

City of San Ramon
SAFE ROUTES TO SCHOOL
ANNUAL REPORT
2018-2019 School Year



A Program funded by the City of San Ramon and administered by the Transportation Services Division in partnership with the San Ramon Police Department and the San Ramon Valley Unified School District.



City of San Ramon

"We provide efficient delivery of quality public services that are essential to those who live and work in San Ramon."

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City of San Ramon

SAFE ROUTES TO SCHOOL PROGRAM

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city of san ramon safe routes to school program



The Safe Routes to School (SRTS) Program is a collaborative effort between the San Ramon Valley Unified School District (SRVUSD) and the City of San Ramon. The SRTS Program educates school site administrators, parents, and children about bicycle safety, pedestrian awareness, and traffic concerns. The SRTS Program promotes a comprehensive and proactive approach to enhancing safety along school routes and school sites in an effort to encourage more students to walk and/or bike to school rather than being driven.

The City implemented the SRTS Program in 1987. At that time, the SRTS Program included seven elementary schools in San Ramon and has grown now to include 12 elementary schools. The SRTS Program is administered by the Public Works Department's Transportation Division. During the months of February through May, City staff conducts observations at the school sites. Between June and September, the SRTS Annual Report is compiled, which includes recommendations and comments from multiple departments within the City. In October, the recommendations are presented to the City Council for review and approval. If approved, staff spends the months of October through February presenting the information to school site administrators and implementing the recommendations. Unique to the past two years, staff focused the SRTS Report on priority schools in San Ramon, in lieu of reviewing all 12. These schools have ongoing circulation issues that staff is addressing with the help of school administration.

The SRTS Program is funded primarily through the City's General Fund. This year the City again funded a Capital Improvement Program (CIP) Project for SRTS, CIP 905612. Moving forward, staff will fund the signs, striping, and improvements at and around school sites through CIP 905612. By having the SRTS as a CIP Project, staff can track and plan for both short-range and long-range projects, as well as strengthen the ability to obtain grants. The SRTS Program promotes several key messages for drivers, parents, and children about bicycle, pedestrian, and traffic safety, including:

- Conducting appropriate drop-off and pick-up activities from designated locations
- Obeying posted speed limits in school zones and around school sites
- Parking legally near schools and walking children to and from school sites
- Crossing at designated crosswalks and utilizing crossing guards, when available
- Prohibiting the use of cell phones and other distractions when driving to and from school sites
- Slowing down and yielding the right-of-way in areas where children are walking or biking to school

To enhance bicyclist, pedestrian, and vehicular safety at and around school sites, the SRTS Program evaluation and observations focus on four key areas, which are:

Tangible Site Conditions: Tangible issues cover all topics related to the improvement of signage, pavement markings, traffic control devices, turn lanes, queuing lanes, crosswalks, and visibility both at the school site and in the vicinity of the school zone.

Driver and Parent Behavior: Driver and parent behavior includes a review of driving preferences during pick-up and drop-off times. By observing a driver's behavior, conclusions can be drawn on how their possible actions affect the overall environment for bicyclists and pedestrians.

Student Behavior: Student behavior is important in determining how to promote safer habits among students, discover new routes they may be using, and observe their preferences.

School Site Circulation: An analysis of the school site recognizes improvements in the pick-up and drop-off procedures and gauges resources available on campus to help improve safety and efficiency.

Combined, these four areas provide in-depth analysis as to what conditions can be enhanced, why conditions have surfaced, and how best to mitigate them through SRTS recommendations.

international safe routes to school campaign

The SRTS Program began in Denmark in the 1970's as a response to the high number of child-pedestrian fatalities. The implementation of the SRTS Program reduced casualties by 80 percent. The success of the Denmark Program spread across the seas and entered the United States in the late 1980s, with the City of San Ramon as one of the first cities in the Country to launch this Program in 1987. Since 1987, the SRTS Program has been improving safety at and around school sites in San Ramon.

The SRTS Program strives to resolve the problems associated with traffic congestion, unhealthy lifestyle choices, and roadway safety for all users. According to National SRTS Program research; in 1969 almost 50 percent of all students either walked or biked to school. Today, fewer than 15 percent of students walk or bike to their school sites. This decline is partly based on the increase in vehicles on all roadways, resulting in decreased pedestrian and bicyclist safety. The overall decline in walking and biking has contributed to the obesity epidemic in the United States. The U.S. Department of Health and Human Services recommends that children get at least 60 minutes of physical activity on all days of the week. Hence, walking and bicycling to and from school sites is the physical activity children can count on to improve and maintain good health. Therefore, it is important that the City ensure safe walking and biking routes in an effort to increase the opportunities available to school age children.

The purpose of the SRTS Program is to enable and encourage children to walk and bike to school, while making walking and biking to school safer and more appealing. The SRTS Program facilitates projects and activities in the vicinity of school sites that will enhance safety while reducing traffic congestion, air pollution, fuel consumption, and providing improved circulation. According to the National Highway Traffic Safety Administration, parents driving their children to school account for 25 percent of morning rush hour traffic. In an attempt to understand the reasons behind the increase in parents dropping children off at school sites, the Center for Disease Control conducted a survey and found that the barriers to walking and bicycling to school were:

1. Distance to School—62 percent
2. Traffic-Related Danger—30 percent
3. Weather—19 percent
4. Crime Danger—12 percent
5. Opposing School Policy—6 percent
6. Other Reasons (Not Identified)—15 percent



INTRODUCTION

the 4 E's in san ramon

In order to create a successful SRTS Program in San Ramon, the 4 E's are implemented, which are Engineering, Education, Encouragement, and Enforcement.

Engineering: Under the engineering umbrella, we are creating operational and physical improvements to the infrastructure surrounding schools in order to potentially reduce conflicts. This includes enhancing existing infrastructures and features for better visibility and identification by all roadway users.

Education: Through the Street Smarts Program, we strive to teach children about the broad range of transportation choices, instructing them on important lifelong bicycling and walking safety skills, while launching driver safety campaigns in the vicinity of schools. The Street Smarts Traffic Safety Program is in place at each school site in San Ramon and includes Bike Rodeos and Safety Assemblies.

Encouragement: Once the routes to school have been enhanced and engineered, students are encouraged to walk and bike to school. Therefore, the SRTS Program encourages that the community partner with parents, teachers, elected officials, and Police Officers to build a culture of students walking and bicycling to and from their neighborhood schools.

Enforcement: By partnering with the Police Department, we work to ensure that traffic laws are obeyed near school sites including: enforcement of speed limits; yielding to pedestrians in crossings; and proper walking and bicycling behavior. Each school site has an assigned Officer under the City's My Beat, My School Program. As part of this Program, each assigned Officer builds a relationship with the school community while enforcing road rules.





san ramon srts program implementation

The San Ramon SRTS Program is implemented through a comprehensive multi-agency approach:

Observations: Staff conduct observations at the elementary school sites. The observations typically take two days at each school site. Staff monitors the AM and PM school bell times and observes crossing guards, nearby intersections, and parking lots. Observations are used to compile a series of recommendations at each school site to further enhance arrival and dismissal activities, circulation, and safety for the upcoming school year.

Consensus Building: City staff meets with school site administrators and attends PTA meetings to engage in discussions on how to further improve loading activities and encourage students to walk and bike to school. Staff also solicits feedback from parents regarding circulation concerns.

Enforcement: Staff meets with the My Beat, My School Officers assigned to each school site to observe and review travel patterns and address safety concerns. Once improvements are installed, staff coordinates enforcement efforts with the My Beat, My School Officer.

Recommendations: A draft of the SRTS Report, containing current recommendations and a summary of observations, is circulated to City staff in various Departments and Divisions for concurrence including; Traffic Engineering; Traffic Patrol; My Beat, My School Officers; and Transportation Planning.

The final SRTS Report is presented to the City Council for approval. The approved SRTS Report is distributed to school site administrators and SRVUSD in order to coordinate the installation of recommended improvements at each school site.

1. For any recommendations along residential frontage—City staff notifies the homeowners of the SRTS Program benefits and recommended improvements.
2. For improvements along public roadways—City staff coordinates the installation with the Public Works Engineering and Public Services Divisions.
3. For improvements within school property—City staff coordinates with SRVUSD.
4. Following the notification and installation of recommended improvements to each school site, staff begins the observation and evaluation period for the following school year.

SCHOOL ZONE OBSERVATIONS



bella vista elementary school

ADDRESS	1050 TRUMPET VINE LANE SAN RAMON
PRINCIPAL	JENNIFER TORRES
OFFICE MANAGER	EDWINA NAQUI-MANELA
STUDENT POPULATION	589
MY BEAT MY SCHOOL OFFICER	ROBERT STEAVESON
TOTAL NUMBER OF FULL-TIME STAFF	51
TOTAL NUMBER OF PART-TIME STAFF	14
TRAFFIX SCHOOL	No
CROSSING GUARD	Yes (1)

Three years into its opening, **Bella Vista Elementary School (BVES)** continues to evolve, thus continued monitoring and assessment are necessary by staff. This is a direct result of the active, ongoing residential construction that is taking place directly in front of the school. This situation is unique to BVES, as no other school in Dougherty Valley was built with residential frontage along the school’s main entrance. Developing a relationship between school administration and the construction team was key to addressing changes in the circulation and work zones. Before we begin the discussion on school-related traffic, it is important to cite that this school campus is home to the San Ramon Valley Unified School District’s (SRVUSD) Gifted and Talented Education (GATE) Program. When the school first opened enrollment in 2016 the District allowed intra-district transfers from any SRVUSD school; therefore, students attending BVES travel from around the community, as far as Alamo and west Danville. Housing in the immediate vicinity of BVES is still under construction, but as more residents move in, neighborhood students will fill the remaining capacity at BVES, which is anticipated to rise to 800 students.

