



CITY OF OAKLAND

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OAKLAND

AGENDA REPORT

2018 JUN 8 AM 10:29

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Ryan Russo  
Director, OakDOT

**SUBJECT:** Update on School Pedestrian Safety  
Projects and Programs-Supplemental

**DATE:** November 6, 2018

City Administrator Approval

Date:

11/20/18

**RECOMMENDATION**

**Staff Recommends That The City Council Receive An informational Report On The History And The Future Strategy For The Former "Safe Routes To Schools" Grant And The Present "Active Transportation Program" Grant Programs.**

**REASON FOR SUPPLEMENTAL**

This report is prepared in response to a request made by the Public Works Committee on November 14, 2017. The Informational Report presented at that meeting was in regards to the City's programs, strategies, resources, partnerships, and needs for improving pedestrian safety around schools.

The Committee requested the status of the remaining 11 Oakland schools currently enrolled in the Alameda County Safe Routes to Schools (SRTS) program that have not yet received a site assessment. Twenty-nine (29) other Oakland schools enrolled in the SRTS program have had site assessments conducted that led to capital and programmatic improvements to pedestrian safety.

Additionally, this report provides an update on the pedestrian safety improvements for the eight schools identified in the Fiscal Year 2017-19 budget cycle's Capital Improvement Program (CIP). These improvements will be funded primarily by the Infrastructure Bond (Measure KK) approved by voters in November 2016.

Lastly, this report presents the Department of Transportation's school prioritization methodology developed in conjunction with its partner departments and outside agencies.

Item: \_\_\_\_\_  
Public Works Committee  
December 4, 2018

## **ANALYSIS AND POLICY ALTERNATIVES**

### *School Site Assessments*

Of the 40 schools participating in the Alameda County Transportation Commission's (ACTC) SRTS program, as of November 2017, 11 had not been assessed. Since then, ACTC has committed to conduct site assessments for these 11 Oakland schools: three were conducted in the 2017-18 school year and eight will be conducted in the current 2018-19 school year. The 11 schools are listed below with their assessment schedule.

1. Yu Ming Charter School (02/29/18);
2. Community United Elementary School (03/27/18);
3. Westlake Middle School (04/12/18);
4. McClymonds High School (2018-19 school year)
5. Sankofa Academy (2018-19 school year);
6. Alliance Academy (2018-19 school year);
7. Oakland School for the Arts (2018-19 school year);
8. Castlemont High School (2018-19 school year);
9. Peralta Elementary School (2018-19 school year);
10. Place@Prescott Elementary School (2018-19 school year); and
11. Redwood Heights Elementary School (11/08/18).

By way of background, ACTC funds and manages school site assessments for schools that are enrolled in its SRTS program. A school site assessment is a "walk audit" for a school or a cluster of schools that occurs during student arrival for departure times. The assessment notes the conditions of sidewalks, roadways, drop off and pick up areas, traffic signs, crosswalk markings, driving behavior, and other elements that contribute to pedestrian safety and access to school sites. Site assessments have been an effective tool in OakDOT's collaboration with schools for identifying issues, developing solutions, engaging stakeholders, and applying for funding.

### *Measure KK-Funded School Improvements*

As mentioned above, previous school site assessments have resulted in capital improvement projects for pedestrian safety enhancement. However, eight of the schools that had received a site assessment had not received funding for the capital improvements that the assessments had recommended. The FY 2017-19 Capital Improvement Program included these eight schools allocating \$2M in Measure KK funds to pay for the improvements.

The projected completion and milestone dates for the improvements around the eight schools are shown below:

<b>Measure KK Funded School Improvements in the FY 2017-19 CIP</b>			
<b>School</b>	<b>Design</b>	<b>Award</b>	<b>Construction</b>
Chabot Elementary	Jan 2019	N/A	Dec 2019
Futures at Lockwood Elementary	Jan 2019	N/A	Dec 2019
International Community	Jan 2019	N/A	Dec 2019
New Highland Academy	Jan 2019	N/A	Dec 2019
United for Success Academy	Jan 2019	N/A	Dec 2019
World Academy	Jan 2019	N/A	Dec 2019
Thornhill & Montclair Elementary	Oct 2019	May 2020	June 2021
Edna Brewer Middle	Jun 2019	Jan 2020	April 2021

The estimated total cost for the improvements is approximately \$6.67M. The proposed funding sources are Measure KK (\$2M), Measure B (\$1M), the Active Transportation Program grant (\$1.89M), future Measure KK allocations and other potential outside grant sources to the extent the improvements are eligible and competitive. **Attachments A-H** illustrate what the improvements will be for each school.

The improvements include widening sidewalks, tightening intersection corners, and installing speed bumps, traffic circles, crosswalk flashers, and traffic signals near schools. They are recommendations from previous school site assessments and have been vetted by stakeholders for each school and OakDOT staff for effectiveness and constructability. OakDOT is planning to construct some of the improvements with in-house staff and hire contractors to perform large-scale work such as signal installation and major curb reconstruction.

#### *School Prioritization*

In collaboration with ACTC and its transportation consultant, Alta Planning + Design, the Oakland Unified School District (OUSD), and the Oakland Police Department (OPD), OakDOT developed a methodology to objectively prioritize school locations for infrastructure improvements using collision history, equity factors, and student health data. Below is a list of the criteria used and how they were broken down:

<b>School Prioritization Breakdown</b>		
<b>Category</b>	<b>Definition</b>	<b>Data Source</b>
Collision History (weighted 50%)	Number of school-age-involved bicycle/pedestrian collisions located within a half-mile radius of school grounds between 2012 and 2016.	Statewide Integrated Traffic Records System (SWITRS) from the California Highway Patrol (CHP)
Equity Score (weighted 25%)	Composite score from indicators such as race, age, income, English proficiency, health insurance, single-parent household, unemployment, disability, commute/vehicle access, etc.	United States Census/Alta Planning+Design
Student Health (weighted 25%)	Percent of students who test within the Health Fitness Zone for body composition for most the recent year of available data.	California Department of Education

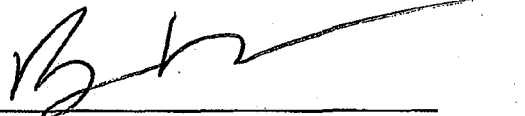
**Attachment I** shows the top 50 schools in the greatest need for infrastructure investment, prioritized by the above scoring system. The list will be shared with Be Oakland Be Active (BOBA), a collaborative managed by the Alameda County Health Department (ACHD) to advance school safety and support healthy, sustainable transportation to and from schools in Oakland. BOBA participants include TransForm, a local active-transportation advocacy organization expertise in working with Oakland schools to promote student health and safety. The list will be used to aid future decisions on budgeting, grant application, and other resource allocations such as school site assessments and was used to prioritize crossing guard assignment when the City Council reallocated more than \$300,000 in Measure BB funds to add more crossing guards.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends that the City Council receive this Informational Report updating ongoing and planned school pedestrian safety projects and programs.

