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March 12, 2021

Executive Director Dr. Ida Oberman
Community School for Creative Education
2111 International Boulevard
Oakland, CA 94606

RE: School Safety Assessment at Community School for Creative Education

Dear Executive Director Oberman,

Thank you for participating in a school safety assessment (SSA) with the Alameda County Safe Routes to Schools Program. This packet contains an Existing Conditions Memo and Improvement Plan Map. The memo summarizes the existing conditions and what the SR2S team heard from stakeholders during the observation period and discussion. The document also contains educational and encouragement programmatic recommendations that the schools can pursue with the SR2S Program. The Improvement Plan Map contains infrastructure recommendations that Oakland and the school can implement.

If you have questions, comments, or wish to follow-up with the Program on the SSA or recommended programmatic recommendations, please contact your school site coordinator:

Sheila Islam
sislam@alamedacountysr2s.org

To follow-up with City of Oakland staff about implementing improvements within their jurisdiction, please contact the City's SR2S contact or local City Council representative:

Lucas Woodward
Assistant Engineer II, Bureau of Great Streets, OakDOT
lwoodward@oaklandca.gov

Sincerely,

Denise Turner

Denise Turner | Alameda County SR2S Program Manager

Alameda County Safe Routes to Schools

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School Safety Assessment Technical Memorandum

Community School for Creative Education

2111 International Boulevard, Oakland, CA, 94606

Alameda County Office of Education

November 2019



The Alameda County Safe Routes to Schools Program is a program of the Alameda County Transportation Commission (alamedactc.org) and is funded with Alameda County's local sales tax Measure B, regional, state and federal funds.

Community School for Creative Education


A school safety assessment was conducted at Community School for Creative Education (CSCE) in Oakland during the afternoon dismissal on Thursday, November 7, 2019. The assessment was attended by representatives from the City of Oakland, Alameda County Safe Routes to Schools staff, and CSCE staff and parents.

Participants included:

- Beaver Boonsook, Engineer, Oakland Department of Transportation
- Dr. Ida Oberman, Founder and Executive Director, CSCE
- Raúl Alcantar, Dean of School Culture, CSCE
- Yolanda Cordova, Office Manager, CSCE
- Aleida Andrino-Chavez, Alameda County SR2S team
- Andre Huff, Engineer, Alameda SR2S team
- Jennifer Ledet, Alameda County SR2S team
- Beth Martin, Planner, Alameda County SR2S team
- Libby Nachman, Planner, Alameda County SR2S team
- 3 CSCE parents

School Information

Location & Enrollment


	Address:	2111 International Boulevard, Oakland, CA, 94606
	Morning Bell(s):	8:30 AM
	Afternoon Bell(s):	3:30 PM
	Grade Levels:	TK - 8
	Enrollment:	241
	School Type (neighborhood/magnet/charter):	Waldorf Equity-Focused Charter School



Student Travel Data

Students' Proximity to School (school estimate):	<p>Less than ¼ mile (5-min. walk): 80%</p> <p>Between ¼ and ½ mile (5-10-min. walk): 10%</p> <p>Between ½ and 1 mile (10 to 20-min. walk): 9%</p> <p>Greater than 1 mile (more than 20-min. walk): 1%</p>
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Student Travel Mode Info: <i>Source: Community School For Creative Education</i>	School Estimate: <p>Walking: 20%</p> <p>Biking: 0%</p> <p>School bus: 0%</p> <p>Transit: 20%</p> <p>Carpool: 10%</p> <p>Family Vehicle: 50%</p> <p>Other: 0%</p>
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Bikes, Transit, 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>There is one public inverted U bicycle rack located on the sidewalk in front of the school that was used at capacity during the observation.</p> <p>Additional bicycle parking is available inside the school on a locked balcony, but is currently only used by staff.</p>
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<p>Is the school served by local transit agencies? Are there stops within ¼ mile?</p>		<p>AC Transit lines 1 and 1R stop near the school at International Boulevard and 22nd Ave. The new Bus Rapid Transit currently being constructed on International Boulevard will have stops near the school at 20th Avenue and 24th Avenue.</p>
<p>Does the school have special pick-up/drop-off policies/procedures?</p>		<p>The school uses a gate on Solano Way, located behind the school property as a pick-up location. A gate on 21st Avenue (not pictured) is also used as a drop-off location.</p>

Note: CSCE is not served by school buses.

Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
International Boulevard	60 feet	4 lanes	30 mph	-	Bus Rapid Transit project currently under construction
21 st Ave	51 feet	2 lanes	25 mph	-	N/A
22 nd Ave	60 feet	4 lanes	25 mph	-	N/A
Solano Way	15 feet	1.5 lanes	25 mph	-	N/A

Pedestrian- and Bicycle-Involved Collision Summary 2014-2018

The collision summary table shows all bicycle- and pedestrian-involved collisions within one-half mile of the school. These collisions may or may not be school-related travel.

Radius from School	Total Collisions	Fatal Collisions	Severe Injury Collisions	Visible Injury Collisions	Complaint of Pain Collisions	Pedestrian Collisions	Bicycle Collisions
< ¼ mi	59	0	7	13	39	39	20
¼ mi – ½ mi	49	2	6	15	26	31	18
Total	108	2	13	28	65	70	38

Source: UC Berkeley – Transportation Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley, 2019

Existing Conditions

Overview

CSCE is located on International Boulevard between 21st Avenue and 22nd Avenue in East Oakland, with Solano Way abutting the back of the school property. The main school entrance is on International Boulevard. In the morning, students are dropped off primarily at an access gate on 21st Avenue, with some entering the front of the school on International Boulevard. In the afternoon, students are primarily picked up at an exit gate onto Solano Way, with some exiting out of the front of the school to be picked up by parents, walk to the bus stop, or walk into the surrounding neighborhoods.

Many of the school's surrounding roads are on Alameda County Transportation Commission's High Injury Network (HIN) including:

- ◆ International Boulevard is on both the pedestrian and the bicycle HINs
- ◆ 22nd Avenue is on both the pedestrian and the bicycle HINs
- ◆ E 12th Street (south of the school) is on the bicycle HIN

Observations

The following existing conditions were observed or reported by participants during the school safety assessment (SSA). Numbers and letters in parenthesis (e.g. 1a; 1b; 1c; etc.) refer to recommendations on the Improvement Plan map and are included to facilitate easy comparison between observations in this Technical Memorandum and recommended improvements in the Improvement Plan.

1. International Boulevard/21st Avenue

- ◆ The intersection of International Boulevard and 21st Avenue is a four-way signalized intersection. There are bus stops at the northeast corner (westbound buses) and at the southwest corner (eastbound buses).
- ◆ There were previously yellow transverse crosswalks across all four approaches of the intersection, but the street has been repaved for the BRT project. As of the date of the School Safety Assessment, the road had not been restriped. (1c)
- ◆ Drivers were observed speeding and running red lights along International Boulevard at this intersection. Drivers were also observed making fast turns in all directions, including some close calls with people walking across the crosswalks. (1a; 1b; 1d; 1e)
 - In particular, frequent unsafe movements were made, such as turning right from E 21st Avenue to International Boulevard (to the east), and turning left in all directions.
- ◆ Students were observed walking home on 21st Avenue north of International Boulevard. School staff reported that a number of families live north of the school and this is a main walking route for those students. (7a; 7c; 7e)

- ◆ Over a five-year period, two people have been hit while walking and one person has been hit while bicycling in or near this intersection. None of these people were seriously injured or killed.

2. International Boulevard School Frontage

- ◆ There is a white curb in front of the school with signs for 20-minute passenger loading. (2a)
- ◆ There are no school zone markings in front of the school or along International Boulevard in any direction. This may also be due to the recent repaving for the BRT project. (2b)
- ◆ Vehicles were observed double-parking in instances when the white curb was full.
- ◆ School Safety Assessment participants reported that a small number of pick-ups occur on the front curb, and that parents running late are most likely to use this location
- ◆ Children were observed congregating in front of the school to purchase snacks from a vendor who set up a small cart at the entrance. Other children were observed waiting in front of the school for their parents.