This year, school traffic was routed to Trefoil Road, then Trumpet Vine Lane to make a right turn into the school driveway. Last year, drivers were accessing the school site via Hibiscus Road to Trumpet Vine Lane and making a left turn into the driveway. The new circulation required staff to work with the school administration and the homebuilder to have elements in place for the new circulation route. This included an educational campaign for the parent community and construction contractors, temporary signage along the routes, flaggers at two locations to guide school and construction traffic, and a fence along the school frontage to separate construction activities from school activities. The success of this circulation change hinged upon the effective communication and the willingness of the builder to fund the flaggers and directional signage. At the end of the school year it is important to note that the new circulation was safe and efficient.

Aside from working with the school site and the builder, staff worked with the Cordova Homeowner’s Association (HOA) to address the issues with school parking and queuing along Trumpet Vine Lane, and other residential roadways such as Goldfield Place and Silvercrown Way. While attending an HOA Town Hall

SCHOOL ZONE OBSERVATIONS

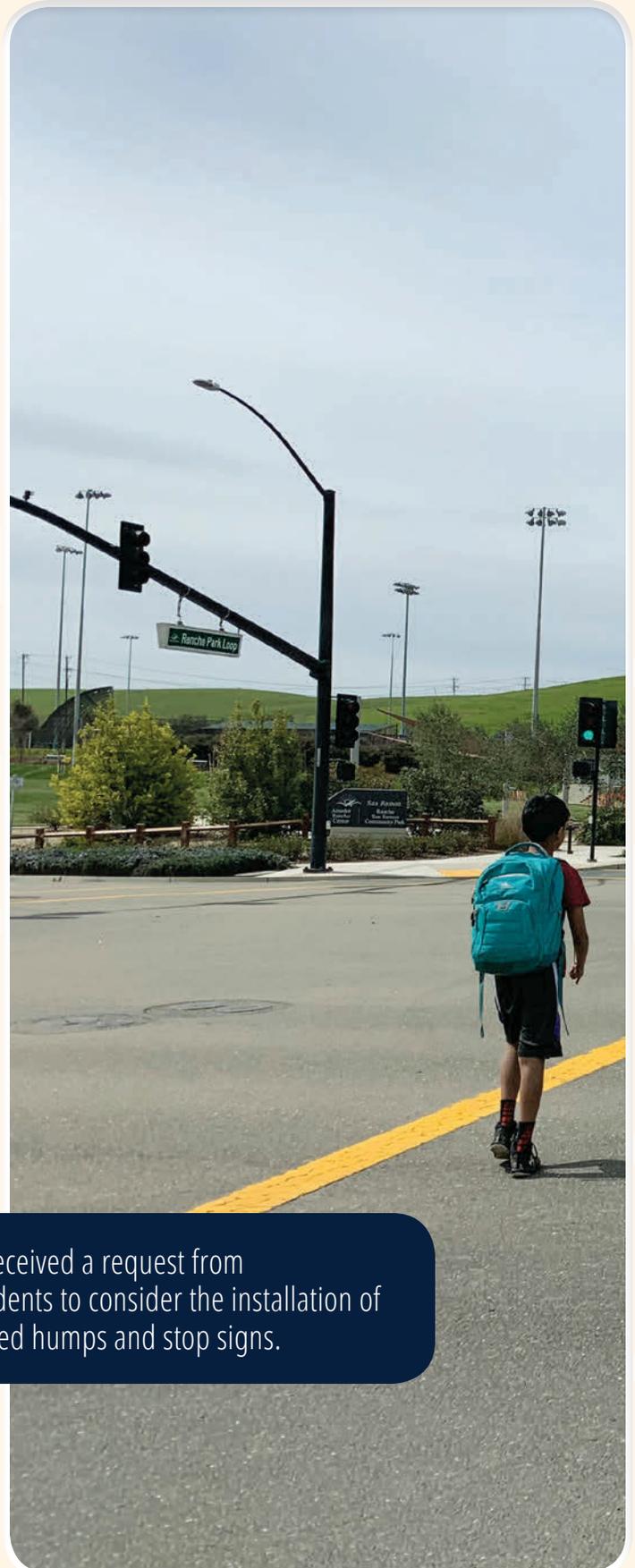
meeting, residents requested that the City consider installing turn restrictions for Goldfield Place and Silvercrown Way to deter school traffic from using these streets. After reviewing the request, staff is not recommending the turn restrictions at this time as there is still significant construction taking place and travel patterns keep changing. Staff also received a request from the residents to consider the installation of speed humps and stop signs. Staff forwarded these requests to the County for review as the streets are still under their jurisdiction. The HOA has maintained a dialogue with City staff and requested that staff attend their meetings twice a year to update them on school-related traffic.

This year, the crossing guard was relocated from the intersection of Hibiscus Road and Trumpet Vine Lane, to the intersection of Hibiscus Road and Dougherty Road, in order to address ongoing pedestrian pattern changes. There are approximately 70 students who regularly cross Dougherty Road at this intersection. Crossing will be closely monitored over the next few years, as the school expects to add approximately 300 students to its population in the coming years and there are still a few hundred homes under construction in the area.

The crossing guard observed that some of the school traffic is making U-Turns at the T-intersection of Hibiscus Road and Trumpet Vine Lane while there are pedestrians in the crosswalk. Drivers are making U-Turns to access parking along the north side of Hibiscus Road. Staff has requested that the County install a “No U-Turn” sign at the intersection to restrict this movement.

The traffic issue with double parking in the bus stop and passenger loading/unloading on the bike lanes along northbound Dougherty Road continues, even with the new “No Stopping Anytime” signs. Last year’s SRTS recommendation was to replace the existing “No Parking Anytime” signs along Dougherty Road with “No Stopping Anytime” signs. Once these signs were replaced, parents were notified that the San Ramon Police Department (SRPD) would begin issuing citations as needed. However, it was observed that school traffic was not deterred by the possibility of citations or Police presence. Given that the signs have been changed, staff noted ongoing violations, and no citations were issued for the violation, staff is requesting that for the upcoming school year SRPD focus on enforcing the “No Stopping Anytime” restriction along

Staff also received a request from the residents to consider the installation of speed humps and stop signs.



SCHOOL ZONE OBSERVATIONS

This year, the crossing guard was relocated...
...to the intersection of Hibiscus Road and
Dougherty Road, in order to address ongoing
pedestrian pattern changes.



Dougherty Road, as there is ample parking at Rancho San Ramon Park for loading/unloading activity.

The school principal asked for assistance with enforcing the school zone speed limit of 25 miles per hour (mph) along Dougherty Road. Currently, the school zone extends 500 feet in each direction; however, the principal has requested that it be increased to 1,000 feet; taking into consideration the intersection of Trefoil Road and Rancho San Ramon Park. As the posted speed limit on Dougherty Road is in excess of 30 mph, it does not meet the provisions of the California Vehicle Code and the Manual on Uniform Traffic Control Devices (MUTCD) for an extended 25 mph reduced school zone. Staff recommends enforcement at this time.

During this school year, five citations were issued for moving violations around the school site; however, no citations were issued for parking in the “No Stopping Anytime” zone. Therefore, the recommendation for the upcoming school year is to have a consistent message about not parking along Dougherty Road and to focus enforcement on that issue.

On May 8, 2019, BVES hosted the City’s first Bike Train event. Transportation Division staff joined with Toll Brothers staff to host the event at Rancho San Ramon Park. The event began at 7:15AM with students arriving by car and unloading their bikes. Students were treated to breakfast snacks and raffle prizes while they waited for the remaining participants to arrive. At 7:45AM the Bike Train, consisting of 27 BVES students and led by City staff, departed for school. Students arrived on campus and parked their bikes at the bike racks in time for school to begin. It is the City’s intent for this event to be sustained throughout the upcoming school year. Many parents were quick to agree that it would be more efficient to drop-off and pick-up their students at the Park than enter the school driveway.

evaluation of 2018-2019 recommendations

Allow open access to the school site from Trefoil Road: This recommendation was implemented on the first day of school. It took collaboration with the builder, school administration, County, and City, in time for the school opening.

SCHOOL ZONE OBSERVATIONS

Replace the “No Parking Anytime” signs along Dougherty Road with “No Stopping Anytime” signs: This was completed; however, the community is ignoring the signs. To be effective, there needs to be a uniform message on enforcement as we noted this year that violations continue.

Launch an educational campaign to deter double-parking along Dougherty Road: The principal has sent multiple messages out to the community, asking them not to double-park along Dougherty Road as it is an arterial roadway with a high volume of traffic; however, a small group of parents continue to disregard the message. Therefore, targeted enforcement is recommended.

Work with SRVUSD to relocate the planter in the front driveway to increase the loading zone: This is a work in progress, as staff is talking to the District about estimates and options.

Encourage students to use Old Dougherty Road Trail: Flyers were sent to the community about the new Trail opening. There are a few students and parents that have used this Trail for school and leisure.

Install signs along Rancho Park Loop to prohibit pedestrian access: The signs have been installed by City staff and observations showed compliance as students used the opposite side of the driveway to walk to/from the school site.

short-range recommendations for the 2019-2020 school year

1. Prepare informational material on circulation and access for the school to distribute.
2. Evaluate the crossing guard location based on any changes to the circulation and pedestrian patterns.
3. Implement a targeted enforcement strategy for Dougherty Road to address speeding and parking.
4. Work with SRVUSD staff to relocate the planter from the school loading zone.

long-range recommendations for the 2019-2020 school year

There are no long-range recommendations at this time.



SCHOOL ZONE OBSERVATIONS



bollinger canyon elementary school

ADDRESS	2300 TALAVERA DRIVE SAN RAMON
PRINCIPAL	CHRISTINE OFFERMAN
OFFICE MANAGER	CHERYL REEVES
STUDENT POPULATION	550
MY BEAT MY SCHOOL OFFICER	ROBERT HARTMAN
TOTAL NUMBER OF FULL-TIME STAFF	58
TOTAL NUMBER OF PART-TIME STAFF	25
TRAFFIX SCHOOL	No
CROSSING GUARD	YES (2)

To give you a snapshot of **Bollinger Canyon Elementary School (BCES)**, this school is seeing a decrease in student population from 617 in 2017 to 550 today. The decrease in student population is welcomed as it alleviates traffic around the school site. Furthermore, with a decreasing school population there are fewer teachers onsite, which further helps with the parking demand throughout the neighborhood.

