

# JFK Elementary School: Safe Routes to School Walk Audit Summary

Prepared for: The JFK Elementary School Community

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*Intrepid walk auditors, April 28, 2022*



## Background

Members of the Daly City's JFK Elementary School community and surrounding area, including members of the school faculty and administrators, parents, advocates, other area residents, Daly City leaders and staff, and representatives of San Mateo County Department of Education, San Mateo County Health Policy and Planning (SMC HPP), and the SMC Department of Public Works were invited to take part in a Safe Routes to School walk audit and discussion, held April 28, 2022 at the elementary school. The goal was to learn from the members of the school community to develop recommendations for action to encourage more safe walking and bicycling to school by those students who live close enough to realistically do so, and to improve pedestrian and bicycle safety for all. JFK Elementary caters to about 400 students; 53% of whom are eligible for Free and



Reduced Price Meals (FRPM). The school is in an equity priority community, with most students living within walking or biking distance of the school. Extensive outreach was done with support from SMC HPP to make the walk audit as inclusive as possible. The team worked to make the effort equitable by offering bilingual communications, on-site Spanish interpreter, and accommodating staff and community member schedules. We appreciated the presence of school's Principal, staff, and crossing guard, a City Council Member, City Public Works staff, and parents in support of this work.

**Following are five key recommendations** that are explored in more detail in this memo.

- **Launch a comprehensive safety education and walk-to-school encouragement program, targeting students *and* adults.**
- **Make crosswalk and safety improvements in the area of Price and Bonnie Streets.**
- **Reduce Guadalupe Canyon Parkway from five-lanes to three-lanes (a so-called *road diet*).**
- **Big Idea: Redesign the Price Street intersection at Guadalupe & E. Market as a modern, single-lane roundabout.**
- **Involve students in implementation & data collection; adjust & make measures permanent.**



During and after the walk the group discussed activities and potential improvements to the environment that might help increase the safety, viability, and appeal of active transportation (walking and bicycling). The group considered approaches using all of the “three Ps:”

- **Programs.** Events, outreach, education, encouragement, and promotional activities.
- **Projects.** Physical changes to infrastructure and the built environment to support walking and bicycling.
- **Policies.** Rules, ordinances, guidelines, practices, and procedures supporting the active travel modes.

The group discussed both short-term ideas that could be executed on the order of weeks to months, and longer-term initiatives that might cost more and take months to even years. This was to assure that we identified some low cost, near term actions that can be pursued quickly to build momentum and begin making it safer for students immediately. The ideas developed are fully summarized in a table at the end of this memo. All of these recommendations have merit, and taken together they comprise a very comprehensive approach to making a safer community for walking and bicycling for all residents, not just those traveling to and from school. Thus it is recommended that a working group be created to continue to work on implementation of these priorities, as it is not the sole responsibility of the school to carry out these goals.

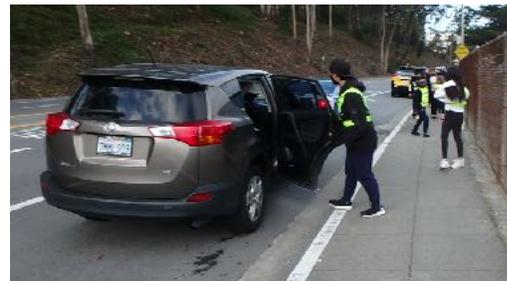
## Priority Recommendations

At the end of this report is a table with the full list of programmatic, project, and policy recommendations. Following is a summary of specific actions that were identified as high priorities based on the discussion during the in-person walk audit, and their relative ease of implementation. These recommendations are particularly noteworthy because they could lead to some fairly quick positive outcomes for safe walking and bicycling near the school, and in the community generally. And many of these recommendations could be the first phase of more comprehensive long-term activities, as noted.

### **1. Launch a comprehensive safety education and walk-to-school encouragement program, targeting students *and* adults.**

There was strong agreement among the group that all members of the school community would benefit from a comprehensive and on-going program to strongly promote more walking to school, especially to help ease the traffic congestion around the school at arrival and especially dismissal time; and to encourage drivers to adhere to the safety measures for drop-off and pick-up. Key principles for traffic safety should be applied anywhere that vehicles are pulling up to a curb to drop-off or pick-up students. But they are particularly relevant for the active loading/unloading curb marked on Guadalupe Canyon Parkway, and they include the following best practices to assure the safety of students and drivers alike:

- **Drop-off and pick-up only at the curb.** Students should never step into the road or through a lane of traffic; they should only exit and enter a vehicle on the right side of a vehicle *at the designated active loading/unloading curbs*. Thus, cars must pull all the way up to the curb, never part way into the lane.
- **Vehicles should stay in sequence, and pull all the way forward along the curb.** It is dangerous and can create significant delays when vehicles pull into and out of the curb line out of sequence. The safest curbside unloading and loading occurs when vehicles enter a curbside lane, remain in the lane and pull all the way forward to the load/unload area, and then exit at the end of the lane. This makes vehicle entry and exit of the lane far more predictable to traffic passing in the travel lane, and assures students are getting in and out of vehicles only at defined, protected areas. One way to test this approach is to place cones along the active loading lane, which serves to keep vehicles in sequence along the curb.
- **Drivers must stay in the vehicle.** Getting in and out of the driver's side of the vehicle is dangerous, and leaving the vehicle will bring the line to a standstill; therefore drivers must stay in the vehicle all of the way through the unloading/loading lane.



- **Adults and safety patrol students can act as car door valets, but must remain on the curb.** The school safety patrol (older students) are ideal valets to open and close car doors and personally escort younger students directly into the school, to put adult concerns at ease and allow drivers to stay in their vehicles. However, it is critical that safety patrol students never leave the curb, and enough adult volunteers must be on hand to assure this happens, and that drivers pull all the way forward along the active curb.
- **Have student name placards in vehicle windows at dismissal.** For efficiency, this may require that cars in the afternoon pick-up lane place a sign (half of a manila folder works well) with the students' names in the car window so that students can be quickly and efficiently directed to their vehicles.

Students should also be taught these measures, so they can reinforce these rules to the drivers of their cars. Note that this will initially feel less efficient to drivers, as they must pull into the active curb lane; wait for vehicles in front of them to unload or load; pull forward to drop-off or pick-up; and then pull out at the end of the lane. However it is vastly safer for vehicles (much more predictable for all drivers, including those in the passing travel lanes); for student passengers, as they are only entering/exiting in the designated area right at the curb; and for safety patrol and adult valets, as they never leave the curb for cars only pulling partially into the lane (as was frequently seen during the walk audit). Further, it is actually quite efficient as long as all drivers follow the rules and maintain the flow.



Therefore it is strongly recommended that . . .

- this system be put in place during the 2022-23 school year;
- the full curb lane along Guadalupe be defined as the queuing area (upper portion) and then an active unloading/zone (nearer to the school entry gate);
- cones be placed along the full length of the lane to clearly define that vehicles enter at the top (furthest from the school) and exit at the bottom, past the load/unload zone; and
- this approach be made exceptionally clear to all parents and caregivers, and continually reiterated to assure full understanding, or compliance may drop over time (e.g. photo at right of driver “sneaking” into a line).



Other pedestrian safety rules should also be reinforced for students and adults, such as only crossing at marked crosswalks; and always stopping, looking, and listening for vehicles before crossing. However, the focus that is most needed is a concerted and sustained effort to increase the number of students actually walking to and from school, which is the most effective way to reduce motor vehicle traffic at the school. Many students live close enough to walk, but are still being driven to school. The following approaches were suggested by the group.

- **Identify and promote recommended walking (and bicycling) routes to school: *Dragon Trails*.** The group recommended that adults and students take part in neighborhood walk audits to assess routes to school from the areas where students live. The goal would be to identify those routes with the best

sidewalks, the fewest and safest street crossings, and the fewest other conflicts with vehicles (e.g. driveways with poor visibility). These routes can then be designated at *Dragon Trails*, and promoted to students, parents, and caregivers as good options for those interested in walking or bicycling to school. Students can be actively engaged in identifying these routes with signs, decorations, and even pavement markings created by the students. The picture at left shows simple chalk sidewalk drawings; at right is a crosswalk painted by students with the support of the local public works department (in Weslaco, TX).



- **Consistently promote walking to school; e.g. Walking Wednesdays.** Encourage as many students as possible to walk (and perhaps for older children to bicycle) to school. Make clear to parents/caregivers the myriad benefits, particularly evidence that more physically active students perform better academically and have fewer disciplinary problems. One simple approach would be to heavily promote Walking Wednesdays, in which walking to school is celebrated and as many students as possible are encouraged to walk.

- **Do not treat this as a one-time promotion; institutionalize school and community support.** With every opportunity continually reiterate the goal of having the maximum number of students possible walking to school, emphasizing the health, academic performance, and behavioral benefits to students; the broader safety benefits; and the traffic reduction and air quality benefits to the entire neighborhood. Provide administrators and teachers with ways to recognize students who are frequent walkers – a classroom tally board, modest prizes, recognition at assemblies, walk parties, etc. A walk to school event that includes neighborhood residents (not just students and families) and culminates in a celebration such as a picnic at the school was suggested to build community knowledge and support of the event, and to discuss potential traffic safety improvements.



