



# School Safety Assessment Technical Memorandum

Roosevelt Elementary School

San Leandro Unified School District

May 2018



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# Roosevelt Elementary School

The Alameda County Safe Routes to Schools team conducted a school safety assessment at Roosevelt Elementary School in San Leandro during the morning arrival on May 16, 2018. The Alameda County Safe Routes to Schools team included planners and transportation engineers, City of San Leandro traffic engineers, and Roosevelt Elementary School staff and parents attended the assessment.

Participants included:

- David Kumamoto, Roosevelt Elementary School Principal
- Michael Stella, City of San Leandro Principal Engineer
- Reh-Lin Chen, City of San Leandro Senior Transportation Engineer
- Eric Tuvell, SR2S Planner
- Andre Huff, SR2S Engineer
- Ben Frazier, SR2S Planner
- One Roosevelt Elementary School parent/PTA President

## School Information

Address	951 Dowling Boulevard, San Leandro, CA 94577
Morning Bell(s)	8:10AM
Afternoon Bell(s)	Staggered 1:45PM (TK-K), 2:10PM (1-3), 3:00PM (4-5) Wednesdays 11:40 (TK-K) and 1:50 (1-5)
Grade Levels	TK-5
Enrollment	540
School Type (neighborhood or magnet)	Neighborhood
Student Travel Mode Info (Percentage of students)	<b>Recent SR2S Hand Tally Data: Spring 2017</b> Walking: 25% Biking: 3% School bus: 2% Transit: 0% Carpool: 11% Family Vehicle: 56% Other: 3%
Does the school have bike racks? What is the capacity? Is it secure bike parking?	There are two bike racks located on the school's campus. One rack is located near the Dowling Boulevard side of campus and the other is located close to the Dutton Avenue side of campus.  Each bike rack has the capacity for about 10 bikes, creating a total campus capacity for bike parking to about 20 bikes.

How do school and transit buses interact with the school?	<p>There is bus service along Dutton Avenue, but there are no stops near Roosevelt Elementary. The closest stops are at Bancroft Avenue and MacArthur Boulevard. There is very little transit use by Roosevelt students.</p> <p>There are school buses that serve Roosevelt Elementary. The school bus traffic at Roosevelt Elementary is limited to 1-2 small buses for special needs students. The school reported that these buses usually arrive before the peak traffic period, but when it does arrive during the peak, it has to fight for curb space on Dowling Boulevard with other vehicles.</p>
Does the school have special pick-up/drop-off policies/procedures?	Roosevelt Elementary does not have a drop-off loop. All pick up and drop off activity occurs along Dowling Boulevard (primary) and Dutton Avenue. Some parents choose to park on neighborhood streets and walk in.

Roosevelt Elementary School is located in San Leandro with its primary frontage along Dowling Boulevard, and secondary frontage along Dutton Avenue, a major crosstown arterial road. Roosevelt Elementary does not have a drop-off loop. Most Roosevelt Elementary students arrive to campus via private automobile. Dowling Boulevard is the primary access point for most students and families. Some families were observed parking on nearby streets and walking along Dowling to access the campus.



*The main entrance to Roosevelt Elementary, on the Dowling Boulevard side*

## Existing Conditions

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

### 1. Dowling Boulevard/E. Merle Court

- ◆ This is an all-way stop controlled, four-way intersection.
- ◆ Three of the four approaches have yellow transverse crosswalks. The west approach does not have a marked crossing. None of the approaches with marked crossings have advance stop markings.
- ◆ During the observation period, this intersection experienced both a high volume of pedestrian and vehicular traffic.
  - Many of these families parked on E. Merle Court (north of Dowling Boulevard) and then crossed Dowling Boulevard (both the western and eastern approaches were utilized).
- ◆ Curbs along Dowling Boulevard are painted red 20 feet from corners on both sides. The curbs on E. Merle Court do not have red paint near the intersection and crosswalks.
- ◆ Along E. Merle Court, cars were observed parking both up and into the crosswalks at both the eastern and western approaches.
- ◆ Along Dowling Boulevard at the intersection, cars were observed pulling to the curb and unloading students to walk the rest of the way.
- ◆ Most students coming from the north side of Dowling Boulevard used the crosswalk at E. Merle Court and walked along the south sidewalk to access the school, avoiding the mid-block crosswalk in front of the school.
- ◆ Because of the relatively high volume of pedestrians, some drivers became aggressive and either failed to yield or encroached on the crosswalk while students and families were crossing.



*Left: The Dowling Boulevard/E. Merle Court intersection, looking west from the southeast corner*



*Right: The transverse crosswalk at the eastern approach being blocked by two cars with an additional car blocking the intersection*



## 2. Dowling Boulevard (school frontage)

- ◆ Dowling Boulevard is the primary access point for Roosevelt Elementary School. The school's primary entrance is along this street.
- ◆ The curb space along the school's frontage is signed for passenger loading between 8AM-3:30PM. The signs, however, do not have arrows to clearly indicate the limits of the parking restriction. The curb in this area is not painted.
  - The sign's time window does not start early enough to capture the early part of the drop-off period.
- ◆ Assessment participants observed that household driveways along Dowling Boulevard are regularly blocked by cars pulling in front of or into them.
- ◆ There is a midblock crosswalk with curb extensions and a sign with pedestrian actuated in-sign flashing lights. In order to minimize the loss of residential parking, however, the crossing was installed with only a five feet of red curb on each side of the crossing.
  - Especially when the street is backed up with cars, the visibility of pedestrians waiting to cross/using this crosswalk is minimal, in part due to the lack of red curb clearance for daylighting.
  - Multiple cars were observed stopping in or just short of the crosswalk to unload their student(s). In many cases, students would leave the car on the driver-side. If students were not dropped off in the crosswalk, (if released close enough) they would walk to the crosswalk and then cross Dowling Boulevard.
  - A Roosevelt Elementary teacher will manage the crosswalk for part of the drop-off period, but eventually she leaves to prep for her class. She wears a high visibility vest but does not have a STOP sign paddle.
  - There are no advance yield markings.
- ◆ Cars were observed stopping in the street and unloading students at other locations along Dowling Boulevard as well.
  - On multiple occasions cars were observed going into the opposing travel lane to go around an idle car.





