



School Safety Assessment Technical Memorandum

Rosa Parks Elementary School

920 Allston Way, Berkeley, CA 94710

Berkeley Unified School District

March 2022



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.

Rosa Parks Elementary School


A school safety assessment was conducted at Rosa Parks Elementary School in Berkeley during the morning arrival on Tuesday, March 17, 2022. The assessment was attended by representatives from the City of Berkeley, Alameda County Safe Routes to Schools (SR2S) Program staff, and Rosa Parks Elementary School staff, parents, and caregivers.

Participants included:

- Guillermo Jaramillo, engineer, City of Berkeley Public Works Dept.
- Ryan P. Murray, programs manager, City of Berkeley Public Works Dept.
- Vanessa Flynn, principal
- Sheila Islam, school site coordinator, Alameda County SR2S team
- Kenny Jeong, engineer, Alameda County SR2S team
- Ben Frazier, planner, Alameda County SR2S team
- Ryan Booth, designer, Alameda County SR2S team
- Jesus Contreras, planner, Alameda County SR2S team
- One school parent

School Information

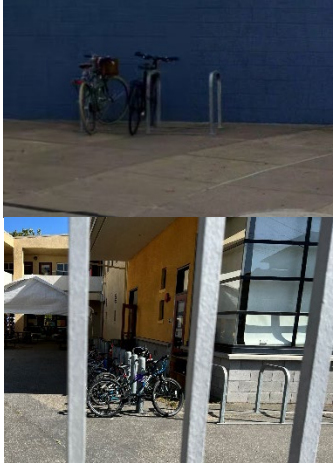

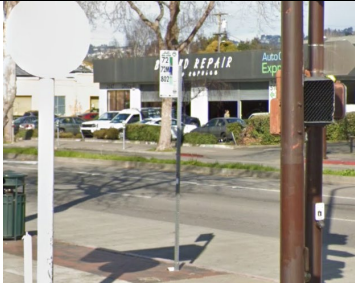
Location and Enrollment

	Address:	920 Allston Way, Berkeley, CA 94710
	Morning Bell(s):	9:00 a.m.
	Afternoon Bell(s):	Kindergarten: 2:15 p.m. Grades 1-3: 3:05 p.m. (Wed: 2:00 p.m.) Grades 4-5: 3:10 p.m. (Wed: 2:00 p.m.)
	Grade Levels:	K-5
	Enrollment:	419
	School Type (neighborhood/magnet/charter):	Science Magnet School

Student Travel Data

Student Travel Mode Info:	Recent SR2S Hand Tally Data: Spring 2019
	<p>Walking: 15%</p> <p>Biking: 8%</p> <p>School bus: 17%</p> <p>Transit: 1%</p> <p>Carpool: 4%</p> <p>Family vehicle: 55%</p> <p>Other: 0%</p>

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>The school has three bike racks located directly outside the main entrance with a capacity for six bikes. Inside the school, there are about 10 bike racks with a capacity for 20 bikes.</p> <p>School staff reported that the interior bike racks rarely fill up.</p>
<p>How do school buses interact with the school?</p>		<p>School buses drop off and pick up students at the main entrance near Allston Way and Eighth Street. There are two large buses that serve the school.</p>
<p>Is the school served by local transit agencies? Are there stops within ¼ mile?</p>		<p>School staff, parents, and caregivers reported that this stop is not usually used by students. The nearest AC Transit stop is three blocks away on Allston Way and San Pablo Avenue.</p>

Does the school have special pick-up/drop-off policies/ procedures?		As a result of procedures to reduce the spread of COVID-19, the school has multiple drop-off locations. The main drop-off location is on Allston Way just south of Eighth Street, where the school buses arrive. The second location is at the dead end of Eighth Street when entering through Bancroft Way. The third drop-off location is on Seventh Street between Allston Way and Bancroft Way.
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Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Vehicle Volumes (ADT)	Notes
Allston Way	35 feet	2 lanes	15 mph		Traffic circles at Ninth Street and Seventh Street
Seventh Street	35 feet	2 lanes	15 mph		Left turn only at Bancroft Way southbound
Bancroft Way	30 feet	2 lanes	15 mph		Right turn only at Seventh Street westbound
Ninth Street	45 feet	2 lanes	15 mph		Bike boulevard
Eighth Street	35 feet	2 lanes	5 mph		Street ends at school

