

Hall Middle School Travel Plan



SAFE ROUTES
TO SCHOOLS
MARIN COUNTY



Transportation Authority of Marin

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Purpose

1.1. SR2S Planning, Implementation and Monitoring

The Hall Middle 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

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 Hall Middle School Travel Plan qualifies as such a plan and identifies potential capital projects eligible for Safe Pathways funding.

Hall Middle School Profile

1.3. School Location

200 Doherty Drive
Larkspur, CA 94939

1.4. 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: Hall Middle School Enrollment by Grade, 2008/09

Grade Level	Enrollment
Grade 5	132
Grade 6	126
Grade 7	143
Grade 8	116
Total	517
<i>Source: California Department of Education</i>	

Table 2: Neil Cummins Racial and Ethnic Subgroups, 2008/09

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	5	1%
American Indian or Alaska Native	0	0%
Asian	30	5.8%
Filipino	0	0%
Hispanic or Latino	41	7.9%
Pacific Islander	1	0.2%
White (Not Hispanic)	349	67.5%
Multiple or No Response	91	17.6%
<i>Source: California Department of Education</i>		

1.5. Existing Conditions

Entrances to School

- **Primary School Entrance:** NA
- **ADA Access:** NA

Cross Streets

- **Cross Street:** Magnolia Avenue

Traffic Controls

- The intersection of Doherty Drive/Larkspur Landing Drive is a T-intersection; stop controlled on the Larkspur Landing Drive approach.
- The intersection of Doherty Drive/Magnolia Avenue is a signalized T-intersection.
- Doherty Drive/Piper Park Driveway is a T-intersection, stop-controlled on the Piper Park Driveway approach.

Crosswalks

Marked crosswalks are provided at the following locations near the school:

- Doherty Drive/Larkspur Landing Drive: yellow ladder crosswalks on north and east legs
- Doherty Drive/Magnolia Avenue: ladder crosswalk on east leg
- Doherty Drive/Piper Park Driveway: yellow ladder crosswalk on north leg

Crossing Guards

- **Location of TAM Crossing Guards:** NA

Transit

- **School Bus Availability:** Hall Middle School has no regular school busing.
- **Public Transit Availability:** Routes 117, a school tripper serving East Corte Madera is run by Golden Gate Transit and stops at Hall at 8:18 am and leaves at 3:10 pm on school days. The Twin Cities Shuttle Golden Gate Transit Route 221 that stops on Doherty Drive at Magnolia Avenue runs every 35 minutes from 11 to 6:30 pm.
- **Special Transit Needs Offered:** NA

Bike Racks

- **Location of Bike Racks:** Hall Middle School has bike racks behind the new wing of the school with the entrance from Doherty Drive.
- **Number of Bike Spaces:** 200
- **Rack Condition and Security:** The racks are in excellent working condition with very few security issues.

1.6. Policies

- **Location:** Drop-off and pick-up occurs within an on-site drop-off circle located in the front of the school. This loop is located away from the other parking areas for the school with a separate in and out driveway, so that parents dropping off do not mix with other traffic entering the main parking areas. The school drop-off/pick-up instructions specifically note that the parking lot next to the gym is not designated for student drop off or pick up.

Hall Middle School provides the following instructions to parent on proper drop-off and pick-up procedures:

- When dropping off or picking up students, please enter the school driveway by the signboard on Doherty and TURN LEFT to approach the drop-off circle. When you reach the drop-off circle, pull as far forward as you can to park for pickup or to let passengers off by the curb. Do not let them exit the car until safely stopped by the curb.
- When entering the driveway by the signboard, do NOT turn right, and do NOT drop off or pick up your child by the Hall Office, the 6th grade wing, or the gym. This practice creates safety concerns. The driveway next to the 6th grade wing is reserved for special education transportation and student use of the crosswalk to and from the bus stop. The parking lot next to the gym is not designed for student pickup or drop-off.

Parking

- **Staff and General Parking:** Staff parking is available in the main parking lot located in front of and adjacent to the school. Location of general public parking Piper Park is adjacent to the site. There are designated areas for District Office parking. Faculty is first come, first serve.

Bicycle, Skateboard and Scooter

The school encourages bicycling, but also provides instruction on safe bicycling behavior on campus:

- **Bicycle Rules:** All bikes must be locked in the rack or the privilege of bringing the bike to school may be rescinded. Bikes may not be ridden on school grounds. Students riding bikes must walk their bikes between the street and the bike racks before and after school. According to state law, a helmet must be worn at all times while riding a bike to and from school.
- **Scooter Rules:** The same rules apply for scooters as for bicycles with one exception. Scooters must be folded and walked from the street and kept in a student's locker. Motorized scooters are not allowed.
- **Skateboard and Rollerblade Rules:** Students will be permitted to use skateboards or rollerblades to ride to or from school only if they receive written permission from their parents and adhere to specific rules. Rollerblading or riding a skateboard to Hall Middle School is a restricted privilege. If students do not receive written permission or do not

adhere to the rules related to skateboarding and rollerblading, the privilege will be revoked. Permission forms are available in the main office.

