

RAPID IMPLEMENTATION SCHOOL SAFETY PLANS

Acalanes High School



April 26, 2022



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.

ACALANES HIGH 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 Report¹ and the 2020 Berkeley SafeTREC City of Lafayette Complete Streets Safety Assessment². The City has also received 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 focused on Lafayette Elementary School and Springhill Elementary School and did not include specific recommendations for Acalanes High School.

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:

- 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

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>

- 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 Stanley Boulevard, operational and accessibility improvements to the Deer Hill Road/Stanley Boulevard and Pleasant Hill Road intersection, and consideration of the two-way cycle track project being led by the Safe Routes to Acalanes High School nonprofit organization. This Rapid Implementation Safety Plan included a review of these recommendations and additional refinements before compiling them into a new list of recommendations in Table 1-7.

Summary of Public Comments

A total of five (5) public comments from one (1) individual were received about the Acalanes High School area. These comments included the following topics:

- Adding guard rail to the sidewalk on the north side of Stanley Blvd between the school's eastern-most driveway and the driveway to the Springbrook Pool/parking area
- Adding speed bumps on Stanley Blvd
- Adding an additional crosswalk at the Stanley Blvd and Camino Diablo intersection
- Removing dirt and debris from the sidewalk weekly
- Adding better marking at the driveway to the Springbrook Pool/parking area

These comments were considered along with the recommendations from the 2020 SafeTREC assessment to create a new refined list of recommendations included in Table 1-7 of this plan.

Copies of each public comment email are included in Appendix B: Public Comments.

Citywide Recommendations

Through review of these reports and public comments, some recommendations were categorized for citywide application. 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

Toole Design led walk audits and stakeholder meetings with City of Lafayette staff, Transportation & Circulation Commissioners, Lafayette school District staff and community members on January 25 and 26, 2022. Participants expressed concerns, showed the project team where issues occur, and provided ideas for solutions. Recommendations from these walk audits are included in Table 1-3, and the full notes from the walk audits are included in Appendix A: School Site Visit Notes and Comments

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 received via email, 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 based on an assessment of expected safety benefits and support 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, cost, or other 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 Stanley Boulevard

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC1	Short-term	High	West parking exit driveway	Add vertical delineators to prohibit right-turn movements from the left-turn only lane	Walk audit	\$1,400
AC2	Short-term	Medium	Stanley Blvd between Pleasant Hill Rd and Camino Diablo	Consider lowering speed limit from 25MPH all-day limit to 15MPH during school hours	Walk audit	\$1,000
AC3	Short-term	Medium	Driveway to Springbrook Pool / AHS overflow parking area	Yellow ladder crosswalk marking	TransCirc Commission Report	\$1,000
AC4	Short-term	Medium	School speed limit sign near Happy Days	Improve visibility of existing sign near Happy Days driveway by moving it from utility pole to post near curb.	TransCirc Commission Report	\$1,000
AC5	Short-term	High	Camino Diablo intersection	Add crosswalks on all intersection legs and move advance limit line back from intersection "box" on Stanley Blvd west side and Camino Diablo south side	Walk audit	\$66,900
					TOTAL	\$71,300

Table 2. Mid-term Projects on Stanley Boulevard

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC6	Mid-term	High	East of the exit-only school driveway	Add a raised crosswalk with RRFBs	Walk audit	\$128,300
AC7	Mid-term	Medium	Stanley Blvd between east school driveway and EBMUD easement (portion with retaining wall on the north side of the street)	Restripe the roadway with 10 foot lanes, striping an edgeline on the north side of the street approximately 3 feet away from the flowline and placing vertical delineators on the edgeline. This will shift vehicle traffic slightly away from the sidewalk on the northside of the street.	Walk audit, TransCirc Commission Report	\$13,000
AC8	Mid-term	Medium	Segment between Pleasant Hill Road and Camino Diablo	Add speed humps to slow vehicle traffic	Walk audit	\$18,720
AC9	Mid-term	Medium	EBMUD trail location	Improve the visibility of pedestrians crossing at the EBMUD pipeline trail by adjusting existing fence and trimming vegetation	TransCirc Commission Report	\$5,200
					TOTAL	\$165,220

Table 3. Longer-term Projects on Stanley Boulevard

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC10	Longer-term	High	East side of enter-only school driveway	Add a raised crosswalk with RRFBs. There will need to be a sidewalk built on the south side of Stanley Blvd to connect to this crosswalk which will be very challenging due to the limited right-of-way and large trees adjacent to the roadway.	Walk audit	N/A
AC11	Longer-term	High	EBMUD dirt strip on the south side of Stanley Blvd	Build a sidewalk in the existing parking area adjacent to the fence on the south side of the street and add a crosswalk with new curb ramps and RRFBs to cross Stanley Blvd.	Walk audit, TAR	\$178,400
AC12	Longer-term	Medium	West Stanley Blvd driveway of gas station on southwest corner of Pleasant Hill Road and Stanley Blvd intersection	Conduct study to remove corner driveway to reduce driveway conflicts with pedestrian crossings and turning vehicles	Walk audit	N/A
AC13	Longer-term	Medium	Sidewalk on the north side of Stanley Blvd by the track	Conduct a study to widen the northside sidewalk using a new retaining wall and maintaining the existing location of the curb and gutter. This is likely a very challenging project that would require the removal of multiple old-growth trees immediately adjacent to the existing retaining wall as well as relocating or undergrounding utilities.	Walk audit	N/A
AC14	Longer-term	Medium	Stanley Blvd between east school driveway and EBMUD easement	Conduct a study to widen sidewalk on north, shift centerline south to create (2) 10 foot lanes, stripe fog line to provide greater separation from cars for pedestrians on sidewalk and bicyclists. This is likely a very challenging project that would require removing and replacing the existing curb and gutter and reprofiling and repaving the roadway.	Walk audit, TransCirc Commission Report	N/A
					TOTAL	\$178,400

Table 4. Short-term Projects on Pleasant Hill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC15	Short-term	High	Existing school zone speed signs	Add flashing beacons timed with school schedule. Consider adjusting time of flashing beacons during exam weeks when bell schedule is different.	Walk audit	\$15,600
AC16	Short-term	High	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Install advance limit lines 4' before crosswalks.	SafeTREC Report	\$3,000
AC17	Short-term	High	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Install school zone yellow ladder crosswalk markings at all crossings.	TransCirc Commission Report	\$3,000
AC18	Short-term	Medium	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Trim vegetation covering S5-1 School Speed Limit Sign when Children Present near Shell Station	TransCirc Commission Report	\$1,300
AC19	Short-term	Medium	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Adjust signal timing to reduce wait times for pedestrians crossing Pleasant Hill Road.	Walk audit, SafeTREC Report	\$1,000
					TOTAL	\$23,900

Table 5. Mid-term Projects on Pleasant Hill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC20	Mid-term	Medium	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Install red light cameras	Walk audit	\$130,000
AC21	Mid-term	Medium	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Reassign the westbound right turn lane as a thru/right lane and make the two outside lanes left turn only (currently the middle lane is a thru/left)	Walk audit	\$7,600
AC22	Mid-term	Medium	Pleasant Hill Road School Driveway south of tennis courts	Conduct a traffic circulation study to determine whether the driveway could be converted to a one-way out to create a loop OR if there are striping or channelizing improvements that can be made to the current two-way configuration	Walk audit	\$6,700
AC23	Mid-term	High	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection - Southeast Corner	Replace pedestrian call button with large low-force button.	SafeTREC Report	\$1,300
AC24	Mid-term	High	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection - Southwest Corner	Extend sidewalk to mast arm pole. Replace pedestrian call button with large low-force button.	SafeTREC Report	\$10,900
					TOTAL	\$156,500

Table 6. Long-term Projects on Pleasant Hill Road

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC25	Longer-term	Medium	Pleasant Hill Rd	Redesign the portion of Pleasant Hill Road that is a designated Pedestrian Priority Street by CCTA to reduce vehicle speeds and improve pedestrian crossings	Walk audit	N/A
AC26	Longer-term	Medium	Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection	Continue design of the multi-use path on Pleasant Hill Road that will run from Stanley Boulevard to Mount Diablo Boulevard. Requires connections at Stanley Blvd and Mt. Diablo and exclusive signal phase and intersection markings. Safe Routes to Acalanes estimates this is a \$3 to \$4 Million project	SafeTREC Report Safe Routes to Acalanes	N/A
					TOTAL	N/A