Pedestrian- and Bicycle-Involved Collision Summary 2016-2020

The collision summary table shows all bicycle- and pedestrian-involved collisions within one-half mile of the school. These collisions may or may not involve 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	38	1	5	20	12	21	17
¼ mi – ½ mi	67	0	7	34	26	28	39
Total	105	1	12	54	38	49	56

Source: UC Berkeley – Transportation Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley, 2021

Community Health and Demographics (Data from the Census Tract of School Site)

Percent of Students Eligible for Free or Reduced Priced Meals (2020-21 school year)	MTC Equity Priority Community Designation (2018)	Healthy Places Index Score (2021)	CalEnviroScreen 4.0 Percentile (2021)
20%	High	3	80

Sources: California Department of Education, Metropolitan Transportation Commission, Public Health Alliance of Southern California, and California Office of Environmental Health Hazard Assessment

Existing Conditions

Overview

Rosa Parks Elementary School is located in a residential neighborhood in southwest Berkeley bounded by Ninth Street, Allston Way, Seventh Street, and Bancroft Way. The school campus is on the same block as a preschool, Nia House Learning Center (2234 Ninth Street). Both schools are sited on one of Berkeley's Bicycle Boulevards—Ninth Street. A block away, on Addison Street and Seventh Street, there is another school, Black Pine Circle School (2027 Seventh Street), a private K-8 school. The close proximity of these three schools and the nearby bike facility generates a lot of pedestrian, bicycle, and motor vehicle traffic in the area, especially during the drop-off and pick-up times. About 60 percent of the Rosa Parks Elementary School students arrive to school by family vehicle (alone or carpooling), about 20 percent arrive by bus and another 20 percent walk or bike to school. Very few students take public transit to campus.

Rosa Parks Elementary School has three drop-off locations—Allston Way, Eighth Street, and Seventh Street. The main drop-off site is along Allston Way. The school buses stop in front of the school near the Eighth Street intersection. There is a crossing guard at Allston Way and Eighth Street and another crossing guard stationed at Allston Way and Ninth Street. School staff, parents, and caregivers reported that vehicle traffic gets backed up along Allston Way and Seventh Street. The backed-up traffic on Allston Way obstructs the passage of school buses.

Rosa Parks Elementary School is sited along one of Alameda County Transportation Commission's countywide high injury networks: Allston Way is on the bicycle high injury network, which should help in prioritizing the improvements around school.

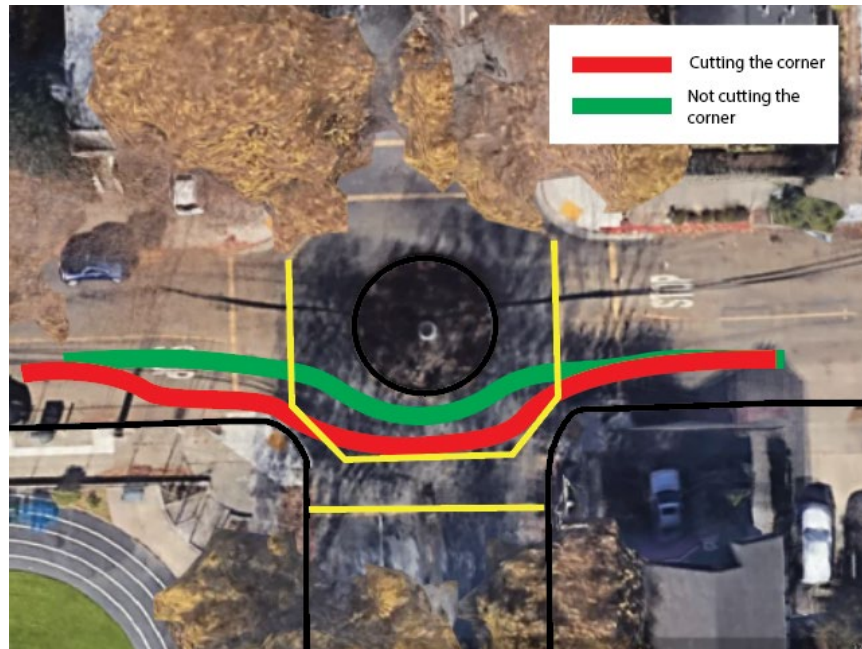
Observations

Participants observed or reported the following conditions during the school safety assessment:

1. Allston Way at Ninth Street (*Corresponds to #1 on Improvement Map*)

- ◆ The intersection at Allston Way and Ninth Street is a four-way stop-controlled intersection with a traffic circle.
 - There are red curbs at every corner.
 - Ninth Street has bike lanes.
 - The vegetation in the traffic circle was recently maintained and did not obstruct the visibility of crossing children. However, the crossing guard reported having difficulty seeing children crossing when the vegetation grows out.
 - One crossing guard monitors all four crosswalks.
- ◆ During the observation, there were high volumes of people bicycling and people walking through this intersection to reach the school. Students and families were coming from the west and north approaches to the intersection. The southern crosswalk across Ninth Street and the western crosswalk across Allston Way were the busiest ones with more people walking than the other crosswalks. The majority of people on bikes were heading south on Ninth Street
 - Students and families from the preschool on Ninth Street also used this intersection.
- ◆ During the observation, people driving were seen dropping off students before the intersection, east of Ninth Street, and then turning right to avoid the traffic in front of the main school entrance.

- ◆ Drivers were seen cutting corners and making wide turns to get around the traffic circle and, consequently, encroaching on crosswalks and curb corners.



Above: Travel path of drivers cutting corner at Ninth Street/Allston Way roundabout and, consequently, encroaching on the crosswalk and curb corner.



Left: Ninth Street and Allston Way intersection with traffic circle. Drivers approaching the intersection were seen encroaching on the curb as they made wider-than-necessary turns around the traffic circle.



Right: Crossing guard helping students cross at Ninth Street and Allston Way.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Installing/constructing new: high-visibility crosswalks, exclusionary vehicle zones at block corners*
- *Maintenance: maintaining vegetation in traffic circles to a maximum height*

2. Allston Way at Eighth Street (*Corresponds to #2 on Improvement Map*)

- ◆ Allston Way and Eighth Street is a stop-controlled, T-intersection.
- ◆ There is one crossing guard at this intersection monitoring all three crosswalks.
- ◆ The crossing guard reported that some drivers ignore him at this intersection.
- ◆ Drivers frequently did not come to a complete stop and often stopped very close to the crosswalks.
- ◆ Multiple times during the observation, students were seen getting out of vehicles while waiting in the travel lane at the intersection stop signs.
 - During the observation, there were very few midblock crossings; most students crossed at the crosswalks.



Above: High-visibility crosswalk across Allston Way at Eighth Street without advanced stop bars.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Installing/constructing new: high-visibility crosswalk, exclusionary vehicle zones between crosswalks on Allston Way*
- *Refreshing/updating these existing items: speed bumps*

3. Allston Way between Seventh Street and Ninth Street (*Corresponds to #3 on Improvement Map*)

- ◆ Allston Way is a two-lane road with residential parking on the north side and a mix of a school bus zone, a drop-off zone, and parking on the south side.
- ◆ There are two speed bumps on this segment of Allston Way, both of which are crumbling and have out-of-date striping.
- ◆ School buses have a designated loading area on Allston Way just before the T-intersection at Eighth Street, to drop off and pick up students. Parent drivers commonly use this area for drop-off and pick-up.
 - If cars are blocking the bus zone when both school buses arrive at the same time, the second bus cannot reach the curb and stops in the travel lane to drop off students.
 - Some drivers behind the second school bus (stopped in the travel lane) entered the oncoming travel lane to get around the school bus.
- ◆ Multiple times during the observation, drivers double-parked on Allston Way between Seventh Street and Eighth Street and let students out. Sometimes they would park their vehicle and walk the child across the street.



