



1111 Broadway, Suite 800, Oakland, CA 94607
AlamedaCountySR2S.org
info@alamedacountysr2s.org

March 12, 2021

Principal Faris Jabbar
La Escuelita Elementary School
1050 Second Avenue
Oakland, CA 94606

RE: School Safety Assessment at La Escuelita Elementary School

Dear Principal Jabbar,

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 Oakland 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:

Nora Dye
ndye@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

1111 Broadway, Suite 800 | Oakland, CA 94607
510.208.7461



School Safety Assessment Technical Memorandum

La Escuelita Elementary School

1050 2nd Avenue, Oakland, CA, 94606

Oakland Unified School District

January 2020



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.

La Escuelita Elementary School


A school safety assessment was conducted at La Escuelita Elementary School in Oakland during the afternoon dismissal on Tuesday, January 14, 2020. The assessment was attended by representatives from the City of Oakland, Alameda County Safe Routes to Schools staff, and La Escuelita Elementary staff and parents.

Participants included:

- Lucas Woodward, Engineer, OakDOT
- Leo Hernando, Engineer, OakDOT
- Faris Jabbar, Principal, La Escuelita Elementary School
- Karina Najera, Central Office, Oakland Unified School District
- Aleida Andrino-Chavez, Alameda County SR2S team
- Nora Dye, School Site Coordinator, Alameda County SR2S team
- Sheila Islam, Alameda County SR2S team
- Beth Martin, Planner, Alameda SR2S team
- Andre Huff, Engineer, Alameda County SR2S team
- Ben Frazier, Planner, Alameda County SR2S team
- Three La Escuelita Elementary School parents

School Information

Location & Enrollment



	Address:	1050 2 nd Avenue Oakland, CA 94606
	Morning Bell(s):	8:40 AM
	Afternoon Bell(s):	2:55 PM - Regular Day 1:40 PM - Early Dismissal
	Grade Levels:	Kindergarten - 8 th Grade
	Enrollment:	406
	School Type (neighborhood/ magnet/charter):	Neighborhood School

Student Travel Data

Students' Proximity to School (school estimate):	<p>Less than ¼ mile (5-min. walk): 25%</p> <p>Between ¼ and ½ mile (5-10-min. walk): 25%</p> <p>Between ½ and 1 mile (10 to 20-min. walk): 25%</p> <p>Greater than 1 mile (more than 20-min. walk): 25%</p>
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Student Travel Mode Info:	<p>School Estimate:</p> <p>Walking: 50%</p> <p>Biking: 2%</p> <p>School Bus: 1%</p> <p>Transit: 2%</p> <p>Carpool: 10%</p> <p>Family Vehicle: 30%</p> <p>Other: 5%</p>
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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><i>Image - Google</i></p>	<p>The school has bike racks located directly outside of the main entrance gate. There are four circular bike racks with a capacity for eight bicycles.</p> <p>School staff indicated the racks are seldom used by students.</p>
<p>Is the school served by local transit agencies? Are there stops within ¼ mile?</p>		<p>There is an AC Transit stop located at the intersection of 2nd Avenue and E 10th Street. The school reported that this stop is not usually used by students.</p>

Does the school have special pick-up/drop-off policies/procedures?		<p>Kindergarteners must be picked up by parents/guardians in classrooms.</p> <p>Drop-off activity originates from two primary locations: the 2nd Avenue and E 11th Street frontages.</p>
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Note: La Escuelita Elementary is not currently served by school buses.

Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
E 10 th Street	52 feet	2 lanes	25 mph	5,209 ADT	Buffered bicycle lanes
2 nd Avenue	40 feet	2 lanes	25 mph	-	
E 11 th Street	25-30 feet	1 lane	25 mph	-	One-way with private angled parking on side

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	41	1	3	16	21	20	22
¼ mi – ½ mi	81	2	7	23	49	47	36
Total	122	3	10	39	70	67	58

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

Existing Conditions

Overview

La Escuelita Elementary School is located in the East Lake neighborhood of Oakland at 2nd Avenue and E 10th Street. The school campus is across the street from Laney College facilities. La Escuelita shares a campus with two other institutions: MetWest High School and United Nation Child Development Center. The combination of all of these educational facilities generates a lot of pedestrian, bicycle, and vehicle traffic in the area. La Escuelita is located at the northern end of the campus and fronts E 10th Street, 2nd Avenue, and E 11th Street. Dewey Academy, a continuation high school, is located diagonally across the 2nd Avenue/E 11th Street intersection from La Escuelita. The majority of students and families walk to and from campus and about one-third of students arrive by family vehicle. Most students live south or east of campus.