A “Golden Shoe” can be awarded to the class that accumulates the most days walked to school.



- **Launch walking school buses and bicycle trains.** A walking school bus is a designated route to school that an adult will walk, picking students up along the way. Typically there is a schedule (the “bus” will be at particular corners or homes at designated times), and adults have scheduled days that they will be the bus leader. Bicycle trains are the same idea, but typically with two adults so that one can ride at the front of the group and the other at the rear. Some walking school buses are quite informal, with families and neighbors collaborating to assure there’s always one adult walking with a neighborhood group of children. Others are more formal and organized by the school, with background checks and training for walk leaders. (Photo: A walking school bus along a student-decorated route!)

- **Create satellite drop-off and pick-up locations.** An approach to easing traffic congestion around the school is to identify satellite locations for drop-off and pick-up within safe walking distance of the school. This allows drivers to drop students at these locations so that they can group up and walk to school together, without tangling with school traffic. These can also be convergence sites for neighborhood walking groups to gather before heading to school. Two locations suggested by the group are the Teglia Community Center, at E. Moltke Street and Abbot Avenue; and Hillside Park, on Lausanne Avenue. *Dragon Trails* to the school can be marked from these locations along the safest routes. For example students can walk from Hillside Park down the north side of Bonnie Street, then along Price Street to the school, without ever crossing a street.



## 2. Make crosswalk and safety improvements in the area of Price and Bonnie Streets.

The walk audit group discussed the safety challenges of walking through the school neighborhood and crossing streets such as Moltke, Bonnie, and Price Streets. The large number of cars parked in the neighborhood, particularly those parked very close to intersections and crosswalks, can make it very dangerous for smaller pedestrians (photo at right, crosswalk by the school driveway). Youngsters are particularly vulnerable as they can often not be seen by drivers until they are stepping out from behind a parked vehicle. Several changes are suggested by the group to improve pedestrian safety in the neighborhood, and hopefully to increase the number of students walking to school.



- **Step 1: Add low-cost curb extensions to key existing crosswalks on Price and Bonnie Streets.**



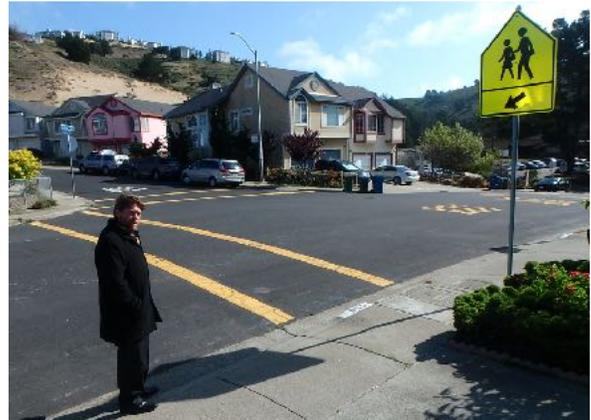
The image at left is an example of a demonstration school crosswalk from Billings MT, with curb extensions created using paint, curb stops attached to the pavement, and pedestrian crossing signs. The picture on the right is an example that used flexible delineators and large planters to create the curb extension. Sometimes called “bump outs,” these preclude vehicles from parking too close to the crosswalk, allow pedestrians to be protected as they show their intent to cross and see the traffic, and they shorten the crossing distance for the pedestrian. Curb extensions at each end of the crosswalk on Price Street in

front of the school would improve pedestrian visibility. By visually narrowing the street they could also help to reduce the speed of traffic traveling down Price Street, which walk auditors indicated is often excessive. These low-cost curb extensions would also dramatically improve the crosswalk on Bonnie Street where it intersects Price Street.



- **Step 1a: Paint the crosswalk of E. Moltke Street at Price, and add curb extensions.** There is currently a three-way stop at the intersection of E. Moltke and Price Streets, but there are no marked crosswalks. The group agreed that a crosswalk of E. Moltke must be painted, so drivers are not surprised to see students crossing here; and at least small curb extensions should be created at each end of this crosswalk to keep cars from parking in the crosswalk.

- **Step 2: Dramatically improve safety at the Price Street and Bonnie Street intersection.** Rather than create two crossing locations close together, the audit group suggested eliminating the crosswalk right near the school entrance and moving it up hill to the three-way intersection of Price and Bonnie Streets (photo at right with Principal Harris!) This would entail creating high visibility crosswalks on all three legs of the intersection, and investing to dramatically improve pedestrian visibility and safety at these crossings.