This year, the crossing guard at the intersection of Talavera Drive and Santander Drive is new to this location. She was previously the crossing guard at the intersection of Pine Valley Road and Broadmoor Drive. Both Transportation and San Ramon Police Department (SRPD) staff met with the crossing guard and offered training on managing this intersection. The main request from SRPD is to reduce the frequency of pedestrian crossings so that traffic can clear. At first, SRPD noted that the crossing guard stopped traffic frequently to cross one student at a time, but that has since been corrected and the intersection is operating efficiently.

Staff received a request from the neighborhood to add timed restrictions to the “No U-Turn” sign along northbound Talavera Drive at Santander Drive. Currently, the U-Turn restriction is in effect all day, but a resident is requesting that it be limited to school hours. Staff recommends changing the U-Turn restriction to be in effect from 7:00AM to 4:00PM on school days to compliment existing signs within the school zone that indicate restrictions are in place from 7:00AM – 4:00PM on school days.

Since implementing the left turn restrictions into the school driveways for the PM bell time at BCES in 2010, City staff has wanted to extend the one-way circulation to the AM bell time as well. After Council supported the recommendation in 2017, staff put this recommendation on hold per the District’s request as they wanted to review onsite parking constraints and the possibility of adding parking onsite before losing on-street parking with the timed restrictions. Once the District completed their internal review of the parking situation and deemed it was cost prohibitive to pave a new parking lot, they agreed with implementing the one-way circulation during both the AM and PM bell times. However, by the time the City waited for the District to complete their review, a new principal was announced at BCES. The new principal requested that

SCHOOL ZONE OBSERVATIONS



the City wait to implement the new circulation until the 2019-2020 School Year as she had many competing priorities coming into a new school. Thus, staff has agreed to implement the one-way circulation for this new school year. City staff will draft the educational material and maps for the principal to distribute to the school community. This information will be included as part of the registration packet and sent to the community in the days before school resumes in the Fall. The “No Parking” signs have been ordered and will be switched out before school resumes. Likewise, the existing signs for the left turn restrictions into the school driveways along northbound Talavera Drive are faded; therefore, Public Services staff will replace the faded signs with the new times.

Parents continue to use the bike lane / bus stop along the north side of Bollinger Canyon Road north of Talavera Drive as a loading area. This is a no parking zone, which is currently under signed. Staff is proposing to replace the “No Parking Anytime” sign on the north side of

Bollinger Canyon from Talavera Drive to approximately 200 feet west with four “No Stopping Anytime” signs and supplement the installation with education and enforcement for the upcoming school year.

The commuter parking situation at Memorial Park has not affected BCES pick-up/drop-off activities, as there is still ample parking available for parents subscribing to the “Park and Walk” campaign from Memorial Park. On average, it has been noted that 14 of the 59 spaces are occupied by commuters. Staff will continue to monitor the parking at Memorial Park and make changes only if necessary.

This year SRPD increased their presence at BCES, including issuing 25 citations. Of those 25 citations written, a majority were for speeding in the 25 mile per hour school zone on Bollinger Canyon Road. For the upcoming school year, it is recommended that SRPD implement targeted enforcement strategies around the new one-way circulation hours, as well as the “No Stopping Anytime” signs on Bollinger Canyon Road.

SCHOOL ZONE OBSERVATIONS

evaluation of 2018-2019 recommendations

Extend the “No Left Turn” and “No U-Turn” restrictions, for northbound traffic from Talavera Drive into the school driveway, to include the AM bell time: School access from southbound Talavera Drive is to be implemented for the upcoming school year, with informational flyers going out to inform the school community over summer break.

Change “No Parking, 1:00 PM to 4:00 PM Monday - Friday” signs to “No Stopping 7:00 AM to 4:00 PM School Days”: The signs were replaced this summer to coincide with the new circulation for the upcoming school year.

Launch an educational campaign to inform parents of changes to turn restrictions: This campaign is underway.

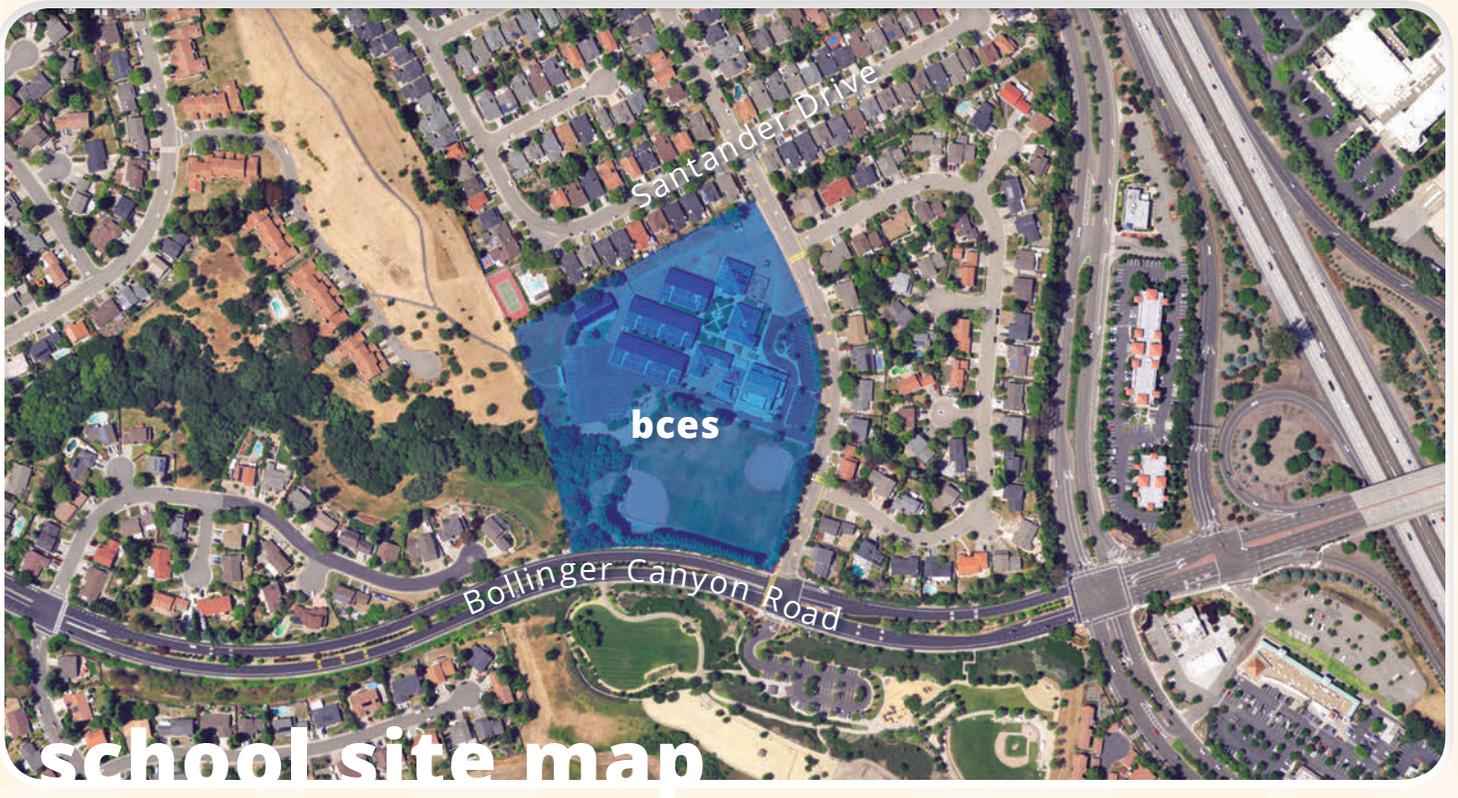
Request selective enforcement around the school site: SRPD increased enforcement efforts at BCES this year, issuing 25 citations.

short-range recommendations for the 2019-2020 school year

1. Install additional signage to the existing No U-Turn sign on northbound Talavera Drive stating “7:00 AM-4:00 PM SCHOOL DAYS.”
2. Replace the existing “No Parking Anytime” sign on the north side of Bollinger Canyon Road from Talavera Drive to approximately 200 feet west with four “No Stopping Anytime” signs and supplement the installation with education and enforcement.
3. Replace the faded No-Left turn and No U-Turn signs at the school driveways and add the new time restriction “7:00AM to 4:00PM SCHOOL DAYS” for northbound Talavera Drive, and implement an educational campaign.
4. Request further selective enforcement around the school site.

long-range recommendations for the 2019-2020 school year

There are no recommendations at this time.



SCHOOL ZONE OBSERVATIONS

This year, a second TRAFFIX school bus was added at Coyote Creek Elementary School (CKES), eliminating 54 additional vehicle trips during drop-off and pick-up times. The request for a second TRAFFIX route came from the Red Willow community along Crow Canyon Road. Parents cited congestion on North Gale Ridge Road at school bell times as contributing to the growing number of students who were late to school simply due to traffic. In order to address concerns, City staff met with the parent group to better understand where they resided and how many potential riders were in the area. Surveys were sent to communities along Crow Canyon Road and Dougherty Road to gauge ridership and devise service stops. After three months of working with the CKES community, Route CK12 was introduced. Between Routes CK12 and CK13, there are now 120 elementary students riding TRAFFIX school buses to and from school. Parents and administration are quick to note the significant and positive impact both routes have had on traffic traveling west on North Gale Ridge Road from Dougherty Road. The two buses have been accommodated within the main school driveway and given priority access to the loading zone.

The Student Safety Patrol was effective at helping students out of their vehicles every morning and at keeping traffic flowing smoothly. In addition, the Safety Patrol teamed up with leadership students and developed signs with driving safety tips to hold up along the driveway reminding parents to be alert when entering the school driveway—including not using cell phones. The Safety Patrol's value is realized on days when they are not able to help due to school events. On such days, parents do not pull forward in the driveway; instead, they stop at the beginning of the driveway and hold traffic on North Gale Ridge Road.