1.7. Encouragement Programs

Hall participates in the Safe Routes to Schools Middle School Program. Students from the leadership program work with the SR2S teen coordinator to develop programs for the school. In the 2007-8 school year the following programs were conducted:

- International Walk and Bike to School Day participant
- An assembly and organized the Pollution Punchcard contest.
- Students also participated in the Twin Cities Task Force meetings.

1.8. Student Surveys

Fall and spring student surveys have been conducted since the 2001-02 school year. Students are asked how they travel between home and school. On average mode choices have remained fairly consistent from 2004 to 2010. **Table 3** shows the survey results through Spring 2010.

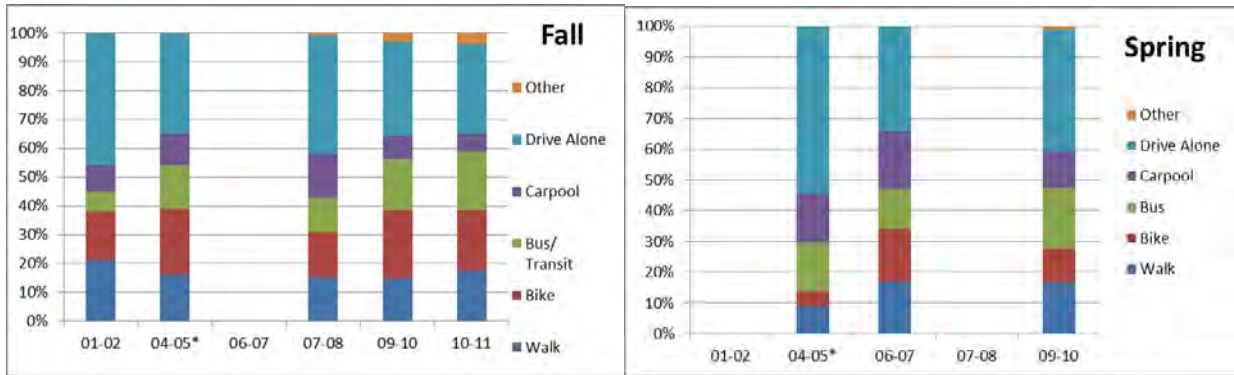


Figure 1 charts the travel information in Table 3.

Table 3: How Students Got To School

Year	Fall						Spring				
	Walk	Bike	Bus/Transit	Carpool	Drive Alone	Other	Walk	Bike	Bus/Transit	Carpool	Drive Alone
2001-02	21%	17%	7%	9%	46%						
2004-05*	16%	23%	15%	11%	35%		9%	5%	16%	16%	55%
2006-07	NA	NA	NA	NA	NA		17%	17%	13%	19%	34%
2007-08	16%	16%	12%	15%	41%	1%	NA	NA	NA	NA	NA
2009-10	15%	24%	8%	8%	33%	3%	17%	11%	8%	12%	40%
2010-2011	18%	22%	21%	6%	32%	4%					

* Fall 85% of school surveyed; Spring 51% of school surveyed

Barriers and Opportunities

1.9. Parent Survey

There were only three respondents to the 2007-08 parent survey, rendering the results insignificant and not representative of the parent population.

1.10. Teen (Self Administered) Survey

Students were asked to administer a travel behavior survey to their peers during the 2007-08 school year. The results of the survey were consistent with those from the student hand-raising survey, with most respondents reporting being driven to school, while very few reporting walking or biking. When comparing the students' means of travel to and from school, there is little variation, with the exception of driving and carpooling. While 29% of students are driven to school, only 16% are driven home. The same correlation can be said for carpooling, with only half of the students leaving school by carpool actually arriving by carpool.

How Students Got to School

The results of the survey were consistent with those from the student hand-raising survey, with most respondents reporting being driven to school, while very few reporting walking or biking. When comparing the students' means of travel to and from school, there is little variation, with the exception of driving and carpooling. While 29% of students are driven to school, only 16% are driven home. The same correlation can be said for carpooling, with only half of the students leaving school by carpool actually arriving by carpool.

