RAPID IMPLEMENTATION SCHOOL SAFETY PLANS

Springhill Elementary School

April 1, 2022

LAFAYETTE

TOOLE DESIGN

THIS PAGE INTENTIONALLY LEFT BLANK

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change and have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

TOOLE DESIGN

1322 WEBSTER STREET
SUITE 208
OAKLAND, CA 94612

510.298.0740
TOOLEDESIGN.COM

SPRINGHILL ELEMENTARY SCHOOL
RAPID IMPLEMENTATION SCHOOL SAFETY PLAN

Introduction and Background Context

Toole Design was contracted by the City of Lafayette to study school safety issues and develop implementation plans to improve safety for students and caregivers walking, bicycling, and driving to and from the City's seven schools. In response to a heightened level of community concern about school-related traffic safety, this Rapid Implementation Safety Plan addresses these concerns by consolidating recommendations from past studies and public comments, adding new recommendations since these studies were completed, and prioritizing recommended projects so the most important safety improvements can be installed as soon as possible.

This report includes:

- A summary of relevant data and previous Safe Routes to School planning efforts
- A summary of the school site visits conducted with City of Lafayette staff, Transportation & Circulation Commissioners, Lafayette School District staff and community members
- Recommendations for short, mid- and longer term improvements to address safety and access

Data and Document Review Summary

Previously, the City of Lafayette completed two Safe Routes to School plans, including the 2013 Safe Routes to School Summary Report[1] and the 2020 Berkeley SafeTREC City of Lafayette Complete Streets Safety Assessment[2]. Additionally, the City of Lafayette Transportation & Circulation Subcommittee developed a summary report that includes public comments that identify safety issues and, in some cases, provide recommendations for safety improvements. Relevant points from each of these sources are summarized here to help inform the list of project recommendations.

2013 Safe Routes to School Summary Report

The 2013 Safe Routes to School Summary Report includes recommendations for Springhill Elementary School. At a high level, these recommendations include adding school zone crossing signs to existing crosswalks, adding yield lines at existing crosswalks, adding sidewalks where they are currently missing along Springhill Road and Quandt Road, and adding a raised crossing to the right turn slip lane from eastbound Springhill Road to southbound Pleasant Hill Road. This project included a review of these recommendations and additional refinements before including them in a new compiled recommendations list, shown in Table 1-7.

2020 Berkeley SafeTREC City of Lafayette Complete Streets Safety Assessment

The 2020 Berkeley SafeTREC City of Lafayette Complete Streets Safety Assessment provides recommendations to improve walking and bicycling in the City of Lafayette. To start, the assessment includes the following citywide recommendations to improve walking and bicycling:

[1] Available on the City of Lafayette website at: https://www.lovelafayette.org/home/showpublisheddocument/6437/637475310411830000
[2] Available on the City of Lafayette website at: https://www.lovelafayette.org/home/showpublisheddocument/6474/637516032395500000

- Advance limit lines (STOP bars) installed 4’ in advance of the crosswalk
- Corner curb extensions (hardscape)
- Interim curb extensions (using paint and flexible delineators)
- Crosswalk markings
- Leading pedestrian interval
- Center islands on side streets (hardscape)
- Left-side warning signs (in addition to existing right-side warning signs for pedestrian and/or bicyclist crossings)
- Left-side signs on medians (in addition to existing right-side warning signs where feasible)
- Upstream sightlines (restrict parking within 20’ of crosswalks – potentially installing curb extensions or bike corrals in these locations)
- Yield lines on multi-lane approaches in advance of crosswalks
- Directional curb ramps (rather than diagonal curb ramps)
- Pedestrian push-button accessibility
- Double yellow centerline 50 feet in advance of crosswalk
- Bicycle and motorcyclist detection on all actuated approaches to traffic signals
- Left-aligned sharrows in right turn lanes where width is insufficient to provide a full-width through bike lane
- Bicycle wayfinding signs

The assessment also identifies three focal areas for further investigation, one of which is the area surrounding Springhill Elementary School and Acalanes High School. At a high level, recommendations in this section include enhancements to existing crossings along Springhill Road and operational and accessibility improvements to the Springhill Road and Pleasant Hill Road intersection. This project included a review of these recommendations and additional refinements before including them in new compiled recommendations lists in Table 1-7.

