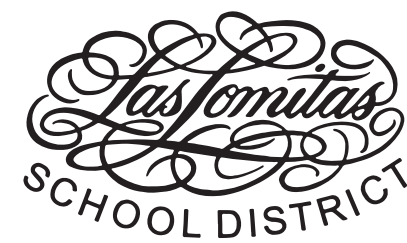
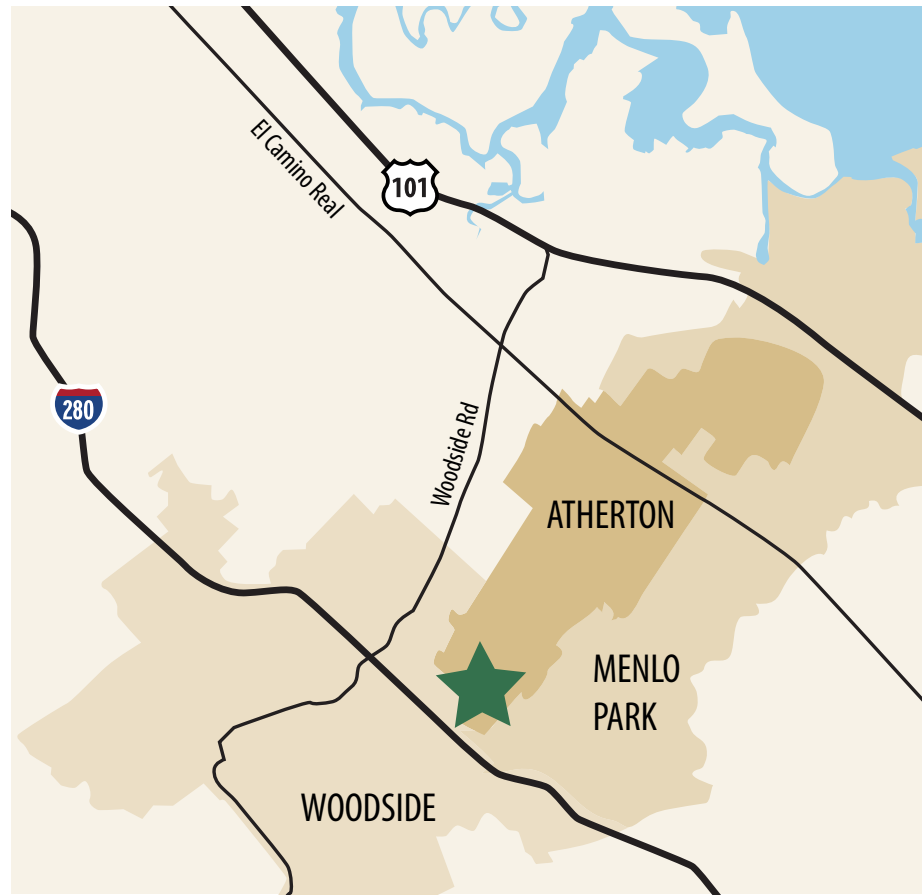


# La Entrada Middle School Walking and Bicycling Audit



JULY 2019





# LA ENTRADA MIDDLE SCHOOL

## 1. SCHOOL INFORMATION

LA ENTRADA MIDDLE SCHOOL	
Address:	2200 Sharon Road
School District:	Las Lomas Elementary School District in the City of Menlo Park
Grades:	4 – 8
Number of Students:	800
Arrival:	4th – 5th grades: 8:10 AM 6th – 8th grades: 8:05 AM
Dismissal:	4th – 5th grades: 2:40 PM 6th – 8th grades: 2:50 PM

## 2. SCHOOL ACCESS

Pedestrian and bicycle access is provided through the main school entrance on Sharon Road as well as through two side gates on Altschul Avenue. There are continuous sidewalks fronting the campus along Sharon Road. Sidewalks exist in the multifamily and commercial areas to the south and east of the school, but they are intermittent to the north and west. There is a pedestrian gate along Monte Rosa Drive that has been closed for a period of construction, but it will reopen for the Fall 2019 school year. Sharon Road is classified as a Bicycle Boulevard in the City’s General Plan Circulation Element. A loading zone and staff and visitor parking are accessed through the driveways on Sharon Road. Pick-up and drop-off also take place on Altschul Avenue, which is a one-way southbound street. Caltrans classifies Sharon Park Drive and Monte Rosa Drive as major collector streets, and Alameda De Las Pulgas and Santa Cruz Avenue as minor arterials in the vicinity of the school.

