



School Safety Assessment Technical Memorandum

Corvallis Elementary School

San Lorenzo Unified School District

April 2018



The Alameda County Safe Routes to Schools Program is funded by the Alameda County Transportation Commission. Your transportation dollars at work!

Corvallis Elementary School

The Alameda County Safe Routes to Schools (SR2S) team conducted a school safety assessment at Corvallis Elementary School in San Leandro during the afternoon dismissal on April 12, 2018. The Alameda County Safe Routes to Schools team included planners and transportation engineers, City of San Leandro traffic engineers, and Corvallis Elementary School staff and parents attended the assessment.

Participants included:

- Bryan Dunn-Ruiz, Corvallis Elementary School Principal
- Melissa Richardson, Corvallis Elementary School Social Worker
- Michael Stella, City of San Leandro Principal Engineer
- Reh-Lin Chen, City of San Leandro Senior Transportation Engineer
- Carlos Valadao, SR2S Engineer
- Ken Jeong, SR2S Engineer
- Ben Frazier, SR2S Planner
- Four Corvallis Elementary School parents

School Information

Address	14790 Corvallis Street, San Leandro, CA 94579	
Morning Bell(s)	8:37AM	
Afternoon Bell(s)	TK: 12:50PM, K: 1:40PM, 1-3: 3:20PM, 4-5: 3:25PM Wednesdays: 1:30PM	
Grade Levels	TK-5	
Enrollment	500	
School Type (neighborhood or magnet)	Neighborhood (with students busing in from across E. 14 th Street)	
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 30% Between ¼ and ½ mile (5-10-minute walk): 30% Between ½ and 1 mile (10 to 20-minute walk): 5% Greater than 1 mile (more than 20-minute walk): 35%	
Student Travel Mode Info (Percentage of students)	School Estimate: Walking: 39% Biking: 0.5% School bus: 10% Transit: 0.5% Carpool: 10% Family Vehicle: 40% Other: 0%	Recent SR2S Hand Tally Data: Spring 2016 Walking: 31% Biking: 0% School bus: 10% Transit: 0% Carpool: 15% Family Vehicle: 44% Other: 0%

Does the school have bike racks? What is the capacity? Is it secure bike parking?	Corvallis Elementary has bike parking available for about 20 bicycles. The parking is located in a central location. The parking is not in an enclosed, secure area.
How do school and transit buses interact with the school?	AC Transit lines 75 and S have stops one block away at Purdue Street/Farnsworth Street. School staff reported that none (or very few) of their students utilize public transit. Three large and two small school buses serve Corvallis Elementary. The large buses load/unload along Corvallis Street in front of the drop-off loop. The small buses pull into and utilize the drop-off loop to load/unload students.
Does the school have special pick-up/drop-off policies/procedures?	Access/egress from Corvallis Elementary is limited to Corvallis Street. Dismissal times between Grades 1-3 and Grades 4-5 are slightly staggered; 5 minutes apart.

Corvallis Elementary School is located in San Leandro, with its only frontage along Corvallis Street. The school is located at the intersection of Corvallis Street and Farnsworth Street; a crosstown arterial in San Leandro. Farnsworth Street is one of the few crossings of I-880 in the Manor neighborhood of San Leandro. The school's drop-off loop access points, bus loading, and walking destinations are all along Corvallis Street.



Corvallis Elementary School

Existing Conditions

The following existing conditions were observed or reported by participants during the School Safety Assessment (SSA).

1. Corvallis Street/Farnsworth Street

- ◆ Corvallis Street/Farnsworth Street is a T-intersection. The southbound right turn is facilitated via a free right turn lane (slip lane). The raised triangular island is landscaped.
 - Cars making the southbound turn need to pull past the stop bar to see approaching traffic on Farnsworth Street.
- ◆ There is only one marked crossing at this intersection; the westbound approach has a yellow transverse crosswalk across Farnsworth Street.
- ◆ Pedestrians were observed crossing Farnsworth Street in the crosswalk, and crossing Corvallis Street, north of the triangular island (unmarked crosswalk).
 - Over 70 students and families were observed crossing Corvallis Street at this location.
 - Assessment participants expressed concern about the unmarked crossing, especially given the sometimes-unpredictable turning movements (described below) from both directions on Farnsworth Street.
- ◆ Farnsworth Street has Class II bike lanes in this segment.
- ◆ This intersection serves a high volume of both pedestrian and vehicular traffic.
- ◆ Traffic backs up on Farnsworth Street on to the I-880 overpass, as cars queue to enter the school's drop-off loop.
- ◆ Safety assessment participants noted that cars traveling westbound on Farnsworth Street will sometimes make right turns from the through lane (driving over a painted median) to avoid the drop-off queue.
- ◆ Participants noted that cars regularly block the southwest corner while queuing at the intersection for the drop-off loop.