Lafayette Transportation & Circulation Commission Subcommittee Report

In November 2021, the City of Lafayette Transportation & Circulation Subcommittee, led by Commissioner Wotherspoon, compiled a comprehensive report list of safety and access projects focused on Springhill Elementary School. This report includes an organized table of recommendations from previous safe routes to school reports including the 2013 and 2020 reports discussed above. The report was developed in consultation with the community and includes 42 additional public comment recommendations above and beyond recommendations from previous reports. These public comments generally included the following topics:

- Improving the Springhill Road and Pleasant Hill Road intersection with a raised crosswalk in the right turn slip lane, adding advance striping, narrowing the slip lane, removing the slip lane, adding leading pedestrian intervals, adding bollards to pedestrian island, and adjusting the signal timing
- Completing sidewalks on both sides of Quandt Rd and adding traffic calming to slow vehicles
- Adding flashing beacons to school zone speed limit signs on Pleasant Hill Road
- Adding a barrier to protect the sidewalk/path on the west side of Pleasant Hill Road between Reliez Valley Road and Springhill Road
- Splitting up student pickup and dropoff between the Briones Staging Area lot and the school parking lot
- Building out sidewalks on both sides of Springhill Road from Pleasant Hill Road to Brown Road
- Addressing queuing issues along Springhill Road with additional enforcement and traffic signing and striping

These recommendations were reviewed and incorporated in Table 1-7. The full list of recommendations from the report with detailed notes from this project team is included in Appendix B: Transportation & Circulation Commission Report Comment Responses.

Citywide Recommendations

Through review of these reports and public comments, some recommendations were categorized as citywide recommendations. These include:

- Increase Lafayette Police Department enforcement of traffic laws including no parking, no stopping, and no u-turns
- Develop Safe Routes to School example maps for each school showing optimal walking and biking paths
- Continue the crossing guard cost-sharing program
- Promote use of Street Story for reporting unsafe conditions or events
- Initiate additional school bus service
- Consider adopting a 15 MPH school zone speed limit

School Walk Audit Summary

The Toole Design team led walk audits with City of Lafayette staff, school staff, and student parents and caregivers on December 2, 2021. Participants expressed concerns, showed the project team where issues occur, and provided ideas for solutions. Recommendations from these walk audits are included in the recommendations section in Table 1-7, and the full notes from the walk audits are included in the Next Steps section.

Project Recommendations

A final list of recommendations was compiled using ideas from the 2013 Safe Routes to School Summary Report, the 2020 Berkeley SafeTREC City of Lafayette Complete Streets Safety Assessment, public comments in the Transportation & Circulation Commission Report, and 2021 walk audits. Recommendations are listed in Tables 1-7.

These recommendations are organized by short, mid, and longer-term improvements. Timelines for each project type are:

- Short-term: 0-6 months
- Mid-term: 6-12 months
- Longer-term: 1-3 years

Projects are also organized by medium or high-priority. The level of priority was assigned by the project team based upon an assessment of expected safety benefits and preferences expressed by community members. All ideas and suggestions provided to the team were considered. Some of these project ideas were not recommended due to transportation design best practices, construction infeasibility, or other existing project recommendations that better met the project safety goals.

Opinion of Probable Cost for Projects

A planning-level opinion of probable cost is included for each project in the recommendations table. However, there are not yet engineering drawings for these projects, so opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2021 dollars and were

