

School Safety Assessment Technical Memorandum

OAKLAND SCHOOL FOR THE ARTS

530 18th Street, Oakland, CA 94612

Oakland Unified School District

January 2019

OAKLAND SCHOOL FOR THE ARTS

A school safety assessment was conducted at Oakland School for the Arts in Oakland during the morning arrival on January 30, 2019. The assessment was attended by representatives from the City of Oakland, Alameda County Safe Routes to Schools Staff, and Oakland School for the Arts staff and parents.

Participants included:

- Beaver Boonsook, Engineer, Oakland Department of Transportation
- Aleida Andrino-Chavez, Alameda County SR2S Team
- Lori Cheatham, Director of Operations, Oakland School for the Arts
- Mike Oz, Oakland School for the Arts
- Yonneth Oldon, Oakland School for the Arts
- David Smith, Oakland School for the Arts
- Patrick Secreaso, Oakland School for the Arts
- Marti Cooper, Oakland School for the Arts
- Nate Levine, Engineer, Alameda County SR2S team
- Otto Melara, Planner, Alameda County SR2S team

School Information

Location & Enrollment

	Address:	530 18th Street Oakland, CA 94612
	Morning Bell(s):	8:15 AM
	Afternoon Bell(s):	Mondays, Tuesdays, & Fridays: 3:30PM Wednesdays & Thursdays: 2:14 PM
	Grade Levels:	6-12
	Enrollment	755
	School Type (neighborhood/magnet/charter):	Magnet school pulling from across the district

Bikes, Buses, and Drop-off/Pick-up

<p>Does the school have bike racks? What is the capacity? Is it secure bike parking?</p> <p>On a typical day, what percentage of racks are used?</p>		<p>12 bike spaces on 18th Street 12 bike spaces on 19th Street</p> <p>Bike racks are not school owned, placed on public right-of-way in front of the school</p>
<p>Is the school served by local transit agencies? Are there stops within ¼ mile?</p>		<p>19th Street BART Station is the most used by students. Bus lines are also available along Broadway (AC Transit lines: 6,12,18, 33, 51A, 72)</p>
<p>Does the school have special pick-up/drop-off policies/procedures?</p>		<p>Drop-offs are allowed in front of the main entrance on 18th Street.</p> <p>Students are also dropped-off along 19th Street and on Telegraph Ave.</p>

Frontage Streets

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes (two-hour intersection counts)	Notes
19th Street	34 feet	2 lanes - one way	25 mph	2,870 19th/Broadway (2013)	School zone speed limit sign
18th Street	40 feet	2 lanes - one way	25 mph	1721 18th/Telegraph (2004)	School zone speed limit sign
San Pablo Avenue	72 feet	4 lanes	30 mph	1427 17th/San Pablo/Clay (2014)	Buffered bicycle lanes and medians
Telegraph Avenue	65 feet	3 lanes	30 mph	1763 17th/Telegraph (2014)	Buffered bicycle lanes
Broadway	70 feet	4 lanes	30 mph	2076 17th/Broadway (2013)	N/A

Collision Summary 2013-2017

Radius from School	Fatal Collisions	Severe Injury Collisions	Visible Injury Collisions	Complaint of Pain Collisions	Pedestrian Collisions	Bicycle Collisions	Total Collisions
< ¼ mi	1	3	18	52	38	37	74
¼ mi - ½ mi	2	18	58	139	135	87	217
Total	3	21	76	191	173	124	291

Source: UC Berkeley – Transportation Injury Mapping System

Existing Conditions

Overview

The Oakland School for the Arts (OSA) is located in the Oakland's Uptown neighborhood in the same building of the Fox Theatre. Oakland School for the Arts does not have the exclusive school frontage, traditionally seen in most school settings. The school is located along 18th Street and 19th Street between San Pablo Avenue and Telegraph Avenue, two major arterials in a dense urban area.

Observations

The following existing conditions were observed or reported by participants during the school safety assessment (SSA).

