

East Oakland Pride Elementary  
Oakland DRAFT

Safe Routes to Schools Improvement Plan

Site Assessment held May 2017

Non-infrastructure Recommendations

- Send drop-off and pick-up safety reminders to parents on a routine basis
- Work with police to establish progressive enforcement campaign at start of school year and refresher in January. Information and warnings and then tickets
- Work with police to enforce no parking/stopping zone at red curb in front of fire hydrant
- Reinstate walking school bus program
- Work with mobile food vendors to ensure that they maintain a safe distance from the school to improve visibility and student safety



- 1 Plymouth Street / 81st Ave**
  - Install high visibility crosswalks
  - Install yield lines and signage on Plymouth St approaches
  - Consider stop warrant analysis on Plymouth St approaches
- 2 Birch Street / 81st Ave**
  - Restripe existing crosswalks with high visibility crosswalks
  - Refresh stop pavement markings and advance stop bars per California MUTCD
  - Continue presence of crossing guard
  - Construct ADA compliant ramp at northeast corner
  - Consider curb extension at northeast corner to improve pedestrian visibility
  - Relocate food trucks outside of red zone for fire hydrant access and for improved visibility of pedestrians in crosswalk
  - Long-term: Consider converting intersection to a raised intersection or a mini traffic circle.
- 3 Birch Street / 82nd Ave**
  - Install high visibility crosswalks
  - Restripe “stop” pavement markings and advance stop bars on all approaches
- 4 Olive Street / 81st Ave**
  - Install high visibility crosswalks
  - Install yield markings and signage on Olive St approaches
  - Consider stop warrant analysis on Olive St approaches
- 5 Bancroft Avenue / 81st Ave**
  - Install RRFB at crossing on Bancroft with additional push button at pedestrian refuge
  - Install yield markings on both Bancroft Ave approaches
  - Install curb extensions at all 4 corners
- 6 Various Locations**
  - Install speed hump to slow traffic

Improvements not to scale  
0 200 ft



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.