



# Brookside Lower Elementary School Travel Plan



SAFE ROUTES  
TO SCHOOLS  
MARIN COUNTY



TAM  
Transportation Authority of Marin

## TABLE OF CONTENTS

<b>1. PURPOSE .....</b>	<b>1</b>
1.1. SR2S PLANNING, IMPLEMENTATION AND MONITORING .....	1
1.2. MARIN COUNTY MEASURE A .....	1
<b>2. BROOKSIDE LOWER ELEMENTARY SCHOOL PROFILE.....</b>	<b>2</b>
2.1. SCHOOL LOCATION.....	2
2.2. ENROLLMENT AND DEMOGRAPHICS .....	2
2.3. EXISTING CONDITIONS.....	3
2.4. POLICIES .....	4
2.5. CLASSROOM EDUCATION.....	4
2.6. ENCOURAGEMENT PROGRAMS.....	5
2.7. STUDENT SURVEYS.....	5
<b>3. BARRIERS AND OPPORTUNITIES.....</b>	<b>8</b>
3.1. PARENT SURVEY.....	8
3.2. WALKABOUT NOTES.....	8
<b>4. PROGRAMS AND PROJECTS.....</b>	<b>8</b>
4.1. ENGINEERING DESIGN CONCEPTS .....	8
<b>5. IMPLEMENTATION MATRIX.....</b>	<b>9</b>
<b>6. APPENDIX A: MEETING NOTES.....</b>	<b>11</b>

### Tables

Table 1: Brookside Lower School Enrollment by Grade, 2008-09 .....	2
Table 2: Brookside Lower Racial and Ethnic Subgroups, 2008-09 .....	2
Table 3: How Students Got To School.....	6

### Figures

Figure 1: How Children Got To School.....	7
Figure 2: Improvement Plan Alternative One.....	24
Figure 2: Improvement Plan Alternative Two.....	25
Figure 3: Improvement Plan Alternative Three .....	26

*This page intentionally left blank*

# 1. Purpose

## 1.1. SR2S Planning, Implementation and Monitoring

The Brookside Lower Elementary School Travel Plan is the blueprint for identifying and prioritizing Safe Routes to School (SR2S) programs, resources, and capital improvements. The Travel Plan also documents program activities and impacts on school-related travel that can be used to assess the success of the SR2S program over time, and important school-specific transportation policies and operations.

The Travel Plan differs from most plans in that it is not a snapshot in time but a living document; one that is repeatedly updated and modified to reflect school staff, community, and parent input along with technical information and lessons learned. This input is primarily captured by a SR2S task force that meets periodically to identify and address new concerns. For more information on Safe Routes to School partnerships in Marin County, visit [www.saferoutestoschools.org](http://www.saferoutestoschools.org)

## 1.2. Marin County Measure A

The Transportation Sales Tax Measure Expenditure Plan approved by voters as Measure A in November 2004 dedicates an estimated \$332 million in local sales tax revenues to transportation needs in Marin County. Approximately \$36.5 million (11%) of the sales tax expenditure has been earmarked to reduce school related congestion and safer access to schools. These funds are allocated to three sub-strategies, or programs:

- Safe Routes to School (SR2S)
- Crossing Guards
- Safe Pathways to School

The Safe Pathways infrastructure program is integral to the success of the overall strategy; it is the capital improvement element of the Safe Routes to School program. As a stated policy in the *Transportation Authority of Marin (TAM) Measure A – Transportation Sales Tax Strategic Plan Update (2009)*, all projects eligible for Safe Pathways funding must be identified in Safe Routes plans. The Brookside Lower Elementary School Travel Plan qualifies as such a plan and identifies potential capital projects eligible for Safe Pathways funding.

## 2. Brookside Lower Elementary School Profile

### 2.1. School Location

116 Butterfield Road, San Anselmo CA 94960

Primary contact: David Finnane, Principal / Marilyn Grove, AA

### 2.2. Enrollment and Demographics

**Table 1** shows the number of students enrolled in each grade for the 2008/09 school year. **Table 2** shows the racial and ethnic breakdown of the student population

**Table 1: Brookside Lower School Enrollment by Grade, 2008-09**

Grade Level	Enrollment
Kindergarten	126
Grade 1	100
Grade 2	127
Grade 3	90
Grade 4	96
Grade 5	105
Total	644
<i>Source: California Department of Education</i>	

