



School Safety Assessment Technical Memorandum

FRED T. KOREMATSU DISCOVERY ACADEMY
AND ESPERANZA ELEMENTARY SCHOOL

10315 E Street, Oakland, CA 94603

Oakland Unified School District

April 2019

FRED T. KOREMATSU DISCOVERY ACADEMY (KDA) & ESPERANZA ELEMENTARY SCHOOL


A school safety assessment was conducted for two elementary schools, Fred T. Korematsu Discovery Academy (KDA) and Esperanza Elementary School in Oakland during the morning arrival on April 17, 2019. Both schools teach Kindergarten through 5th grade separately (they share a hallway that connects both schools), have two entrances, and share the same drop-off/pick-up zone. The assessment was attended by representatives from the City of Oakland, Alameda County Safe Routes to Schools Staff, and KDA/Esperanza Elementary School staff and parents.

Participants included:

- Beaver Boonsook, Engineer, Oakland Department of Transportation
- Amie Lamontagne, Principal, Fred T. Korematsu Discovery Academy
- Taria Hughes, Teacher, Fred T. Korematsu Discovery Academy
- Daniel Colin, Assistant, Family Resource VISTA
- Jeannette Cooper, School Site Coordinator, Alameda County SR2S Team
- Jennifer Holmes-Ledet, School Site Coordinator, Alameda County SR2S Team
- Courtney Wood, Planner, Alameda County SR2S Team
- Andre Huff, Engineer, Alameda County SRS2 Team
- Jose Palma, Planner, Alameda County SR2S Team
- Five Esperanza Elementary School parents

School Information

Location & Enrollment

	Address:	10315 E Street Oakland, CA 94603
	Morning Bell(s):	8:40 AM (KDA) & 8:30 AM (Esperanza)
	Afternoon Bell(s):	2:55 PM (KDA) & 2:45 PM (Esperanza)
	Grade Levels:	Grades K-5 th
	Enrollment	295 (KDA)/345 (Esperanza)
	School Type (neighborhood/magnet/charter):	Neighborhood


Student Travel Data

Students' Proximity to School (school estimate):	<p>Esperanza Elementary School</p> <p>Less than ¼ mile (5-min. walk): 30%</p> <p>Between ¼ and ½ mile (5-10-min. walk): 30%</p> <p>Between ½ and 1 mile (10 to 20-min. walk): 30%</p> <p>Greater than 1 mile (more than 20-min. walk): 10%</p>
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Student Travel Mode Info:	<p>Recent SR2S Hand Tally Data: KDA* Spring 2017</p> <p>Walking: 30%</p> <p>Biking: 2%</p> <p>School bus: 0%</p> <p>Transit: 0%</p> <p>Carpool: 20%</p> <p>Family Vehicle: 45%</p> <p>Other: 3%</p>	<p>Recent SR2S Hand Tally Data: Esperanza Spring 2017</p> <p>Walking: 28%</p> <p>Biking: 0%</p> <p>School bus: 2%</p> <p>Transit: 0%</p> <p>Carpool: 20%</p> <p>Family Vehicle: 50%</p> <p>Other: 0%</p>
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**Information was not available for KDA*

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

Does the school have bike racks? What is the capacity? Is it secure bike parking?	Esperanza Elementary School does have bike parking outside the school between the main entrance and on-site parking lot. Bike parking holds up to nine bikes, and it is not secured. KDA does not have bike racks. However, bike racks are available to anyone who bikes to and from both schools.	
On a typical day, what percentage of racks are used?	No bikes were seen during the assessment.	
How do school buses interact with the school?		School buses are available for special needs students. The bus usually drops off students on E Street and 104 th Avenue in the red zone in front of the Esperanza Elementary second entrance.
Does the school have special pick-up/drop-off policies/procedures?	Both schools require parents to enter a drop-off area marked by cones between 103 rd Avenue and 104 th Avenue. Parents enter from 103 rd Avenue and exit near 104 th Avenue.	

**KDA and Esperanza are not directly serviced by AC Transit*

Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Existing Traffic Calming
E street	40 feet	2 lanes	25 mph	-	Speed Bumps
105 th street	61 feet	2 lanes	30 mph	9,368	N/A

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	0	0	5	3	4	4	8
¼ mi – ½ mi	1	8	13	24	31	15	46
Total	1	8	18	27	35	19	54

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

Existing Conditions

Overview

Korematsu Discovery Academy (KDA) and Esperanza Elementary are two different elementary schools (K-5) on the shared site located near the intersection of 105th Avenue and E Street, between San Leandro Street and International Boulevard, on the west side of E Street. The main entrance between 103rd Avenue and 104th Avenue is shared by both schools and another entrance is located at the intersection of 104th Avenue and E Street. Within the entrance, there is a hallway that is shared by both schools. Both schools share the on-site gated surface parking lot next to the school, but it is only available to staff and teachers. Additionally, there is another private parking lot in front of the school entrance that is accessible through a ramp along E Street. This parking lot is also for teachers and staff only.

