



Street Safety Improvements at Alameda K-12 Schools: Attachment A

1. Academy of Alameda SSA Exhibit with City Notes
2. (Amelia) Earhart Elementary School SSA Exhibit with City Notes
7. Edison Elementary School SSA Exhibit with City Notes
10. Franklin Elementary School SSA Exhibit with City Notes
13. Love Elementary School SSA Exhibit with City Notes
14. Maya Lin School SSA Exhibit with City Notes
15. Nea Community Learning Center / ACLC SSA Exhibit with City Notes
22. Will C. Wood Middle School SSA Exhibit with City Notes

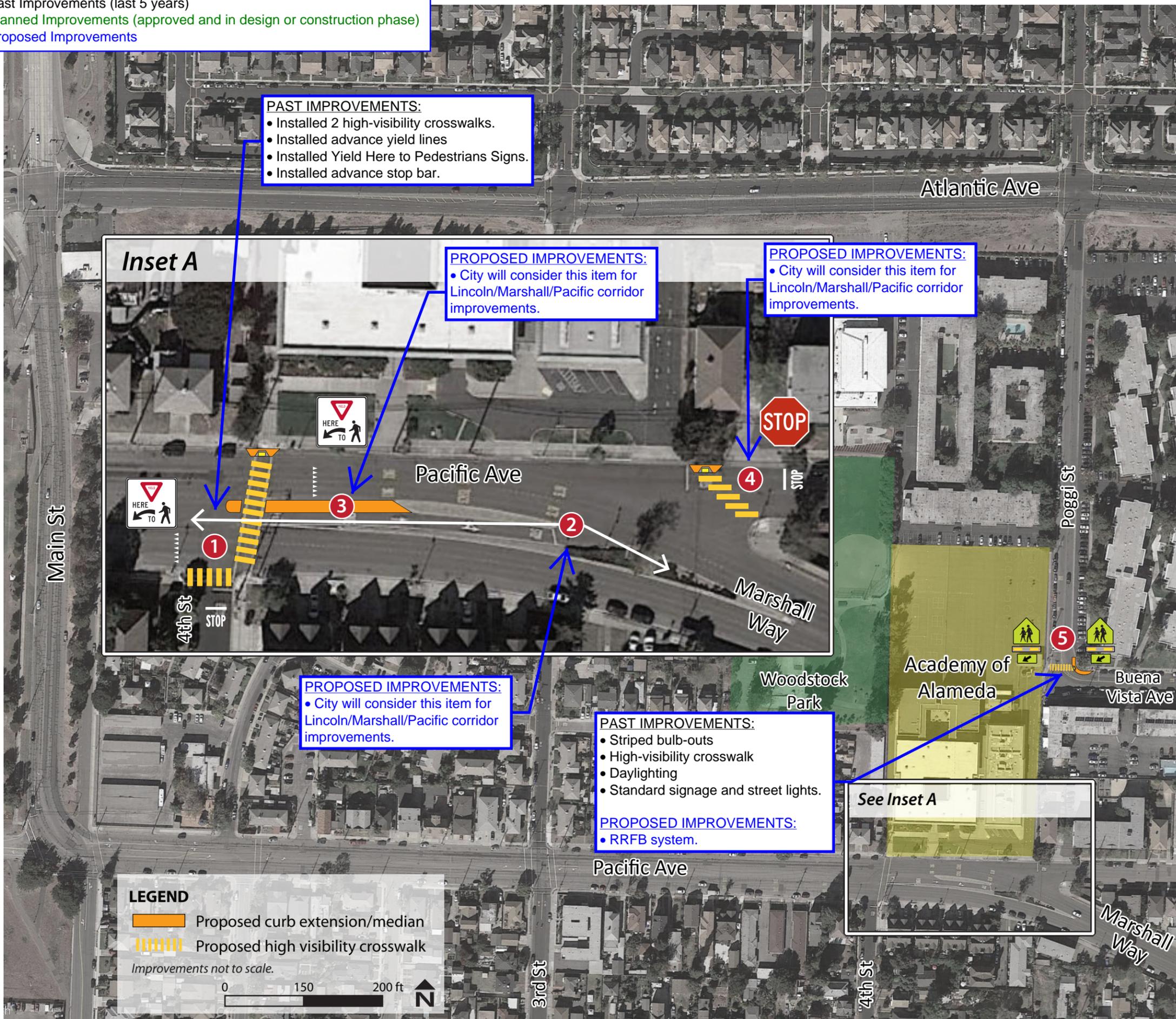
Academy of Alameda Safe Routes to Schools Improvement Plan