**Table 2: Brookside Lower Racial and Ethnic Subgroups, 2008-09**

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	5	0.8%
American Indian or Alaska Native	0	0%
Asian	23	3.6%
Filipino	1	0.2%
Hispanic or Latino	24	3.7%
Pacific Islander	1	0.2%
White (Not Hispanic)	536	83.2%
Multiple or No Response	54	8.4%
<i>Source: California Department of Education</i>		

#### 2.2.1. Free Lunch Enrollment

Number of students on Free Lunch program: 13

## 2.3. Existing Conditions

### Entrances to School

- **Primary School Entrance:** Butterfield Rd. & Brookmead

### Cross Streets

- **Cross Street:** Sir Francis Drake Boulevard

### Speed Checks

Conducted 2/12/2009 Butterfield and Baytree

#### **Peak Speeds**

95<sup>th</sup> Percentile speed: 36  
85<sup>th</sup> Percentile speed 33  
15<sup>th</sup> percentile speed 26  
10 MPH pace 25-35  
Number in Pace 1052

Low Speeds:  
95<sup>th</sup> percentile speed 32  
85<sup>th</sup> percentile speed 30  
15<sup>th</sup> percentile speed 21  
10 MPH pace 21-31  
Number in pace 954

Conducted 12/5/08 Butterfield and Caleta

#### **Peak Speeds**

95<sup>th</sup> Percentile speed: 35  
85<sup>th</sup> Percentile speed 32  
15<sup>th</sup> percentile speed 26  
10 MPH pace 24-34  
Number in Pace 1318

Low Speeds:  
95<sup>th</sup> percentile speed 31  
85<sup>th</sup> percentile speed 29  
15<sup>th</sup> percentile speed 21  
10 MPH pace 21-31  
Number in pace 1316

### Crossing Guards

- Location of TAM crossing guards: None
- Location of school crossing guards: Butterfield Rd

### Transit

- School bus availability: None
- Public Transit Availability: Marin Transit #126 provides special school service to Brookside schools
- Special Transit needs offered

### Bike Racks

- Location of bike racks: Near Butterfield Lot / Near Brookmead Lot / Near Art Room
- Number of bikes that can be stored: 15 per rack
- Condition of rack and security issues: Good condition / Security is good if bikes are locked

## 2.4. Policies

### Pick Up and Drop Off

Locations: Classrooms / Butterfield Rd. & Brookmead Parking Lots / The Alameda entrance  
Students are walked to playground/classrooms in the morning by parents or dropped off at the parking lots. Students are dismissed from classrooms by the teacher. Students are picked up by parents at the classrooms or parking lots.

### **Parking**

- Location of Staff Parking: Butterfield and Brookmead lots
- Location of general public parking: Butterfield and Brookmead lots
- Parking Policies: Sign is posted stating that the lots are only for people with school business.

### **Bicycles and Skateboards**

Bicycle and/or skateboarding Policy: Skateboards are not allowed on campus. Bicycles are not to be ridden on campus. See district plan for bike pledge.

## 2.5. Classroom Education

Brookside Schools began their own Safe Routes to Schools program by providing parent volunteer to “drive” walking school buses and bike trains. A map was placed in the school office to indicate the “bus” routes and “drivers” and phone numbers. They have also held monthly Walk and Bike to School days and have participated in the Frequent Rider Miles contest which allows children to keep



a tally card of the number of times they walk and bike to school. Those who complete their card can turn them in for increasingly more desirable rewards. Children also could fill out an activity book which gave them one card which is entered into the raffle where a bike will be given away at the end of the year. These activity books teach children about bicycle safety and the care of their bicycles.

Brookside continues to participate in International Walk to School Day every year and conducts the Frequent Rider Miles contest each spring.

Brookside schools held a bicycle rodeo in the fall of 2001 and had lessons in bicycle safety for 4<sup>th</sup> graders and pedestrian safety for 2<sup>nd</sup> graders. San Anselmo police and the Sheriff's department has offered increased enforcement and accompanied children on Walk and Bike to School Day in the Fall of 2001. Brookside continues to utilize the Safe Routes to Schools education programs with 2<sup>nd</sup> grade classes in Pedestrian Safety

- Stop Look and Listen
- Walk Around the Block

## 2.6. Encouragement Programs

Brookside Schools began their own Safe Routes to Schools program by providing parent volunteer to “drive” walking school buses and bike trains. A map was placed in the school office to indicate the “bus” routes and “drivers” and phone numbers. They have also held monthly Walk and Bike to School days and have participated in the Frequent Rider Miles contest which allows children to keep a tally card of the number of times they walk and bike to school. Those who complete their card can turn them in for increasingly more desirable rewards. Children also could fill out an activity book which gave them one card which is entered into the raffle where a bike will be given away at the end of the year. These activity books teach children about bicycle safety and the care of their bicycles.