## 3. SCHOOL SAFETY ASSESSMENT

A student travel mode survey was conducted in May 2015. The District performed an in-class tally of how students travel to and depart from school over a three-day period. The data was used to estimate the student mode shares shown on next page. Approximately 64 to 72 percent of students travel to/from school using a sustainable mode of travel. Sustainable modes are defined as walking, biking, carpooling, or taking the school bus/public transit.



Students walk in the street on Sharon Road. There are no sidewalks on either side of the road and students walk in the vehicle lane when there are obstacles in the unpaved area, such as parked vehicles, landscaping and trashcans.



Students and parents walk between moving cars and unpaved areas at the northwest corner of Sharon Road and Altschul Avenue.



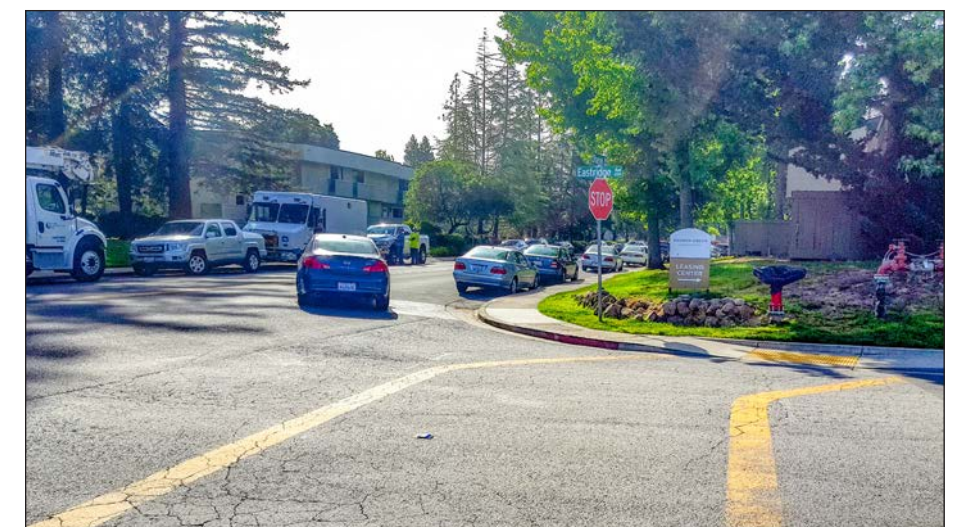
The sidewalk on the south side of Sharon Road at Altschul Avenue is interrupted by landscaping, and the crossing lacks a curb ramp.



Some bicyclists walk or ride their bicycles on the sidewalk or ride against traffic on Altschul Avenue near the school drop-off/pick-up zone.



Red curb striping does not extend the full length of the intersection at Sharon Road and Eastridge Avenue. Drivers were observed stopping in the intersection and blocking the crosswalk.



The crosswalk at Sharon Road and Eastridge Avenue changes direction in the middle of the intersection. The northwest corner lacks a curb ramp.

Between 34 and 42 percent of students reported traveling to or from school by walking. About five percent of students travel to and/or from school by bicycling. Between 21 and 23 percent of students travel to school on the district school bus. Between 30 and 40 percent of students are driven to/from school. Family vehicle trips in the morning occurred more frequently than in the after-school period; between eight and ten percent of students are driven to school in the morning but walk or take the bus home. The rates of students carpooling remained constant at three percent in both the morning and after school commute periods.

MODE	MORNING ARRIVAL	AFTER SCHOOL DEPARTURE
Walk	34.0%	42.0%
Bike	5.0%	4.0%
School Bus	21.0%	23.0%
Family Vehicle	36.5%	27.2%
Carpool	3.0%	3.0%
Transit/Other	0.5%	0.8%

#### 4. WALKING AND BICYCLING AUDIT

A walking and bicycling audit was held on June 7th, 2019. In attendance was the District Superintendent, the Principal and Vice Principal of La Entrada Middle School, the Safe Routes to School Coordinator for the City of Menlo Park, several parents of students that attend the school, and Parisi Transportation Consulting (Parisi) staff. Audit participants made observations during the morning drop off period as students arrived for class. Observations included pedestrian, bicyclist, and driver travel behavior. A follow-up visit was conducted by Parisi staff and one representative from the District to review afternoon after-school conditions. The observations are summarized on the pages that follow.