CKES administration has requested guidance to establish a Bike Train from Coyote Crossings Park. CKES staff became interested after hearing that Bella Vista Elementary School hosted a Bike Train in Rancho San Ramon Park this year. Staff will meet with administration at the beginning of the school year to work towards the inaugural event. As CKES is home to the largest elementary school population in San Ramon—945 students—encouraging alternate forms of travel will be a benefit. Staff's intent is to host the kick-off event, with the PTA taking leadership to sustain the activity throughout the school year.



coyote creek elementary school

ADDRESS	8700 NORTH GALE RIDGE ROAD SAN RAMON
PRINCIPAL	BILL ALPERT
OFFICE MANAGER	JANET FOSTER
STUDENT POPULATION	945
MY BEAT MY SCHOOL OFFICER	DAVE WILLIAMS
TOTAL NUMBER OF FULL-TIME STAFF	60
TOTAL NUMBER OF PART-TIME STAFF	38
TRAFFIX SCHOOL	YES (2 BUSES)
CROSSING GUARD	YES (2)

SCHOOL ZONE OBSERVATIONS



There are two crossing guards for CKES, one at the intersection of North Gale Ridge Road and Lilac Ridge Road, and another at North Gale Ridge Road and Lantana Way; both are effective and continue to cross hundreds of students during the AM and PM bell times. While interviewing the crossing guards, there was a request to install a diagonal crosswalk at Lilac Ridge Road to reduce crossing time and create efficiency. Staff does not recommend implementation as the MUTCD limits diagonal crosswalks to signalized intersections and this location is stop sign controlled.

With increased school enforcement, a total of 12 citations were written this year, as compared to none issued the previous year. Citations were primarily written for speeding along North Gale Ridge Road near Hedgecrest Drive, and Lilac Ridge Road near Heartland Drive. There were also citations issued for vehicles making illegal left-turns out of the school driveway onto North Gale Ridge Road. Overall, the CKES community has been pleased with the increased Police presence, as parents approached City staff and requested increased enforcement at other intersections leading to the school site.

evaluation of 2018-2019 recommendations

Enhance the existing crosswalk markings at the intersections of North Gale Ridge Road and Lilac Ridge Road, and at North Gale Ridge Road and Lantana Way: Crosswalks were enhanced to ladder-style, increasing their visibility to approaching traffic.

Implement a leading pedestrian interval at the intersection of North Gale Ridge Road and Dougherty Road: Staff has implemented the signal timing adjustment and will continue to monitor results during the upcoming school year.

Implement a second TRAFFIX school bus: An additional bus was added for the Red Willow neighborhood and serves 54 students.

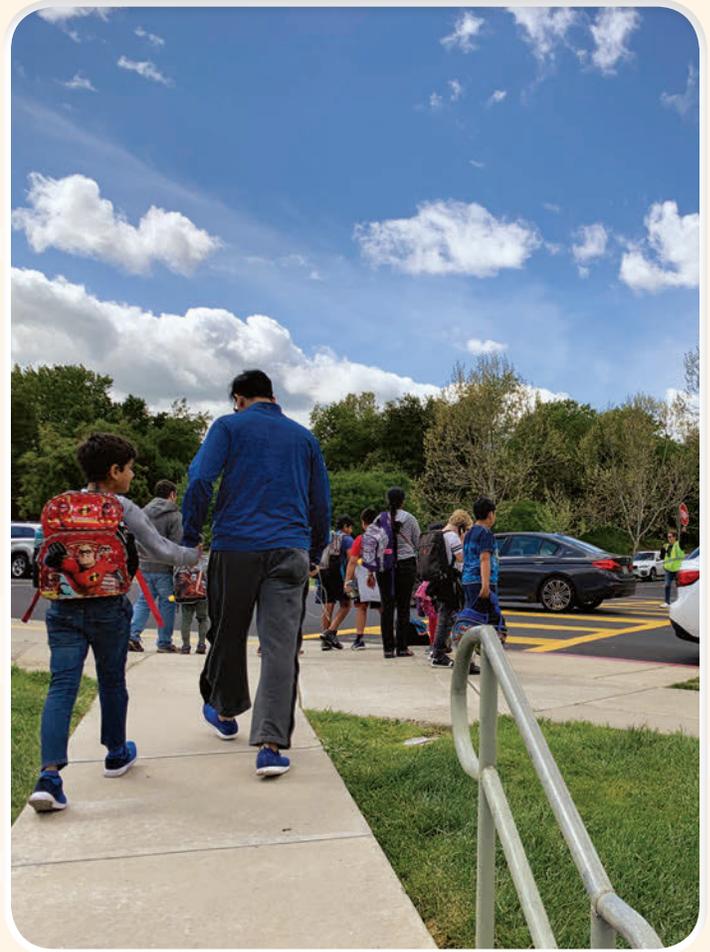
Request selective enforcement around the school site: SRPD increased enforcement, issuing 12 citations at CKES this school year.

short-range recommendations for the 2019-2020 school year

1. Host a *Bike to School Day* event to establish a Bike Train for CKES.
2. Request ongoing selective enforcement around the school site.

long-range recommendations for the 2019-2020 school year

There are no recommendations at this time.



SCHOOL ZONE OBSERVATIONS



Last year, Golden View Elementary School (GVES) was not included on the Safe Routes to School (SRTS) priority list; therefore, no observations were conducted. Soon after the Program report was completed, the parent community at GVES reached out to City staff to express their concerns about not being included in the observations given the traffic congestion they experience. Therefore, GVES is included on the SRTS priority list for this review.

This year GVES has a new principal who wanted an opportunity to share ideas on traffic around the school. Staff met with the principal and two parent advocates to review their proposals for the upcoming school year, which include:

1. No left turn out of the school driveway.
2. Double right turns out of the school driveway.
3. Name cards for all students being picked up in the school driveway.

With regard to the proposals for prohibiting left-turns and designating double right-turns out of the school driveway, staff has asked the school to provide the City time to thoroughly review the concept. City staff is currently reviewing the handout drafted by the parent advocates with additional observations scheduled for the Fall; upon review staff will work with school administration to determine if a trial circulation is warranted. With regards to the third proposal for student name cards, staff had requested name cards in the past as a means of increasing efficiency in the driveway coupled with valet service. The name cards will make loading students more efficient as staff members will not have to walk-up to each driver and repeatedly ask for student names and grade levels.

The crossing guard is located at the intersection of Canyon Crest Drive and Canyon Crest Avenue, and crosses approximately 150 pedestrians daily. Staff has addressed the issues with the crossing guard directing traffic, rather than focusing on pedestrians. During this year's observations, the crossing guard was seen engaging pedestrians rather than vehicles.

This year, SRPD had an increased presence at GVES and issued total of 24 citations; a majority were issued to

golden view elementary school

ADDRESS	5025 CANYON CREST DRIVE SAN RAMON
PRINCIPAL	CHRISTINE HUJARDO
OFFICE MANAGER	TERRI SUTAK
STUDENT POPULATION	641
MY BEAT MY SCHOOL OFFICER	DAVE WILLIAMS
TOTAL NUMBER OF FULL-TIME STAFF	50
TOTAL NUMBER OF PART-TIME STAFF	27
TRAFFIX SCHOOL	No
CROSSING GUARD	YES (1)

drivers making right turns from the through lane along westbound Crow Canyon Road. For the upcoming school year, staff will include the My Beat, My School officer in discussions related to the circulation proposal to ensure the changes are enforceable and effective.

evaluation of 2018-2019 recommendations

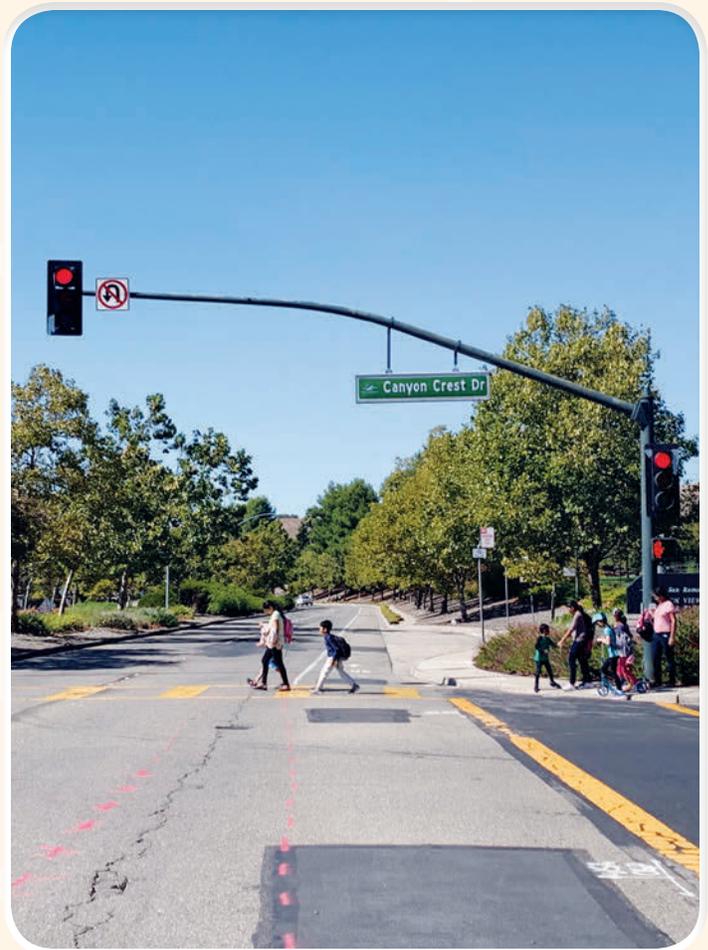
GVES was not observed as part of last year's SRTS Report.

short-range recommendations for the 2019-2020 school year

1. Conduct additional observations once school is in session for proposed circulation changes. Based on observations, determine if the proposed changes can be implemented.
2. Request selective enforcement around the school site. Continue educational campaign.

long-range recommendations for the 2019-2020 school year

There are no long range recommendations at this time.



school site map

SCHOOL ZONE OBSERVATIONS



hidden hills elementary school

ADDRESS	12995 HARCOURT WAY SAN RAMON
PRINCIPAL	MELODIE HUYNH
OFFICE MANAGER	DONNA REED
STUDENT POPULATION	730
MY BEAT	
MY SCHOOL OFFICER	JOHN GOYICH
TOTAL NUMBER OF FULL-TIME STAFF	51
TOTAL NUMBER OF PART-TIME STAFF	39
TRAFFIX SCHOOL	No
CROSSING GUARD	Yes (1)

After years of sustaining a population of more than 1,000 students, Hidden Hills Elementary School's (HHES) attendance has dropped to 730 students. The impact of 300 fewer students is most noticeable along Albion Road, where double-parking and other innovative forms of pick-up and drop-off activities were once prevalent.