Brookside continues to participate in International Walk to School Day every year and conducts the Frequent Rider Miles contest each spring.

## 2.7. Student Surveys

Spring and fall student surveys have been conducted since the 2003-2004 school year. Each spring and each fall, students are asked by their teachers how they got to school on that day.

Table 3 shows the survey results for 2003 through 2010.



**Table 3: How Students Got To School**

		Fall					
Year	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
2003-04	18%	8%	3%	55%	15%		
2004-05	16%	5%	6%	61%	11%		
2006-07	18%	13%	0%	58%	10%		
2007-08	19%	13%	1%	58%	10%		3%
2008-09							
2009-10	22%	11%	2%	54%	9%	0%	2%
2010-11	20%	10%	0%	10%	56%	0%	3%
		Spring					
Year	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
2003-04	19%	5%	2%	60%	14%		
2004-05	19%	6%	2%	56%	17%		
2006-07	21%	12%	1%	56%	10%		
2007-08	22%	12%	0%	56%	11%		2%
2008-09	21%	9%	1%	52%	13%	0%	3%
2009-10	23%	7%	1%	50%	15%	1%	3%
2010-11							

**Figure 1** shows how children traveled to school from 2003 through 2010. While the mode choice remained fairly consistent through the years, bus use decreased and bicycling and walking increased. In the fall of 2010, there was a significant drop in drive alone vehicles and a sharp increase in carpools.