Table 7. Projects on LUSD Property

ID	Implementation Timeline	Priority	Location	Draft Recommendation(s)	Source	Cost Estimate
AC27	Short-term	Medium	AHS Grounds	Install bike racks near Performing Arts Center for students biking from north. (Bike racks are across parking lot by field.)	TransCirc Commission Report	\$1,300
AC28	Short-term	Medium	School exit driveway	Replace the faded "WRONG WAY" signs	Walk audit	\$1,000
AC29	Short-term	High	All school driveways	Refresh the crosswalk striping across driveways	Walk audit, TransCirc Commission Report	\$5,500
AC30	Short-term	Medium	School parking lots	Add marked crosswalks within parking lot	Walk audit	\$3,600
					TOTAL	\$11,400

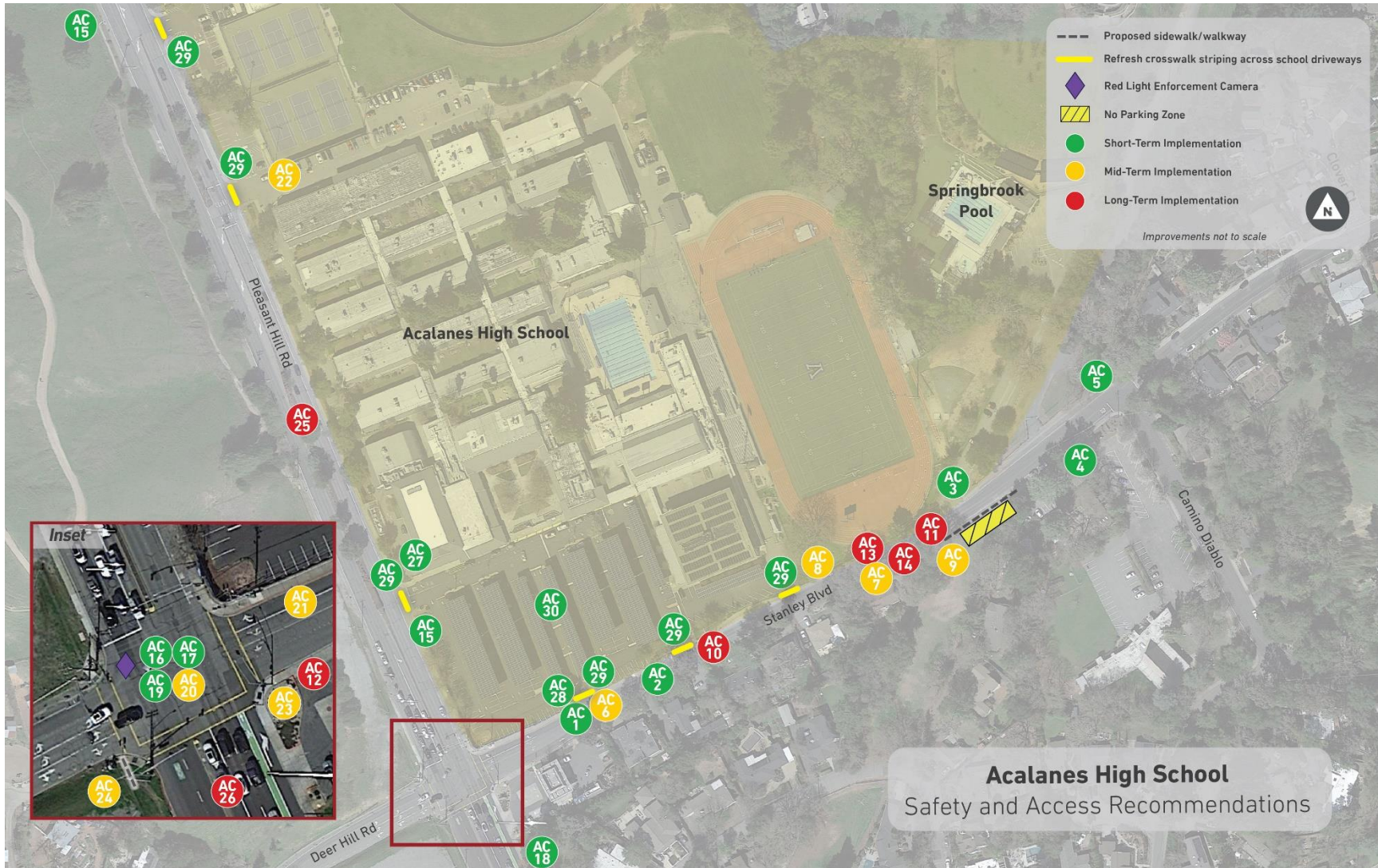
Table 8 below shows of summary of the recommended project costs by project area and implementation timeline.

Table 8. Summary of Recommended Project Costs

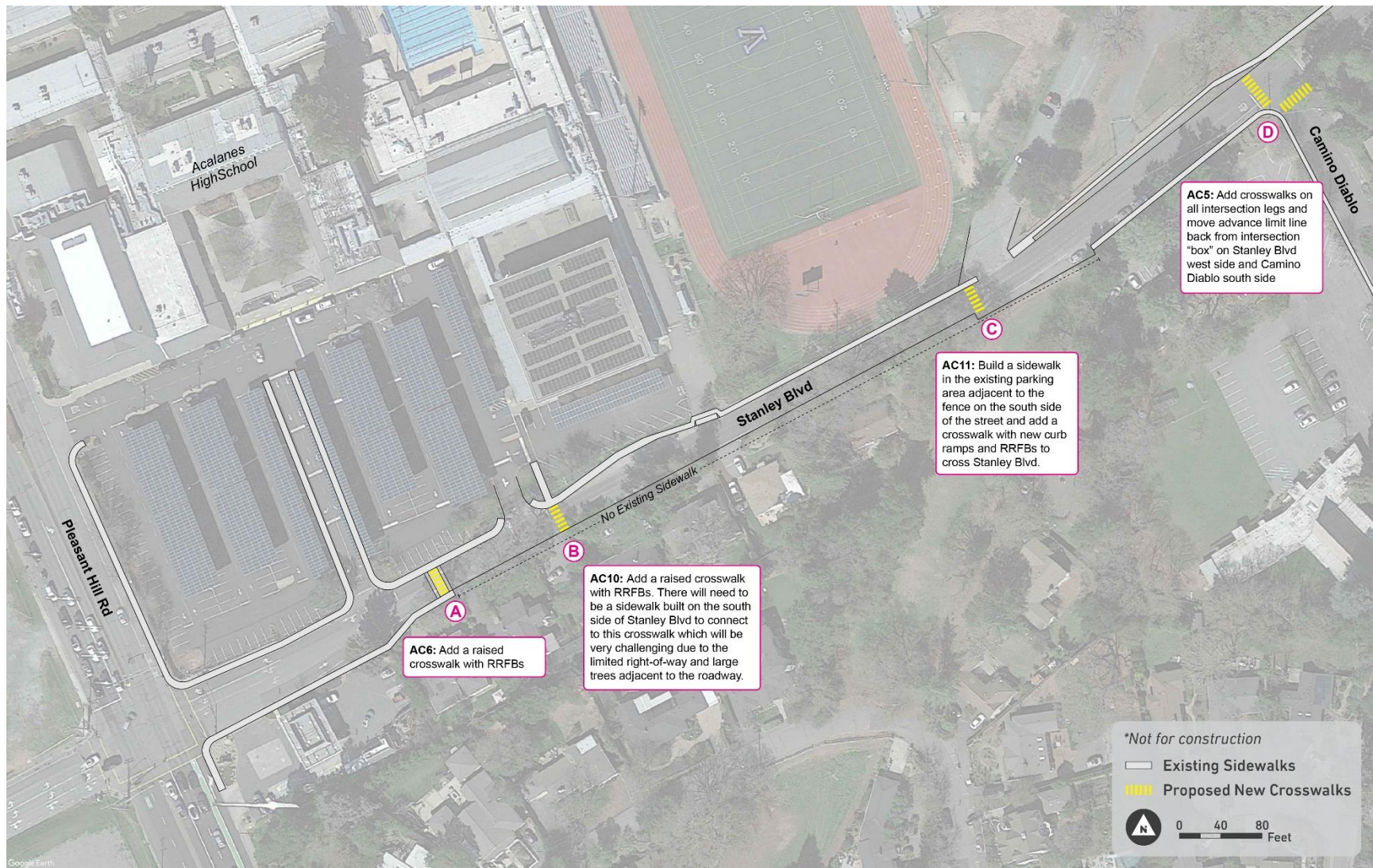
	Short-Term	Mid-Term	Longer-Term
Stanley Blvd	\$71,300	\$165,220	\$178,400
Pleasant Hill Road	\$23,900	\$156,500	N/A
LUSD property	\$11,400		N/A
TOTAL	\$292,000	\$339,920	\$178,400

Project Recommendations Map

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



Additionally, each crosswalk proposed along Stanley Boulevard is shown in the map below.



