



School Safety Assessment Technical Memorandum

WINTON MIDDLE SCHOOL

119 W. Winton Avenue, Hayward, CA 94544

Hayward Unified School District

May 2019

WINTON MIDDLE SCHOOL


A school safety assessment was conducted at Winton Middle School in Hayward during the afternoon dismissal on May 2, 2019. The assessment was attended by representatives from the city of Hayward, Alameda County Safe Routes to Schools staff, and Winton Middle School staff.

Participants included:

- Charmine Solla, Transportation Engineer, Hayward Public Works
- Wentworth Houston, Vice Principal, Winton Middle School
- Angela Pletcher, Teacher, Winton Middle School
- Erik Waite, Teacher, Winton Middle School
- Andre Huff, Engineer, Alameda County SR2S team
- Courtney Wood, Planner, Alameda County SR2S team
- Ben Frazier, Planner, Alameda County SR2S team

School Information

Location & Enrollment


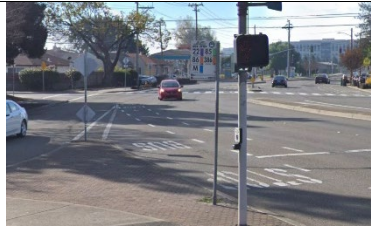
	Address:	119 W. Winton Avenue Hayward, CA 94544
	Morning Bell(s):	8:15 AM
	Afternoon Bell(s):	Regular days: 3:15 PM Minimum days: 1:00 PM or 1:30 PM (with lunch)
	Grade Levels:	7 – 8
	Enrollment	505
	School Type (neighborhood/magnet/charter):	Neighborhood


Student Travel Data

Students' Proximity to School (school estimate):	Less than ¼ mile (5-min. walk): 30% Between ¼ and ½ mile (5-10-min. walk): 30% Between ½ and 1 mile (10 to 20-min. walk): 30% Greater than 1 mile (more than 20-min. walk): 10%
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Student Travel Mode Info:	School Estimate:
	<p>Walking: 80%</p> <p>Biking: 10%</p> <p>School Bus: 1%</p> <p>Transit: 0%</p> <p>Carpool: 1%</p> <p>Family Vehicle: 8%</p> <p>Other: 0%</p>

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>Winton Middle has one secure bicycle parking location on campus. It is located on campus in the black top play area.</p> <p>A few students were observed biking on the day of the assessment.</p>	
<p>How do school buses interact with the school?</p>		<p>Two small school buses serve special needs students. These buses share the same loading zone as drivers within the drop-off area. If the buses do not get to the drop-off area early, they can get stuck within the drop-off loop traffic.</p>
<p>Is the school served by local transit agencies? Are there stops within ¼ mile?</p>		<p>The school is served by AC Transit bus routes 60, 86, and M at Winton Avenue/D Street. The school reports that few students take transit to school.</p>

Does the school have special pick-up/drop-off policies/procedures?		The vast majority of Winton Middle students walk to/from campus. Many of the remaining students are picked up by car in the drop-off loop.
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Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
Winton Avenue	70 feet	4 lanes	35 mph 25mph School Zone	-	School zone signage, near railroad tracks overpass, bike lanes
Soto Road	48 feet	2 lanes	25 mph	-	Bike lane, bike conflict markings
Myrtle Street	38 feet	3 lanes	25 mph	-	-
Jackson Street	92 feet	6 lanes	40 mph	-	SR-92

Pedestrian- and Bicycle-Involved Collision Summary 2013-2018

Radius from School	Total Bike & Ped Collisions	Fatal Collisions	Severe Injury Collisions	Visible Injury Collisions	Complaint of Pain Collisions	Pedestrian Collisions	Bicycle Collisions
< ¼ mi	7	0	1	2	4	4	3
¼ mi – ½ mi	24	2	3	6	13	16	8
Total	31	2	4	8	17	20	11

Source: UC Berkeley – Transportation Injury Mapping System

Existing Conditions

Overview

Winton Middle School is located near the intersection of Winton Avenue/Soto Road/Myrtle Street. Most of the school's direct frontage is along Winton Avenue. The vast majority of Winton Middle School students walk to/from the campus area. Both private vehicles and small school buses use the drop-off loop/parking lot area to access the campus. No official pick-up/drop-off activity occurs along any street-side curb area. There is one driveway into/out of the campus on Soto Road. Note: on the day of the assessment, the campus had an on-going construction project where solar panels were being installed in the parking lot area, causing a slight disruption to "normal" operations.