Left: Looking west on Allston Way, two school buses arrived at the same time with not enough room on the curb for both of them. The second bus stopped in the travel lane.

Right: Looking east on Allston Way, a person driving a pick-up truck enters the opposite travel lane to get around the double-parked school buses and a person bicycling tries to navigate through the vehicle mixing.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Refreshing/updating these existing items: extending the school bus drop-off zone to 90 feet and reducing the white curb to 150 feet*
- *Refreshing/updating these existing items: rebuild and restripe speed bumps*

4. Allston Way at Seventh Street (*Corresponds to #3 on Improvement Map*)

- ◆ The intersection of Allston Way and Seventh Street is a four-way stop-controlled intersection with a traffic circle.
 - On the day of the observation, the vegetation in the traffic circle was too tall and obstructed the visibility of smaller children crossing the street.
 - The City of Berkeley has a new volunteer traffic circle vegetation management program in place to maintain the vegetation in the traffic circles across the city.
- ◆ School buses traveling southbound on Seventh Street turn left to access the drop-off zone on Allston Way in front of the school's main entrance.
 - Drivers were seen stopping in the red curb areas on the southwest side of Allston Way to drop off students. This created obstructions for turning school buses and limited visibility of pedestrians waiting at corners to cross.
- ◆ Drivers approaching the intersection were seen rolling through stop signs and encroaching (stopping too close) on the crosswalk when stopping.
- ◆ Drivers were seen cutting the corner and making wide turns to get around the traffic circle and, consequently, encroaching on the crosswalks and curb corners.



Left: A vehicle rolled past the stop sign on the western approach to Seventh Street and Allston Way.

Right: The person driving the vehicle parked on the red curb immediately east of the Seventh Street and Allston Way intersection made the left turn difficult for the school bus operator.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Installing/constructing new: high-visibility crosswalks, vehicle exclusionary zones at block corners; consider assigning a crossing guard*
- *Study this location for: intersection design or traffic control changes*

5. Seventh Street (*Corresponds to #3 on Improvement Map*)

- ◆ Seventh Street is a two-lane street with parking on both sides.

- ◆ Rosa Parks has three entrances on Seventh Street.
- ◆ There are no curbside parking or loading restrictions along this street segment.
- ◆ Multiple times during the observation, drivers double-parked and dropped off students in the street.
- ◆ Multiple drivers were seen making three-point U-turns close to Allston Way to avoid the intersection at Allston Way and Seventh Street.
- ◆ There are two speed bumps on this segment of Seventh Street, both of which are crumbling and have out-of-date striping.

The following infrastructure recommendations are proposed to improve the previously mentioned existing conditions:

- *Installing/constructing new: 130-foot white curb*
- *Refreshing/updating these existing items: rebuild and restripe speed bumps*

6. Bancroft Way at Seventh Street (*Corresponds to #4 on Improvement Map*)

- ◆ At the intersection of Bancroft Way and Seventh Street, there are concrete bollards arranged diagonally across the intersection to restrict through vehicular access and force right and left turns.
- ◆ During the observation, high volumes of pedestrians walked through this intersection.
- ◆ Drivers were seen cutting the corner and making wide turns to get around the traffic circle and, consequently, encroaching on the crosswalks and curb corners.



Above: Traffic diverters at Bancroft Way and Seventh Street.

The following infrastructure recommendations are proposed to improve the existing conditions described above:

- Installing/constructing new: high-visibility crosswalks, vehicle exclusionary zone at right-turn pocket

7. Bancroft Way at Eighth Street (Corresponds to #5 on Improvement Map)

- ◆ Bancroft Way and Eighth Street is a four-way, stop-controlled intersection.
 - Each approach has two travel lanes with parking on each side.
 - There are two red curb corners, both on the approach sides of Bancroft Way.
- ◆ There are high-visibility crosswalks across the Bancroft Way approaches.
- ◆ School staff noted the intersection's collision history.
- ◆ Multiple drivers rolled through the stop sign.
- ◆ During the observation, many people bicycling rode through this intersection.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Installing/constructing new: high-visibility crosswalks*