Site Assessment held February 2016

- 1 Pacific Ave. / 4th St. Intersection**
Install high-visibility crosswalks. Install advance yield lines and Yield Here to Pedestrians signs on Pacific Ave.
- 2 Pacific Ave. / 4th St. Intersection**
Consider engineering study for median modifications to better define turn lanes and movements. As part of study, consider prohibiting U-turns.
- 3 Pacific Ave. / 4th St. Intersection**
Extend northern median to create a pedestrian refuge, clarify intersection navigation, and discourage illegal U-turns.
- 4 Pacific Ave. / Marshall Wy. Intersection**
Consider moving stop sign back to facilitate pedestrian crossing and installing high-visibility crosswalk and curb extension.
- 5 Poggi St. / Buena Vista Ave. Intersection**
Install curb extension, high visibility crosswalk, and Rectangular Rapid Flashing Beacons to facilitate pedestrian crossing.
- 6 Non-Infrastructure Recommendation**
Consider training school staff members or parent volunteers to facilitate loading zone drop-off.

PROPOSED IMPROVEMENTS:
• Training and facilitating of loading zone.

The above items are recommendations from the Alameda County Transportation Commission and are based on Safe Routes to Schools site assessment best practices. Any additional reviews and final recommendations are subject to the standards and regulations of the appropriate governing agencies.



LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements

Existing Conditions

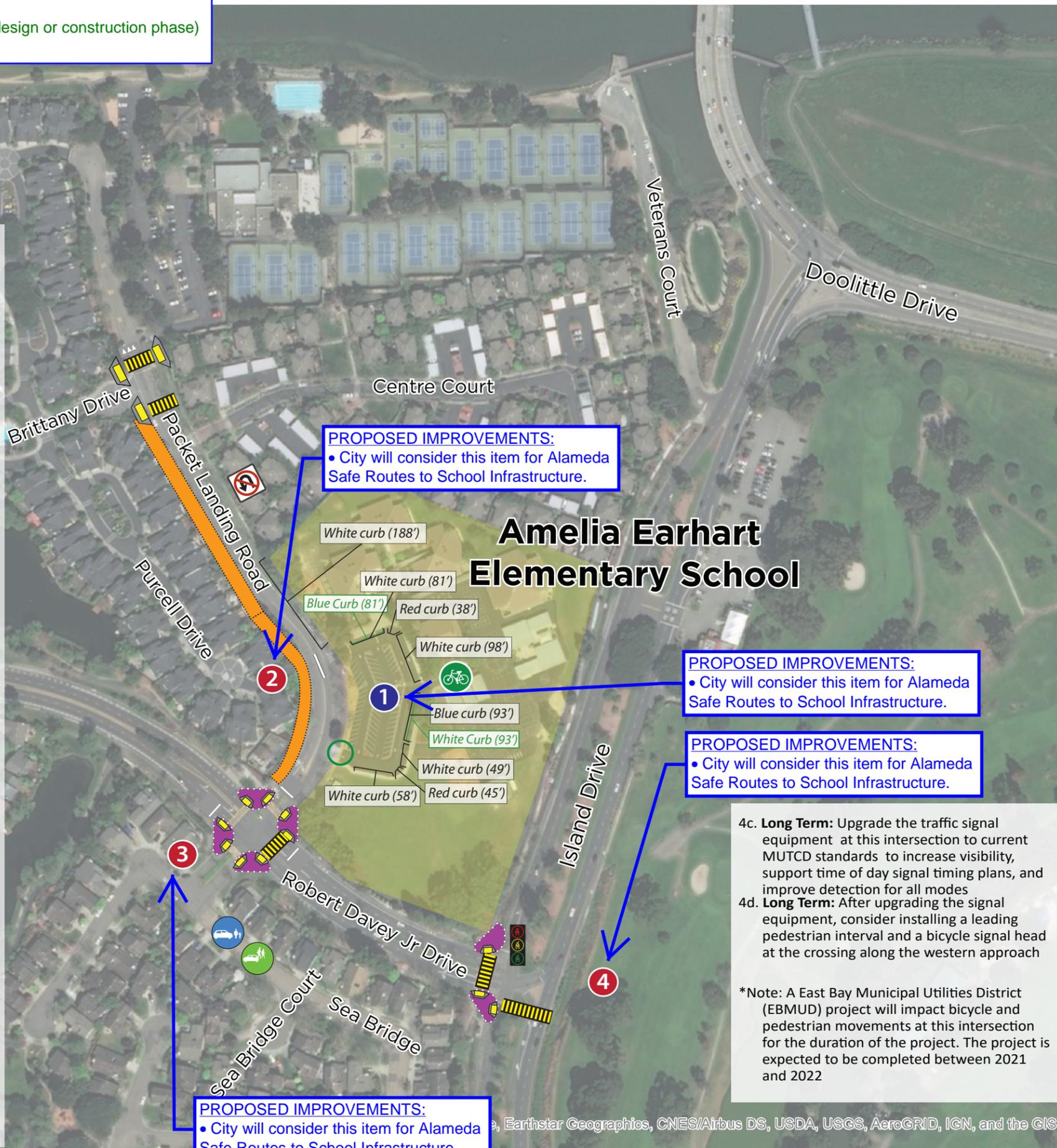
- Existing Curb Paint
- Existing Bike Parking
- Existing School Access Point