3. International Boulevard/22nd Avenue

- ◆ The intersection of International Boulevard and 22nd Avenue is a four-way signalized intersection.
- ◆ There were previously yellow transverse crosswalks across all four approaches of the intersection, but the street has been repaved for the BRT project. As of the School Safety Assessment date, the road had not been restriped. (3c)
- ◆ Drivers were observed speeding and running red lights along International Boulevard here. Drivers were also observed making fast turns in all directions, including some close calls with people walking across the crosswalks. (3a; 3b; 3d; 3e)
 - In particular, frequent unsafe movements were made turning right from International Boulevard onto 22nd Avenue (to access the freeway to the south) and turning left in all directions.
- ◆ Students were observed walking home on 22nd Avenue north of International Boulevard. School staff reported that a number of families live north of the school and this is a main walking route for those students. (7b; 7d; 7f)
- ◆ Over a five-year period, two people have been hit while walking and two people have been hit while bicycling in or near this intersection. None of these people were seriously injured or killed.



ABOVE: While recently repaved, the intersection of 22nd Ave and International Blvd does not have striped crosswalks. Large turning radii at corners result in fast-moving turns while students attempt to cross both streets.

4. Solano Way between 21st Avenue and 22nd Avenue

- ◆ Solano Way is an alley at the back of school property. The intersection of Solano Way and 22nd Avenue is stop controlled.
- ◆ Solano Way and 21st Avenue are currently the main pick-up and drop-off locations for the school. (8a; 8b)
 - In the morning, SSA participants reported that parents in cars queue on 21st Avenue and drop off at a gate entering the school from 21st Avenue.
 - In the afternoon, some parents drive down Solano Way to pick up their children waiting at a gate midway down the block. Other parents park on 21st Avenue and walk down Solano Way to pick up their children, and then walk back to their cars.
- ◆ Parents were observed queuing on 22nd Avenue while waiting to take a right and enter Solano Way from the east. This queue interfered with traffic attempting to drive south on 22nd Avenue. (4a)

- ◆ While Solano Way allows for two-way traffic, it is a narrow alley and parents were observed driving only in the westbound direction (from 22nd Ave to 21st Ave). (8c)
 - School safety assessment participants reported that non-school traffic sometimes attempts to enter Solano Way the opposite way during pick-up and drop-off. They also reported that drivers occasionally speed down Solano Way.
 - Note: OakDOT is converting Solano Way to one-way traffic



LEFT: The gate on 21st Ave and Solano Way is used to enter the school property at drop-off in the morning. It is closed and locked in the afternoon.

RIGHT: On-street parking at 22nd Ave and Solano Way prevents parents from queuing to drive onto Solano Way, and reduces visibility at the corner.

5. E 12th Street/21st Avenue

- ◆ The intersection of E 12th Street and 21st Avenue is a three-way intersection. The 21st Avenue (minor) approach is stop-controlled. East 12th Street is a divided road with a raised median with structural columns that support the elevated BART tracks
- ◆ There is an uncontrolled white high-visibility crosswalk across E 12th Street. (5a; 5b; 5c; 5d; 5e)
 - The crossing distance is 100 feet with a pedestrian refuge space in the raised median. One of the concrete BART columns restricts visibility of the crosswalk for eastbound drivers.
- ◆ There is a buffered Class II bicycle lane westbound on E 12th Street and a mixture of non-buffered Class II bicycle lane and Class III shared lane markings in the eastbound direction.
- ◆ There is a school assembly sign in the northbound direction on 21st Avenue that is rotated 90 degrees and faces away from the sidewalk. (5f)

- ◆ Over a five-year period, one person has been hit while bicycling in or near this intersection. This person was not seriously injured or killed.



