survey also included a question regarding effective messaging to encourage families to walk, bike, carpool, or take transit. According to respondents, the most effective messages are those focusing on healthy lifestyles and a child’s independence, as seen in Figure E-8. This input can play an important role in developing encouragement campaigns in Los Altos.

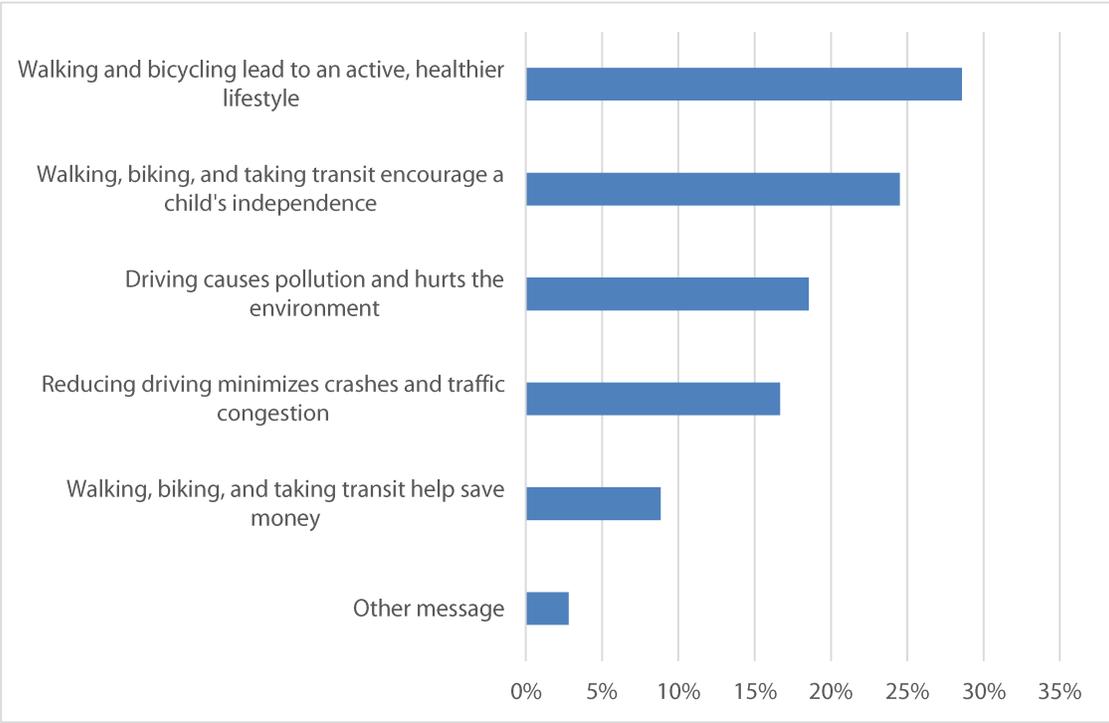


Figure E-6 Effective Messaging

E.3. Recommended Infrastructure Improvements

The following section presents the recommended infrastructure improvements in school areas and the suggested walking and biking routes to school for all ten schools included in this Report. The recommendations are based on community, School District, and City Staff input gathered through:

- Walk audits at each of the elementary schools
- PTA/School Event Meetings
- Public surveys

Each school section contains a short description of the school environment, followed by a table listing reported or observed challenges and recommended improvements. The table is followed by a conceptual school improvement plan and suggested routes to school map.

E.3.1. Citywide Recommendations

Lowered Speed Limits

One way to address shared roadway safety is to reduce vehicle speeds, which is a considerable issue and concern for Los Altos residents, according to parent survey responses. In short, reducing vehicle speeds usually requires more than simply reducing speed limits, which at 25mph for most roadways is already reasonably low. For many of the City’s collector arterial roadways, signage and markings have proven insufficient, and documented excessive speeding has created issues with legal enforcement. This is a primary reason the City has developed both a residential and collector arterial traffic calming program/plan.

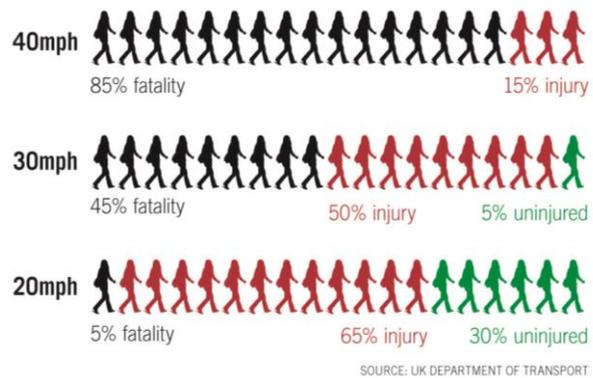


Figure E-7. Typical risk of non-motorized collision injury based on vehicle speed at impact

AB 321 – Reduced School Speed Limits

In 2008, Assembly Bill 321 went into effect in California. AB 321 expands coverage and reduces possible speed limits for conditional school speed zones. This law applies to residential streets with a total of no more than two vehicle travel lanes and an existing posted speed limit no greater than 30 mph. Speed limits within 500 feet of a school can be as low as 15 mph when children are present, and limits between 500 to 1,000 feet can be 25 mph – without the need for an approved Speed & Engineering Survey³. Previously, conditional school limits could not be less than 25 mph under most conditions and could not extend beyond 500 feet from a school.

Implementation of reduced school speed limits can occur on an individual site basis, but is recommended as a City-wide project due to the need for City Council resolution adopting such standards, and for tandem public education and outreach. While it remains that reduced speed limits are

³ Additional interpretation of the AB321’s impacts is recommended to confirm enforcement issues.

best combined with other traffic calming measures, AB321 offers an additional tool for promoting and enforcing lowered speed limits during times of peak use by vulnerable users. **Error! Reference source not found.** in the Pedestrian Master Plan documents the possible range of 15mph and 25mph conditional speed limits for schools in Los Altos, pending streets meet the criteria requirements.

Recommendations

- Adopt a resolution allowing City Transportation staff to consider conditional speed limits of 15-20 mph on Safe Routes to School corridors within 500 feet of school grounds, and 25mph conditional speed limits within 1,000 feet if applicable/advantageous for enforcement.
- Analyze 85th percentile speed limits for key school routes on local streets to supplement speed data for collector arterials

Increasing Connectivity to Schools

The current design review process for single-family residential development and reconstruction does not specifically address planned or prioritized walkway design.

Recommendations

- This Report recommends updating the current design review process to address providing logical connections to schools when developing or redeveloping in school zones.

Pedestrian Facilities near Schools

Pedestrian facilities in Los Altos vary significantly and provide a range of protection and comfort. There are currently gaps in the pedestrian network near schools in the City. Input from parents at two local schools called for sidewalks on all routes near schools, while others requested sidewalks and/or paths in specific locations. In addition, the lack of sidewalks and/or paths was identified as the third most frequent concern of parents when asked about issues that affect their decision to allow, or not allow, their students to walk or bike to/from school. Sidewalk and/or pathway recommendations have been identified for all ten schools included in this Report in order to address gaps in the network.

Recommendations

- This Report recommends adopting the following policy regarding the installation of sidewalks near schools:
 - Sidewalks and/or paths shall be installed on at least one side of existing streets within ½ mile of any school.

Parking Restrictions near Schools

Parking near schools during drop-off and pick-up time can lead to increased congestion, illegal U-turns, and a lack of space for pedestrians and bicyclists traveling to school.

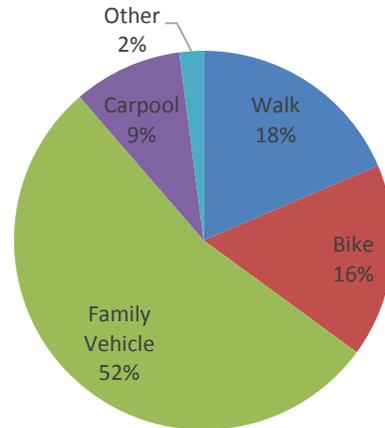
Recommendations

- This Report recommends adopting the parking restriction policy recommended in the Pedestrian Master Plan.

E.4. Almond Elementary School

E.4.1. School Characteristics

Almond Elementary School is a K-6 school, serving 510 students, located at 550 Almond Avenue in Los Altos. Based on student hand tallies collected spring 2014, 18 percent of students currently walk and 16 percent bike, while over half use the family vehicle. The school is located near several major streets, including San Antonio Road, El Monte Avenue, and Springer Road. Los Altos High School is located a few blocks from Almond Elementary, confounding traffic concerns at the school.



2014 Hand Tallies

E.4.2. Pedestrian/Bicycle Facilities and Access

Pedestrians and bicyclists can access the school via front and back entrances, and crossing guards assist with at the El Monte Avenue back entrance and on Almond Avenue between Verano and Clark. There is a high-visibility school crosswalk on Almond Avenue near the parking lot entrance, but it is at an uncontrolled location. There are several awkwardly aligned intersections near the back of the school on El Monte Avenue. While there is a crossing guard near the back entrance of the school, intersection improvements are needed. Pathway improvements are also needed on various routes leading to the school. Walk audit observations and recommended improvements can be found in Table 1.

Bicycle parking

E.4.3. Reported Collisions

From 2009-2011, there were four collisions involving a pedestrian or bicyclist within a half-mile of the school.

			
¼ mi	½ mi	¼ mi	½ mi
1	1	2	0

Figure E-9: Collisions involving pedestrians or bicyclists near Almond Elementary, 2009-2011

E.4.4. Existing SRTS Programs

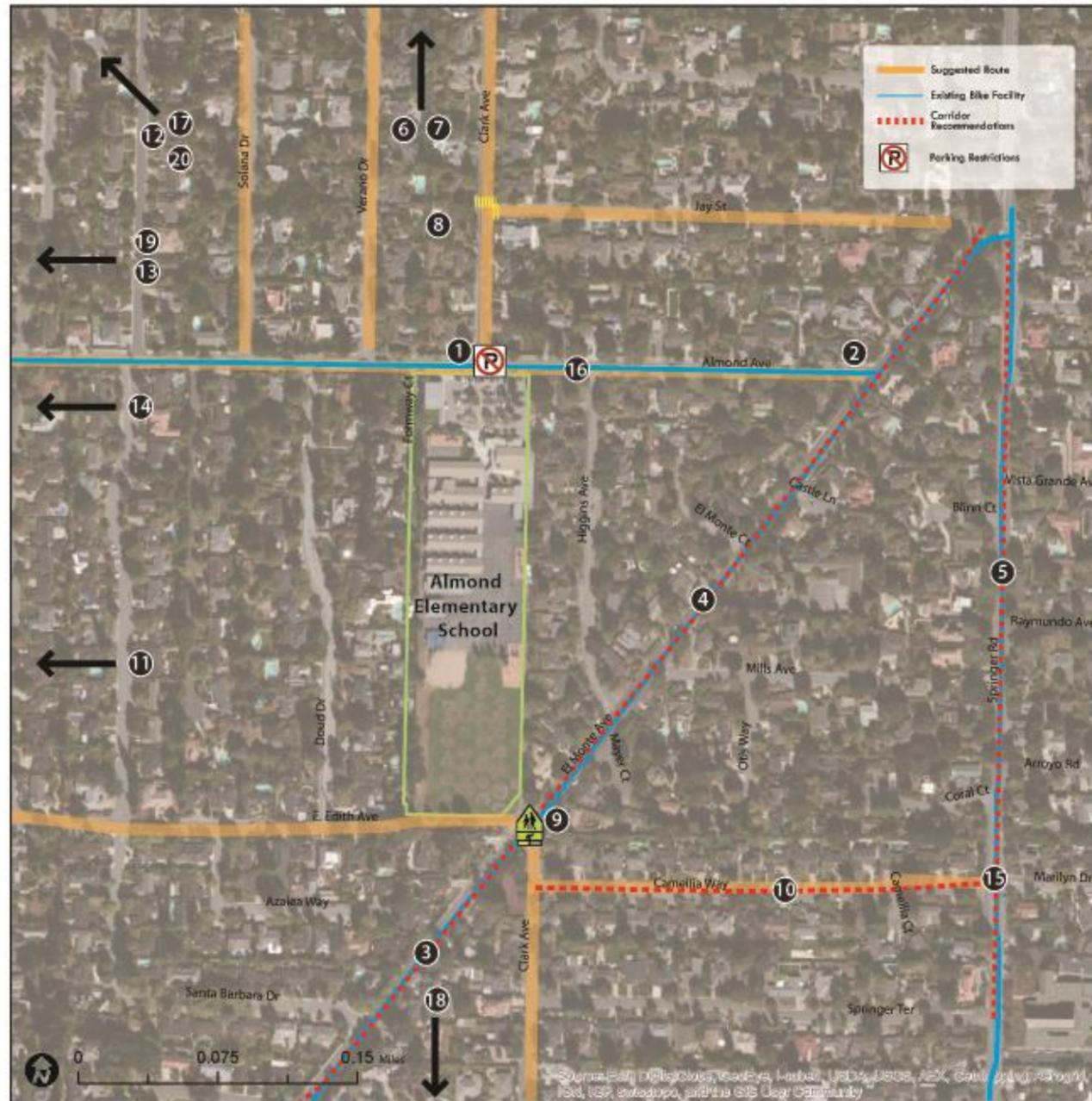
Almond Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the City, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-11) and access to bike rodeos and school safety assemblies.

Table 1 Almond Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Almond Avenue - School parking lot driveway entrance	Parking adjacent to crosswalk impedes pedestrian visibility.	<ul style="list-style-type: none"> • Restrict parking adjacent to crosswalk. 	City of Los Altos
2	El Monte Avenue at Almond Avenue	Overgrown landscaping at northwest corner blocks pedestrian walkway area. Southwest corner has wide turning radius. School walking route with no marked crosswalk.	<ul style="list-style-type: none"> • Trim vegetation on northwest corner. • Reconstruct southwest corner to reduce turning radius. • Install marked crosswalk on north leg with potential enhancements such as median refuge island or actuated beacon. • Install KEEP CLEAR stencil in the intersection. 	City of Los Altos
3	El Monte Avenue from Santa Barbara Drive to Clark Avenue	Bike lane inner stripe on east side is inconsistently marked throughout the segment and parked vehicles block the bike lane. Reported high speeds. No pedestrian walkway on east side of roadway.	<ul style="list-style-type: none"> • Paint bike lane inner stripe. • Install speed feedback signs. • Review public ROW to evaluate feasibility of including pedestrian facility. 	City of Los Altos
4	El Monte Avenue from Jay Street to Clark Avenue	No pedestrian walkway on either side of the roadway.	<ul style="list-style-type: none"> • Review public ROW to evaluate feasibility of including pedestrian facility. 	City of Los Altos
5	Springer Road from Jay Street to Springer Terrace	Gaps in pedestrian walkway on east side. No pedestrian walkway on west side.	<ul style="list-style-type: none"> • Review public ROW to evaluate feasibility of including pedestrian facility. 	City of Los Altos
6	Marich Way at connector to Karen Way	Entrance to connector too narrow and blocked by a bollard.	<ul style="list-style-type: none"> • Widen connector entrance and remove bollard. 	City of Los Altos
7	Jardin Drive from Alicia Way to Clark Avenue	Inconsistent striping from rest of the corridor. Reported high speeds.	<ul style="list-style-type: none"> • Paint centerline, edge line, and Class II bike lane consistent with the adjacent segment west of Alicia Way. 	City of Los Altos
8	Jay Street at North Clark Avenue	Observed students turning left from Jay to Clark with no marked crosswalk and walking down Clark on the east side with gap in pedestrian path.	<ul style="list-style-type: none"> • Install marked crosswalk across Clark Ave. • Install yellow transverse crosswalk on east leg. 	City of Los Altos
9	El Monte Avenue at Clark Way	Existing high visibility crosswalk at uncontrolled location with reported noncompliance.	<ul style="list-style-type: none"> • Install Rapid Rectangular Flashing Beacon (RRFB). 	City of Los Altos
10	Camellia Way from Clark Avenue to Springer Road	Wide street with rolled curbs.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the north side of the street. 	City of Los Altos
11	N Gordon Way from Edith Avenue to Almond Avenue	No pedestrian facilities.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the east side of the street. 	City of Los Altos
12	Casita Way from Jardin Drive to	No pedestrian facilities.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the east side of the street. 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
	Marich Way			
13	Alicia Way from Almond Avenue to Jardin Drive	No pedestrian facilities.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the west side of the street. 	City of Los Altos
14	Almond Avenue at N. Gordon Way	Raised crosswalk at uncontrolled location on Almond and no marked crosswalk on Gordon.	<ul style="list-style-type: none"> • Install advance yield markings on Almond Ave approach. • Install yellow transverse crosswalk on Gordon Way. • Update SCHOOL XING signs on Almond Ave approach to Assembly B with down arrow. 	City of Los Altos
15	Springer Road at Camellia Way	Sweeping right turns onto Springer Road due to curb radii. Intersection has high visibility crosswalk at uncontrolled location on Springer.	<ul style="list-style-type: none"> • Install green street friendly curb extension. 	City of Los Altos
16	Higgins Avenue at Almond Avenue	Drivers park at the corner, making it difficult to cross.	<ul style="list-style-type: none"> • Paint red curb at both corners of Higgins Avenue. 	City of Los Altos
17	Marich Way from Jordan Ave to Casita Way	School walking and biking route.	<ul style="list-style-type: none"> • Install a pedestrian walkway as recommended in the Pedestrian Master Plan. 	City of Los Altos
18	Hawthorne Ave at El Monte Ave	Intersection is not aligned and has wide turning radii.	<ul style="list-style-type: none"> • Reconfigure curb radii at four corners per Pedestrian Master Plan. 	City of Los Altos
19	San Antonio Road from Almond Avenue to El Camino Real	Sidewalk damage due to tree roots, overgrown vegetation impedes walkway. Community identified need for wider sidewalk.	<ul style="list-style-type: none"> • Repair sidewalk damage and consider widening sidewalk. • Trim vegetation. 	City of Los Altos
20	Sherwood Avenue from San Antonio Road to El Camino Real	Sidewalk gaps on the south side.	<ul style="list-style-type: none"> • Install sidewalk on the south side to close gaps. 	City of Los Altos

Almond Elementary School



Improvement Recommendations

1. **Almond Avenue - School parking lot driveway entrance**
 - a. Restrict parking adjacent to crosswalk.
2. **El Monte Avenue at Almond Avenue**
 - a. Trim vegetation on northwest corner.
 - b. Reconstruct southwest corner to reduce turning radius.
 - c. Install marked crosswalk on north leg with potential enhancements such as median refuge island or actuated beacon.
 - d. Install KEEP CLEAR stencil in the intersection.
3. **El Monte Avenue from Santa Barbara Drive to Clark Avenue**
 - a. Paint bike lane inner stripe.
 - b. Install speed feedback signs.
 - c. Review public ROW to evaluate feasibility of including pedestrian facility.
4. **El Monte Avenue from Jay Street to Clark Avenue**
 - a. Review public ROW to evaluate feasibility of including pedestrian facility.
5. **Springer Road from Jay Street to Springer Terrace**
 - a. Review public ROW to evaluate feasibility of including pedestrian facility.
6. **Marich Way at connector to Karen Way**
 - a. Widen connector entrance and remove bollard.
7. **Jardin Drive from Alicia Way to Clark Avenue**
 - a. Paint centerline, edge line, and Class II bike lane.
8. **Jay Street at North Clark Avenue**
 - a. Install marked crosswalk across Clark Ave.
 - b. Install yellow transverse crosswalk on east leg.
9. **El Monte Avenue at Clark Way**
 - a. Install Rapid Rectangular Flashing Beacon (RRFB)
10. **Camellia Way from Clark Avenue to Springer Road**
 - a. Install a pedestrian walkway on the north side of the street.
11. **N Gordon Way from Edith Avenue to Almond Avenue**
 - a. Install a pedestrian walkway on the east side of the street.
12. **Casita Way from Jardin Drive to Marich Way**
 - a. Install a pedestrian walkway on the east side of the street.
13. **Alicia Way from Almond Avenue to Jardin Drive**
 - a. Install a pedestrian walkway on the west side of the street.
14. **Almond Avenue at N. Gordon Way**
 - a. Install advance yield markings on Almond Ave approach.
 - b. Install yellow transverse crosswalk on Gordon Way.
 - c. Update SCHOOL XING signs on Almond Ave approach to Assembly B with down arrow.
15. **Springer Road at Camellia Way**
 - a. Install green street friendly curb extension.
16. **Higgins Avenue at Almond Avenue**
 - a. Paint red curb at both corners of Higgins Avenue.
17. **Marich Way from Jordan Ave to Casita Way**
 - a. Install a pedestrian walkway as recommended in the Pedestrian Master Plan.
18. **El Monte Ave at Hawthorne Ave**
 - a. Reconfigure curb radii at four corners per Pedestrian Master Plan.
19. **San Antonio Road from Almond Ave to El Camino Real**
 - a. Repair sidewalk damage and consider widening.
 - b. Trim vegetation.
20. **Sherwood Ave from San Antonio Road to El Camino Real**
 - a. Install sidewalk on south side to close gaps.