Recommendations

- Recommended Paint & Post Curb Extension
- Recommended Curb Ramp
- Recommended High-Visibility Crosswalk
- Recommended Transverse Crosswalk
- Recommended Advance Yield Markings
- Recommended Advanced Stop Line Marking
- Recommended Curb Paint
- Recommended Sidewalk
- Recommended Delineator
- Recommended CA-MUTCD R3-4 "No U-Turn" Signage
- Park & Walk Location
- Alternative Drop-off Location
- Recommended Bicycle Signal

Implementing Agency

- City of Alameda
- Alameda Unified School District



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

School Safety Assessment held January 2020

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

4c. **Long Term:** Upgrade the traffic signal equipment at this intersection to current MUTCD standards to increase visibility, support time of day signal timing plans, and improve detection for all modes
 4d. **Long Term:** After upgrading the signal equipment, consider installing a leading pedestrian interval and a bicycle signal head at the crossing along the western approach

*Note: A East Bay Municipal Utilities District (EBMUD) project will impact bicycle and pedestrian movements at this intersection for the duration of the project. The project is expected to be completed between 2021 and 2022



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

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 **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.

Safe Routes to Schools Improvement Plan Edison Elementary School Alameda

Site Assessment held May 2019

- 1 Buena Vista Avenue/Pearl Street**
 - Refresh the four high-visibility crosswalks
 - Install advance stop markings at all approaches to discourage vehicle encroachment
 - Install appropriate red curb/parking restriction signage at this intersection**
- 2 Buena Vista Avenue/Versailles Avenue**
 - Refresh the four high-visibility crosswalks
 - Install advance stop markings at all approaches to discourage vehicle encroachment
 - Install an R3-4 No U-turn sign for eastbound Buena Vista Avenue traffic
 - Install appropriate red curb/parking restriction signage at this intersection**
- 3 Versailles Avenue/Lincoln Avenue**
 - Refresh the four high-visibility crosswalks
 - Install advance stop markings at all approaches to discourage vehicle encroachment
 - Install appropriate red curb/parking restriction signage at this intersection**
- 4 Lincoln Avenue/Pearl Street**
 - Refresh the existing high-visibility crosswalk across the eastern approach
 - Install high visibility crosswalks across the northern and southern approaches
 - Install advance stop markings at all approaches
 - Install appropriate red curb/parking restriction signage at this intersection**
- 5 Pearl Street**
 - Extend the white curb drop-off area by 130 feet to the south (the rest of the block)
 - Consider marking a high visibility crosswalk across Pearl Street from the southern corner of Edison Court
 - If installed, construct a curb ramp on the eastern side of Pearl Street and install advance yield markings on Pearl Street
 - Install appropriate red curb/parking restriction signage at this intersection**
- 6 Lincoln Avenue/Broadway**
 - Install yellow transverse crosswalks across the eastern and western crosswalks; set back and reinstall advance stop markings if necessary
 - Mark a high visibility crosswalk across the southern Broadway approach
 - Install advance yield markings for the Broadway crosswalks with R1-5 Yield Here to Pedestrians Signs
 - Install RRFBs for the Broadway crosswalks (RRFB should be set up to serve both crosswalks)
 - Install appropriate red curb/parking restriction signage at this intersection**
- 7 Gibbons Drive/Lincoln Avenue**
 - Refresh the four high-visibility crosswalks
 - Install advance stop markings at all approaches to discourage vehicle encroachment
 - Install appropriate red curb/parking restriction signage at this intersection**

