



School Safety Assessment Technical Memorandum

Southgate Elementary School

Hayward 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!

Southgate Elementary School

The Alameda County Safe Routes to Schools team conducted a school safety assessment at Southgate Elementary School in Hayward during the morning arrival on April 11, 2018. The Alameda County Safe Routes to Schools team included planners and transportation engineers, a City of Hayward traffic engineer, Hayward Unified District staff, and Southgate Elementary School staff and parents attended the assessment.

Participants included:

- Brian White, Southgate Elementary School Principal
- Three additional Southgate Elementary staff
- Sai Mididdi, City of Hayward Associate Traffic Engineer
- Timothy Cody, Hayward Unified School District
- Jeff Knowles, SR2S Planner
- Andre Huff, SR2S Engineer
- Ben Frazier, SR2S Planner
- Five Southgate Elementary School parents (including the PTA President)

School Information

Address	26601 Calaroga Avenue, Hayward, CA 94545	
Morning Bell	8:15AM	
Afternoon Bell(s)	MTuThF: TK-K: 12:55PM, 1-6 2:45PM. W: TK-K: 12:55PM, 1-6: 12:35PM	
Grade Levels	TK-6	
Enrollment	681	
School Type (neighborhood or magnet)	Neighborhood	
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 10% Between ¼ and ½ mile (5-10-minute walk): 30% Between ½ and 1 mile (10 to 20-minute walk): 50% Greater than 1 mile (more than 20-minute walk): 10%	
Student Travel Mode Info (Percentage of students)	School Estimate: Walking: 15% Biking: 5% School bus: 5% Transit: 5% Carpool: 25% Family Vehicle: 45% Other: 0%	Recent SR2S Hand Tally Data: Spring 2017 Walking: 37% Biking: 1% School bus: 1% Transit: 0% Carpool: 4% Family Vehicle: 57% Other: 0%
Does the school have bike racks? What is the capacity? Is it secure bike parking?	The school has two bike racks that are located in a secure area. Each rack has capacity for about 20 bikes, for a total capacity of about 40 bicycles.	

How do school and transit buses interact with the school?	<p>There are no AC Transit stops within short walking distance of Southgate Elementary. Very few students utilize these services to get to and from school.</p> <p>There are school buses that serve Southgate Elementary. Smaller school buses utilize the drop off loop for picking up and dropping off students. Larger buses utilize the curb space along Calaroga Avenue, in front of the drop off loop as their loading area.</p>
Does the school have special pick-up/drop-off policies/procedures?	Students may be picked-up or dropped-off from the drop-off loop, along the curb in the front or side of the school, or via Southgate Park.

Southgate Elementary School is located in Hayward, with its primary frontage along Calaroga Avenue. Chiplay Avenue and Southgate Park are secondary pick-up and drop-up locations that parents and families can also utilize. Most Southgate Elementary students arrive to campus via private automobile. Southgate Elementary is located across the park from Martin Luther King Jr. Middle School. To the south, the Eden Greenway provides a connection to the neighborhood and Southgate Street.

Existing Conditions

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

1. Chiplay Avenue

- ◆ Chiplay Avenue is an alternative drop off and pick up location for Southgate students and families.
- ◆ The northern segment of Chiplay Avenue (closest to Calaroga Avenue) is fronted by houses. Further south, the street is fronted by Southgate Park and a community center.
- ◆ This location does not provide direct access to the school's campus, but it does allow access to Southgate Park which has paths to the school.
- ◆ Assessment participants noted that Chiplay Avenue is a common location for families to park their car and walk to campus.
- ◆ They also stated that on most days, Chiplay Avenue is less hectic than Calaroga Avenue.