1. 18th Street

- ◆ 18th Street between San Pablo Avenue and Telegraph Avenue is the primary vehicle drop-off and pick-up location for Oakland School for the Arts.
- ◆ 18th Street is a two-lane one-way street with parallel parking on both sides of the street.
- ◆ Drop-off and pick-up activities occur in the loading zone in front of the school's entrance, in front of the Oakland Ice Skating Center across the street, and in available paid parking stalls on 18th Street.
- ◆ The OSA loading zone consists of two curbside parking stalls in front of the school, just east of the midblock crosswalk.
 - The curb is not painted and two signs are placed at the beginning and end of the zone. The sign reads "NO PARKING 7AM - 9AM MON-FRI School Days Only." The remaining parking stalls on the block are metered parking, regulated from 8:00 AM to 6:00 PM.
 - The school crosswalk attendant stated that drivers do not always obey the signs and park in the parking stalls during the morning drop-off times. It is undetermined whether the drivers are school affiliated or not school affiliated.
 - The crosswalk attendant also noted that drivers park along the red curb next to the Fox Theatre driveway and the crosswalk. Drivers doing so block the driveway and crosswalk and hinder pedestrian visibility.
- ◆ There is a midblock crossing, wide yellow ladder crosswalk with curb ramps, and school crossing signage on 18th Street.
 - The crosswalk and associated advance yield markings are faded and could be refreshed to be more visible.



Above: Crossing guard assists students crossing the street in front of the school's entrance

- ◆ During the peak arrival time, drivers backed up along 18th Street waiting to turn right or left at the signalized intersection of Telegraph Avenue.
 - Traffic congestion on Telegraph Avenue led to increased congestion on 18th Street as Telegraph Avenue was the next street many drivers on 18th Street wanted to turn onto.
- ◆ Many drivers were seen dropping off students in the travel lane without pulling over to the curb. This was witnessed on several occasions at both travel lanes, typically during standstill traffic. Drivers also unloaded students in the driveway of the Fox Theatre, directly adjacent to the school's entrance.
 - When this occurs, students using the crosswalk have to cross in front of three vehicles.
 - Drivers parked in the driveway had poor visibility of pedestrians using the crosswalk due to the drivers in the two traffic lanes blocking their view.
- ◆ There is no lane striping along this portion of 18th Street delineating the two one-way travel lanes.
- ◆ Many student drop-offs occurred on 18th Street further west of the school entrance. These students walked along 18th Street and were cautious of drivers exiting the parking garage driveway of a nearby apartment complex.
- ◆ When there was no congestion, the assessment team witnessed high vehicle speeds and unpredictable maneuvering along this street.



Above: Vehicle congestion at the drop-off zone along 18th Street

2. 18th Street/Telegraph Avenue

- ◆ Low student pedestrian traffic was observed at the signalized T-intersection of 18th Street and Telegraph Avenue during the morning arrival period.
- ◆ Two of the three approaches at this intersection have marked crosswalks, yellow transverse crosswalks. The northern Telegraph approach does not have a marked crosswalk.
- ◆ A set of three bicycle racks are located on the sidewalk at the corner of 18th Street and Telegraph Avenue. These racks serve the general public, and are seldomly used by student bicyclists.
- ◆ Students walking from public transit (BART) were observed crossing Telegraph Avenue at 19th Street. School officials stated that the majority of students walking from BART choose this path. This is likely due to the natural pedestrian flow of BART users and the location of escalators.
- ◆ A majority of the morning school vehicle traffic leaving 18th Street turned left (northbound) on Telegraph Avenue.
 - The natural flow of traffic from drivers dropping students off at the school's entrance on 18th Street is: northbound on Telegraph Avenue, turning left (westbound) onto 19th Street. Many vehicles are likely heading to I-980 after dropping off students.