assigned based on historical cost data from Caltrans Contract Cost Data. Cost opinions do not include mobilization, traffic control, erosion and sediment control; design; unanticipated easement and right-of-way acquisition fees; permitting, inspection, or construction management; engineering, surveying, geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A cost range has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Table 1. Short-term Projects on Springhill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP1	Short-term	High	Springhill Road (adjacent to school)	Install double-sided school warning signs	SafeTREC report Trans Circ Commission Report	$1,200
SP2	Short-term	High	Springhill Road/Martino Intersection	Mark STOP AHEAD in the southbound direction at the curve adjacent to existing stop ahead sign. Add pedestrian crossing signs to intersection.	SRTS summary report Trans Circ Commission Report	$2,800
SP3	Short-term	High	Springhill Road/ Pleasant Hill Road intersection	Install school crossing warning sign on porkchop island, in-line with crossing; relocate existing warning sign on right side of roadway to be in-line with crossing	SRTS summary report SafeTREC report Trans Circ Commission Report	$1,200
SP4	Short-term	High	Springhill Road/ Pleasant Hill Road intersection	Set back yield line in slip lane so that it is 20-30' in advance of crossing; install R1-5a YIELD HERE TO PEDESTRIANS sign to augment yield line	SafeTREC report Trans Circ Commission Report	$2,000
SP5	Short-term	High	Springhill Road/ Pleasant Hill Road intersection	Install detectable warning surfaces at all curb ramps where not currently present	SafeTREC report Trans Circ Commission Report	$4,100
SP6	Short-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Narrow slip lane by hatching shoulders and installing flexible delineator posts	Trans Circ Commission Report	$3,900
SP7	Short-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Adjust signal timing to provide additional time for children to cross Pleasant Hill Road (use 2.8 ft/s as walking speed); implement Leading Pedestrian intervals for both crossings. Provide time-of-day pedestrian recall for school pickup and dropoff times	SafeTREC report Trans Circ Commission Report	$1,000
SP8	Short-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Move "Observe Peds in Crosswalk" sign to face Pleasant Hill Rd. northbound traffic.	Trans Circ Commission Report	$1,000
SP9	Short-term	Medium	Sidewalk east of eastern school driveway	Install barricade or vegetation to prevent pedestrians and bicyclists from falling into roadway, due to large grade difference between sidewalk and roadway	Walk audit	$1,200
					TOTAL	**$18,400**

Table 2. Mid-term Projects on Springhill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP10	Mid-term	High	Springhill Road/ Pleasant Hill Road intersection	Install RRFB assemblies at slip lane crossing	Walk audit	$65,000
SP11	Short-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Narrow slip lane by constructing two truck pillows in advance of and after the crosswalk.	Trans Circ Commission Report	$80,300
SP12	Mid-term	High	Springhill Road/ Pleasant Hill Road intersection	Install raised crossing in slip lane	SRTS summary report SafeTREC report Trans Circ Commission Report	$13,800
SP13	Mid-term	Medium	Path on east side of school	Close gap between asphalt path and concrete sidewalk (behind Springhill neighborhood gateway sign)	Walk audit	$146,500
SP14	Mid-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Relocate northbound pedestrian push button to west side of porkchop island to reduce out of direction travel	SafeTREC report, Trans Circ Commission Report	$2,000
SP15	Mid-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Convert informal dirt/gravel head-in parking area south of the intersection on the west side of Pleasant Hill Road on school property into a paved, formalized drop-off lane	SRTS summary report Trans Circ Commission Report	$95,800
SP16	Mid-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Extend green light timing for eastbound Springhill Rd. Traffic from 8:15 - 8:40 & 2:40 - 3:05 M-F. Evaluate left turn phase length to reduce congestion. This will require detailed signal timing analysis.	Trans Circ Commission Report	$1,000
					TOTAL	**$404,400**

Table 3. Longer-term Projects on Springhill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP17	Longer-term	High	Springhill/ San Reliez Ct Intersection	Add a sidewalk on the south side of Springhill Road from San Reliez Ct west to Martino Rd and a new crosswalk on the south side of the San Reliez Ct intersection	SafeTREC report, Trans Circ Commission Report	$184,100
SP18	Longer-term	Medium	Briones Staging Area	Pave the pathway between Briones Park/ Lafayette Ridge Staging Area and the school and formalize the lot as a remote pick-up/drop-off area to ease congestion at the main school parking lot	SRTS Summary Report Site walk Trans Circ Commission Report	$27,800
SP19	Longer-term	Medium	Springhill Road (Pleasant Hill Road to San Reliez Ct.)	Build a sidewalk on the north side of Springhill Road from Pleasant Hill Road east to existing sidewalk at San Reliez Ct. Would require purchasing additional right-of-way	Trans Circ Commission Report	$528,000
SP20	Longer-term	Medium	Springhill Road/ Pleasant Hill Road intersection	Reconstruct intersection to remove eastbound right slip lane, widen sidewalk on the south side of Pleasant Hill Road between school east driveway and intersection	SafeTREC report Trans Circ Commission Report	$407,100
					TOTAL	**$1,147,000**