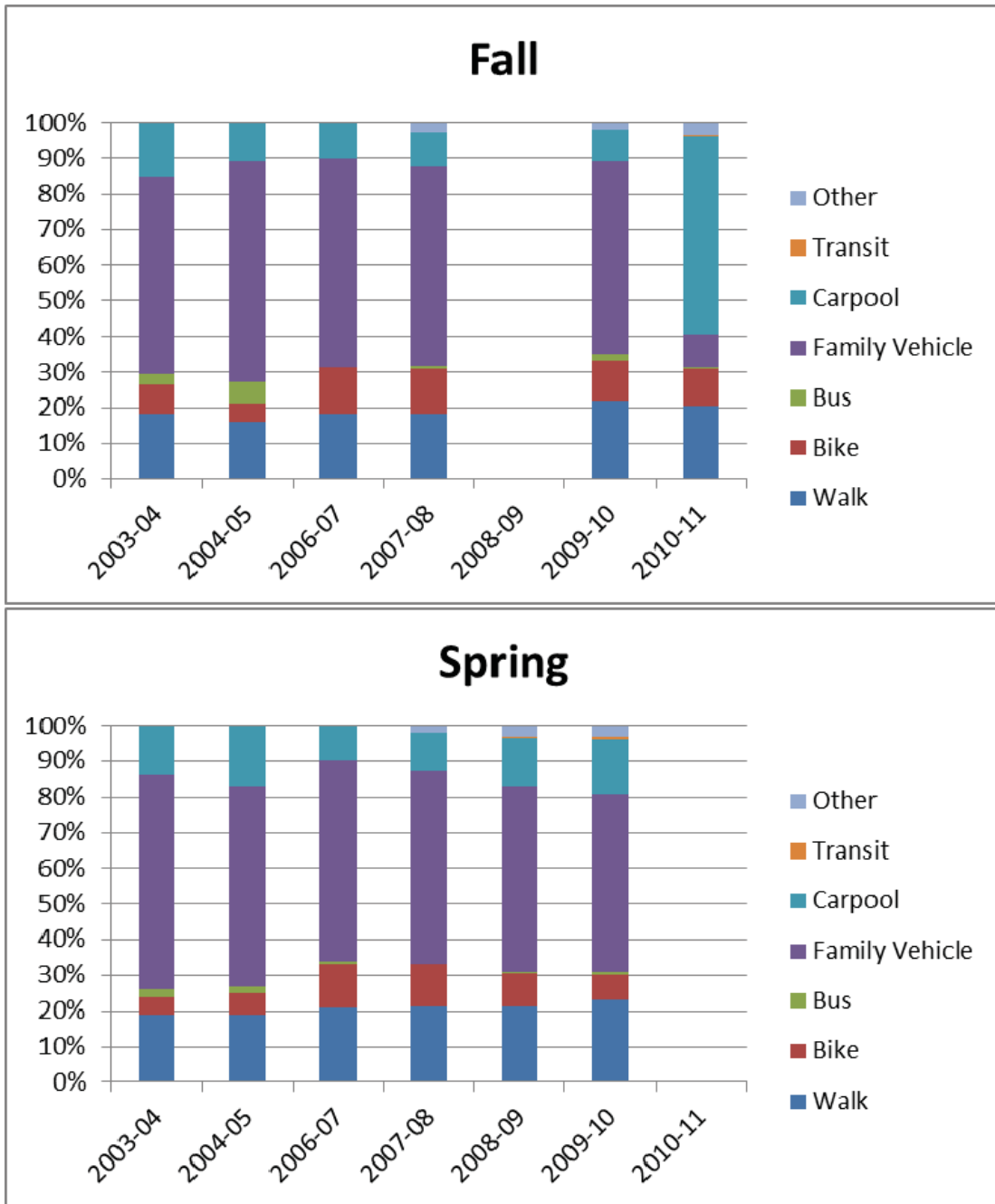


Figure 1: How Children Got To School

## 3. Barriers and Opportunities

### 3.1. Parent Survey

The Brookside Safe Routes to Schools Task Force was formed in the fall of 2000 and sent surveys home to the parents of both campuses. Surveys completed ranked safety and high speed vehicles as the number one concern, and inadequate or incomplete sidewalks as the next important reason why they drive their children to school. Parents indicated their willingness to allow their children to walk and bike based on different criteria. Improved sidewalks and bike paths ranked third with 45% stating that these improvements would make a difference.

Volunteers distributed check lists to allow parents and neighbors to identify areas of improvements. Concerns about safety along Butterfield Road and incomplete sidewalks, inadequate bike paths and crosswalks were again the number one concern. These issues were re-iterated at a community meeting held in January, 2002.

### 3.2. Walkabout Notes

Two walkabouts have been held at Brookside Lower Elementary, summaries of which are provided below.

The first walkabout was held in May, 2004. Engineering design concepts, described in Section 3.1, were developed to improve the issues identified at this walkabout. Issues identified during the walkabout were high vehicle speeds on Berkeley Avenue and the difficult sight lines for students using the path connecting Berkeley Avenue to the School. Three traffic calming improvement alternatives are recommended for Berkeley Avenue to help slow vehicles and help motorists see walking and bicycling students.

The second walkabout was held on January 11, 2010. Issues identified during the walkabout were pedestrian access through the parking lot are not clearly marked, cars in the Butterfield parking lot commonly pull up beyond the parking stall and onto the sidewalk, no sidewalks are provided on Alameda along the school grounds, cars speed on the Alameda and the sidewalk on Brookmead Place is narrow and confined by a guard rail. Full notes from this walkabout are provided in Appendix B.

## 4. Programs and Projects

### 4.1. Engineering Design Concepts

#### Berkeley Avenue from The Alameda to Broadmoor Avenue

Pave the road and add four speed tables or speed cushions on the street. One of these traffic calming devices would be located immediately adjacent to the School pathway.

*Sidewalks, crosswalks and bike lanes*

Sidewalks were installed on Butterfield and Brookside Drives, bike lanes were added on Butterfield road and various crosswalks were improved. See Appendix C for detailed description of the projects.

## 5. Implementation Matrix

An implementation matrix with district wide improvements is in the Ross Valley District Plan.

*This page intentionally left blank.*

## 6. Appendix A: Meeting Notes

The San Anselmo Safe Routes to School workgroup met on January 16 for presentations and a lively discussion on improving safety and health for kids on their way to school. Here are my notes from the meeting.

Comments welcome.

Please let me know if you prefer not to be included in the San Anselmo

Safe Routes e-mail list.

### Introductions

Introductions included Chief Maynard and Lieutenant Kirton of the San Anselmo police department, Rabi Elias of San Anselmo Public Works, and Berenice Davidson and Jack Baker of County of Marin Public Works, and Tim Lentini, Brookside schools liaison.

### Welcome

San Anselmo Mayor Judith Hodgens, San Anselmo Councilman Peter Breen, and Supervisor Hal Brown introduced themselves, welcomed the participants, and expressed their support for the group's purpose. Peter and Hal discussed the on-going efforts of the Ross Valley traffic committee that has been meeting for some time, and Hal indicated that the county would be able to contribute some funding to local transportation safety efforts despite likely budget cuts due to the State budget situation.