- **Step 2a: Add low cost curb extensions all the way around the intersection.** As discussed above, low cost curb extensions can preclude cars from parking in or too close to the crosswalks, and improve visibility for both pedestrians and drivers.
- **Step 2b: Consider moving the three-way stop up to the Bonnie and Price Streets intersection.** There is currently a three-way stop at the E. Moltke and Price Streets intersection; it may that there is an important traffic pattern related reason it is at this location. If not, the option of moving the three-way stop up to the Bonnie and Price Streets intersection should be studied by Public Works engineers.
- **Step 2c: Install a “demonstration” speed table, to study for a permanent installation.** A speed table is a crosswalk or in this case an entire intersection that is raised to the height of the curb, with very low angle ramps so that traffic is slowed without creating abrupt bumps or damaging vehicle suspensions (photo below). Some advantages of speed tables for pedestrian safety:
  - **No curb ramps.** This would not require curb ramps at the corners to make the crosswalks here fully accessible, as the crossings would be at the height of the existing curbs.
  - **Traffic calming.** A speed table would act to significantly calm (slow) traffic on Price Street.
  - **Greater visibility for children.** The raised crossings would make short pedestrians (e.g. young children) more visible to oncoming vehicles.
  - **More difficult for vehicles to park in the crosswalk** on the “table.”



One approach to testing this idea is illustrated by the demonstration “speed table” pictured at right, in Rochester NY. Note that all of the features used are reversible: speed cushions (the black and white low angle speed bumps) as you enter the intersection; curbing material and flexible delineator posts to create curb extensions; and paint throughout the intersection to give the impression that it is a raised structure. As discussed below, the performance of a “temporary” speed table and other treatments can be measured by students at JFK (working with city engineers), and designs can be adjusted before being made permanent.



### 3. Give Guadalupe Canyon Parkway a road diet (a five-to-three lane reduction).

Traffic engineers have found that in many situations four and five lane roads (with two travel lanes in each direction, and sometimes a center turn lane) can be reduced to three lanes (one lane in each direction, with a center turn lane) to actually improve safety and reduce left turning collisions, while maintaining efficient traffic flow. This five-to-three or four-to-three conversion is also often called a “road diet” because there are fewer vehicle lanes, making the road “thinner.” Often, however, the space that was the outer travel lanes is converted to bicycle lanes, a transit lane, parking, a widened sidewalk, or another beneficial use to the community. Below are images of the same road before and after a routine repaving and painting project that included a road diet, in Hutchinson KS. During the walk it was indicated that the traffic volumes on Guadalupe Canyon Parkway do not require four travel lines, and the County was studying whether it is a good candidate for a road diet. It was mentioned that the county’s design would likely include reducing the road to one travel lane in each direction, with a center median or turn lane where needed. It would also likely include protected bicycle lanes, because this is a significant bicycle corridor.



Finally it was discussed that the current design is challenging for drivers who are driving up the hill and using the special U-turn lane that is provided so that they can legally turn around, come downhill, and pull into the school active loading curb. The photos at the right show one of the many vehicles observed making this turn which can be quite challenging, as they have to wait for a break in *two* lanes of oncoming traffic. It is recommended that the full length of Guadalupe Canyon Parkway, to the intersection with Price Street and E. Market Street, be included in the design for a lane reduction. This will require the collaboration of the San Mateo County and Daly City public works departments. The following design considerations are suggested to improve the safety and the effectiveness of the school drop-off/pick-up zone. Currently there are effectively six lanes on the road: the curb lane (drop-off/pick-up); two west bound (downhill) travel lanes; a center lane or median; and two east bound (uphill) travel lanes. The following list outlines a possible new allocation of “lane” space, from the school (north) side of the road to the San Bruno Mountain Park (south) side:



- Lane 1. Protected drop-off/pick-up lane along the school curb.** The full length of the curb lane by the school could be defined as a continuous queuing area and active loading/unloading zone (photo, left). The lane can be defined by a curb, vertical delineators, and/or other features on the left that preclude cars from pulling in and out of the lane; rather, they should enter at the upper end, queue along the curb, load/unload students in sequence, and then exit in order at the bottom of the zone.



- Lane 2. West bound (downhill) protected bicycle lane.** Bicycles coming downhill now in the right travel lane face the very dangerous prospect of vehicles pulling in and out of the loading curb lane cutting them off with no warning, at *any point* along the curb (photo, right).



Creating a continuous protected bike lane helps reduce this hazard.

The bike lane can be painted with buffered (wide) lane lines and physical separators on both sides, separating them from the drop-off curb lane on the rider’s right, and the downhill travel lane on the rider’s left. The photo at left illustrates how curbing material and flexible, reflective delineators can separate bicycle and travel lanes.