8. Eighth Street (*Corresponds to #5 on Improvement Map*)

- ◆ Eighth Street is broken into two discontinuous segments: the street is not present between Allston Way and Bancroft Way—the school campus occupies this space.
- ◆ Eighth Street has two travel lanes and parking on both sides.
- ◆ The segment of Eighth Street between Bancroft Way and the school campus serves as a drop-off zone.
 - Multiple times during the observation, drivers were seen double-parking and making three-point turns to get out of this cul-de-sac.
 - Many students bicycling accessed the school through this street.



Above: The south side of Eighth Street ends at a cul-de-sac at the rear entrance to the school.

9. Bancroft Way (*Corresponds to #5 on Improvement Map*)

- ◆ Bancroft Way has two travel lanes and parking on both sides.
 - Bancroft Way does not allow vehicular traffic to go through Seventh Street: concrete bollards force right and left turns at Seventh Street.
- ◆ The Bancroft Way segment between Seventh Street and Ninth Street has two speed bumps.
- ◆ There are two speed bumps on this segment of Bancroft Way, both of which are crumbling and have out-of-date striping.

The following infrastructure recommendations are proposed to improve the existing conditions described above:

- *Refreshing/updating these existing items: rebuild and restripe speed bumps*

10. Bancroft Way at Ninth Street (*Corresponds to #6 on Improvement Map*)

- ◆ Bancroft Way and Ninth Street is a four-way stop-controlled intersection with a traffic circle.
 - Each approach has two travel lanes with parking on both sides.
 - Red curbs are painted on all block corners.
- ◆ Drivers were seen cutting the corner and making wide turns to get around the traffic circle and, consequently, encroaching on the crosswalks and curb corners.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Installing/constructing new: high-visibility crosswalks, exclusionary vehicle zones at block corners*
- *Maintenance: maintain vegetation in traffic circles to a minimum height*

11. Ninth Street (*Corresponds to #6 on Improvement Map*)

- ◆ Ninth Street has two travel lanes with parking on both sides and two bike lanes in each direction.
- ◆ During the observation, there were high volumes of people bicycling on this street, one of the Berkeley's bike boulevards.
- ◆ On Ninth Street closer to Bancroft Way, there were high volumes of drivers seen parking in front of the preschool to drop off preschool students.
- ◆ There are two speed bumps on this segment of Ninth Street, both of which are crumbling and have out-of-date striping.

The following infrastructure recommendations are proposed to improve the previously described existing conditions:

- *Refreshing/updating these existing items: rebuild and restripe speed bumps*

Participant Comments

School staff, parents, and caregivers who attended the assessment were primarily concerned with the double-parking along Allston Way and Seventh Street and how it impacted crossing safety for students. They stated that students often get out of cars on the street-facing (driver) side and many drivers rush through the area. Another point of concern was the rolling stops and drivers not listening to the crossing guards.

Participants also spoke to the high volume of traffic during drop-off times due to the other nearby child education facilities.

The crossing guards noted that when the vegetation in the traffic circles gets too tall, it obstructs pedestrian visibility, especially for smaller children. The crossing guards also noted that school buses don't have enough room on the curb and often have to double-park to drop off students.

Recommendations

Engineering Recommendations

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

Policy and Program Recommendations

In addition to engineering improvements, the Alameda County SR2S Program has many encouragement and educational activities that can benefit students and the campus community at Rosa Parks Elementary School.

The school site coordinator for Rosa Parks Elementary School is Sheila Islam. 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:

sislam@transform.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 Rosa Parks 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.