Students on bicycles travel westbound along Altschul Avenue, which is currently signed for one-way eastbound vehicle traffic.



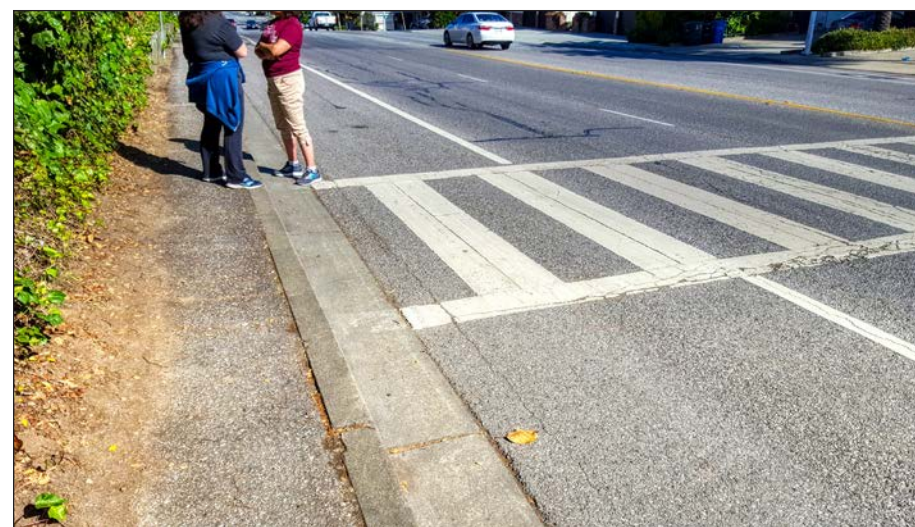
Students cross Avy Avenue at Altschul Avenue. Drivers were observed entering the intersection while the crossing guard was signaling drivers to stop while students were crossing.



School bike racks are well-utilized, but they are located in an unpaved area. This area may become muddy during wet weather.



The crossings at Sharon Road and Alameda De Las Pulgas lack curb ramps. Pedestrian push buttons at Alameda / Sharon Road lack tactile directional indicators and are located on the same pole.



Neither side of Alameda De Las Pulgas between Harkins Avenue and Santa Cruz Avenue satisfy Americans with Disabilities Act (ADA) standards for sidewalk width. Existing paved areas are between two and three feet wide.



The bike lane on Alameda De Las Pulgas is five feet wide. Alameda carries high volumes of cars moving at 35mph or more. Students were not observed using the bike lane.

### 5.SAFE ROUTES TO SCHOOL IMPROVEMENT RECOMMENDATIONS

This School Safety Assessment report includes a series of recommendations for transportation infrastructure and policy improvements around La Entrada Middle School. These recommendations are based on observations made during the school safety assessment, a post-assessment engineering review, and a review of concerns raised by assessment participants. The recommendations have been classified based on ease of implementation.

- Short-term Improvements, such as signing and striping, can typically be implemented within one year.

- Medium-term Improvements are improvements that may require additional planning efforts and funding and can typically be implemented within a three-year range.
- Long-term Improvements are more complex infrastructure improvements that could require additional funding and planning and can typically be implemented in a three to five-plus year range.

These improvements are summarized in the table below. Locations are mapped on page 6.

