



School Safety Assessment Technical Memorandum

Jefferson Elementary School

San Leandro 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!

Jefferson Elementary School

The Alameda County Safe Routes to Schools team conducted a school safety assessment at Jefferson Elementary School in San Leandro during the morning arrival on April 10, 2018. The Alameda County Safe Routes to Schools team included planners and transportation engineers, City of San Leandro traffic engineers, and Jefferson Elementary School staff and parents attended the assessment.

Participants included:

- Nikki Seaberg, Jefferson Elementary School Principal
- Denise Potestio, Jefferson Elementary School Staff
- Michael Stella, City of San Leandro Principal Engineer
- Reh-Lin Chen, City of San Leandro Senior Transportation Engineer
- Eric Tuvel, SR2S Planner
- Andre Huff, SR2S Engineer
- Ben Frazier, SR2S Planner
- Four Jefferson Elementary School parents

School Information

Address	14300 Bancroft Avenue, San Leandro, CA 94578	
Morning Bell(s)	8:05AM	
Afternoon Bell(s)	Staggered 1:50, 2:10, 3:00PM Wednesdays 11:40 and 1:50	
Grade Levels	TK-5	
Enrollment	614	
School Type (neighborhood or magnet)	Neighborhood	
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 25% Between ¼ and ½ mile (5-10-minute walk): 25% Between ½ and 1 mile (10 to 20-minute walk): 35% Greater than 1 mile (more than 20-minute walk): 25%	
Student Travel Mode Info (Percentage of students)	School Estimate: Walking: 10% Biking: 2% School bus: 10% Transit: 3% Carpool: 5% Family Vehicle: 70% Other: 0%	Recent SR2S Hand Tally Data: Fall 2013 Walking: 24% Biking: 2% School bus: 0% Transit: 1% Carpool: 6% Family Vehicle: 66% Other: 1%

Does the school have bike racks? What is the capacity? Is it secure bike parking?	<p>There are two bike racks located on the school's campus. One rack is located in the front plaza area of the school (unsecure) and the second is within the locked campus near the Lark Street back gate. Both racks are "schoolyard" style racks.</p> <p>There is parking capacity for about 30-40 bikes. School staff reported that less than 5 students and staff regularly bike to school.</p>
How do school and transit buses interact with the school?	<p>AC Transit lines 40 and 89 run along Bancroft Avenue, with a stop in each direction located in front of the school. School staff reported that no (or very few) of their students utilize public transit.</p> <p>There are school buses that serve Jefferson Elementary. Much of the bus pick-up and drop-off occurs in the parking lot of Toyon Park (next door).</p>
Does the school have special pick-up/drop-off policies/procedures?	<p>Students may be picked up or dropped off from the drop-off loop, along the curb in the front of the school along Bancroft Avenue or at the back of the school along Lark Street, or in Toyon Park's parking lot.</p>

Jefferson Elementary School is located in San Leandro, with its primary frontage along Bancroft Avenue, a major crosstown arterial; the drop-off loop has two driveways on Bancroft Avenue. Toyon Park and Lark Street are additional pick-up and drop-up locations that parents and families can also utilize. Most Jefferson Elementary students arrive to campus via private automobile. Bancroft Avenue and the drop-off loop are the primary access points for Jefferson Elementary. To the south, Toyon Park is the second-most popular drop-off location followed by Lark Street.



The bike racks located in the front of the school along Bancroft Avenue

Existing Conditions

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

1. Bancroft Avenue/142nd Avenue

- ◆ This is an all-way stop controlled intersection. Three of the four approaches are marked with transverse crosswalks. The north approach does not have a marked crossing.
- ◆ SSA participants reported that cars regularly enter the intersection before pedestrians have completely cleared the crosswalk, and this was also observed during the assessment.
- ◆ Participants observed multiple (northbound) cars stopping in the crosswalk (southern approach), not in advance of it; there is not currently an advance stop line at this approach.
- ◆ Participants and school staff stated, that despite problems with northbound traffic, that most of the problematic movements (failure to yield, encroaching on the crosswalk, etc.) at the intersection originate from southbound traffic.
 - For example, instead of waiting at the stop bar for the crosswalk to clear, cars will creep into the intersection as pedestrians are still crossing.
- ◆ About two dozen school-related pedestrians walked south on Bancroft Avenue through this intersection.



