

## Grant Elementary Walkability Assessment & Workshop Outcomes February 18, 2011

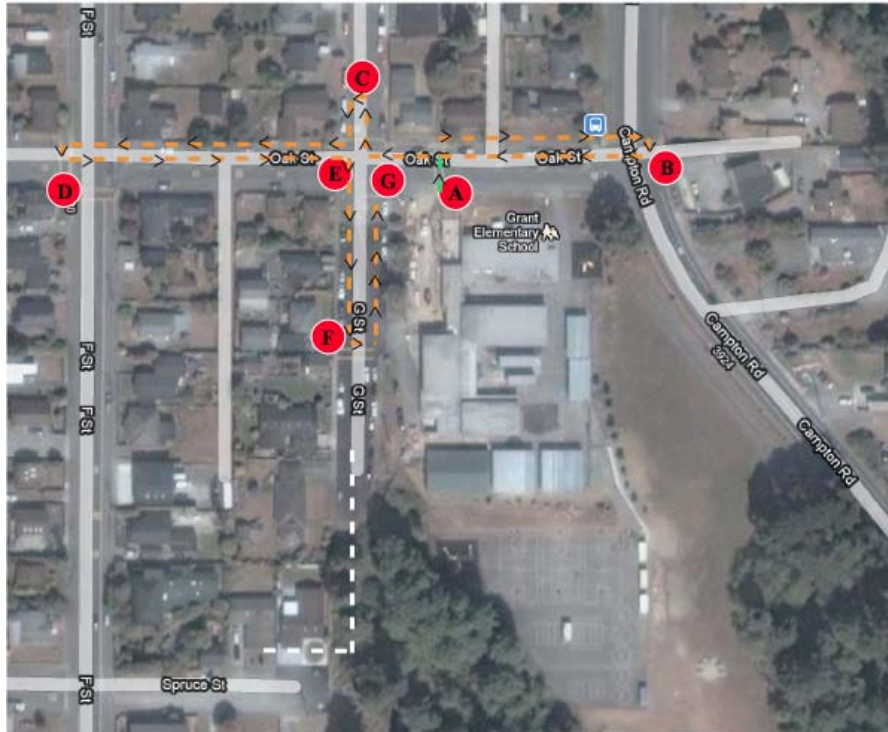


**Overview:** A Walkability Assessment and Workshop was held at Grant Elementary on Friday February 18, 2011 to observe the peak student arrival time at school and identify concerns and solutions to safety issues. Participants included members of the PTA, parents, neighbors, school principal, school board president, head of maintenance, Eureka police, Eureka Fire Chief, Eureka engineering department, Eureka City Council, Eureka Traffic Safety Commission, County Board of Supervisors, County engineering department, NRS/RCAA staff, and County Public Health.

**Visioning:** At the beginning of the workshop, participants were asked to share their vision for the workshop and the outcomes they would like to see:

- For PTA/Neighbors/School to have outcomes they desire
- Motor vehicles share road w/ peds/bikes
- Safer for kids on way to school; Traffic safety
- School community to find solutions
- How can EMS support effort
- Fast moving traffic on F Street/Oak Street to improve
- Better access for all abilities
- No crash reports
- For it to be the norm for kids to walk/bike to school
- Bike racks full of bikes
- Work w/ city/county to make things better for all schools
- Traffic calming, slower traffic
- Parent education
- Healthy, safe kids
- Students able to casually come to school w/ happy parents, staff, students
- Safe streets for everyone
- Positive engineering solutions
- Public transit to school, Safe Routes To bus stops

**Observation of School Environment:** Participants broke up into two groups to observe the two main drop off points in front of the school for approximately 15 minutes. One group observed the crosswalk on Oak Street, while the other observed the crosswalk and G Street area. The two groups then came together to walk the rest of the neighborhood together. The group observed traffic and motorist/student behavior on Oak Street, then walked to observe H Street at Oak. The group came back down Oak to look at G Street and then crossed F Street at Oak. On the way back, the group went up G Street to observe the trail that many students take to cut over to Spruce Street.



- A. Crosswalk area with traffic going both directions, plus cars turning out of parking lot through crosswalk. Sometimes the line of cars turning left onto G Street backs up over the crosswalk.
- B. Main crosswalk across H Street. No visibility for cars coming up the hill from Cutten. Cars travel at a high speed through here.
- C. Lack of sidewalk in this area makes it difficult to navigate. Low visibility due to parked cars (over what would be considered sidewalk areas). Less than desirable housing for students to walk by.
- D. Crosswalk in the F Street area. Cars are traveling at a high rate of speed. Low visibility due to parked cars along G Street. Need crossing guard here.
- E. No crosswalk located here and no signage to indicate there is a crosswalk available further south on G Street.
- F. Crosswalk across G Street. As cars back up to turn into parking lot, other cars pass on the right heading to the end of G Street. This makes it dangerous for those crossing here as cars cannot see them.

G. There is no sidewalk located here.

**Areas of Primary Concern:**



Traffic calming needed to make crossing Oak safer. Enforce 'No Parking' next to crosswalk.



