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March 12, 2021

Principal Joy Dean
Earhart Elementary School
400 Packet Landing Road
Alameda, CA 94502

RE: School Safety Assessment at Earhart Elementary

Dear Principal Dean,

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 Alameda and Alameda Unified 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:

Christie Chu
cchu@alamedacountysr2s.org

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

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Senior Transportation Coordinator
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Sincerely,

Denise Turner

Denise Turner | Alameda County SR2S Program Manager

Alameda County Safe Routes to Schools

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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.



School Safety Assessment Technical Memorandum

Amelia Earhart Elementary School

400 Packet Landing Road, Alameda, CA, 94502

Alameda Unified School District

January 2020



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Amelia Earhart Elementary School


A school safety assessment was conducted at Amelia Earhart Elementary School in Alameda during the morning arrival on Thursday, January 23, 2020. The assessment was attended by representatives from the City of Alameda, Alameda County Safe Routes to Schools staff, and Amelia Earhart Elementary School staff and parents.

Participants included:

- Scott Wikstrom, Engineer, City of Alameda Public Works
- Donya Amiri, Engineer, City of Alameda Public Works
- Joy Dean, Principal, Amelia Earhart Elementary School
- Brian Foster, Alameda Police Department
- Kenny Jeong, Engineer, Alameda County SR2S team
- Libby Nachman, Planner, Alameda County SR2S team
- Lisa Bryant, Amelia Earhart Elementary Teacher and Parent
- Tiffany McBride, Amelia Earhart Elementary PTA President and Parent

School Information

Location & Enrollment


	Address:	400 Packet Landing Road Alameda, CA 94502
	Morning Bell(s):	8:20am (K-5) 8:45am (TK)
	Afternoon Bell(s):	12:25pm (TK) 1:50pm (K-5 on Wednesday) 2:50pm (K-5 all other days)
	Grade Levels:	TK - 5
	Enrollment:	651
	School Type (neighborhood/ magnet/charter):	Neighborhood

Student Travel Data

No student travel data is available for Amelia Earhart Elementary School.

Bikes, Buses, 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>Yes, the school has unsecured bicycle racks outside the classrooms. There are about 14 separate bicycle racks, with a capacity of approximately 100 bicycles.</p> <p>On the day of the walk audit, approximately 85 bicycles were parked at the bicycle racks. School staff said this was typical.</p>
<p>How do school buses interact with the school?</p>		<p>School buses drop-off along the blue curb. Parents are told not to use this curb to allow for the buses to drop-off and pick-up students.</p>
<p>Is the school served by local transit agencies? Are there stops within ¼ mile?</p>		<p>There is an AC Transit bus stop 0.1 miles from the school at the corner of Packet Landing Road and Robert Davey Jr. Drive, serving lines 21, 631, 687, OX.</p>

<p>Does the school have special pick-up/drop-off policies/procedures?</p>		<p>The parking lot loop is painted multiple colors (blue, white, red) to indicate where parents should stop their vehicles. According to school safety assessment participants, compliance is low.</p> <p>There is also a white curb outside the parking lot loop used for drop-off (pictured below).</p>
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Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
Packet Landing Road	53 feet	2 lanes	None posted	-	
Robert Davey Jr. Drive	70-80 feet	4 lanes	25 mph	-	Class II bike lanes east of Packet Landing; Class II buffered bike lanes west of Packing Landing; concrete planted median
Island Drive	117 feet	4 lanes	25 mph when children are present	-	62-foot median

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	4	0	1	2	1	2	2
¼ mi – ½ mi	8	0	1	4	3	2	6
Total	12	0	2	6	4	4	8

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

Existing Conditions

Overview

Amelia Earhart Elementary School is located on Bay Farm Island off of Packet Landing Road. Packet Landing Road is accessible only from Robert Davey Jr. Drive, as it dead-ends in the neighborhood to the north. Robert Davey Jr. Drive is accessed most often from Island Drive, which runs north-south and connects Bay Farm Island to the main island of Alameda. The school entrance is set back from the street and accessed via sidewalks around the parking lot perimeter.