Students and families typically walk south along E 11th Street and E 12th Street. School staff and parents report that it is uncomfortable and difficult for some people to walk near Clinton Square because of the homeless encampment. There are active pick-up and drop-off locations for drivers along 2nd Avenue and E 11th Street. Drop-off is curbside along 2nd Avenue and primarily against a line of parked cars along E 11th Street on the school side. Cars typically do not clear out to allow for curbside loading.

Multiple roadway segments around La Escuelita are on the Alameda County Transportation Commission's (ACTC) countywide high injury network: E 10th Street is on the bicycle high injury network and E 12th Street is on the pedestrian high injury network.

Observations

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

1. 2nd Avenue at E 10th Street
 - ◆ 2nd Avenue and E 10th Street is a T-intersection. The 2nd Avenue approach is stop-controlled.
 - ◆ There is a high-visibility yellow crosswalk across the northern E 10th Street approach and across the 2nd Avenue approach.
 - ◆ Multiple times during the observation, drivers failed to yield to pedestrians crossing E 10th Street. Two of those failure to yields were near misses that involved La Escuelita families walking from school.
 - ◆ Multiple times during the observation, drivers making westbound right-turns on E 10th Street were observed stopping in or blocking the crosswalk across 2nd Avenue, instead of stopping behind the crosswalk, waiting for an opportunity to complete their turn. Blocking the crosswalk while waiting limited its use and forced pedestrians to walk around the waiting vehicle.

Alameda County Safe Routes to Schools Program

- ◆ Drivers turning either direction onto E 10th Street were observed failing to yield to pedestrians, crossing 2nd Avenue. Many of the pedestrians during the observation were La Escuelita Families.
- ◆ The queue of cars waiting to access the 2nd Avenue drop-off area extended beyond the intersection, wrapping around onto E 10th Street. Cars idling limit visibility of pedestrians waiting at the corner for through traffic.



Left: The high-visibility crosswalk across 2nd Avenue.



Right: A driver blocking the crosswalk waiting to turn right on the E 10th Street.



Above: The uncontrolled E 10th Street crossing and 2nd Avenue crossing.

2. 2nd Avenue

- ◆ 2nd Avenue is a two-lane roadway with parking available on both sides of the street.
- ◆ On the day of the assessment, construction was taking place at the currently unoccupied OUSD building, located across 2nd Avenue. School staff stated that there are occasional sidewalk and partial street closures related to renovations to the building.
- ◆ School staff stated that when the street is not congested during the peak period, drivers are regularly observed speeding down the corridor.
- ◆ During pick-up and drop-off periods, the primary drop-off is on the school side of the street.
 - Pick-up and drop-off also occurs along the opposite curb.
 - Double parking for student loading/unloading occurs on both sides of the street.
 - Pedestrians frequently cross midblock across 2nd Avenue in front of the school.
- ◆ During the observation, multiple drivers performed U-turns on 2nd Avenue, both at the 11th Street intersection and midblock on 2nd Avenue. School staff stated that this was a common behavior.



Above: 2nd Avenue, facing the main La Escuelita entrance. A westbound car is double parked waiting for a student.

3. 2nd Avenue at E 11th Street

- ◆ 2nd Avenue and E 11th Street is four-way intersection. The E 11th Street approaches are stop-controlled.
- ◆ The intersection has yellow high-visibility crosswalks across the south, east, and west approaches.
- ◆ This intersection is served by a crossing guard during both the morning and afternoon dismissal times.
 - School staff indicated sometimes the crossing guard can be passive (unsuccessful at controlling pedestrians).
 - La Escuelita staff reported that students at nearby Dewey Academy sometimes contribute to the problematic pedestrian behavior of not listening to the crossing guard.
- ◆ Many of the curbs around this intersection are painted red. Despite that, drivers consistently park too close to the corner and sometime encroach into the crosswalk, limiting pedestrian visibility with approaching drivers.
- ◆ During peak school travel periods, many pedestrians cross at this intersection. The southern (school) corner can get very crowded with queuing students and parents waiting to cross.
 - Sometimes, students and parents with strollers have to wait in the street for their opportunity to cross the street because of limited sidewalk width that provides insufficient space for waiting/gathering.
 - The southern approach of 2nd Avenue and east approach of E 11th Street are the two most popular crossing locations at this intersection.
- ◆ Some days a street vendor will set up at this corner, usually near the southern corner.
 - The vendor's presence draws additional foot traffic to this corner, further crowding the corner and limiting available space for through pedestrian traffic.