- **Lane 3. West bound (downhill) vehicle travel lane.** A single downhill travel lane is needed, which should make it somewhat safer for vehicles making the U-turn from the uphill lane as they will only have to cross one lane of oncoming vehicle traffic and the downhill bicycle lane to make the turn.

- **Lane 4. Center median, and turn lane where needed.**

Where there are no turning movements available the center lane can be a painted or even vegetated median (as shown at right); the latter will help to calm traffic and dramatically improve the “parkway” feel of Guadalupe Canyon Parkway! Where there are turns available, this can be a center turn lane, and it can provide for the U-turn queuing area that will be required for uphill (eastbound) traffic that intends to turn around to enter the active loading curb lane.



- **Lane 5. East bound (uphill) vehicle travel lane.** This lane is used by eastbound traffic, but those wishing to U-turn to go to the school loading curb will pull into the center turn lane, and if adequate queuing space is provided (photo at left) this will not impede uphill traffic.

- **Lane 6. East bound (uphill) protected bicycle lane.** This bicycle lane can be buffered from the adjoining traffic lane with widened paint striping and physical separators such as curbing and vertical delineators.

This is just a conceptual outline of how the space could be allocated on Guadalupe Canyon Parkway, and there are certainly other possible approaches. For example, placing both east and west bound bicycle traffic in a protected two-way bicycle lane on the side of the road next to San Bruno Mountain Park could work very well, (if it aligns with the county’s other considerations on the roadway). The key is that this roadway can actually function as a significantly more “multi-modal” corridor with this type of reallocation of space, while more safely accommodating drop-off and pick-up traffic along the school property. It is therefore very important that the school be represented in the discussion and development of the final roadway redesign.

#### 4. A Big Idea: Redesign the Price Street intersection at Guadalupe/E. Market as a roundabout.

The intersection of Price Street at Guadalupe Canyon Parkway and E. Market Street is an unusual three-way intersection with a “two-and-a-half leg” stop control. The two lanes of west bound (downhill) Guadalupe traffic have a stop sign; the Price Street traffic has a stop sign; but the east bound (uphill) E. Market traffic has a stop sign *in the*



*left turn lane only.* Traffic that is continuing east (uphill) does not have to stop. One of the inherent difficulties is that the stop sign for the left turning traffic on E. Market is placed on the left side of the street, effectively three lanes (two travel lanes and a parking lane) away from the left turn lane. If the County's idea to convert Guadalupe Canyon Parkway to a three lane road with protected bicycle facilities is extended down to this Price Street intersection, there is an opportunity to explore a roundabout design for this location. It could effectively be designed in such a way that it works well with the four-lane configuration on E. Market Street.

Here is one conceptual approach that might more safely mimic the movements that are occurring at the intersection currently. (It is a roundabout with some slip lanes, which allow some traffic to make a direct turn without entering the roundabout, as seen in the example at right.)

- East bound E. Market traffic could choose from using the right lane to enter a right hand slip lane to continue up Guadalupe (which would join east bound traffic exiting the roundabout), and using the left lane to simply enter the single lane roundabout (to exit onto Price, or complete a U-turn).
- The single lane of west bound Guadalupe traffic would simply enter the roundabout, and exit onto Price, west bound E. Market, or U-turn up Guadalupe.
- Traffic coming from Price Street can be provided a right turn slip lane to enter the right lane of west bound E. Market Street, or could simply enter the roundabout, to exit onto eastbound Guadalupe or return up Price.



Although this might sound complex, it is actually in line with the evolving innovative design practices that are being applied to roundabouts, and it would provide all of the options drivers now have with fewer required stops and very likely reduced delay. For example, traffic which is now backing up on Price Street during school dismissal will now have an easier right turn onto E. Market Street. Similarly, traffic moving from eastbound Market Street will have much easier access onto Price Street, having only to yield to enter the roundabout rather than turn left across on-coming traffic. It is even possible to test a roundabout design if the city and county are interested in doing so. The photo below shows how Wilmington NC used cones and signs to create a highly functional roundabout at a complex six-lane signalized intersection when power was out for an extended period following storms. It's notable that the intersection went from requiring multiple police officers to control traffic without the signal lights, to needing no one once the roundabout was in place and adjusted by engineers.



## 5. Involve students in implementation & data collection; adjust & make measures permanent.

The goals of these recommendations are ultimately to increase the number of children walking to school, and to ease traffic congestion and safety hazards that may well be discouraging walking to school. In many schools students are actively involved in implementation and evaluation of their Safe Routes to School measures. As recommended earlier, students can take part in walk audits and help with the identification and decorating of *Dragon Trails*. They can also help in educating adults and caregivers, certainly through personal contact and by example, but also by creating signs for the drop-off/pick-up area, and even developing instructional skits and videos for adult education.