Recommendations AC5 and AC6 were included in the short-term and mid-term projects tables because both locations have existing sidewalks on both sides of Stanley Blvd so they could be built more quickly than the other locations. Recommendations AC10 and AC11 are included in the longer-term projects list because both require new sidewalk to be built on the south side of Stanley Blvd in locations with constrained right-of-way.

Next Steps

Lafayette community members are eager to see Safe Routes to School projects constructed. 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

- There are ~1,250 students enrolled at Acalanes this year, but in years past enrollment has been as high as 1,400.
- There are concerns about speeding, safety, and driver frustration during pickup and drop-off on Stanley Blvd.
- The group observed long queues backing up in both directions on Stanley Blvd between Pleasant Hill Rd and Camino Diablo during both pick-up and drop-off.
- The group observed parents/caregivers dropping off students at the Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection to avoid driving into the congested campus area. Students crossed the intersection in the crosswalks at the intersection but after walking east of the intersection most students tended to cross at various uncontrolled locations across Stanley Blvd along the frontage of the school parking lot. This was a cause of concern for the principal, superintendent, parents, and other participants.
- The parking lot's exit is striped with one lane for southbound right turns and one lane for southbound left turns. Multiple drivers made a right turn onto westbound Stanley Blvd from the left turn lane, causing them to briefly enter the opposing traffic lane. There are two left turn lanes on westbound Stanley Blvd at the Pleasant Hill Rd intersection and the outside lane tends to be open even when the other is fully occupied so there is an incentive to turn right from the left turn lane of the school exit driveway when there are gaps in traffic. Some parents wanted to formalize this maneuver and make it safer. Others thought the exit should be designed to not allow this maneuver.
- There is concern that the long pedestrian wait times between pedestrian "walk" indications may be encouraging people to cross against the signal. Participants asked Public Works Director, Mike Moran, to review the signal timing at Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd.
- It was noted the many parents/caregivers drop off students at the church at the corner of Stanley Blvd and Camino Diablo, or on the surrounding streets, to avoid some of the congestion at the front school entrances.
- The principal proposed that Stanley Blvd could be closed to vehicles and be open to walking and bicycling between the school entrances and Camino Diablo during pick up and drop off times.
- Participants wanted to explore the opportunity of using the gravel parking lot between the EBMUD easement and the track on the north side of Stanley Blvd as a one-way pick up and drop off loop.
- Participants wanted to explore the opportunity of using the staff parking area on the north side of the school as a one-way pick up and drop off loop, making the south driveway on the south side of the tennis courts one way out only.
- Parents requested that the sidewalk on the north side of Stanley Blvd by the track be widened.
- Parents noted that the parking lot operations are hectic with no clear walking paths towards the school, and tight parking spaces to maneuver in and out of. One parent stated that there have been numerous fender bender crashes between students in the parking lot.
- There are concerns about drivers running the red light at the Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection.
- Acalanes HS will be changing the start time to be 8:30/9:00AM to comply with the new state law requiring later HS start times in California.
- A parent noted that drop off seems to be more hectic on the early start time days (Tuesday and Thursday). Later start time days on Monday, Wednesday, and Friday seem to be less hectic.
- A number of participants noted that Springhill Elementary students walk and bike on campus behind the school to get to Springhill and avoid Pleasant Hill Rd. TransCirc Commissioner Wotherspoon asked if this could this be formalized.

- A parent asked if we could count the number of students walking to Springhill Elementary from Stanley Blvd area.
- A participant mentioned she asks her grandchildren to walk on Quandt Street to get to Springhill Elementary even though it is out of direction because it feels safer. She also mentioned she spoke with the developer of the property across the street from Acalanes HS and they are willing to consider adding an electric shuttle as part of their development to assist students getting around the area.
- A parent wondered how we could encourage carpooling, potentially with an app.
 - Mike Moran shared that CCTA already has a program.
 - Superintendent Nickerson and Principal Eric Shawn noted that carpooling is challenging because many students cannot legally have other minors in the car with them during the first year of their driver's license. On top of that, many students have different school schedules, so it makes it more challenging to work well.
- Commissioner Wotherspoon noted that the County Connection bus does not accommodate the staggered schedule and there is only one bus that runs a before school route and one after school route. It is not used much.
 - The commissioner also mentioned that students can get a free transit pass.
 - The afternoon bus driver for the county connection route said he gets 25-30 students riding in the afternoon except on Wednesdays, when it is closer to 15 students.
 - The bus left at 3:18pm (school gets out at 3:05pm).
- Consider how we could present the issues and ideas to the Lafayette youth commission to get feedback from the students.

Nearer Term Participant Recommendations

- Add a pedestrian crossing of Stanley Blvd somewhere between Pleasant Hill Road and Camino Diablo. The best candidate location appeared to be on the east side of the entrance only driveway where there is a sidewalk leading into the school. Participants wanted to see a raised crosswalk and RRFBs at this location to ensure drivers yield to students crossing. This location was the most highly used crossing in the afternoon.
- Add crosswalks on all legs of the Stanley Blvd and Camino Diablo intersection (there is currently only a crosswalk on the east leg).
- Add vertical delineators at the Stanley Blvd west parking exit driveway to keep drivers from making a right turn from the left only exit lane.
- Add school zone speed limit signs on Stanley Blvd.
- Add flashing beacons to existing school zone speed limit signs on Pleasant Hill Blvd. Consider adding actual times to the sign as well instead of "when children are present."
- Add a red light camera to the Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection.
- Consider tweaking the signal timing at Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection in the afternoon. Maybe also look at changing the school signal timing during final exams in December and May because students all get out at 12:30 but the signals are still timed for them to get out at 2:30/3:00.
- Consider a pedestrian scramble phase at the Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection.
- Sign the dirt strip on the south side of Stanley Blvd by the East Bay Mud easement as no parking. Add a new pedestrian crossing at this location with appropriate warning signage.
- Consider reassigning lanes at the Pleasant Hill Rd and Deer Hill Rd/Stanley Blvd intersection to make the westbound right turn lane a thru/right lane and making the two outside lanes left turn only (currently the middle lane is a thru/left).
- Replace the faded "WRONG WAY" signs at school exit driveway on Stanley Blvd.
- Refresh the crosswalk striping across all school driveways along Stanley Blvd.

Longer Term Participant Recommendations

- It was noted that Pleasant Hill Road in the vicinity of the schools is a pedestrian priority street in the CCTA Countywide Bicycle and Pedestrian Plan. Participants wondered if this meant the section could be considered and designed differently to include reduced speeds, traffic calming, and additional pedestrian crossings.
- Widen the sidewalk on the north side of Stanley Blvd by the track.

Appendix B: Public Comments



CITY OF LAFAYETTE Transportation Action Request Form

Before filling out this form, read the back of this sheet. Please print. Return to the
Engineering Services Division, City of Lafayette, 3075 Mt. Diablo Blvd. Ste. 210, Lafayette, CA 94549

Name Lisa Williams Organization (if applicable) _____
Date 2/9/21 Day Tel. 925 785-2675 Ext. Tel. () _____ Email Lisavilliams@gmail.com
Mailing Address 1181 Pleasant Hill Circle City Lafayette # 94549

Location of Problem (Give street name and cross street or other locational information.) Please include a simple map showing the location.

Stanley Blvd. between Pleasant Hill Road and Camino Diablo.