### History

Wendi Kallins, Marin Safe Routes to Schools, Tom Crowell, member of the former San Anselmo Bicycle Task Force, and Martha Lee Steinmann, co-founder of the San Anselmo Safe Routes workgroup, provided the context for this meeting in terms of county-wide efforts and past efforts in San Anselmo.

### Traffic Calming Presentation

David Parisi, a traffic engineer specializing in traffic calming and pedestrian and bicycle safety planning, gave an overview of the methods to increase safety where people and traffic interact, beginning with education and enforcement and progressing on to various engineering techniques.

### Group Discussion

Problem areas indentified:

- Green Valley Ct.
- Broadmoor/Brookside/Morningside area

- Butterfield/San Anselmo/Sir Francis Drake, especially now that the redesign of the Butterfield intersection has moved the crosswalks to the opposite side of Butterfield;
- Van Winkle corridor and intersection with Butterfield
- Butterfield Road near Woodside

Safety concerns identified:

- Traffic too heavy, too fast, too congested (Butterfield, Sir Francis Drake) -- comments 5, 10-14, 16, 22, 25, 27, 31
- Kids too near traffic (Butterfield, Green Valley) -- comments 5-8, 20, 21, 27
- Missing, dangerous, or obstructed sidewalks and bike lanes (Butterfield, Van Winkle, Brookside, Green Valley) -- comments 6, 9, 20, 21
- Traffic controls needed [Sir Francis Drake, Butterfield] – comments 3, 4, 23, 35
- Drop-off congestion -- comments 20, 22, 31, 32

**Solutions suggested:**

- Change in location and timing of Butterfield / SFD crosswalk and signal -- comments 17, 19
- Open up Hidden Valley access and reroute traffic through upper campus comment 23
- Drop off kids off campus -- comments 24, 29, 32
- Crossing guards -- comments 18, 28, 36
- Valet system -- comments 34, 35
- Campus reorganization (K-5 at both) comments 26, 37

**Mapping data collection**

Safe Routes workgroup will distribute map and checklist via bulletin and set up a drop-box at the schools. [Map was included in recent bulletin; I've received one call in response so far.] We may also distribute the map to kids as a mapping exercise in conjunction with curriculum. Data collected will help prioritize problems for possible design and capital improvement work. Possible capital funding options include the County of Marin, the Town of San Anselmo, and the CalTrans Safe Routes to School program.

**Next Meeting**

San Anselmo Safe Routes plans to begin scheduling monthly meetings for the Brookside community on the Brookside campus to continue data collection, planning, prioritizing, and recommending solutions. We'll announce the date, time, location, and proposed agenda of the next meeting via e-mail and through the Brookside bulletin.



*Transcript of recorded comments*

1. Green Valley
2. Broadmoor and Morningside
3. Butterfield/SFD/SA Ave; change in intersection -- crosswalk moved
4. Van Winkle/Butterfield
5. Many kids walking/riding on Butterfield with all the auto traffic
6. Missing sidewalks [Butterfield, other streets]
7. Too narrow near Woodside [Butterfield]
8. Sidewalk too near road and too narrow [Butterfield]
9. Parked cars force bikes into roadways [Butterfield]
10. Children too near powerful machines
11. And a lot of traffic
12. Reducing traffic makes remaining traffic go faster
13. Need to get the cars to slow down
14. Children do not see what adults see
15. Construction and service vehicles on road and obstructing paths [Butterfield]
16. Limited hours during which we have the problem
17. Change in Butterfield/SFD intersection -- light at crosswalk should be much faster during school trip times
18. Crossing guards to help at light and on Butterfield
19. Change in Butterfield/SFD intersection forces you to cross [Butterfield]
20. Brookside at Broadmoor and into school parking lot
21. Green Valley -- once had a sidewalk plan at county level -- neighborhood resisted [sidewalk, due to loss of trees in front yards along street] but put in bike path striping [and residents make effort not to park on the road]
22. Parents driving kids to school aren't considerate of residents [Green Valley]