Observations

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

1. Winton Avenue/Soto Road/Myrtle Street

- ◆ This is a four-way signalized intersection. There are yellow high-visibility crosswalks at all four approaches.
- ◆ Most students at Winton Middle walk to/from campus. Students will typically cross through the parking lot using the paved/marked paths to reach the southwest corner. Note: on the day of the assessment, because of the solar panel construction, all students were directed by staff to walk on the sidewalk path on the south side of the driveway to Soto Road. The majority of these students traveled north on Soto Road to the Winton Avenue intersection.
 - Most students were observed walking north towards the neighborhoods north/northeast of Winton Avenue.
 - Students followed the signals and were not observed crossing against traffic.
- ◆ The school's driveway is located on Soto Road, about 150 feet south of the intersection. The queue of cars waiting to cycle through the loop will, at its peak, extend beyond the driveway on Soto Road and around the southwestern corner onto Winton Avenue.



Left: Looking north across Winton Avenue at the western approach.

Right: The walkway through the campus and parking lot, connecting to the intersection.

2. Soto Road

- ◆ Winton Middle School's main driveway is located on Soto Road 150 feet south of the Winton Avenue intersection.
 - School staff is stationed at the driveway to help meter the flow of cars into and out of the campus during peak periods.
 - The driveway is divided by a small median; there is one lane in and one lane out.
 - The school has an A-frame sign with a "No Left Turn" sign posted on it for exiting cars. The sign is only displayed during pick-up and drop-off periods. Drivers during the observation did not adhere to that turning restriction.
 - During the afternoon dismissal period, after the queue of cars has backed-up onto Soto Road, multiple cars were observed entering the campus through the exit lane, traveling in the wrong lane to reach the overcrowded side parking lot.
 - Some of these drivers traveled through the driveway and campus area at speeds too fast for a parking lot. These drivers did not obey staff direction. Staff stated that some drivers do this regularly.
 - Traffic backs up in both directions on Soto Road. Drivers, especially those traveling north and turning left into the driveway, will sometimes block the travel lane when they are unable to complete their turn.
- ◆ Students were also observed walking southbound on Soto Avenue. There is a sidewalk that runs parallel to the road leading to the driveway that students walk on.



Above: The queue of cars on Soto Road waiting to enter the drop-off area.

- ◆ Some pick-up activity was also observed south of the driveway.
 - This area is currently marked with red curb and is a “No Stopping” zone except for school buses.
 - No buses were observed using this area on the day of the assessment.
 - Drivers used this red curb area to pick-up students.
- ◆ There is a very faded yellow transverse crosswalk marked across the driveway.



Left: The school staff member working the driveway to help the bus exit campus.



Right: Drivers loading/waiting for students on Soto Avenue, south of the driveway.



Above: Two drivers who entered campus through the exit driveway, driving the wrong way to reach the side parking lot.

3. Winton Avenue

- ◆ No curbside pick-up/drop-off activity occurs on Winton Avenue.
- ◆ There is a Class II bike lane against the curb.
- ◆ Once the vehicle queue for the loop wraps around the intersection corners, cars will then begin to queue on Winton Avenue; this blocks the bike lane.
- ◆ West of the campus, there is a storage facility and the Union Pacific Niles Subdivision railroad tracks.
 - Winton Avenue transitions to an overpass over the tracks.
- ◆ Winton Avenue returns to grade roughly at the western edge of campus.
 - There are two access points to campus from the overpass/sidewalk structure. There is no gate structure currently at either of these access points.
 - These access points are not commonly used by students.
 - The remainder of the Winton Avenue frontage is grassy lawn with no barrier or delineation from the sidewalk.
 - School staff stated that some members of the public are unaware of where the school property lines begin and end. Often, members of the public walk/lounge on the grassy area, unintentionally violating the policy of no strangers on campus.



Left: The western-most access point from Winton Avenue. The stairwell connects to a narrow pathway on the overpass. There is no sidewalk on the other side.

Right: The next campus access point on Winton Avenue, 100 feet east of the stairs.