Description of Problem (speed, sight distance, traffic signal, crosswalk, bike lanes, walkways, on-street parking, etc.) Attach a sketch, if needed, to clarify the problem. pedestrian safety issue.

Speed on this road, narrow street with ~~only~~ one sided side walk, cars coming out of 3 different drive-ways at different directions. Additional cross-walk needed.

Suggested Change or Improvement (signs, guard rails, traffic signal, pruning, pavement marking, speed enforcement, prohibit parking, etc.)

Guard rail at sidewalk, speed bumps to slow cars down, additional cross walk at Stanley Blvd. and Camino Diablo, weekly blowing of sidewalk, better markings at exit/entrance of parking area by Springbrook pool.

Location Map Attached Sketch of Problem Area Attached Photos Attached (if required)

FOR STAFF USE ONLY

Date Received _____ Tracking Number _____

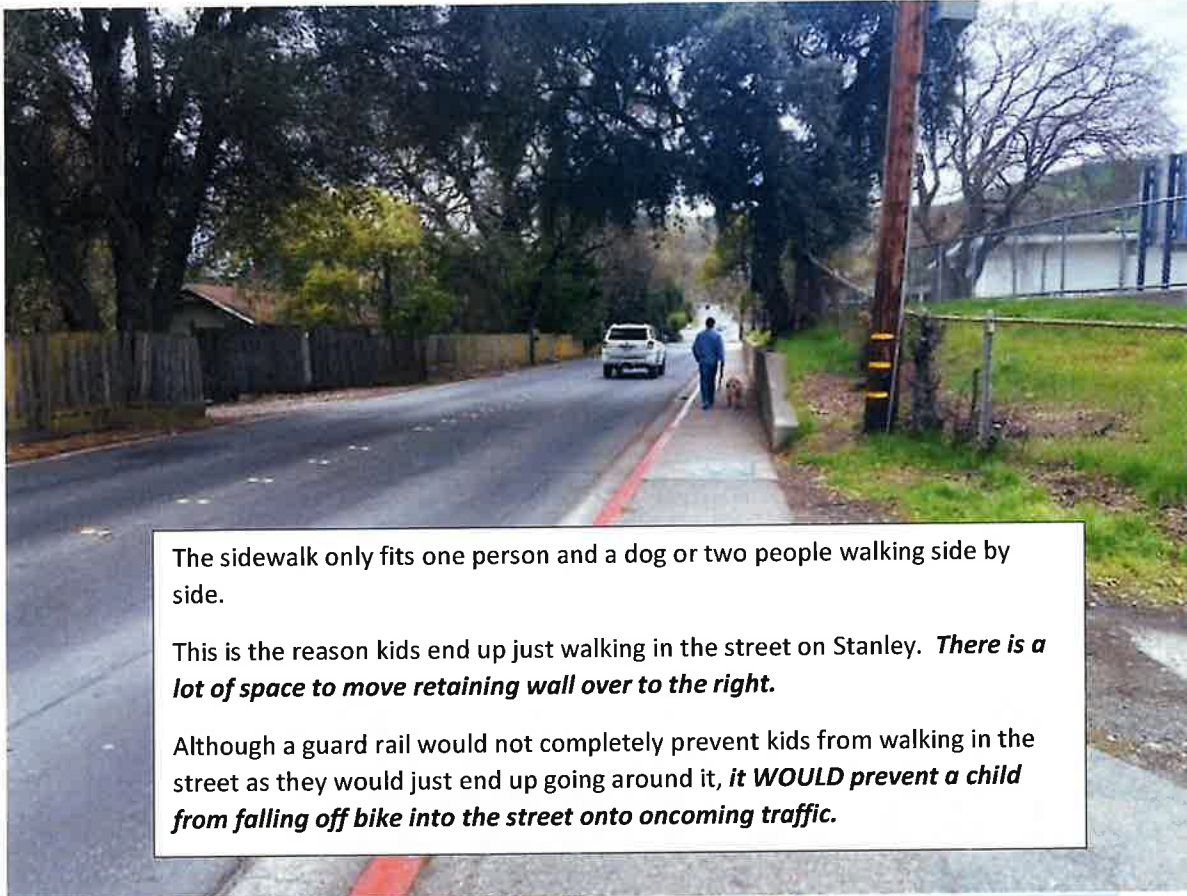
Staff Review Action: Administrative Forward for Engineer Review Forward to Circulation Commission

Action Taken: Staff Action Circulation Commission Action City Council Action

W/O Requested on: _____ Applicant Notified of Outcome: _____ Completed on: _____

Transportation Action Request Form – 2/9/2021

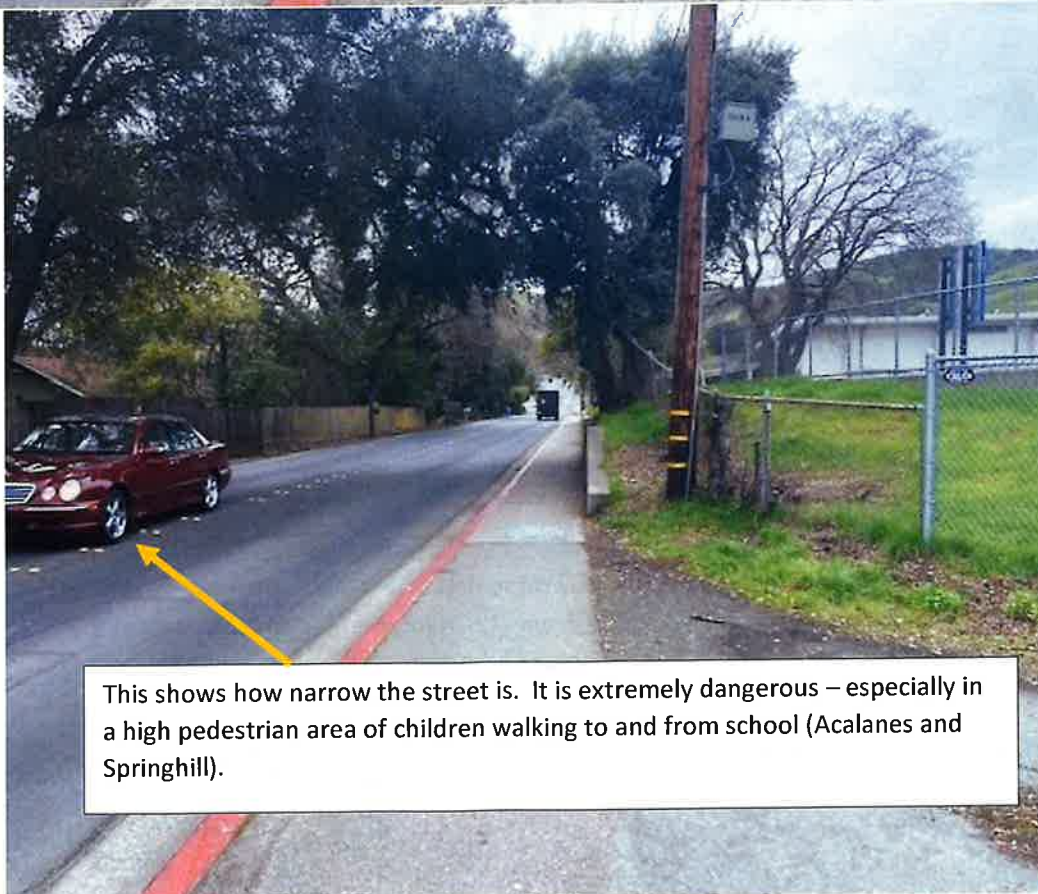
Stanley Blvd. stretch between Pleasant Hill Road and Camino Diablo