Figure E-10 Almond Elementary School Improvement Plan

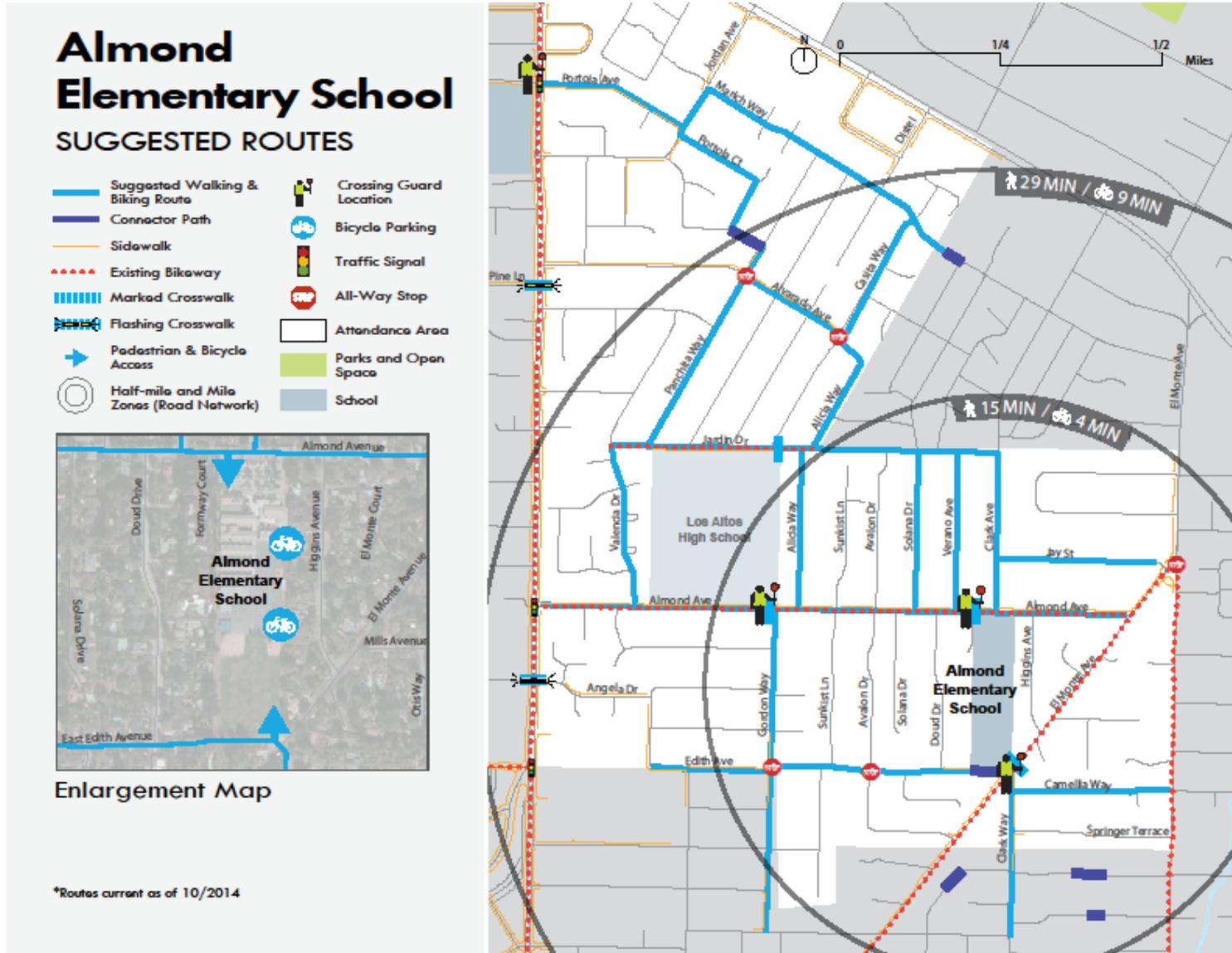


Figure E-11 Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

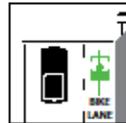
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

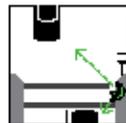


Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Almond Elementary

Figure E-12: Almond Elementary Suggested Routes to School Map, Back

E.3. Loyola Elementary School

E.3.1. School Characteristics

Loyola Elementary School is a K-6 school, serving 542 students, located at 770 Berry Avenue in Los Altos. Based on student hand tallies collected spring 2014, 27 percent of students currently walk and 19 percent bike. The school is located near Foothill Expressway and its attendance boundaries extend across Foothill, on the west side of Loyola Elementary. There are several parks within walking distance, presenting the opportunity to establish park and walk sites for students who live too far from their school to walk or bicycle.

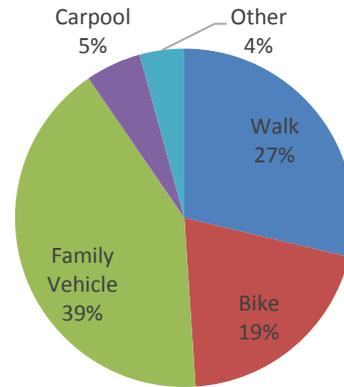


Figure E-13: Loyola Elementary Mode Split, Spring 2014 Hand Tallies

E.3.2. Pedestrian/Bicycle Facilities and Access

There is only one access point to the school, causing pedestrians and bicyclists to enter campus near vehicular traffic. There are high visibility school crosswalks on Berry Avenue along the school frontage, and marked crosswalks across the two parking lot driveways. Pathway and striping improvements are recommended on various routes leading to the school. Walk audit observations and recommended improvements can be found in Table 2.

E.3.3. Reported Collisions

From 2009-2011, there were six collisions involving a pedestrian or bicyclist within a half-mile of the school.

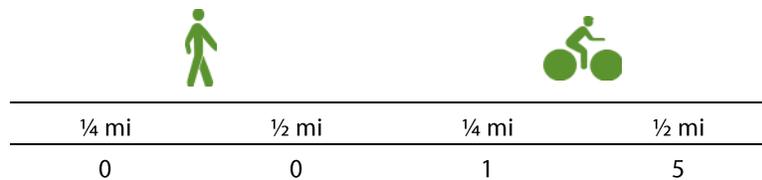


Figure E-14: Collisions involving pedestrians or bicyclists near Loyola Elementary, 2009-2011

E.3.4. Existing SRTS Programs

Loyola Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the City, spanning from Earth Day to Bike to School Day. Loyola was awarded as most improved after the 2013 contest. The school also has a Suggested Routes to School map (see Figure E-16: Loyola Elementary Suggested Routes to School Map, Front) and access to bike rodeos and school safety assemblies.

Table 2 Loyola Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Golden Way at Altos Oaks Drive	Parents park in the intersection, forcing pedestrians into the street. School walking route.	<ul style="list-style-type: none"> Restrict parking at northeast and northwest corners as well as at the T of Golden Way. Install high visibility crosswalk on west leg. 	City of Los Altos
2	Berry Avenue at Miramonte Avenue	Difficult to see north from westbound Berry due to fence and angled crosswalk.	<ul style="list-style-type: none"> Realign southwest corner to align with northwest corner. Install high visibility crosswalk on south leg of Miramonte Avenue, with potential enhancements such as a median refuge or actuated beacon 	City of Los Altos
3	Berry Avenue from Springer Road to Miramonte Avenue	Reported high speeds.	<ul style="list-style-type: none"> Stripe centerline along segment. 	City of Los Altos
4	Covington Road from Riverside Drive to Miramonte Avenue	Limited pedestrian facilities.	<ul style="list-style-type: none"> Review public ROW to evaluate feasibility of including pedestrian walkway. 	City of Los Altos
5	Foothill Expressway at Magdalena Avenue/Springer Road	Challenging for pedestrians and bicyclists coming from Magdalena through Fremont. Non-standard pedestrian queuing area at convergence of 3 crosswalks.	<ul style="list-style-type: none"> Stripe the bike lane through the intersection. Install pedestrian refuge island. Consider providing a crossing guard at this intersection. 	City of Los Altos
6	Berry Ave at Russell Ave	Key crossing area with two of four crossings uncontrolled.	<ul style="list-style-type: none"> Update Berry Ave SCHOOL XING signs to Assembly B with down arrow. 	City of Los Altos
7	Golden Way at Berry Avenue	Truncated domes are missing. Key crossing area with two of four crossings uncontrolled.	<ul style="list-style-type: none"> Install truncated domes to bring ramps into ADA compliance. Update Berry Ave SCHOOL XING signs to Assembly B. 	City of Los Altos
8	Magdalena Avenue from Summerhill Avenue to I-280	No stop sign south of Summerhill. Wide road, reported high speeds.	<ul style="list-style-type: none"> Conduct a stop warrant analysis at Hillview Road. Conduct a road diet feasibility study for Magdalena Ave. 	City of Los Altos
9	Miramonte Avenue from Berry Avenue to Loyola Drive	Students bike on the wrong side of street (school side) due to high traffic.	<ul style="list-style-type: none"> Install Class II bike lane per the Bicycle Transportation Plan. 	City of Los Altos
10	Russell Avenue from Covington Road to Berry Avenue	No pedestrian facilities.	<ul style="list-style-type: none"> Install pedestrian walkway on west side of the street. 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
11	Springer Road at Berry Avenue	Vehicle queues block traffic. Truncated domes are missing on south leg curb ramps.	<ul style="list-style-type: none"> • Consider signal warrant analysis to improve traffic flow. • Install truncated domes on southeast and southwest corners. 	City of Los Altos
12	Springer Road from Covington Road to Foothill Expressway	Narrow/obstructed right-of-way, gaps in pedestrian facilities.	<ul style="list-style-type: none"> • Install sidewalks on both sides of the street. 	City of Los Altos
13	Berry Avenue at Brentwood Street	Community members expressed concern about bulbout at this intersection.	<ul style="list-style-type: none"> • Paint curb red. 	City of Los Altos
14	Berry Avenue in front of the school	Pedestrian visibility is obstructed by vehicles parked near the crosswalks.	<ul style="list-style-type: none"> • Prohibit parking adjacent to crosswalk on Berry Avenue. • Update Berry Ave SCHOOL XING signs to Assembly B. 	City of Los Altos
15	Loyola Elementary Drop Off Loop	Cars turning left onto Berry Ave during drop off and pick up add to the congestion and community safety concerns.	<ul style="list-style-type: none"> • Restrict left turns out of the Loyola Elementary drop off loop during drop off and pick up times. 	City of Los Altos
16	Golden Way from Berry Ave to Altos Oaks Drive	Students travel north on Golden Way but there are no pedestrian facilities.	<ul style="list-style-type: none"> • Review public ROW to evaluate feasibility of including pedestrian facility. 	City of Los Altos
17	Altos Oaks Drive from Fremont Avenue to Miramonte Avenue	No pedestrian facilities.	<ul style="list-style-type: none"> • Review public ROW to evaluate feasibility of including sidewalks on Altos Oaks. 	City of Los Altos
18	Covington Road at Miramonte Avenue	School walking route.	<ul style="list-style-type: none"> • Install curb extensions per Pedestrian Master Plan. 	City of Los Altos
19	Springer Rd at Fremont Ave	School walking route.	<ul style="list-style-type: none"> • Reconfigure northbound approach to Springer per Pedestrian Master Plan. 	City of Los Altos
20	Miramonte Ave from Alegre Ave to Loraine Ave	School walking route.	<ul style="list-style-type: none"> • Install multi-use path per Pedestrian Master Plan. 	City of Los Altos
21	Loyola Drive/A Street at Frontero Ave/Granger Ave/Foothill Expressway ramps	School walking route.	<ul style="list-style-type: none"> • Realign intersection for access to Loyola Corners per Pedestrian Master Plan. 	City of Los Altos

Loyola Elementary School



Improvement Recommendations

1. **Golden Way at Altos Oaks Drive**
 - a. Restrict parking at northeast and northwest corners.
 - b. Install high visibility crosswalks on west leg.
2. **Berry Avenue at Miramonte Avenue**
 - a. Realign southwest corner to align with northwest corner.
 - b. Install high visibility crosswalk on south leg of Miramonte Avenue, with potential enhancements such as a median refuge or actuated beacon.
3. **Berry Avenue from Springer Road to Miramonte Avenue**
 - a. Stripe centerline along segment.
4. **Covington Road from Riverside Drive to Miramonte Avenue**
 - a. Review public ROW to evaluate feasibility of including pedestrian walkway.
5. **Foothill Expressway at Magdalena Avenue/Springer Road**
 - a. Stripe the bike lane through the intersection.
 - b. Install pedestrian refuge island.
 - c. Consider providing a crossing guard at this intersection.
6. **Russell Avenue at Berry Avenue**
 - a. Update Berry Ave SCHOOL XING signs to Assembly B with down arrow.
7. **Golden Way at Berry Avenue**
 - a. Install truncated domes to bring ramps into ADA compliance.
 - b. Update Berry Ave SCHOOL XING signs to Assembly B.
8. **Magdalena Avenue from Summerhill Avenue to I-280**
 - a. Conduct a stop warrant analysis at Hillview Road.
 - b. Conduct a road diet feasibility study for Magdalena.
9. **Miramonte Avenue from Berry Avenue to Loyola Drive**
 - a. Install Class II bike lane per Bicycle Transportation Plan.
10. **Russell Avenue from Covington Road to Berry Avenue**
 - a. Install a pedestrian walkway on the west side of the street.
11. **Springer Road at Berry Avenue**
 - a. Consider signal warrant analysis to improve traffic flow.
 - b. Install truncated domes on southeast and southwest corners.
12. **Springer Road from Covington Road to Foothill Expressway**
 - a. Install sidewalks on both sides of the street.
13. **Berry Avenue at Brentwood Street**
 - a. Paint curb red.
14. **Berry Avenue in front of the school**
 - a. Prohibit parking adjacent to the crosswalk on Berry Avenue.
 - b. Update Berry Ave SCHOOL XING signs to Assembly B with down arrow.
15. **Loyola Elementary Drop Off Loop**
 - a. Restrict left turns out of the Loyola Elementary drop off loop.
16. **Golden Way from Berry Ave to Altos Oaks Drive**
 - a. Review public ROW to evaluate feasibility of including pedestrian walkway.
17. **Altos Oaks Drive from Fremont Avenue to Miramonte Avenue**
 - a. Review public ROW to evaluate feasibility of including sidewalks on Altos Oaks.
18. **Covington Road at Miramonte Avenue**
 - a. Install curb extensions per Pedestrian Master Plan.
19. **Springer Rd at Fremont Ave**
 - a. Reconfigure northbound approach to Springer.
20. **Miramonte Ave from Alegre Ave to Loraine Ave**
 - a. Install multi-use path per Pedestrian Master Plan.
21. **Loyola Drive/A Street at Frontero Ave/Granger Ave/Foothill Expressway ramps**
 - a. Realign intersection for access to Loyola Corners per Pedestrian Master Plan.

Figure E-15 Loyola Elementary School Improvement Plan

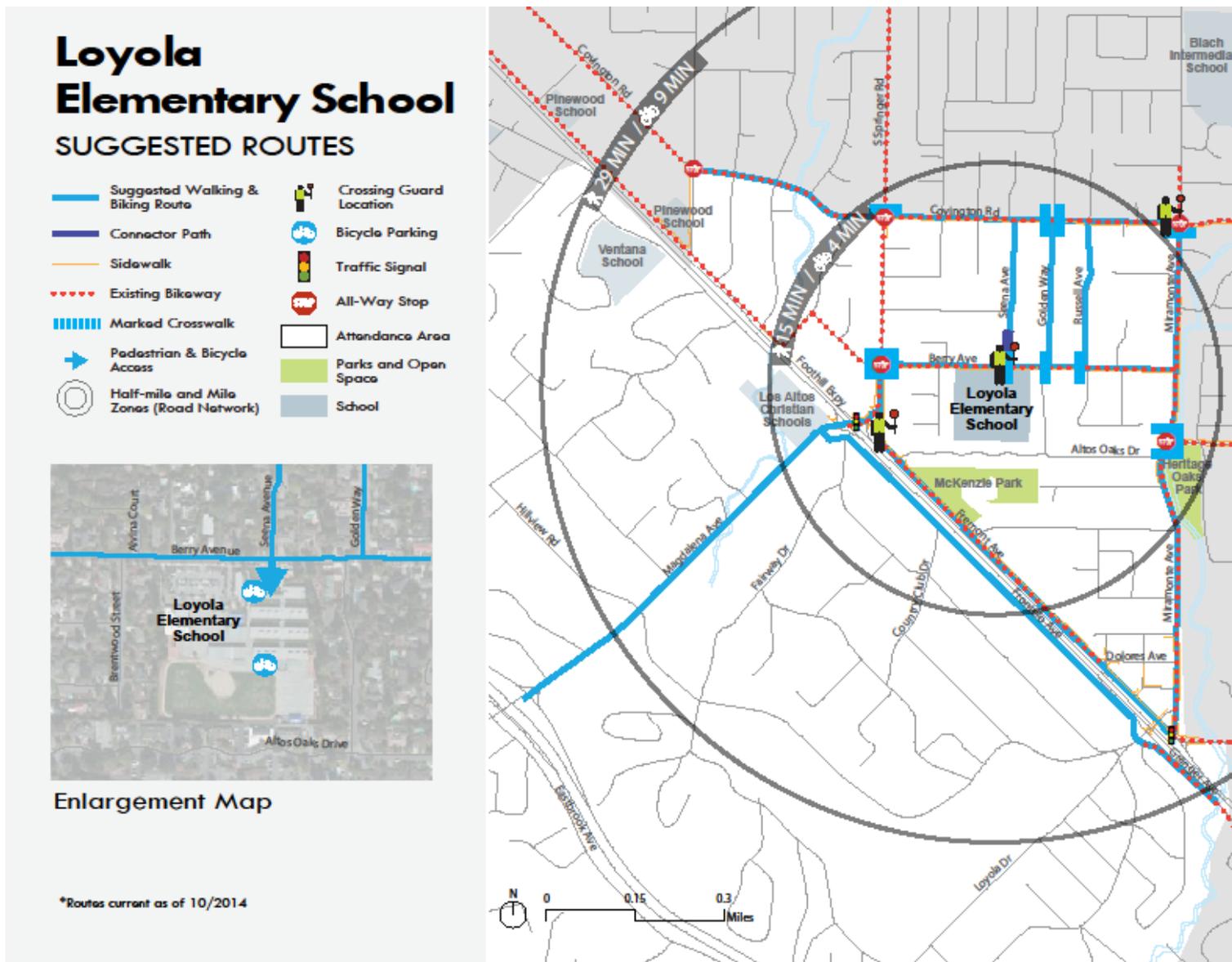


Figure E-16: Loyola Elementary Suggested Routes to School Map, Front

How to Use this Map
 This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones
 If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

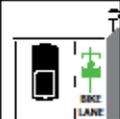
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safety



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

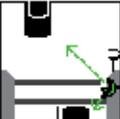


Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Loyola Elementary

Figure E-17: Loyola Elementary Suggested Routes to School Map, Back

E.4. Gardner Bullis Elementary School

E.4.1. School Characteristics

Gardner Bullis Elementary School is a K-6 school, serving 318 students, located at 25890 Fremont Road in Los Altos. Based on student hand tallies collected spring 2014, 13 percent of students currently walk and 10 percent bike. The school has a lower active transportation mode share than other elementary schools in the city as it is located in a hilly area on the border with Los Altos Hills. Park and walk sites can be an integral part of increasing walking to the school for students who live too far to walk.

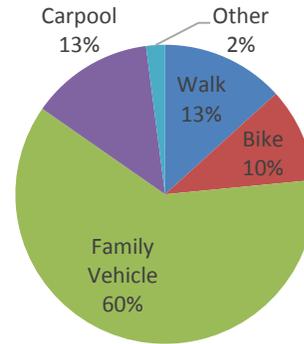


Figure E-18: Gardner Bullis Elementary Mode Split, Spring 2014 Hand Tallies

E.4.2. Pedestrian/Bicycle Facilities and Access

Gardner Bullis can be accessed by pedestrians and bicyclists through the front or back of the school, although the back access is difficult for bikes as it is unpaved and hilly. The majority of students come from east of the school, aided by a crossing guard at Edith Avenue and Foothill Expressway. Pathways on Fremont Road along the route to school switch between the north and south sides of the street, forcing students to cross, primarily at Campo Vista Lane. Pedestrians could benefit from clear instructions about where to walk and where to cross when coming from the east. There are high visibility school crosswalks marked to the east and west of the school parking lot, but not directly in front of the driveway. During the walk audit, the crosswalk to the west appeared to be hidden in the shade of large trees, but debriefing interviews indicated that it functioned well for the school. Additional walk audit observations and recommended improvements can be found in Table 3 Gardner Bullis Elementary School Recommendations.