Table 4: How Students Got to School (Teen Administered Survey)

	Every Day		3-4 Days		1-2 Days		Not Often		Never	
	To	From	To	From	To	From	To	From	To	From
Bike	10%	9%	6%	6%	4%	3%	9%	10%	25%	25%
Walk	8%	13%	7%	6%	6%	6%	11%	13%	25%	20%
Drive	29%	16%	12%	14%	6%	8%	17%	16%	11%	10%
Carpool	6%	13%	6%	4%	8%	8%	11%	10%	25%	27%
Bus	13%	13%	5%	6%	4%	7%	4%	9%	35%	28%

Concerns

Most students cited the distance they lived from school as the top barrier to walking and biking. “No friends to do it with” and “Weather” were also cited as top barriers. Very few students felt that the “lack of safe bike parking” was a barrier. Notably, 36% of the students reported already biking and walking to school. **Table 5** lists the student concerns from most to least cited.

Table 5: Parental Concerns

Concern	Percent
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Concern	Percent
I already bike/walk	36%
I live too far away	35%
No friends to do it with	23%
Weather	21%
Stranger Danger	18%
Would have to get up too early	17%
My parents won't let me	17%
Too much planning	13%
Too much to carry	12%
Other	10%
I don't have a bike	8%
It's too steep	7%
Dangerous intersections	3%
Lack of sidewalks and/or bike paths	1%
Lack of safe bike parking	1%

Potential Opportunities

Most students gave ideas that were not included in the questionnaire that would encourage them to walk and bicycle to school. Among the top encouragement ideas given were providing incentives and alternatives to carrying a backpack. “Being more alert at school” was the most cited response of those on listed on the questionnaire, though only 21% selected it. Table 6 shows the responses to the survey.

Table 6: Potential Opportunities to Increase Walking and Bicycle Among Children

Opportunities	Percent
Other	45%
Being more alert at school	21%
Building social relationships	13%
Getting exercise	10%
Learning traffic rules	6%
Saving money	6%
Reducing traffic	5%
Being more independent	4%
Not creating global warming gas (CO ₂)	3%
Reducing air pollution	2%
Having fun	2%
Improving overall health	2%
Reducing stress	1%

Benefits of Walking and Bicycling to School

Most students cited the top benefits from walking and biking to school as it “gives you better overall health,” and “it’s environmentally friendly.” A significant number of students also cited that “it helps reduce traffic.”

Table 7: Likelihood to Carpool

Benefit	% of Respondents
Gives you better overall health	83%
It's environmentally friendly	82%
It helps reduce traffic	53%
It's a peaceful way to start the day	23%

Barriers to Carpooling

The most cited barrier to carpooling was that “it’s too much work to organize it,” while the least cited barrier was that their “parents don’t feel comfortable with it.” Twenty-six percent of the students gave reasons not included on the questionnaire, which included that they already walked, biked, took the bus, or lived too close. Twenty-six percent of students indicated already carpooling, which is higher than the approximately 10% the hand-raising survey returned.

Table 8: Barriers to Carpooling

Barrier	% of Respondents
It's too much work to organize it	29%
Other	26%
I already carpool	26%
I would need to get up earlier	24%
I don't know other people in my area that are interested in carpooling	21%
My parents don't feel comfortable with it	2%

Encouraging Carpooling

Students would be most encouraged to carpool if they knew who wanted to carpool in their area, though only 33% of students indicated this. Eighteen percent of students gave other encouragement ideas not provided on the questionnaire. They included bad weather and already riding the bus.

Table 9: Encouraging Carpooling to School

Encouragement	% of Respondents
Knowing who wants to carpool in my area	33%
I already carpool	26%
Other	18%
I'd do it if someone else organized it	13%

Encouraging Riding the Bus to School

The most cited response to how students could be encouraged to ride the bus was “if the bus ran closer to my home,” however only one third of the students indicated this. Nearly one quarter of the students indicated already riding the bus, which is higher than the approximately 16% from the hand-raising survey. Very few students would be encouraged to ride the bus if the cost was reduced.

Table 10: Encouraging Riding the Bus to School

Encouragement	% of Respondents
If the bus ran closer to my home	33%
I already ride the bus	24%
I live too close	22%
If I could ride for free	14%
Other	12%
The schedule was more convenient	9%
The cost was reduced	6%

Influencing Students’ Travel Behavior with Advertisement

Students indicated being most influenced by posters and homeroom presentations, while they would be least influenced by mailings.