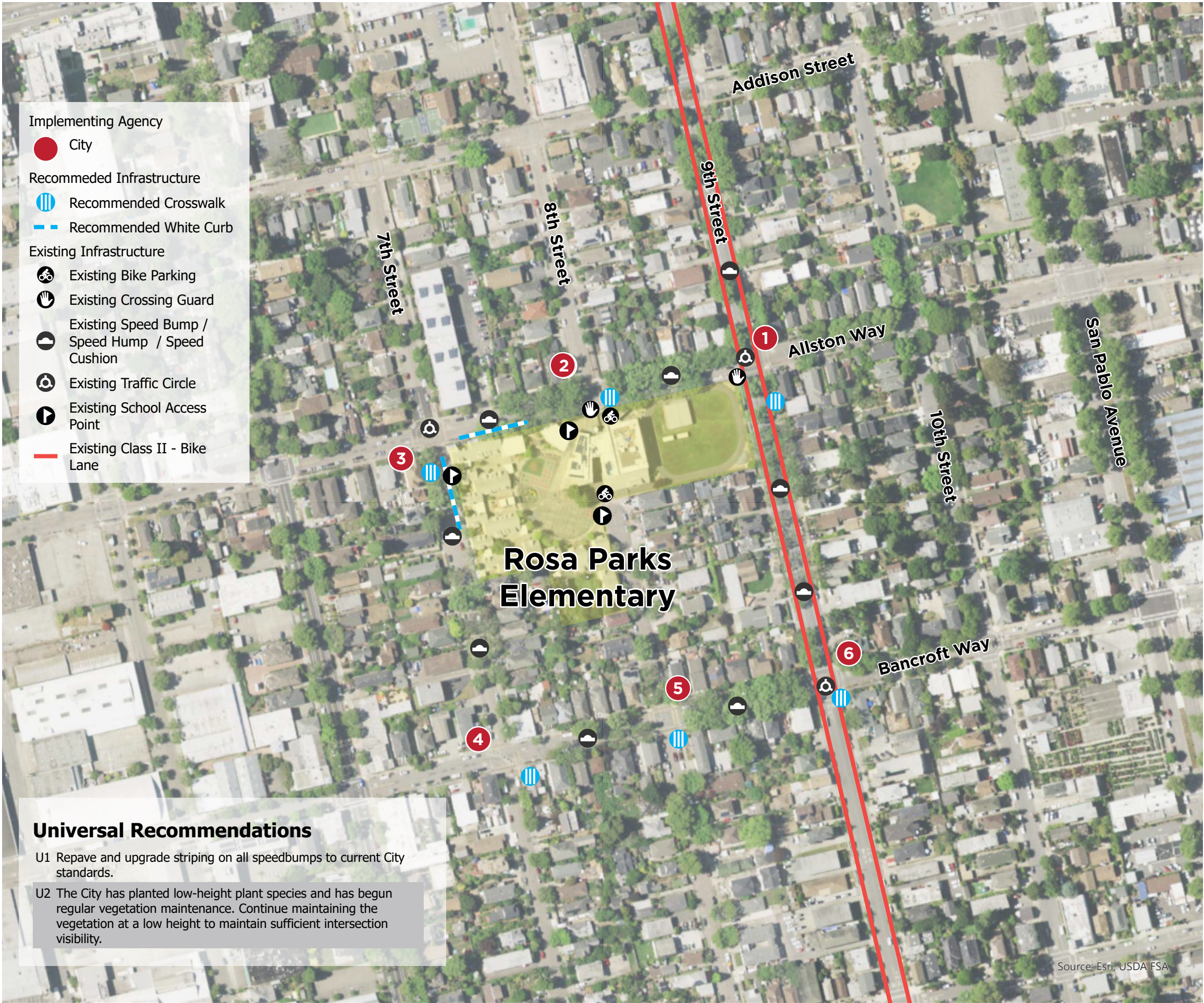
- These maps can also be used as a part of Walking School Buses, Bicycle Trains, or other Walk and Roll to School activities. Park and Walk, Walking School Bus, and Bicycle Train meeting locations are also shown on these maps where appropriate.
- ◆ Encourage and facilitate carpooling:
 - The SR2S Program can assist schools in working with parents and caregivers 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 drivers coming to campus.
- ◆ Facilitate Walking School Buses and Bicycle Trains:
 - Walking School Buses and Bicycle Trains are groups of students, led by parent/adult chaperones, that meet at designated locations and times to gather and walk or bike to school together. Walking School Buses and Bicycle Trains 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 Walking School Buses and Bike Trains. 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 and Bicycle Safety Rodeos or Drive Your Bike workshops:
 - Pedestrian and Bicycle Safety Rodeos are great educational opportunities to teach and refresh safe walking and bicycling behavior. These workshops cover a wide range of relevant topics including understanding traffic signals and signs, bicycle hand signals, and how to safely cross the street. Safety Rodeos are geared toward elementary school students. The Drive Your Bike workshop has both a middle school and high school version.
- ◆ Participate in International Walk and Roll to School Day, the Golden Sneaker Contest, and Bike to School Day:
 - 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.
- ◆ The school should regularly inform/remind caregivers not to park or stop in the red zone in front of the school's main entrance.