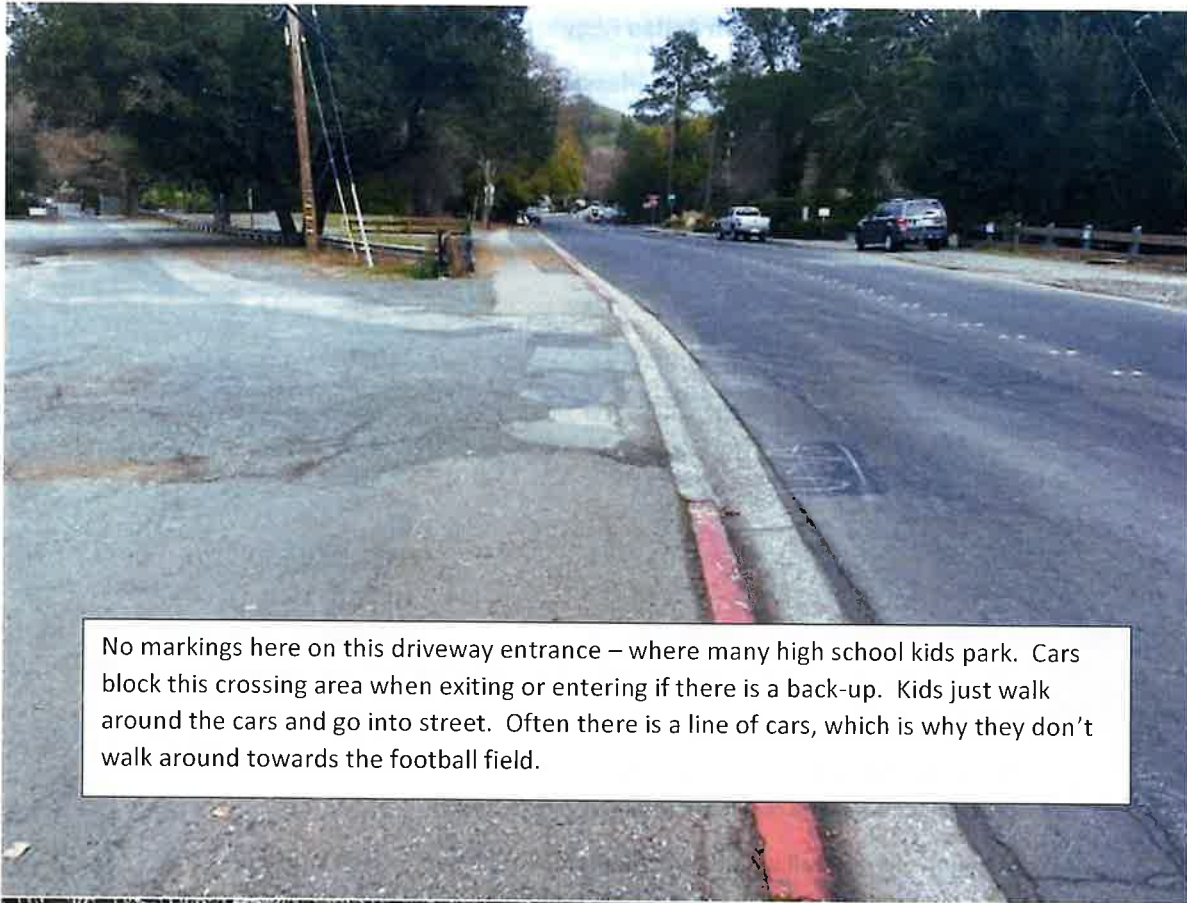
The sidewalk only fits one person and a dog or two people walking side by side.

This is the reason kids end up just walking in the street on Stanley. ***There is a lot of space to move retaining wall over to the right.***

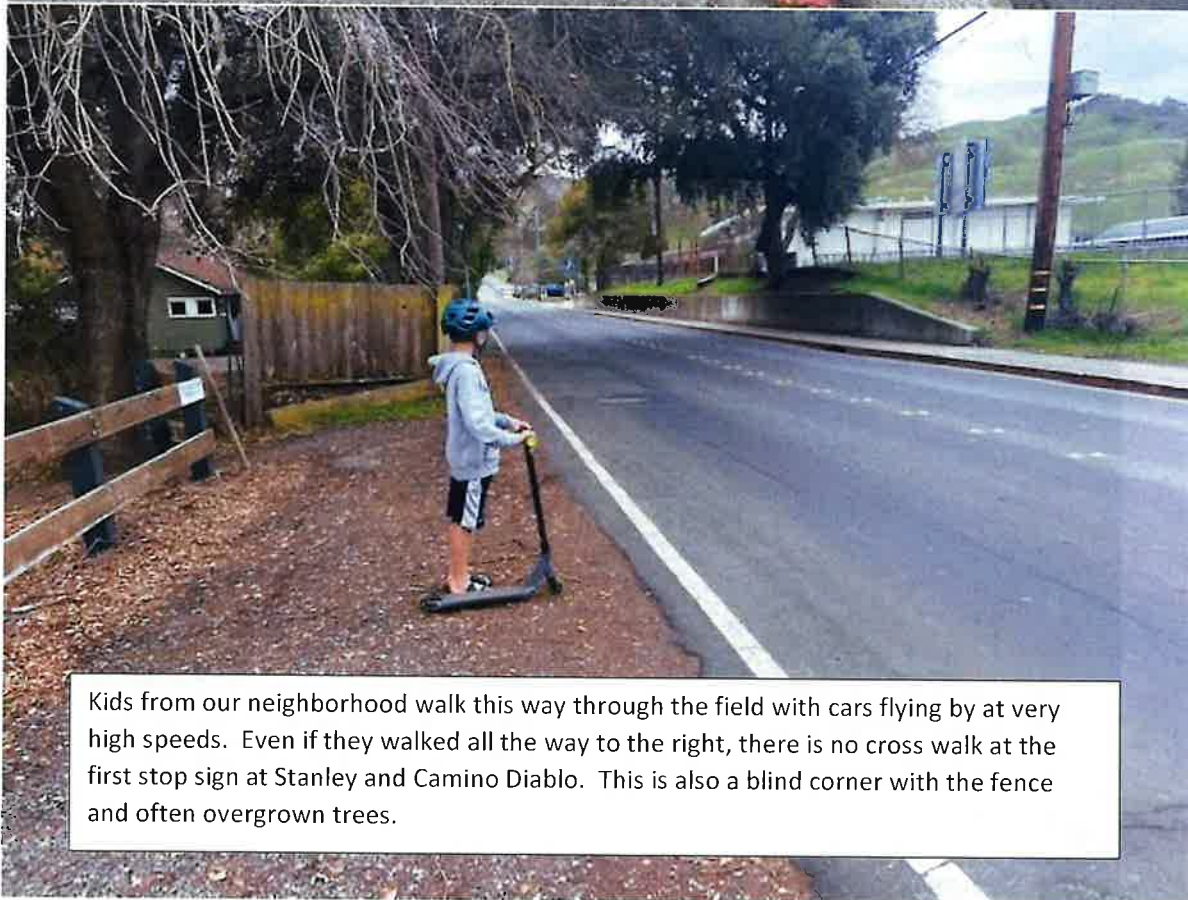
Although a guard rail would not completely prevent kids from walking in the street as they would just end up going around it, ***it WOULD prevent a child from falling off bike into the street onto oncoming traffic.***