Upper grade students can also help collect objective data on the performance of measures that have been put in place to determine their effectiveness. To do this they should first make any observations with the current conditions, and then again after the recommended measures are put in place, for a meaningful comparison. For example, teams of students stationed unobtrusively near the entrance to the school grounds near the loading lane on Guadalupe can count vehicles, students, and even passing vehicle speeds (using a simple radar gun). Similar measures could be made near the school entrance and the Bonnie and Price intersection. Following are specific measures that could help inform this work:

- The number of students arriving in the school area on foot and by bicycle.
- The number of students arriving by motor vehicle (multiple observation sites will be needed).
- The number of students using the entrance on Guadalupe, from the active loading zone; and the number being escorted by an adult.
- The number of students using the crosswalks on Price right in front of the school, and the number being escorted by an adult.
- The number of students crossing Bonnie at Price, and the number escorted by an adult.
- The number of vehicles adhering to the recommended safety measures (sequential curbside drop-off; pull all the way forward; driver stays in vehicle) versus those that are not.
- The *speed* of vehicles on Guadalupe Canyon Parkway, during arrival/dismissal time.
- The *speed* of vehicles on Price Street, during arrival/dismissal time.
- The number of vehicles stopping completely versus rolling through the stop signs at Price and Guadalupe.
- The number of vehicles using the U-turn on eastbound Guadalupe, and how long the line of cars waiting to make the turn becomes.
- Other measures that the students may feel are important to understand what is and is not working.
- **Share the data, and adjust the program and infrastructure based on what is learned.** The evaluation recommended here may provide important insights. For example, if many drivers do not follow safety rules during loading/unloading on Guadalupe in the active loading lane, then perhaps additional signs and adult supervision is needed at this curb. If speeds are still excessive or vehicle yielding for pedestrians is still poor after curb extensions are installed with a high visibility crosswalk on Price Street, it may be necessary

to work with city and county officials on additional traffic calming measures such as the suggested raised intersection (speed table) at Price and Bonnie Streets. Note that objectively measured data will be more helpful to engineers than simply subjective observations, so it is worth reaching out early in the process to city and county partners for guidance in making the measurements suggested above; planners and engineers may be able to support and even participate in data collection.

## Summary

The group identified an array of ideas that will make the JFK Elementary School area more walk- and bike-friendly for all, and particularly for children walking and bicycling to school. It's suggested that a small working group convene to review the complete list of recommendations on the following pages, and agree on some of the easier low cost actions to pursue immediately. Improving the visibility and safety of crosswalk on Price Street, Bonnie Street, and E. Moltke Street, including adding simple low cost curb extensions, could dramatically improve the safety of those street crossings for young pedestrians. Improving the safety of drop-off and pick-up activities on Guadalupe Canyon Parkway, even through simple signage and a student-to-adult education program, could improve safety for all involved. Promoting satellite drop-off/pick-up locations and neighborhood walking groups should help to build community awareness and momentum. And it is absolutely critical to immediately reach out to county staff regarding roadway work on Guadalupe Canyon Parkway, as it could have a massive impact on the safety of traffic and drop-off and pick-up activities near the school.

Some actions will also provide opportunities for fuller engagement with students and even residents of the nearby neighborhood. For example parents, students, and neighbors in Maui helped artistically paint curb extensions installed to improve safety on their walk-to-school routes (pictures below). Finally, Safe Routes to School infrastructure funding should be pursued to complete some of the specific safety measures identified in this memo, such as the cost of painting crosswalks, materials and installation of flexible delineators and curbing for initial curb extensions at crosswalks; and ideally the creation of a speed table (raised intersection) at Price and Bonnie Streets.