There is only one vehicle drop-off location on E Street between 103rd Avenue and 105th Avenue, which is shared by both schools. This area is coned-off at bell times and the student Safety Patrol (a volunteer student group) assists drivers with traffic circulation and student drop-off and pick-up.¹

During the day of the assessment, a large number of school-bound drivers accessed the school from south of 105th Avenue. This designated drop-off/pick-up area was not used efficiently because drivers were observed double parking, exiting out of the middle of the designated drop-off/pick-up area, parking next to red curb space, and on some occasions leaving their vehicles.

¹ At the time of the assessment, student safety volunteers were not present during the drop-off period.

Observations

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

1. 102nd Avenue/E Street

- ◆ 102nd Avenue is a T-intersection and two-way stop-controlled.
- ◆ There is currently one yellow transverse crosswalk across the east approach.
- ◆ At the intersection, drivers will perform U-turns to avoid the nearby school pick-up/drop-off lane located at 103rd Avenue and E Street. Most drivers performing U-turns were seen coming northbound from E Street. Drivers would then travel southbound on E Street to enter the drop-off/pick-up zone.
- ◆ There is frequent illegal dumping along the west sidewalk of E Street between 100th Avenue and 102nd Avenue, along the fence of industrial property. This dumping causes many pedestrians to avoid the west side sidewalk altogether. School staff and parents mentioned that there are large items, such as burned vehicles, bed frames, and other bulky items that make walking down the west side of E Street undesirable. As a result, most students walk along the residential east side of E Street, which forces students to cross several side streets as well as E Street to get to school.
- ◆ Some drivers double park and let their children out of the car without pulling to the curb, blocking traffic and exposing children to moving vehicles.
- ◆ There is a speed hump between 102nd Avenue and 103rd Avenue on E Street. The speed hump pavement markings are faded and not updated to current CA-MUTCD standards.
- ◆ Parents cross at mid-block locations between 102nd Avenue and 103rd Avenue.



Left: Illegal dumping of trash on E Street.



Right: Looking down at E Street towards the drop-off zone with speed humps between 102nd Avenue and 103rd Avenue.

2. 103rd Avenue/E Street (Entrance of Drop-off/Pick-up Zone)

- ◆ The 103rd Avenue approach is a stop-controlled T-intersection.
- ◆ Drop-off/Pick-up zone entrance starts on the southwest side of 103rd Avenue and E Street with a one-way entrance southbound lane and extends about 220 feet and exits into 104th Avenue and E Street.
- ◆ There are two ladder crosswalks across the north and east approaches.
- ◆ The curb ramp on the northwest side of the intersection has a blue curb marking next to the ramp that connects with the ladder crosswalk across E Street.
- ◆ At the intersection, drivers coming northbound from E Street were observed performing U-turns to enter the southbound drop-off lane at 103rd Avenue.
- ◆ Drivers sometimes park in the red curb zone at the northeast corner, blocking the crosswalk.
- ◆ Drivers sometimes have elementary students exit on the left side of the vehicle into traffic.
- ◆ Drivers park their vehicles in red curb areas near the intersection to park and drop-off children.
- ◆ Parents and children cross E Street at the south approach of 103rd Avenue where there is no marked crosswalk.
- ◆ There is a speed hump between 103rd Avenue and 104th Avenue on E Street that is not updated to current CA-MUTCD standards.
- ◆ Sidewalks are uneven near the curb areas and along E Street and 103rd Avenue.



Left: A parent driver making a U-turn into the drop-off lane.



Right: Parent and child cross unmarked crossing.



Above: Start of the drop-off lane on E Street between 103rd Avenue and 104th Avenue. Curb ramps with painted ramp blue segments.

3. 104th Avenue/E Street (End of Pick-up/Drop-off Zone)

- ◆ The 104th Avenue and E Street approach is a stop-controlled T-intersection.
- ◆ There are currently two ladder crosswalks across the north and east approaches.
- ◆ A crossing guard is present during drop-off and pick-up hours.
- ◆ Assessment participants reported that drivers sometimes cut into the drop-off lane or make abrupt turns out of the middle loop or into the middle of the loop, disrupting the safety and flow of vehicles and pedestrians.
- ◆ Most drivers respect the crossing guard and abide by the guard's commands.
- ◆ The bus-loading zone near the intersection is for children with special needs. These children use the entrance that connects to the playground. The bus operators have a difficult time unloading students because drivers park and unload their children within the red curb area at the same time. As a result, the bus has to double park on the street to let elementary students into traffic. The red curb zone does not have a sign indicating the designated area for buses.
- ◆ Assessment participants also noted that drivers remain parked in prohibited areas during pick-up and drop-off periods, which disrupted access to the campuses.