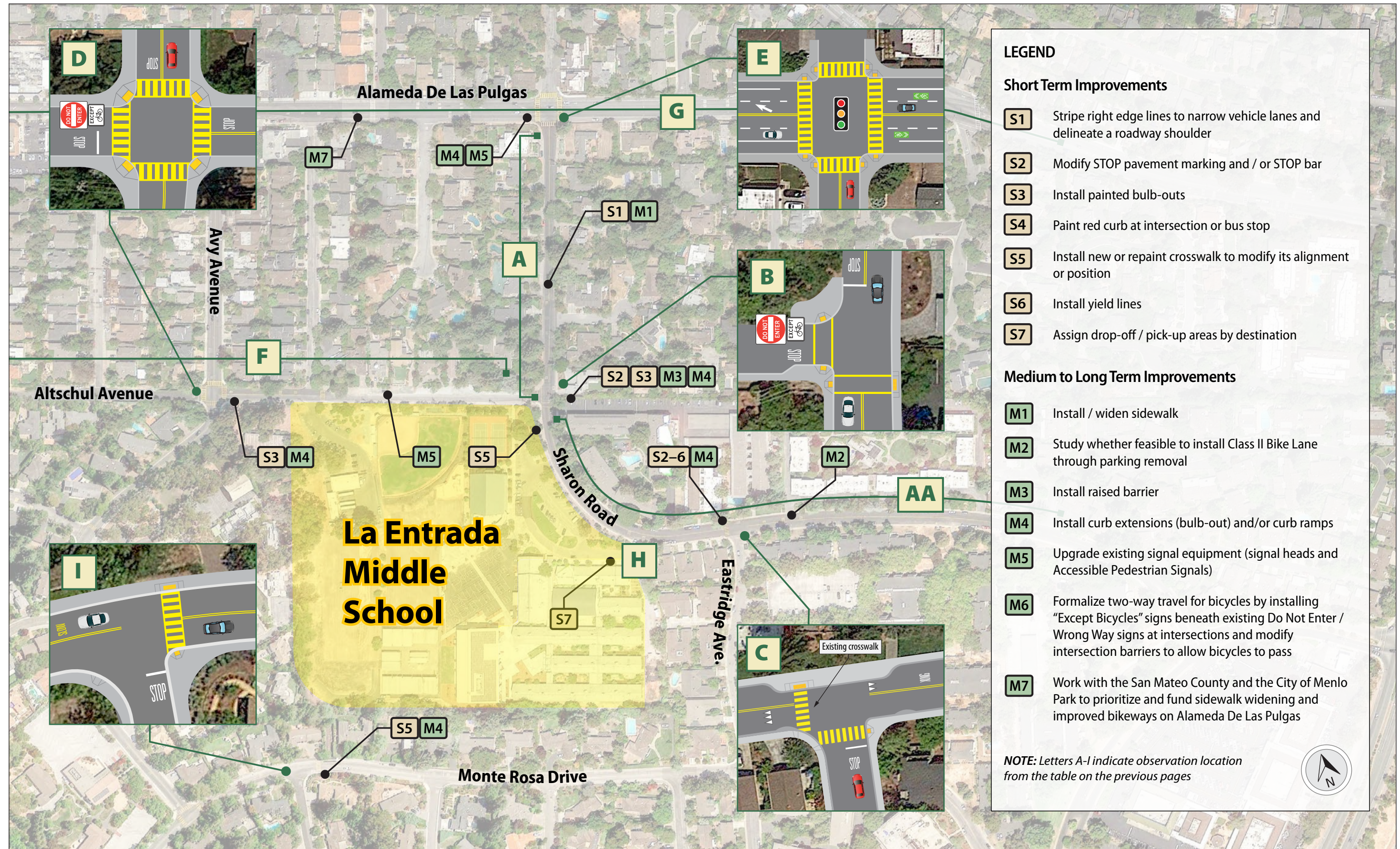
The planning level costs presented in the table correspond to these ranges:

- \$ – less than \$5,000
- \$\$ – between \$5,000 and \$20,000
- \$\$\$ – between \$20,000 and \$50,000
- \$\$\$\$ – more than \$50,000