For questions regarding this report, please contact Joe Wang, Safe Streets Division, at (510) 238-6107.

Respectfully submitted,



Ryan Russo, Director  
Department of Transportation

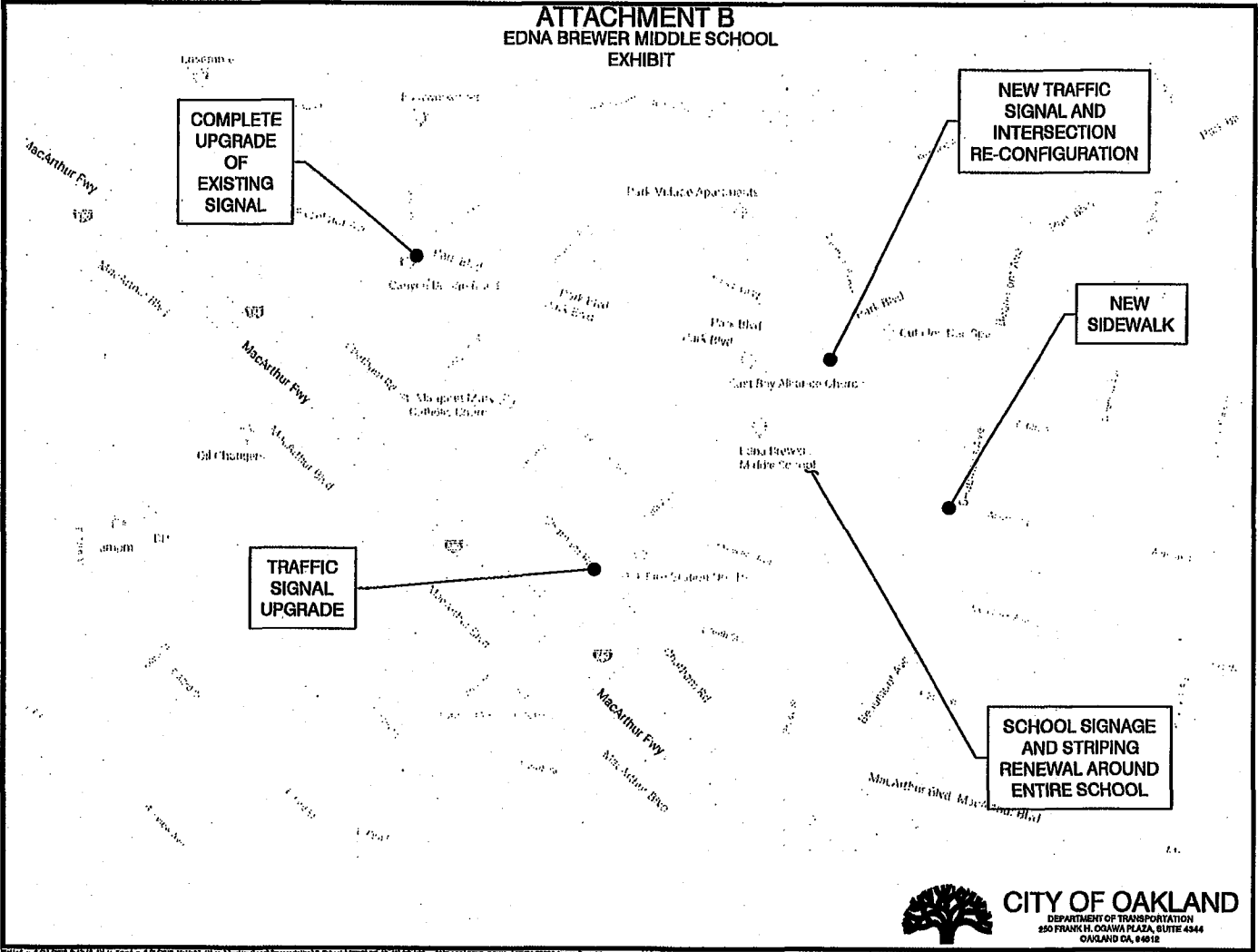
Reviewed by:  
Wladimir Wlassowsky, P.E.  
Assistant Director

Prepared by:  
Joe Wang, P.E.  
Supervising Transportation Engineer  
Safe Streets Division

- Attachment A: Chabot Elementary**
- Attachment B: Edna Brewer Middle**
- Attachment C: Futures at Lockwood Elementary**
- Attachment D: International Community/Think College Now**
- Attachment E: Thornhill and Montclair Elementary**
- Attachment F: New Highland Academy**
- Attachment G: United for Success Academy**
- Attachment H: World Academy/Achieve Academy**
- Attachment I: Top 50 Oakland School with the Highest Needs**



**ATTACHMENT B  
EDNA BREWER MIDDLE SCHOOL  
EXHIBIT**



**CITY OF OAKLAND**  
DEPARTMENT OF TRANSPORTATION  
250 FRANK H. OGAWA PLAZA, SUITE 4344  
OAKLAND CA, 94612

Printed - 8/21/2018 8:25:42 AM by [redacted] - 8/21/2018 10:11:37 AM by [redacted] - 8/21/2018 10:11:37 AM by [redacted] - 8/21/2018 10:11:37 AM by [redacted]