Left: The eastern approach of E 11th Street with the crossing guard.



Right: The southern approach of 2nd Avenue.

4. E 11th Street

- ◆ E 11th Street in this area is broken into two discontinuous segments; the street does not run between 3rd Avenue and 4th Avenue – the campus's parking lot occupies this space.
- ◆ The segment of E 11th Street between 3rd Avenue and 2nd Avenue is one of the two primary drop-off locations for La Escuelita. There is curbside parking and loading on the school side of the street, a single one-way northbound travel lane, and off-street angled parking on the east side for the neighboring housing development.
 - The road is 25 feet wide, which barely allows space for a parking lane, a double-parking drop-off lane, and a through lane during pick-up.
 - On the school side, the curb is currently signed for five-minute student loading between 7AM and 6PM.
 - Attendees report that drivers consistently park here against the restriction, worsening the drop-off flow.
 - During the afternoon pick-up period, the street was very congested and cars double parked as they waited for students. At its peak, the queue of cars reached 3rd Avenue.
 - Due to the mix of parked cars along the curb, many drivers found it easier to not pull to the curb, despite occasional available space.
 - Students were observed consistently walking between cars to reach their vehicle or the other side of the street.
 - Pedestrians were observed walking both directions on both sides of the street.
 - About 150 feet east of 2nd Avenue, there is a segment of curb in the middle of the drop-off area that is painted red.
 - Closer to the 2nd Avenue intersection on the east side of the street, there is a signed bus loading zone, with a damaged sign post that encroach into pedestrian space creating a barrier for pedestrians at this intersection. School staff stated that no buses currently use that stop.
 - Should school buses serve the school in the future, the bus stop should be relocated from this spot to avoid conflicts with the drop-off lane.
 - The driveway to the school's parking lot is blocked off at the 3rd Avenue side. Drivers were observed waiting in this area, blocking fire lane access.
 - Within the parking lot, school staff reported that drivers without appropriate placards will park in the handicap parking areas, making those spots unavailable for those who need them.
 - This is despite school staff reporting there are usually spots available in the far corner of the lot.
 - The sidewalk on the southern edge of the parking lot is well used by La Escuelita students and families traveling in that direction.

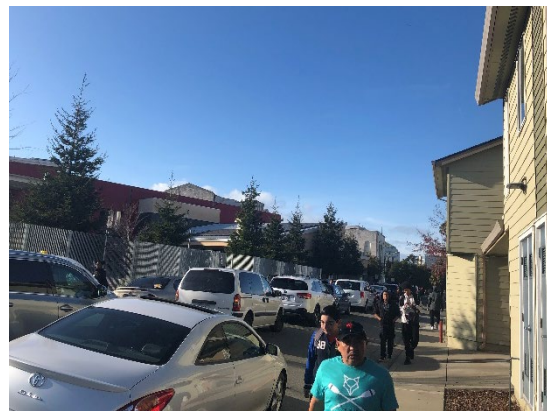
- ◆ In the segment of E 11th Street, east of the parking lot, school staff noted that there are no street lights along E 11th Street or 4th Avenue; both very common walking paths for school-related pedestrian activity.
 - Staff also reported that students and parents complain about drivers failing to yield to them when crossing both 4th Avenue and 5th Avenue.



Above: E 11th Street, approaching 2nd Avenue.



Left: E 11th Street, looking north towards 2nd Avenue, after the afternoon peak period.



Right: Traffic congestion and pedestrians walking on E 11th Street.

5. 4th Avenue at E 11th Street

- ◆ The intersection of 4th Avenue and E 11th Street is a T-intersection. There is a transverse yellow crosswalk across 4th Avenue eastern approach near the exit of the parking lot.
- ◆ Most students and families walk through the parking lot along the western side with the sidewalk and cross 4th Avenue across the western approach. There is no marked crosswalk across this approach (pedestrians may legally cross the street at intersections whether the crosswalk is marked or not, unless otherwise indicated).