Table 4. Short-term Projects on Pleasant Hill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP21	Short-term	High	Pleasant Hill Road (Reliez Valley to Stanley)	Replace existing school zone speed limit signs with flashing beacon school zone speed limit signs and add speed feedback signs	Trans Circ Commission Report	$31,900
SP22	Short-term	Medium	Pleasant Hill Road and Reliez Valley Road Intersection	Install green-colored, dashed bicycle pavement markings to delineate bike lane crossing of eastbound to southbound right turn lane/merge lane	SRTS Summary Report	$10,800
SP23	Short-term	Medium	Hillview Lane between Quandt Road and Hillview Lane	Add low-cost walkway using striping and flexible delineators on west side of Hillview Lane along this section of Pleasant Hill Road that has no sidewalk	Trans Circ Commission Report	$8,400
SP24	Short-term	Medium	Quandt Road and Hillview Lane Intersection	Add a advance stop line and "STOP" stencil on Hillview Lane approach	SafeTREC report Trans Circ Commission Report	$1,000
					TOTAL	**$52,100**

Table 5. Longer-term Projects on Pleasant Hill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP25	Longer-term	High	Pleasant Hill Road (approaches to Springhill intersection)	Install PREPARE TO STOP signs with beacons on Pleasant Hill Road, activated when the signal is red or will cycle to red momentarily, in advance of intersection with Springhill Road	Trans Circ Commission Report	$26,000
SP26	Longer-term	High	Pleasant Hill Road (Reliez Valley to Springhill)	Reconstruct paved shoulder south of Reliez Valley Road on west side of roadway into shared-use path, like pathway with vegetation buffer to south.	Trans Circ Commission Report	$216,500
SP27	Longer-term	Medium	Pleasant Hill Road (Reliez Valley to Stanley)	Install Class IV separated bike lanes along Pleasant Hill	Site walk	$69,300
SP28	Longer-term	Medium	Pleasant Hill Road (Reliez Valley to Stanley)	Install Class I shared-use paths along Pleasant Hill Road	Site walk	$1,866,300
					TOTAL	**$2,178,100**

Table 6. Longer-term Projects on Quandt Road and Hillview Lane

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP29	Longer-term	Medium	Quandt Road (Pleasant Hill Road to Summit)	Close gaps in and formalize south side sidewalk, including traffic calming such as bulbouts, chicanes, etc.	Site walk Trans Circ Commission Report	$221,400
SP30	Longer-term	Medium	Quandt Road (Summit to Pipeline Trail)	Widen existing narrow asphalt path into formal, traditional sidewalk	Site walk Trans Circ Commission Report	$388,100
SP31	Longer-term	Medium	Hillview Lane between Quandt Road and Hillview Lane	Add a sidewalk on west side of Hillview Lane along this section of Pleasant Hill Road that has no sidewalk	Trans Circ Commission Report	$217,800
					TOTAL	**$827,300**

Table 7. Projects on LUSD Property

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
SP32	Short-term	High	School property	Install high-visibility crosswalk striping in school parking lots	SRTS summary report Trans Circ Commission Report	$25,000
SP33	Short-term	High	School property	Grind concrete sidewalk tripping hazard on south side of Springhill Road by west driveway.	Trans Circ Commission Report	$1,000
SP34	Short-term	Medium	School property	Assign school employee to staff gate adjacent to Briones Regional Park parking lot so that children can access school directly from lot	Trans Circ Commission Report	$1,000
SP35	Short-term	Medium	School property	Provide additional bike parking on west side of the school parking lot	SRTS Summary Report	$6,500
					TOTAL	**$33,500**