One-way circulation along Harcourt Way continues to be successful at HHES, with only one or two vehicles attempting to make the illegal left turn into the school driveway from southbound Harcourt Way every morning. During the observation, staff noted that the "No Left Turn" sign is partially obstructed by the "Bike Route" sign; therefore, the Bike Route sign will be relocated along Harcourt Way.

Harcourt Way and Windemere Parkway take the majority of the traffic for HHES, with queuing as far back as 500 feet in the bike lane along westbound Windemere Parkway. Drivers on Harcourt Way, south of Windemere Parkway, are also impacted by the congestion and have attempted to overtake vehicles at the signalized intersection in an effort to enter the school driveway from the through lane. The San Ramon Police Department (SRPD) has addressed this through selective enforcement.

The crossing guard at the intersection of Harcourt Way and Bandol Way is assisting over 280 pedestrians daily. Staff have requested that the school district provide updated training to the crossing guard, as the crossing guard has been directing traffic at the intersection instead of exclusively assisting pedestrians. The crossing guard was observed well outside of the crosswalk, in the middle of the intersection waving traffic on. During observation, staff noticed vehicles attempting to park adjacent to the crosswalk thereby blocking it. After speaking with the crossing guard, staff learned that this happens frequently; therefore, red curb is recommended at this location.

This year, SRPD increased their presence at HHES and issued a total of 57 citations. The majority of the citations written were issued for vehicles driving in the opposing travel lane, or making a right turn from the through lane. Over the course of this school year, SRPD has observed a sharp decrease in the number of violators as a direct result of these enforcement efforts.

The crossing guard at the intersection of Harcourt Way and Bandol Way is assisting over 280 pedestrians daily.

evaluation of 2018-2019 recommendations

HHES was not observed as part of last year's SRTS report.

short-range recommendations for the 2019-2020 school year

- 1. Relocate the "Bike Route" sign along Harcourt Way.
- 2. Install red curb between the school driveway exit and the marked crosswalk at the northeast corner of Harcourt Way and Bandol Way.
- 3. Request ongoing selective enforcement around the school site.

long-range recommendations for the 2019-2020 school year

There are no long range recommendations at this time.



school site map

SCHOOL ZONE OBSERVATIONS



live oak elementary school

ADDRESS	5151 SHERWOOD WAY SAN RAMON
PRINCIPAL	NADINE ROSENZWEIG
OFFICE MANAGER	MELANIE JENSEN
STUDENT POPULATION	938
MY BEAT MY SCHOOL OFFICER	JASON NUNN
TOTAL NUMBER OF FULL-TIME STAFF	50
TOTAL NUMBER OF PART-TIME STAFF	31
TRAFFIX SCHOOL	No
CROSSING GUARD	YES (1)

This year, the principal at Live Oak Elementary School (LOES) reached out to staff and requested assistance with drivers that are not following the road rules and disobeying traffic signs in the school driveway. Last year, there was an incident with a student being hit by a parent vehicle within the school driveway; therefore, the administration is keen on addressing any issues in the parking lot immediately. The typical violations within the parking lot include:

1. Speeding.
2. Unloading students in drive aisles.
3. Entering the drive aisles from the wrong side.
4. Parking in handicap parking stalls without placards.

The principal noted the license plate numbers of the parents that were disobeying the traffic signs and requested that SRPD run the plates and return the names on the registered vehicles. The principal wanted to send those parents a letter requesting they follow procedures on campus. However, the My Beat, My School Officer stated that the Police Department is not allowed to run license plate numbers for such reasons as the school requested, rather the violation has to be committed in the presence of an officer for them to run the plates in the system. Therefore, staff has requested that the LOES administration work with the My Beat, My School Officer to devise the best enforcement timeframes. Additionally, the administration has sent out numerous emails to the parent community with maps drafted by City staff on road rules and loading zone procedures.

Enfield Street remains a great option for parents who want to use this alternate pick-up/drop-off location. This year, staff noted that approximately 30 vehicles used this location for pick-up/drop-off, while approximately 20 parents and grandparents were seen walking students to and from the school site via Enfield Street. The red curb that was installed as part of last year's SRTS recommendations has increased visibility of pedestrians in the crosswalk at the intersection of Enfield Street and Paige Way.

The signalized intersection of East Branch Parkway and Sherwood Drive continues to be a busy location with high volumes of both pedestrian and vehicle traffic.

SCHOOL ZONE OBSERVATIONS



This intersection also feeds into Windemere Ranch Middle School; therefore, during certain bell times there is a mix of elementary and middle school traffic. The highest pedestrian movement is north to south across East Branch Parkway with upwards of 100 students seen walking in groups or with parents and grandparents. For roughly three signal phases, the pedestrian crossings exhaust the timing allocated for pedestrians and cause delays for vehicles turning left from Sherwood Drive. After three signal phases, pedestrian crossing volume decreases and the delayed vehicles are able to flush out of Sherwood Drive.

Tiffany Roberts Field is another alternate pick-up/drop-off location for students; however, the crosswalk striping needs to be enhanced, as pedestrians have no clear designation of where to cross amongst the traffic. Furthermore, school administration continues

The signalized intersection of East Branch Parkway and Sherwood Drive is a busy location with high volumes of both pedestrian and vehicle traffic.

to request that the City install lane designation and directional striping to help reduce potential conflicts as drivers maneuver around other vehicles and pedestrians, however staff reviewed the parking lot and there are no improvements recommended at this time.

Parking continues to take place within the bike lanes along Sherwood Way. There are some areas where the parking is not causing issues; however, vehicles that are parked in the bike lanes closest to the main driveway entrance do create issues by limiting the roadway width. Vehicles that are proceeding straight and not waiting to turn left into the school driveway cannot enter the bike lane to pass the queue; therefore, they elect to drive in the opposing travel lane instead of waiting for the vehicles ahead of them to turn left. Staff is recommending additional police enforcement in the coming school year to address the overtaking issues.

SCHOOL ZONE OBSERVATIONS

evaluation of 2018-2019 recommendations

Work with SRVUSD to implement changes to school parking lot: Staff devised a striping plan on behalf of the school site. The striping plan was turned over to the School District maintenance staff for implementation. The new striping made it clear to drivers that they cannot enter the drive aisles, they must stay in the queuing lane throughout the driveway for pick-up/drop-off.

Launch an educational campaign to discourage parents from using the drive aisles for pick-up/drop-off: To coincide with the new parking lot striping, the school sent flyers and email blasts to the parent community informing them of pick-up/drop-off procedures.

Install red curb adjacent to crosswalk at Enfield Street and Paige Way: The City installed 100 feet of red curb adjacent to the crosswalk. It has made a significant improvement in pedestrian visibility.

Extend the signal timing at Sherwood Way and East Branch Parkway: Signal timing was increased by 5 seconds to allow for large volumes of pedestrians crossing. All pedestrians are now making it across during the pedestrian phase.

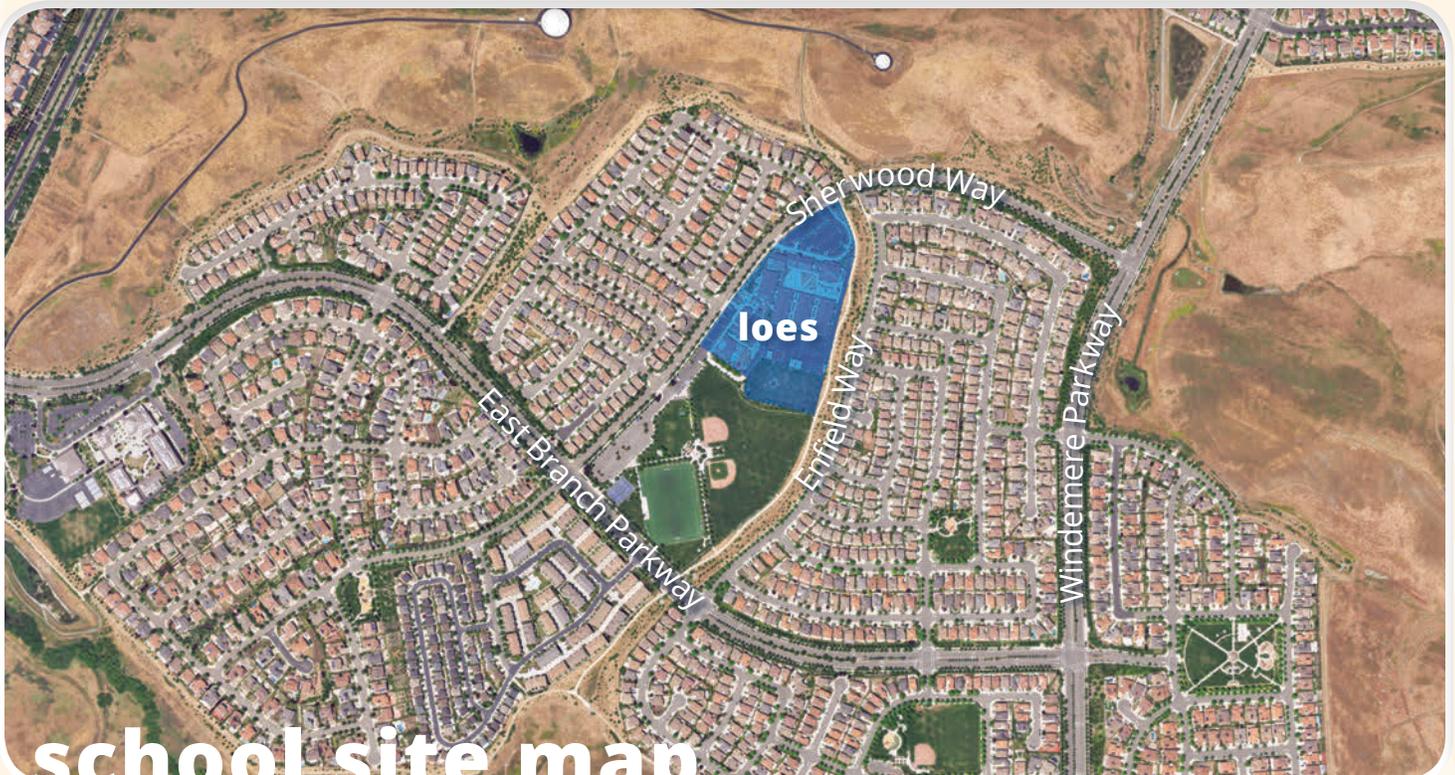
Request selective enforcement: There has been an increase in selective enforcement this year at LOES, which resulted in the issuance of one citation.