E.4.3. Reported Collisions

From 2009-2011, there were two collisions involving a pedestrian or bicyclist within a half-mile of the school.

Pedestrian		Bicyclist	
¼ mi	½ mi	¼ mi	½ mi
0	0	0	2

Figure E-19: Collisions involving pedestrians or bicyclists near Gardner Bullis Elementary, 2009-2011

E.4.4. Existing SRTS Programs

Gardner Bullis Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-21) and access to bike rodeos and school safety assemblies.

Table 3 Gardner Bullis Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Fremont Road - school parking lot	Left turns out of parking lot are challenging and pose conflicts with turning movements into the parking lot. Vehicles parked on the south side of Fremont just east of the parking lot entrance were observed making u turns to head west on Fremont.	<ul style="list-style-type: none"> Consider prohibiting left turns during drop off/pick up times. Restrict parking on south side of Fremont at this location. 	Los Altos School District
2	Edith Avenue near Hampton Court	Landscaping impedes pedestrian travel.	<ul style="list-style-type: none"> Trim vegetation. 	City of Los Altos
3	Edith Avenue curve/bridge area	Drainage grates on bridge reported to need replacement.	<ul style="list-style-type: none"> Maintain/replace grates. 	City of Los Altos/Los Altos Hills
4	University Avenue at Edith Avenue	Crossing location for students coming down University and turning onto Edith is unclear, with no marked crosswalk and awkwardly aligned intersection.	<ul style="list-style-type: none"> Study potential marked crosswalk including enhancements such as median refuge or actuated beacon 	City of Los Altos
5	University Avenue at Los Altos Chamber of Commerce driveway	Vegetation blocks sidewalk.	<ul style="list-style-type: none"> Trim vegetation. 	City of Los Altos
6	Foothill Expressway at W Edith Ave and First Street	Free right turn from westbound Edith to Foothill Expressway is concerning to parents	<ul style="list-style-type: none"> Reclaim multiple slip lanes per Pedestrian Master Plan. 	City of Los Altos
7	University Avenue at Burke Road	Free right turn onto Burke, drivers reportedly not looking for students walking or biking.	<ul style="list-style-type: none"> Study potential marked crosswalk including enhancements such as median refuge or RRFB. 	City of Los Altos
8	Manuella Road pathway	Pathway along Manuella needs ADA access to better accommodate wheelchairs and bikes.	<ul style="list-style-type: none"> Install ADA compliant curb ramps along the Manuella Road pathway. 	Los Altos Hills
9	Fremont Road at Fremont Pines Lane	Existing crosswalk on Fremont Road is difficult for drivers to see. Community reported driver noncompliance.	<ul style="list-style-type: none"> Study potential marked crosswalk including enhancement such as median refuge or actuated beacon 	Los Altos Hills
10	Los Altos Avenue from El Camino Real to Edith Avenue	School walking and biking route.	<ul style="list-style-type: none"> Restrict parking on Los Altos Avenue from 7:00am-9:00am on weekdays to allow parking lane to be used by bicyclists. 	City of Los Altos
11	Los Altos Avenue from Yerba Buena to W. Edith Avenue	No pedestrian facilities.	<ul style="list-style-type: none"> Install path improvements. 	City of Los Altos

Gardner Bullis Elementary School



Improvement Recommendations

- 1. Fremont Road - School parking lot**
 - a. Prohibit left turns out of parking lot during drop off/pick up times.
 - b. Restrict parking on south side of Fremont Road.
- 2. Edith Avenue near Hampton Court**
 - a. Trim vegetation.
- 3. Edith Avenue curve/bridge area**
 - a. Maintain/replace grates.
- 4. University Avenue at Edith Avenue**
 - a. Study potential marked crosswalk including enhancements such as median refuge or actuated beacon
- 5. University Avenue at Los Altos Chamber of Commerce driveway**
 - a. Trim vegetation.
- 6. Foothill Expressway at W Edith Ave and First Street**
 - a. Reclaim multiple slip lanes per Pedestrian Master Plan.
- 7. University Avenue at Burke Road**
 - a. Study potential marked crosswalk including enhancements such as median refuge
- 8. Manuella Road pathway**
 - a. Install ADA compliant curb ramps along the Manuella Road pathway.
- 9. Fremont Road at Fremont Pines Lane**
 - a. Study potential marked crosswalk including enhancements such as median refuge or actuated beacon
- 10. Los Altos Avenue from El Camino Real to Edith Avenue**
 - a. Restrict parking on Los Altos Avenue from 7:00am-9:00am on weekdays to allow parking lane to be used by bicyclists.
- 11. Los Altos Avenue from Yerba Buena Avenue to W. Edith Avenue**
 - a. Install path improvements.

Figure E-20 Gardner Bullis Elementary School Improvement Plan

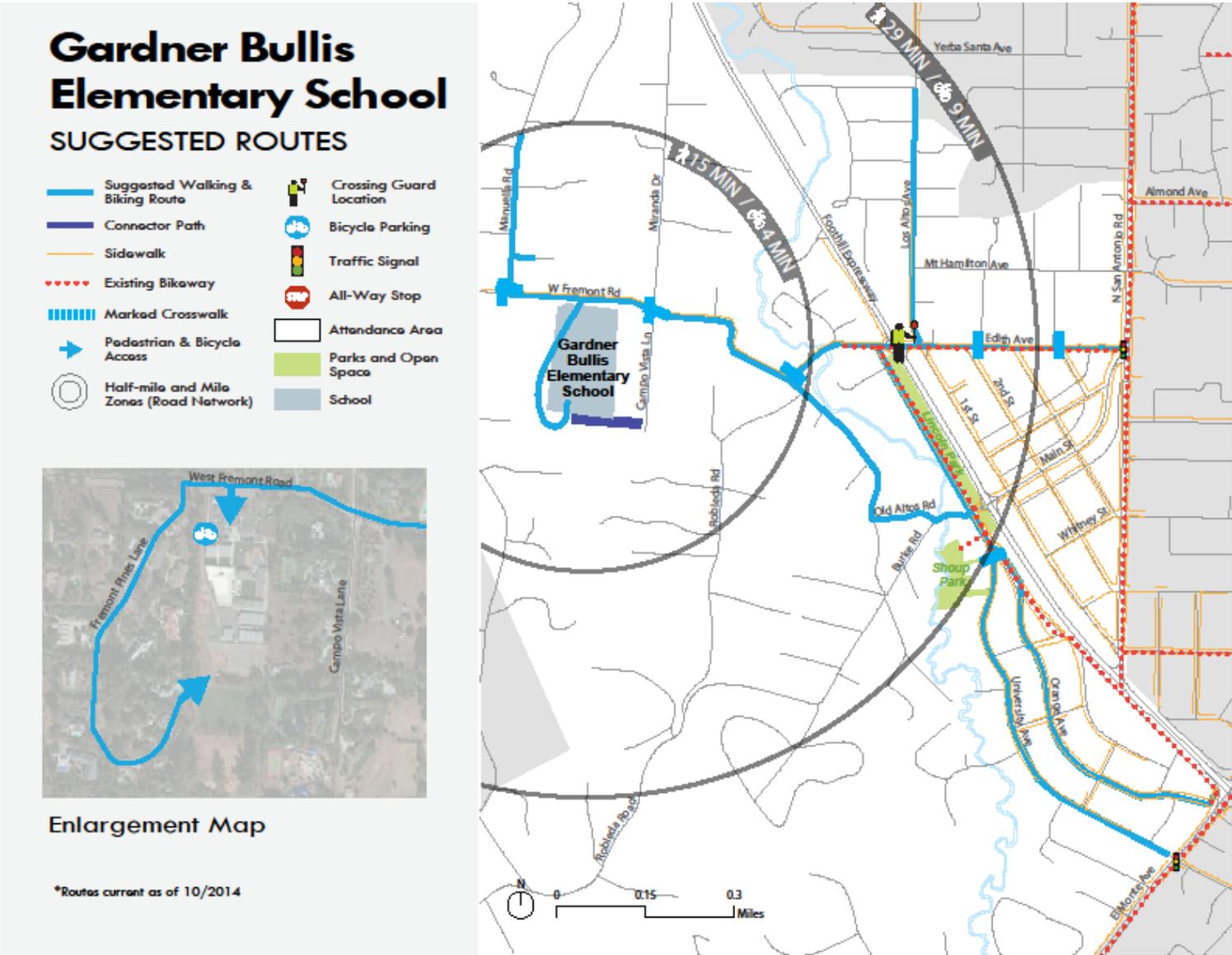


Figure E-21: Gardner Bullis Elementary School Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

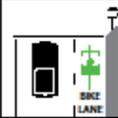
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.



Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Gardner Bullis Elementary

Figure E-22: Gardner Bullis Elementary School Suggested Routes to School Map, Back

E.5. Oak Avenue Elementary

E.5.1. School Characteristics

Oak Avenue Elementary School is a K-6 school, serving 506 students, located at 1501 Oak Avenue in Los Altos. Based on student hand tallies collected spring 2014, 19 percent of students currently walk and 27 percent bike. Oak Avenue Elementary is a neighborhood school, but its close proximity to both Blach Junior High and Mountain View High School causes major traffic congestion during drop-off and pick-up times, specifically on Truman Avenue. There are several locations where parents are operating informal park and walk sites, including Chelsea Drive and Marlborough Avenue.

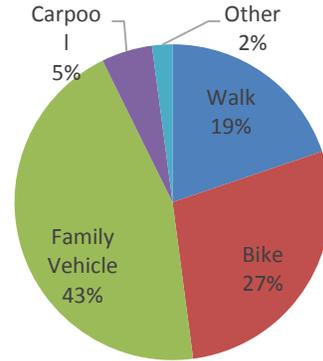


Figure E-23 Oak Ave Elementary Mode Split, Spring 2014 Hand Tallies

E.5.2. Pedestrian/Bicycle Facilities and Access

Oak Avenue Elementary can be accessed by pedestrians and bicyclists through the Oak Avenue frontage or via a path from Ridgmont Drive to the back entrance of the school. There is a marked crosswalk at the front of the school, and two crossing guards, one at Grant Road and Oak Avenue, and the other in front of the school at Marlborough and Oak Avenues. The pathways on Oak Avenue leading up to the school are difficult for wheelchairs and strollers to navigate, as they are punctuated with utility poles and large trees. Additional walk audit observations and recommended improvements can be found in Table 4.

E.5.3. Reported Collisions

From 2009-2011, there were two collisions involving a pedestrian or bicyclist within a half-mile of the school.



Figure E-24 Collisions involving pedestrians or bicyclists near Oak Ave Elementary, 2009-2011

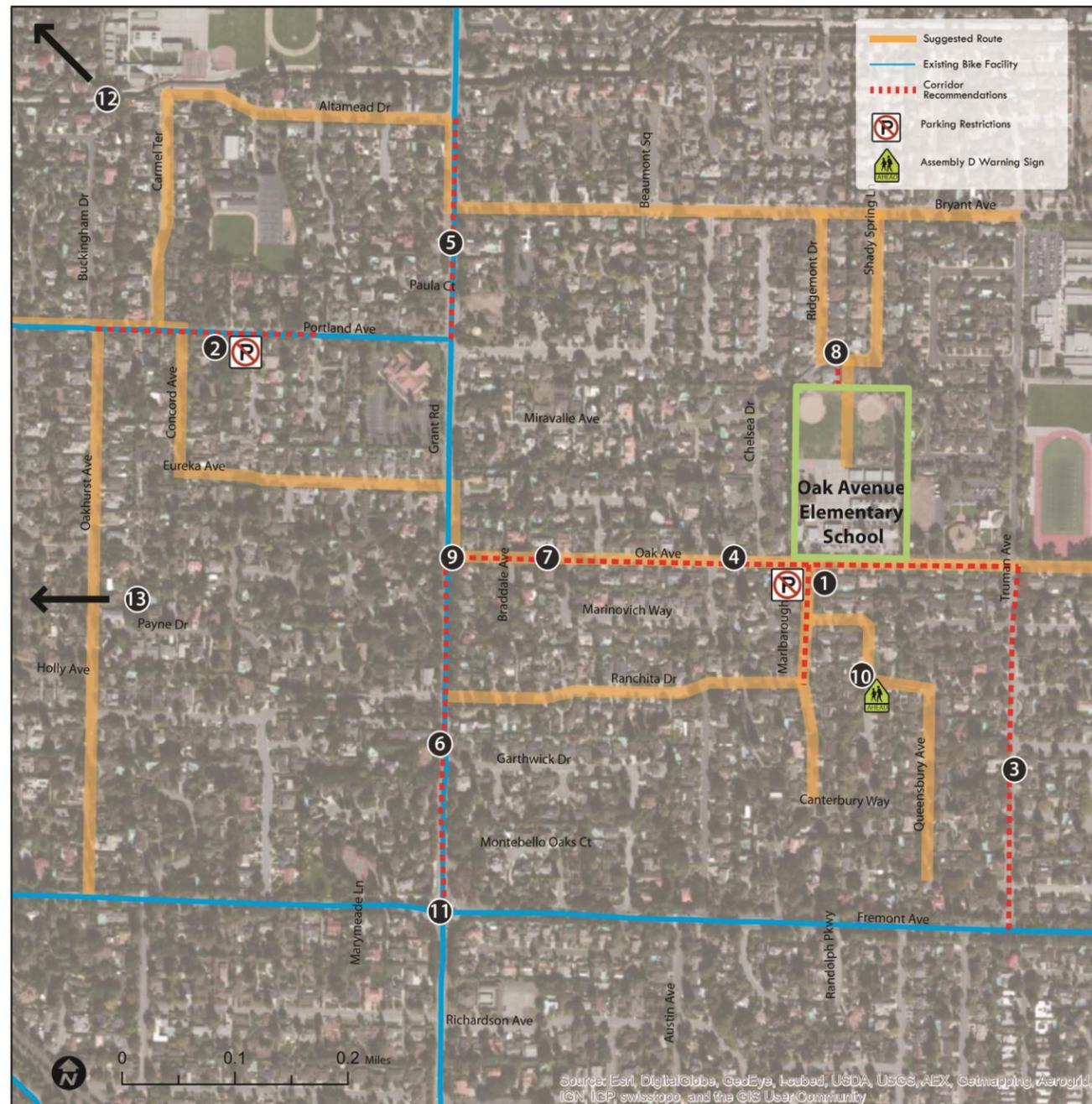
E.5.4. Existing SRTS Programs

Oak Avenue Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. Oak Elementary won the ‘Greenest Elementary School’ award in 2013. The school also has a Suggested Routes to School map (see Figure E-26) and access to bike rodeos and school safety assemblies.

Table 4 Oak Avenue Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Marlborough Avenue from Oak Avenue to Ranchita Drive	Walking route to school but no pedestrian facilities on a narrow roadway.	<ul style="list-style-type: none"> • Prohibit on-street parking on the west side of Marlborough during school drop-off and pick-up times. 	City of Los Altos
2	Portland Avenue from Buckingham to Carvo Court	South side of Portland Ave does not have pedestrian or bikeway facilities. Parked cars and trash bins block pedestrian access on the unimproved area outside the travel lane.	<ul style="list-style-type: none"> • Prohibit on-street parking on the south side of Portland Ave during school drop-off and pick-up times. • Install sidewalk. 	City of Los Altos
3	Truman Avenue from Oak Avenue to Fremont Avenue	No pedestrian facilities. Community reported high vehicle speeds.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the west side of the street. 	City of Los Altos
4	Oak Avenue from Grant Road to Truman Avenue	Community reported high vehicle speeds (eastbound), even with existing raised high visibility crosswalk.	<ul style="list-style-type: none"> • Stripe centerline along the Oak Ave corridor. 	City of Los Altos
5	Grant Road from Altamead Drive to Portland Avenue	No pedestrian facilities.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the west side of the street. 	City of Los Altos
6	Grant Road from Oak Avenue to Fremont Avenue	No pedestrian facilities.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the west side of the street. 	City of Los Altos
7	Oak Avenue from Grant Road to Marinovich Way	Large oak trees on north side of Oak impede pedestrian travel.	<ul style="list-style-type: none"> • Install pedestrian walkway on north side of street, requires tree preservation per Pedestrian Master Plan. 	City of Los Altos
8	Oak Elementary back entrance	The path is used by students but is not paved and gets muddy.	<ul style="list-style-type: none"> • Pave the path at the back entrance of the school and around the field onto campus. 	Los Altos School District
9	Oak Avenue at Grant Road	The light at Grant and Oak has cycles of green for cars before light turns for pedestrians/bikes, causing bikes and pedestrians to stack at the intersection	<ul style="list-style-type: none"> • Evaluate signal timing to provide more frequent walk phases. 	City of Los Altos
10	Wessex Avenue at connector path to Queensbury Avenue	No signage to alert drivers that bikes may be riding onto Wessex Ave from the connector path.	<ul style="list-style-type: none"> • Install Assembly D warning sign on Wessex Ave. • Install flexible bollard at entrance to connector path. 	City of Los Altos
11	Grant Road at Fremont Avenue	School walking and biking route at frequently used intersection.	<ul style="list-style-type: none"> • Conduct a count to determine eligibility for crossing guard. 	City of Los Altos
12	Covington Road at Miramonte Avenue	School walking route.	<ul style="list-style-type: none"> • Construct curb extensions per Pedestrian Master Plan. 	City of Los Altos
13	Miramonte Ave from Alegre Ave to Loraine Ave	School walking route that lacks pedestrian facilities.	<ul style="list-style-type: none"> • Install multi-use path per Pedestrian Master Plan. 	City of Los Altos

Oak Avenue School



Improvement Recommendations

- 1. Marlborough Avenue from Oak Avenue to Ranchita Drive**
 - a. Prohibit on-street parking on the west side of Marlborough during school arrival and dismissal times.
- 2. Portland Avenue from Buckingham to Carvo Court**
 - a. Prohibit on-street parking on the south side of Portland Ave during school arrival and dismissal times.
 - b. Install sidewalk.
- 3. Truman Avenue from Oak Avenue to Fremont Avenue**
 - a. Install a pedestrian walkway on the west side of the street.
- 4. Oak Avenue from Grant Road to Truman Avenue**
 - a. Stripe centerline.
- 5. Grant Road from Altamead Drive to Portland Avenue**
 - a. Install a pedestrian walkway on the west side of the street.
- 6. Grant Road from Oak Avenue to Fremont Avenue**
 - a. Install a pedestrian walkway on the west side of the street.
- 7. Oak Avenue from Grant Road to Marinovich Way**
 - a. Install pedestrian walkway on north side of street; requires tree preservation per Pedestrian Master Plan.
- 8. Oak Elementary back entrance**
 - a. Pave the path at the back entrance of the school and around the field onto campus.
- 9. Oak Avenue at Grant Road**
 - a. Evaluate signal timing to provide more frequent walk phases.
- 10. Wessex Avenue at connector path to Queensbury Avenue**
 - a. Install Assembly D warning sign on Wessex Ave
 - b. Install flexible bollard at the entrance to the connector path.
- 11. Grant Road at Fremont Avenue**
 - a. Consider conducting a count to determine eligibility for crossing guard.
- 12. Covington Road at Miramonte Avenue**
 - a. Construct curb extensions per Pedestrian Master Plan.
- 13. Miramonte Ave from Alegre Ave to Loraine Ave**
 - a. Install multi-use path per Pedestrian Master Plan.