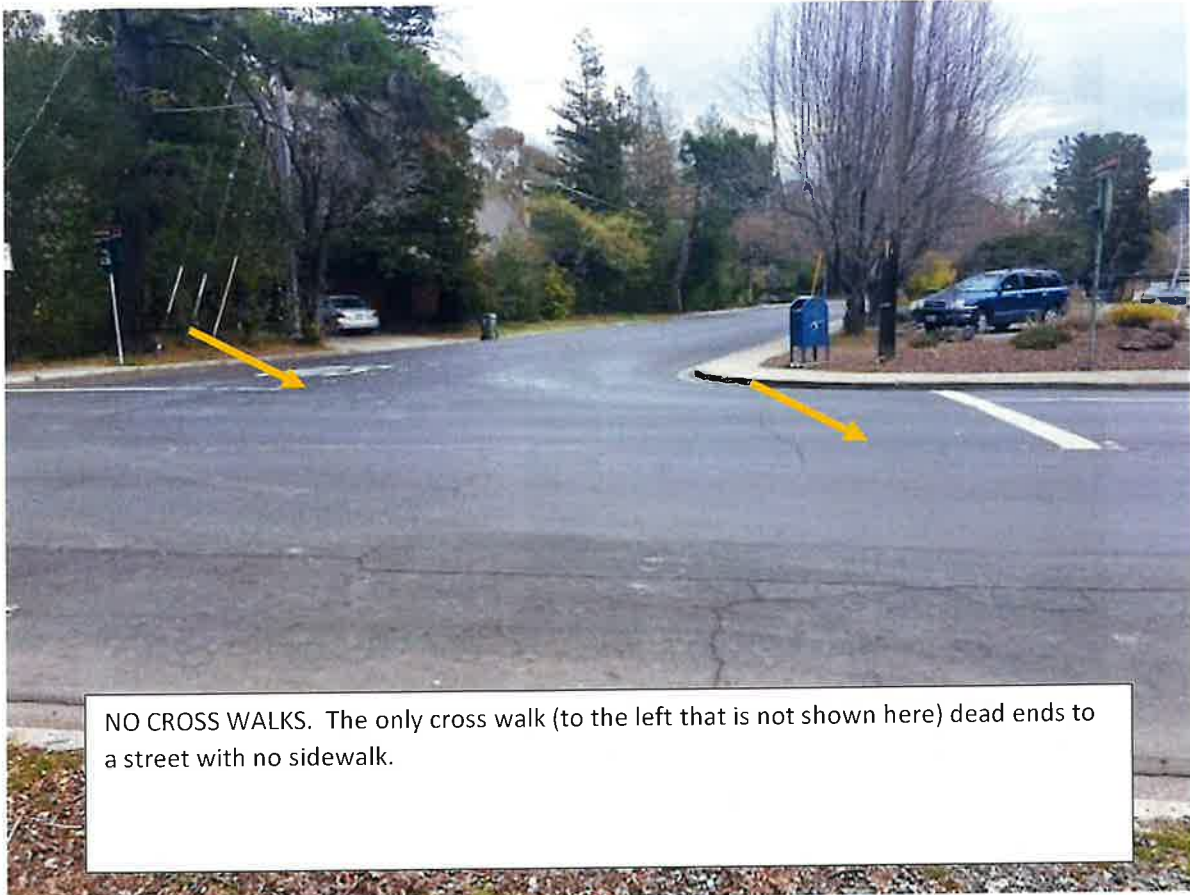
This shows how narrow the street is. It is extremely dangerous – especially in a high pedestrian area of children walking to and from school (Acalanes and Springhill).



No markings here on this driveway entrance – where many high school kids park. Cars block this crossing area when exiting or entering if there is a back-up. Kids just walk around the cars and go into street. Often there is a line of cars, which is why they don't walk around towards the football field.



Kids from our neighborhood walk this way through the field with cars flying by at very high speeds. Even if they walked all the way to the right, there is no cross walk at the first stop sign at Stanley and Camino Diablo. This is also a blind corner with the fence and often overgrown trees.





Speed bump #1 would be best here as this is where cars pick-up speed coming at a downward slope from Pleasant Hill Road and also where the sidewalk begins/ends.

Speed bump #2 should be before or after the overflow parking/Springbrook pool entrance.

In 2007 there was a horrific tragic accident on Stanley Blvd. The car was coming from Walnut Creek. I have witnessed cars many times, FLYING down this stretch on Stanley at TOP speeds! We need to slow these cars down to keep these kids safe.

“One witness said he followed Caspillo on his motorcycle in the seconds before the crash and matched speeds with the **BMW at 65 mph** crossing the intersection of Camino Diablo. O’Connell said the driver of the BMW was coming from a business meeting in Walnut Creek. It was his birthday, and he was on his way to meet someone. In an effort to circumvent traffic, he was recklessly speeding down side roads, rolling through stop signs and using his on-board navigation system for directions that led him on a circuitous route through Lafayette’s side roads.”

**Appendix C: Safe Routes to Acalanes High School Bicycle/Pedestrian Path
City Council Presentation Materials**

Safe Route to Acalanes High School

Bicycle/Pedestrian Path
along Pleasant Hill road
under Highway 24

sustainable  lafayette



Safe Routes To Acalanes Team

Eric Law - Project Lead

Lauren McCabe Herpich - Communications

Robert Lyman - Engineering Oversight

Angela Ristow - Fundraising

Peter Drevno - Fundraising

Project started October 2017



Goals

Extend the path from Old Tunnel/Mt Diablo to Stanley/Deer Hill

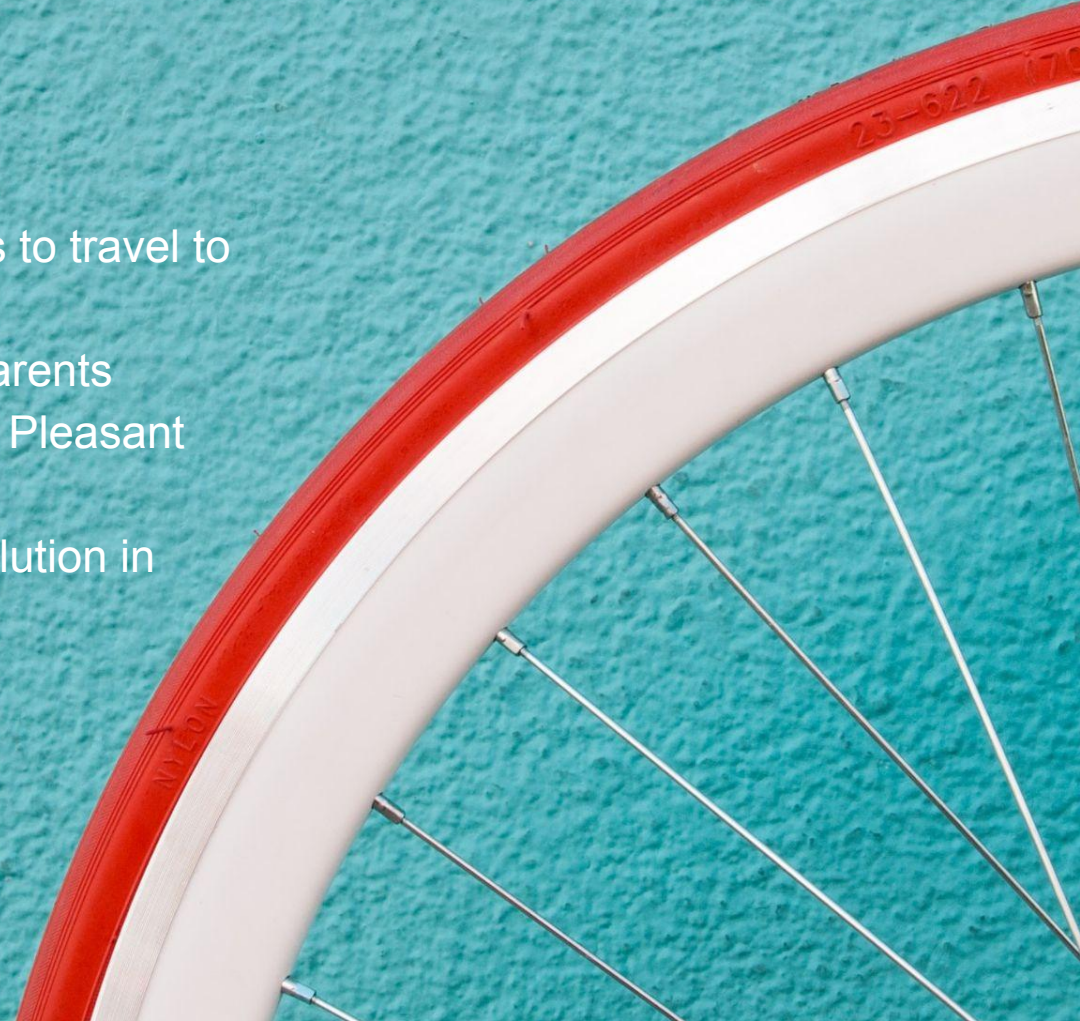
- Provide a safe route to Acalanes High School
- Provide a safe route for North Lafayette students to bike to Stanley
- Connect North Lafayette to the Lafayette/Moraga Trail
- Continue the bicycling/walking mentality that we have to Stanley