**ATTACHMENT C**

**FUTURES @ LOCKWOOD CAMPUS EXHIBIT**

**CURB RAMP  
UPGRADE  
ALONG  
INTERNATIONAL  
BLVD\***

**HIGH VISIBILITY  
CROSSWALKS/  
RAISED  
CROSSWALK**

**TRAFFIC  
SIGNAL  
UPGRADE\***

**NEW TRAFFIC  
SIGNAL\***

**TRAFFIC  
SIGNAL  
UPGRADE\***

**SCHOOL SIGNAGE  
AND STRIPING  
RENEWAL AROUND  
ENTIRE SCHOOL**

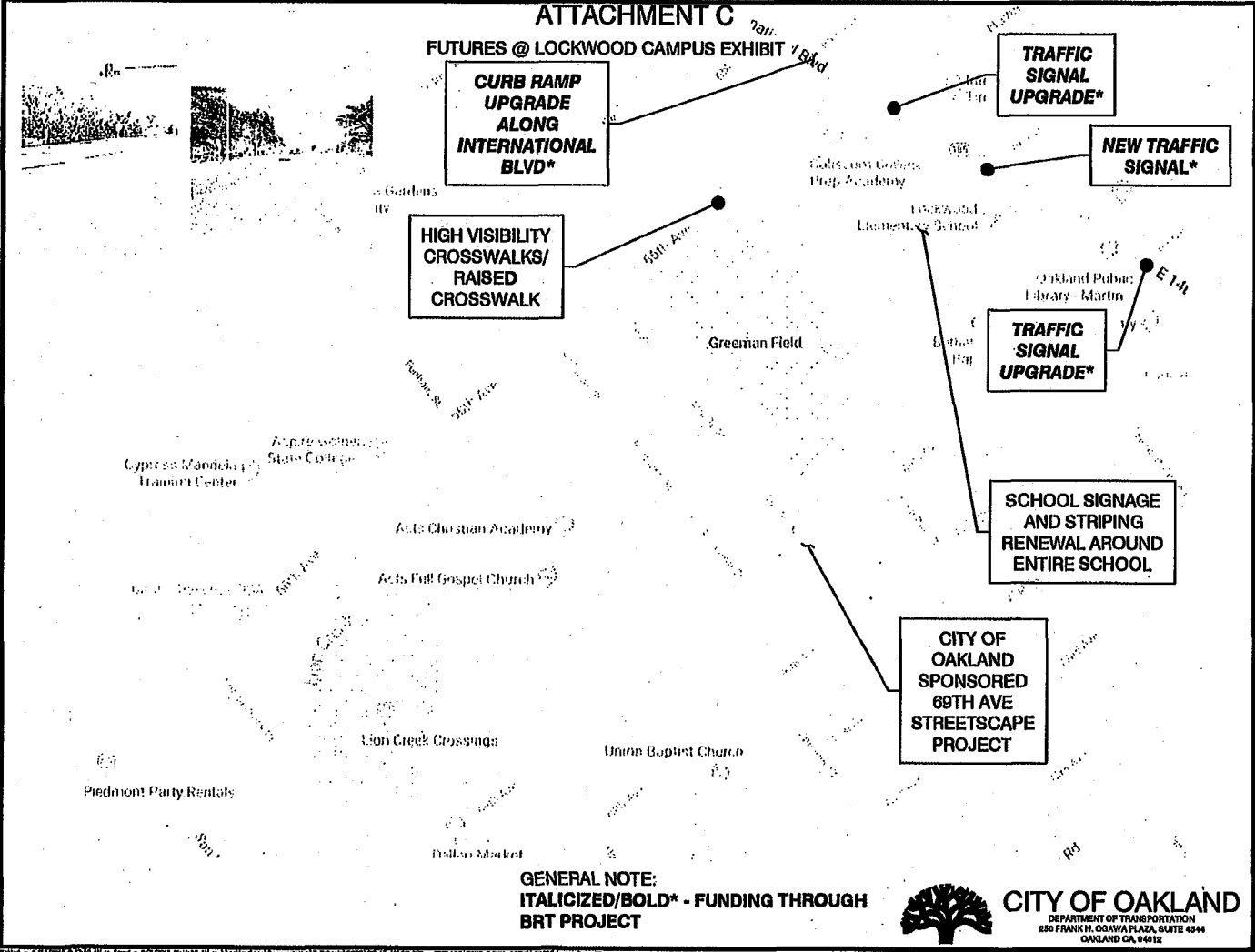
**CITY OF  
OAKLAND  
SPONSORED  
68TH AVE  
STREETSCAPE  
PROJECT**

**GENERAL NOTE:  
ITALICIZED/BOLD\* - FUNDING THROUGH  
BRT PROJECT**



**CITY OF OAKLAND**

DEPARTMENT OF TRANSPORTATION  
850 FRANK H. COVINA PLAZA, SUITE 4044  
OAKLAND, CA 94612



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**ATTACHMENT D**

**INTERNATIONAL COMMUNITY SCHOOL / THINK COLLEGE NOW EXHIBIT**

Diamond Diesel  
& Turbo Service

**TRAFFIC  
SIGNAL  
UPGRADE/  
CROSSWALK  
IMPROVEMENT\***

**IMPROVE  
LIGHTING/  
CROSSWALK  
IMPROVEMENT\***

**NEW TRAFFIC  
SIGNAL\***

**TRAFFIC  
SIGNAL  
UPGRADE/  
CROSSWALK  
IMPROVEMENT\***

**ELIMINATE  
FREE RIGHT  
LANE**

**IMPROVE  
LIGHTING\***

**SCHOOL SIGNAGE  
AND STRIPING  
RENEWAL AROUND  
ENTIRE SCHOOL**

Oakland Animal Services

**GENERAL NOTE:  
ITALICIZED/BOLD\* - FUNDING THROUGH  
BRT PROJECT**



**CITY OF OAKLAND**  
DEPARTMENT OF TRANSPORTATION  
200 FRANKLIN SQUARE PLAZA, SUITE 4344  
OAKLAND, CA 94612

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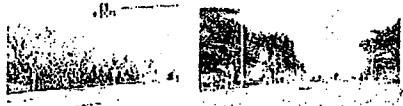