Left: A van blocks the crosswalk across Farnsworth Street as a family crosses Corvallis Street

Right: A group of students and families crossing Corvallis Street



Left: The Corvallis Street/Farnsworth Street intersection looking east from the triangular island
Right: Looking at Corvallis Street and the school from the triangular island

2. Corvallis Street

- ◆ Corvallis Street provides the only access and egress locations for Corvallis Elementary staff, students, and parents.
- ◆ The school has a one-way drop-off loop with one entry and one exit driveway on Corvallis Street.
- ◆ On Corvallis Street there is a white curb area, between two loop driveways, where three large school buses stage to load/unload students.
 - This space is not long enough to store three 40-foot buses and allow for sufficient visibility for cars approaching and exiting the driveways.
 - The buses will sometimes extend into the red curb or partially block the driveway.
- ◆ Multiple pedestrians were observed crossing Corvallis Street at Brown Court. There are no marked crossings at this location.
- ◆ There is an existing yellow high visibility crosswalk across Corvallis Street at the northern approach to the Oberlin Avenue intersection.
 - A crossing guard is stationed at this intersection.
 - The crossing guard noted that sometimes cars will not comply with her stop/yield commands. She said that sometimes this is due to distracted driving.
 - Parents who park and walk near Oberlin Avenue use this crosswalk.



Left: Three large buses parked on Corvallis Street. The rear bus overhangs into the driveway

Right: One of the cars that parked too close to driveways to allow for sufficient visibility

Bottom Left: The crossing guard crossing a student across Corvallis Street at Oberlin Avenue

Bottom Right: A car blocking a curb ramp at the Corvallis Street/Brown Court intersection

3. Corvallis Street/Esser Avenue

- ◆ At Corvallis Street/Esser Avenue, the Esser Avenue approaches are stop-controlled.
- ◆ The east Esser Avenue approach has the intersection's only marked crossing, a yellow transverse crosswalk.
- ◆ The west approach does have an advance stop bar.
- ◆ Safety assessment participants noted that over 25 students crossed Esser Avenue and continued north on Corvallis Street.
- ◆ Esser Avenue was noted as a common street for parents to park and walk to the school.

4. Farnsworth Street/Purdue Street

- ◆ Safety assessment participants noted that in the area of Farnsworth Street (between Corvallis Street and Purdue Street), cars were observed making U-turns.
- ◆ Participants also stated that they regularly see cars drive in Farnsworth Street's bike lanes to avoid the backup of cars.
 - The backup of cars on Farnsworth Street was observed to stretch west of Cumberland Avenue at its peak.
- ◆ The intersection of Farnsworth Street/Purdue Street is an all-way stop controlled intersection.
 - Three of the four approaches have yellow transverse crosswalks. The western approach on Farnsworth does not have a marked crossing.
 - Participants noted that cars will block the crosswalks of this intersection waiting to clear the intersection. This behavior was also observed during the assessment.
- ◆ Participants also observed students from the nearby middle school walking eastbound on Farnsworth Street.

5. Drop-off Loop/Parking Lots

- ◆ Corvallis Elementary school has one drop-off loop (with some parking) and three small parking lots, one of which is only accessible through the drop-off loop area.
- ◆ Driveways from north to south: Staff parking lot, drop-off loop/parking lot, and staff parking lot.
- ◆ The drop-off loop area is the center of activity during pick-up and drop-off times.
- ◆ As noted above, cars will back up and queue on Farnsworth Street, in both directions, waiting to enter the drop-off loop.
 - To the east, the queue will reach halfway to I-880.
 - To the west, the queue will go beyond Cumberland Avenue.
- ◆ To the north, there is a small staff parking lot. Corvallis Elementary staff reported that a handful of parents will pull into the lot to pick-up/drop-off their student. This was noted not to be a major problem.
- ◆ To the south, there is another slightly larger staff parking lot. The driveway to this parking lot is very commonly blocked by cars queuing for the drop-off loop.