Above: An uncontrolled crosswalk across E 12th St. There is no striped crosswalk across 21st Ave.

6. E 12th Street/22nd Avenue

- ◆ This is a four-way signalized intersection. E 12th Street is a divided road with a raised center median with supports for the elevated BART tracks.
- ◆ There is a buffered Class II bicycle lane westbound on E 12th Street and a mixture of non-buffered Class II bicycle lane and Class III sharrows on the eastbound direction.
- ◆ There are white transverse crosswalks with long crossing distances on the south, east, and north approaches of the intersection, but the paint is faded. (6b; 6c)

- There is no crosswalk on the west approach of the intersection. There is no signage indicating that there is no pedestrian crossing at this location. (6a)
- Two free right turns on south approach of intersection result in a long crossing distance for people walking in these locations. (6e)
- ◆ This intersection was observed to have high vehicle volumes and high vehicle speeds.
- ◆ The paint demarcating lanes on 22nd Avenue is faded. (6d)
- ◆ Vehicles were observed frequently driving across sidewalks due to multiple driveways into and out of gas stations and convenience stores on the corner properties.
- ◆ School officials reported that many students walk across this intersection in the morning.
- ◆ Over a five-year period, eight people have been hit while walking, one of whom was seriously injured, and one person has been hit while bicycling in or near this intersection.



LEFT: Dumping on E 12th St and on surrounding streets was observed during the School Safety Assessment and reported by school staff and parents as a concern for safe walking for students.

RIGHT: The intersection of E 12th St and 22nd Ave spans the elevated BART tracks, which results in long crossing distances.

Participant Comments

School staff and parents from CSCE were enthusiastic about the School Safety Assessment and the opportunities for making the roads around the school safer for students. Comments overall centered on the fast speeds of drivers in both directions on International Boulevard and on 22nd Avenue towards the freeway. There were also concerns about turning movements onto and off of International Boulevard.

School Safety Assessment participants also noted illegal dumping in the vicinity, and the presence of sex workers on common student walking routes such as E 21st Avenue. People used to loiter and smoke in front of the school before the eastbound bus stop was moved to the west approach of the International Boulevard/21st Ave intersection.

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding CSCE can be seen on the conceptual improvement plan found following this memo.

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 the students and campus community at CSCE.

The School Site Coordinator for CSCE is Jennifer Ledet. 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:

Shelia Islam, sislam@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 CSCE to increase safety and active commutes to school.

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

activities. Park and Walk, WSB, and BT 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.
- ◆ Facilitate Walking School Buses and Bicycle Trains
 - Walking School Buses (WSBs) and Bicycle Trains (BTs) are groups of students, led by parent/adult chaperone(s), that meet at designated locations and times to gather and walk and/or bike to school together. WSBs and BTs can be regular events, occurring daily, weekly, or monthly or occur in coordination with other events like International Walk and Roll to School Day or the Golden Sneaker Contest. SR2S staff can assist schools with the planning, coordination, and execution of the WSBs and BTs. Walking and biking in groups with parental supervision can not only increase the visibility of these road users, but can reduce barriers to walking or biking for some families while making it fun and exciting for the students.
- ◆ Schedule Pedestrian Rodeos and Bicycle Rodeos
 - These interactive rodeos are great educational opportunities to teach and refresh safe walking and bicycling behavior. These workshops cover a wide range of relevant topics from understanding traffic signals and signs, to bicycle hand signals, to how to safely cross the street. Pedestrian Safety Rodeos and Bicycle Safety Rodeos are geared towards elementary school students.
- ◆ 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.
- ◆ Conduct Student Transit Travel Training
 - The SR2S Transit Travel Training will provide the students with information on how to ride the bus, troubleshooting problems on the bus, address safety, and discuss connections to active transportation.