**Program, project, & policy recommendations from the workshop.**

	<b>Short Term</b>	<b>Long Term</b>
<b>Programs</b> (e.g. events, outreach, education, promotions)	<p>Host walk audits with students and adults; identify infrastructure and safety challenges and opportunities.</p> <ul style="list-style-type: none"> <li>• Establish preferred walking routes through neighborhoods. Mark and promote them as <i>Dragon Routes!</i></li> <li>• Set up informal “neighborhood buddy” walk groups, walking school buses; and bicycle trains. Promote these to adult walking groups as well.</li> <li>• Host walk to school promotions &amp; competitions (e.g. by classroom).</li> <li>• Have community walks that lead to Safe Routes to School celebrations; food, music, recognition of regular walkers; discussion of needed safety improvements.</li> </ul> <p>Teach adults (and students) safest practices for vehicle drop-off/pick-up:</p> <ul style="list-style-type: none"> <li>• Make clear the rules for best-practices at back to school night at the beginning of the year; but continually reinforce these lessons throughout the year.</li> <li>• For the active loading curb on Guadalupe Canyon Parkway:             <ul style="list-style-type: none"> <li>• Sequential drop-off &amp; pick-up.</li> <li>• Students <i>only</i> enter/exit at the curb.</li> <li>• Vehicles must pull all the way forward.</li> <li>• Driver must stay in vehicle.</li> </ul> </li> </ul> <p>Connect to student curriculum with practical education on transportation and planning through local projects. Provide opportunities for students to:</p> <ul style="list-style-type: none"> <li>• Meet with city officials about where they see safety and infrastructure needs and opportunities for improvement.</li> <li>• Meet and observe construction teams when doing painting, paving, and road safety improvements.</li> </ul>	<p>Add a practical component to the student educational program – engage youth in collecting actual data:</p> <ul style="list-style-type: none"> <li>• Vehicle &amp; pedestrian counts at various locations.</li> <li>• Vehicle yielding behaviors at crosswalks.</li> <li>• Vehicle speed data (youth can use radar guns).</li> <li>• Students to collate &amp; present findings to school, parents, city staff &amp; officials.</li> </ul> <p>Explore and try out (e.g. during walk &amp; bike to school week) satellite pick-up and drop-off areas that ease traffic congestion at the school and allow kids to walk a safe, reasonable distance.</p> <ul style="list-style-type: none"> <li>• Hillside Park.</li> <li>• Taglia Community Center.</li> <li>• Speak to neighborhood residents for more ideas.</li> <li>• Perhaps direct older students to a further location; younger students to those closer to the school.</li> </ul>

	Short Term	Long Term
<p><b>Projects</b> (e.g. changes to physical infrastructure &amp; the built environment)</p>	<p>Improve visibility and safety for a preferred pedestrian crossing of Price Street near the entrance to the school. Consider two options:</p> <ol style="list-style-type: none"> <li>Relocate the crosswalk up to the intersection of Bonnie and Price.</li> <li>Significantly improve pedestrian visibility at the current location.</li> </ol> <p>In either case consider adding . . .</p> <ul style="list-style-type: none"> <li>Curb extensions (with paint, curbing, vertical delineators).</li> <li>Treatments to alert drivers to crosswalk in front of the school.</li> <li>Pedestrian crossing signs.</li> <li>A possible rectangular rapid flashing beacon (RRFB).</li> </ul> <p>Add features to calm (or slow) traffic on Guadalupe Canyon Pkwy. Install and measure the effectiveness of low cost treatments:</p> <ul style="list-style-type: none"> <li>More rumble strips on downhill lanes, approaching the school active loading curb zone.</li> <li>Cones to mark off the active loading zone, to keep vehicles in sequence along curb.</li> <li>Possible dividers or flexible delineators in the center (turn) lane of Guadalupe to preclude uphill traffic from making illegal u-turns before reaching the designated U-turn lane.</li> </ul> <p>Activate flashing “school zone” warning lights on the downhill lanes of Guadalupe Canyon Parkway throughout school arrival &amp; dismissal hours – should not just be triggered by U-turn from the uphill lane.</p>	<p>Reconfigure the stops and crosswalks on Price Street near the school, to improve pedestrian access, visibility, and safety. Specifics:</p> <ul style="list-style-type: none"> <li>Add a crosswalk across Moltke at Price/Moltke intersection.</li> <li>Consider moving three-way stop from the Price/Moltke intersection up to the Price/Bonnie intersection.</li> </ul> <p>For even better traffic calming on Price Street, create a low-cost demonstration speed table (raised intersection) at the Price/Bonnie intersection.</p> <ul style="list-style-type: none"> <li>Install low-angle speed cushions on each leg, to mimic the traffic calming effect of a speed table.</li> <li>Create low-cost curb extensions (curb stops, flexible delineators, planters).</li> <li>Engage students in painting the interior of the intersection.</li> </ul> <p>Design a remedy for the very unusual traffic configuration at the intersection of Price Street and E. Market/Guadalupe Pkwy, which is not quite a three-way stop intersection. Currently Price has a stop sign; Guadalupe is stop controlled for downhill traffic, but E. Market uphill traffic only has a stop for the left turn lane (stop sign is on the <i>left side</i> of the road).</p> <ul style="list-style-type: none"> <li>Initially: Create more clear signage for motor vehicles and pedestrians.</li> <li>Ideally: The best solution may well be a modern single lane roundabout (feasible w/ a road diet on Guadalupe Canyon/E. Market).</li> </ul>