**ATTACHMENT H**

**WORLD ACADEMY / ACHIEVE ACADEMY EXHIBIT**



**HIGH VISIBILITY  
CROSSWALK @  
AUSTIN/FOOTHILL**

**HIGH VISIBILITY  
CROSSWALK @  
RUTHERFORD/FOOTHILL**

**HIGH VISIBILITY  
CROSSWALK**

**SCHOOL SIGNAGE  
AND STRIPING  
RENEWAL AROUND  
ENTIRE SCHOOL**

**RECTANGULAR  
RAPID FLASHING  
BEACON ON  
FRUITVALE AVE @  
18TH ST AND 19TH  
ST**

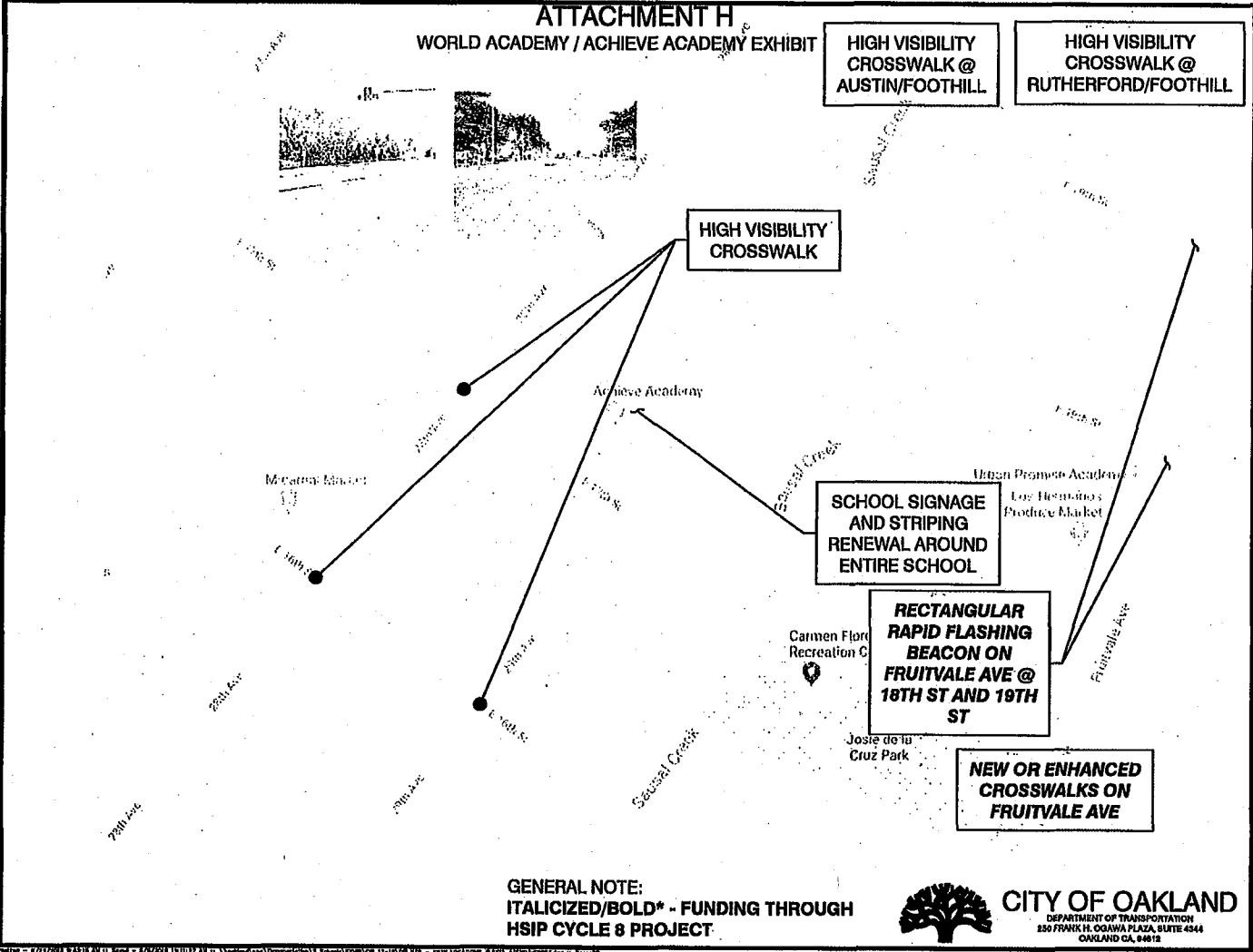
**NEW OR ENHANCED  
CROSSWALKS ON  
FRUITVALE AVE**

**GENERAL NOTE:  
ITALICIZED/BOLD\* - FUNDING THROUGH  
HSIP CYCLE 8 PROJECT**



**CITY OF OAKLAND**

DEPARTMENT OF TRANSPORTATION  
150 FRANK H. OAKAWA PLAZA, SUITE 4544  
OAKLAND CA, 94612



**ATTACHMENT I**  
**TOP 50 OAKLAND SCHOOLS WITH THE HIGHEST NEEDS**  
(Scores Based on Safety, Equity, and Health)

Rank	School	Council District	Composite Score
1	Markham Elementary	6	81.1
2	East Oakland Pride Elementary	6	80.6
3	New Highland Academy	7	79.4
4	RISE Community	7	79.1
5	Achieve Academy	5	76.1
6	Oakland Charter Academy	5	74.5
7	Garfield Elementary	2	74.1
8	Aspire College Academy	6	72.9
9	ACORN Woodland Elementary	7	70.8
10	EnCompass Academy	7	69.4
11	Roosevelt Middle	2	68.7
12	International Community	5	65.4
13	Elmhurst Community Prep	7	65.3
14	Urban Promise Academy	5	65.3
15	Ascend School	5	64.3
16	East Oakland Leadership Academy	6	63.9
17	Community United Elementary	6	63.9
18	West Oakland Middle	3	63.8
19	Lafayette Elementary	3	63.4
20	Futures Elementary	6	62.6
21	Franklin Elementary	2	62.3
22	Stonehurst/Esperanza Elementary	7	61.7
23	Learning Without Limits	5	60.4
24	ARISE High	5	59.8
25	Lazear Elementary	5	57.7
26	Global Family Elementary	5	57.6
27	McClymonds High	3	57.3
28	Horace Mann Elementary	4	55.5
29	Coliseum College Prep Academy	6	55.3
30	Parker Elementary	6	55.1
31	Aspire Triumph Technology Academy	6	53.5
32	Roots International Academy	6	53.5
33	Aspire Monarch Academy	7	52.9
34	Greenleaf K-8	6	52.9
35	Martin Luther King Jr. Elementary	3	51.9
36	LPS College Park	7	51.9
37	Alliance Academy	7	50.8
38	Think College Now	5	50.8
39	United For Success Academy	5	50.6
40	Oakland Unity High	6	50.5
41	Brookfield Elementary	7	50.5
42	Life Academy	5	50.4
43	Education for Change at Cox Elementary	7	49.0
44	Fred T. Korematsu Discovery Academy	7	48.9
45	Fremont High	5	48.9
46	Rudsdale Continuation	7	48.9
47	Reach Academy	7	48.7
48	Aspire Lionel Wilson College Prep Academy	7	48.5
49	Lockwood Elementary	6	47.9
50	Hillside Academy	7	46.8