Transit Recommendations

- ◆ CSCE is currently served by transit with two (2) bus stops within close proximity of the campus. However, a new East Bay Bus Rapid Transit project will soon open along International Boulevard.
 - Future bus service will stop at a raised BRT platform on the east approach of the intersection at International Boulevard and 20th Avenue. Students will need to walk an additional block (400 ft) from the bus stop to the school.
- ◆ The school-reported transportation data indicated that 20% of students use transit to get to/from school

Non-transportation Related Recommendations

1. Many factors contribute to transportation decisions that students and families make about traveling to and from school. Transportation infrastructure is an important factor in that decision-making process, but there are also other factors including personal safety and environment that may be identified through the School Safety Assessment process. The SR2S Program will work closely with the City of Oakland to ensure that these non-transportation recommendations are directed to appropriate city departments. **Illegal Dumping**

- ◆ School stakeholders reported illegal dumping on E 12th Street.
- ◆ Recommendation: Report illegal dumping to the City of Oakland Public Works Department

2. Presence of Sex Workers

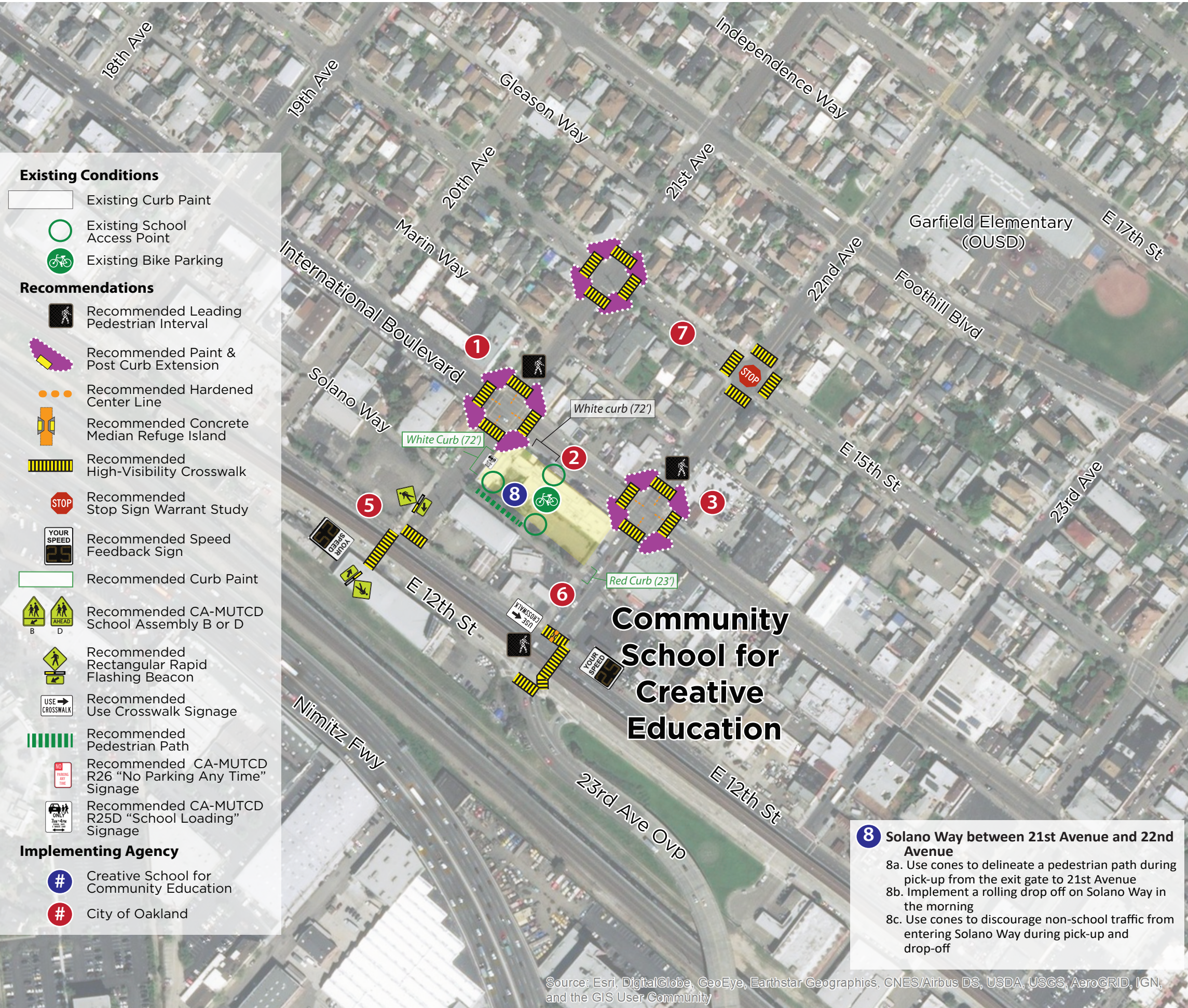
- ◆ School stakeholders reported the presence of sex workers on 22nd Avenue where students walk to and from school.
- ◆ Recommendation: Report the sex workers to the Oakland Police Department

