



# School Safety Assessment Technical Memorandum

## ARISE HIGH SCHOOL

3301 E 12<sup>th</sup> Street, Suite 205 Oakland, CA 94601

Oakland Charter School

APRIL 2019



## ARISE HIGH SCHOOL


A school safety assessment was conducted at ARISE High School in Oakland during the afternoon dismissal on April 18, 2019. The assessment was attended by representatives from the City of Oakland, Alameda County Safe Routes to Schools Staff, ARISE School Staff, and one parent.

Participants included:

- Beaver Boonsook, Engineer, Oakland Department of Transportation
- Rosa Rivar, ARISE School Staff
- Arianna Caplan, ARISE School Staff
- Velia Navarro, Parent Organizer, ARISE School Staff
- Aleida Andrino-Chavez, Alameda County SR2S Team
- Davis Darrell, School Site Coordinator, Alameda County SR2S Team
- Andre Huff, Engineer, Alameda County SR2S Team
- Beth Martin, Senior Planner, Alameda County SR2S Team
- Jose Palma, Planner, Alameda County SR2S Team
- Maria Sanchez, ARISE School parent

## School Information

### Location & Enrollment

	<b>Address:</b>	3301 E 12 <sup>th</sup> Street, Suite 205 Oakland, CA 94601
	<b>Morning Bell(s):</b>	8:30 AM or 9:00 AM
	<b>Afternoon Bell(s):</b>	3:10 PM
	<b>Grade Levels:</b>	Grades 9-12
	<b>Enrollment</b>	317
	<b>School Type (neighborhood/ magnet/charter):</b>	Charter School

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

<p><b>Does the school have bike racks? What is the capacity? Is it secure bike parking?</b></p>		<p>There are no exclusive bike racks or parking inside the school building because the school is along a public pedestrian plaza in a mixed-use transit village. There are three sidewalk bike racks and the Fruitvale BART Bike Parking station nearby.</p>
<p><b>Is the school served by local transit agencies? Are there stops within ¼ mile?*</b></p>	<p>AC Transit Bus: 1, 14, 19, 20, 21, 39, 47, 54, 62, O, 51A, 339, 648, 654, 655, 801, and 851.</p> <p>Fruitvale BART Station</p>	

*\*ARISE High School is not served by school buses and they do not have special pick-up/drop-off policies/procedures.*

*\*\*Note school split mode is not available.*

**Street Profiles**

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
E 12th Street*	42 feet	2 lanes	35 mph	-	-
International Blvd	68 feet	4 lanes	35 mph	24,277	-
San Leandro Street	60 feet	4 lanes	30 mph	15,409	-

*\*There is no posted speed limit sign on E 12<sup>th</sup> Street between Fruitvale Avenue and 35<sup>th</sup> Avenue.*

*Source: Oakland Department of Transportation, 2019*

**Collision Summary 2014-2018**

Radius from School	Fatal Collisions	Severe Injury Collisions	Visible Injury Collisions	Complaint of Pain Collisions	Pedestrian Collisions	Bicycle Collisions	Total Collisions
< ¼ mi	2	7	21	31	44	17	61
¼ mi – ½ mi	1	7	13	47	46	22	68
Total	3	14	34	78	90	39	129

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley 2019

## Existing Conditions

### Overview

ARISE High School is located within the Fruitvale Village mixed use development in Oakland located adjacent to the Fruitvale BART station between 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue. The school is located along the pedestrian plaza on the second floor in two different buildings of Fruitvale Village. ARISE students utilize the Cesar F. Chavez Oakland Public Library which is located on the southeast corner on the ground floor below ARISE High School. Being situated in a pedestrian focused transit village, the school does not have on-site parking; but it does have a designated drop-off/pick-up zone south of Fruitvale BART station along Oscar Grant III Way near 35<sup>th</sup> Avenue. Because there is no on-site parking, parents/visitors who drive can either park on street metered/time restricted spaces along nearby streets, use the BART parking lot, or the private parking lot at E 12<sup>th</sup> Street and 35<sup>th</sup> Avenue.