Crosswalk on Oak needs repainting and better visibility. More prominent signage?



Crosswalk on H Street at Oak. Cars travel at high rate of speed.



Crosswalk on H Street at Oak. Cars turning right onto Oak turn quickly and can 'clip' the curb because it is a very easy to round corner.



Crosswalk on G Street next to parking lot entrance. Cars often pass others waiting to turn into lot and there is limited visibility of those in the crosswalk.



Cars line up to turn into parking lot on G Street



F Street looking south towards Oak. Cars travel very quickly, it is dangerous to cross F Street.  
Cars on Oak turning onto F have limited visibility.



F Street looking north towards Oak. Parked cars limit visibility and make crossing F Street dangerous.



Outlet of school parking lot. Cars turn right and drive over Oak Street crosswalk.



Oak Street Crosswalk that cars exiting parking lot drive across.

**Identifying Concerns and Solutions:** After the Observation and Walk, participants viewed a PowerPoint presentation highlighting different engineering, education, and encouragement strategies that could potentially help solve some of the safety concerns encountered on the walk.

Participants then broke into three small groups to identify and discuss their concerns and using street view maps, they came up with potential engineering, education, enforcement, and encouragement strategies which they drew onto their maps. The following are lists of the concerns and solutions identified by the three groups.



#### Group 1

- At G Street mid-block crosswalk:
  - Keep foot traffic on sidewalk (where flagpole is) and out of vehicle traffic.
  - Paint “footprints” to encourage direction to cross @ crosswalk
  - Extend red curbs (no parking) on either side of crosswalk
  - Install sidewalk on G Street on school side of street
  
- Create ‘No Parking Zone’ on G Street in front of school next to crosswalk.
- Install Raised Crosswalk w/ Bulbouts on Oak Street at school entrance.
- Police car cutout &/or more police presence.
- Install Crosswalk at Spruce and F Streets (planned)
- Fill in Sidewalk Gaps & address sidewalk obstructions (motorhomes)
- Improvements on F Street & Oak Street (planned)
- Paint/Install Bike Lanes on F Street
- Establish Walking School Bus (WSB) Dropoff at Willow & G Streets
- Install Bulbouts at H & Oak Street
- Invite city employees (police/fire) to speak at assemblies monthly
- Plan a Bike Rodeo
- Fence other side of G Street ‘path’; trim bushes, install gravel on path



- Paint/install left turn lanes on F Street at Oak Street.
- Install raised medians at crosswalk on F Street at Oak Street.

## Group 2

- On Oak Street (in front of school) establish 'No Parking in Bus Dropoff Zone (ENFORCE STREET SIGNS) or determine if this will cause more traffic congestion.
- Install Speed Humps (or Raised Crosswalk and Speed Humps) on Oak Street between G & H Streets.
- Install Bulbouts on both sides of Oak Street crosswalk in front of school.
- Install crosswalk with ped-activated in-ground lights on F & Spruce Street
- Establish 4-way stop at F & Oak Streets (or conduct a 4-way stop study to see if it's a possibility).
- Install ped-activated in-ground lighted ladder style crosswalk at F & Oak Street.
- Install Bulbouts at all 4 corners of F & Oak Streets.
- Fill in Sidewalk Gaps on G Street west of Oak Street.
- **CREATE NO PARKING ZONE ON G STREET NEXT TO CROSSWALK**
- Create 'No Parking Zone' on G Street next to crosswalk.
- Paint 'Sharrows' on F Street
- Move bike rack or install additional bike rack in front of school office.
- Study and/or educate on encouraging a recommended route from Oak and F crossing at G street and using crosswalk on Oak Street.
- Create 'road diet' on H Street – add bike lanes
- Create left turn lane on H Street (towards Oak)
- Create left turn lane on F Street
- Clean up/remove foliage near blinking light on F & Spruce
- Enforcement for illegal camping near G/Spruce St 'trail'.
- Establish adult volunteer 'monitors' near trail.
- Enforce animal control.
- Create "Bulldog Path" to encourage preferred route .
- Create/distribute maps to parents with suggested routes.
- Pedestrian safety education for students
- Create 'advance stop' line at G & Oak Street
- Develop and spread motorist education for new methods/improvements
- Use media to educate
- Establish Walking School Buses, build on what is currently happening.
- Increase driver education at High School level (it has reduced)
- Use standards-based curriculum for driver education in High Schools.
- Encourage students to ride their bikes on G Street.
- Fill in Sidewalk Gaps on G Street.