Safe Routes to Schools Improvement Plan
Creative School for Community Education
Oakland

School Safety Assessment held November 2019

- 1**International Boulevard/21st Avenue**
1a. Modify signal timing to include a leading pedestrian interval for all approaches
1b. Install curb extensions at all four corners. Build with paint and posts in the short-term and upgrade to concrete when funding becomes available. Design must accomodate BRT on International Boulevard
1c. Install yellow high-visibility crosswalks across all approaches
1d. Install hardened center lines (similar to those installed nearby at E 16th Street/22nd Avenue)
1e. Install a 25 mph speed limit sign and a speed feedback sign for eastbound traffic
- 2**International Boulevard School Frontage**
2a. Install school zone markings on International Boulevard
- 3**International Boulevard/22nd Avenue**
3a. Modify signal timing to include a leading pedestrian interval for all approaches
3b. Install curb extensions at all four corners. Build with paint and posts in the short-term and upgrade to concrete when funding becomes available. Design must accomodate BRT on International Boulevard
3c. Install yellow high-visibility crosswalks across all approaches
3d. Install hardened center lines (similar to those installed nearby at E 16th Street/22nd Avenue)
3e. Install a 25 mph speed limit sign for westbound traffic
- 4**Solano Way between 21st Avenue and 22nd Avenue**
4a. Install white curb and “School Loading” signage along east side of 21st Avenue
- 5**E 12th Street/21st Avenue**
5a. Install RRFB.
5b. Upgrade white high-visibility crosswalk across E 12th Street to a yellow high-visibility crosswalk
5c. Rotate existing School Assembly D sign to face oncoming traffic
- 6**E 12th Street/22nd Avenue**
6a. Install “Use Crosswalk” signage at west approach
6b. Install yellow high-visibility crosswalks across north, east, and south approaches
6c. Modify signal timing to include a leading pedestrian interval for all approaches
6d. Construct a concrete median on the northeast crosswalk
6e. Refresh striping leading up to intersection on 22nd Avenue
6f. Install speed feedback signs in both directions on E 12th Street
6g. Provide a leading pedestrian interval for all crosswalks
- 7**E 15th Street/21st Avenue and E 15th Street/22nd Avenue**
7a. Install yellow high-visibility crosswalks across all approaches at E 15th Street/21st Avenue
7b. Install yellow high-visibility crosswalks across all approaches at E 15th Street/22nd Avenue
7c. Conduct a stop sign warrant study and a queuing analysis for an all-way stop at E 15th Street/22nd Avenue. If stop sign is not warranted, install School Assembly B signage and advance yield lines on 22nd Avenue
7d. Install curb extensions at all four corners at E 15th Street/21st Avenue. Build with paint and posts in the short-term and upgrade to concrete when funding becomes available

- 8**Solano Way between 21st Avenue and 22nd Avenue**
8a. Use cones to delineate a pedestrian path during pick-up from the exit gate to 21st Avenue
8b. Implement a rolling drop off on Solano Way in the morning
8c. Use cones to discourage non-school traffic from entering Solano Way during pick-up and drop-off



*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.