- Illegal curb parking can be especially problematic for elementary students with special needs who use this second entrance as direct access to classrooms.
- ◆ Parent drivers were seen making a three-point turn using the blue curb ramp that is in the middle of the drop-off/pick-off zone.
- ◆ In the past, the school bus would station near the current blue curb zone; but drivers would also park in the blue curb space. The city of Oakland painted the curb red, next to the second entrance, to provide a comfortable unloading zone for the school bus. However, drivers continue to park next to the red curb ramp to pick-up or drop-off students.
- ◆ Parent drivers use curb space across the street on the residential side to unload their children onto the sidewalk and on the left side into traffic. As a result, children are crossing at mid-block locations between 103rd Avenue and 104th Avenue.



Left: Crossing Guard waits for students and parents that need to cross the street.



Right: End of drop-off/pick-up zone with designated signs.

4. 105th Avenue/E Street

- ◆ This intersection is signalized with ladder crosswalks on all approaches.
- ◆ Assessment participants reported that the traffic signal is new and the timing is short for pedestrians (15 to 20 seconds) who are crossing over E Street. Consequently, this timing also only lets one northbound left-turning vehicle (5 to 7 seconds) to get into the school zone on E Street from 105th Avenue.
- ◆ During the assessment, participants described how drivers travel faster than the posted speed limit near and through the intersection. Additionally, drivers failed to yield to pedestrians when eastbound drivers made a right turn into southbound 105th Avenue.

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding Fred T. Korematsu Discovery Academy/Esperanza Elementary 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 (SR2S) Program has many encouragement and educational activities that can benefit students and the campus community at Fred T. Korematsu Discovery Academy/Esperanza Elementary School.

The School Site Coordinators for Korematsu Discovery Academy and Esperanza Elementary School are Jennifer Ledet and Jeannette Cooper respectively. The Site Coordinator can help schedule, organize, and promote many of the program offerings of Alameda County SR2S. The contact information for the Site Coordinators is below:

Korematsu Discovery Academy: Jennifer Ledet, jledet@alamedacountysr2s.org

Esperanza Elementary School: Jeannette Cooper, jcooper@alamedacountysr2s.org

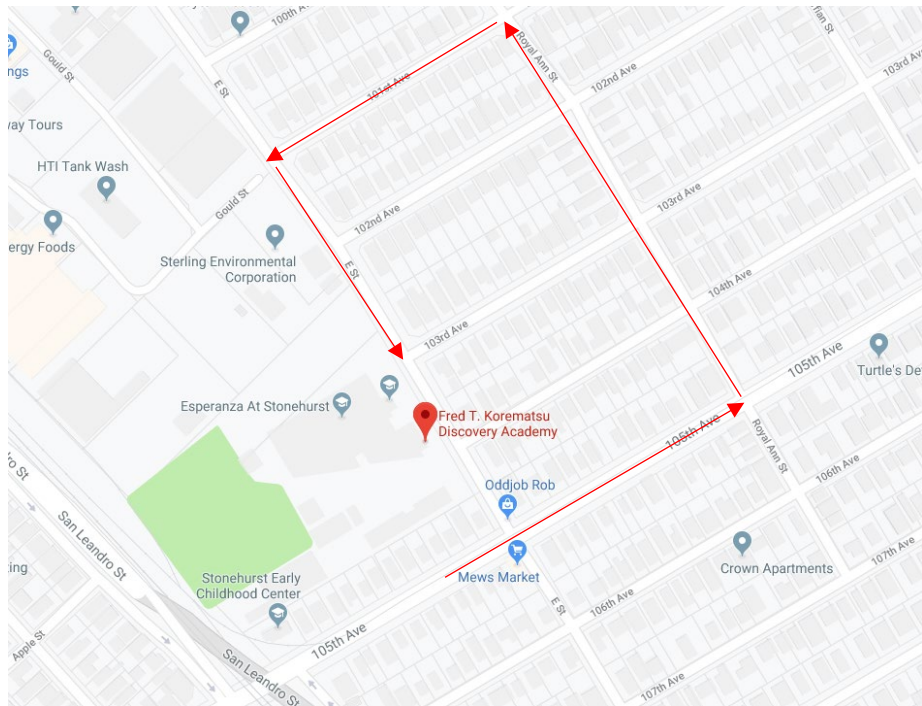
Please do not hesitate to reach out to the site coordinator if you have any questions or concerns, or if you wish to move forward with additional programming activities.