short-range recommendations for the 2019-2020 school year

1. Refresh crosswalks in the Tiffany Roberts parking lot with material such as thermoplastic, as this is a heavy traffic area and the markings keep fading.
2. Conduct selective enforcement of the parking in bike lanes and driving on the wrong side of the road.

long-range recommendations for the 2019-2020 school year

There are no long-range recommendations at this time.



school site map

SCHOOL ZONE OBSERVATIONS

Last year, a new one-way circulation plan was implemented at **Quail Run Elementary School (QRES)**, and has been welcomed by the community. Observations show compliance, and feedback from parents supported the benefits of simplified queuing and efficiency along Goldenbay Avenue. However, our staff did receive complaints from school staff, for whom citations had been issued, and the request that the turn restrictions not apply to school staff. After reviewing this request, staff could not effectively implement this request for the following reasons:

1. The turn restriction is in place to create orderly traffic circulation and increase safety at an uncontrolled intersection.
2. Allowing select vehicles to make left turns will cause confusion and increase violations among the general population.
3. San Ramon Police Department (SRPD) must enforce traffic laws indiscriminately.
4. There are several options available for school staff to access the parking lot without making an illegal left turn.

Staff received several requests to address speeding and pedestrian safety from new residents that moved into the communities along Ivy Leaf Springs Road this year. After deploying the radar trailer and requesting selective Police enforcement along the roadway, staff did not observe speeding violations. In fact, since Old Dougherty Road has been closed to vehicular traffic, there has been a significant decrease in traffic volume and virtually no cut-through traffic. All traffic observed during bell times was school-related or neighborhood traffic.

Staff was asked to review the intersection of Ivy Leaf Springs Road and Gatekeeper Road for the assignment of a crossing guard. After conducting observations and taking in pedestrian counts, it was determined that the warrants are not met at this location as most students crossing the street were accompanied by an adult.

The intersection of Goldenbay Avenue and Applewood Drive will remain under observation this



quail run elementary school

ADDRESS	4000 GOLDEN BAY AVENUE SAN RAMON
PRINCIPAL	MIMI QUAN
OFFICE MANAGER	NANCY MILLMAN
STUDENT POPULATION	982
MY BEAT MY SCHOOL OFFICER	CHRIS BRUCE
TOTAL NUMBER OF FULL-TIME STAFF	50
TOTAL NUMBER OF PART-TIME STAFF	45
TRAFFIX SCHOOL	No
CROSSING GUARD	YES (2)

SCHOOL ZONE OBSERVATIONS



year, as the crossing guard has provided recommendations for staff to consider. Of the recommendations submitted, staff is moving forward with the recommendation to relocate the “No U-Turn” sign along westbound Goldenbay Avenue at Applewood Drive. The current sign is set 200 feet before the intersection and is not visible to drivers at the intersection. There is also a need to replace faded loading zone signs with new signs on the west side of Goldenbay Avenue.

There is a second crossing guard at the intersection of Goldenbay Avenue and Cinnamon Ridge Road who crosses approximately 400 pedestrians per day at this location. Last year, staff added red curb adjacent to this crosswalk. The crossing guard said it made a big impact on visibility and not having to step out from behind a parked car.

While observing the Kindergarten driveway, it was noted that there is limited visibility at the exit; therefore, staff recommends the installation of 25 feet of red curb to enhance visibility. Staff will closely monitor this location for possibly increasing the red curb zone or modifying driveway circulation in the upcoming school year.

This school year, staff received complaints regarding crosswalk safety and speeding on Bayberry View Lane. As a result of the observations, staff installed red curb at the intersection of Bayberry View Lane and Main Branch Road adjacent to the marked crosswalk. SRPD also conducted selective enforcement along this roadway. This year, SRPD increased their presence at QRES and issued 30 citations.

evaluation of 2018-2019 recommendations

Install 50 feet of red curb adjacent to the marked crosswalk at the intersection of Goldenbay Avenue and Cinnamon Ridge Road: The red curb was installed and has enhanced visibility for all roadway users.

Work with SRVUSD to install “Do Not Enter” signs at the school driveway exit: The school administration has processed the work order for this signage.

Install a pedestrian barricade at the intersection of Goldenbay Avenue and Bayberry View Lane: One barricade was installed and both crossing guards and parents have responded with appreciation.

Continue to monitor surrounding roadways for speed: Staff has monitored speed on both Ivy Leaf Springs Road and Bayberry View Lane.

Request selective enforcement around the school site: SRPD issued 30 citations this school year.

short-range recommendations for the 2019-2020 school year

1. Relocate the “No U-Turn” sign at the intersection on Goldenbay Avenue and Applewood Drive.
2. Replace the faded Loading Zone signs along Goldenbay Avenue.
3. Install 25 feet of red curb at the Kindergarten school driveway exit along Goldenbay Avenue.
4. Request continued selective enforcement around the school site.

long-range recommendations for the 2019-2020 school year

There are no long-range recommendations at this time.



school site map



SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO bella vista elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

TAKE NOTE!

The location of traffic control devices and roadway conditions may change. As such, parents and guardians should regularly review the route with their children.

Crossing Guards are located along suggested routes to guide pedestrians; however, pedestrians should always follow road rules and cross with caution.

TRAVEL SAFELY WITH THESE ROAD RULES:

Don't Assume the Driver Sees You.

Always make eye contact before crossing the street.

Be Predictable. Obey **all** traffic signals, and signs. If there is a flashing crosswalk or traffic signal, remember to push the button and wait your turn.

Be Alert. Stop and look for cars in **all** directions before crossing the street.

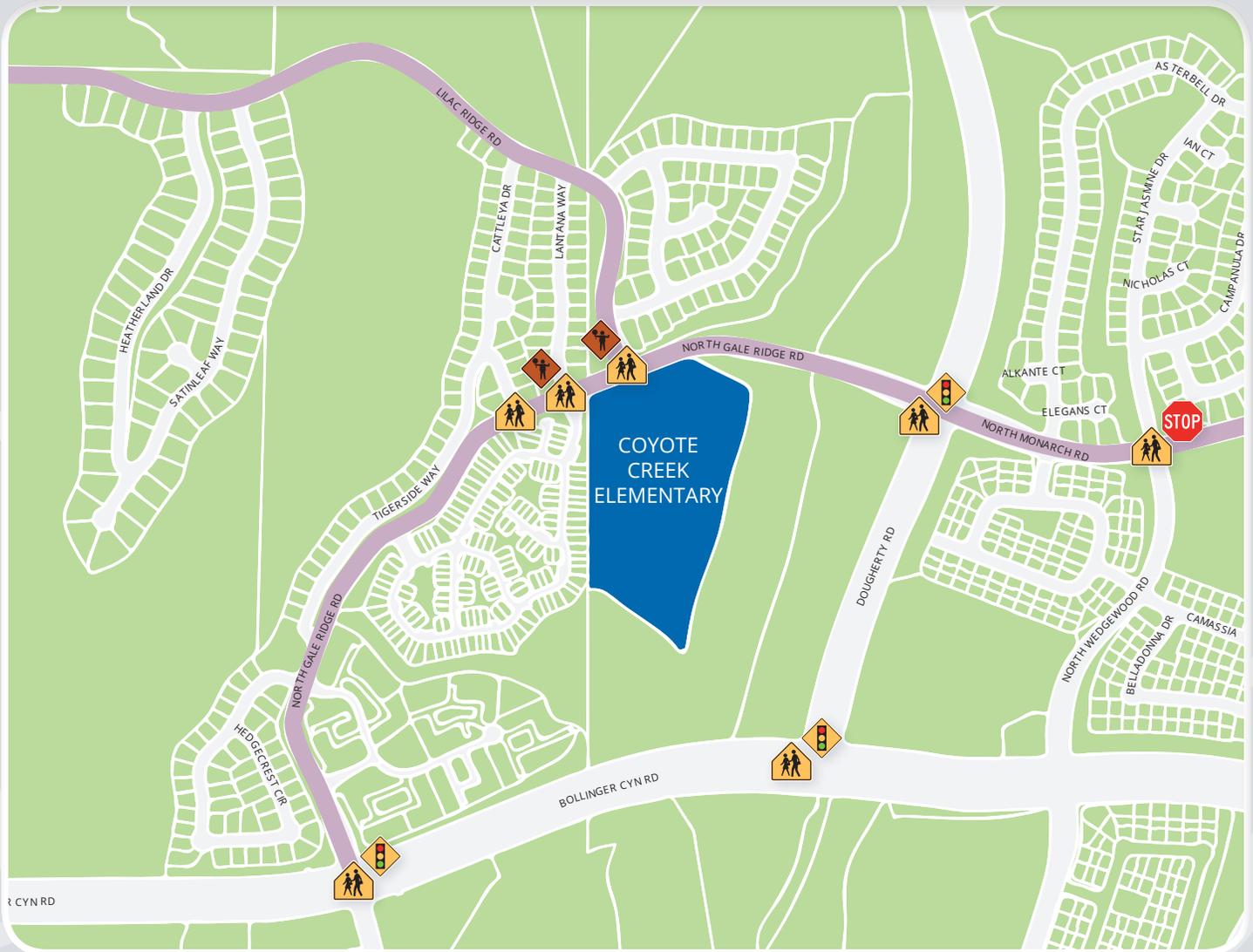
Cross at Corners and Marked Crosswalks.