Many drivers drop-off/pick-up high school students along E 12<sup>th</sup> Street between 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue because it is closer to the main school entrance. There are some students who also walk to or use public transportation to get to ARISE. Most students enter through Avenida de la Fuente, which is a pedestrian paseo closed to vehicles, bicycles, and skateboards. Through this paseo, there are two entrances near the school. The main entrance is on the corner southwest of E 12<sup>th</sup> Street and the pedestrian paseo (Avenida de La Fuente), and the other is between E 12<sup>th</sup> Street and Fruitvale BART station on the east side of the paseo.

The school is in close proximity to multiple bus stops through the Fruitvale BART Station bus loading station (i.e., bus lines: 14, 19, 20, 21, 39, 54, 51A, 62, 339, 706, 851, and O). The bus loading area is located between Oscar Grant III Way and 35<sup>th</sup> Avenue south of the Fruitvale BART station. Additionally, there are nearby AC Transit bus lines (i.e., 1 and 801) on International Boulevard that are less than a quarter mile from the school entrance. Stops are located at the T-intersection at the pedestrian paseo (eastbound) and adjacent to the T-intersection at 34<sup>th</sup> Avenue (westbound). AC Transit is currently constructing Bus Rapid Transit (BRT) along this section of

International Boulevard. A BRT is a high-quality bus-based transit system that delivers fast, comfortable, cost-effective services at metro-level capacities. It does this through dedicated lanes, with busways and stations typically aligned to the center of the road with fast and frequent operations.

Between 2014-2018, 44 pedestrian collisions and 17 bicycle collisions were reported within a quarter mile of ARISE High School. Within a half mile, 46 pedestrian collisions and 22 bicycle collisions were reported within a one-mile radius. Most of the collisions occurred on International Boulevard and on E 12<sup>th</sup> Street near the main entrance of the school. E 12<sup>th</sup> Street is a Class III bike route (between 33<sup>rd</sup> Avenue - 35<sup>th</sup> Avenue) with sharrows markings and includes a bike lane (between 29<sup>th</sup> Avenue - 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue - 40<sup>th</sup> Avenue). Note that data is not clear if pedestrians or bicyclists are students of ARISE.

The city of Oakland's proposed Fruitvale Avenue Gap Closure Project recommends the closure of East 12<sup>th</sup> Street between 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue through the transit village area. The closure will not allow drivers to pass, but there will still be access to existing surface parking lot on the northwest corner between the pedestrian paseo (Avenida de la Fuente) and 35<sup>th</sup> Avenue on E 12<sup>th</sup> Street. The Gap Closure Project includes bicycle and pedestrian improvements such as high visibility crosswalks, protected bicycle lanes, and curb extensions. The timeline for this process has not been established.

BART operates a bike station at Fruitvale Village next to the BART station. This bike station is opened from 6:30am to 7:30pm weekdays only with the capacity to hold 200 bikes. The station offers the following: free valet parking, repairs and sales, and sale of Bikelink Cards. The Bike Station Program offers three types of secure parking options: free valet bike parking, 24-hour controlled access parking, and secure bike racks. Detailed information can be found on [bikehub.com](https://bikehub.com).

## Observations

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

## 1. E 12<sup>th</sup> Street Segment



*Above: View of vehicle queue on southbound E 12<sup>th</sup> Street along school building during school pick-up.*

- ◆ During the afternoon dismissal period, vehicle queue development occurred along E 12<sup>th</sup> Street between Fruitvale Avenue and 35<sup>th</sup> Avenue. The vehicle queue is due to school traffic and a combination of uncontrolled pedestrian crossings at E 12<sup>th</sup> Street along the pedestrian paseo (Avenida de la Fuente) between the Fruitvale BART station and International Boulevard.
- ◆ The school building is on the south side of E 12<sup>th</sup> Street between 35<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue. There is no speed limit sign visible between 35<sup>th</sup> Avenue and Fruitvale Avenue on E 12<sup>th</sup> Street.
- ◆ Drivers were observed stopping on the travel lane, and along the red and yellow curb area located on both sides of the pedestrian paseo (Avenida de la Fuente) curb extension near the crosswalk. Drivers were gesturing their children to board their vehicles while stopping near the crosswalk. As a result, these vehicles blocked other drivers' visibility of pedestrians crossing either side E 12<sup>th</sup> Street.
- ◆ Drivers were parked in the yellow curb area near the pedestrian paseo (Avenida de la Fuente). A driver was observed sleeping inside the car.
- ◆ Drivers were double parking all along E 12<sup>th</sup> Street between 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue to pick-up students. Some of these drivers parked illegally on red curbs to pick-up their children during pick-up time.