Programs

The following improvements are recommendations for policy and program implementation for both KDA and Esperanza Elementary to increase safety and active commutes to both schools.

- ◆ 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 School Buses (WSBs), Bicycle Trains (BTs), 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

- WSBs and BTs are groups of students, led by parent/adult 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 Pedestrian Rodeos/Bicycle Rodeos
 - These interactive rodeos are great educational opportunities 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. Pedestrian Safety Rodeos and Bicycle Safety Rodeos are geared towards elementary school students.
- ◆ Participate in International Walk and Roll to School Day (IRW2SD), the Golden Sneaker Contest (GSC), 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. The Golden Sneaker Contest, held in spring, is for elementary and middle schools and is a two-week contest both within schools and across the county challenging classrooms to travel to/from school using active and shared modes. 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.
- ◆ Circulation Plan & School Traffic Safety Orientation
 - In order to discourage U-turns on E Street, parent drivers can be asked to bypass the E Street northbound entrance and make a northbound turn on Royal Ann Street instead. Drivers will need to make a left turn onto 101st Avenue and then head southbound on E Street until entering the drop-off zone at 103rd Avenue and E Street (please see concept map below).



Above: Circulation Plan Concept for KDA/Esperanza Elementary School

- During orientation or Back to School Night the school should educate parents on how the circulation plan works. Site coordinators can provide information on educating parents on how to use the circulation plan, how to drop-off and pick-up their children, and explain the cost of violation if drivers do not follow the local traffic laws. Site coordinators can also discuss alternative modes of transportation (i.e., biking to school and how to lock up a bike on a bike rack).
- ◆ ADA Parking Use
 - School should allow students to use ADA parking inside the teacher/staff parking lot.
 - School should remind parents, teachers, and school staff to not use the ramp, along with ADA space, and park inside the plaza. School should install chain rope to block off access and use Safety Patrol to remind drivers parking is not allowed.
- ◆ Parent Handbook Upgrade
 - The school should update the Arrival and Dismissal section with a detailed map showing current and new parents the new circulation plan on how to drop-off/pick-up elementary students.
 - The school should include the location of ADA parking on the detailed map and how to gain access through the teacher/staff parking lot.
 - Add language discouraging drivers from turning left or right on E street from 105th Avenue.

Safe Routes to Schools Improvement Plan
Korematsu Discovery Academy &
Esperanza Elementary
Oakland

Site Assessment held April 2019

- 1

102nd Avenue/E Street

 - Install a high visibility crosswalk across the southern approach with advance yield markings, R1-5 “Yield to Pedestrians Here” signage, and School Assembly B signs
 - Consider constructing a curb ramp on the west side of the crosswalk. Also, consider 20 feet of red curb paint on both sides of the ramp to daylight the crossing and discourage illegal parking near the street curb and crosswalk
 - Install School Assembly sign D in advance of the crosswalk
 - Clean up the west side of E Street between 98th Avenue and 101st Street once a month to ensure there is no dumping along the area
 - Install appropriate red curb/parking restriction signage at this intersection*
- 2

103rd Avenue/E Street

 - Construct a paint and post curb extension at the southwest and southeast corners to shorten crossing distance, square-up the approach, discourage U-turns, and parking at the corners.
 - Remove existing blue curb paint on the west ramp
 - Install advanced yield markings and install R1-5 “Yield to Pedestrians Here” signage at the north and south approach. Relocate existing School Crossing sign ahead of R1-5 sign to current CA-MUTCD standards
 - Reassign crossing guard to 103rd Avenue/E Street to help control driver and pedestrian behavior. The crossing guard reassignment should be piloted for three months to determine its effectiveness in improving behavior.
 - Install appropriate red curb/parking restriction signage at this intersection*
- 3

104th Avenue/E Street

 - Install paint and post curb extension on the northeast corner
 - Install RD25 “School Loading” sign next to bus loading area near the second entrance
 - Install advanced yield markings and install R1-5 “Yield to Pedestrians Here” signage at the north and south approach. Relocate existing School Crossing sign ahead of R1-5 sign to current CA-MUTCD standards
 - Install appropriate red curb/parking restriction signage at this intersection*
- 4

105th Avenue/E Street

 - Construct a paint and post curb extension at all corners to shorten the crossing distance and increase pedestrian visibility
 - Study pedestrian and vehicle signal phasing to ensure crossing time is adequate for students and families
 - Extend pedestrian signal cycle time and add a leading pedestrian interval (LPI) to give pedestrians a head start when crossing 105th Avenue
- 5

E Street

 - Restripe speed bump markings between 102nd Avenue and 107th Avenue to current CA-MUTCD standards
- 6

Traffic Circulation Plan

 - Educate parent drivers to bypass the E Street northbound entrance and follow the new circulation path



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.