8 Gibbons Drive/Northwood Drive/Southwood Drive

- Reconfigure this intersection by installing a neighborhood traffic circle
- Conduct a stop warrant engineering analysis to determine if this location meets the warrants for an all-way stop controlled intersection. [Installation of stop-controlled intersections are governed by state law and warrants must be met before installation can be completed]
- Mark high-visibility crosswalks across all approaches
- Install appropriate red curb/parking restriction signage at this intersection**
- Consider installing speed cushion/speed bumps on Gibbons Drive and Southwood Drive east of the intersection. Consider converting the crosswalk at Northwood Drive/Buena Vista Avenue to a raised crosswalk (not symbolized on map)

PAST IMPROVEMENTS:

- Installed daylighting.
- Current pavement markings are in good condition.

PROPOSED IMPROVEMENTS:

- City will consider this item for Alameda Safe Routes to School Infrastructure.

PAST IMPROVEMENTS:

- Refreshed 4 existing high-visibility crosswalks.
- Installed no U-turn sign for EB Buena Vista Ave.
- Installed daylighting.

PROPOSED IMPROVEMENTS:

- City will consider this item for Alameda Safe Routes to School Infrastructure.

PAST IMPROVEMENTS:

- Refreshed all 4 crosswalk striping.
- Installed daylighting.
- Installed advance stop bars.
- Refreshed centerline striping.
- Replaced "4-way" plaque with current standard "all-way" plaque.

PAST IMPROVEMENTS:

- Installed daylighting.
- Current pavement markings are in good condition.

LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements

PAST IMPROVEMENTS:

- Installed KEEP CLEAR markings and signage.
- Refreshed 1 existing high-visibility crosswalk.
- Refreshed STOP markings.
- Installed 1 high-visibility crosswalk on S leg.
- Installed 2 crosswalks on E and W legs.
- Installed yield lines for N and S crossings.
- Installed centerline striping on E and W approaches.

PROPOSED IMPROVEMENTS:

- RRFB system.