Figure E-25 Oak Avenue Elementary School Improvement Plan

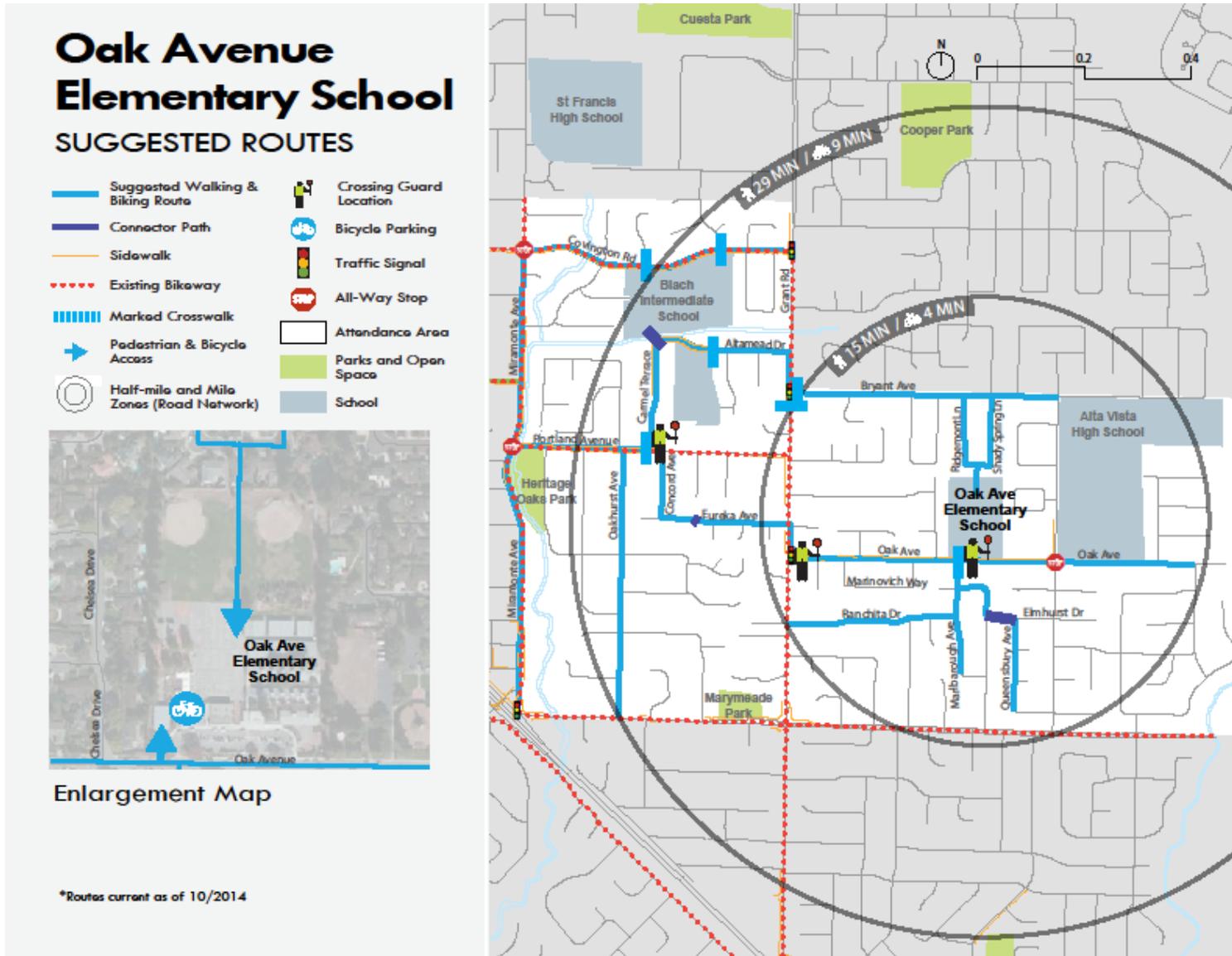


Figure E-26: Oak Avenue Elementary School Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

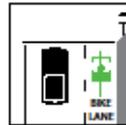
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.



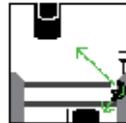
Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.

Cross at corners and crosswalks. This is where drivers expect pedestrians.



Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Oak Avenue Elementary

Figure E-27: Oak Avenue Elementary School Suggested Routes to School Map, Back

E.6. Springer Elementary School

E.6.1. School Characteristics

Springer Elementary School is a K-6 school, serving 522 students, located at 1120 Rose Avenue in Mountain View, but is within the Los Altos School District. Based on student hand tallies collected spring 2014, 35 percent of students currently walk and 21 percent bike. The school is located just off of Springer Road, a major thoroughfare, and is a few blocks from St. Francis High School.

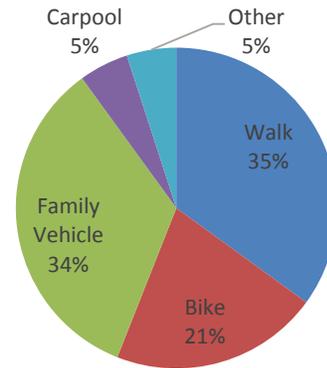


Figure E-28 Springer Elementary Mode Split, Spring 2014 Hand Tallies

E.6.2. Pedestrian/Bicycle Facilities and Access

Springer can be accessed by pedestrians and bicyclists through both the front and back of the school. There are three bike rack locations on campus, and several students on scooters were also observed during the audit. Crossing guards aid students at the crosswalk on Rose Avenue and at the back of the school on Cuesta Drive. The Cuesta Drive crosswalk has WAIT HERE pavement markings in advance of the crosswalk, but would benefit from high visibility crosswalk striping. Bikes lanes are present on Cuesta Drive, both east and west bound. Additional walk audit observations and recommended improvements can be found in Table 5.

E.6.3. Reported Collisions

From 2009-2011, there were four collisions involving a pedestrian or bicyclist within a half-mile of the school.

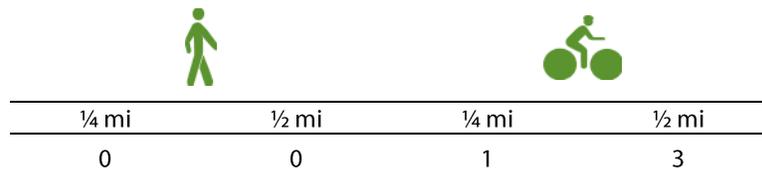


Figure E-29 Collisions involving pedestrians or bicyclists near Springer Elementary, 2009-2011

E.6.4. Existing SRTS Programs

Springer Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-31) and access to bike rodeos and school safety assemblies.

Table 5 Springer Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Rose Avenue at Springer Elementary School	Solar powered speed feedback sign is reported to not consistently function	<ul style="list-style-type: none"> • Repair speed feedback sign. 	City of Los Altos
2	Springer Road at Marilyn Drive	No crosswalk across Marilyn (the stop controlled legs). Existing uncontrolled crosswalk does not have yield lines or advance warning signs. Wide intersection with poor sight lines.	<ul style="list-style-type: none"> • Install white high visibility crosswalk on east leg of intersection. • Install advance yield markings on Springer approaches to uncontrolled crossing. • Install advance warning signs. • Review public ROW to evaluate feasibility of reducing intersection width. 	City of Los Altos
3	Miramonte Avenue from Barbara Avenue to Covington Road	Wide street, reported high speeds.	<ul style="list-style-type: none"> • Evaluate Miramonte for travel lane removal. 	City of Los Altos
4	Rose Avenue from Springer Road to Miramonte Avenue	Community reported high speeds.	<ul style="list-style-type: none"> • Install centerline and edge line striping along segment. 	City of Los Altos
5	Springer Road at Birchwood/Riverside Drive	Wide intersection with no crosswalk. Students cross to access the sidewalk on the east side.	<ul style="list-style-type: none"> • Review public ROW to evaluate feasibility of reducing intersection width. • Study potential crosswalk with enhancements including median refuge or actuated beacon. 	City of Los Altos
6	Springer Road at Cuesta Drive	Intersection is not aligned. Reported challenging for bicyclists and pedestrians.	<ul style="list-style-type: none"> • Reconfigure northbound approach to Springer Road per Pedestrian Master Plan. • Consider trail concept per Pedestrian Master Plan. 	City of Los Altos
7	Springer Road from Cuesta Drive to Covington Road	West side of Springer does not have pedestrian facilities.	<ul style="list-style-type: none"> • Install a pedestrian walkway on the west side. 	City of Los Altos
8	Rose Avenue at Orangetree Lane	Existing curb cuts do not have truncated domes. Marked crosswalks at uncontrolled locations are standard crosswalks with no Assembly B signage. Community reported wider sidewalk needed.	<ul style="list-style-type: none"> • Install truncated domes on all corners. • Restripe crosswalks on east and west legs high visibility. • Install Assembly B with down arrow on Rose Avenue approach. • Consider widening existing sidewalk. 	City of Los Altos
9	Connector path between Fordham Way and Golden Way	School walking route.	<ul style="list-style-type: none"> • Install ADA compliant curb ramps. 	City of Los Altos
10	Hale Creek connecting Arroyo Road to Marilyn Drive	Potential school route avoiding major arterials.	<ul style="list-style-type: none"> • Consider an easement along Hale Creek between Arroyo Road and Marilyn Drive to provide a path for students walking and biking (long term). 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
11	El Monte Avenue at Springer Road	Reported driver noncompliance yielding to pedestrians	<ul style="list-style-type: none"> • Reconfigure intersection per Pedestrian Master Plan. 	City of Los Altos
12	Rose Avenue at Limetree Lane	Key school crossing. Marked crosswalk at uncontrolled location is standard crosswalk with no Assembly B signage.	<ul style="list-style-type: none"> • Restripe crosswalk on east leg as high visibility. • Install Assembly B with down arrow on Rose Avenue approach. 	City of Los Altos

Springer Elementary School



Improvement Recommendations

1. **Rose Avenue at Springer Elementary School**
 - a. Repair speed feedback sign.
2. **Springer Road at Marilyn Drive**
 - a. Install white high visibility crosswalk on east leg of intersection.
 - b. Install advance yield markings on Springer approaches to uncontrolled crossing.
 - c. Install advance warning signs.
 - d. Review public ROW to evaluate feasibility of reducing intersection width.
3. **Miramonte Avenue from Barbara Avenue to Covington Road**
 - a. Evaluate Miramonte for travel lane removal.
4. **Rose Avenue from Springer Road to Miramonte Avenue**
 - a. Install centerline and edge line striping along segment.
5. **Springer Road at Birchwood/Riverside Drive**
 - a. Review public ROW to evaluate feasibility of reducing intersection width.
 - b. Study potential crosswalk with enhancements including median refuge or actuated beacon.
6. **Springer Road at Cuesta Drive**
 - a. Reconfigure northbound approach to Springer Rd per Pedestrian Master Plan.
 - b. Consider trail concept per Pedestrian Master Plan.
7. **Springer Road from Cuesta Drive to Covington Road**
 - a. Install a pedestrian walkway on west side.
8. **Rose Avenue at Orangetree Lane**
 - a. Install truncated domes on all corners.
 - b. Restripe crosswalks on east and west legs as high visibility.
 - c. Install Assembly B with down arrow on Rose Avenue approach.
 - d. Consider widening existing sidewalk.
9. **Connector path between Fordham Way and Golden Way**
 - a. Install ADA compliant curb ramps.
10. **Hale Creek connecting Arroyo Road to Marilyn Drive**
 - a. Consider an easement along Hale Creek between Arroyo Road and Marilyn Drive to provide a path for students walking and biking.
11. **El Monte Avenue at Springer Road**
 - a. Reconfigure intersection per Pedestrian Master Plan.
12. **Rose Avenue at Limetree Lane**
 - a. Restripe crosswalk on east leg as high visibility.
 - b. Install Assembly B with down arrow on Rose Avenue approach.

Figure E-30 Springer Elementary School Improvement Plan

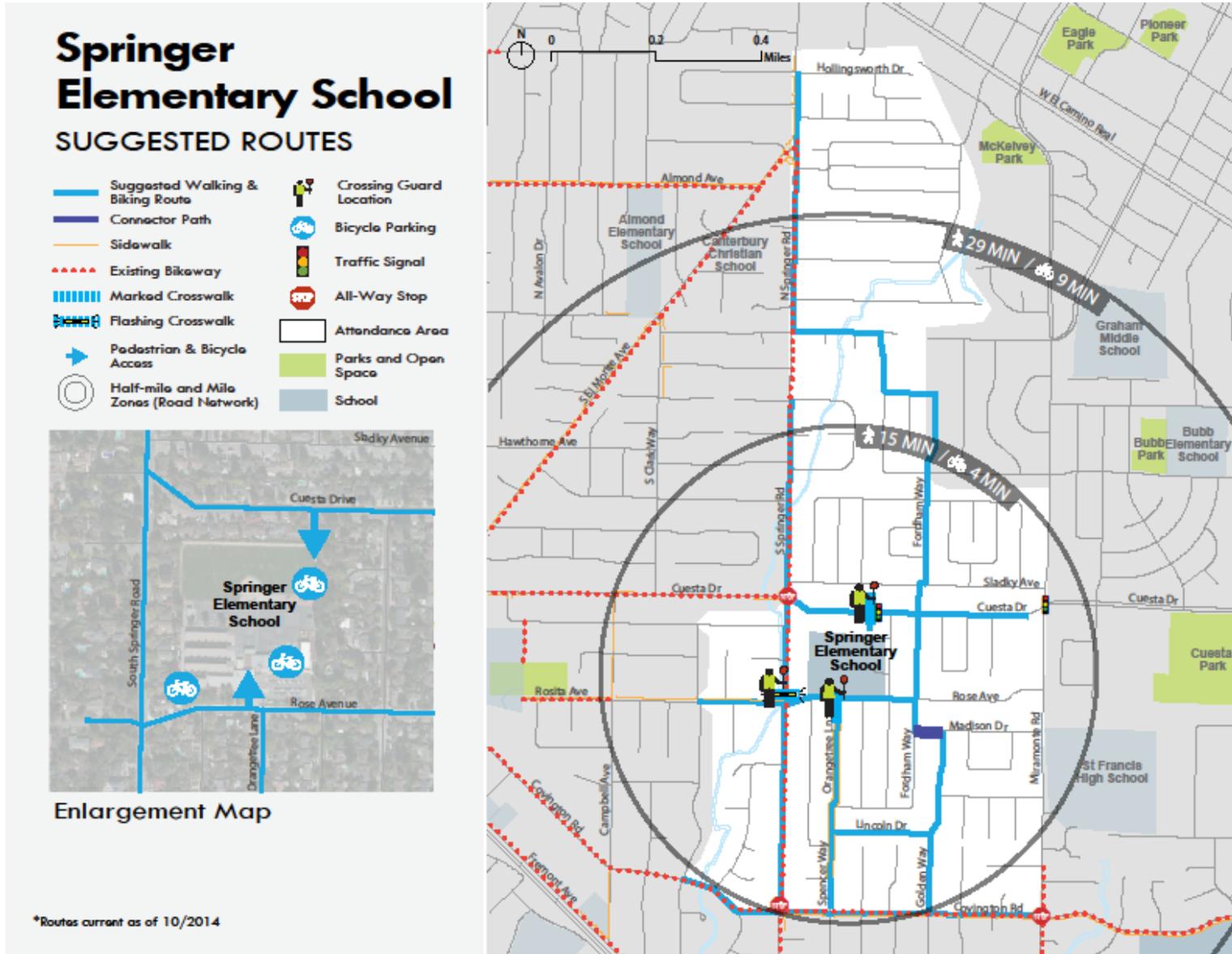


Figure E-31: Springer Elementary School Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

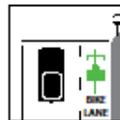
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

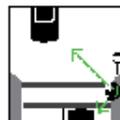


Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Springer Elementary

Figure E-32: Springer Elementary School Suggested Routes to School Map, Back

E.7. Santa Rita Elementary School

E.7.1. School Characteristics

Santa Rita Elementary School is a K-6 school, serving 559 students, located at 700 Los Altos Avenue in Los Altos. Based on student hand tallies collected spring 2014, 18 percent of students currently walk and 12 percent bike. The school is located on Los Altos Avenue, a two lane street with striped parking lanes, but no bike lanes, leading many students to ride on the sidewalk in the opposite direction of traffic on their way to school. Many students enter through the back of the school, coming from Santa Rita Avenue.

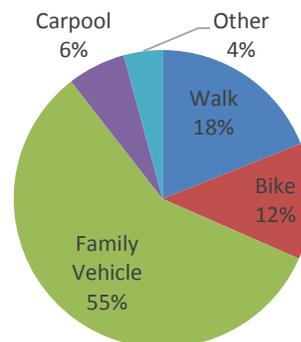


Figure E-33 Santa Rita Elementary Mode Split, Spring 2014 Hand Tallies

E.7.2. Pedestrian/Bicycle Facilities and Access

San Rita has multiple access points for pedestrians and bicyclists on the north, east, and west sides of campus. A crossing guards assists students at the Los Altos Avenue and Pine Lane intersection. There is a high visibility school crosswalk on Los Altos Avenue leading to the school parking lot, and both parking lot driveways have marked crosswalks. Most routes to school have sidewalks or pathways for pedestrians. Additional walk audit observations and recommended improvements can be found in Table 6.

E.7.3. Reported Collisions

From 2009-2011, there were 17 collisions involving a pedestrian or bicyclist within a half-mile of the school. The majority of the collisions occurred at or near the intersection of El Camino Real and San Antonio Road. Santa Rita’s attendance boundary runs along San Antonio Road, ending before this intersection and making it unlikely that students will need to cross here.

			
¼ mi	½ mi	¼ mi	½ mi
0	4	2	11

Figure E-34 Collisions involving pedestrians or bicyclists near Santa Rita Elementary, 2009-2011

E.7.4. Existing SRTS Programs

Santa Rita Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-36) and access to bike rodeos and school safety assemblies.

Table 6 Santa Rita Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Cherry Avenue from Pine Lane to Coronado Avenue	Wide road, reported high speeds.	• Install edge line striping to narrow travel lane.	City of Los Altos
2	Los Altos Avenue in front of school	Jaywalking was observed and sight lines are blocked.	• Install red curb and no parking signage on east side of Los Altos Avenue to improve sight lines.	City of Los Altos
3	Los Altos Avenue from Pine Lane to Santa Rita Elementary	No pedestrian facilities on east side.	• Install multi-use path.	City of Los Altos
4	Los Altos Avenue at Spagnoli Court	Inadequate curb ramps.	• Install ADA compliant curb ramps.	City of Los Altos
5	Pine Lane at Linden Avenue	Uncontrolled intersection with no marked crosswalks	• Install yellow transverse crosswalk and improve median across Linden Ave. • Install advance stop bars. • Consider curb radius reductions as part of future walkway installation projects.	City of Los Altos
6	Los Altos Avenue at entrance to school parking lot	Midblock crosswalk heavily utilized by students. Community reported visibility concerns.	• Install advance yield markings • Install Rectangular Rapid Flashing Beacon (RRFB). • Update Los Altos Ave SCHOOL XING signs to Assembly B with down arrow.	City of Los Altos
7	W Portola Ave at Linden Ave	School walking route, new sidewalk recently installed.	• Install yellow transverse crosswalk on south leg.	City of Los Altos
8	W Portola Ave at Carmel Ave	School walking route.	• Install yellow transverse crosswalk on north leg.	City of Los Altos
9	Santa Rita Avenue from W Portola Avenue to school campus	Congestion and reported safety concerns at the back entrance to the school.	• Recommend identifying Santa Rita Avenue as a Bicycle Boulevard with on-pavement gateway markings at Santa Rita Ave at W Portola Ave and Los Altos Ave at W Portola Ave.	City of Los Altos
10	Santa Rita Avenue from Van Buren Street to school campus	Congestion and reported safety concerns due to drop offs, parking, and U turns.	• Prohibit parking on Santa Rita Ave from Van Buren St to school grounds. • Install no U-Turn signage on Santa Rita Ave.	City of Los Altos
11	Van Buren Street near Santa Rita Ave	Congestion and reported safety concerns due to drop offs and parking.	• Prohibit parking on Van Buren within 50 feet of Santa Rita Ave.	City of Los Altos
12	Los Altos Avenue from El Camino Real to Edith Avenue	School walking and biking route.	• Restrict parking on Los Altos Avenue from 7:00am-9:00am on weekdays to allow parking lane to be used by bicyclists.	City of Los Altos
13	W Portola Avenue from Los Altos Avenue to Egan Junior High	Existing walkway is narrow.	• Reconstruct and widen berm-protected walkway or improve asphalt walkway on the south side.	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
14	San Antonio Road from Almond Avenue to El Camino Real	Sidewalk damage due to tree roots, overgrown vegetation impedes walkway. Community identified need for wider sidewalk.	<ul style="list-style-type: none"> • Repair sidewalk damage. • Trim vegetation. • Consider sidewalk widening. 	City of Los Altos
15	Los Altos Avenue at W Portola Avenue	Missing tactile domes on curb ramps. Intersection is frequently used by students walking and biking to school.	<ul style="list-style-type: none"> • Install tactile domes on all four corners. • Restripe existing crosswalks (4) as high visibility. 	City of Los Altos
16	Los Altos Avenue at Pine Lane	Missing tactile domes on curb ramps. Intersection is frequently used by students walking and biking to school.	<ul style="list-style-type: none"> • Install tactile domes on all four corners. • Restripe existing crosswalks (4) as high visibility. 	City of Los Altos

Santa Rita Elementary School



Improvement Recommendations

1. **Cherry Avenue from Pine Lane to Coronado Avenue**
 - a. Install edge line striping.
2. **Los Altos Avenue in front of school**
 - a. Install red curb and no parking signage on east side of Los Altos Avenue.
3. **Los Altos Avenue from Pine Lane to Santa Rita Elementary**
 - a. Install multi-use path.
4. **Los Altos Avenue at Spagnoli Court**
 - a. Install ADA compliant curb ramps.
5. **Pine Lane at Linden Avenue**
 - a. Install yellow transverse crosswalk and improve median across Linden Ave.
 - b. Install advance stop bars.
 - c. Consider curb radius reductions as part of future walkway installation projects.
6. **Los Altos Avenue at entrance to school parking lot**
 - a. Install advance yield markings
 - b. Install RRFB
 - c. Update Los Altos Ave SCHOOL XING signs to Assembly B with down arrow
7. **W Portola Ave at Linden Ave**
 - a. Install yellow transverse crosswalk on south leg
8. **W Portola Ave at Carmel Ave**
 - a. Install yellow transverse crosswalk on north leg
9. **Santa Rita Avenue from W Portola Avenue to school campus**
 - a. Recommend identifying Santa Rita Avenue as a Bicycle Boulevard with on-pavement gateway markings at Santa Rita Ave at W Portola Ave and Los Altos Ave at W Portola Ave.
10. **Santa Rita Avenue from Van Buren Street to school campus**
 - a. Prohibit parking on Santa Rita Ave from Van Buren Street to school grounds
 - b. Install No U-Turn signage on Santa Rita Avenue
11. **Van Buren Street near Santa Rita Ave**
 - a. Prohibit parking on Van Buren Street within 50 feet of Santa Rita Ave
12. **Los Altos Avenue from El Camino Real to Edith Avenue**
 - a. Restrict parking on Los Altos Avenue from 7:00am-9:00am on weekdays to allow parking lane to be used by bicyclists.
13. **W Portola Avenue from Los Altos Avenue to Egan Junior High**
 - a. Reconstruct and widen berm-protected walkway or improve asphalt walkway on the south side.
14. **San Antonio Road from Almond Avenue to El Camino Real**
 - a. Repair sidewalk damage.
 - b. Trim vegetation.
 - c. Consider sidewalk widening.
15. **Los Altos Avenue at W Portola Avenue**
 - a. Install tactile domes on all four corners.
 - b. Restripe existing crosswalks (4) as high visibility.
16. **Los Altos Avenue at Pine Lane**
 - a. Install tactile domes on all four corners.
 - b. Restripe existing crosswalks (4) as high visibility.