Table 11: Influential Advertising Methods

Advertisement	% of Respondents
Posters	41%
Homeroom presentations	34%
Back pack mail	25%
Intercom announcements	25%
Word of mouth	20%
Phone calls	13%
Mailings	11%
Other	9%

1.11. Walkabout Notes

During the Hall Middle School walkabout, several opportunities for improving access and linkages to the Sandra Marker Trail and pedestrian and bicycle friendly designs for the intersection of Lucky and Doherty Drive were identified. The unpaved path between Redwood High School and Heatherwood Park varies from 5’ pm to 6’6” feet wide and is not ADA compliant due to a section with a steep slope.

Bikeabout

Students from Hall Middle School who live at the Greenbrae boardwalk conducted their own bike ride on June 15, 2007 with their father and submitted pictures of issues along the way to the task force.

Issues discussed were:

- Doherty Drive – bike lanes disappear going west between Redwood and Hall
- Confusing intersection at Riviera across from Redwood entrance – no crosswalk, have to move into traffic lanes
- Cars do not stop at Feifer and Lucky Drive – forced to ride on the sidewalk on the wrong side of the street. Going towards the schools, cars block lane.
- After pedestrian bridge over freeway – it is dangerous to cross over. Going towards Wornam to go under the freeway to bike path – no where to ride, crossing freeway exchanges and the turn onto Woomnum is dangerous. Only alternative is to ride on the sidewalk on the wrong side of the road.

Programs and Projects

1.12. Engineering Design Concepts

Based on input from local stakeholders, a design concept was prepared for Doherty Drive at Hall Middle School. This plan recommended a number of improvements to the Doherty Drive corridor in front of the school. Recommendations included new high-visibility crosswalks, stenciling and signage for the corridor. Path improvements are also included. **Appendix A** shows these concepts in more detail.

Proposed Intersection Improvements

- Redwood Highway and Wornum Drive: stripe high-visibility crosswalks at the intersection and install new sidewalk along the east side of Redwood Highway.
- Lucky Drive and Fifer Avenue: Construct a curb extension on the southeast corner to tighten the corner radii and reduce crossing distance for pedestrians. Stripe a crosswalk and install/update signage to the MUTCD 2003 California Supplement standards.
- Riviera Circle and Doherty Drive: Replace right-turn slip lane and island planters with curb extensions on the west side of the intersection to reduce conflicts between motor vehicles and pedestrians and reconstruct existing drainage as needed. Stripe high-visibility yellow school crosswalks and install curb ramps.

Updating Signage and Pavement Markings

- Doherty Drive at Hall Middle School: All signage and pavement markings should be updated with the California MUTCD 2006 standards.

ADA Accessible Path Connections with the Sandra Marker Trail

- Option 1: On the north and south side of the trail (adjacent to Apache Road and Redwood High School), construct ADA accessible paved ramps with a slope range of 5-8.3%.

- Option 2: Construct both stairs and ADA accessible paved ramps to connect to the trail. ADA accessible ramp slope will be 8.3%. Five-foot landings every 30 feet and railings are required for the length of the ramps. A retaining wall may also be necessary to maintain the ramp's slope.

ADA Accessible Path between Redwood High School and Heatherwood Park

- Construct an eight-foot wide paved path along the existing right-of-way and connect it to the existing paved path in Heatherwood Park.
- Construct an ADA accessible ramp where the path turns east off the embankment.

Intersection Improvements at Doherty and Lucky Drive

- Reconstruct the intersection as a single-lane roundabout to channel motor vehicle traffic.
- Provide high-visibility yellow school crosswalks with signage and an eight-foot shared use path around the roundabout for pedestrians and bicyclists.

Implementation Matrix

An implementation matrix with district wide improvements is in the Twin Cities District Plan.

Funding

Table 12, below, lists the Hill Middle School projects and their funding sources.

Table 12: Funded Projects

Project	Description	Cost	Funding Source
Sandra Marker Trail and William Avenue	Construct paved path, ADA-accessible pathway	\$296,730	Cycle 7 State Funds
Doherty Drive and Heatherwood Park	Provide a path along the existing right-of-way.	\$149,760	Measure A Safe Pathways (Sept 2007)
Doherty Drive at the school	Provide signing and striping to improve pedestrian access safety.	\$128,750	Measure A Safe Pathways (Sept 2007)

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Appendix A: Engineering Concepts

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OVERVIEW MAP OF HALL MIDDLE SCHOOL AND REDWOOD HIGH SCHOOL



SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR LARKSPUR SCHOOLS

11/5/07



Figure 2: Overview Map of Hall Middle and Redwood High Schools

ADA ACCESSIBLE PATH CONNECTIONS WITH THE SANDRA MARKER TRAIL: Sheet 1 of 2

Existing Conditions

- Sandra Marker Trail is connected to adjacent streets by informal unpaved paths.
- North path to William Avenue has an approximate slope of 24% and is not ADA accessible.
- South path to Apache Road has an approximate slope of 23% and is not ADA accessible.
- Paved access road connects Sandra Marker Trail to William Avenue. Slope exceeds ADA guidelines.
- Existing utilities and wetlands limit area for pathway improvement.