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## AGENDA REPORT

TO: Sabrina B. Landreth  
City Administrator

FROM: Ryan Russo  
Director, DOT

SUBJECT: Safe Routes to School Grant  
Projects—History and Future Strategy

DATE: May 1, 2017

City Administrator Approval

Date:

*[Handwritten signature]*  
*6/1/17*

### RECOMMENDATION

Staff Recommends That the City Council Receive This Informational Report on the History and the Future Strategy for the Former "Safe Routes to School" Grant and the Present "Active Transportation Program" Grant.

### EXECUTIVE SUMMARY

This informational report is prepared in response to a request from the Public Works Committee. The report provides information on the background of the Safe Routes to School grants and on the projects for which the City has been awarded by these grants. The report also identifies the City's strategy for upcoming applications.

### BACKGROUND / LEGISLATIVE HISTORY

To understand the history of the Safe Routes to School program, it is necessary to understand the three different grant programs that have provided the funds.

#### *State-legislated Safe Routes to School (SR2S) Program*

California was the first state in the country to legislate a Safe Routes to School program with the enactment of Assembly Bill 1475<sup>1</sup> in 1999. Section 2333.5 of the Streets and Highways Code calls for the Department of Transportation, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition. In June of 2012, the Cycle 10 Approved Project List was announced, marking the end of SR2S after a 13-year, 10-cycle run.

<sup>1</sup> This bill, passed in 1999, required the Department of Transportation to establish and administer a "Safe Routes to School" construction program pursuant to authority granted under specified federal law and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects.

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Public Works Committee  
June 13, 2017

*Federal Safe Routes to School (SRTS) Program*

Authorized by Section 1404 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the SRTS Program came into effect in August of 2005. This Federal funded program emphasizes community collaboration in the development of projects and projects that incorporate elements of the 5 E's—education, encouragement, engineering, enforcement, and evaluation—for a holistic approach to enhancing travel safety to and from schools.

In October of 2011, the Cycle 3 Final Project List was announced, marking the end of SRTS after a 6-year, 3-cycle run.

*Active Transportation Program (ATP)*

In September of 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidated existing Federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP program funds safe routes to school-type projects but has no specific set aside for them, so they compete for funding with all types of pedestrian and bicycle-related projects.

To date, there have been 3 application cycles for the ATP.

**ANALYSIS AND POLICY ALTERNATIVES**

**Attachment “A”** details the safe routes to school projects and the approximate costs that the City has been awarded by each cycle of SR2S, SRTS, and ATP. To date, the City has received awards for 9 out of the 16 rounds of applications we submitted. The total amount that has been awarded to the City is approximately \$5.61 million. The grants typically require a minimum 10% local match and fund primarily capital improvements allowing for only incidental program costs such as outreach and education.

*School Selection and Project Development Process—Past and Present*

For the state-funded SR2S program, the first two applications for which the City received an award—cycles 1 and 2 in 2000-02—focused on installing pedestrian “count-down” signals for traffic signals that existed along school routes. This device was fairly new at the time and was a simple, cost-effective, and quick improvement to pedestrian crossing safety. For the next two awards—cycles 4 and 6 in 2003-06—selected schools and projects were based on the then-newly released Pedestrian Master Plan which identified the top ten schools with the most number of pedestrian (under age 18) collisions within a quarter-mile of campus.

The schools and projects in subsequent awarded applications—SR2S cycles 7 and 10, SRTS cycles 1 and 2, and ATP Cycle 1—were selected and developed in partnership, first with TransForm, and now with the Alameda County Transportation Commission (ACTC) through its

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site assessment program. The site assessments, typically conducted as a "walk audit" for a school or a cluster of schools during student arrival times in the morning, are attended by the City's engineering staff and police department, school staff, parents, students, transportation consultants, and elected officials. Safety improvements recommended by the site assessment team are vetted for applicability and cost effectiveness and become the core projects in the grant applications. Currently, 41 schools in Oakland participate in the site assessment program.

In the proposed FY 2017-19 capital budget, \$2 million in Infrastructure Bond (Measure KK) funds have been proposed to fund safe routes to school-type improvements at schools that have received the aforementioned site assessments.

#### *Future Application Strategy*

Staff will continue to participate in the site assessments to be informed about safety needs and receive improvement ideas. Staff will develop preliminary plans for each school site assessment and will seek future granting opportunities for capital funding, including through future ATP cycles and other grant sources.

In addition, the recently completed Pedestrian Master Plan (PMP) recommends specific pedestrian hazard countermeasures for specific locations, several of which within school zones, based on a review of auto-pedestrian collision history, roadway features, walking environment, and socio-economic factors. A follow up action to the PMP Update is to link its recommended countermeasures and locations to the schools to which they provide access.

#### **FISCAL / POLICY ALIGNMENT**

There are no direct fiscal impact or policy alignment issues from this informational report.

#### **PUBLIC OUTREACH / INTEREST**

There was no public outreach in the making of this informational report.

#### **COORDINATION**

This informational report was prepared by the Department of Transportation.

**SUSTAINABLE OPPORTUNITIES**

***Economic:*** There are no economic opportunities associated with this report.

***Environmental:*** There are no environmental opportunities associated with this report.

***Social Equity:*** There are no social equity opportunities associated with this report.

**CEQA**

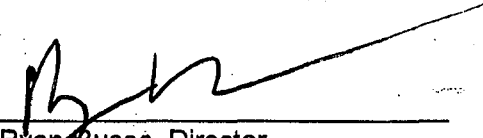
This information report is exempt from the environmental analysis requirements of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15061(b)(3) because it has no potential for causing a significant effect on the environment.

**ACTION REQUESTED OF THE CITY COUNCIL**

Receive this informational report on the history and the future strategy for the former "Safe Routes to School" grant and the Present "Active Transportation Program" grant.

For questions regarding this report, please contact Joe Wang, Safe Streets Division, at (510) 238-6107.