### Group 3

#### **H STREET**

- Improve ped crossing safety on H Street; Slow traffic on H Street
- Fill in Sidewalk gaps from Oak Street south down Campton
- Add Crosswalk at Willow
- Improve Crosswalk at Oak; install bulbouts and median
- Install advance ped crossing signage/warnings
- Install Raised Crosswalks
- Install bike lanes to slow traffic speed
- Install medians and bulbouts to slow traffic speed

#### **OAK STREET**

- Improve crosswalk in front of school – Bad spot, move it? Might be worse...
- Install bulbout on north side and raise it (unless it blocks drainage and sends it down parking lot)
- Don't add a crosswalk on G & Oak
- Add signage to show rec'd crosswalks
- Provide standard education 2-4 times per year with info in school newsletters, map, rec'd crossing sites

#### **G STREET**

- Fill in Sidewalk Gaps and remove obstructions
- Move RV's

#### **F STREET**

- Create a mid-block crosswalk south of Oak Street? (Considering turning radius; need bus turning clearance from Oak)
- Need a stopsign or light at Oak Street.
- Explore the geometry for potential roundabout at Oak Street
- Southbound on F onto Oak create Right Turn Only (NO LEFT TURNS)
- Create Bike Lanes of F Street contiguous with wide shoulder/fog line, north where road narrows.

**Conclusion:** Groups then reported out on what concerns they identified and which engineering, education and encouragement strategies they propose to solve the issues. **All three groups identified the following safety concerns as the main priorities:**

- **Addressing traffic speed and the lack of a safe crossing on F at Oak**
- **Slowing traffic speed and volume on Oak (& crosswalk improvements)**
- **Installing a raised crosswalk or speed humps on Oak**
- **Filling in sidewalk gaps and**

- **Removing sidewalk obstructions near school (G Street)**
- **Improving the G Street crosswalk.**

**Outcomes and Participant Commitments:** The workshop ended with each participant verbalizing what action they intend to do to help move forward with the proposed ideas. The City engineering department noted that they have already been in discussion with the County to make improvements on F Street, and the County expressed an interest in helping the school draft an SR2S grant application for 2011. At the close of the workshop, participant commitments included:

- Helping the PTA with Education and Encouragement (HumPAL)
- Helping PTA/School District write/submit SR2S grant proposal (County)
- Make improvements to F Street (City and County)
  - Bike lanes, left-turn lanes, ped refuge island, sign plans, replace beacon at F and Oak

**Next Steps - Short term plans**

	<b>Action</b>	<b>Who?</b>	<b>Timeline</b>
<b>1.</b>	Paint footprints on sidewalk	<b>PTA</b>	
<b>2.</b>	Prepare for SR2S grant application (ie. circulate petition, letters of support)	<b>PTA (Raven, Leah), HumPAL assist (Jenny)</b>	
<b>3.</b>	Coordinate education/encouragement activities (ie. Walking School Bus, Pledge)	<b>PTA (Raven, Leah)</b>	

**Next Steps – Long term plans**

	<b>Action</b>	<b>Who?</b>	<b>Timeline</b>
<b>1.</b>	<b>County and City engineering departments meet to determine best engineering improvements for Grant based on outcomes of small group discussions.</b>	<b>Mike Knight, Dan Moody, Sheila Parrott, Chris Whitworth, Dan Pires</b>	
<b>2.</b>	<b>Submit SR2S grant</b>	<b>Chris W.</b>	
<b>3.</b>	<b>Continue and grow Education &amp; Encouragement activities at Grant</b>	<b>PTA (Raven, Leah), parents and staff</b>	

**Potential engineering recommendations:** Recommendations for engineering improvements to F Street might include:

- Paint dedicated left-turn lane for southbound traffic on F & Oak street as chicanes in road to slow traffic
- Paint bike lanes to narrow the road to slow traffic
- Install median/ped havens for on south side approach (for north bound traffic)
- (Radar feedback signs will be installed in the near future)
- Can't raise crosswalks on F Street (because of EMT response) but can look into the possibility of using visual clues such as overhead signage and adding bike lanes to narrow traffic lanes
- Buses need to have an adequate turning radius and bulbouts could affect this. Look into the possibility of moving the crosswalk a little bit south, maybe 10 feet to accommodate a bulbout and turning radius. Consult with Transportation and Risk Manager for Eureka City Schools to accommodate large school buses.

Recommendations for Sidewalk Gap infill could include:

- On G street, sidewalks need to be improved (ADA compliance) and filled in
- On Oak (between F & Campton)
- Improve curb ramps

Improvements to Oak Street could include:

- Analyze and discuss raised crosswalk in front of school (Minor drainage issues need to be addressed and talk to EMT about installing raised crosswalks)

## Brainstorm Outcomes Feasibility Matrix

	<b>Low Cost</b>	<b>High Cost</b>
<b>Easier</b>		
	Walking School Bus	
	Bike Train	
	PTA paint footsteps to G Street Crosswalk	
	Little Orange signs like 'Tiger Trail'	
	Police Cut –outs	
	Safety talks w/ City/County	
	Re-painting red curbs	
	Alt. dropoff locations	
	Route maps	
<b>Harder</b>		
	Advance signage	Fill sidewalk gaps
	Road diet (H Street)	
	Raise Oak St Crosswalk/ install speed humps	
	Repaint Oak Street crosswalk	
	Move H St Crosswalk	Ped refuge/island on F and H Streets
		Ped-activated lit crosswalk
	Code enforcement (RV parking)	
	Trail/path – enforce no camping	