Conceptual images by Robert Lyman of Johnson Lyman Architects

Benefits

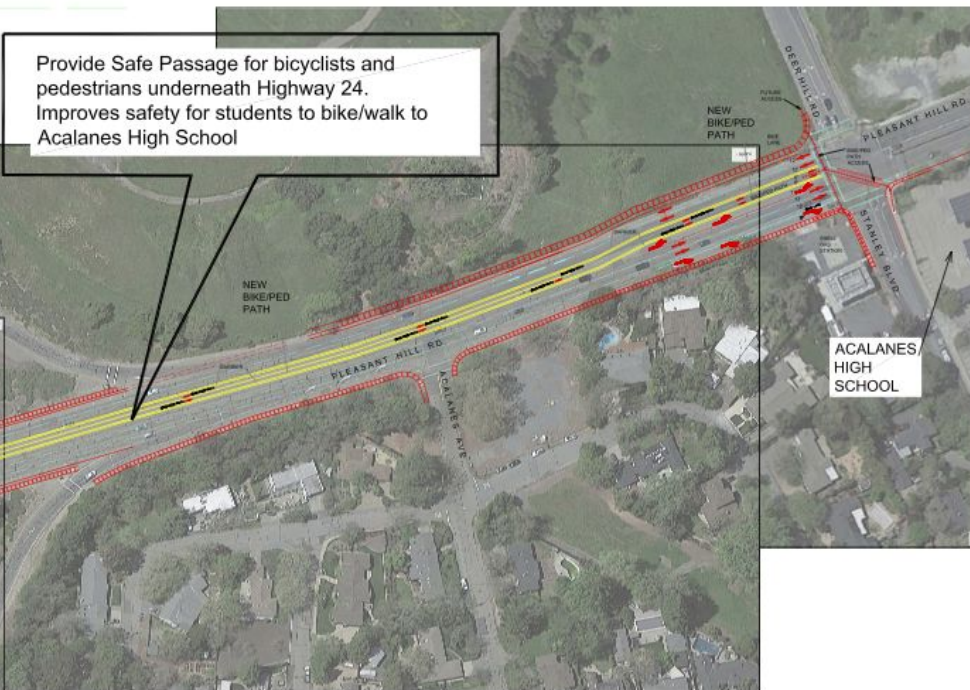
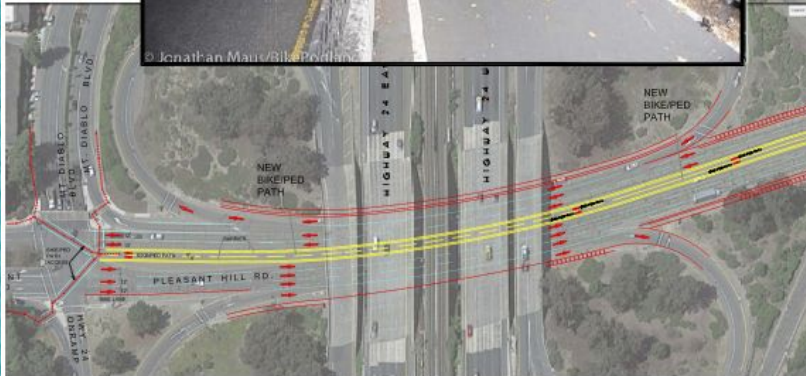
- Creates a safe option for our kids to travel to and from Acalanes High School
- Encourages healthier kids and parents
- Reduces traffic congestion along Pleasant Hill Road
- Lowers car emissions and air pollution in Lafayette





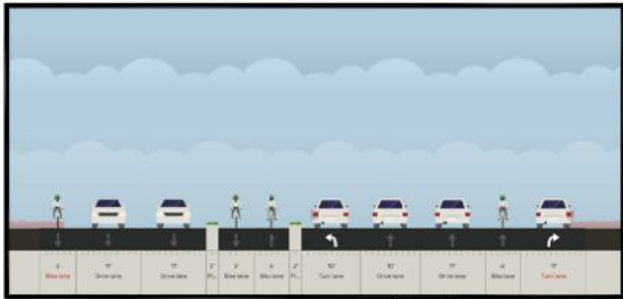
© Jonathan Mau/BikePortland

Provide Safe Passage for bicyclists and pedestrians underneath Highway 24. Improves safety for students to bike/walk to Acalanes High School

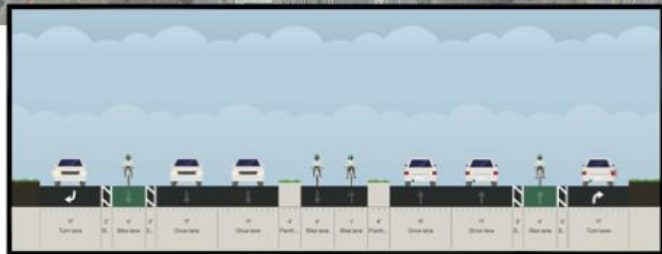
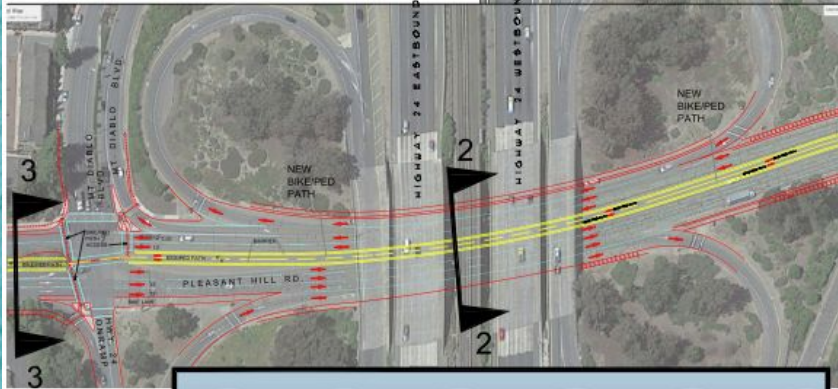


