



100 Webster Street, Suite 300
Oakland, CA 94607
(510) 540-5008
www.altaplanning.com

MEMORANDUM

To: David Stillman and Chelsea Biklen, City of Cupertino

From: Christopher Kidd and Lola Torney, Alta Planning + Design

Date: July 1, 2016

Re: School Walk Audit Recommendations

Introduction

The City of Cupertino conducted two school walk audits for Monta Vista High School and Lincoln Elementary School with staff from Alta Planning + Design. The Monta Vista High School audit was held in the morning of May 18, 2016, and the Lincoln Elementary School was held that afternoon.

A walk audit is an assessment of travel behaviors for drivers, bicyclists, pedestrians (both parents and students), developed by observing a school pick up or drop-off period on and around school grounds. Walk audits provide insight into the specific barriers to walking and biking at each school.

The assessment team included Alta Planning + Design staff; City of Cupertino staff, nearby residents, and concerned parents. Each audit began with a discussion of current challenge areas and the types of issues to focus on for the walk audit. The team then observed student and parent travel activities during the release period, and reviewed the immediate school zone area for quality of sidewalks, curb ramps, signage, and other engineering elements and patterns of activity. After the audit period was over, audit participants returned to discuss and document their findings on a large scale school area map. Based on observations and input provided by school staff, audit participants, and others, the project team developed recommendations which are presented for both schools in a narrative and graphical format.

This memo provides programmatic and project recommendations for Monta Vista High School and Lincoln Elementary School. It includes both on-campus recommendations, which can be implemented by the school district along with off-campus improvements that the city can implement. The map of recommended projects is attached to this memo.

Existing Conditions

Monta Vista High School and Lincoln Elementary School are located next to each other, separated by a parking lot and a fire access lane (doubling as a bicycle & pedestrian pathway) that connects McClellan Road to the north and Fort Baker Drive to the south. Both schools have

crossing guards assigned to them by the City of Cupertino. The crossing guards are located on McClellan Road at the uncontrolled crossing between Imperial Avenue and Orange Avenue and on Hyannisport Drive at Fort Baker Drive. Both Monta Vista High School and Lincoln Elementary School staff members serve as crossing guards at McClellan Road at Orange Avenue. A high school staff member serves as a crossing guard on McClellan Road at Byrne Avenue.

Project Recommendations

The project list below details the recommendations shown on the attached map. The order of recommendations are based on geography and do not indicate priority or preference.

On-Street Recommendations

- A. McClellan Road curve:
 - Study reconfiguration of the turn immediately west of Bryne Avenue. Consider adding sidewalk or curbing on northern side to connect to the crosswalk at McClellan Road at Byrne Avenue to protect pedestrians.
- B. McClellan Road, Byrne Avenue to Imperial Avenue:
 - Consider additional treatments to discourage drivers from stopping in the bike lane, such as striping red curb or installation of flexible bollard posts.
- C. Byrne Avenue at McClellan Road:
 - Add advance yield lines on McClellan Road on both sides of the intersection
 - Construct a curb ramp and sidewalk in the northwest corner of the intersection in coordination with recommendation A.
 - Study sight lines in advance of intersection caused by change in slope. Consider additional advance warning stencils if crosswalk is obstructed by slope when approaching intersection.
- D. McClellan Road at Orange Avenue:
 - Add advance yield lines on McClellan Road on both sides of the intersection. May require re-striping of KEEP CLEAR stencil.
 - Review signal length of the flashing crosswalk signal against minimum signal length requirement. Consider retiming signal to better correspond with observed crossing time for elementary & high school students.
 - Consider replacement of flashing crossing signal with RRFB.
- E. Lincoln Elementary Uncontrolled Crosswalk:
 - Review signal length of the flashing crosswalk signal against minimum signal length requirement. Consider retiming signal to better correspond with observed crossing time for elementary school students.