23. Possible opening of Hidden Valley access to upper campus and rerouting traffic, possibly one-way
24. Many parents now drop off/pick up on Butterfield instead [of on upper campus]
25. Only recently have most kids arrived by car -- changed when upper/lower campuses change grade levels
26. Why not have two K through 5 schools again?
27. SFD at San Francisco to White Hill -- kids not safe at the bus stop
28. High school kids as crossing guards [Chief Maynard pointed out liability indemnification problem]
29. Develop drop-off point off the campus
30. Fawn Drive drop-off -- see pg. 9
31. [From page 9 diagram] -- steep section of Fawn Drive with curve and cliff at upper campus; gap in guard rail just at campus; cars sometimes go too fast down the hill; drop-off [around curve] creates congestion
32. How many people [currently] use Hidden Valley to drop off?
33. Valet system with student valets -- parents don't get out, cars move faster
34. Valet system reduces pedestrian activity at drop-off
35. Left turn from Green Valley onto Butterfield
36. Crossing guards -- if under 18 need adult monitors; want to be indemnified [shielded from liability lawsuits]
37. Support for K-5 at both campuses

## Appendix B: Walkabout Notes

Lower Brookside Walkabout  
January 11, 2010

### Attendees:

Meghan McCarthy, Team Lead, Safe Routes BL  
 Marci Trahan, Principal Lower Brookside  
 Mary Kavanaugh, Site Council  
 Bret Joyner; RVSD  
 Steve Myrter; San Anselmo DPW  
 David Parisi; SR2S  
 Wendi Kallins; SR2S  
 Gina Finer, former trustee RVSD

**Summary of Key Issues:** This campus site lacks infrastructure to adequately support walkers, bikers, and car traffic (and car parking) coming and going from Brookside Lower Campus. The nature of Brookside Lower Campus is complex given three main entrances, and with a young student population of about 300 children (ages 5-8). The school is nestled in a residential neighborhood along the creek, and on Butterfield Road at a complex intersection. Because the parking lots are small (relative to the young population they support), many parents park on the neighboring streets and walk the rest of the way to campus, or walk or ride bikes to school entirely. The parking lots are very, very busy, often bustling with car, pedestrian, and bike traffic. Dogs are tethered to fences (in the parking lots) during drop-off and pick-up times.

Each of the three drop off locations is used as an informal drop-off valet and it is unclear if/how/where it makes sense to formalize a valet drop-off (like the one at Reed School in Tiburon) with a proper valet drop-loop (that is safe) or not. This is an open question for the overall site. Does Safe Routes have a recommendation?

### 1. **Location # 1: Butterfield Parking Lot Entrance & Butterfield Rd.**

#### a. Parking Lot

- i. PEDESTRIAN TRAFFIC IN PARKING LOT: Pedestrian (walkers, strollers, scooters, skateboards, & dogs), bike, and car traffic all use the parking lot as a means to get from Butterfield to the bridge. There are no clear sidewalks to separate the pedestrian traffic from the car/bike traffic. Cars pull into the lot parking spaces and then backup, while at the same time a family is walking into the parking lot making their way through the car traffic towards the bridge. Pedestrians and bikers often enter through the one-way car exit (there is no sidewalk area on the North side) and walk through the parking lot towards the bridge (the fastest route).

Children from upper campus come from the bus stop, cross Butterfield Rd., and walk through the lot to the bridge during heavy traffic pick-up times. Children exit the campus bridge out into the lot to find their way to their car or the sidewalk home. The “sidewalk area” along the side of the parking lot/creek is very narrow, forcing pedestrian traffic into the parking lot.

- ii. **CARS IN PEDESTRIAN WALK WAY:** Cars may pull up beyond parking spaces onto the shoulder/“sidewalk area” (the chain link fence has been hit by cars along the South side). Because cars are able to pull up onto the shoulder/“sidewalk area”, the width of the shoulder/“sidewalk area” fluctuates depending upon how cars are parked. The pedestrian traffic (walkers, strollers, scooters, kids on bikes) uses the parking lot route primarily, especially when they have a stroller. Dogs are also often tethered to the chain link fence along the South side of this lot along the shoulder.
- iii. **CARS IN RESTRICTED SPOTS:** Cars often park directly in front of bridge (in the cross-walk or restricted parking area), in front of the wooden fence on the North side (with no parking sign), in the restricted spot in the corner (North), and in the cross-walk or restricted parking area nearest to the entrance along Butterfield.
- iv. **CAR & PEDESTRIAN RULES BLURRY:** The parking lot paint (designating parking spaces, restricted spaces, cross-walk ((?)), handicap space) is showing wear (it’s not bright and sharp anymore); additionally its designations are unclear in certain locations. An example is the grid pattern from the bridge directly through the lot to Butterfield - - - is this a crosswalk (it looks different than the one on Butterfield) or a restricted parking area? Another is the tiny parking spaces with upright metal polls next to them – are these spaces or not.
- v. **CONGESTION:** Overall this parking lot is very, very small to service the needs of a school this size. Fortunately, the population lives relatively close, so walking and biking are very critical for Lower Brookside.
- vi. **UNCARED FOR & OUT-OF-DATE FEELING.** Generally, this parking lot (also the main front entrance for the school) feels uncared for.... no plantings, high fence along creek side making it feel like a forte (this might be softened with different fencing and plantings?), often times leaves and debris are built up on the shoulders, the lighting is old (is it functional and used?), the painted lines are not fresh, and generally it doesn’t feel protected and safe.