Above: Drivers turning northbound onto Telegraph Avenue from 18th Street

3. 19th Street (Back of School)

- ◆ 19th Street between San Pablo Avenue and Telegraph Avenue is the secondary drop-off/pick-up location for parents at Oakland School for the Arts. This location is not used as much as the front of the school on 18th Street likely due to the absence of a midblock crossing/crossing guard, and the red curb along the length of the 19th Street next to the school.
- ◆ 19th Street is a westbound one-way only street with two travel lanes.
 - Paid metered parking is available on both sides of the street but is limited directly in front of the school due to a curb from the corner of Telegraph Avenue to the parking lot driveway adjacent to the school.
 - An approximately 38-foot-long pull-in with white curb is available within this section.
 - Bike racks (12 spaces) are available along the sidewalk near the school entrance on 19th Street.
- ◆ A loading zone is not available on 19th Street. Drivers wait to pick-up their students in the metered parking spaces across 19th Street.
 - Parking enforcement officers have given parking citations to drivers parking in the metered spaces without paying.
 - There are no marked mid-block crosswalks to cross 19th Street.
- ◆ Drivers are prohibited from loading in front of the school along the red curb areas, although it happens very frequently according to school staff.

4. 19th Street/Telegraph Avenue

- ◆ Many drivers drop-off their students along southbound Telegraph Avenue between 19th Street and William Street.
- ◆ High volumes of vehicle traffic were observed turning left from northbound Telegraph onto 19th Street after dropping off their students.
- ◆ 19th Street is offset as it crosses Telegraph Avenue.
 - Despite lane delineation, the path of travel in the through direction can be confusing for some drivers, which can make using this intersection more stressful for pedestrians and bicyclists.
- ◆ The intersection of 19th Street and Telegraph Avenue is the major crossing point for many students commuting to the school by BART (19th Street Station).
- ◆ The crosswalks on all four crossing approaches are currently yellow transverse crosswalks.
 - The setback placement of the northern crosswalk across Telegraph Avenue at the intersection creates a sight distance challenge and is a blind spot for drivers turning right onto Telegraph Avenue from westbound 19th Street. Drivers making this movement are unable to see pedestrians using the crosswalk around the corner.
 - Due to offset intersection and signal timing there is no direct crossing from the northeast corner to the southwest corner, which are directly opposite from each other.
 - There are no advance stop lines present before any crosswalks at this intersection.
- ◆ This intersection was described as a major conflict point by the school stakeholders due to its many different vehicular movements and offset approaches through the intersection.
- ◆ The intersection features a newly installed right-turn on red restriction LED signal (activated blank out sign).

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding Oakland School for the Arts can be seen on the conceptual improvement plan found on the following page.

Policy & Program Recommendations

The Alameda County Safe Routes to Schools Program, in addition to engineering improvements, has many encouragement and educational activities that can benefit students and campus community at Oakland School for the Arts.

The School Site Coordinator for Oakland School for the Arts is Darrell Davis. The site coordinator can help schedule, organize, and promote many of the program offerings of Alameda County SR2S. The contact information for the Site Coordinator is below:

Darrell Davis, ddavis@alamedacountysr2s.org

Please do not hesitate to reach out to the site coordinator if you have any questions, concerns or wish to move forward with additional programming activities.

Programs

The following improvements are recommendations for policy and program implementation at Oakland School for the Arts to increase safety and active commutes to school.