Participant Comments

La Escuelita staff and parents' concerns were primarily centered around two main areas:

- Curbside pick-up/drop-off issues
 - Vehicle flow and conflicts along both E 11th Street and 2nd Avenue
 - Crossing at 2nd Avenue and E 11th Street
- Student safety beyond the immediate campus area
 - Lack of street lights
 - Uncomfortable crossings

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding La Escuelita 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 campus community at La Escuelita Elementary School.

The School Site Coordinator for La Escuelita is Nora Dye. 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:

Nora Dye, ndye@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 La Escuelita Elementary School 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.

Non-transportation Related Recommendations

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.

Homeless Community in and around Clinton Square

- ◆ There is a homeless encampment in Clinton Square, east of the La Escuelita campus. School staff reported that many students and families live east of campus and must walk through this area daily. School staff expressed concern that because the encampment blocked the entirety of the sidewalk, it forces students and families to walk in the street. School staff also stated that there are no/minimal street lights in the area, further increasing safety concerns.

Safe Routes to Schools Improvement Plan
La Escuelita Elementary School
Oakland

School Safety Assessment held January 2020

- 1

E 10th Street/2nd Avenue
1a. Install advance stop markings before the eastern crosswalk
1b. Conduct a stop sign warrant study and implement the prescribed control technique. If a stop sign is not warranted, install an RRFB on the E 10th Street crossing
- 2

2nd Avenue
2a. Install Detail 22 double yellow center line along 2nd Avenue between E 10th Street and E 12th Street
2b. Consider implementing vertical speed control measures like speed humps on 2nd Avenue
- 3

2nd Avenue/E 11th Street
3a. Construct paint-and-post curb extensions on the two southern corners. Consider upgrading to concrete curb extensions in the future
3b. Install advance stop pavement markings before the southern crosswalk
3c. Conduct a stop sign warrant study and implement the prescribed control technique. If a stop sign is not warranted, install an RRFB for the 2nd Avenue crosswalk
- 4

E 11th Street (between 2nd and 3rd)
4a. Install a solid white lane line to delineate the drop-off/parking area. Adjust signage to restrict parking during school hours
4b. Install "SCHOOL LOADING" pavement markings in the curbside/parking lane
4c. Install pedestrian-scale lighting along E 11th Street
4d. Remove the currently unused school bus loading zone on the north of the street. Relocate to a more suitable location that would not interfere with the drop-off lane if necessary
4e. Remove the 16-feet of red curb on the southern side of the street
- 5

3rd Avenue (between E 11th and E 12th)
5a. Study installation of speed humps on 3rd Avenue and implement if appropriate
- 6

E 11th Street/4th Avenue
6a. Install a high-visibility crosswalk across the eastern approach on across 4th Avenue
6b. Install a high-visibility crosswalk across 4th Avenue at E 11th Street
6c. Install paint-and-post curb extensions at the two eastern corners
- 7

E 11th Street (south of 5th)
7a. Install high-visibility crosswalks at the E 11th Street intersections with 5th Avenue, 6th Avenue, and 7th Avenue. Install advance stop pavement markings as appropriate
7b. Install pedestrian-scale lighting on E 11th Street between 2nd Avenue and 7th Avenue
7c. Upgrade curb ramps to directional ramps where feasible at E 11th Street/5th Avenue and East 11th Street/6th Avenue
7d. Monitor new crosswalks for additional crossing infrastrucutre needs
- 8

E 10th Street/5th Avenue
8a. Study implementing crossing enhancements and traffic calming to slow vehicles entering the neighborhood via 5th Avenue (not symbolized)
- General

- Review and update signage around La Escuelita



Existing Conditions

Existing Crossing Guard

No Curb Color
No Parking 8AM-4PM

Existing Curb Colors/
Restrictions

Recommendations

Recommended CAMUTCD
W11-2 & W16-7P Signage

B

D

Recommended School
CAMUTCD Assembly
B & D signage

No Curb Color
No Parking 8AM-4PM

Recommended Curb Colors/
Restrictions

Recommended Stop Sign
Warrant Study

Recommended Advance
Stop Pavement Markings

Recommended Paint-and-
Post Curb Extension

Recommended Lane Markings

Recommended Pavement
Markings

Recommended Pedestrian-
Scale Lighting

Recommended High-Visibility
Crosswalk

Recommended Transverse
Crosswalk

Recommended Speed Hump

Implementing Agency

#

City of Oakland

*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.