Respectfully submitted,

  
\_\_\_\_\_  
Ryan Russo, Director

Reviewed by:  
Wladimir Wlassowsky, P.E.  
Acting Assistant Director

Prepared by:  
Joe Wang, P.E.  
Supervising Transportation Engineer  
Safe Streets Division

Bruce Williams  
Senior Transportation Planner  
Strategic Planning and Administration Division

*Attachments (1):*

*A: Summary of Oakland's Safe Routes to School Grant Projects*

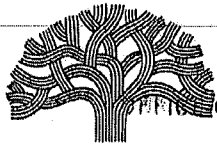
Item: \_\_\_\_\_  
Public Works Committee  
June 13, 2017

ATTACHMENT A  
Summary of Oakland's Safe Routes to School Grant Projects

SCHOOL	GRADE	LOCATION	IMPROVEMENT	AWARD AMOUNT
<b>SR2S CYCLE 1</b>				<b>\$ 459,000</b>
Allendale	E	35th/Penniman	count down ped signal heads	
Atherton Academy	H	82nd/Bancroft	count down ped signal heads	
Bret Harte	M	MacArthur/Coolidge	count down ped signal heads	
Carter	M	Telegraph/48th	count down ped signal heads	
Elmhurst	M	98th/Cherry	in-pavement flashing lights	
Emerson	E	Shafter/45th	count down ped signal heads	
Fremont	H	Foothill/Hlgh	count down ped signal heads	
Fruitvale	E	School/Coolidge	count down ped signal heads	
Hawthorne	E	Foothill/33rd & E 18th	bulb outs, traffic signal	
Mann	E	Foothill/Fairfax	count down ped signal heads	
Manzanita	E	23rd/ E 27th	count down ped signal heads	
McClymonds	H	Market/27th	count down ped signal heads	
Oakland	H	MacArthur/Park	count down ped signal heads	
Oakland Tech	H	Broadway/45th	count down ped signal heads	
Simmons	M	Foothill/35th & Coolidge & Gallindo	count down heads, bulb outs, traffic signal	
St Anthony	E/M	Foothill/18th	count down ped signal heads	
St Jarlath	E	Fruitvale/Harold	count down ped signal heads	
St Leo's	E	Howe/Ridgeway	count down ped signal heads	
Washington	E	Shattuck/61st	in-pavement flashing lights	
Whittier	E	Seminary/ E 17th	count down ped signal heads	
<b>SR2S CYCLE 2</b>				<b>\$ 449,523</b>
Brewer	M	Excelsior/Beaumont	count down ped signal heads	
Brookfield	E	Edes/Elmhurst	count down ped signal heads	
Burbank	E	MacArthur/64th	count down ped signal heads	
Hawthorne	E	Foothill/28th, Fruitvale/Int & 16th	count down ped signal heads, bulb outs	
La Escuelita	E	5th Ave/10th St	count down ped signal heads	
Longfellow	E	Market/W. MacArthur	count down ped signal heads	
Markham	E	Bancroft/77th	traffic signal	
Parker	E	MacArthur/Ritchie	count down ped signal heads	
Prescott	E	Peralta/7th & 12th	count down ped signal heads	
Sobrante	E	Edes/105th	count down ped signal heads	
Washington	E	Shattuck/Alcatraz	count down ped signal heads	
Westlake	M	27th/Harrison	count down ped signal heads	
<b>SR2S CYCLE 4</b>				<b>\$ 441,000</b>
Ascend	E	E 12/37th	bulb outs	
Franklin	E	Foothill/9th & 10th	bulb outs	
Fremont	H	High/Courtland	bulb outs	
Hoover	E	Market/33rd & Brockhurst	bulb outs	
Jefferson	E	Foothill/40th	traffic signal	
<b>SR2S CYCLE 6</b>				<b>\$ 385,200</b>

ATTACHMENT A  
Summary of Oakland's Safe Routes to School Grant Projects

SCHOOL	GRADE	LOCATION	IMPROVEMENT	AWARD AMOUNT
Garfield	E	Foothill/22nd	bulb outs	
La Escuelita	E	E 12th/4th	bulb outs	
Lincoln	E	Alice/10th & 11th	bulb outs	
Markham	E	73rd/Krause	bulb outs	
<b>SR2S CYCLE 7</b>				<b>\$ 803,700</b>
Castlemont Business & Information Technology	H	MacArthur/88th, mid block (2)	median refuge islands, bulb outs	
Castlemont School of the Arts	H	MacArthur/88th, mid block (2)	median refuge islands, bulb outs	
EC Reems Academy of Technology & Arts	E	MacArthur/88th, mid block (2)	median refuge island, bulb outs	
Oakland Tech	H	Broadway/40th	traffic signal upgrade, bulb outs	
Youth Uprising	E	MacArthur/88th, mid block (2)	median refuge island, bulb outs	
<b>SR2S10</b>				<b>\$ 216,000</b>
Achieve Academy	E	Fruitvale/E 16th	rectangular rapid flashing beacon, bulb outs	
Alliance Academy	M	98th/Cherry	rectangular rapid flashing beacon	
Elmhurst Community Prep	M	98th/Cherry	rectangular rapid flashing beacon	
Parker	E	Ney/Richle	corner sidewalk expansion	
Urban Promise Academy	M	Fruitvale/E 16th	rectangular rapid flashing beacon, bulb outs	
World Academy	E	Fruitvale/E 16th	rectangular rapid flashing beacon, bulb outs	
<b>SRTS CYCLE 1</b>				<b>\$ 700,425</b>
Franklin	E	E 15th/9th	bulb outs	
Frick	M	Foothill/62nd & 63rd	bulb outs	
Hoover	E	San Pablo/ Brockhurst	bulb outs	
Lafayette	E	Market/18th	bulb outs	
Lakeview	E	Grand/MacArthur	bulb outs	
Peralta	E	Telegraph/63rd	bulb outs	
<b>SRTS CYCLE 2</b>				<b>\$ 920,300</b>
Bret Harte	M	MacArthur/Coolidge	ped signal heads, sidewalk widening	
Manzanita	E	E 27th/25th	sidewalk widening	
Peralta	E	Alcatraz/Dana & Colby	bulb outs	
<b>ATP1 SR2S</b>				<b>\$ 1,236,000</b>
ACORN Woodland	E	81st/Rudsdale	speed feedback signs	
Encompass Academy	E	81st/Rudsdale	speed feedback signs	
Esperanza	E	105th/E	traffic signal	
Fruitvale	E	Boston, Coolidge, Harold, School	bulb outs	
Global Family	E	38th/Mera	median refuge islands, bulb outs	
Korematsu Discovery Academy	E	105th/E	traffic signal	
Laurel	E	35th/Wisconsin	ped hybrid beacon, median refuge islands	
Markhan	E	73rd/Krause	ped hybrid beacon	
				<b>\$ 5,611,148</b>