A parent information packet describes the school's arrival and dismissal policies. Bicycling and walking to school are encouraged due to traffic congestion. Students dropped off by family vehicles are to be unloaded along the white curbs in the parking lot loop, or along the white curb loading zone on Packet Landing Road.

The school currently informs parents and guardians about arrival and dismissal policies through announcements at Back to School Night and route maps distributed at the start of each school year.

Earhart Elementary School currently participates in the Golden Sneaker Contest and in Walk & Roll to School Week. School safety assessment participants noted that there has not been a recent bike rodeo and expressed interest in scheduling one in the near future.

Observations

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

1. Parking Lot Loop

- ◆ Earhart Elementary has a parking lot loop used for the majority of vehicle drop-off.
 - Grades K-5 are dropped off between 8:10am and 8:20am. Parents are not allowed to park in the loop and walk their children into the building.
 - About 50 transitional kindergarten (TK) students are dropped off at 8:45am. TK parents are allowed to park in the loop and walk their children inside.
- ◆ White curb is designated for drop-off; blue curb is designated for disabled access and is used by a school bus dropping off disabled students; red curb indicates no parking. Despite the specific curb colors, parents were observed parking in both blue and red curb areas. (1a; 1b)
- ◆ Signage at the parking lot exit indicates that no left turns are allowed. Parents must turn right, drive to the dead end of Packet Landing Road, and turn around. However, many parents ignore this and turn left. The parents that do turn right will often make U-turns mid-block on Packet Landing Road. (2a)

- ◆ SSA participants noted that the school has tried to have staff/parent volunteers in the parking lot in the past to enforce parking requirements or assist with a rolling drop-off. However, parents driving have been aggressive and verbally abusive to these volunteers in the past.



Top: The curb in the parking lot loop is painted blue for disabled access and bus drop-off. White curb is the designated parent drop-off area, but SSA participants reported that compliance is low. Bottom: Left turn is not allowed out of the parking lot. Parents often turn left regardless of this prohibition. If they turn right, they often make U-turns in the middle of Packet Landing Road to head back towards Robert Davey Jr. Drive.

2. School Frontage on Packet Landing Road

- ◆ The entire school frontage is lined with both a sidewalk and a Class I path on the east side of Packet Landing Road from Robert Davey Jr. Drive to the end of Packet Landing Road.
- ◆ The school parking lot is accessible from Packet Landing Road. Most drivers turn into the parking lot to drop-off children.
- ◆ There is a white loading zone on Packet Landing Road north of the school driveway exit. Some parents use that zone to drop-off children from family vehicles.
- ◆ Most people walking and biking to school walk or ride on the sidewalk and Class I path south of the south parking lot entrance to access the school campus. They enter the school campus using the sidewalk on the south side of the parking lot.
 - Few people walk or bike along the school frontage on Packet Landing Road between the driveway access points.
 - Students are required to dismount from their bicycles and walk to the on-campus bike racks once they enter campus at the parking lot access point.
- ◆ The west side of Packet Landing Road has no sidewalk for a portion north of the driveway exit, and the sidewalk south of the driveway exit on the west side is narrow and uneven. (2e)
- ◆ There is a faded yellow transverse crosswalk at Brittany Drive/Packet Landing Road. (2d)
- ◆ Residents of the housing development accessed via Brittany Drive have installed hardened centerline and “No U-Turn” signage to reduce the number of people using Brittany Drive to turn around. (2b; 2c)



Left: White curb and signage marks a passenger loading zone 8am – 4pm Monday through Friday. Right: Packet Landing Road looking south towards the intersection with Robert Davey Jr. Drive. There is no parking across from the parking lot. The sidewalk along this segment is narrow and uneven. Farther north on Packet Landing Road (not pictured), there is no sidewalk on the west side of the road.



Above: Residents of the local neighborhood on Brittany Drive have installed their own signage and treatments to reduce U-turns by Earhart Elementary parents.