Left: The drop-off loop, looking towards the entrance



Right: The entrance of the drop-off loop

Recommendations

Recommendations to improve infrastructure or operations surrounding Corvallis Elementary School are provided on the conceptual improvement plan provided with this document.

The following improvements are recommendations for policy and program implementation at Corvallis Elementary School to increase safety and active commutes to school.

Policy & Program Recommendations

- ◆ Distribute Recommended Walk/Bike Maps to students and their families in an effort to promote walking and biking to school along suggested routes. Safety tips are also included on these maps to promote good behavior among all roadway users including bicyclists, pedestrians, and drivers. SR2S resources would be very useful in creating these documents.
- ◆ Encourage parents to park a few blocks out from Corvallis Elementary and walk their child in to the school. Potential locations include:
 - Corvallis Street/Drake Avenue
 - Farnsworth Street/Cumberland Avenue
 - Washington Manor Park
- ◆ Work with parents to connect them with others who live nearby to increase the number of students carpooling, which may reduce the number of vehicles coming to campus. Similarly, Walking School Buses and Bike Trains can be established with the same type of coordination.
- ◆ Work with SR2S program staff to establish regular Walk and Roll to School Days to begin to establish a culture of walking and biking.
- ◆ Participate in more SR2S events, including Bicycle Safety Rodeos, Pedestrian Safety Rodeos, and the Rock the Block Theater show.
- ◆ Participate in SR2S evaluations each fall and spring to monitor progress on mode shift goals.
- ◆ Share drop-off and park and walk information in the school's newsletter and at other parent events.

Corvallis Elementary School,
San Leandro

Safe Routes to Schools Improvement Plan
Site Assessment held April 2018



- 1 Corvallis Street/Farnsworth Street**
- Remove the southbound free right turn lane. Build out the northwest corner to square up the intersection. Create a two-lane approach with a left turn lane and a right turn lane
 - Upgrade the existing transverse crosswalk at the east approach to a high visibility crosswalk. Install R1-6 crosswalk yield paddle sign
 - Install a high visibility crosswalk across the northern approach
 - Install 20 feet of red curb around every intersection departure corner and 10 feet at approach corners. Evaluate each corner for exact red curb length
 - Install perpendicular curb ramps at the northeast corner and update the curb ramps at other corners to meet current standards
- 2 Corvallis Street**
- Install a yellow centerline stripe (Detail 22) on Corvallis Street
 - Convert the existing white curb space on the east side of Corvallis Street from a bus zone to a drop off zone
 - Install accompanying R25D School Zone loading signs
 - Install a midblock crossing between Oberlin Avenue and Brown Court (north of the drop off loop exit driveway). Install an RRFB at this crossing location
 - Relocate the existing crossing guard from the Corvallis Street/Oberlin Avenue intersection to the new midblock crossing
 - Remove the existing marked crosswalk from the northern approach to the Corvallis Street/Oberlin Avenue intersection (replaced with above midblock)
 - Relocate existing Speed Feedback Sign from its current location past the northern parking lot to in front of the drop-off loop
 - Install an edge line in the northbound lane to narrow the travel lane to 10 feet wide
 - Install advance stop markings at all western approaches (Esser Avenue, Oberline Avenue, and Brown Court)
- 3 Corvallis Street/Esser Avenue**
- Upgrade the existing transverse crosswalk at the eastern approach to high visibility
 - Install a high visibility crosswalk across the western approach
 - Install advance stop markings on the northern and western approaches
- 4 Farnsworth Street/Purdue Street**
- Upgrade the three existing transverse crosswalks to high visibility crosswalks
 - Install a high visibility crosswalk across the western approach
- 5 Drop-off Loop/Parking Lots**
- Reconfigure the drop-off loop and parking lots to serve San Lorenzo Unified buses. Prohibit families from driving into the drop-off loop
 - Consolidate down to one entry driveway and reconfigure the parking stalls to create 170 feet of bus loading space (maintaining the ADA zone on the north side of the loop)
 - Paint the curb along the drop-off area yellow and install R25F School Bus Loading Signage

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.