*Top Left: The Roosevelt Elementary School frontage along Dowling Boulevard*

*Top Right: The teacher managing the midblock crossing in front of Roosevelt Elementary*

*Bottom: A car stopped in the crosswalk to allow the child to cross (this was after the teacher had left)*

### 3. Dowling Boulevard/Mitchell Avenue

- ◆ The Dowling Boulevard/Mitchell Avenue intersection is a four-way intersection, with the minor street (Mitchell Avenue) having stop-controlled approaches.
- ◆ Three of the approaches have yellow transverse crosswalks. The eastern approach does not have a marked crossing.
- ◆ During the morning observation period, many pedestrians were observed walking along Dowling Boulevard from the Mitchell Avenue direction.
- ◆ It was observed that sometimes the traffic could back up at this intersection as cars wait to turn into Gill Lane.
  - Gill Lane is a small alley-type street that serves as an access road to one of Roosevelt's parking lots.
  - School staff reported that some parents will pull into this staff lot to drop off their student(s). While discouraged, this was not reported as being a major issue.

### 4. Dutton Avenue/Chetland Road

- ◆ This is a T-intersection, with only one stop-controlled approach: the southern approach.
- ◆ There are two marked crossings at this intersection: a transverse crossing at the south approach and a ladder crossing at the eastern approach.
  - The marked crossing of Dutton Avenue has both a time-activated flashing beacon and an in-street "Yield To Pedestrians" sign in the crosswalk.
    - This is a yield-controlled crossing, but there are advance stop pavement markings.

- While there are school zone signs, there are not School Assembly D signs in advance of this crossing.
- A crossing guard is stationed at this intersection.
- ◆ Safety assessment participants reported that many students and families walk along Chetland Road to access the campus from the south.
- ◆ Safety assessment participants noted that cars turning off of Chetland Road will encroach on the crosswalk and creep into the intersection to get better sightlines before turning.



*The flashing beacon, paddle sign, and marked crossing of Dutton Avenue at Chetland Road*

## 5. Dutton Avenue (school frontage)

- ◆ On Dutton Avenue, next to the “School Zone” signs (for both the eastbound and westbound directions) there are “Traffic Fines Doubled” signs.
  - The California legislation that allowed for doubled fines in school zones was not renewed and is no longer active. These signs should be removed.
- ◆ While there are “School Zone” signs on both approaches, there are not additional School Assembly D signs in advance of the Dutton Avenue crossing at Chetland Road.
- ◆ Dutton Avenue has two speed feedback signs within the school zone, one for each direction of Dutton Avenue.

## Recommendations

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

The following improvements are recommendations for policy and program implementation at Roosevelt 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 Roosevelt Elementary and walk their child in to the school. Example locations include E. Merle Court and Mitchell Avenue.
  - More specifically, encourage parents traveling eastbound to drop off along Dowling Boulevard and parents traveling westbound to drop off along Dutton 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.
- ◆ If the school plans to have a teacher continue to manage the crosswalk in front of the school, provide that/those teacher(s) with crossing guard training and stop signs.
- ◆ 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.



# Roosevelt Elementary School, San Leandro

## Safe Routes to Schools Improvement Plan

Site Assessment held May 2018

- 1 Dowling Boulevard/E. Merle Court**
  - Upgrade the three existing transverse crosswalks to high visibility crosswalks
  - Mark a high visibility crosswalk at the western approach
  - Restripe advance stop markings with a stop bar at all approaches
  - Install 20 feet of red curb at all corners to daylight the crosswalks. Evaluate each corner for exact red curb length
- 2 Dowling Boulevard**
  - Formalize the drop-off zone on Dowling Boulevard by installing white curb and updating the signage (R25D School Loading Zone) to extend the restricted period to 7:30AM and add arrows to better define to restricted area
  - On the south side of Dowling Boulevard, extend the red curb around the mid-block crossing by 10 feet on both sides
  - On the south side of Dowling Boulevard create a bus loading zone by installing 25 feet of yellow curb and R25F School Bus Loading Zone signs
  - Upgrade the existing in-sign flashing lights to RRFBs
  - Install advance yield markings around the midblock crossing
  - Install "SLOW SCHOOL XING" pavement markings on both approaches to this midblock crossing
- 3 Dowling Boulevard/Mitchell Avenue**
  - Upgrade the three existing transverse crosswalks to high visibility crosswalks
  - Mark a high visibility crosswalk at the eastern approach
  - Restripe advance stop markings with stop bar at all approaches
  - Install 20 feet of red curb at all corners
  - Conduct a stop sign warrant study to determine if installing a stop sign would improve operations
- 4 Dutton Avenue/Chetland Road**
  - Upgrade the transverse crosswalk across Chetland Road to a high visibility crosswalk
  - Replace existing advance stop bars on Dutton Avenue with advance yield markings
  - Upgrade existing beacon light to RRFB
- 5 Dutton Avenue**
  - Remove "Traffic Fines Doubled" signs
  - On the north side of Dutton Avenue, install white curb and R25D signs to create a drop-off zone



0 200 ft

Improvements not to scale

