

Garfield Elementary School, San Leandro

Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

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State Street / Aurora Drive / West Avenue 130th
 - Install high visibility crosswalks at east, south, and west legs. Install School Assembly B Signage at Aurora Drive crossing
 - Install curb extensions with updated accessible curb ramps at the southeast corner
 - Replace existing school crossing sign with School Assembly B signage at the southwest corner
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Aurora Drive / Northwest Corner of School
 - Install R3-4 "No U-Turn" Signage on west side of Aurora Drive
 - Discuss with Fire Department whether it would be appropriate to convert some of the red curb in front of the inactive driveway to white curb for loading/unloading
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Aurora Drive / School Frontage
 - Install green curb and R32D "30 Minute Parking" signage on southwest side of Aurora Drive (Limit restrictions to school hours)
 - Install R3-4 "No U-Turn" Signage north of church driveway entrance on southwest side of Aurora Drive
 - Install 20' of red curb directly north of church driveway entrance on southwest side of Aurora Drive
 - Relocate existing "No Left Turn" sign from northeast side of Aurora Drive at school driveway entrance to southwest side of street north of church exit
 - Restrict left turns into school driveway entrance during drop-off/pick-up hours using cones as shown
 - Update existing school assembly signs to current CA-MUTCD standard signs
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Walnut Drive / Aurora Drive
 - Install advance yield markings at northwest and southeast legs
 - Install a curb extension at the northeast corner
 - Install updated accessible curb ramp at northeast side of Aurora Drive
 - Install high visibility crosswalk at southwest and northwest legs. Replace existing school crossing signs with School Assembly B Signage at Aurora Drive crossing
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Marina Boulevard / Aurora Drive
 - Install curb extensions at all 4 corners
 - Install high visibility crosswalks at all 4 legs
 - Existing crossing guard in place



The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

Improvements not to scale

