

Traffic Calming for North Richmond St between King St and Telegraph St

Drop-off and pick-up is occurring all along North Richmond Street, with parents stopping in the travel lane at random places, mostly in the southbound direction, but in the northbound as well. The travel lane width of 15 feet encourages drivers to think they can pass stopped vehicles, but this pushes vehicles across the double-yellow line and into the opposing traffic. Student bicyclists cannot safely use Richmond to access the bike storage area at the northeast corner of the campus because congestion and unsafe driver behavior make it unsafe for bicyclists. Students pedestrians coming from Richmond St north of the school, and from Telegraph St and Musser St east of the school, have no safe place to cross Richmond due to the lack of a crosswalk and sidewalks, and the same congestion and unsafe driving. When the street is not congested, at the beginning and end of drop-off and pick-up periods, vehicles are traveling over the posted school zone speed limit of 15 mph, which is encouraged by the wide travel lanes. Traffic calming and reconfiguration is needed!

Crosswalk

A crosswalk must be placed across Richmond in this section. It is unreasonable to expect students to walk all the way to King St to cross. There are three possible locations for a crosswalk:

1. At the existing curb cut opposite Telegraph St.
However, this is not a safe location because the bend in Richmond and adjacent fences significantly reduce visibility.
2. At the existing curb cut between the district yard and the school campus, where a walkway comes down from the school building. This, along with the sidewalk below, would remove about 1/3 of the informal staff parking along Richmond.
3. **Preferred:** At the north side of the intersection of Richmond with Musser. There was a crosswalk here in the past, and part of it is still visible, however, the west side was eliminated during school reconstruction. This is the recommended location, which would require changing the west side curb. This, along with the sidewalk below, would remove all of the informal staff parking along Richmond.



Regardless of the crosswalk location, this might be appropriate place to install an in-street crosswalk delineator, MUTCD R1-6.

Travel, Drop-off/Pick-up, and Bicycle Lanes

It must be safe for student bicyclists to access the bike storage area on the northeast corner of the campus, which requires bike lanes in one or both directions on Richmond.

Two options are:

1. Add bicycle lanes to both sides, narrowing the travel lanes to 10 feet. Curbs would be painted red the entire section, and drop-off/pick-up would be prohibited.

[Option 2 on the attached diagram]

2. **Preferred:** Make Richmond a one-way street southbound from Telegraph to King St, with a drop-off/pick-up lane, a bicycle lane, and a travel lane. The drop-off/pick-up lane would be painted yellow and signed for appropriate drop-off and pick-up use. Designated drop points would be installed that would direct drop-off and pick-up to these exact spots, with pavement pads installed in the sidewalk buffer zone at just these spots, and pavement and sidewalk markings showing where these spots are. Drop-off/pick-up lanes would be terminated by a bulb-out for the crosswalk of Richmond at Musser, and again at King. The narrowing of travel lanes would allow a sidewalk to be installed on the east side of Richmond in the public right-of-way, without negotiation or purchase with the adjacent property owner. Making Richmond one-way would require a traffic engineering study that would consider the impact on area streets and consideration of making Winters Dr one-way northbound to create a counterclockwise traffic flow. [Option 1 on the attached diagram]



Sidewalks

No sidewalk exists at any point on the east side of Richmond, which means that students coming from the neighborhood northeast have no safe access to school. Sidewalk must be installed, ranging from a short stub that would connect Telegraph St to the middle crosswalk location, or along the entire length. The entire length is recommend, consistent with option 3 in the travel section above.

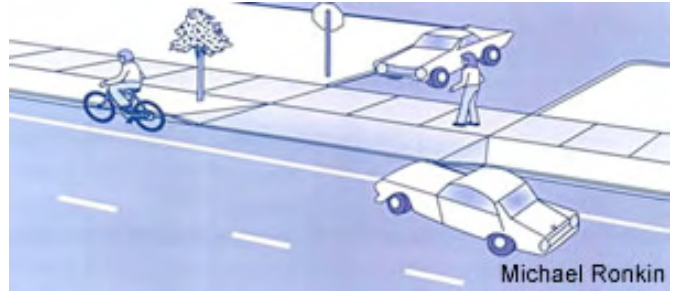
Implications

Some or all of the informal school staff parking which occurs along Richmond would be eliminated by these proposals. This will inconvenience the staff and be unpopular with them, however, student safety is far more important than staff convenience. There is ample parking capacity in the main school parking lot west of the building to handle all of the parking removed from here.

If drop-off/pick-up is prohibited on Richmond, which it would be by travel idea 1 above, it would divert this traffic into the drop-off/pick-up loop (which is already over capacity), and onto King St which could perhaps handle more if it were configured correctly.