3. Packet Landing Road/Robert Davey Jr. Drive

- ◆ This is a signalized intersection with yellow high-visibility crosswalks across the north, south, and west approaches. There are no advance stop lines and no crosswalk or crossing allowed across the east approach. (3e; 3f)
- ◆ Two crossing guards are present in both the morning and afternoon for an hour each.
 - One crossing guard assists with the west approach, while the other assists with the north approach.
 - SSA participants reported that one crossing guard is consistently present and the other crossing guard's attendance is inconsistent. Discussion with the school principal revealed that the crossing guards are contracted through a vendor, and there is no direct communication between the individual crossing guards and the school.
- ◆ A high volume of children and adults walk and bicycle through this intersection during the school commute. Most cross Robert Davey Jr. Drive across the west approach, then cross Packet Landing Road across the north approach.
 - According to SSA participants, some families park vehicles on Sea Bridge and walk to school. Other families walk or bike from the shared-use path that intersects with Robert Davey Jr. Drive west of the intersection on the south side of the road; SSA participants said this path is "well-used." (3g)

- Families that come from the east on Robert Davey Jr. Drive must cross three approaches to access the school (south, west, north).
- ◆ The four corners have larger corner radii and curb ramps angled to the center of the intersection. (3c; 3d)
 - Due to the high demand of these crossings, pedestrians and bicyclists do not always have room to wait at the corners. Shrubs and utility boxes limit space next to the sidewalk and multi-use path. Some students were observed waiting in the street, while others were observed waiting in the grassy areas or spreading down the sidewalk.
- ◆ The traffic signal is not optimized for school commute hours. (3a; 3b)
 - Timing for the traffic signal is fixed and does not change during the school commute hours.
 - Without actuation, the pedestrian phase does not activate. The crossing guards generally actuate the pedestrian signal but at times do not do so.
 - Drivers making a right turn on green conflict with children crossing with the pedestrian signal. During the SSA, vehicles were observed encroaching into the crosswalk while children were still crossing. Participants reported that this behavior led to multiple close calls in the past at this location.
 - No advance stop lines are present.
- ◆ According to SSA participants, vehicles drive in the Class II bicycle lanes on westbound Robert Davey Jr. Drive, particularly when turning right onto Packet Landing Road, when there is no police officer present.
 - Officer Brian Foster attended the SSA, and other participants said his presence was reducing encroachment on the day of the audit.
 - Even so, some vehicles were seen encroaching on the bicycle lane the day of the audit.



Above: Parents, children, and bikes gather at the corners waiting to cross Robert Davey Jr. Drive and Packet Landing Road. The sidewalk is narrow, forcing some to wait on the grassy area.

4. Robert Davey Jr. Drive / Island Drive

- ◆ This is a signalized T-intersection with high traffic volume on Island Drive. Northbound Island Drive has two through lanes and a left-turn lane; southbound Island Drive has two through lanes and a right-turn lane. Existing crosswalks are faded. Corners have large turning radii. (4a; 4b)
- ◆ There is no crossing guard at this intersection but many students walking or bicycling from the south cross here to the north side of the road. (4c)
 - There are crossing guards at other intersections south of Robert Davey Jr. Drive on Island Drive, including Island Drive/Maitland Drive (two crossing guards) and Island Drive/Mecartney Road (one crossing guard).
- ◆ Both Earhart Elementary School and Lincoln Middle School students ride bicycles through the intersection in the crosswalk spanning Robert Davey Jr. Drive.

- ◆ There is a Class II bicycle lane on Robert Davey Jr. Drive but many students will ride on the sidewalk on the north side instead of in the bicycle lane.
- ◆ According to SSA participants, since Lincoln Middle School has an earlier start time, it is common for families with students at both Lincoln Middle School and Earhart Elementary School to first travel to Lincoln Middle School and continue to Earhart Elementary School via Island Drive. The resulting vehicle trips between the two campuses contribute to the congested conditions along Island Drive.
- ◆ SSA participants described that it is common for drivers traveling southbound on Island Drive to execute side by side right turns onto Robert Davey Jr. Drive. This is an illegal movement as there is only a single right turn lane provided.

Participant Comments

Participants are primarily concerned about safety for students crossing at Robert Davey Jr. Drive/Parcel Landing, as well as about traffic congestion in the parking lot at arrival and dismissal times.

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding Amelia Earhart Elementary School 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 students and the campus community at Amelia Earhart Elementary School.