This is where drivers expect pedestrians. Don't run across the middle of the road.

Wear Your Helmet.

It's the law if you are under 18. To protect your brain, the helmet must fit properly, snug, and just above your eyebrows.

SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO coyote creek elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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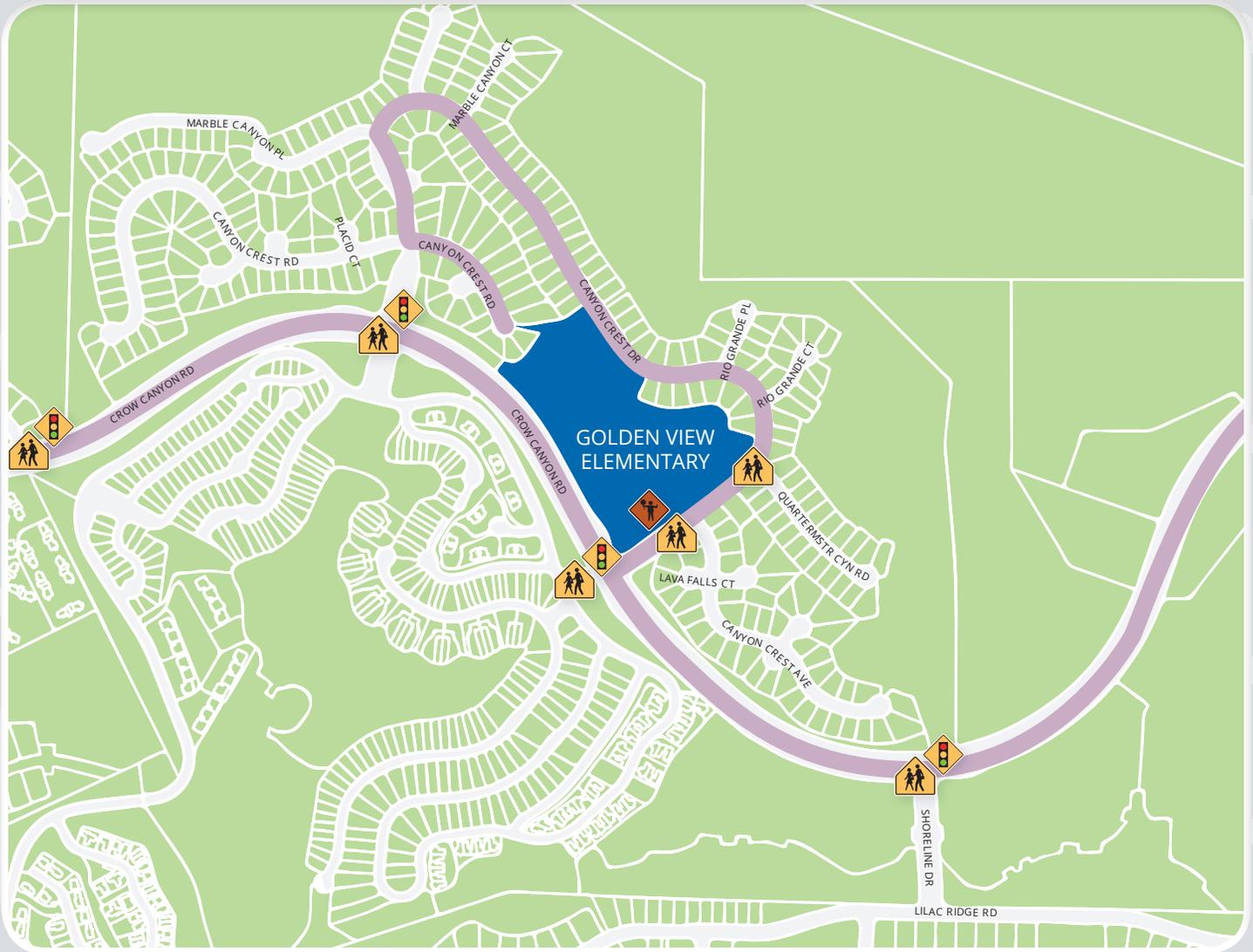
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SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO golden view elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO hidden hills elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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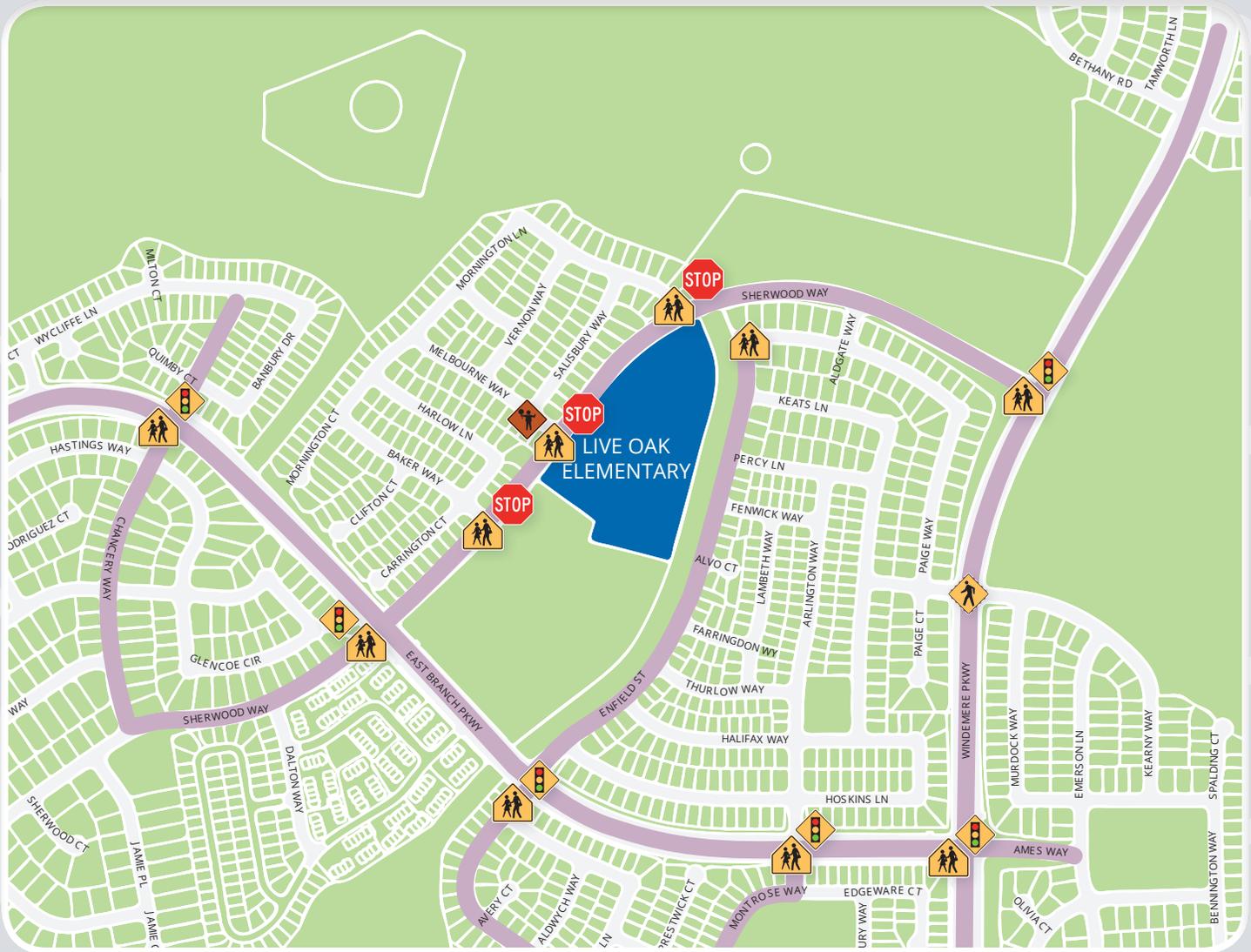
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SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO live oak elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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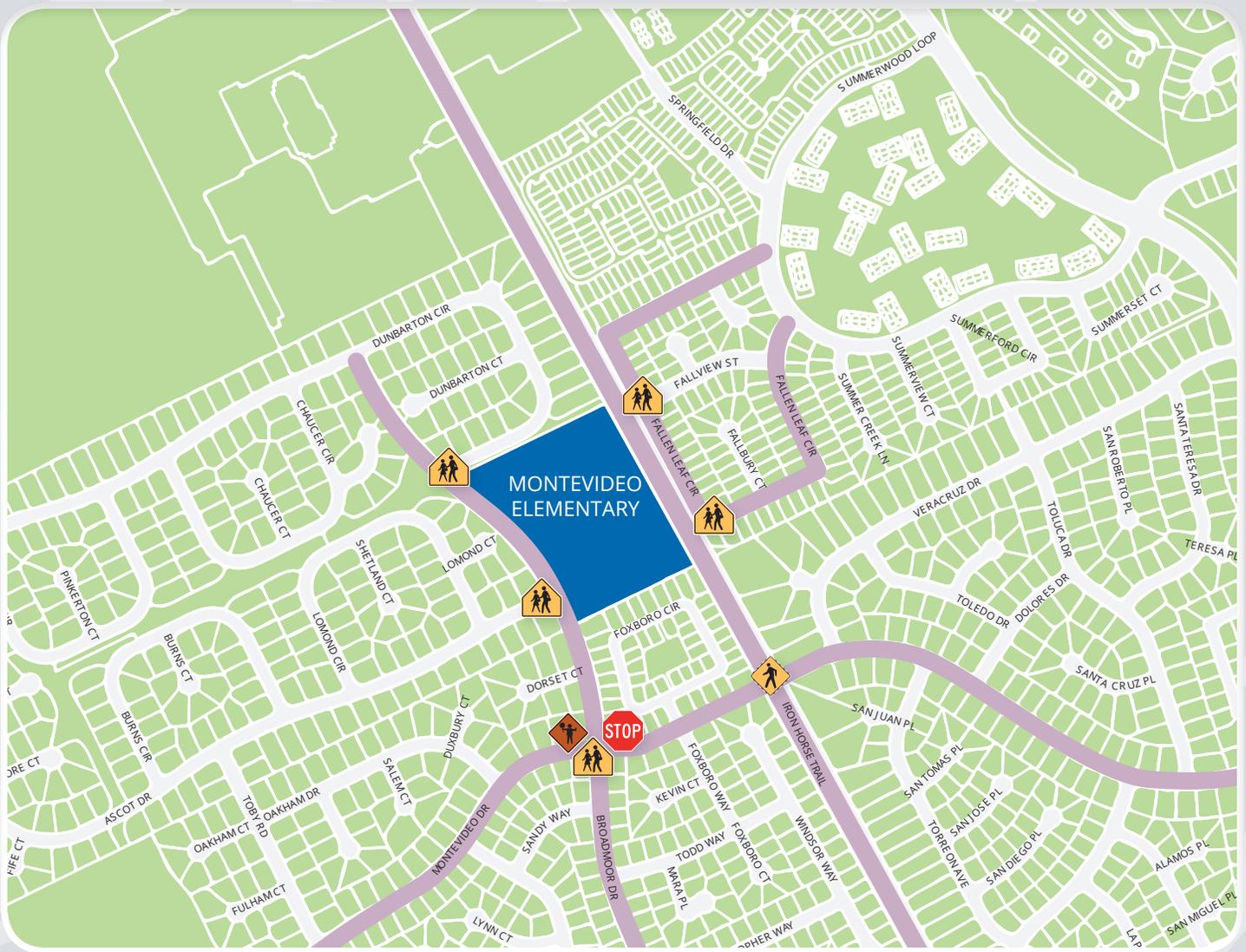