Related Projects

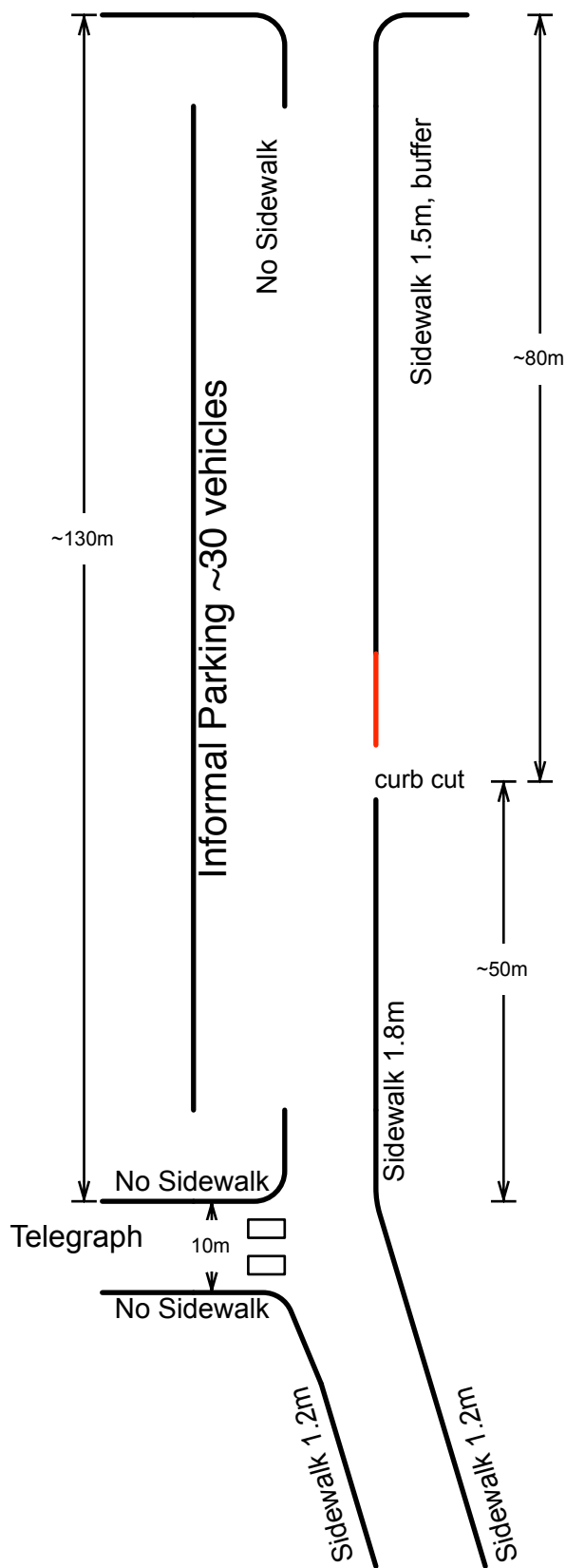
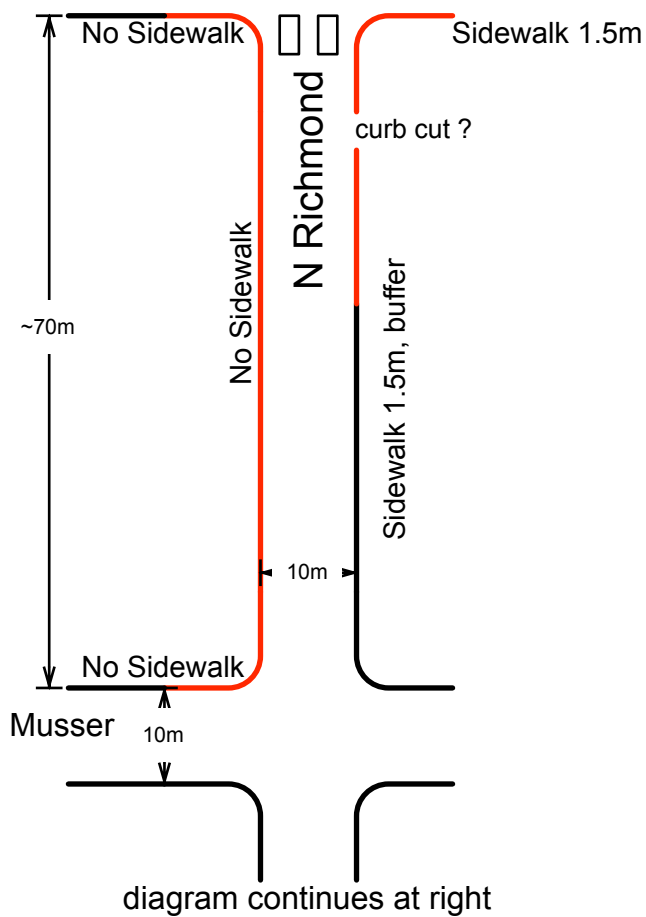
Narrowing of the school campus drop-off/pick-up lane, which is documented elsewhere as an on-campus project, would offer the opportunity to change the wide street-type entrance to a narrower driveway-type entrance. Traffic would be calmed and student use of the crosswalk over this entrance would be safer. This change in entrance would occur in the public area as part of this project. This narrowing project should make the drop-off/pick-up process run much more smoothly, and therefore make congestion backup onto Richmond no more or less likely than it is currently, but there is clearly a interaction for both traffic flow and construction.



North Richmond Ave (Existing Conditions)

King

diagram continues at left



North Richmond Ave (Proposal Option 1 One-Way)