## 2. 35<sup>th</sup> Avenue and E 12<sup>th</sup> Street



*Left: Driver parked in front of red curb on northwest corner during pick-up.*

*Right: Southwest corner pedestrians crossing with faded crosswalk and no stop bar line on any of the approaches.*

- ◆ This intersection of 35<sup>th</sup> Avenue and E 12<sup>th</sup> Street is signalized. Currently, the intersection has faded marked transverse crosswalks and no stop bar line on any of the approaches.
- ◆ Drivers were stopping in the red curb areas near the southwest and northeast corners to wait to pick-up high school students. This behavior obstructs visibility of pedestrians on the crosswalks, increasing the potential for a pedestrian/vehicle collision.



### 3. E 12<sup>th</sup> Street and the Pedestrian Paseo (Avenida de la Fuente)



*Left: Looking from the southwest corner, pedestrians are walking off the curb without looking or acknowledging drivers at the stop sign, which creates some hesitation for drivers when proceeding through the intersection and causes queues.*

*Right: Looking from the northeast corner, there is a faded stop bar and crosswalk at the curb extensions.*

- ◆ The intersection of E 12<sup>th</sup> Street and the pedestrian paseo (Avenida de la Fuente) is a two-way stop-controlled intersection with two curb extensions. The stamped concrete design is intended to delineate the pedestrian crossing area. This paseo connects Fruitvale BART station with International Boulevard.
- ◆ The stop bars and crosswalk are faded across E 12<sup>th</sup> Street and Avenida de la Fuente.
- ◆ A high volume of pedestrians and ARISE High School students were observed walking northbound on the paseo (Avenida de la Fuente) across E 12<sup>th</sup> Street heading toward International Boulevard.
  - Many pedestrians crossing, including students, did not look both ways before crossing E 12<sup>th</sup> Street. The high and continuous volume of pedestrians crossing E 12<sup>th</sup> Street created a queue for both eastbound and westbound traffic as there were few gaps in the pedestrian traffic.
  - Some drivers accelerated through short gaps of pedestrian traffic crossing E 12<sup>th</sup> Street.

#### 4. 33<sup>rd</sup> Avenue and E 12<sup>th</sup> Street



*Above: A driver on E 12<sup>th</sup> Street at 33<sup>rd</sup> Avenue in the queue created by continued pedestrian movement across the pedestrian paseo (Avenida de la Fuente).*

- ◆ The intersection of 33<sup>rd</sup> Avenue and E 12<sup>th</sup> Street is a four-way stop-controlled intersection with four transverse crosswalks.
- ◆ Due to high pedestrian volumes crossing along the pedestrian paseo (Avenida de la Fuente), the vehicle queue flows onto 33<sup>rd</sup> Avenue and E 12<sup>th</sup> Street. The long traffic queues caused eastbound drivers to not yield to pedestrians crossing over E 12<sup>th</sup> Street at 33<sup>rd</sup> Avenue.
- ◆ Additionally, the eastbound vehicular queue on E 12<sup>th</sup> Street obscured site lines for all other approaches at the intersection.