EXISTING CONDITIONS



Existing Sandra Marker Trail

Informal trails south of Sandra Marker Trail

Informal trail north of Sandra Marker Trail

AREA OVERVIEW



SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR HALL MIDDLE SCHOOL

10/31/07



Figure 3: ADA Accessible Path Connections with the Sandra Marker Trail 1 of 2

ADA ACCESSIBLE PATH CONNECTIONS WITH THE SANDRA MARKER TRAIL: Sheet 2 of 2

Recommendations: Option 1

- Ⓐ Construct 170 feet of 8-foot wide ADA accessible paved ramp to connect William Avenue with Sandra Marker Trail. Slope to range between 5% and 8.33%
- Ⓑ Construct 160 feet of 8-foot wide paved ramp to connect Apache Road with Sandra Marker Trail. Slope to range between 5% and 8.33%.



Recommendations: Option 2

- Ⓐ Construct 130 feet of 8-foot wide ADA accessible paved ramp to connect William Avenue with Sandra Marker Trail.
- Ⓑ Construct 140 feet of 8-foot wide ADA accessible paved ramp to connect Apache Road with Sandra Marker Trail.

For A and B:

- Railings are required along ramp.
- Five-foot landings are required every 30 feet.
- Ramp slope to be 8.33%
- Construct fill and retaining wall as necessary to maintain 8.33% slope.

- Ⓒ Construct stairs from William Avenue to Sandra Marker Trail, crossing the ramp at a landing. Stairs will have a rise of 10 feet and a run of 60 feet.
- Ⓓ Construct stairs from Apache Road to Sandra Marker Trail, crossing the ramp at a landing. Stairs will have a rise of 9 feet and a run of 60 feet.



SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR HALL MIDDLE SCHOOL

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Figure 4: ADA Accessible Path Connections with the Sandra Marker Trail 2 of 2

INTERSECTION IMPROVEMENTS AT DOHERTY DRIVE AND LUCKY DRIVE

EXISTING CONDITIONS



Existing Conditions

- Complicated stop-controlled intersection with uncontrolled right slip turn.
- Conflicts between bicycle, pedestrian and motor vehicle traffic.
- No existing curb ramps.
- Traffic congestion during drop-off and pick-up times makes it difficult for pedestrians to cross street.
- Inappropriate configuration of bicycle lane on Doherty Drive at intersection.

PROPOSED IMPROVEMENTS



- A** Reconstruct the intersection as a single-lane roundabout with splitter islands.
- B** Provide pedestrian crossings at approaches to intersection. Mark crossings with ladder-style crosswalks and Assembly B signage.
- C** Provide signage before the roundabout entrance indicating that bicyclists may merge into the motor-vehicle lane to negotiate the roundabout within the roadway.
- D** Construct an 8-foot shared use path around the roundabout to allow bicyclists and pedestrians to negotiate the roundabout.
- E** Provide ramps before and after the roundabout to provide bicycle access to the shared use path.

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR HALL MIDDLE SCHOOL

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Figure 5: Intersection Improvements at Doherty Drive and Lucky Drive

ADA ACCESSIBLE PATH BETWEEN REDWOOD HIGH SCHOOL AND HEATHERWOOD PARK

Existing Conditions:

- Existing 6.5 foot wide, unpaved path west of Redwood High School between Doherty Drive and Heatherwood Park.
- As path turns east off embankment, slope is 14% and is not ADA accessible.
- Path narrows to five feet wide west of Heatherwood Park.
- Existing paved path in Heatherwood Park connects to local street network.

Recommendations:

- Ⓐ Construct 920 feet of 8-foot wide paved path along the existing right-of-way between Doherty Drive and Heatherwood Park.
- Ⓑ Construct a 100 feet of ADA accessible ramp (5% slope) where path turns east off embankment.
- Ⓒ Widen at narrow point to accommodate an 8-foot wide path.
- Ⓓ Connect path with existing paved path through Heatherwood Park.



EXISTING CONDITIONS



Sloped section of existing trail



Trail west of Redwood High School

BEFORE



Narrow unpaved trail

AFTER



Widened paved path



DRAFT
2/2/07

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR REDWOOD HIGH SCHOOL



Figure 6: ADA Accessible Path between Redwood High School and Heatherwood Park