LOCATION	OBSERVATION	RECOMMENDATIONS	IMPLEMENTATION			RESPONSIBILITY	PLANNING-LEVEL COST	
			Short	Medium	Long			
<b>A. Sharon Road between Alameda De Las Pulgas and Altschul Avenue Corridor</b>  <b>AA. Sharon Road between Altschul Avenue and Sharon Oaks Drive Corridor</b>	<b>A1</b> Sharon Road lacks a sidewalk or continuous walking path between Altschul Avenue and Alameda De Las Pulgas. Students were observed walking between moving vehicles and unpaved shoulders on the edge of the roadway. School administrators observed on trash pickup days students and other pedestrians walking farther out into the street to navigate around trashcans.	<ul style="list-style-type: none"> <li>• Stripe painted white edge lines to delineate 11-foot travel lanes to slow vehicle traffic and to establish a painted shoulder for pedestrians to walk – <b>A1</b></li> <li>• Install sidewalks on at least one side of Sharon Road between Alameda De Las Pulgas and Altschul Avenue. The north / west side of the street appears to have fewer utility conflicts than the south / east side, which has utility poles in the public right of way – <b>A1</b></li> <li>• Study the feasibility of installing bike lanes in both directions on Sharon Road between Altschul Avenue and Sharon Oaks Drive by removing curbside parking on one side of the road – <b>AA1</b></li> </ul>	✓			City of Menlo Park	\$	
	<b>AA1</b> Students were observed riding bicycles against traffic or on the sidewalk of Sharon Road.			✓		City of Menlo Park	\$\$\$	
						✓	City of Menlo Park	\$\$\$
<b>B. Sharon Road and Altschul Avenue Intersection</b>	<b>B1</b> Eastbound Altschul Avenue is designated for one-way eastbound traffic but is wide and allows drivers to use the approach as two-separate lanes. Buses making right turns have collided with vehicles attempting to pass on the right at the intersection.	<ul style="list-style-type: none"> <li>• Move the STOP legend to the center of the westbound Altschul Avenue approach and install painted bulb-outs and bollards on both sides to channelize vehicles into a single lane when approaching Sharon Road – <b>B1</b></li> <li>• Install a raised barrier or wood fence barrier similar to the westbound approach of Altschul Avenue at Avy Avenue to channelize vehicles into a single lane when approaching Sharon Road from Altschul Avenue – <b>B1</b></li> <li>• Construct concrete curb extensions at the southwest corner to increase the corner sidewalk area. Install a curb ramp on the southeast corner. Install a curb ramp at the northwest corner in conjunction with a sidewalk on Sharon Road – <b>B2</b></li> <li>• Construct a curb extension into the street or remove the shrub and trees to connect the sidewalks on the south / east side of Sharon Road – <b>B3</b></li> <li>• Paint curbs red at the Sharon Road / Altschul Avenue at the bus stop – <b>B4</b></li> </ul>	✓			City of Menlo Park	\$	
	<b>B2</b> The southeast corner lacks a curb ramp. The northwest corner is unpaved and lacks a sidewalk, curb and gutter.			✓		City of Menlo Park	\$	
	<b>B3</b> Shrubs and trees interrupt the sidewalk on the south / east side of Sharon Road.					✓	City of Menlo Park	\$\$\$\$
	<b>B4</b> Drivers were observed parking in the bus stop on Sharon Road at Altschul Avenue					✓	City of Menlo Park	\$\$
			✓			City of Menlo Park	\$	

LOCATION	OBSERVATION	RECOMMENDATIONS	IMPLEMENTATION			RESPONSIBILITY	PLANNING-LEVEL COST
			Short	Medium	Long		
<b>C. Sharon Road and Eastridge Avenue Intersection</b>	<b>C1</b> The painted red curb does not extend across the entire intersection on the north side of Sharon Road. Parents reported vehicles parking in the intersection and obscuring drivers' view of pedestrians in the crosswalk.	• Stripe red curb across the full length of the intersection along the north side of Sharon Road – <b>C1</b>	✓			City of Menlo Park	\$
	<b>C2</b> The south crosswalk across Eastridge Avenue changes direction in the middle of the street to connect to a curb ramp installed 20-feet south of the southeast corner.	• Install a painted curb extension (bulb-out) with traffic bollards on the north side of the intersection to shorten pedestrian crossing distance and prevent vehicles from parking in the intersection – <b>C1, C3</b>	✓			City of Menlo Park	\$
	<b>C3</b> Drivers failed to yield to students crossing Sharon Road in the marked crosswalk.	• Install a concrete curb extension on the north side of the intersection – <b>C1, C3</b>			✓	City of Menlo Park	\$\$\$\$
		• Reconstruct the southeast corner to reduce the corner curb radius and install an improved curb ramp at the corner. Paint a high-visibility yellow crosswalk across Eastridge Avenue. Ensure crosswalk provides a straight path of travel through the intersection – <b>C2</b>			✓	City of Menlo Park	\$\$\$
		• Add an advance stop bar at Eastridge Avenue crossing – <b>C3</b>	✓			City of Menlo Park	\$
		• Add yield markings (shark teeth) in advance of the crosswalk across Sharon Road – <b>C3</b>	✓			City of Menlo Park	\$
<b>E. Sharon Road and Alameda De Las Pulgas Intersection</b>	<b>E1</b> The intersection lacks curb ramps at all four corners and the corner curb radii are larger than needed to accommodate most standard design vehicles (P and SU-30).	• Reconstruct the corner curbs to reduce the corner radius and add curb ramps – <b>E1</b>		✓		City of Menlo Park	\$\$\$\$
	<b>E2</b> The traffic signal heads are the 8"-diameter type.	• Upgrade existing signal heads to 12"-diameter type signal heads – <b>E2</b>		✓		City of Menlo Park	\$\$\$
	<b>E3</b> The pedestrian push buttons lack tactile directional arrows and are located on the same pole.	• Upgrade pedestrian push buttons to Accessible Pedestrian Signals and install pedestrian push button poles to separate the buttons at the corner – <b>E3</b>		✓		City of Menlo Park	\$\$\$
<b>D. Altschul Avenue and Avy Avenue Intersection</b>	<b>D1</b> Drivers were observed entering illegally the intersection against the direction of the school crossing guard.	• Install painted bulb-outs at all four corners to shorten crossing distances and narrow the intersection – <b>D1</b>	✓			City of Menlo Park / San Mateo County	\$\$
		• Install concrete curb extensions (bulb-outs) at all four corners – <b>D1</b>			✓	City of Menlo Park / San Mateo County	\$\$\$\$