Figure E-35 Santa Rita Elementary School Improvement Plan

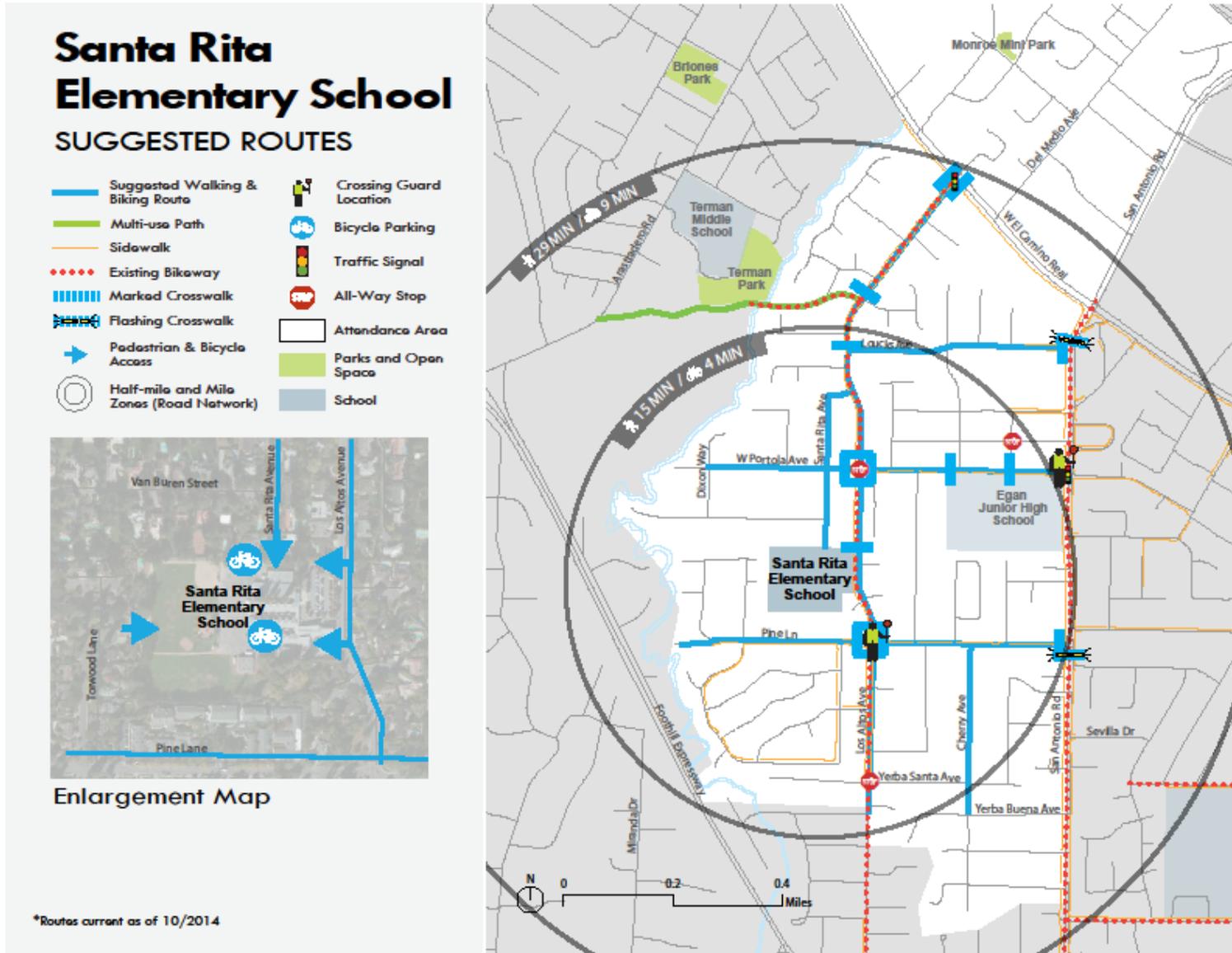


Figure E-36: Santa Rita Elementary School Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

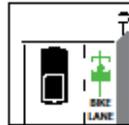
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

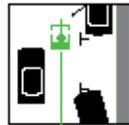
Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

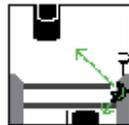


Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Santa Rita Elementary

Figure E-37: Santa Rita Elementary School Suggested Routes to School Map, Back

E.8. Montclair Elementary School

E.8.1. School Characteristics

Montclair Elementary School is a K-5 school, serving 509 students, located at 1160 Saint Joseph Avenue in Los Altos. Based on student hand tallies collected spring 2014, 16 percent of students currently walk and 19 percent bike. The school is located uphill on Saint Joseph Avenue and the attendance boundary extends across Foothill Expressway, a primary location of concern for parents.

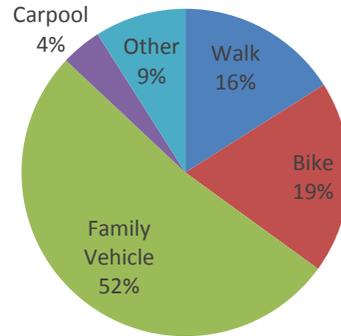


Figure E-38 Montclair Elementary Mode Split, Spring 2014 Hand Tallies

E.8.2. Pedestrian/Bicycle Facilities and Access

Montclair can be accessed by pedestrians and bicyclists on three of four sides of the school. Trained crossing guards are located at the Foothill Expressway intersection and the school driveway, and a volunteer crossing guard sometimes assists students walking uphill from Saint Joseph Avenue. Although there is a raised crosswalk at the Saint Joseph Avenue intersection near the school, the intersection is awkwardly aligned and parents have requested a paid crossing guard to be stationed at the location. Additional walk audit observations and recommended improvements can be found in Table 7.

E.8.3. Reported Collisions

From 2009-2011, there were four collisions involving a pedestrian or bicyclist within a half-mile of the school.

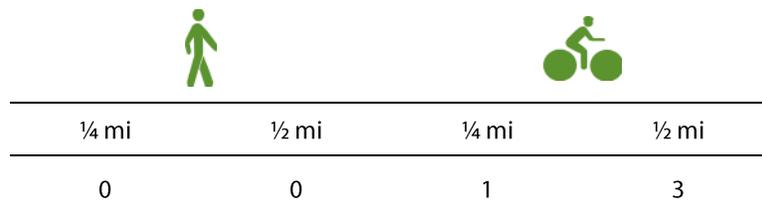


Figure E-39 Collisions involving pedestrians or bicyclists near Montclair Elementary, 2009-2011

E.8.4. Existing SRTS Programs

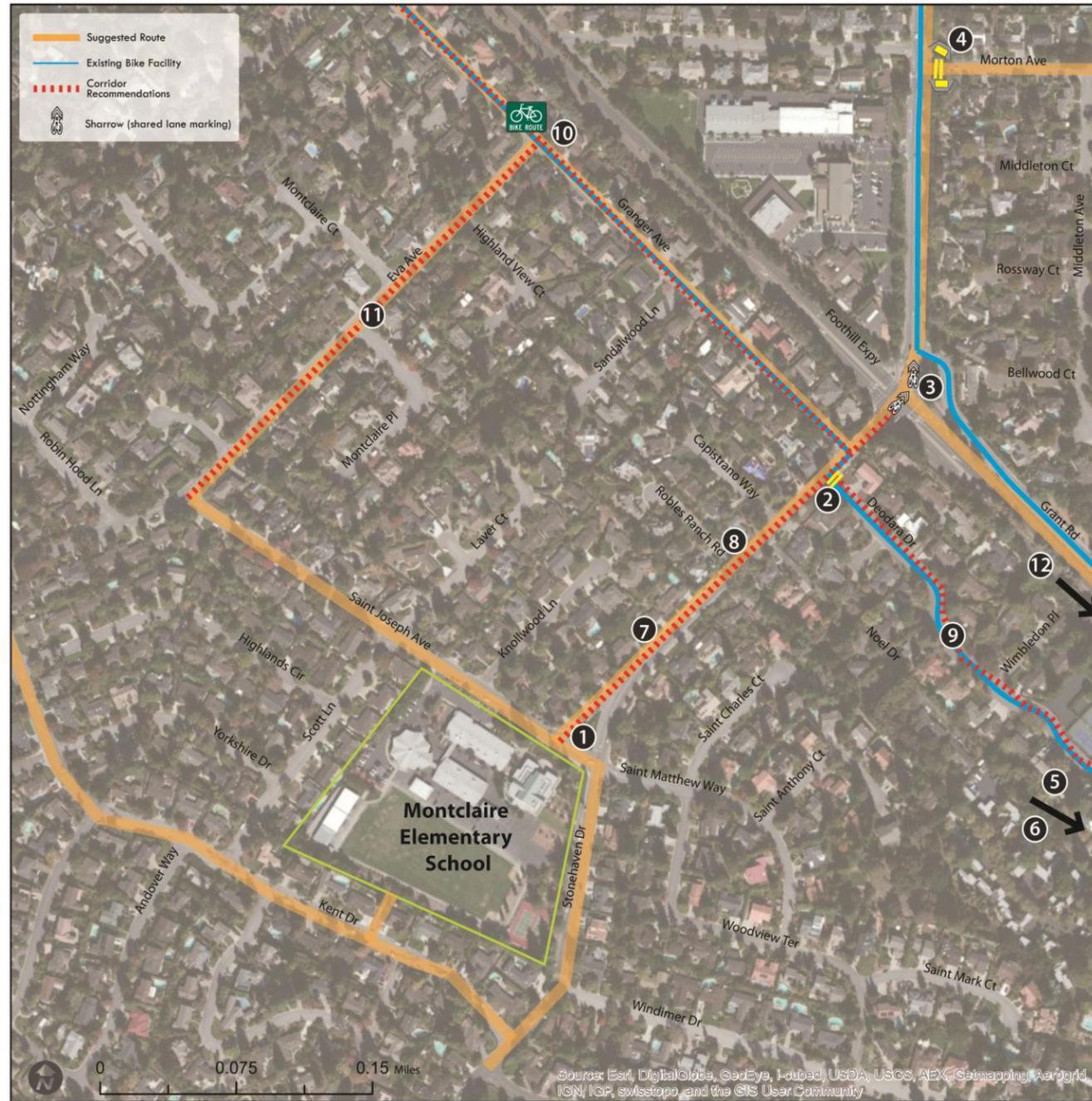
Montclair Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-41) and access to bike rodeos and school safety assemblies.

Table 7 Montclair Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Saint Joseph Avenue at Stonehaven	St. Joseph has sweeping right turn at Stonehaven. Crosswalk on west leg aligns with uncontrolled right turn lane.	• Install improvements per Pedestrian Master Plan.	City of Los Altos
2	Saint Joseph Avenue at Deodara Drive	No marked crosswalk on Deodara. School walking route.	• Install yellow transverse crosswalk on Deodara Drive.	City of Los Altos
3	Foothill Expressway at Grant Road	Heading north away from the school, bike lane is not striped through the intersection and students have difficulty crossing; some reportedly ride to the right of the island and through the free right turn lane.	• Use sharrows to mark bikeway path of travel through the intersection.	City of Los Altos
4	Grant Road at Morton Avenue	Cars park blocking the corner to cross Morton Ave. No curb ramp or crosswalk on Morton Ave. School walking route.	• Paint red curb at northeast and southeast corners. • Install yellow transverse crosswalk on Morton Ave and push stop bar back behind crosswalk. • Install ADA compliant curb ramps on northeast and southeast corners.	City of Los Altos
5	Arboretum Drive approaching Foothill Expressway	Reported high speeds.	• Install speed feedback sign near Farm Road.	City of Los Altos
6	Arboretum Drive at Deodara Drive	Crossing is difficult to see due to blocked sight lines. Cars reportedly speed downhill. Poor visibility at the intersection due to curves.	• Trim vegetation. • Conduct stop sign analysis to determine if 3-way stop is warranted. If 3-way stop is installed, install crosswalk with in-pavement flashers.	City of Los Altos
7	St. Joseph Avenue from Foothill Expressway to school	Sidewalks/paths present on both sides, but northwest side has poles obstructing the walkway for strollers/wheelchairs and path is uneven.	• Widen pedestrian paths and remove obstructions.	City of Los Altos
8	St. Joseph Ave from Robles Ranch Rd to Granger Avenue	No sidewalk on this segment.	• Install sidewalk to close gap.	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
9	Deodara Drive from St. Joseph Avenue to Arboretum Drive	Street is wide as it approaches St Joseph. No designated pedestrian or bicycle path. School walking and biking route.	<ul style="list-style-type: none"> • Install parking lane/edge line striping on Deodara Drive. 	City of Los Altos
10	Granger Avenue from Loyola Drive to St. Joseph Avenue	Street has parking lane and center line striped, but no pedestrian or bicycle facilities.	<ul style="list-style-type: none"> • Consider signing a Class III bike route on Granger Ave. • Review public ROW to evaluate feasibility of including pedestrian walkway. 	City of Los Altos
11	Eva Avenue from Granger Avenue to St. Joseph Avenue	School biking route without bike facilities.	<ul style="list-style-type: none"> • Install Class II bike lanes per Bicycle Transportation Plan. 	City of Los Altos
12	Grant Road from Newcastle Drive to Los Altos boundary	School biking route with frequent driveways and poor cyclist visibility.	<ul style="list-style-type: none"> • Prioritize installing Class II bike lanes per Bicycle Transportation Plan. 	City of Los Altos

Montclair Elementary School



Improvement Recommendations

1. **Saint Joseph Avenue at Stonehaven Drive**
 - a. Install improvements per Pedestrian Master Plan.
2. **Saint Joseph Avenue at Deodara Drive**
 - a. Install yellow transverse crosswalk on Deodara.
3. **Foothill Expressway at Grant Road**
 - a. Use sharrow to mark bikeway path of travel through the intersection.
4. **Grant Road at Morton Avenue**
 - a. Paint red curb at northeast and southeast corners.
 - b. Install yellow transverse crosswalk on Morton Avenue and push stop bar back.
 - c. Install ADA compliant curb ramps on northeast and southeast corners.
5. **Arboretum Drive approaching Foothill Expressway**
 - a. Install speed feedback sign near Farm Road.
6. **Arboretum Drive at Deodara Drive**
 - a. Trim vegetation.
 - b. Conduct stop sign analysis to determine if 3-way stop is warranted. If 3-way stop is installed, install crosswalk with in-pavement flashers.
7. **Saint Joseph Avenue from Foothill Expressway to School**
 - a. Widen pedestrian pathway and remove obstructions.
8. **Saint Joseph Avenue from Robles Ranch Road to Granger Avenue**
 - a. Install sidewalk close to gap.
9. **Deodara Drive from Saint Joseph Avenue to Arboretum Drive**
 - a. Install parking lane/edge line striping on Deodara Drive.
10. **Granger Avenue from Loyola Drive to Saint Joseph Avenue**
 - a. Consider signing a Class III bike route on Granger
 - b. Review public ROW to evaluate feasibility of including pedestrian walkway.
11. **Eva Avenue from Granger Avenue to Saint Joseph Avenue**
 - a. Install Class II bike lane per Bicycle Transportation Plan.
12. **Grant Road from Newcastle Drive to Los Altos boundary**
 - a. Prioritize installing Class II bike lanes per Bicycle Transportation Plan.

Figure E-40 Montclair Elementary School Improvement Plan

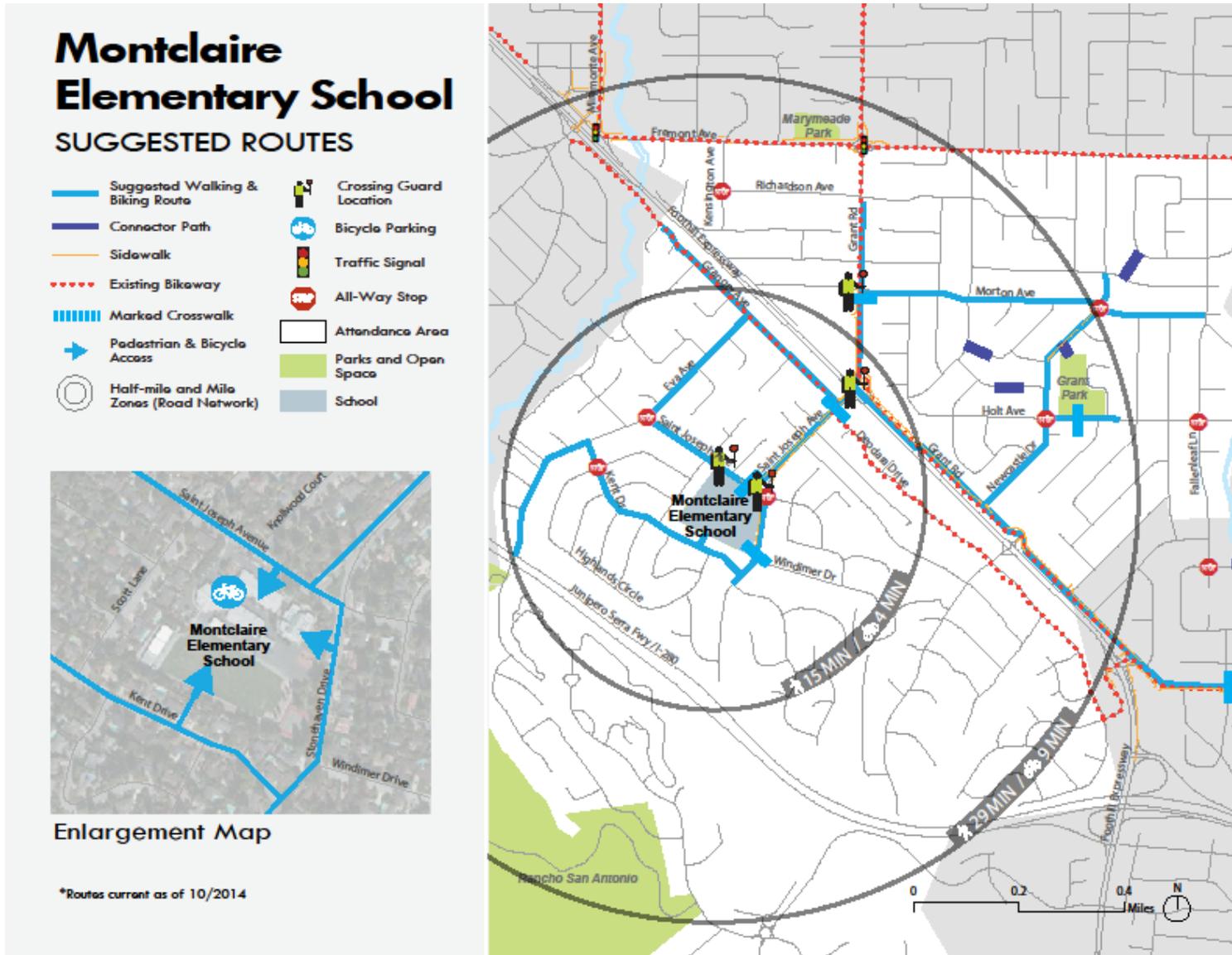


Figure E-41: Montclair Elementary Suggested Routes to School Map, Front

How to Use this Map
 This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones
 If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

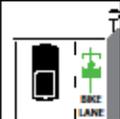
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.



Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



check all directions



Be alert. Look for cars coming from all directions before entering the street - including behind you.

Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Montclair Elementary

Figure E-42: Montclair Elementary Suggested Routes to School Map, Back

E.9. Covington Elementary School

E.9.1. School Characteristics

Covington Elementary School is a K-6 school, serving 512 students, located at 201 Covington Road in Los Altos. Based on student hand tallies collected spring 2014, 15 percent of students currently walk and 14 percent bike. The school is located near the intersection of El Monte Avenue and Foothill Expressway, a major intersection in the city.

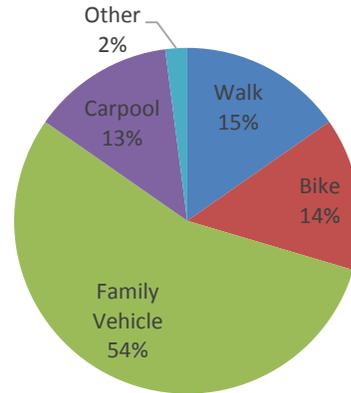


Figure E-43 Covington Elementary Mode Split, Spring 2014 Hand Tallies

E.9.2. Pedestrian/Bicycle Facilities and Access

Covington can be accessed by pedestrians and bicyclists via front and back entrances. Arboleda Drive runs along the back of the school, and leads to a path for students to enter campus. While the street is unstriped and there a curve in the road, very few vehicles drive up to this back entrance. Students were observed walking and biking in the street on both the north and south sides. In front of the school, Covington Road has striped edge lanes and no bike lanes. Sidewalks are only present on the school frontage leading up to El Monte Avenue. A crossing assists students at the Covington Road and El Monte Avenue intersection. However, students were observed crossing at other midblock locations on El Monte Avenue as well. Additional walk audit observations and recommended improvements can be found in Table 8.

E.9.3. Reported Collisions

From 2009-2011, there were four collisions involving a pedestrian or bicyclist within a half-mile of the school.

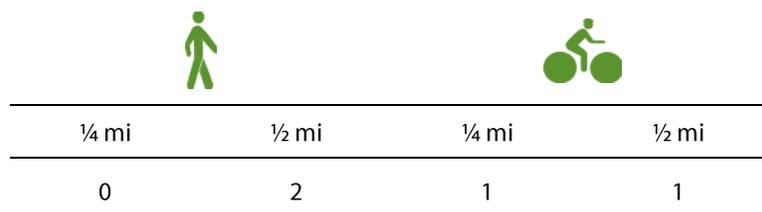


Figure E-44 Collisions involving pedestrians or bicyclists near Covington Elementary, 2009-2011

E.9.4. Existing SRTS Programs

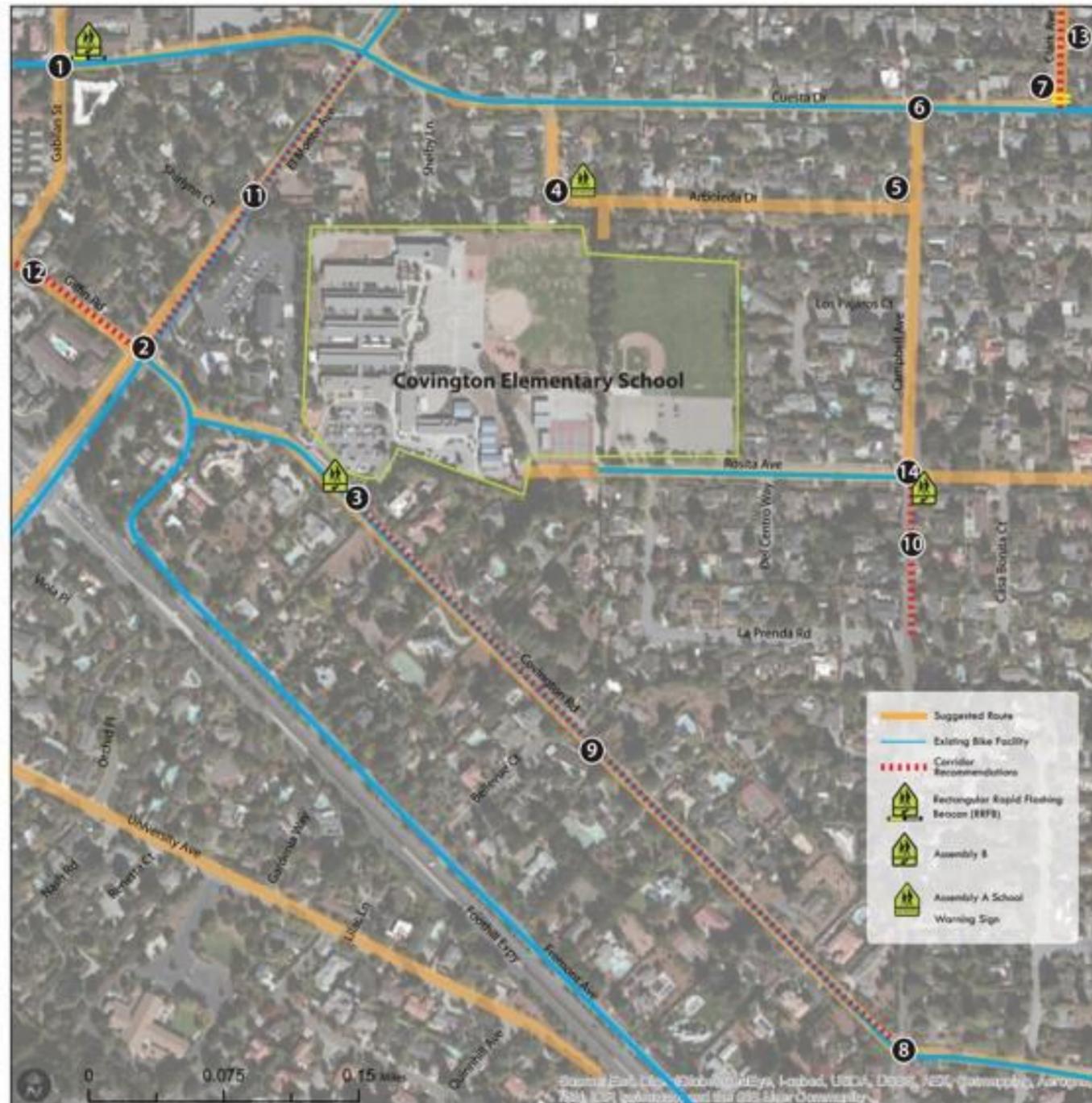
Covington Elementary participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-46) and access to bike rodeos and school safety assemblies.

Table 8 Covington Elementary School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Cuesta Dr at Gabilan St	Reported driver noncompliance at existing high visibility crosswalk on Cuesta Drive.	Install Rectangular Rapid Flashing Beacon on east leg.	City of Los Altos
2	El Monte Avenue at Giffin Road/Covington Road	Students queue at the intersection and have no space to wait for the light.	<ul style="list-style-type: none"> • Construct curb extensions at all four corners of the intersection. • Extend the walk phase across El Monte Avenue. 	City of Los Altos
3	Covington Road at school driveway	High visibility crosswalk leads to blind corner into school parking lot. Property next to the school protrudes into the sight line.	<ul style="list-style-type: none"> • Work with adjacent homeowner to trim vegetation at crosswalk. • Update Covington Road SCHOOL XING signs to Assembly B with down arrow. 	City of Los Altos
4	Arboleda Drive south of Cuesta Drive	The road curves blocking sight lines and this street is used by students walking and biking, primarily from the east.	• Install School Warning Assembly A signage on Arboleda Drive.	City of Los Altos
5	Arboleda Drive at Campbell Avenue	No crosswalk, but students/parents cross here frequently to access back entrance to school on Arboleda	• Study installation of high visibility crosswalk including potential enhancements such as median refuge or actuated beacon	City of Los Altos
6	Cuesta Drive at Campbell Avenue	Pedestrians standing on the north side of Cuesta Dr waiting to cross are difficult to see because of shadows.	<ul style="list-style-type: none"> • Install advance stop lines at all legs. • Consider improving unpaved area adjacent to utility pole to increase size and visibility of pedestrian area on north side. 	City of Los Altos
7	Cuesta Drive at S Clark Avenue	Clark Avenue is a widely used school route and crossing Cuesta Drive to get to the path is difficult	<ul style="list-style-type: none"> • Study installation of high visibility crosswalk across Cuesta, including potential enhancements such as median refuge or actuated beacon • Install yellow transverse crosswalk on north leg. 	City of Los Altos
8	Covington Road at Campbell Avenue	School walking route.	• Reduce curb radii at all four corners per Pedestrian Master Plan.	City of Los Altos
9	Covington Road from school to Campbell Avenue	Reported high speeds down Covington Road.	• Install speed feedback sign.	City of Los Altos
10	Campbell Ave from Rosita Avenue to La Prenda	Narrow shoulder for walking/biking.	• Install pedestrian path.	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
11	El Monte Avenue from Cuesta Drive to Giffin Road	No pedestrian facilities on west side. Key school walking route.	• Install sidewalk on west side of El Monte Avenue.	City of Los Altos
12	Giffin Road from Fremont Avenue to El Monte Avenue	No sidewalk/path near relatively high density housing where students live.	• Install pedestrian path.	City of Los Altos
13	Clark Avenue from El Monte Ave to Cuesta Drive	School walking route with narrow pedestrian facilities.	• Repair and widen existing sidewalk/berm-protected walkway per Pedestrian Master Plan.	City of Los Altos
14	Rosita Ave at Campbell Avenue	Key crossing location with two of four crossings uncontrolled.	• Update Campbell Ave SCHOOL XING signs to Assembly B with down arrow.	City of Los Altos

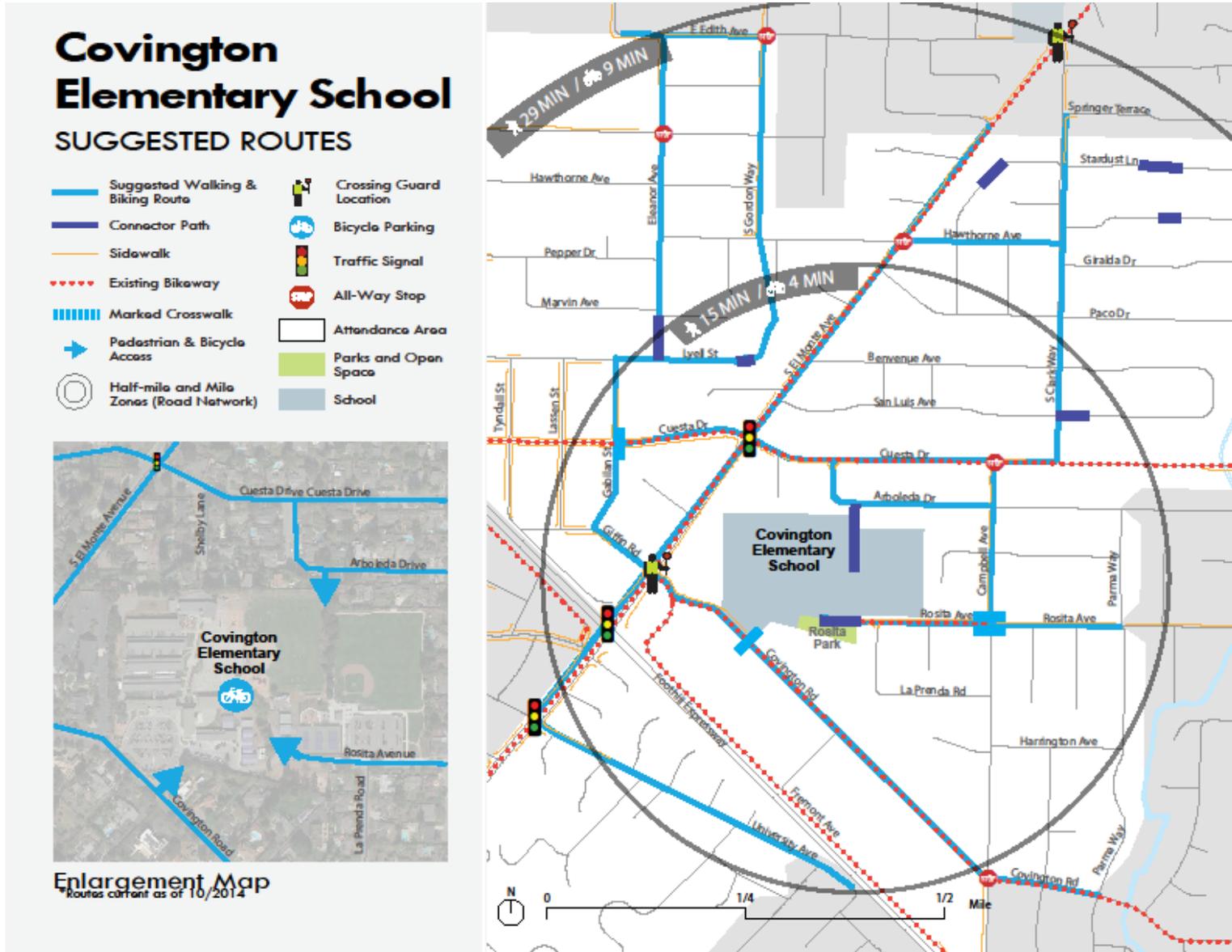
Covington Elementary School



Improvement Recommendations

1. **Cuesta Drive at Gabilan Street**
 - a. Install RRFB on east leg.
2. **El Monte Avenue at Giffin Road/Covington Road**
 - a. Construct curb extensions at all four corners of intersection.
 - b. Extend the walk phase across El Monte Avenue.
3. **Covington Road at school driveway**
 - a. Work with adjacent homeowner to trim vegetation at crosswalk.
 - b. Update Covington Road SCHOOL XING signs to Assembly B with down arrow.
4. **Arboleda Drive south of Cuesta Drive**
 - a. Install School Warning Assembly A signage on Arboleda Drive.
5. **Arboleda Drive at Campbell Avenue**
 - a. Study installation of high visibility crosswalk including potential enhancements such as median refuge or actuated beacon
6. **Cuesta Drive at Campbell Avenue**
 - a. Install advance stop lines at all legs.
 - b. Consider improving unpaved area adjacent to utility pole to increase size and visibility of pedestrian area on north side.
7. **Cuesta Drive at South Clark Avenue**
 - a. Study installation of high visibility crosswalk across Cuesta, including potential enhancements such as median refuge or actuated beacon
 - b. Install yellow transverse crosswalk on north leg.
8. **Covington Road at Campbell Avenue**
 - a. Reduce curb radii at four corners per Pedestrian Master Plan.
9. **Covington Road from school to Campbell Avenue**
 - a. Install speed feedback sign.
10. **Campbell Avenue from Rosita Avenue to La Prenda Road**
 - a. Install pedestrian path.
11. **El Monte Avenue from Cuesta Drive to Giffin Road**
 - a. Install sidewalk on west side of El Monte Avenue.
12. **Giffin Road from Fremont Avenue to El Monte Avenue**
 - a. Install pedestrian path.
13. **Clark Avenue from El Monte Avenue to Cuesta Drive**
 - a. Repair and widen existing sidewalk/berm-protected walkway per Pedestrian Master Plan.
14. **Rosita Avenue at Campbell Avenue**
 - a. Update Campbell Avenue SCHOOL XING signs to Assembly B with down arrow.

Figure E-45 Covington Elementary School Improvement Plan



How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

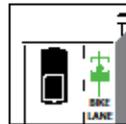
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safety



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

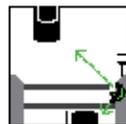


Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Los Altos Suggested Routes to School



Covington Elementary

Figure E-47: Covington Elementary School Suggested Routes to School Map, Back

E.10. Egan Junior High School

E.10.1. School Characteristics

Egan Junior High School is a 7-8 grade school, serving 560 students, located at 100 W. Portola Avenue in Los Altos. Based on student hand tallies collected spring 2014, 9 percent of students currently walk and 27 percent bike. Junior high attendance boundaries extend much further than elementary schools, and may account for the low amount of walking in comparison to other schools. Biking mode share is relatively high. Egan is located less than half a mile from Santa Rita Elementary and shares a

campus with Bullis Charter School. Egan is located on Portola Avenue, a narrow street that lacks striping aside from crosswalks.

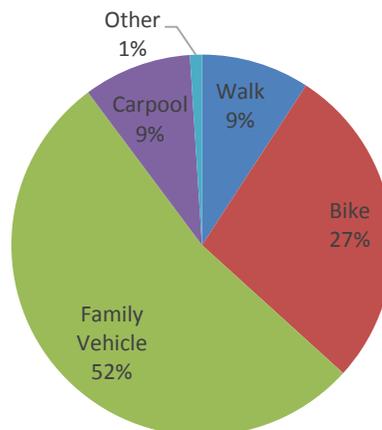


Figure E-48 Egan Jr. High Mode Split, Spring 2014 Hand Tallies

E.10.2. Pedestrian/Bicycle Facilities and Access

Egan can be accessed by pedestrians and bicyclists on three of four sides of campus. The routes to school are primarily unimproved for both pedestrians and bicyclists. A Pedestrian Safety Assessment was conducted in 2010 through the UC Berkeley Institute of Transportation Studies. Through this process, seven focus areas were identified for improvement and have been included in Table 9.

E.10.3. Reported Collisions

From 2009-2011, there were 17 collisions involving a pedestrian or bicyclist within a half-mile of the school. The majority of the collisions occurred at or near the intersection of El Camino Real and San Antonio Road. Egan’s attendance boundary extends beyond this intersection, indicating that students may be crossing here or are driven to school in order to avoid this intersection.

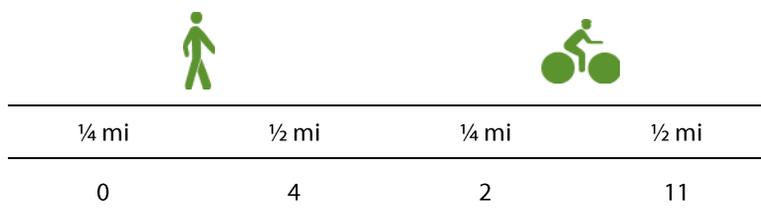


Figure E-49 Collisions involving pedestrians or bicyclists near Egan Jr. High, 2009-2011

E.10.4. Existing SRTS Programs

Egan Junior High participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-51) and access to bike rodeos, school safety assemblies, and the Drive that Bike program.