- vii. LARGE PUDDLES OF WATER ON SHOULDER DURING RAINY SEASON. Water collects at the South side of the lot shoulder and creates large puddles making it difficult for pedestrians to use this as a potential sidewalk area.
- viii. INFORMAL DROP-LOOP. This location, in addition to being a parking lot, sidewalk, bike area, also serves as an informal valet drop-off where parents pull up into the parking lot and drop their children and go.
- ix. OTHER

b. Butterfield Road

- i. SPEEDING CARS. School zone. Is there adequate signage/street paint for this zone?
- ii. CARS NOT STOPPING at stop signs.
- iii. COMPLEX INTERSECTION: Complex, potentially dangerous intersection. It's very difficult as a driver exiting Brookside parking lot onto Butterfield given the distance between stop signs, the location of the stop sign at the North end (towards Sleepy Hollow), and the crosswalkers are harder to see at this intersection. Also, no crosswalk on North side from school side to the other side of Butterfield.
- iv. NARROW BIKE LANES. Some parents are hesitant to use the "narrow" bike lane on Butterfield with their younger children especially w/ drains that are slanted and can be slippery (more difficult for young riders). Bike lane along Butterfield (at Meadowcroft) has overgrown plant material (large rosemary planting).
- v. CROSSING GUARD SUPPORT. No funding for crossing guard at Butterfield at Lower Campus for children during school hours.
- vi. TRAFFIC. Overall, back up during commute times. Relatively small road for the amount of traffic it supports.

**2. Location # 2: Alameda Entrance & Alameda (& Arroyo)**

a. Entrance / Parking Area

- i. PEDESTRIAN TRAFFIC IN STREET Pedestrian (walkers, strollers, scooters, skateboards, & dogs), bike, and car traffic all use the Alameda as a means to get kids into this back entrance. There are no sidewalks on Alameda near the entrance; pedestrians come to and from this entrance

from the street. Arroyo's sidewalk (from Butterfield) extends half way up Arroyo and then ends and turns to a grass/dirt path /mud shoulder as it wraps around the corner to the right onto the Alameda (towards Brookside Lower). The dirt/rocky shoulder is often used for informal parking (see car parking undefined).

- ii. INFORMAL DROP-OFF ZONE. This location also serves as an informal valet drop-off where parents stop in the street in front of the gate and drop their children off and go. Neighbors have reported this area being very unsafe and that they fear they will run over a child in the street as they are backing out of their driveway.
- iii. CAR PARKING UNDEFINED. The dirt shoulder along the chain link fence offers informal parallel parking for parents/neighbors, however the ground is very uneven, muddy, and there are no defined parking spots (cars usually have to get creative to find a safe spot). Parents will also use the opposite side of the street to parallel park. Along both sides of the Alameda, there are often cars parked going in both directions. This parking areas/entrance is also busy when sport events like soccer and baseball games and practice take place on the grassy field. There are often 4 teams on the field at one time for soccer - - - so that is a lot of traffic!
- iv. OUT-OF-DATE, ENTRANCE SLIGHTLY UNWELCOMING, FEELING OF UNUTILIZED SPACE. The overall feeling of this back entrance is that it is not up-to-date, and that the space is not being utilized in the best way. Once a pedestrian enters the gate, and come down the paved road on campus (with the water tank on the right), there seems to be space that could be utilized in some way along the whole right side down to the pine tree grove. Additionally, the back entrance could be made more welcoming.
- v. OTHER

b. Alameda & Arroyo Streets

- i. OLDER STREET WITH POT HOLES AND BUMPS. This is a two way street that is not maintained by the city. It does not have any paint to define the street for drivers - - - it's really like a paved dirt road.
- ii. BLIND CORNER W/O STOP SIGN ON ALAMEDA. As you are coming south down the Alameda towards the school, there is no stop sign at Arroyo and the Graham's (who live on the corner of Alameda & Arroyo with fence around their yard) have said that their fence has been hit and

repaired. Cars tend to cut into the middle of the street at the blind corner just past Arroyo to avoid the buckling roadway.