4. Drop-off Loop Area/Campus Access

- ◆ As noted previously, during the safety assessment, traffic operations were slightly disrupted due to the construction of the solar panels over the central parking area.
 - Students typically traverse the pathway through this area to reach the intersection (they will be able to do so again after the construction finishes).
- ◆ Within the campus, there is a secondary parking area located south of the loop.
 - Drivers will park and queue in the aisle of this lot.
 - This lot should only be accessible by going around the loop; multiple drivers were observed entering through the exit drive aisle of the driveway to access this parking area without going through the loop.
 - These drivers were impatient and did not want to wait in the queue of cars.
 - There is a white crosswalk that runs across the two driveways of the side lot. One of the tactile warning surface panels was broken and had a hole in it.
 - There is a faded yellow transverse crosswalk across the driveway of this parking lot and marked crosswalks to connect students to walking paths.
- ◆ Both private vehicles and school buses share the drop-off loop. If the buses arrive late, they can get caught in drop-off loop traffic with other vehicles.

Alameda County Safe Routes to Schools Program



Left: Queuing cars just inside of the driveway.



Right: Queuing cars approaching the western curve.



Above: Looking towards the front of the school, across the edge of the secondary parking lot. Buses and cars are waiting for dismissal. The broken tactile panel is the panel in the foreground.

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding Winton Middle 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 Winton Middle School.

The school site coordinator for Winton Middle School is Stephanie Jim. 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:

Stephanie Jim, sjim@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 Winton Middle School to increase safety and active commutes to school.

- ◆ Develop Walk Route Maps
 - The SR2S Program can create recommended Walk Route Maps. These maps illustrate preferred routes to school for walking. Maps also provide safety tips to encourage better travel behavior. These maps can also be used as a part of Walking School Buses (WSBs) or other Walk and Roll to School activities. Park and Walk and WSB 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.
- ◆ 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.

- ◆ Campus Driveway Monitor
 - A Winton Middle School Campus Safety person should be stationed at the campus driveway. The school should work to acquire a high visibility vest and handheld stop sign to allow staff to more safely and effectively monitor and direct traffic entering and exiting the parking lot area. The stop sign may also be useful with discouraging wrong-way entries into the parking lot.

Safe Routes to Schools Improvement Plan
Winton Middle School
Hayward

Site Assessment held May 2019

- 1
- Winton Avenue/Myrtle Street/Soto Road**

 - At the western approach, extend the median slightly and straighten the crosswalk
 - Install advance stop limit lines at all intersection approaches
 - Consider proving pedestrians crossing Winton Avenue with a leading pedestrian interval (LPI)
 - Install appropriate red curb/parking restriction signage at this intersection**
 - Long term: Consider rebuilding the corners of this intersection with directional curb ramps
- 2
- Soto Road**

 - At the school driveway install CA-MUTCD R3-2 “No Left Turn” signs for westbound Soto Road traffic. Install to only restrict left turns between 7-9AM and 2-4PM, school buses excepted.
 - Coordinate with Winton Middle and the school district to determine if school buses still utilize that curb space south of the school driveway. If not, unrestrict its use to facilitate additional loading space
 - Install 45 feet of red curb on the western side of Soto Road between the two existing red curb areas north of the school driveway
- 3
- Soto Road/Jackson Street (SR-92)**

 - Upgrade the three existing yellow transverse crosswalks to high visibility crosswalks
 - Mark a high visibility crosswalk across the southern approach
 - Realign the northern crosswalk and extend the median
 - Install paint and post curb extensions at all four corners
- 4
- Drop-off Loop/Parking Lots & Campus Access**

 - Refresh driveway pavement markings (arrows and STOP)
 - Restripe the crosswalk across the driveway as a high visibility crosswalk
 - Install a R5-1 and R5-1a “Do Not Enter” “Wrong Way” sign facing Soto Road to discourage wrong way entries into the parking lot
 - Within the loop, stripe a lane line to encourage cars to queue to one side to maintain through access for vehicles
 - Along the Winton Avenue property line, install barrier landscaping (like bushes) and signs to visibly differentiate between school property and the public right-of-way
 - Replace the broken tactile warning surface panel near the exit driveway of the side parking lot
 - Install speed bumps (these speed bumps should have a target speed of 5 MPH) in the exit driveway aisle
 - Winton Middle should encourage parents who drive to use alternative pick-up and drop-off locations on Soto Road and Myrtle Street to reduce congestion on Winton Avenue and within the loop
 - Winton Middle should continue to station a Campus Safety representative at the parking lot driveway to monitor and direct traffic entering and exiting campus



*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.