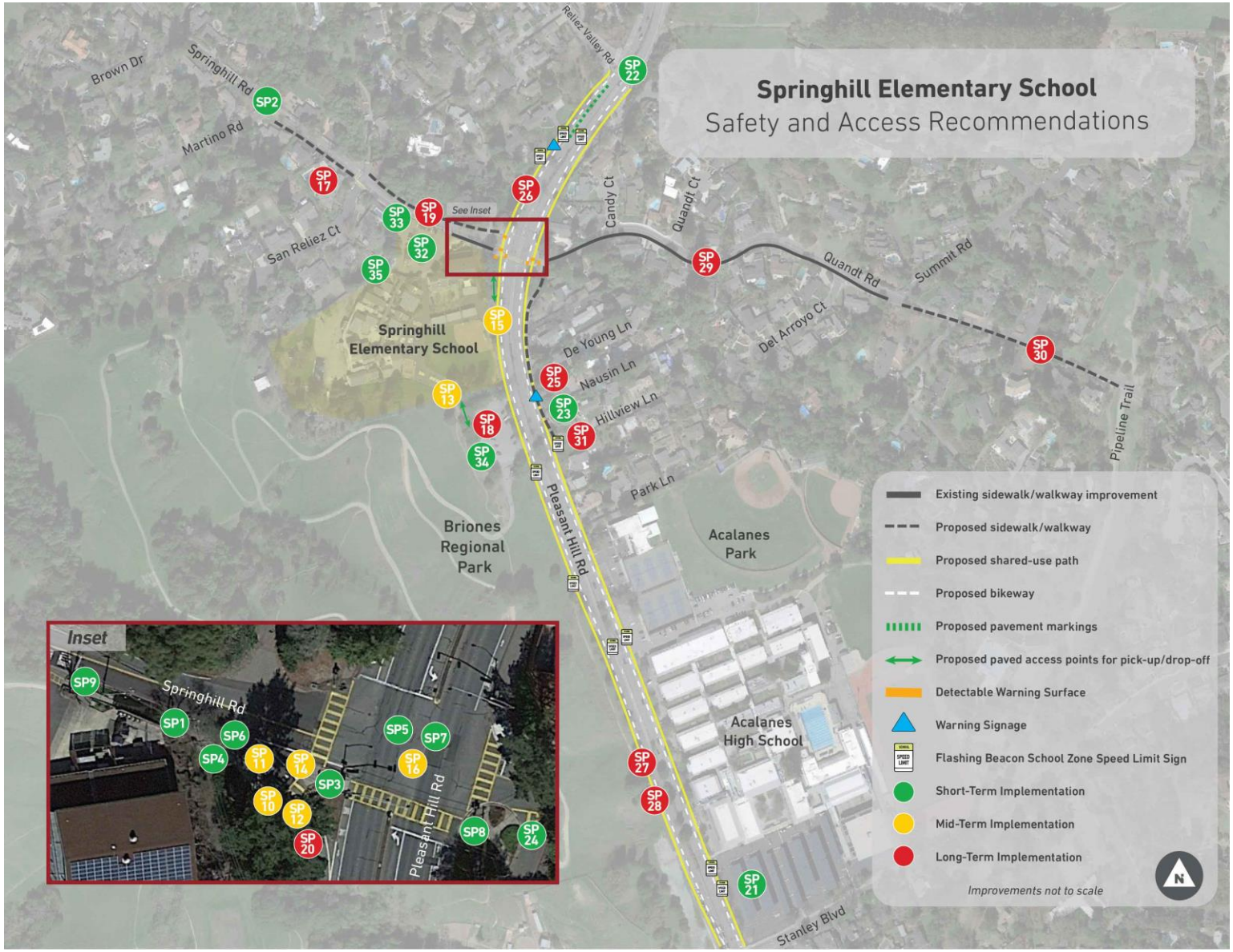
Table 8 below shows of summary of the recommended project costs by project area and implementation timeline.

Table 8. Summary of Recommended Project Costs

	Short-Term	Mid-Term	Longer-Term
Springhill Road	$18,400	$404,400	$1,147,000
Pleasant Hill Road	$52,100		$2,178,100
Quandt Road, Hillview Lane			$827,300
LUSD property	$33,500		
TOTAL	**$104,700**	**$404,400**	**$4,152,400**

Project Recommendations Map

The map below shows the recommendations color-coded by priority from the table above.



Next Steps

Lafayette community members are eager to see Safe Routes to School projects implemented. To meet these expectations, a proposed step-by-step project development process is provided below.

Step 1: Review and Approval
The prioritized recommendations in Table 1 will be reviewed by the Transportation & Circulation Commission and City Council to confirm the overall direction in the recommendations and consider funding needs.

Step 2: Funding and Implementation Plan
Once the reports have been reviewed and approved, City staff will develop a funding plan and timeline for implementation.

Step 3: Design and Construction
City staff will develop design plans for the highest priority projects. Simpler project solutions that do not require civil construction (e.g., signing, striping, flexible delineators and minor traffic signal equipment or traffic signal operational changes) will be advanced rapidly through existing City construction contractor procurement processes. In some cases, additional data collection and traffic analysis may be required to support these efforts.