## 5. 33<sup>rd</sup> Avenue and International Boulevard



*Above: A rectangular rapid flashing beacon has recently been installed at the uncontrolled crossing at 33<sup>rd</sup> Avenue.*

- ◆ 33<sup>rd</sup> Avenue and International Boulevard is a T-intersection, with stop-controls on the northbound approach of 33<sup>rd</sup> Avenue.
- ◆ At the intersection on International Boulevard, a rectangular rapid flashing beacon (RRFB) was recently installed on the east approach. During the assessment, ARISE staff indicated that even with the installation of the RRFB, drivers on International Boulevard were not yielding to pedestrians attempting to cross the street.
- ◆ Drivers coming northbound on 33<sup>rd</sup> Avenue were seen making right turns onto International Boulevard. SSA participants observed that drivers often did not look for pedestrians when turning right on International Boulevard, in some cases failing to yield to pedestrians within the intersection.
- ◆ The AC Transit BRT construction has reconfigured lanes near the intersection of International Boulevard and 33<sup>rd</sup> Avenue. Temporary traffic control delineators are affecting travel movements and increasing queue build-up along International Boulevard and E 12<sup>th</sup> Street. Additionally, this is affecting nearby intersections like Fruitvale Avenue and International Boulevard.

## Recommendations

### Engineering Recommendations

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

### Policy & Program Recommendations

In addition to engineering improvements, the Alameda County Safe Routes to Schools Program has many encouragement and educational activities that can benefit students and campus community at ARISE High School.

The School Site Coordinator for ARISE High School 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](mailto:ddavis@alamedacountysr2s.org)

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

### Programs

The following improvements are recommendations for policy and program implementation at ARISE High School 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.
- ◆ 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.
- ◆ Schedule Drive Your Bike Workshop
  - 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.
- ◆ Participate in Cocoa for Carpools (C4P), and Bike to School Day (B2SD)
  - 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.

### **Transit Recommendations**

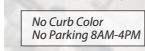




- ◆ ARISE High School is served by mass transit with access to BART Fruitvale Station and multiple bus stops within close proximity of the campus. AC Transit has a large bus transportation hub station for multimodal transit users, and other bus stops approximately a quarter mile from ARISE High School. Information and language about all bus stops and drop-off/pick-up procedures should be updated to inform current and incoming parents.
- ◆ Student and Family Handbook Upgrade
  - The school should update the Transportation & Policy section with a more detailed map showing current and new parents where to pick-up/drop-off ARISE High School students.
  - Add language prohibiting drivers from dropping off or picking up students along E 12<sup>th</sup> Street between 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue.
  - Add language prohibiting drivers from using paid parking meter spaces as drop-off or pick-up loading/unloading spaces on E 12<sup>th</sup> Street between 33<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue.
  - The map should also include all bus stops and display all current bus lines. This map should be updated each school year if there are any bus stop changes.
- ◆ School Traffic Safety Orientation Discussion
  - During orientation or Back to School Night the school should schedule a mandatory 30-minute meeting with the Safe Routes to Schools (SR2S) Coordinator to discuss traffic safety and how to get to and from school for both parents and high school students.
  - The SR2S Coordinator will have an opportunity to educate parents on how to properly drop-off and pick-up their children. If possible, have a translator for parents who do not have enough English language proficiency.
  - The SR2S Coordinator can share a list of typical motor vehicle violations at school areas and the associated cost of each violation should parent drivers not follow the local traffic laws.
  - The SR2S Coordinator can also discuss alternative modes of transportation and how they might work with the local school. For example, pointing out secure bike parking, local bus service, and existing designated drop-off and pick-up locations.
- ◆ AC Transit Youth Discounted Cards
  - An ARISE staff member can be held responsible to help students sign up for discounted passes on a quarterly basis. AC Transit can coordinate with the ARISE staff member to help streamline completed student applications on a monthly basis.
  - AC Transit can provide staff member with new Clipper Cards that can be given to students once applications have been completed. Once

completed, cards can be activated when used for the first time on an AC Transit Bus.








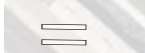









- ◆ BART Youth Clipper Card Access
  - Arrange to have a Clipper Card representative help qualified students who use BART to get to and from ARISE High School apply for Youth Clipper Cards on a quarterly basis.
  - The same person who manages AC Transit discounted Clipper Cards can be trained to help qualified students complete and submit a form for a Youth Clipper Card.
  - Upon completion, students can pick up Clipper Cards from ARISE.