- Consider replacement of flashing crossing signal with RRFB.
- F. McClellan Road at Imperial Avenue:
- Implement high-visibility crosswalk in the eastern leg of the intersection with Assembly B & D signage. Must be implemented in coordination with recommendation 2.
- G. McClellan Road at Bubb Road:
- Add School Zone signage on McClellan Road approaching the intersection westbound.
- H. Fort Baker Drive at Presidio Drive:
- Widen sidewalk on west side Fort Baker Drive between Presidio Drive and Hyannisport Drive to accommodate high volumes of walking students.
 - Convert red zone on Fort Baker Drive to white loading zone with signs giving a 3 minute limit.
 - Add advance yield lines for uncontrolled crosswalk and Assembly D signage approaching westbound on Presidio Drive. Consider bulb-out for crosswalk, dependent upon turning radius & clearance at crosswalk.
- I. Hyannisport Drive at Fort Baker Drive:
- Reconstruct intersection to close slip lane onto Fort Baker Drive.
- J. Wilkinson Avenue at Hyannisport Drive:
- Add curb ramps in southern leg of the intersection.
 - Restripe crosswalk as school zone crosswalk with high visibility, continental striping.

On-Campus Recommendations

Monta Vista High School

1. Vehicle drop off:
 - Refresh white curb in drop-off zones.
 - Install No Left Turn signage at exit for eastern parking lot. This reduces conflicts at driveway entrances and normalizes traffic flow in parking lot.

Lincoln Elementary School

2. Drop-Off Loop Reconfiguration:
 - Relocate bus drop-off to staff parking lot to the west. This allows for reconfiguration of parent drop-off loop in front of the school and would utilize existing curb space in staff parking lot designed for drop-off.

- i. The current school buses are short and not heavily used. This will allow for reconstruction of the drop-off loops to be combined into one driveway.
 - Consolidate both drop-off loops on McClellan Road to a single loop with exit at eastern end of property. Close middle two driveways and reconstruct sidewalk to accommodate crosswalk in recommendation F.
 - i. This will create a longer drop-off loop that maximizes the use of the school frontage, to allow for more pick-up space for parents on school grounds and reduce instances of parents backing up McClellan Road or obstructing the bike lanes. Drop off loop reconfiguration would also allow for restriping of travel lanes within the loop to further improve circulation and operational capacity.
 - Remove flexible bollards at drop-off loop entrance to create two through travel lanes. Stencil PULL AHEAD in both drop-off loop travel lanes. Refresh white curb loading zones. Add signage directing drivers.
3. Pedestrian path from Fort Baker Drive:
 - Replace bollards to create ADA-compliant access.

Recommendations Not Mapped

These recommendations are universal or outside of the audit study area.

- i. Universal:
 - Add truncated domes to all curb ramps.
- ii. Columbus Avenue at Wilkinson Avenue:
 - Study intersection improvements based on observed need (intersection outside of audit study area, but identified by participants as problematic).
- iii. Lincoln Elementary School staff parking lot:
 - Add truncated domes on sidewalk at driveway exit.

Program Recommendations

Walking School Bus

Audit participants expressed concern about vehicle congestion during the pick-up/drop-off period, especially when the high school and elementary school get out at the same time.

A Walking School Bus is a program is recommended for Lincoln Elementary students to help decrease the volume of vehicle traffic near school during pick-up and drop-off periods. A Walk School Bus is a set, established walking route from the surrounding neighborhood to a school,



100 Webster Street, Suite 300
Oakland, CA 94607
(510) 540-5008
www.altaplanning.com

MEMORANDUM

led by one or more parent volunteers. The walking route has set stop locations and times where parents can drop off their students to be “picked up” by the walking school bus. In addition to reducing congestion around schools, it allows time outside of school for students to socialize and to get exercise before the school day starts. Common locations for Walking School Bus stops are church parking lots, parks, shopping centers, or larger intersections with sidewalk space for waiting.

Driveway Traffic Flow

Existing school official who directs traffic flow should be given a whistle to alert drivers and students. The official should also encourage drivers to move as far forward as possible before stopping for their child.

Crossing Guard Training

Crossing guard duties at the intersections around Monta Vista High and Lincoln Elementary are split between official, City-funded crossing guards and school staff who act as unofficial crossing guards. Audit participants observed a wide range of behaviors exhibited by different crossing guards. Ensuring uniform approaches from all crossing guards will create certainty for both pedestrians and drivers.