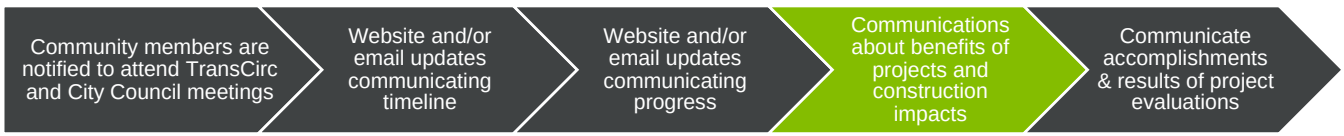
For projects that require civil construction (e.g., major reconstruction/re-construction of sidewalks, new curb and gutter, or other major roadway reconstruction designs) the design and construction process will likely include topographic survey and potentially evaluation of right-of-way which will lengthen the project development timeline and target construction date.

Step 4: Project Evaluation
After projects have been constructed, City staff will evaluate the effectiveness of the design interventions. Potential evaluation metrics may include decreasing vehicle travel speeds; increasing driver yielding compliance; increasing the number of students and caregivers walking, bicycling, and rolling to school; and reducing crashes. The timeline for evaluating each metric may be different. Ideally City staff will collect before data for the evaluation measure at each location, however, if this is infeasible due to the rapid installation of interventions, after-only results can provide useful conclusions about the effectiveness of constructed projects.

Ongoing Communications
Regular and ongoing communication with Lafayette community members is critical to public support of these projects. As staff resources allow for, monthly or bi-monthly updates on the City's website or via email will help keep stakeholders informed of the process. A dashboard showing the City's progress could be an effective way to demonstrate ongoing efforts.

Project Development Process

Sample Communications/ Public Engagement Process



Appendix A: School Site Visit Notes and Comments

General Comments & Observations

- Springhill Valley demographics are changing; there is currently a mix between aging adults and young families. There are 264 houses in the Springhill Valley Homeowners Association.
- There was a general comment that there has been an increase of bicyclists in northeast Lafayette. There needs to be more protected bicycle infrastructure that protects bicyclists 24/7, not just during school hours.
- There is interest in making the flatter areas of the neighborhoods more walkable and bikeable; people need to feel safe and comfortable walking and biking in order to change the culture away from driving.
- A participant observed that oftentimes the solution to encourage active transportation is not only new bicycle and pedestrian infrastructure, but also making it less convenient to drive (e.g., removing slip lanes).
- There are issues on school property but also on surrounding streets. One resident expressed interest in solutions along Springhill Road, Reliez Valley Road, Stanley Boulevard, and Quandt Road.
- The eastbound right slip lane at the intersection of Springhill Road and Pleasant Hill Road is a high-speed, low-visibility conflict zone between crossing children and vehicles which makes parents nervous. However, Springhill Road is the only entrance/exit to the neighborhood, and the Homeowners Association is concerned with removal of the slip lane, indicating that it could slow evacuation times.
- Springhill Elementary is served by one school bus which serves Reliez Valley Road, plus several special needs buses.
- There is interest in getting more kids on buses, although there isn't enough Measure J tax money for additional bus pass subsidies (parents currently pay about $1,000 per bus pass, and Measure J pays about $800 per pass).
- In the afternoon, the school packs as many cars as possible into the school loop to avoid spillover onto Springhill Road. The afternoon pick-up period is busiest from 2:40-2:45pm.
- There is interest in safe remote drop-off/pick-up locations near Springhill Elementary. Many parents already use the informal dirt parking lot on Pleasant Hill Road (just south of Springhill Road), the Briones Regional Park parking lot, and the cul-de-sacs on Quandt Road as remote drop-off/pick-up locations.
- Over the Thanksgiving recess, the City installed flexible delineator posts on the centerline of Springhill Road in front of the school to discourage drivers from stopping to drop-off/pick-up children there, causing other drivers to pass them in the opposing travel lane.
- Crossing guards are located at the intersections of Springhill Road and San Reliez Court and Springhill Road and Pleasant Hill Road (two guards at the latter). There is a crossing guard shortage and high turnover, which has resulted in inconsistent staffing, especially at the busy intersection of Springhill Road and Pleasant Hill Road.
- One of the crossing guards at Pleasant Hill Road indicated that aggressive rights on red, red light running, and poor right-turning vehicle yielding to pedestrians are the largest issues she sees.
- Residents also perceive red light running and poor driver yielding to pedestrians when making northbound/southbound right turns as major issues at the intersection of Springhill Road and Pleasant Hill Road.
- At Pleasant Hill Road, kids are competing with exhausted and frustrated drivers and high volumes of regional traffic (44,000 ADT was cited for Pleasant Hill Road), which is a dangerous situation. Pleasant Hill Road is designated a Route of Regional Significance by the Contra Costa Transportation Authority.
- There are concerns with a conflict zone in the southbound direction just south of the intersection of Springhill Road and Pleasant Hill Road where three conflicting movements interact:
    - Vehicles making northbound U-turns at the intersection
    - Vehicles making the eastbound right movement through the slip lane