Safe Routes to Schools Improvement Plan
Rosa Parks Elementary
Berkeley

School Safety Assessment held March, 2022

Improvement Detail

- 1a Upgrade all four crosswalks to City standard triple-four crosswalk with advanced stop bars at 9th St/Allston Way. (City traffic engineer will verify visibility lines before installation).
- 1b Install painted bulb-outs at existing red curbs on Allston Way to further daylight the intersection. Bulb-out depth should not exceed 6 ft. This may require adjusting exiting centerlines and/or tapering newly painted bulb-outs on the approach to crosswalks. (City traffic engineer will field verify before installation).
- 2a Refresh all four existing triple-four crosswalks at 8th St/Allston Way.
- 2b Install advanced stop bars at all three intersection approaches at 8th St/ Allston Way. (City traffic engineer will verify visibility lines before installation)
- 2c Install painted bulbouts at the existing red curb areas on the northwest and northeast block corners to further daylight the intersection. Depth should not exceed 6 ft. Further, the school should continually remind parents/guardians that they cannot park or stop in red curb areas around the school.
- 2d. Inform caregivers that parking along the red zone in front of the school is illegal as it is a fire lane.
- 3a Upgrade all four crosswalks to City standard tripple-four crosswalks with advanced stop bars at Allston Way/7th St (City traffic engineer will verify visibility lines before installation).
- 3b Install painted bulbouts to the existing red curb daylighting. Depth should not exceed 6 ft. May require adjusting exiting centerlines and/or tapering new painted bulbouts on approach to crosswalks.
- 3c Install 130 ft. of white curb on 7th St south of Allston Way in front of the school. Parking restrictions will need to match those on Allston Way between 7th St and 8th St. Resident outreach needs to be done to all affected residents on 7th St. prior to implementation.
- 3d On Allston Way between 7th St and 8th St, extend the school bus zone to 90 ft. starting at 8th St and reduce white curb to 120 ft. ending at 7th St.
- 4a Upgrade all three existing crosswalks at Bancroft Way/7th St to City standard triple-four crosswalks with advanced stop bars. (City traffic engineer will verify visibility lines before installation).
- 4b Install a painted bulbout to the existing red curb daylighting at the western Bancroft Way approach to 7th St. No bulbout on 7th St due to the existing green zone. Depth should not exceed 6 ft.
- 5a Upgrade both crosswalks across 8th St at Bancroft Way to City standard tripple-four crosswalk with advanced stop bars at all four intersection approaches. Install red curb daylighting and painted bulbouts at block corners. (City traffic engineer will verify visibility lines before installation).
- 6a Upgrade all four crosswalks to City standard tripple-four crosswalks with advanced stop bars at 9th St/Bancroft Way. (City traffic engineer will verify visibility lines before installation).
- 6b Install painted bulbouts at the two southern corners. Depth should not exceed 6 ft. Installation may require adjusting exiting centerlines and/or tapering new painted bulbouts on approach to crosswalks.



Universal Recommendations

- U1 Repave and upgrade striping on all speedbumps to current City standards.
- U2 The City has planted low-height plant species and has begun regular vegetation maintenance. Continue maintaining the vegetation at a low height to maintain sufficient intersection visibility.

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.
This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.