Table 9 Egan Junior High School Recommendations

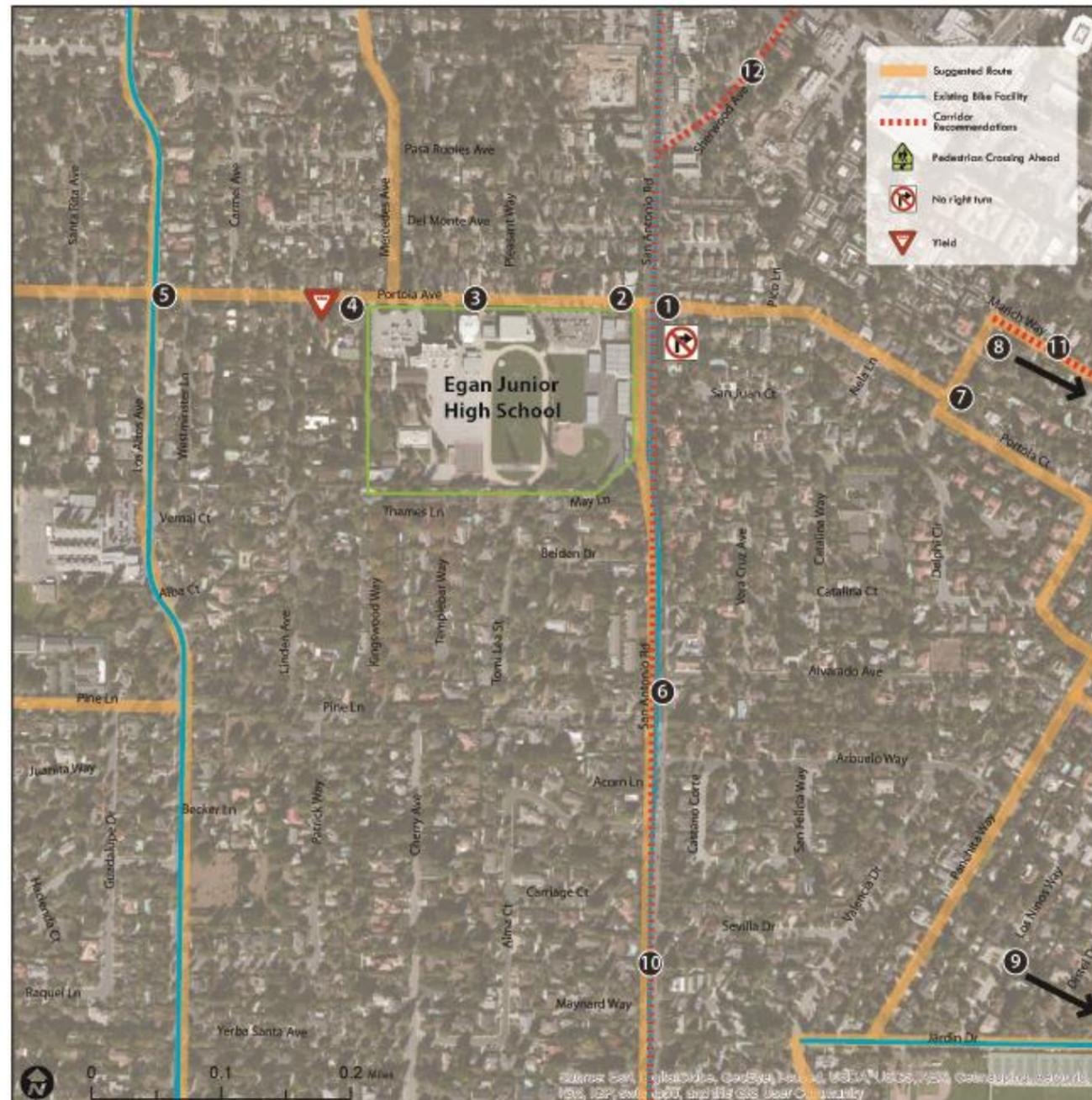
ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Portola Avenue and San Antonio Road	<p>Conflicts between turning motorists and crossing pedestrians and bicyclists.</p> <p>Signal head on median may block sightline.</p> <p>Accessibility of push button for wheelchair users</p> <p>Bicyclist accessibility</p> <p>Residents on the northeast quadrant who wish to use the west (southbound) bus stop need to traverse three intersection legs.</p>	<ul style="list-style-type: none"> • Provide a protected phase for the south crosswalk, with "No Right Turn" graphic sign facing the eastbound approach, active at least during school commute peaks. • Restripe the eastbound approach to provide one left-through lane and one right-turn lane • Consider protected phase for the eastbound right and northbound left turns. • On the southeast corner, check visibility of the south crosswalk's west pedestrian signal. Consider moving the south median's signal pole a bit to the south if needed. • On the southeast corner, improve the accessibility of westbound pedestrian call button. • On the southeast corner, consider adding a second button near the large tree, to serve the south crosswalk • On the southwest corner, improve the accessibility of northbound pedestrian call button. • On the southwest and southeast corners, consider "squaring up" by reducing corner radius, to enable replacement of single curb ramps with two directional ramps aligned with crosswalks. Because southbound San Antonio has a bike lane, the southwest corner's effective right-turn radius is greater than the physical curb radius. • Consider marking and serving the north crosswalk. 	City of Los Altos
2	Bullis Charter School frontage	<p>Lack of sidewalk capacity</p> <p>Blocking of driveway crosswalks by motorists.</p>	<ul style="list-style-type: none"> • Between San Antonio Road and the exit driveway, increase sidewalk capacity by adding a second walkway behind the tree/planting strip and moving the fence inward to 1' behind the new walkway. Provide 3' of walkway width behind the large utility cabinet. • Between the driveways, remove the low plantings and widen the sidewalk 2.5'. • In front of both driveways, mark KEEP CLEAR areas on the south (eastbound) half of Portola. 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
		Motorists blocking exit driveway	<ul style="list-style-type: none"> Upstream of the exit driveway for one car length, where the curb is painted red, add a slash-striped area. Mark the exit driveway with a white centerline and turn arrows: Left lane: left-and-right Right lane: right-only. <p>East of the exit driveway, consider:</p> <ul style="list-style-type: none"> Extending Portola's double yellow centerline to the exit driveway. Adding a lane line (dashed white) to divide eastbound Portola into a through-and-left lane and a right turn only lane. East of the exit driveway, consider adding a lane line (solid white) to divide eastbound Portola into a through-and-left lane and a right turn only lane. 	
3	Egan Junior High School frontage	<p>Conflicts between walkers and drop-off/pick-up activity.</p> <p>Bicyclists using sidewalk</p> <p>Bicyclist and pedestrian conflicts on walkway</p> <p>Bicyclist and pedestrian conflicts</p> <p>Vehicles blocking exit lane</p>	<ul style="list-style-type: none"> Widen the street sidewalk along the entire frontage by 3' to 5' by moving the bushes and the low fence behind them further from the curb. Add as short path link between the street sidewalk near Bullis Charter School's west driveway, and Egan's internal east-west walkway near the east front door of the gymnasium. Consider aligning this path diagonally between the second and third evergreen trees from the Bullis driveway. Widen the internal east-west walkway along the front of the gymnasium, west of the gym's east front door, to 10' if possible (8' minimum). Consider adding a new main bike cage closer to bicyclists' east (San Antonio) arrival line, perhaps adjacent to the Multipurpose Building. Some of the existing cage could be retained so arrivals from the west do not need to cross the driveways. Consider "NO STOPPING" pavement markings in the left lane of the drop-off/pick-up area. 	City of Los Altos
4	Portola west of Egan Junior High	<p>Walkway capacity</p> <p>Signage obscured by vegetation</p>	<ul style="list-style-type: none"> Along walkway, maintain 8' vertical hedge face. Trim hedges to maintain sign visibility. 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
		Insufficient sidewalk clearance	<ul style="list-style-type: none"> • Until the asphalt walkway is replaced, where it meets the conventional sidewalk west of Westminster Lane, maintain a minimum 5' wide clear area at the foot of the sidewalk's terminal ramp. If this can't be done, construct an accessible transition. • Until the asphalt walkway is replaced, consider replacing the angled berm at its west terminus with a bicycle permeable (ex: flex posts) and prohibiting parking from there to Westminster. If this is done, place a Yield sign facing east, to inform westbound bicyclists using the asphalt walkway that they need to yield to street traffic as they leave the bermed area, and add a guide strip to steer blind pedestrians toward the curb. 	
5	Portola and Los Altos Avenue intersection	Sight lines blocked by vegetation.	<ul style="list-style-type: none"> • On southeast corner, replace bushes with low landscape between the tree and the corner. • On the northbound approach, move the stop sign as close as practical to the first crosswalk line. 	City of Los Altos
6	San Antonio Road crossing at Pine/Alvarado /Arbuelo	<p>Yield compliance at existing uncontrolled crosswalk.</p> <p>Insufficient storage capacity at signage for waiting bicyclists and pedestrians</p> <p>Visibility of crossing treatments</p>	<ul style="list-style-type: none"> • Evaluate replacing the crosswalk warning device at Pine Lane/San Antonio Road with an RRFB or Pedestrian Hybrid Beacon. • Widen San Antonio's east sidewalk between Alvarado and Arbuelo, and provide a wide waiting area at the Pine Avenue south crosswalk. • Add 2 sided pedestrian warning signs in the median to create a "4-sign" setup where both San Antonio directions have two signs facing them. • Add high visibility ("ladder") yellow striping. • Relocate the northbound bus stop north of the crosswalk. 	City of Los Altos
7	E. Portola Ave at Jordan Ave	Students on bicycles are observed not stopping through the intersection, creating driver/bicyclist conflict concerns.	<ul style="list-style-type: none"> • Conduct stop warrant analysis to determine if stop signs are warranted on Jordan Avenue to make it a 3-way stop. 	City of Los Altos
8	Marich Way at Casita Way	The curve on Marich Way causes visibility issues.	<ul style="list-style-type: none"> • Conduct stop sign analysis to determine if all-way stop signs are warranted. 	City of Los Altos
9	Springer Road at El Monte Avenue	Community reported the intersection is difficult for students to cross.	<ul style="list-style-type: none"> • Install intersection improvements per Pedestrian Master Plan. 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
10	San Antonio Road from Almond Avenue to El Camino Real	Sidewalk is narrow with uprooting due to trees and overgrown landscaping.	<ul style="list-style-type: none"> • Repair sidewalk damage. • Trim vegetation. • Consider sidewalk widening. 	City of Los Altos
11	Marich Way from Jordan Ave to Casita Way	Road is wide with no striping. Community reported high speeds and traffic.	<ul style="list-style-type: none"> • Install Class III bicycle facility signage on Marich Way per Bicycle Transportation Plan. • Consider traffic calming such as speed hump at location where Marich Way widens. 	City of Los Altos
12	Sherwood Avenue from San Antonio Road to El Camino Real	Sidewalk gaps on the south side.	<ul style="list-style-type: none"> • Install sidewalk on south side to close gaps in the network. 	City of Los Altos

Egan Junior High School



Improvement Recommendations

- 1. Portola Avenue and San Antonio Road**
 - a. Provide protected phase for south crosswalk, with "No Right Turn" graphic sign facing eastbound approach, active at least during school commute peaks.
 - b. Restripe EB approach to provide 1 left-through lane and 1 right-turn lane.
 - c. Consider protected phase for EB right and NB left turns.
 - d. On SE corner, (1) check visibility of south crosswalk's west ped signal, (2) consider moving the south median's signal pole a bit to the south if needed, (3) improve the accessibility of westbound pedestrian call button, (4) consider adding a second button near the large tree, to serve the south crosswalk.
 - e. On SW and SE corner, consider "squaring up" by reducing corner radius, to enable replacement of single curb ramps with two directional ramps aligned with crosswalks.
 - f. Consider marking and serving north crosswalk.
- 2. Bullis Charter School frontage**
 - a. Between San Antonio Road and the exit driveway, increase sidewalk capacity by adding second walkway behind tree/planting strip and move fence inward to 1' behind new walkway. Provide 3' of walkway width behind large utility cabinet.
 - b. Between driveways, remove low plantings and widen sidewalk 2.5'
 - c. In front of both driveways, mark KEEP CLEAR areas on south (EB) half of Portola.
 - d. Upstream of exit driveway for 1-car length, where curb is red, add a slash-striped area.
 - e. Mark exit driveway with white centerline and turn arrows: Left lane: left-and-right Right lane: right-only.
 - f. East of the exit driveway, consider: (1) Extending Portola's double yellow centerline to exit driveway. (2) Adding a lane line (dashed white or solid white) to divide EB Portola into a through-and-left lane and a right turn only lane.
- 3. Egan Jr. High School frontage**
 - a. Widen sidewalk along frontage by 3-5 feet.
 - b. Add short path link between street sidewalk near Bullis Charter School's west driveway and Egan's internal east-west walkway.
 - c. Widen internal east-west walkway along front of gym to 10' (8'min.)
 - d. Add bike cage closer to bicyclists' east arrival lane.
 - e. "NO STOPPING" pavement markings in left land of pick-up/drop-off area.
- 4. Portola west of Egan Jr. High**
 - a. Maintain 8' vertical hedge face along walkway.
 - b. Trim hedges to maintain visibility.
 - c. Until asphalt walkway is replaced, (1) maintain a min 5' wide clear area at foot of sidewalk's terminal ramp, (2) replace angled berm at its west terminus with a bicycle permeable & prohibit parking to Westminister and add yield sign facing east for WB bicyclists and guide strip for visually-impaired pedestrians.
 - d. Replace asphalt sidewalk with conventional raised sidewalk.
- 5. Portola and Los Altos Avenue intersection**
 - a. On SE corner, replace bushes with low landscaping.
 - b. On northbound approach, move stop sign closer to first crosswalk line.
- 6. San Antonio Road crossing at Pine/Alvarado/Arbuelo**
 - a. Evaluate replacing crosswalk warning device at Pine Lane/San Antonio Rd with RRFB or Pedestrian Hybrid Beacon.
 - b. Widen San Antonio's east sidewalk between Alvarado & Arbuelo; provide waiting area at Pine Ave south crosswalk.
 - c. Add 2-sided ped warning signs in median.
 - d. Add high visibility yellow striping.
 - e. Relocate NB bus stop north of crosswalk.
- 7. E. Portola Ave at Jordan Ave**
 - a. Conduct stop warrant analysis to make 3-way stop on Jordan Ave.
- 8. Marich Way at Casita Way**
 - a. Conduct stop sign analysis.
- 9. Springer Road at El Monte Avenue**
 - a. Install improvements per Pedestrian Master Plan.
- 10. San Antonio Road from Almond Ave to El Camino Real**
 - a. Repair sidewalk damage.
 - b. Trim vegetation.
 - c. Consider sidewalk widening.
- 11. Marich Way from Jordan Ave to Casita Way**
 - a. Install Class III bicycle facility signage on Marich Way per Bicycle Transportation Plan.
 - b. Install Consider traffic calming such as speed hump at location where Marich Way widens.
- 12. Sherwood Ave from San Antonio Rd to El Camino Real**
 - a. Install sidewalk on south side to close gaps in the network.

Figure E-50 Egan Junior High School Improvement Plan

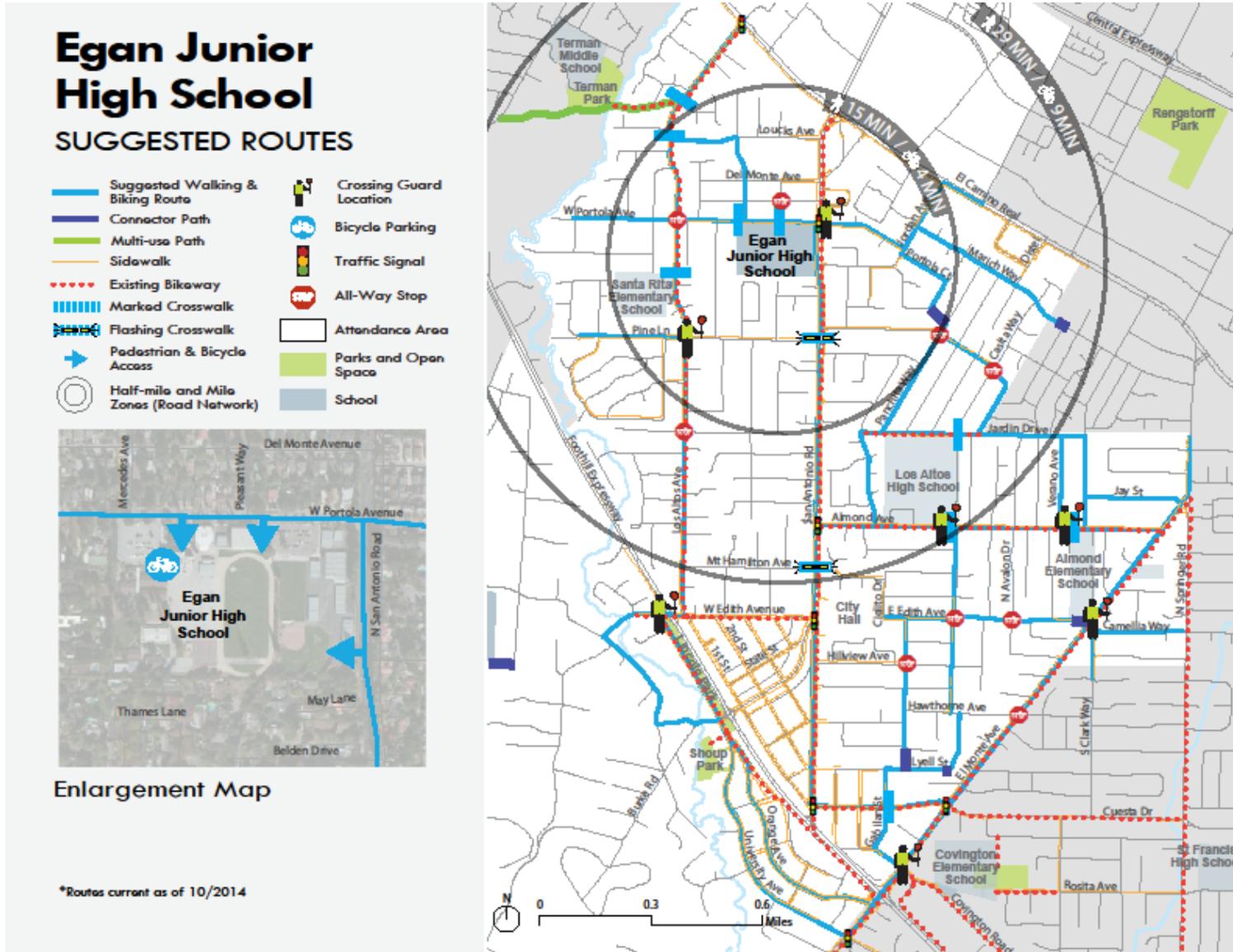


Figure E-51: Egan Junior High School Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

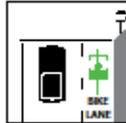
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

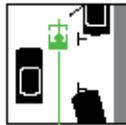
Bike Safety



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.



Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

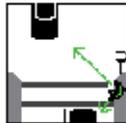
Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.

Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.



Los Altos Suggested Routes to School



Egan Junior High School

Figure E-52: Egan Junior School Suggested Routes to School Map, Front

E.11. Blach Intermediate School

E.11.1. School Characteristics

Blach Intermediate School is a 7-8 grade school, serving 512 students, located at 1120 Covington Road in Los Altos. Based on student hand tallies collected spring 2014, 12 percent of students currently walk and a staggering 48 percent of students bike. Junior high attendance boundaries extend much further than elementary schools, and may account for the dramatic difference in walking and biking. Students in junior high are also much more independent than elementary school students, again contributing to the high biking mode

share. The school is located on the south side of Covington Road, in close proximity to several elementary and high schools.

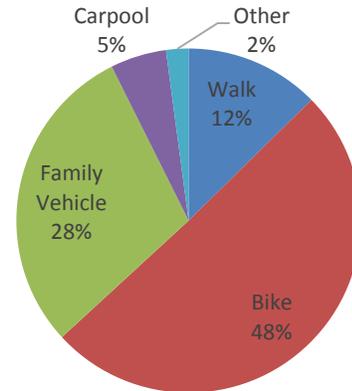


Figure E-53 Blach Intermediate Mode Split, Spring 2014 Hand Tallies

E.11.2. Pedestrian/Bicycle Facilities and Access

Blach can be accessed by pedestrians and bicyclists on the north and south sides of campus. There are high visibility school crosswalks at the front and back entrances, but not crossing guards. Recommended improvements come from a Neighborhood Traffic Study completed in January 2011. Recommendations can be found in Table 10.

E.11.3. Reported Collisions

From 2009-2011, there were two collisions involving a pedestrian or bicyclist within a half-mile of the school.

			
¼ mi	½ mi	¼ mi	½ mi
0	1	0	1

Figure E-54 Collisions involving pedestrians or bicyclists near Blach Intermediate, 2009-2011

E.11.4. Existing SRTS Programs

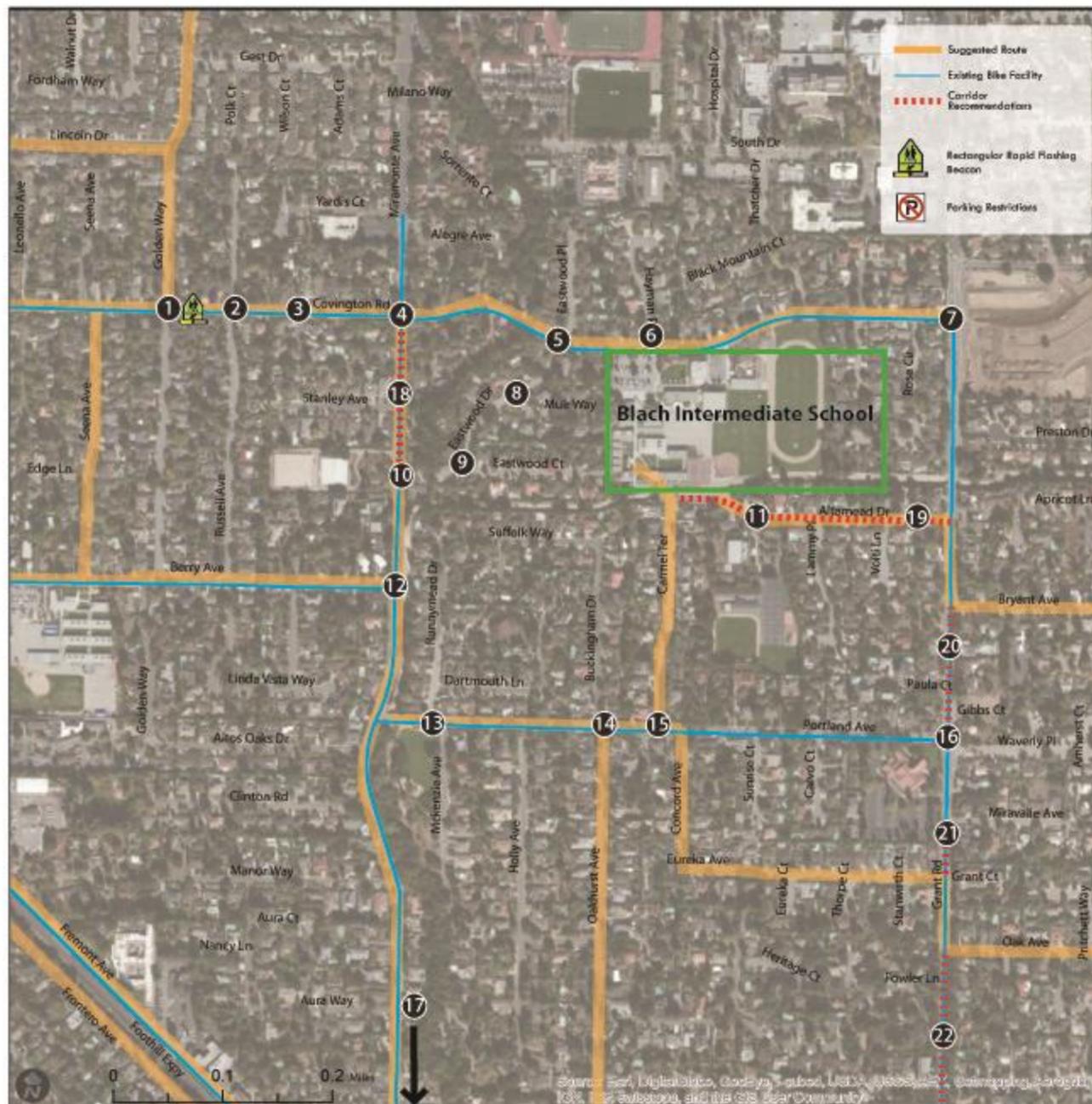
Blach Intermediate participates in the Walk or Wheel (WoW!) program through GreenTown Los Altos. Each year there is a Greenest Schools Challenge in the city, spanning from Earth Day to Bike to School Day. The school also has a Suggested Routes to School map (see Figure E-56) and access to bike rodeos, school safety assemblies, and the Drive that Bike program.