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SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO montevideo elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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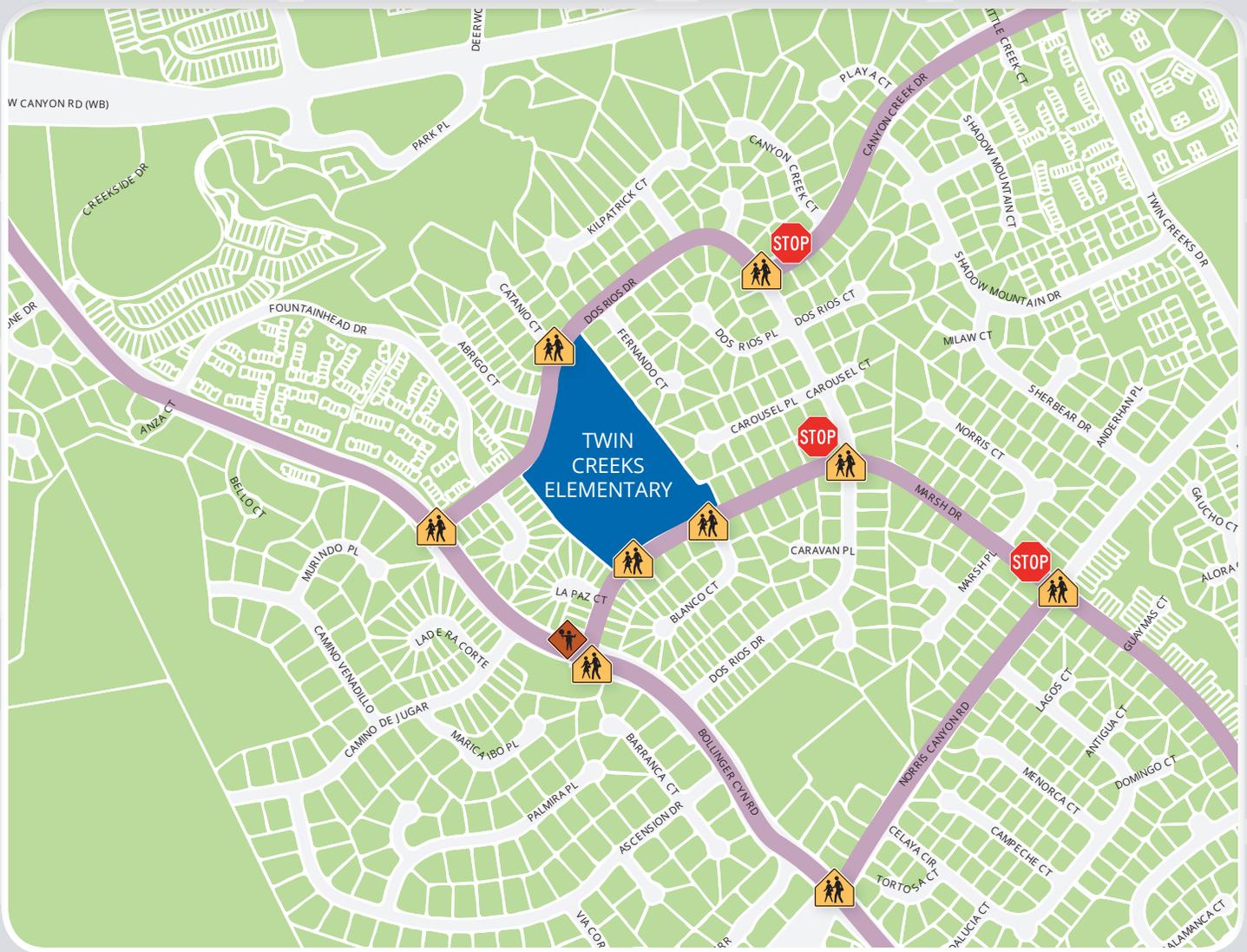
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SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO twin creeks elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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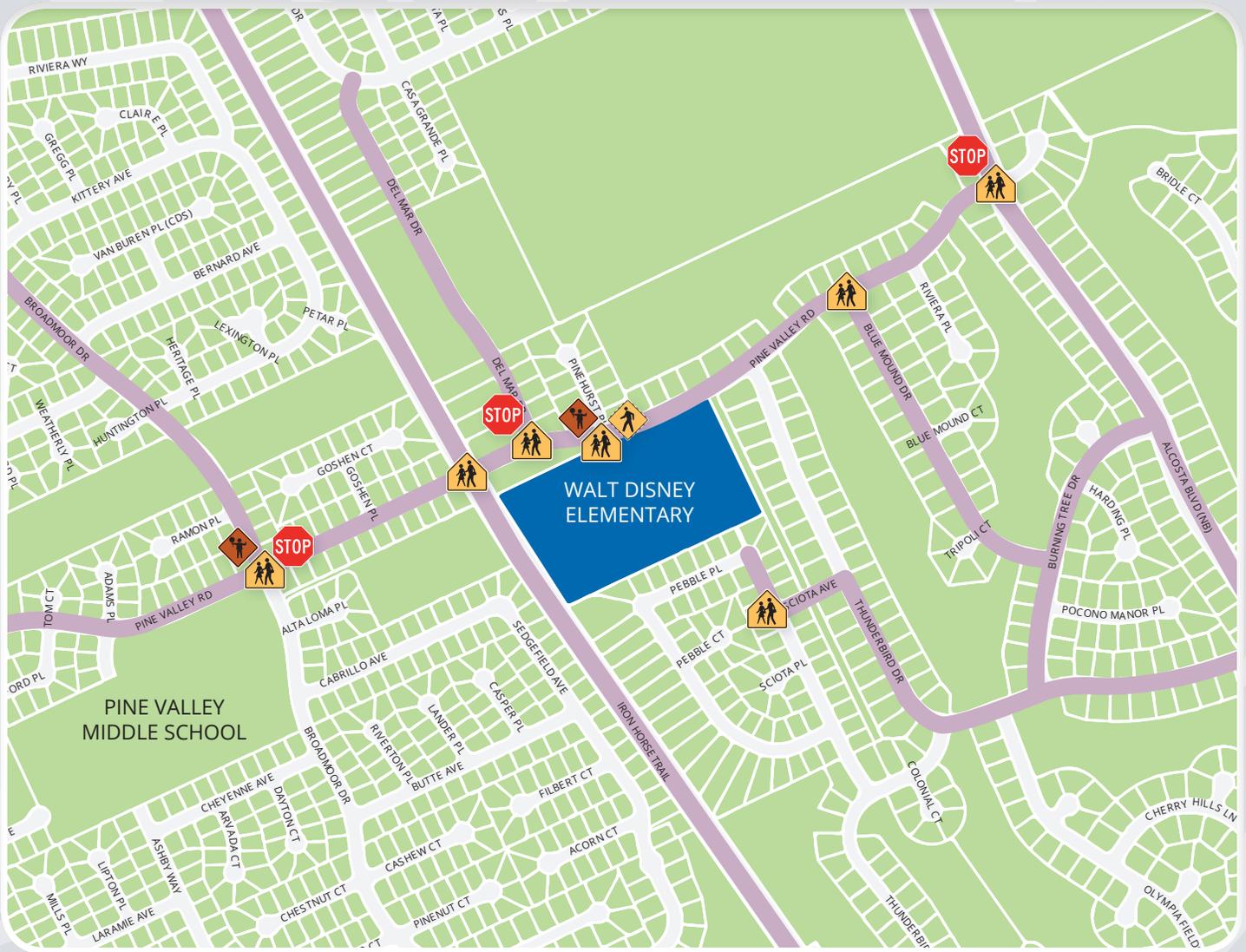
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SUGGESTED ROUTES TO SCHOOL MAPS



SUGGESTED ROUTES TO walt disney elementary school

LEGEND

-  Suggested Route
-  All-Way Stop Sign
-  Marked Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Roundabout
-  Adult Crossing Guard

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