CITY OF OAKLAND

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OFFICE OF THE CITY CLERK  
OAKLAND

# AGENDA REPORT

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Ryan Russo  
Director, OakDOT

**SUBJECT:** School Pedestrian Safety  
Programs and Strategies

**DATE:** October 9, 2017

City Administrator Approval

Date:

11/2/17

## RECOMMENDATION

**Staff Recommends That The City Council Receive A Supplemental Informational Report On City Efforts To Improve Pedestrian Safety Around Schools.**

## REASON FOR SUPPLEMENTAL

This supplemental informational report is prepared in response to a request made by the Public Works Committee at the June 13, 2017 committee meeting regarding the City's programs, strategies, resources, partnerships, and needs for improving pedestrian safety around schools.

The Committee specifically requested information about: 1) schools that have not participated in the ongoing school site assessments; 2) funding sources/opportunities for schools that have had site assessments; 3) schools that have had site assessments that have not been funded; and 4) overall funding needs for school safety improvements. In addition to providing the requested information, this report will describe the City's overall strategy for improving pedestrian safety around schools.

## BACKGROUND / LEGISLATIVE HISTORY

The informational report presented to the Public Works Committee on June 13, 2017 focused on the award history and the future application strategies for the Safe Routes to School (SRTS)/Active Transportation Program (ATP) grants for capital improvements. The report noted that an important part of the SRTS/ATP application process is the school site assessment. A school site assessment is a "walk audit" for a school or a cluster of schools that occurs during student arrival times in the morning. The assessment notes the conditions of the sidewalks, roadways, drop off zones, signs, crosswalks, driving behavior, and other elements that combine to help make school areas safer for pedestrians. The assessments are funded and managed by the Alameda County Transportation Commission (ACTC) and attended by the Department of Transportation (OakDOT), parents and students, advocacy organizations, the Police Department (OPD), the Oakland Unified School District (OUSD), and elected officials. The assessments are most effective when joint solutions are developed in partnership with members of these groups. Safety improvements recommended by the site assessment team are further

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Public Works Committee  
November 14, 2017

evaluated by City engineers and planners for specific applicability to the site and for cost effectiveness. These recommendations are then considered for competitive grant applications and inclusion in the City's Capital Improvement Program (CIP) budget.

From 2008 to 2017, 37 Oakland schools have been assessed out of a total of 123 public schools. Of the 37 schools assessed, 18 have received grant funding for the construction of improvements, eight have received Measure KK allocation, seven are pending final recommendations of improvements, and four did not require additional funding for improvements.

## ANALYSIS AND POLICY ALTERNATIVES

### *The Current School Safety Program*

The City's ongoing work to improve pedestrian safety around schools consists of two core components: 1) coordinating with County-led site assessments and 2) responding to individual school requests for improvements.

1) OakDOT participates in a countywide program by attending site assessments led by the ACTC. These site assessments engage interested and concerned parties to provide input on solutions. OakDOT builds from this input to plan, design and construct physical improvements. To date, site assessments have been conducted for 37 Oakland schools as a part of ACTC's Safe Routes to Schools Program. The program is open to any school in Alameda County that can identify a Safe Routes to School Champion (a parent or staff volunteer to lead encouragement events and coordinate with countywide efforts) and completes the registration form, available at [alamedacountysr2s.org](http://alamedacountysr2s.org). To date, 40 Oakland schools are enrolled in the program and 29 have had site assessments to identify preliminary improvements (an additional eight schools that are not enrolled in the program have received site assessments). Until now, ACTC selects schools for the site assessments and OakDOT participates in identifying solutions and takes over the design and the construction of the improvements. Going forward, ACTC plans to engage OakDOT more actively in the selection of schools for the site assessments.

The 40 Oakland schools below are enrolled in ACTC's SRTS's Program. Site assessments have been conducted for 29 of these schools; the 11 that have not are highlighted in bold.

1. Achieve Academy
2. **Alliance Academy (scheduled for the 2017-18 school year)**
3. ASCEND
4. Bella Vista Elementary
5. Bret Harte Middle
6. Bridges Academy
7. **Castlemont High School**
8. **Community United Elementary**
9. East Oakland PRIDE Elementary
10. Edna Brewer Middle School
11. Emerson Elementary

12. EnCompass Academy
13. Esperanza Elementary
14. Garfield Elementary
15. Glenview Elementary
16. Global Family Elementary School
17. International Community Elementary
18. Fred Korematsu Discovery Academy
19. Learning Without Limits/Jefferson Elementary
20. Lincoln Elementary School
21. Manzanita Community School
22. Manzanita Seed Elementary
23. Markham Elementary
24. Martin Luther King Jr., Elementary
- 25. McClymonds High**
26. Montclair Elementary
27. New Highland Academy
28. Oakland International High School
- 29. Oakland School for the Arts (scheduled for the 2017-18 school year)**
30. Oakland Technical High
- 31. Peralta Elementary**
- 32. Place@Prescott Elementary**
33. Reach Academy
- 34. Redwood Heights Elementary**
35. RISE Community School
- 36. Sankofa Academy**
37. Think College Now
38. United For Success Academy
- 39. Westlake Middle**
- 40. Yu Ming Charter School**

In addition, site assessments were conducted for the eight schools listed below which are not enrolled in the ACTC SRTS program. The total number of Oakland schools that have received a site assessment is 37.