Left: The Bancroft Avenue/142nd Avenue intersection, looking north with a Jefferson parent conducting his observations



Right: The intersection from the same perspective, looking slightly more west

2. Bancroft Avenue

- ◆ Bancroft Avenue is a crosstown arterial in San Leandro. The majority of Bancroft Avenue has Class II bike lanes, but the lanes are discontinuous along the corridor. Bike lanes are present in front of the school.
- ◆ The school's drop-off loop (also a parking lot) is accessed from Bancroft Avenue, via a one-way entry driveway and a one-way exit driveway. During the drop-off period the

vehicle queue backs up onto Bancroft Avenue in both directions from the entrance driveway from vehicles trying to enter the loop.

- ◆ SSA participants observed cars double parking, in both the bike and travel lanes, to drop off students. This behavior was more common on the school side of Bancroft, than in the southbound travel lane.
- ◆ Bethel Presbyterian Church is located across Bancroft Avenue from Jefferson Elementary. During the SSA observation some families parked in the church's parking lot and crossed midblock. Other vehicles were observed pulling into and blocking the church's driveway while students unload from vehicles.
- ◆ Midblock crossings (outside of a crosswalk) across Bancroft Avenue were observed throughout the school's frontage.
- ◆ There is a mid-block crossing in front of the school that is staffed by a crossing guard.
- ◆ Near all school and park-related driveways, cars were observed parking too close to the driveway, obstructing visibility of pedestrians.
- ◆ SSA participants reported that cars are frequently seen speeding along Bancroft Avenue.



Left: The crossing guard assisting students across Bancroft Avenue at the mid-block crossing. One of AC Transit bus stops is located near this crossing.

Right: Bancroft Avenue, looking north from near the entry driveway.

Bottom: Cars backed up along Bancroft Avenue waiting to enter the drop-off loop, looking north.

3. Lark Street & Back School Driveway

- ◆ Lark Street is located east of Jefferson Elementary, at the back of the school. There is a pedestrian gate near the Russ Avenue intersection that is open during pick-up and drop-off times.
- ◆ An access driveway on Lark Street leads to both Jefferson School staff parking and the Toyon Park parking lot. This is a very narrow driveway, with no pedestrian considerations.
 - This driveway was seen being used as a drop-off area by some parents. Additionally, some families will walk along the driveway to access the school.
- ◆ SSA participants observed cars double parking and pulling to the opposite curb while dropping off students along Lark Street.
- ◆ During peak commute times, the queue of cars extends past the crosswalk at the Russ Avenue intersection, and cars block the crosswalk. These cars, in combination with the crown of the roadway, limit the visibility of pedestrians waiting to cross at this intersection.
 - The Lark Street/Russ Avenue intersection has two yellow transverse crosswalks at the northern and eastern approaches. These pavement markings are faded.
- ◆ SSA participants also observed students and families crossing Lark Street at the unmarked eastern crossing of Lark Street/Russ Avenue.
- ◆ There are rolled curbs along Lark Street. Some cars were parked on the sidewalk, limiting space where pedestrians could walk.



Top left: Cars parked along Lark Street, in front of the school

Top right: A family walking in the school driveway accessible from Lark Street

Bottom left: The back entrance to the staff parking with a car parked to drop-off a student

Bottom right: Cars parked along Lark Street. These cars are parked at various locations along the rolled curb/sidewalk

4. Drop-Off Loop

- ◆ SSA participants observed cars pulling into both driveways of the drop-off loop (one-way circulation: one driveway in and one driveway out), dropping off students, and then backing out of the driveway. This occurred at both the entry and exit driveways. SSA participants noted that this behavior is more common during afternoon pick up.
- ◆ School staff noted that some parents will misuse the disabled person parking stalls.
- ◆ Cars do not pull forward in the drop-off loop, despite instruction from school staff to do so.