## Existing Conditions

-  Existing Curb Parking Restrictions
-  Existing Access Point
-  Existing Bus Stop
-  Existing Bike Parking
-  Existing BART Station

## Recommendations

-  Recommended Curb Extension
-  Recommended High-Visibility Crosswalk
-  Recommended Curb Ramp
-  Recommended Paint & Post Curb Extension
-  Recommended Refuge Island
-  Recommended CA-MUTCD sign R25D "Passenger Loading"
-  Recommended CA-MUTCD sign R26S "No Stopping Any Time"
-  Recommended White Transverse Crosswalk
-  Recommended Class II Bike Lane
-  Recommended Class IIB Protected Bike Lane
-  Recommended Class IV Separated Bikeways
-  Recommended Traffic Coordinator/Crossing Guard
-  Recommended CA-MUTCD sign School Assembly SW24-2 and SW24-3 (B or D)
-  Recommended CA-MUTCD sign R3-2 "No Left Turn"
-  Proposed BRT Infrastructure
-  Recommended Advanced Stop Pavement Marking
-  Recommended CA-MUTCD sign R25A Loading Zone

## Implementing Agency

-  City of Oakland



## Safe Routes to Schools Improvement Plan

### ARISE High School Oakland

Site Assessment held April 2019

- E 12th Street School Buildings**
  - Consider refreshing all existing curb painting along the southside of E 12th Street
  - Install R2-6(S) "No Stopping Anytime" signs along all existing red curb on the southside of E 12th Street
  - Install R25 "Loading Zone" signs along all existing yellow curb on the southside of E 12th Street
  - Install R25D "Passenger Loading" sign next to existing white curb southeast side of E 12th Street and 35th avenue
- E 12th Street/35th Avenue**
  - Install high visibility crosswalk at all approaches
  - Construct a paint and post curb extension the northwest and southwest corners
  - Install a School Assembly D sign in advance of the eastbound approach of the crosswalk
  - Install Bike Lanes (Class II) between International Boulevard and E 12th Street and Buffered Bike Lanes (Class IIB) between E 12th Street and San Leandro Street consistent with the Fruitvale Gap Closure Project's design
  - Install stop bars at all approach and install appropriate red/curb parking restriction signage at this intersections\*\*
- E 12th Street/Pedestrian Paseo (Avenida de la Fuente)**
  - Install white transverse crosswalk along the stamped concrete paseo crosswalk across E 12th Street
  - Refresh stop bars on the west and eastbound approaches along the stamped concrete paseo crosswalk on E 12th Street
  - Consider assigning traffic coordinator or crossing guard to help control pedestrian flow during drop off and pick up hours. The traffic coordinator/crossing guard position should be piloted for three months to determine its effectiveness in improving pedestrian and driving behavior.
  - Construct a 20 feet paint and post curb extension along all existing red curb adjacent to the existing curb extension to daylight the stamped concrete paseo crossing and discourage illegal parking near the street curb and crosswalk

Long Term: Consistent with the Fruitvale Gap Closure Project, consider closing off vehicle access to E 12th Street between 33rd Avenue and Avenida de la Fuente
- 33rd Avenue/E 12th Street**
  - Install high visibility crosswalks across all approaches consistent with the Fruitvale Gap Closure Project's design
  - Install a School Assembly D sign in advance of the eastbound approach crosswalk
  - Install appropriate red curb/parking restriction signage at this intersection\*\*
  - Long Term: Consistent with the Fruitvale Gap Closure Project, consider implementing curb extensions on all corners
- International Boulevard/33rd Avenue**
  - Install high visibility crosswalk on the west leg and upgrade existing crosswalk on the east leg to high visibility crosswalk on International Boulevard, and two curb extensions on the west side. Install "No Left Turn" signage on the northbound approach consistent with AC Transit's BRT designs
  - Install appropriate red curb/parking restriction signage at this intersection\*\*

0 200 ft  
Improvements not to scale



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/standard. Red curb not symbolized on map.