1. Chabot Elementary
2. Fruitvale Elementary
3. Futures at Lockwood Elementary/Roots International Academy
4. Hillcrest Elementary
5. Laurel Elementary
6. Parker Elementary
7. Piedmont Elementary
8. Sobrante Park/Madison Park Academy

All 37 schools that have been site assessed have received safety recommendations. Low-cost improvements such as signing/stripping or loading zone upgrades have been implemented by OakDOT staff; higher-cost improvements such as sidewalk extensions, traffic circles, raised median islands, and pedestrian crossing lights require grant or CIP funding. With the passage

of last November's Infrastructure Bond (Measure KK), \$2M has been allocated in FY 2017-19 to fund the higher-costs improvements. Combined with the recent SRTS/ATP award for Edna Brewer Middle School, all the recommended improvements from the 37 site assessments have been constructed or funded for construction.

The 11 schools that are enrolled in ACTC's SRTS program but have not received a site assessment are eligible for future assessments. Two from that list—Alliance Academy and Oakland School for the Arts—have been scheduled for the current school year. In the broader perspective, out of the 123 schools in Oakland (public and approved charter), 37 have received site assessments and 86 have not.

2) OakDOT responds to school needs. When a school representative, a parent, or an area resident makes a request to OakDOT for a safety investigation or improvement, the request is added to a list of previous requests. On average, a staff of one-half engineering full-time employee (FTE) works with 15 to 20 schools at a time, which results in a response time of several months. If the results of the investigation call for low-cost solutions such as crosswalks, traffic signs, loading zones, etc., they can be designed by the one-half engineering FTE and installed by in-house OakDOT crews. If the solution reaches a scope that requires further design and additional budget, it is set aside for upcoming funding opportunities such as grants or the CIP.

As part of this service, OakDOT also meets with OUSD's transportation coordinator and OPD's traffic division to coordinate on requests from schools. OUSD's role is primarily to assist OakDOT with communication and prioritization. OPD's role is primarily to provide enforcement and crossing guards.

#### *The Future School Safety Program*

OakDOT will continue to respond to individual requests from schools, parents, and residents to improve school pedestrian safety by coordinating with OPD and OUSD. As OakDOT builds its staff capacity, it will give school requests priority over other traffic safety requests by assigning one full-time engineer to respond to all school requests. Low-cost improvements will be completed by in-house staff and within the operating budget. High-cost improvements will be placed on the school priority list described below.

OakDOT will continue to participate in ACTC's SRTS site assessment program. However, the program is limited in its scope and breadth and the current school selection process is limited to schools that have the resources and dedication to participate proactively. OakDOT is developing a new prioritization model that works across divisions and with community partners to develop a more strategic approach to school transportation improvements. OakDOT will take a Vision Zero approach by prioritizing schools with the highest rates of severe and fatal crashes in their vicinity and an equity and health approach by prioritizing schools with the greatest needs and poorest health outcomes.



The prioritization model will rank all Oakland schools based on school zone crash history, equity (locations and conditions identified in Oakland's Communities of Concern<sup>1</sup>), and student health data. These factors will be weighted based on further discussions with inter-departmental and community partners. The resulting school priority list will recommend the order in which OakDOT funds identified high-cost treatments, conducts its own site assessments, and reaches out to other partners and programs such as the violence prevention strategies around schools launched by the Mayor's Director of Public Safety and the "Paint the Town" program which encourages community involvement and sense of ownership through designing and painting intersection murals. Combining these efforts can provide a better approach to solving safety and access issues for each school.

Additional City partners in improving school area safety include "Be Active Oakland Be Active", or BOBA. BOBA is a collaborative that includes multiple agencies and community-based organizations to advance school safety and support healthy, sustainable transportation to and from schools in Oakland. Participants include the following partners with the following roles:

- **Alameda County Public Health Department:** ACPHD manages the collaborative.
- **TransForm:** Transform is a non-profit based in Oakland, funded by ACTC, that has a SRTS team working with 40 schools in Oakland to do monthly encouragement events and annual events like Walk and Roll to School Day, bike rodeos, etc.
- **Oakland Police Department:** OPD spends (overtime) enforcement hours to conduct traffic enforcement around schools and manages the school crossing guard program.
- **American Automobile Association, ACPHD and OPD:** These partners support and fund a student safety patrol program.
- **Oakland Unified School District:** OUSD funds a Wellness Program that gives annual stipends of \$600 to \$700 to wellness champions for schools (can be a parent or a school staff). Walking safety is one of the areas a wellness champion may focus on for a school year.
- **Oakland DOT:** The newly formed OakDOT, as it builds staff capacity, is starting to get involved with BOBA.

Funding and resources for school safety improvements will continue to be managed by OakDOT through grant applications, CIP allocations (Infrastructure Bond and County Sales Tax fund assignments), partnerships in the BOBA collaborative, and joint efforts with other City work such as street paving, sidewalk repair, and streetscape improvements.

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<sup>1</sup> Identified by the Metropolitan Transportation Commission as communities in the Bay Area that face particular transportation challenges either because of affordability, disability, or age-related mobility limitations.

**FISCAL / POLICY ALIGNMENT**

There are no direct fiscal impact or policy alignment issues from this informational report.

**PUBLIC OUTREACH / INTEREST**

There was no public outreach in the making of this informational report other than the posting on the City's website.

**COORDINATION**

This informational report was prepared by the Department of Transportation.

**SUSTAINABLE OPPORTUNITIES**

***Economic:*** There are no economic opportunities associated with this report.

***Environmental:*** There are no environmental opportunities associated with this report.

***Social Equity:*** The proposed prioritization of schools which takes into account socio-economic and health factors will enable schools that have not received attention in the past due to low crash statistics or advocacy to be more likely to receive the funding they need for significant safety improvements.

**CEQA**

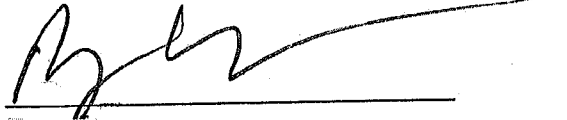
This information report is exempt from the environmental analysis requirements of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15061(b)(3) because it has no potential for causing a significant effect on the environment.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends that the City Council:

Receive this informational report on Improving Pedestrian Safety Around Schools  
For questions regarding this report, please contact Joe Wang, Safe Streets Division, at (510)  
238-6107.

Respectfully submitted,



Ryan Russo, Director  
Department of Transportation

Reviewed by:  
Wladimir Wlassowsky, P.E.  
Interim Assistant Director

Prepared by:  
Joe Wang, P.E.  
Supervising Transportation Engineer  
Safe Streets Division

Nicole Ferrara  
Vision Zero Program  
Great Streets Division