Left: The entrance the drop-off loop

Right: A car going around an idle car that did not pull forward

Bottom: A truck that backed-into the exit driveway and parked on the sidewalk close to the exit

5. Toyon Park Parking Lot

- ◆ During pick-up and drop-off times, this parking lot is filled with parents vehicles both parking and loading/unloading.
 - In this parking lot, some parents will park their car and walk their child into the school's side entrance, other parents will perform a U-turn in the parking lot to pull along the curb to drop off their child, and others will use the small turnaround area to get to the curb.
 - Pedestrian were observed constantly crossing the parking lot. There are no clear pedestrian paths.
 - This curb space is also used by small SLDUSD buses for their loading and unloading.
 - Cars utilizing the Lark Street mix in with the other park traffic as the only exit is through the parking lot back on Bancroft Avenue.
- ◆ The side of the school is accessible via this parking lot.
- ◆ Jefferson Elementary buses for special needs students use the curb space immediately adjacent to the school in the parking lot as their loading area.

- ◆ Cars were parked in existing red curb areas and next to fire hydrants.
- ◆ There are no signs or clear procedures on how the parking lot should flow; this has led to cars unloading students in locations throughout the parking lot.



Left: The curb frontage next to the school in Toyon Park's parking lot

Right: Towards the back of Toyon Park's parking lot, there is a small turn around area for cars

Recommendations

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

The following improvements are recommendations for policy and program implementation at Jefferson 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 Jefferson Elementary and walk their child in to the school. Example locations include:
 - Lark Street/Russ Avenue
 - Bancroft Avenue/146th Avenue
 - 142nd Avenue/141st Avenue
- ◆ 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.
- ◆ 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.
- ◆ Continue to share drop-off and park and walk information in the school's newsletter and at other parent events.
- ◆ Encourage parents to use the alternative drop-off spaces available both on Lark Street and in Toyon Park.

Jefferson Elementary School, San Leandro

Safe Routes to Schools Improvement Plan

Site Assessment held April 2018

- 1

Bancroft Avenue/142nd Avenue
 - Convert three existing transverse crosswalks to high visibility crosswalks with advance stop markings
 - Stripe the missing crosswalk at the northwest approach as a high visibility crosswalk with advance stop marking
 - Install/refresh red curb near all corners
- 2

Bancroft Avenue
 - Install curb extensions on both sides of the mid-block crossing across Bancroft. Refresh high visibility crosswalk
 - Install yield pavement markings in advance of this crosswalk
 - Upgrade the existing flashing signs to RRFBs
 - Install/refresh red curb near all crosswalks and driveways
 - Install speed feedback signs along Bancroft Avenue
 - Install bike lane conflict markings at marjor driveways along Bancroft Avenue
- 3

Lark Street
 - Install/refresh red curb near all crosswalks and driveways
 - Convert existing two transverse crosswalks (at Russ/Lark) to high visibility crosswalks
 - At the Russ intersection, build a curb extension on the school side of the crosswalk
 - Install advance yield markings before the Lark Street crossings
 - Update the “School Zone” sign near Lark/142nd to current standards or replace with School Assembly D sign
 - Install School Assembly B signs in advance of all crossings at uncontrolled approaches
- 4

Tonya Park Parking Lot
 - Replace the existing red curb along the school’s frontage with white curb for student loading and unloading
 - Install signage (Passenger Loading R25D) and markings to better indicate the flow of the parking lot/drop-off area
 - Install a “STOP” sign and “STOP” pavement markings at the northern park driveway
 - Install a high visibility crosswalk within the parking lot to provide a dedicated space for pedestrian crossings
- 5

Drop-off Loop
 - Place cones along short segments of the double yellow on Bancroft Avenue to discourage left turns into and out of the drop-off loop
 - Install signage at the exit of the drop-off loop to prohibit left turns out of the driveway



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.