ACALANES HIGH SCHOOL

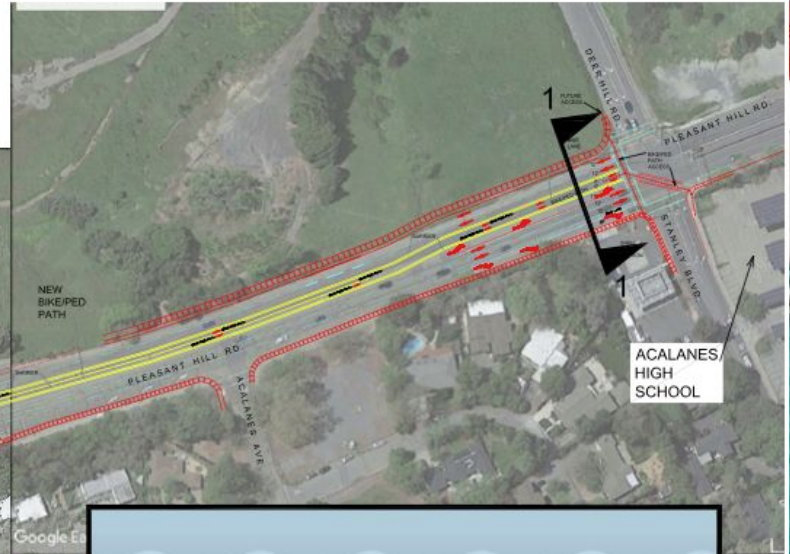




Street Section #3

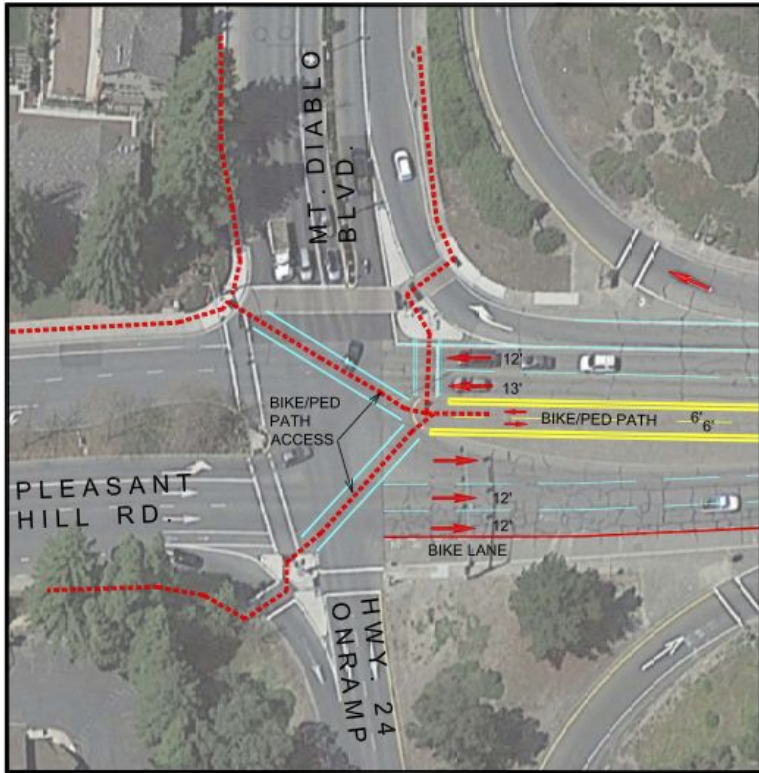


Street Section #2

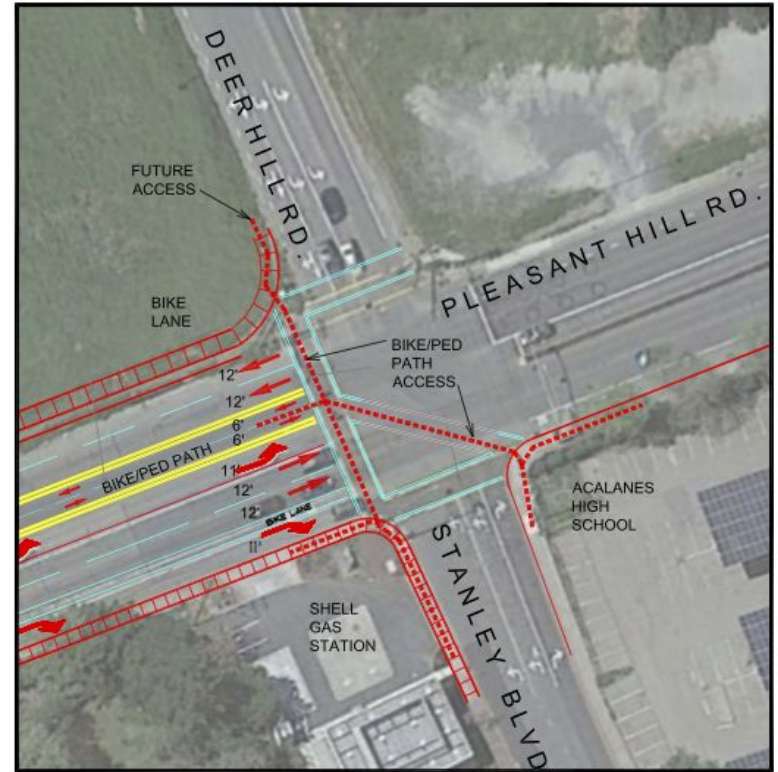


Street Section #1





South Termination
(Pleasant Hill Rd / Mt. Diablo Blvd.)



North Termination
(Pleasant Hill Rd / Stanley Blvd.)

Benefits of Center Lane

- **Protected from traffic**
 - Drivers in Lafayette have killed 4<2017-2020>/5 ped/cyclists, injured 20+ in 7 years
 - Drivers hit homes, dry cleaners, Mason's lodge and trees
 - Only safe route is protected by concrete
- **No change to Caltrans on/off ramps**
 - Only requires Caltrans encroachment permit
 - Can be built has soon as funding is raised
- **Option to include solar shade/rain protection**



Where we are today

City of Lafayette

- Working with Mike, Matt and Siavash on study requirements and right of way needs
- Public Art Committee supports efforts and is working with us to start design process and artist(s) selection

CalTrans

- Meeting to have design reviewed before starting construction drawings
- Need to complete an encroachment permit to begin construction

Volunteers

- Robert Lyman with Johnson Lyman Architects has developed conceptual designs and routes to start design & execution discussion
- Meghan Mitman and Ryan McClain with Fehr & Peers have provided conceptual cross sections

The Terraces Project

- O'Brien Homes has agreed to accommodate our project in their work on Pleasant Hill Road.



Funding Sources

In Process:

- \$238K, 2021/2022 State funding from Assemblymember Rebecca Bauer-Kahan

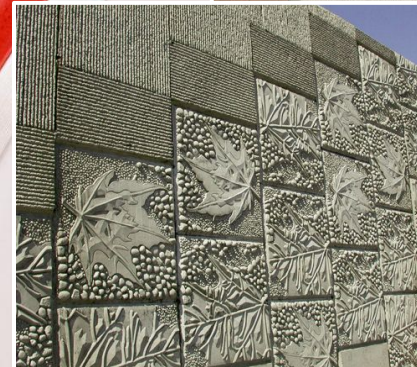
PLANNED EFFORTS

- Private Donations - but we need the city's support to start fundraising!
- City of Lafayette - Pathways Fund

ADDITIONAL SOURCES

- Potential American Jobs Plan transportation & infrastructure funding
- Revenue from PG&E Microgrid program for solar power generation
- Public Art Fees and pathways from Developers

Public support proved by Lafayette Library & Learning Center fundraising efforts



Examples presented to Lafayette Public Art Committee. Public Art Master Plan allows for sidewalks, manhole covers and other similar structures to be considered public art.

Our Ask

Love Lafayette by protecting our bicyclists and pedestrians

Vote to support the Safe routes to Acalanes protected center lane concept so we can begin fundraising

Let's move this project forward together!



ADDITIONAL INFORMATION



SafeTREC Alternative #1 - Widen East Sidewalk



East Sidewalk through the interchange, with a widened sidewalk. This would have 4 conflict areas with freeway on/off ramps. Proposes adding signals at ramps.

SafeTREK Alternative #2 - Build Tunnels



Example Shown: Highway 50 & Watt Avenue interchange in Sacramento

Building tunnels under the freeway on/off ramps

Comparisons

	SAFE ROUTES PROJECT	SafeTREC Option #1 Widen East Sidewalk	SafeTREC Option #2 Build Tunnels
Benefits:	Already viewed by CalTrans and CCTA as an ideal project as it does not impact on/off ramps	Residents of Acalanes Avenue could access the path easier (~250 ft closer then walking to Stanley/Pleasant Hill)	<ul style="list-style-type: none"> • No impact to on/off ramps <u>once construction complete</u>
Drawbacks:	<ul style="list-style-type: none"> • Requires altering work just completed in late 2020/early 2021 	<ul style="list-style-type: none"> • Changing on and off ramps is a 10 to 20 year project, traffic studies. • Caltrans typically only adds bike/ped when they upgrade interchanges, no plans for this interchange • Would require night work, detours • Potential traffic backups on Pleasant Hill Road and Highway 24 	<ul style="list-style-type: none"> • Changing on and off ramps is a 10 to 20 year project, requires traffic studies. • Would require night work, detours for construction • CalTrans will most likely ask for alternatives for both SafeTREC Options delaying this even more
Estimated Cost:	\$3-4 Million	\$10 - \$20M+	\$10-\$20M+

Recent Bicycle-Related Deaths & Injuries

Fatalities

- 2021- Olympic/Pleasant Hill, cyclist killed in roundabout
- 2020- Merriewood, cyclist killed in street, (Burton Valley child)
- 2018 - Reliez Valley Rd, cyclist killed by truck
- 2017 Moraga Rd/Moraga Blvd, pedestrian killed in crosswalk
- 2014 El Nido Ranch, pedestrian killed in crosswalk

Injuries (2014 - 2020)

- 25 collisions <15 bike/10 ped>
- 21 injured



Similar Projects

SAN MATEO: [3rd Avenue over Highway 101](#)

PORTLAND: [Cycle Track & Foster Road](#)

QUEENS, NY: [Queens Plaza Protected Cycle Track](#)

TAMPA: [Bicycle Path](#)

SOUTH KOREA: [Solar covered bicycle lane](#)



Resources

[Safe Route To Acalanes Website](#)

[Safe Route to Acalanes Facebook Page](#)

[NACTO Bicycle Design Guidelines](#)

[People for Bike- National Advocacy Group](#)

[CITY OF LAFAYETTE COMPLETE STREETS SAFETY
ASSESSMENT](#)

[CATSIP - UC Berkeley pedestrian and bicyclists fatalities and
injuries](#)