	<b>Short Term</b>	<b>Long Term</b>
<p><b>Policies</b> (e.g. rules, ordinances, guidelines, practices, &amp; procedures)</p>	<p>Always station an adult along the active unloading/loading curb on Guadalupe Canyon Road, where Safety Patrol students act as valets for the students arriving by vehicle.</p> <ul style="list-style-type: none"> <li>• It is critical that all students be clear that they are to always remain on the curb to open car doors for students.</li> <li>• Adults must be present to assure that cars pull all the way forward along the curb, drivers stay in vehicles, and students always stay on the curb.</li> </ul> <p>Apply for stipends for parent volunteers who take on regular roles supporting student safety and walking and bicycling to school, such as:</p> <ul style="list-style-type: none"> <li>• Safety monitors at active loading curbs, to assure safety patrol students stay on the curb, vehicles pull forward, adults stay in cars.</li> <li>• Walking school bus or bicycle train leaders, who commit to walk or bike with groups of students.</li> <li>• Adult supervision at the entry to the school; to control traffic flow and preclude cars that are not supposed to be entering the parking lot.</li> <li>• Try a turnpike entry gate!</li> </ul>	<p>Outreach to nearby organizations and schools to collaborate on traffic safety initiatives and advocacy.</p> <ul style="list-style-type: none"> <li>• Specifically connect with Pollicita Middle School on arrival and dismissal traffic patterns and double parking at that school, which affects traffic accessing JFK School and the entire area’s traffic challenges.</li> </ul> <p>Study Guadalupe Canyon Road for a 5-to-3 lane reduction (or road diet) &amp; other safety improvements.</p> <ul style="list-style-type: none"> <li>• County has considered a road diet on upper (county) portion of Guadalupe Canyon Rd.; they will be repaving this in 2022-2023.</li> <li>• Design can logically include protected bicycle lanes. This design could improve safety of the curbside loading area near the school, by creating defined entry and exit points for the curbside loading lane.</li> <li>• This effort must be coordinated with Daly City planning and public works, to explore a similar design on E. Market Street.</li> <li>• This design would allow for a median island in the center turn lane of portions of Guadalupe Canyon Road in areas where there are no turns available; this could significantly calm traffic and enhance pedestrian and vehicular safety.</li> </ul>

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## References and Resources

*The National Center for Safe Routes to School*; extensive practical traffic safety and programmatic information downloadable resources: [www.saferoutesinfo.org](http://www.saferoutesinfo.org)

*The Safe Routes to School National Partnership*; coalition of organizations and experts providing great implementation support to schools & communities: [www.saferoutespartnership.org](http://www.saferoutespartnership.org)

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

*The Pop-Up Placemaking Tool Kit*, an exceptionally practical how-to guide for low-cost traffic calming, safety, and place-making demonstrations from the AARP. <https://www.aarp.org/livable-communities/tool-kits-resources/info-2019/pop-up-tool-kit.html>

*Slow Your Street: A How-to Guide for Pop-Up Traffic Calming*. Trailnet's excellent practical guide with design, implementation, promotion, and evaluation tips on demonstration projects. <https://trailnet.org/tag/plan4health/>

*The Tactical Urbanist's Guide to Materials & Design*, by the Streets Plan Collaborative. Downloadable for free. <http://tacticalurbanismguide.com>

*Small Town and Rural Multi-Modal Networks*. Outstanding resource for low cost neighborhood-scale traffic calming and safety measures, with lots of relevant images and information. (Federal Highway Administration 2017.) Downloadable for free. <https://www.ruraldesignguide.com>

*Urban Street Design Guide* and the *Urban Bikeway Design Guide* of the National Association of City Transportation Officials (NACTO; ~\$50 each). <https://nacto.org/publication/urban-street-design-guide/>

*Guidebook for Developing Bicycle and Pedestrian Performance Measures* (Federal Highway Administration 2017). Downloadable for free. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/performance\\_measures\\_guidebook/pm\\_guidebook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf)

*Costs for Pedestrian & Bicycle Infrastructure Improvements*, Quick resource for rough estimates of infrastructure costs. Pedestrian & Bicycle Information Center (PBIC), 2013. [http://www.pedbikeinfo.org/cms/downloads/Countermeasure\\_Costs\\_Summary\\_Oct2013.pdf](http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf)

*Better Block* initiative. Resources to educate, equip, and empower communities and their leaders to reshape and reactivate streetscapes to promote the growth of healthy and vibrant neighborhoods. [www.betterblock.org](http://www.betterblock.org)