The School Site Coordinator for Earhart Elementary School 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:

Jennifer Ledet, jledet@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 Amelia Earhart Elementary School to increase safety and active commutes to school.

- ◆ Distribute Walk and Bicycle Route Maps

- The SR2S Program has created recommended Walk and Bicycle Route Maps for Earhart Elementary School. 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.
- ◆ Encourage Parents to Park and Walk from Designated Locations
 - Potential park and walk locations have been identified on the Improvement Plan Map.
 - Sea Bridge
 - Packet Landing Road
 - The school should encourage parents to utilize these locations to reduce congestion in and near existing drop-off/pick-up locations.
- ◆ 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/workshops 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.

- Earhart Elementary may already participate in some of these events. If so, the school should continue to do so and increase participation among the student body.

Transit Recommendations

- ◆ Earhart Elementary School is served by transit with two bus stops within close proximity of the campus.
 - Both bus stops (on opposite sides of Robert Davey Jr. Drive) have bus shelters.
 - Access to the bus stop on the south side of Robert Davey Jr. Drive can be improved with a new crosswalk across the eastern approach of the Robert Davey Jr. Drive/Packet Landing Road intersection.

Safe Routes to Schools Improvement Plan
Amelia Earhart Elementary School
Alameda, CA

School Safety Assessment held January 2020

- 1**Parking Lot Loop**
1a. Work with school staff and district staff to determine if it is ADA-compliant to move bus zone to north parking lot curb
1b. Work with school staff and district staff to determine if it is ADA-compliant to replace current bus zone with white curb (parent loading/unloading)
1c. Remove no left turn signs from exit driveway. The implementation of this should be coordinated with items 1d and 3h
1d. If feasible, place a trained school/district staff member near the exit driveway to help monitor vehicles and pedestrians. The school should work with the City and District to provide staff with appropriate training
- 2**School Frontage on Packet Landing Road**
2a. Study options for a traffic calming circle and/or other alternatives near Packet Landing Road/Brittany Drive. Consider options for public easements with the neighboring homeowners association
2b. Install “No U-turn” signage along Packet Landing Road
2c. Refresh the centerline on Packet Landing Road
2d. **Long-term:** At Brittany Drive, install new high-visibility crosswalk south of the intersection when new sidewalk is installed. Build a curb ramp at the southwest corner
2e. **Long-term:** At Brittany Drive, upgrade existing crosswalk north of the intersection to high-visibility crosswalk, install advance yield markings, and upgrade ramps to current standards
2f. **Long-term:** Build sidewalk along west side of Packet Landing Road where missing, and widen sidewalk where it is narrow. At the Brittany Drive intersection, install a curb ramp at the southwest corner
- 3**Packet Landing Road/Robert Davey Jr Drive***
3a. Updated the pedestrian push buttons to current ADA standards. Consider unactuating the signal so the pedestrian phase activates automatically each traffic cycle during school arrival and dismissal hours
3b. Reduce curb radii at all four corners. Build with paint and posts in the short term, and upgrade to concrete when funding becomes available
3c. Upgrade curb ramps to be perpendicular at each corner
3d. Stripe a high-visibility crosswalk across the eastern approach and remove “No Pedestrian Crossing” signage
3e. Install advance stop lines at north, west, and east approaches
3f. Formalize existing informal “Park and Walk” location on Sea Bridge and/or encourage use as an alternative drop-off location
3g. At the southeast corner, add pavement markings and signage indicating that bikes may use the trail ramp. Add bollards to both sides of the ramp to further visually deter vehicles. **In the long-term**, shift and reconstruct the ramp east of its current location to separate it from the intersection. Rebuild the trail ramp at an appropriate width for bikes and other mobility devices.
3h. Monitor and evaluate the signal timing at this intersection. Make adjustments as necessary to improve traffic flow. Reevaluate signal timing after each school circulation change
- 4**Robert Davey Jr Drive/Island Drive**
4a. Refresh existing crosswalks
4b. Install curb extensions at northwest and southwest corners that extend only into Island Drive; alternatively, reduce curb radii at these corners. Build with paint and posts in the short term, and upgrade to concrete when funding becomes available. Ensure that the design of the curb extensions do not hinder bus turning movements



*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.