Top left: One of Southgate Park's entrances looking towards Chiplay Avenue

Top right: Chiplay Avenue, looking north

Bottom left: The Chiplay Avenue crosswalk at the Chiplay Avenue/Chiplay Court intersection

Bottom right: One set of the existing speed cushions along Chiplay Avenue

2. Calaroga Avenue

- ◆ Calaroga Avenue is the primary access route for most students of Southgate Elementary.
- ◆ Both the entry and exit driveways for Southgate Elementary are located along Calaroga Avenue.
- ◆ There is a crossing guard stationed at the Calaroga Avenue/Linfield Lane intersection.
- ◆ There are only two marked crossings of Calaroga Avenue at Linfield Lane and Peterman Avenue.
- ◆ Double parking and non-curbside unloading was observed along Calaroga Avenue between Linfield Lane and Skokie Lane.
- ◆ The curb space between the two easternmost driveways is used as a drop-off/park and walk space.
- ◆ It was both observed and noted as a regular occurrence, that midblock crossings occur across Calaroga Avenue. One of the primary locations of this behaviors is near the easternmost driveway exit near the Kindergarten yard.

- ◆ The easternmost driveway is not open for families to use. Cars were observed pulling into/backing into this driveway to unload students and/or to turn around.



Left: A school bus stopped along Calaroga Avenue, encroaching on a red zone for the crosswalk

Right: Students (from the bus) walking along Calaroga Avenue to the school's entrance

Middle: The Calaroga Avenue crossing at Linfield Lane with the crossing guard

Bottom left: The backup of cars along Calaroga Avenue, looking east

Bottom right: The backup of cars along Calaroga Avenue, looking west towards CA-92 overpass

3. Calaroga Avenue/Homestead Lane

- ◆ Calaroga Avenue/Homestead Lane intersection is a T-intersection.
- ◆ Homestead Lane is a common location where parents chose to park and walk from.
- ◆ Many midblock crossings across Calaroga Avenue originate or lead to Homestead Lane.
- ◆ Assessment participants reported that cars regularly parked close to corners of the intersection, and sometimes cars will park in the crosswalks.
- ◆ Cars were reported as regularly using this intersection to perform U-turns.



Parents crossing Calaroga Avenue at Homestead Lane

4. Southgate Street/Calaroga Avenue

- ◆ Southgate Street/Calaroga Avenue is a four-way, all-way stop-controlled intersection.
- ◆ Three of the four approaches have white transverse crosswalks. The northern approach does not have a marked crossing.
- ◆ The crosswalks and advance stop pavement markings were observed to be faded.
- ◆ SSA participants reported that cars regularly speed along this segment of Calaroga Avenue.
- ◆ Participants also noted that pedestrians that use this intersection are mostly associated with nearby Martin Luther King Jr. Middle School.

5. Drop-off Loop

- ◆ The drop off loop has three driveways, all accessible via Calaroga Avenue. Cars have access to the two westernmost driveways: one entry and one exit. The eastern

segment of the parking lot/loop with the third driveway is conned off and reserved for select vehicles.

- ◆ SSA participants reported that the loop gets very congested and that some parents can get very angry and agitated.
- ◆ During the drop off period on the day of the assessment, in the peak 20-minute period 70 cars were able to exit the drop off loop. This means that the drop off loop was only able to serve about 120 students; about 18% of the student population.
- ◆ Parents were observed parking in parking stalls in the lot. Trucks, vans, and other larger vehicles stick-out from the parking stall and can narrow the travel lane for school buses. This limits the visibility of pedestrians walking throughout the lot.
- ◆ There are currently two handicap parking stalls in the parking lot. School staff reported that two stalls is not enough to adequately meet their needs.
- ◆ Cars were observed parking too close to the loop's driveways, limiting visibility of crossing pedestrians.



Left: The drop-off loop

Right: The exit driveway of the drop off loop with a car leaving

Bottom: A small school bus in the drop off loop

6. Southgate Park

- ◆ Southgate Park is a large park with multiple pathways. These pathways are used by Southgate Elementary, MLK Jr. Middle, and other schools' students and families.
- ◆ In addition to students walking in from the neighborhood, some parents drop off their children along Chiplay Avenue and allow them to walk through the park.
- ◆ Both school staff and parents reported that there are security concerns about students walking through the park because there are usually homeless community members around the bathrooms (which are enroute to the school).
 - The school will sometimes send a staff member to ask the homeless person(s) to move.
 - It was suggested that staging a school staff member or parent volunteer along the route could help parents feel more comfortable with their child using this route.
- ◆ During the assessment period, 105 students were observed walking, 2 biking, and 1 scooting through the park to access Southgate Elementary.
- ◆ Assessment participants also noted that there are locations near the restrooms and along segments of the pathways that flood during inclement weather.