Table 10 Blach Intermediate School Recommendations

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Covington Road at Golden Way	Reported driver noncompliance at existing high visibility crosswalks.	<ul style="list-style-type: none"> • Install yield teeth. • Install Rectangular Rapid Flashing Beacon (RRFB). 	City of Los Altos
2	Covington Road at Russell Avenue	Difficult for residents to leave in the morning, contributes to lack of visibility of pedestrians and cyclists.	<ul style="list-style-type: none"> • Stencil KEEP CLEAR at the intersections. 	City of Los Altos
3	Covington Road at Covington Court	Difficult for residents to leave in the morning, contributes to lack of visibility of pedestrians and cyclists.	<ul style="list-style-type: none"> • Stencil KEEP CLEAR at the intersections. 	City of Los Altos
4	Covington Road at Miramonte Avenue	<p>Reported need to improve traffic flow and reduce vehicular delay.</p> <p>Reported need to improve intersection right-of-way control and driver yielding</p> <p>Reported need to batch pedestrian crossings</p> <p>Reported need to reduce potential for speeding through the intersection on major street approaches.</p>	<ul style="list-style-type: none"> • Install 2 phase traffic signal. • Add crosswalk across north leg. • Add advanced stop bars. • Build out corners to improve pedestrian and bicycle storage areas. • Rest signal in all-red during off peak times. 	City of Los Altos
5	Eastwood Drive at Covington Road	<p>Reported high vehicle speeds entering Eastwood Drive.</p> <p>Lack of bicycle facilities.</p>	<ul style="list-style-type: none"> • Tighten corner radii at Miramonte Avenue and Covington Road. • Add shoulder stripe or bike lanes. 	City of Los Altos
6	Blach Intermediate School Entrance	Wide turning radius on key school access point.	<ul style="list-style-type: none"> • Tighten corner radius at western driveway on Covington Road. • Widen sidewalk on west side of parking lot. 	City of Los Altos
7	Covington Road at Grant Road	Reported vehicle encroachment into crosswalk.	<ul style="list-style-type: none"> • Install advanced stop bars. 	City of Los Altos
8	Eastwood Drive at Muir Way	Slow vehicle traffic to minimize conflicts with bicycles.	<ul style="list-style-type: none"> • Consider constructing traffic circle. 	City of Los Altos
9	Eastwood Drive at Eastwood Court	Vehicle/bicycle conflict points.	<ul style="list-style-type: none"> • Consider constructing traffic circle. 	City of Los Altos
10	Eastwood Drive at Miramonte Ave	<p>Reported high vehicle speeds entering Eastwood Drive.</p> <p>Lack of bicycle facilities.</p>	<ul style="list-style-type: none"> • Tighten corner radii at Miramonte Avenue and Covington Road. • Add shoulder stripe or bike lanes. 	City of Los Altos
11	Altamead Drive	Reported concerns with visibility of existing crosswalk. Missing curb ramps.	<ul style="list-style-type: none"> • Enhance existing crosswalk at Miramonte School with high visibility striping and signing, add refuge island, and provide ADA-compliant curb ramps. 	City of Los Altos
12	Miramonte Avenue at Berry Ave	<p>Connection needed to Class I path on Berry Avenue.</p> <p>School walking route with no marked crosswalk on Miramonte Avenue.</p>	<ul style="list-style-type: none"> • At Berry Avenue, install high visibility crosswalk with enhancements including media refuge and actuated beacon 	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
13	Portland Avenue at Runnymead Drive	Lack of crossing opportunity serving Heritage Oaks Park. Reported need for traffic calming device and improved visibility of/ protection of tree.	<ul style="list-style-type: none"> • Study installation of high visibility crosswalk including enhancements such as median refuge and actuated beacon • Extend median through Runnymead/McKenzie. 	City of Los Altos
14	Portland Avenue at Buckingham Drive	Vehicles currently travel through crossing area before stopping, creating a potential conflict with pedestrians	• Relocate stop bar on Buckingham Drive to behind pedestrian crossing.	City of Los Altos
15	Carmel Terrace and north side of Portland Avenue	Sidewalk gap leading to school.	<ul style="list-style-type: none"> • Install sidewalk to close gap. • Consider restricting parking during school hours. 	City of Los Altos
16	Grant Road at Portland Road	Reported need to reduce cut through traffic on Carmel Terrace/Altamead Drive.	• Work with Mountain View to evaluate potential signalization.	City of Mountain View
17	Fremont Ave at Miramonte Ave	School route.	• Remove slip lane on northwest corner per Pedestrian Master Plan.	City of Los Altos
18	Miramonte Avenue from Eastwood Drive to Covington Road	No pedestrian facilities. No queuing area for pedestrian traffic.	<ul style="list-style-type: none"> • Extend east side sidewalk from Eastwood Drive to Covington Road. • At Portland Avenue, bulb out the southeast corner and add advanced stop bars. 	City of Los Altos
19	Altamead Drive from Grant Road to Carmel Terrace	Wide road with reported high speeds. Bicycle connection needed to Blach, MVHS, and Miramonte School.	• Add shoulder stripe or bike lanes between Grant Road and Carmel Terrace.	City of Los Altos
20	Grant Road from Portland Avenue to Bryant Street	No pedestrian path.	• Install path improvements.	City of Los Altos
21	Grant Road from Eureka Avenue to Miravalle Avenue	Sidewalk gap leading to school.	• Install sidewalk to close gap.	City of Los Altos
22	Grant Road from Oak Avenue to Fremont Avenue	No pedestrian path.	• Install multi-use path.	City of Los Altos
23	Grant Road from Newcastle Drive to Los Altos boundary	School biking route with frequent driveways and poor cyclist visibility	• Prioritize installing Class II bike lanes per Bicycle Transportation Plan.	City of Los Altos
24	Covington Road	Observed wrong way bicycle riding and scooting.	• Provide class I path on south side.	City of Los Altos

Blach Intermediate School



Improvement Recommendations

1. **Covington Road at Golden Way**
 - a. Install yield teeth.
 - b. Install rectangular rapid flashing beacon.
2. **Covington Road at Russell Avenue**
 - a. Stencil KEEP CLEAR at intersection.
3. **Covington Road at Covington Court**
 - a. Stencil KEEP CLEAR at intersection
4. **Covington Road at Miramonte Avenue**
 - a. Install 2 phase traffic signal.
 - b. Add crosswalk across north leg.
 - c. Add advanced stop bars.
 - d. Build out corners to improve pedestrian and bicycle storage areas.
 - e. Rest signal in all-red during off peak times.
5. **Eastwood Drive at Covington Road**
 - a. Tighten corner radii.
 - b. Add shoulder stripe or bike lane.
6. **Blach Intermediate School Entrance**
 - a. Tighten corner radius at western driveway on Covington Road.
 - b. Widen sidewalk on west side of parking lot.
7. **Covington Road at Grant Road**
 - a. Add advance stop bars.
8. **Eastwood Drive at Muir Way**
 - a. Consider constructing traffic circle.
9. **Eastwood Drive at Eastwood Court**
 - a. Consider constructing traffic circle.
10. **Eastwood Drive at Miramonte Avenue**
 - a. Tighten corner radii.
 - b. Add shoulder stripe or bike lane.
11. **Altamead Drive**
 - a. Enhance existing crosswalk at Miramonte School with high visibility and signage.
12. **Miramonte Avenue at Berry Avenue**
 - a. At Berry Avenue, install high visibility crosswalk including enhancements such as median refuge and actuated beacon.
13. **Portland Avenue at Runnymede Drive**
 - a. Study installation of high visibility crosswalk.
 - b. Extend median through Runnymede Drive and McKenzie Avenue.
14. **Portland Avenue at Buckingham Drive**
 - a. Relocate stop bar on Buckingham Drive to behind pedestrian crossing.
15. **Carmel Terrace at Portland Avenue**
 - a. Install sidewalk to close gap.
 - b. Consider restricting parking during school hours.
16. **Grant Road at Portland Ave**
 - a. Work with Mountain View to evaluate potential signalization.
17. **Fremont Avenue at Miramonte Avenue**
 - a. Remove slip lane on northwest corner per Pedestrian Master Plan.
18. **Miramonte Avenue from Eastwood Drive to Covington Road**
 - a. Extend east sidewalk from Eastwood Drive to Covington Road.
 - b. At Portland Avenue, bulb out the southeast corner and add advanced stop bars.
19. **Altamead Drive from Grant Road to Carmel Terrace**
 - a. Add shoulder stripe or bike lanes between Grant Road and Carmel Terrace.
 - b. At Portland Avenue, bulb out the southeast corner and add advanced stop bars.
20. **Grant Road from Portland Avenue to Bryant Street**
 - a. Install path improvement.
21. **Grant Road from Eureka Avenue to Miravalle Avenue**
 - a. Install sidewalk to close gap.
22. **Grant Road from Oak Avenue to Fremont Ave**
 - a. Install multi-use path.

Figure E-55 Blach Intermediate School Improvement Plan

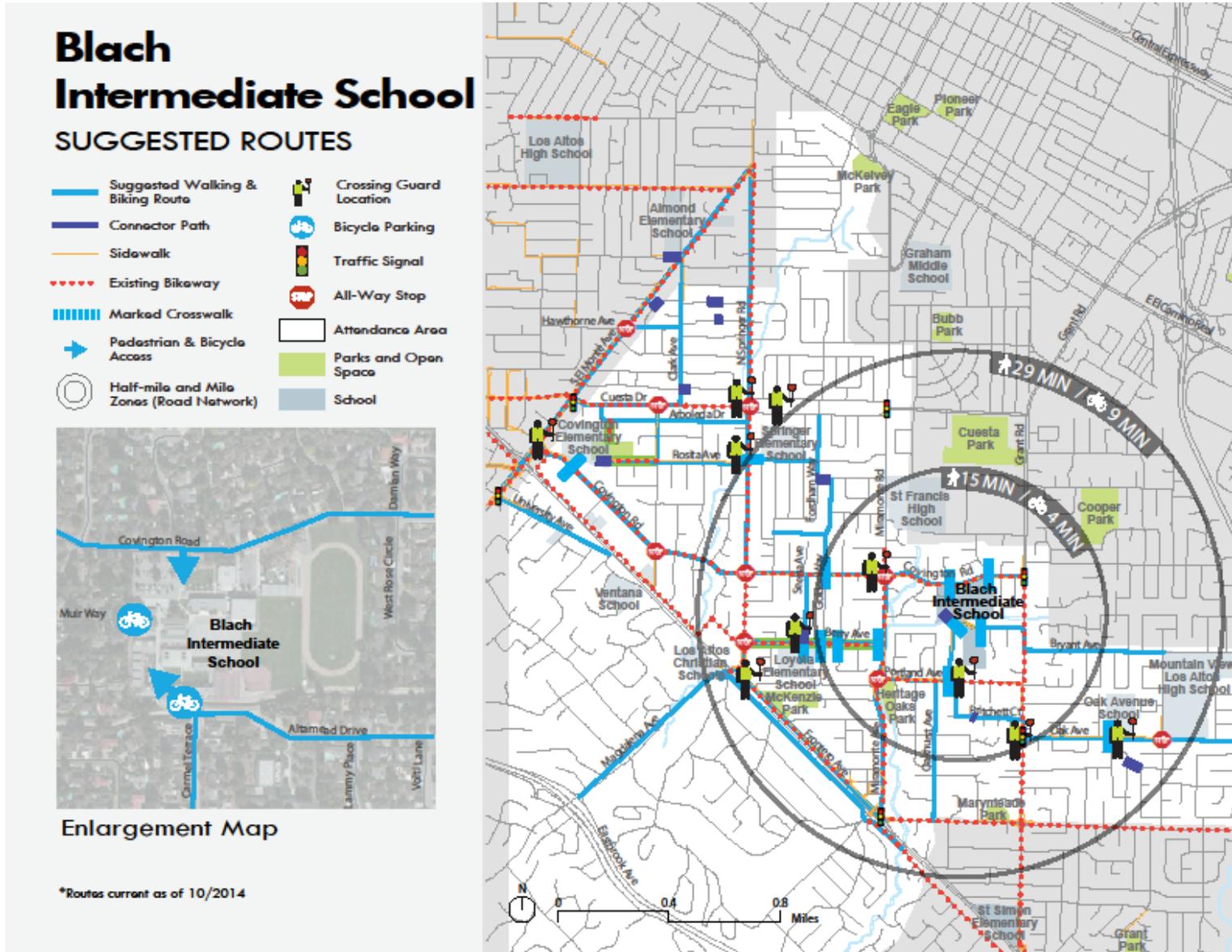


Figure E-56: Blach Intermediate School Suggested Routes to School Map, Front

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes or to explore new areas around your school.

Drive Safely

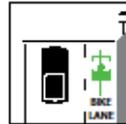
- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

Bike Safely



Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Never ride the wrong way. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.



Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

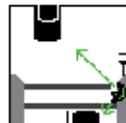
Walk or Skate Safely



Be alert. Look for cars coming from all directions before entering the street - including behind you.

Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.



Los Altos Suggested Routes to School



Blach Intermediate School

Figure E-57: Blach Intermediate School Suggested Routes to School Map, Back

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E.13. Program Recommendations

The potential infrastructure improvements presented on the previous pages address the recommended engineering improvements. The other four “E’s” are related to programs. Programs will complement engineering improvements such as sidewalk and crosswalk improvements by giving students and parents the tools they need to safely and confidently get to school. All of the Five E’s work together to enhance the school commute. The following section presents recommended programs to support safer school access.

The recommended programs were developed based on review of existing programs and community identified need.

The five “E’s” of Safe Routes to School include:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

E.13.1. Education

Pedestrian and Bicycle Education Workshops

The City of Los Altos Police Department conducts bicycle education programs, including bike rodeos for 3rd and 4th grade students, pedestrian and bicycling safety assemblies for elementary school students, and a Drive that Bike defensive biking course for junior high school students.

Bicycle rodeos teach students rules of the road, proper use of bicycle equipment, and bicycle riding skills in a contained and safe environment, typically on a playground or blocked off school parking lot.

Recommendation: The Program should continue providing bicycle safety education and expand to include all schools in Los Altos. In addition, pedestrian safety should be integrated into existing bicycle education workshops or provided through an additional workshop focused on pedestrian safety.

Parent Education Workshops

Parent education programs are also an essential component of a Safe Routes to School effort by helping parents lead by good example. A Raising Safe Cyclists for all Parents class is offered to schools in Los Altos. Parents are taught key traffic safety skills they can practice with their children anytime they walk or bicycle as a family. Example parent education curriculum elements include basic pedestrian safety skills such as “look left, right, left,” obeying crossing guards, bicycle hand signals, and riding safely with traffic. The curriculum may also include safe driving behaviors, which is especially important in school zones.

Recommendation: The Program should continue providing parent traffic safety workshops and expand to include all schools in Los Altos.

E.13.2.Encouragement

Monthly Walk and Roll to School Days

Eleven schools in Los Altos currently participate in the Walk or Wheel (WoW!) program through GreenTown Los Altos. At these schools, parent-teacher organizations have assigned volunteers to work with students to embrace walking and rolling to school. The WoW program utilizes contests and incentives to encourage walking and rolling to school. Each year there is a Greenest Schools Challenge held throughout the City, spanning from Earth Day to Bike to School Day.

Recommendation: The Program should continue Walk or Wheel to School Days and include reference to Suggested Routes to School maps in outreach materials for families that are new to the program.

Suggested Routes to School Maps

Since 2008, ten schools in Los Altos have used Suggested Routes to School maps to identify the best routes for walking and bicycling to school. These maps have been updated to locations of crossing guards, stop signs, crosswalks, bike parking, and walking/biking travel times.

Recommendation: The Program should integrate the updated maps into school, City, and GreenTown Los Altos websites and newsletters. The maps should be shared with parents at orientation and in advance of events such as Walk or Wheel to School Day.

Walking School Bus

A Walking School Bus is a group of students walking to school with one or more adults. While a walking school bus program requires parent volunteers, this program can help with traffic congestion around the school, help develop healthy habits, and build community.

Recommendation: Schools should adopt the Walking School Bus program where appropriate. The program may be organized through outreach including tabling, meet and greet sessions, and through school communications. Meet and greet sessions may bring parents together and instill a sense of comfort with parents leading the Walking School Bus.

Bike Train

Bike trains are based on the same concept as walking school buses: they provide a way for children to bike to school in a group with adult supervision, whether it's during a special event or a daily trip to school. While a bike train program requires parent volunteers, this program can help with traffic congestion around the school, help develop healthy habits, and build community.

Recommendation: Schools should adopt a bike train program where appropriate. The program may be organized through outreach including tabling, meet and greet sessions, and through school communications. Meet and greet sessions may bring parents together and instill a sense of comfort with parents leading the bike train. Parent leaders should take the Raising Safe Cyclists for all Parents class prior to leading a bike train.

Park-and-Walk Locations

Park and Walk Locations are sites identified as a remote drop-off for students to walk part of the way to school in order to decrease traffic congestion around the school and encourage student physical activity. These locations can be added to a school's Suggested Route map for promotion.

Recommendation: Schools should develop a Park-and-Walk program where appropriate. As locations are determined, they should be added to the Suggested Route map for promotion. The maps should be distributed in back to school packets and be available in the school office. School newsletters or related school news should remind parents of this program.

Carpooling

Carpooling complements walking and biking modes by reducing vehicle congestion and increasing pedestrian and bicyclist safety at schools, and by providing a greener transportation alternative for families who live further away from school.

Recommendation: Carpools should be organized where appropriate. Parents can use a variety of mechanisms to organize carpools, including school newsletters and tabling at events.

E.13.3. Enforcement

Crossing Guard Program

The effectiveness of a crossing guard can be the deciding factor in a parent feeling comfortable enough to let their child walk or bicycle to school. Currently, the cost for adult crossing guards in the City is shared between the City and the Los Altos School District.

Recommendation: The Program should continue providing adult crossing guards at key locations through a partnership between the City and School District.

School Crosswalk Stings/Enforcement Campaigns

In a crosswalk sting operation, the Police Department targets drivers who fail to yield to pedestrians in a school crosswalk. A plain-clothes decoy police officer ventures into a crosswalk and motorists who do not yield are given a citation by a second officer stationed nearby. The Police Department or School District may alert the media to the crosswalk stings to increase public awareness of the crosswalk safety issue. Other common enforcement campaigns include targeting driver violations including speeding or talking/texting on cellphones.

Recommendation: This Report recommends the City and School District work with the Police Department to conduct school crosswalk stings and enforcement campaigns.

E.13.4. Evaluation

Parent surveys and student hand tallies are an important evaluation tool for Safe Routes to School. Student hand tallies are conducted twice each year in two classrooms per grade level at each school. A teacher or volunteer asks students to raise their hand if they walked, biked, were driven to school, carpooled, or took transit that morning. Tallies provide a mechanism to track mode shift over time.

Parent surveys ask opinion questions regarding travel to school, while also asking how students arrived at and left school in the past week. At Back to School Nights in fall 2014, parents were invited to complete online parent surveys.

Recommendation: The Program should continue conducting student hand tallies twice each year and expand to conduct parent surveys once per year.