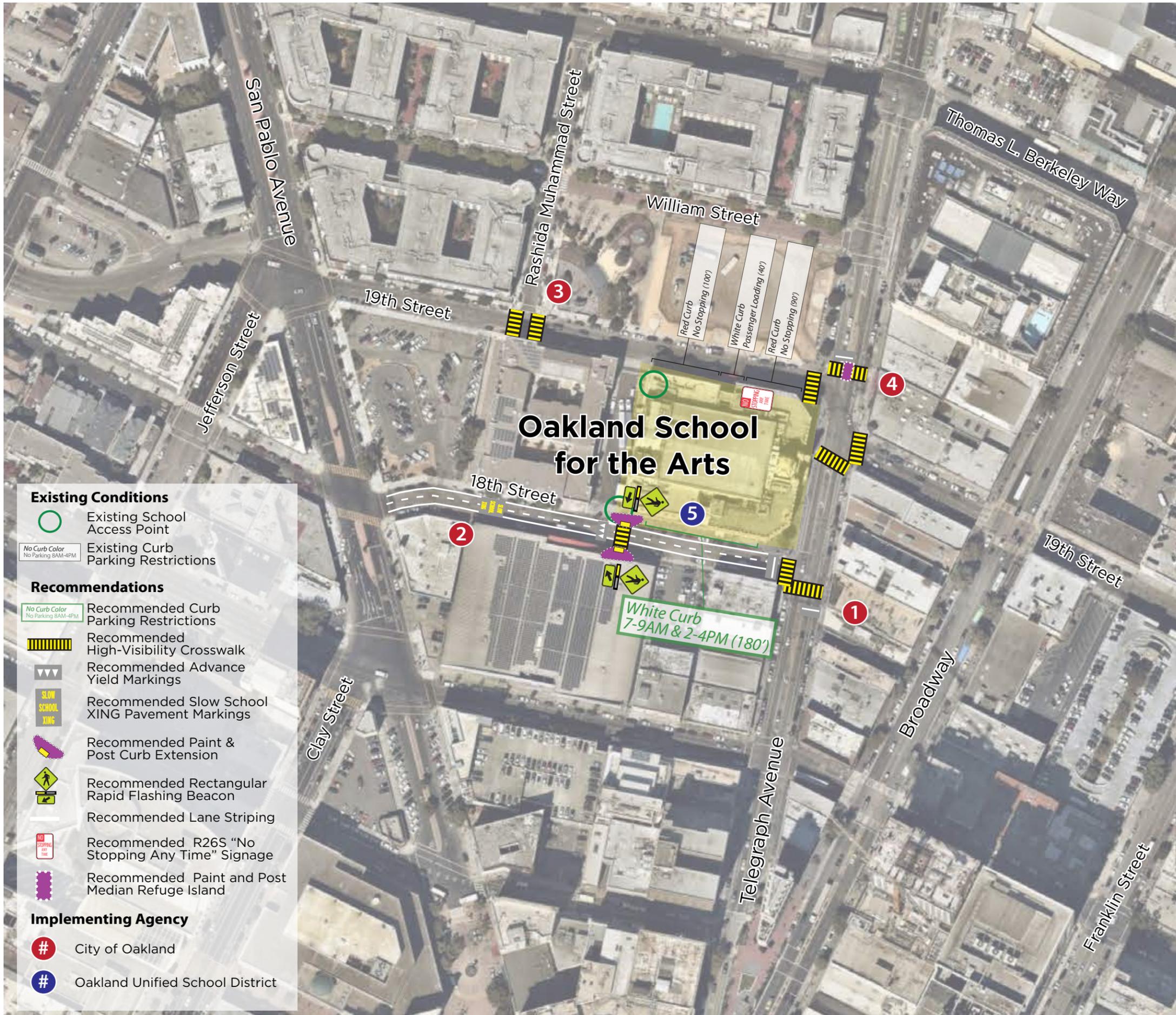
- ◆ Develop Walk and Bicycle Route Maps
 - The SR2S Program can create recommended Walk and Bicycle Route Maps. These maps illustrate preferred routes to school for walking and biking. Maps also provide safety tips to encourage better travel behavior. These maps can also be used as a part of Walking Schools Bus (WSB), Bicycle Train (BT), or other Walk and Roll to School activities. Park and Walk, WSB, and BT meeting locations are also shown on these maps where appropriate.
- ◆ Encourage and Help Facilitate Carpooling
 - The SR2S Program can assist schools in working with parents to connect them with other families who live nearby to increase the number of students carpooling. This can reduce congestion by reducing the number of vehicles coming to campus.
- ◆ Facilitate Walking School Buses and Bicycle Trains
 - Walking School Buses (WSBs) and Bicycle Trains (BTs) are groups of students, led by parent chaperone(s), that meet at designated locations and times to gather and walk and/or bike to school together. WSBs and BTs can be regular events, occurring daily, weekly, or monthly or occur

in coordination with other events like International Walk and Roll to School Day or the Golden Sneaker Contest. SR2S staff can assist schools with the planning, coordination, and execution of the WSBs and BTs. Walking and biking in groups with parental supervision can not only increase the visibility of these road users, but can reduce barriers to walking or biking for some families while making it fun and exciting for the students.