The pathway in Southgate Park that leads to/from the campus. The restrooms are also shown in this photo.

Recommendations

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

The following improvements are recommendations for policy and program implementation at Southgate 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. These maps can be especially useful when trying to after changing pick-up/drop-off procedures. SR2S resources would be very helpful in creating these documents.
- ◆ 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, Bike Trains can be established with the same type of coordination.
- ◆ Host regular Walk and Roll to School Days to begin to create a culture of walking and biking. SR2S program staff can be helpful with organizing these events.
- ◆ Participate in more SR2S events, including Bike 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.
- ◆ Consider starting a student safety patrol (with the 6th graders) through AAA's Safety Patrol Program. The program provides trainings to students to help them become patrollers to help direct and teach other students about traffic safety. [This is not an offering of the Alameda County SR2S Program, but rather something the school can independently look into]
- ◆ Continue to share drop-off and park and walk information in the school's Grizzly Newsletter and at other parent events.
- ◆ Encourage parents to use the alternative drop-off spaces available both on Chiplay Avenue and in Southgate Park.
- ◆ Consider placing a staff member or parent volunteer(s) in pathway linking Southgate Elementary to Southgate Park to have a supervisory element during the dismissal and drop off periods. Consider partnering with the PTA who can be a resource to help enlist volunteers. Alameda County Safe Routes to Schools School Site Coordinators can also provide guidance and assistance.
- ◆ Consider starting a student valet program in the drop off loop. A valet program is where students, supervised by a staff member or parent, help students into and out of cars to minimize dwell time in the loop. Students can also remind cars to please pull forward.

Southgate Elementary, Hayward

Safe Routes to Schools Improvement Plan

Site Assessment held April 2018

- 1 Chiplay Avenue**
 - Enhance the existing transverse crosswalk across Contessa Street to a high visibility crosswalk. Install Stop sign at the Contessa Street approach
 - Install curb extensions on both sides of the northern approach to the Chiplay Avenue/Chiplay Court intersection
 - Install advance yield markings at the Chiplay Avenue crossing
 - Install School Assembly D sign in the southern segment of Chiplay Avenue in advance of the crosswalk
- 2 Chiplay Avenue/Peterman Avenue/Calaroga Avenue**
 - Install advance stop markings at all three approaches with marked crossings
- 3 Calaroga Avenue/Linfield Lane**
 - Install advance yield markings around the Calaroga Avenue crossing
 - Install curb extensions around the Calaroga Avenue crossing
 - Refresh advance stop markings
- 4 Calaroga Avenue**
 - Install yellow curb to create a bus zone between the drop off loop driveways, with red curb to daylight the crosswalk and driveway
 - Restrict parking and install red curb along the south side of Calaroga Avenue between Peterman Avenue and the bus zone
 - Stripe the bike lane edge line to encourage cars to park closer to the curb (not symbolized)
- 5 Calaroga Avenue/Homestead Lane
Calaroga Avenue/Thornwall Lane
Calaroga Avenue/Skokie Lane**
 - Paint curbs red around crosswalks
 - Install high visibility crosswalk at northern approaches
 - Install advance stop markings
 - At the western approach at Homestead Lane, install a high visibility crosswalk with advance yield markings
- 6 Southgate Street/Calaroga Avenue**
 - Refresh pavement markings
 - Upgrade three transverse crosswalk to high visibility crosswalks
- 7 Southgate Street/Holly Hill Avenue**
 - Upgrade the two existing transverse crosswalks to high visibility crosswalks
- 8 Sleepy Hollow Avenue/Chiplay Avenue**
 - Upgrade the two existing transverse crosswalks to high visibility crosswalks
- U Universal**
 - Install 20 feet of red curb at intersection departure corners and 10 feet at approach corners



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.

0 200 ft

Improvements not to scale