LOCATION	OBSERVATION	RECOMMENDATIONS	IMPLEMENTATION			RESPONSIBILITY	PLANNING-LEVEL COST
			Short	Medium	Long		
<b>F. Altschul Avenue Corridor</b>	<b>F1</b> Students were observed riding bicycles against the direction of traffic on this one-way eastbound / southbound street.	<ul style="list-style-type: none"> <li>Consider formalizing two-way bicycle travel on Altschul Avenue between Sharon Road and Camino A Los Cerros. The street should remain one-way for motorized traffic. Install "Except Bicycle" signs beneath existing DO NOT ENTER, WRONG WAY and ONE WAY signs at intersections. Modify the wooden barrier treatment to allow westbound bicycle passage to the right of the barrier. The barrier should be moved closer to the center of the street – <b>F1</b></li> </ul>		✓		San Mateo County	\$\$
<b>G. Alameda De Las Pulgas Corridor</b>	<p><b>G1</b> Existing paved areas along Alameda are two to three feet wide between Harkins Avenue and Santa Cruz Avenue. The ADA requires sidewalks be at least 6 feet wide when immediately adjacent to the curb face.</p> <p><b>G2</b> No students were observed riding their bikes in either the bike lane or shared travel lane on Alameda De Las Pulgas.</p>	<ul style="list-style-type: none"> <li>Work with the San Mateo County and the City of Menlo Park to prioritize and fund sidewalk widening and improved bikeways on Alameda De Las Pulgas – <b>G1 / G2</b></li> </ul>			✓	San Mateo County	\$\$
<b>H. Sharon Road Driveways</b>	<b>H1</b> Left turns are prohibited during drop-off and pick-up times. Roughly half of drivers exiting the school's driveway were observed turning left.	<ul style="list-style-type: none"> <li>Recommend to parents designated drop-off and pick-up locations by destination. Drivers who wish to turn right on Sharon Road (go south) should be encouraged to drop-off/pick-up in the school's parking lot. Drivers who wish to turn left on Sharon Road should be encouraged to drop-off/pick-up on Altschul Avenue – <b>H1</b></li> </ul>	✓			Las Lomas Elementary School District	\$
<b>I. Monte Rosa Drive and Warner Range Intersection</b>	<b>I1</b> The crosswalk that provides access to the pedestrian gate on Monte Rosa Drive is located 40-feet east of the Monte Rosa Drive and Warner Range intersection.	<ul style="list-style-type: none"> <li>Restripe the crosswalk to align to the corners at the intersection of Monte Rosa Drive and Warner Range Avenue. Install pedestrian crosswalk warning signs – <b>K1</b></li> </ul>	✓			City of Menlo Park	\$\$



LA ENTRADA MIDDLE SCHOOL, 2200 SHARON ROAD, MENLO PARK





