

Non-infrastructure Recommendations

- The school should regularly provide information on drop-off/pick-up including: designated loading/unloading locations, school access points, valet program information, and no parking zones.
- Garfield Elementary should implement a student safety patrol or valet service (with teacher and parent volunteer supervision) along 22nd Avenue to help encourage vehicles to pull to the curb and to keep moving; encouraging safer drop-off behavior.
- Parents should be encouraged to leave slightly earlier as to avoid rushing and to avoid the peak drop-off rush.
- Parents should also be encouraged to park and walk; parking a block or two away and then walking their child to/from the school.
- Garfield should work with the District and OPD to develop a plan of phased enforcement. The program should start with the sharing of information and reminders of rules and policies, and should then shift towards police presence and warnings. If double parking and other violations continue then formal ticketing enforcement should occur.



	Recommended High-Visibility Crosswalk		Recommended Advanced Stop Pavement Marking
	Existing Traffic Signal		Recommended Advance Yield Markings
	Recommended Yield Signage		Recommended Intersection Stop-control Study
	Recommended Speed Feedback Sign		Recommended Yellow Curb
	Recommended Safety Patrol/Valet Service		Recommended Red Curb
	Existing Crossing Guard Location		Recommended White Curb
	Recommended Lane Striping		Recommended Close School Entrance
	Recommended Crosswalk Signage		Recommended R25D Signage
	Recommended School Assembly A Signage		Recommended R24A Signage
	Recommended Speed Bump		

Garfield Elementary School Oakland

Safe Routes to Schools Improvement Plan

Site Assessment held May 2017

- 22nd Avenue / Foothill Boulevard**
 - Channelize the southwest approach to create a left turn lane
 - Consider changing traffic signal timing to give pedestrians crossing Foothill Blvd. a Leading Pedestrian Interval or provide the southwest bound left turning movement its own signal phase
 - Install high visibility crosswalks on all four legs
 - Refresh red paint around all crosswalks
 - Install R10-15 "Turning Vehicles Yield to Pedestrians" sign
- 22nd Avenue**
 - Install white curb along the school's frontage for student loading and unloading
 - Install R25D "School Loading Zone" signs, time limited from 8AM-4PM
 - Designate 22nd Avenue as the primary drop-off location for students. Implement a Safety Patrol/Valet Drop-off at this location
 - At Independence Way, install R3-3bP "Use Crosswalk" sign
 - Consider installing a speed bump where shown
- E 17th Street/ 22nd Avenue**
 - Refresh high visibility crosswalks on southwest, northwest, and southeast legs
 - Install high visibility crosswalk on northeast leg
 - Install advance stop markings on all four legs
 - Refresh red paint around all crosswalks
- E 17th Street**
 - Extend red curb to allow space for one additional school bus
 - Install R24A "School Bus Only" signs
 - If double parking continues on E 17th Street after implementing warnings and enforcement, consider painting the curb green along the school frontage and using on-street pavement markings to mark parking stalls
- E 17th Street / 23rd Avenue**
 - Refresh high visibility crosswalk on southwest leg
 - Install high visibility crosswalks on northwest, northeast, and southeast legs
 - Install advance stop markings on the northwest and southeast legs
 - Install advance yield markings on the northeast and southwest legs (convert to stop markings if the blow recommendation is implemented)
 - Study warrants for converting the intersection to all-way stop control
- Foothill Boulevard**
 - Close school entrance on Foothill Boulevard
 - Prohibit student drop-off along Foothill Boulevard
 - Install school zone assembly A signage east of 23rd Street
 - Consider installing Speed Feedback Signs
 - At Munson Way, install R3-3bP "Use Crosswalk" sign
 - Refresh yellow curb for freight loading
 - Study Foothill Boulevard for a road diet, which would reduce travel lanes, add bike lanes, and a center turn lane

Improvements not to scale
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