- ◆ Schedule Drive Your Bike
 - This interactive workshop is a great educational opportunity to teach and refresh safe walking and bicycling behavior. These workshops cover a wide range of relevant topics from understanding traffic signals and signs, to bicycle hand signals, to how to safely cross the street. The Drive Your Bike workshop has both a middle school and high school version.
- ◆ Participate in International Walk and Roll to School Day (IRW2SD), Cocoa for Carpools (C4P), and Bike to School Day (B2SD)
 - These are the three main countywide encouragement events that occur throughout the academic year. All schools can participate in International Walk and Roll to School Day, held in October every year. Cocoa for Carpools, held in the winter, is a fun event for high schools that rewards carpoolers with free hot chocolate when they arrive to school. All schools can also participate in Bike to School Day, held in tandem with Bike to Work Day, which encourages schools to sponsor Energizer Stations and students and families to bike to school.

Safe Routes to Schools Improvement Plan Oakland School for the Arts Oakland

Site Assessment held January 2019



- 1 Telegraph Avenue/18th Street**
 - Upgrade the two existing marked crosswalks to high visibility crosswalks
 - Install advance stop bars at the southern and western approaches
 - Install appropriate red curb/parking restriction signage at this intersection**
- 2 18th Street**
 - Refresh the mid-block high visibility crosswalk, advance yield markings, and "SCHOOL XING SLOW" pavement markings
 - Install paint and post curb extensions around the mid-block crosswalk to reduce vehicle encroachment
 - Consider installing an RRFB at the mid-block crosswalk
 - Consider upgrading the mid-block crosswalk to a raised crosswalk
 - On the north side of 18th Street, east of the mid-block crosswalk, extend the school loading zone from two parking stalls to eight stalls (the rest of the block face towards Telegraph Avenue)
 - Stripe white travel lane lines and parking lane edge line on 18th Street between Telegraph Avenue and San Pablo Avenue
- 3 19th Street & 19th Street/R. Muhammad Street**
 - Upgrade the two white transverse crosswalks across 19th at R. Muhammad Street to yellow high visibility crosswalks
 - Install R26S "No Stopping Anytime" signs along the existing red curb on the southern side of 19th Street
 - Install appropriate red curb/parking restriction signage at this intersection**
- 4 Telegraph Avenue/19th Street**
 - Install advance stop markings at the northern approach for southbound Telegraph Avenue traffic
 - Install a paint and post median refuge island across the northern Telegraph Avenue crossing
 - Upgrade all four crosswalks to high visibility crosswalks
 - Install appropriate red curb/parking restriction signage at this intersection**
- 5 On-Campus Improvements**
 - Provide indoor bicycle parking on the first floor for student bicyclists

Existing Conditions

- Existing School Access Point
- Existing Curb Parking Restrictions

Recommendations

- Recommended Curb Parking Restrictions
- Recommended High-Visibility Crosswalk
- Recommended Advance Yield Markings
- Recommended Slow School XING Pavement Markings
- Recommended Paint & Post Curb Extension
- Recommended Rectangular Rapid Flashing Beacon
- Recommended Lane Striping
- Recommended R26S "No Stopping Any Time" Signage
- Recommended Paint and Post Median Refuge Island

Implementing Agency

- City of Oakland
- Oakland Unified School District



The Alameda County Safe Routes to Schools Program is funded by the Alameda County Transportation Commission. Your transportation dollars at work!

*The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.