    - Vehicles backing out of the informal parking area
- Congestion at the school results in cars frequently blocking the intersection with Pleasant Hill Road.
- There is poor visibility when exiting the Briones Regional Park parking lot.
- One resident shared that many drivers run the stop signs located at the intersection of Springhill Road and Martino Road.

Nearer Term Participant Recommendations

- There is interest in continuous enforcement to augment the recently installed flexible delineator posts in front of Springhill Elementary to discourage dangerous driving behavior. (The principal is currently temporarily enforcing the front of the school.)
- There is interest in additional school zone speed limit signage along Pleasant Hill Road.
- Double-sided warning signage at and in advance of school crossings would help increase visibility.
- There is interest in an additional school crossing warning sign on the porkchop island to increase driver awareness of the potential of children crossing the slip lane.
- The advance yield line in the slip lane should be shifted back so that it is 15 or 20 feet in advance of the crosswalk; R1-5a YIELD HERE TO PEDESTRIANS signage should be installed at the set back yield line. The school crossing warning signage should align with the crosswalk.
- There is interest in installing an RRFB at the crosswalk within the slip lane, and/or narrowing the slip lane with flexible delineator posts and thermoplastic/paint striping.
- Detectable warning surfaces should be added to all curb ramps at the intersection of Springhill Road and Pleasant Hill Road.
- There are concerns with the large grade difference between the roadway and narrow sidewalk just east of the eastern school driveway; residents recommended widening the sidewalk and/or installing a barrier (e.g., vegetation, fencing) to prevent children from walking/riding into the street.
- There is interest in closing the gap in the asphalt path on the east side of school behind the Springhill neighborhood gateway sign.
- Several pedestrian pushbuttons at the intersection of Springhill Road and Pleasant Hill Road are not accessible (i.e., too far from the crosswalk or located off of the paved sidewalk) and should be relocated.
- There are concerns that the east/west pedestrian walk phase at the intersection of Springhill Road and Pleasant Hill Road does not provide adequate time for slower pedestrians (e.g., small schoolchildren) to cross the street; there is interest in adjusting the signal timing.
- There is interest in the school opening the gate adjacent to the Briones Regional Park parking lot in the morning as well as the afternoon. The principal indicated that she prefers the gate is closed in the morning for school safety and security since she doesn't have staff to post at the gate.
- There is interest in larger barriers on the corners of the intersection of Reliez Valley Road and Pleasant Hill Road to prevent drivers from cutting corners.

Longer Term Participant Recommendations

- There is interest in installing separated bike lanes or shared-use paths along Pleasant Hill Road.
- There is interest in a speed hump or raised crossing in the slip lane at the intersection of Springhill Road and Pleasant Hill Road.
- There is interest in formalizing the Briones Regional Park parking lot as a remote drop-off/pick-up location, which requires coordination with the East Bay Regional Park District.
- The asphalt path on the west side of Pleasant Hill Road north of Springhill Road has a vegetation buffer for approximately 400 feet before the path becomes a paved shoulder with only an asphalt berm separating it from high-speed vehicle traffic. There is interest in either narrowing the roadway or pushing the path back away from the roadway to provide space for a more robust barrier (e.g., a guardrail).

- There is interest in closing sidewalk gaps on Quandt Road and upgrading a narrow asphalt walkway on Quandt Road east of Summit Road into a traditional sidewalk.
- One resident requested a more robust barrier between the sidewalk and roadway on Reliez Valley Road, plus smoother transitions at drainage infrastructure so bicycle tires don't get caught.
- There is interest in advance PREPARE TO STOP signage with beacons on Pleasant Hill Road, activated when the signal will be or already is red, in advance of the intersection with Springhill Road, given that visibility is poor with the horizontal curve.