Existing Conditions

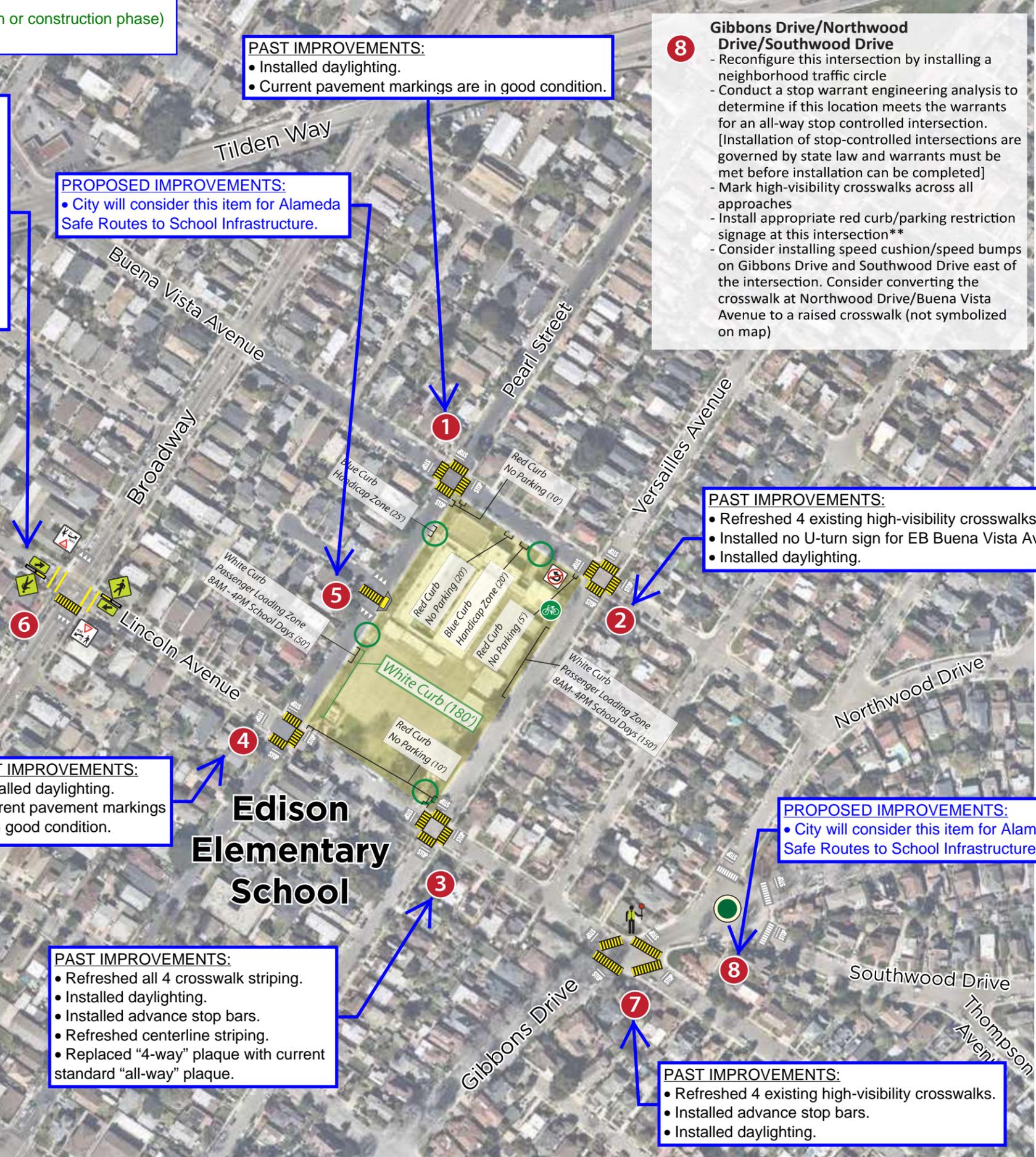
- Existing Crossing Guard Location
- Existing School Access Point
- Existing Curb Parking Restrictions
- Existing Bike Parking

Recommendations

- Recommended Curb Parking Restrictions
- Recommended Advanced Stop Pavement Marking
- Recommended Curb Ramp
- Recommended Yellow High-Visibility Crosswalk
- Recommended White High-Visibility Crosswalk
- Recommended R3-4 "No U-Turn" Signage
- Recommended Advance Yield Markings
- Recommended Transverse Crosswalk
- Recommended R1-5 Yield Here to Pedestrians Signage
- Recommended Pedestrian Actuated Beacon
- Recommended Traffic Circle
- Recommended Stop Control

Implementing Agency

- City of Alameda



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**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.