- iii. SPEEDING CARS & CUT THROUGH. The Alameda is often used to bypass Butterfield Rd. traffic. It is known to be quicker.
- iv. NOTE ABOVE DETAIL - NO SIDEWALKS (pedestrian traffic in streets)

**3. Location # 3: Office Parking Lot / Entrance (Brookmead Place)**

a. Office Parking Lot

- i. PARKING LOT ENTRANCE NARROW. The actual entrance to the parking lot (at Brookmead where the school sign is) is what this refers to. There is unutilized space to the right (upon entering) that could possibly be utilized to expand the entrance or as additional parking spots.
- ii. CONGESTION: Overall this parking lot is very, very small to service the needs of a school this size. Fortunately, the population lives relatively close, so walking and biking are very critical for Lower Brookside. This parking lot is overloaded during drop-off and pick-up times.
- iii. INFORMAL DROP-LOOP. This location, in addition to being a parking lot, sidewalk, bike area, also serves as an informal valet drop-off where parents pull up into and undefined "circle" and drop their children and go.
- iv. SIDEWALK NARROW. There is a sidewalk area upon entering on the left hand side. It gets heavily utilized and would better support the amount of pedestrian traffic if it were made wider.
- v. PARKING SPOT RULES EXTREMELY BLURRY. The paint in this lot is very worn away and it is very unclear where cars can park safely or not. There are two rows of parking spots on either side upon entering – and then parallel parking around the circle and cars park in the middle in double layers. There is space that is not utilized and could be made into additional parking spaces.

b. Entrance (Brookmead Place)

- i. NARROW RESIDENTIAL ROAD (BROOKMEAD) – TWO WAY TRAFFIC. Brookmead is narrow, hilly (blind), curvy, and is the only means for cars to enter the back school parking lot, and for local residential traffic to pass through to their homes (on the dead end street).



- ii. SHOULDER DEFINED AS SIDEWALK. There is a narrow sidewalk, delineated by a loose railing structure. Pedestrian traffic also uses the street because this sidewalk area is too narrow for double strollers and kids on bikes.
- iii. NICE CROSSWALK. There is a newly painted crosswalk that supports pedestrian traffic across Brookmead to the school site.

*This page intentionally left blank.*

## Appendix C: Engineering Design Concepts

*This page intentionally left blank.*

BERKELEY AVENUE FROM THE ALAMEDA TO BROADMOOR AVENUE: ALTERNATIVE 1



Looking southeast down Berkeley Ave. toward Broadmoor



16 foot pavement with gravel parking area on sides

**EXISTING CONDITIONS**



Looking north down Berkeley toward The Alameda






Looking south on Berkeley at walkway access to school



Looking west down walking path from Berkeley Ave.

**Recommendations**

-  Pave Berkeley Ave. with 16-foot wide asphalt strip
-  Create 4-5 foot parking area on sides with gravel
-  Paint stripes along edges of roadway

**SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR BROOKSIDE SCHOOL**

March 2006



Figure 2: Improvement Plan Alternative One



BERKELEY AVENUE FROM THE ALAMEDA TO BROADMOOR AVENUE: ALTERNATIVE 2





Looking south on Berkeley at walkway access to school



Looking west down walking path from Berkeley Ave.

**Recommendations**

-  Repave Berkeley Avenue, matching existing pavement
-  Install four speed tables or optionally, install speed cushions

**BEFORE**



Looking northwest down Berkeley from Brookside Dr.

**AFTER**



Option One: speed tables installed

**AFTER**



Option Two: speed cushions installed

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR BROOKSIDE SCHOOL

March 2006



Figure 3: Improvement Plan Alternative Two



**BERKELEY AVENUE FROM THE ALAMEDA TO BROADMOOR AVENUE: ALTERNATIVE 3**



**Recommendations**

- A** Repave Berkeley Avenue, matching existing pavement
- B** Install gateway monuments at entrance to neighborhood
- C** Install chicanes near school path entrance

**EXISTING CONDITIONS**



Looking west down walking path from Berkeley Ave.



Looking north toward school access point

**BEFORE**



Looking southeast up Berkeley toward Brookside Dr.

**AFTER**



Gateway monuments at entrance, new paving

**BEFORE**



Looking northwest toward the school path entrance

**AFTER**



Chicanes installed, new paving

**SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR BROOKSIDE SCHOOL**

March 2006



Figure 4: Improvement Plan Alternative Three