Franklin Elementary School Alameda

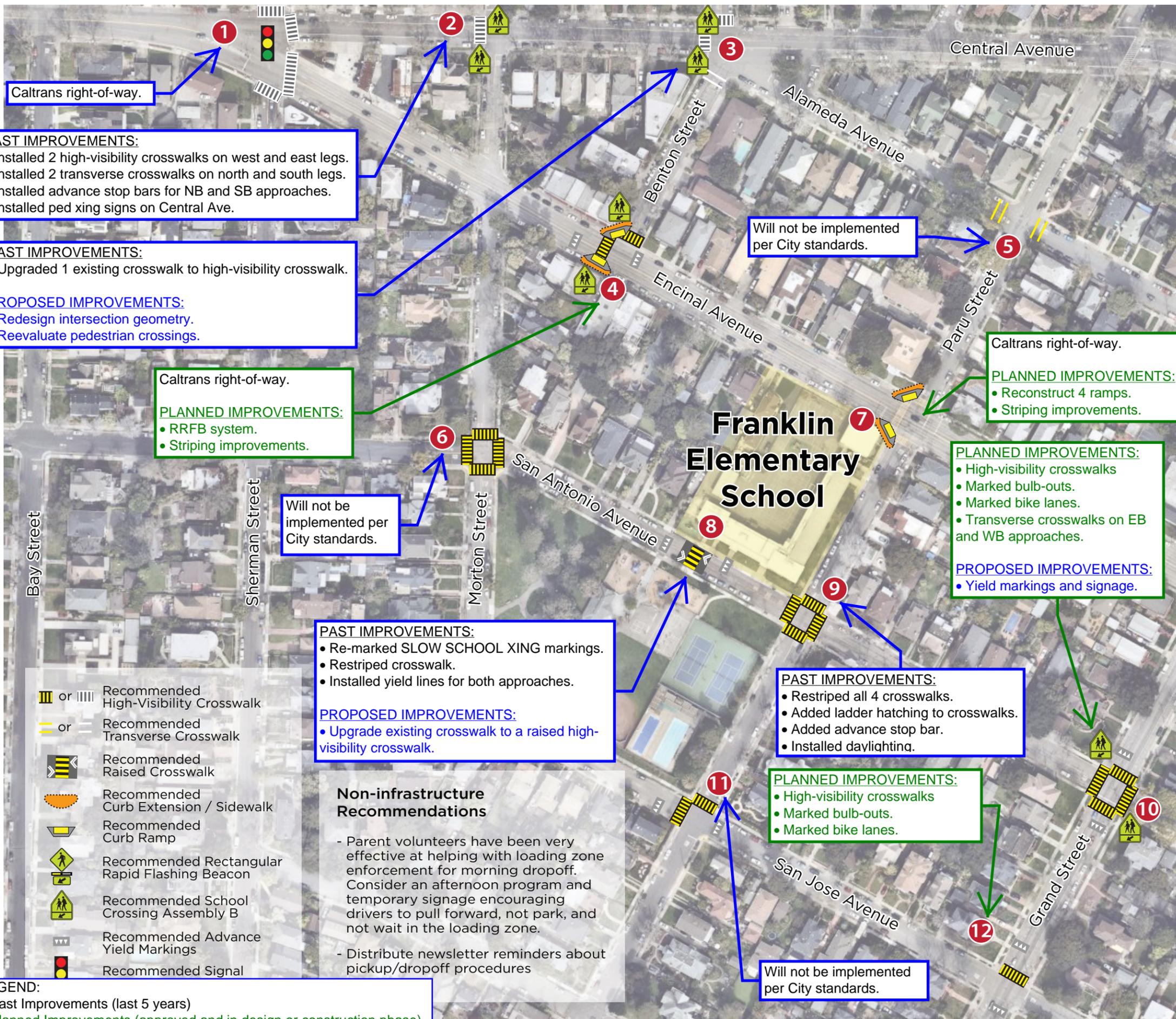
Safe Routes to Schools Improvement Plan

Site Assessment held May 2017

- 1 Central Avenue / Sherman Street / Encinal Ave**
 - Consider upgrading traffic signal with pedestrian countdown signal
 - Upgrade existing crosswalks to high visibility crosswalks
- 2 Central Avenue / Morton Street**
 - Install high visibility crosswalk at west leg
 - Install school crossing assembly B signage where shown
- 3 Central Avenue / Alameda Avenue**
 - Install high visibility crosswalk at west and north legs
 - Install transverse crosswalk at southwest leg
 - Install school crossing assembly B signage where shown
- 4 Encinal Avenue / Benton Street**
 - Install high visibility crosswalks at north and east legs as shown
 - Install advance yield markings and school crossing assembly B signage at northwest and southeast approach
 - Install curb extensions at northwest and southwest corners
- 5 Alameda Avenue / Paru Street**
 - Install transverse crosswalks across Alameda Avenue
- 6 San Antonio Avenue / Morton Street**
 - Install high visibility crosswalks at all 4 legs
- 7 Encinal Avenue / Paru Street**
 - Install curb extensions at southwest and northwest corners
- 8 San Antonio Avenue / School Frontage**
 - Upgrade existing crosswalk to raised high visibility crosswalk and install advance yield markings where shown
- 9 San Antonio Avenue / Paru Street**
 - Install high visibility crosswalks at all 4 legs
- 10 San Antonio Avenue / Grand Street**
 - Install high visibility crosswalks at all 4 legs
 - Install advance yield markings and school crossing assembly B signage at northeast and southwest legs
 - Consider installing rectangular rapid flashing beacon across Grand Street
- 11 San Jose Avenue / Paru Street**
 - Install high visibility crosswalks at north and west legs
 - Install advance yield markings at east and west legs
- 12 San Jose Avenue / Grand Street**
 - Refresh high visibility crosswalk at northeast leg
 - Install advance yield markings at northeast and southwest approach

LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements



PAST IMPROVEMENTS:

- Installed 2 high-visibility crosswalks on west and east legs.
- Installed 2 transverse crosswalks on north and south legs.
- Installed advance stop bars for NB and SB approaches.
- Installed ped xing signs on Central Ave.

PAST IMPROVEMENTS:

- Upgraded 1 existing crosswalk to high-visibility crosswalk.

PROPOSED IMPROVEMENTS:

- Redesign intersection geometry.
- Reevaluate pedestrian crossings.

PLANNED IMPROVEMENTS:

- RRFB system.
- Striping improvements.

Will not be implemented per City standards.

Will not be implemented per City standards.

PLANNED IMPROVEMENTS:

- Reconstruct 4 ramps.
- Striping improvements.

PLANNED IMPROVEMENTS:

- High-visibility crosswalks
- Marked bulb-outs.
- Marked bike lanes.
- Transverse crosswalks on EB and WB approaches.

PROPOSED IMPROVEMENTS:

- Yield markings and signage.

PAST IMPROVEMENTS:

- Re-marked SLOW SCHOOL XING markings.
- Restriped crosswalk.
- Installed yield lines for both approaches.

PROPOSED IMPROVEMENTS:

- Upgrade existing crosswalk to a raised high-visibility crosswalk.

PAST IMPROVEMENTS:

- Restriped all 4 crosswalks.
- Added ladder hatching to crosswalks.
- Added advance stop bar.
- Installed daylighting.

PLANNED IMPROVEMENTS:

- High-visibility crosswalks
- Marked bulb-outs.
- Marked bike lanes.

Will not be implemented per City standards.

Non-infrastructure Recommendations

- Parent volunteers have been very effective at helping with loading zone enforcement for morning dropoff. Consider an afternoon program and temporary signage encouraging drivers to pull forward, not park, and not wait in the loading zone.
- Distribute newsletter reminders about pickup/dropoff procedures

LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements

Improvements not to scale
0 200 ft



Practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

Safe Routes to Schools Improvement Plan

Site Assessment held May 2016

- 1 Chestnut St. / Lincoln Ave. Intersection**
Install high visibility crosswalks and advance stop bars to improve visibility of crossings.
- 2 Chestnut St. / Santa Clara Ave. Intersection**
Install high visibility crosswalks and advance stop bars to improve visibility of crossings.
- 3 Santa Clara Ave. Drop-Off**
Consider establishing student pick-up/ drop-off procedures to improve the efficiency of the loading zone and to prevent cars from idling for too long.
- 4 Willow St. / Santa Clara Ave. Intersection**
- Install a high visibility crosswalk to improve visibility of crossing
- Consider updating existing in-pavement lights to rectangular rapid flashing beacon.
- 5 Willow St. / Lincoln Ave. Intersection**
Consider installing high visibility crosswalks, advance stop bars, and rectangular rapid flashing beacons to improve visibility of crossing.
- 6 Lincoln Ave. Drop-off**
Consider establishing student pick-up/ drop-off procedures to improve the efficiency of the loading zone and to serve as an alternative to Santa Clara Avenue.
- 7 Bicycle Parking**
The school district should install fence for secure bicycle parking.

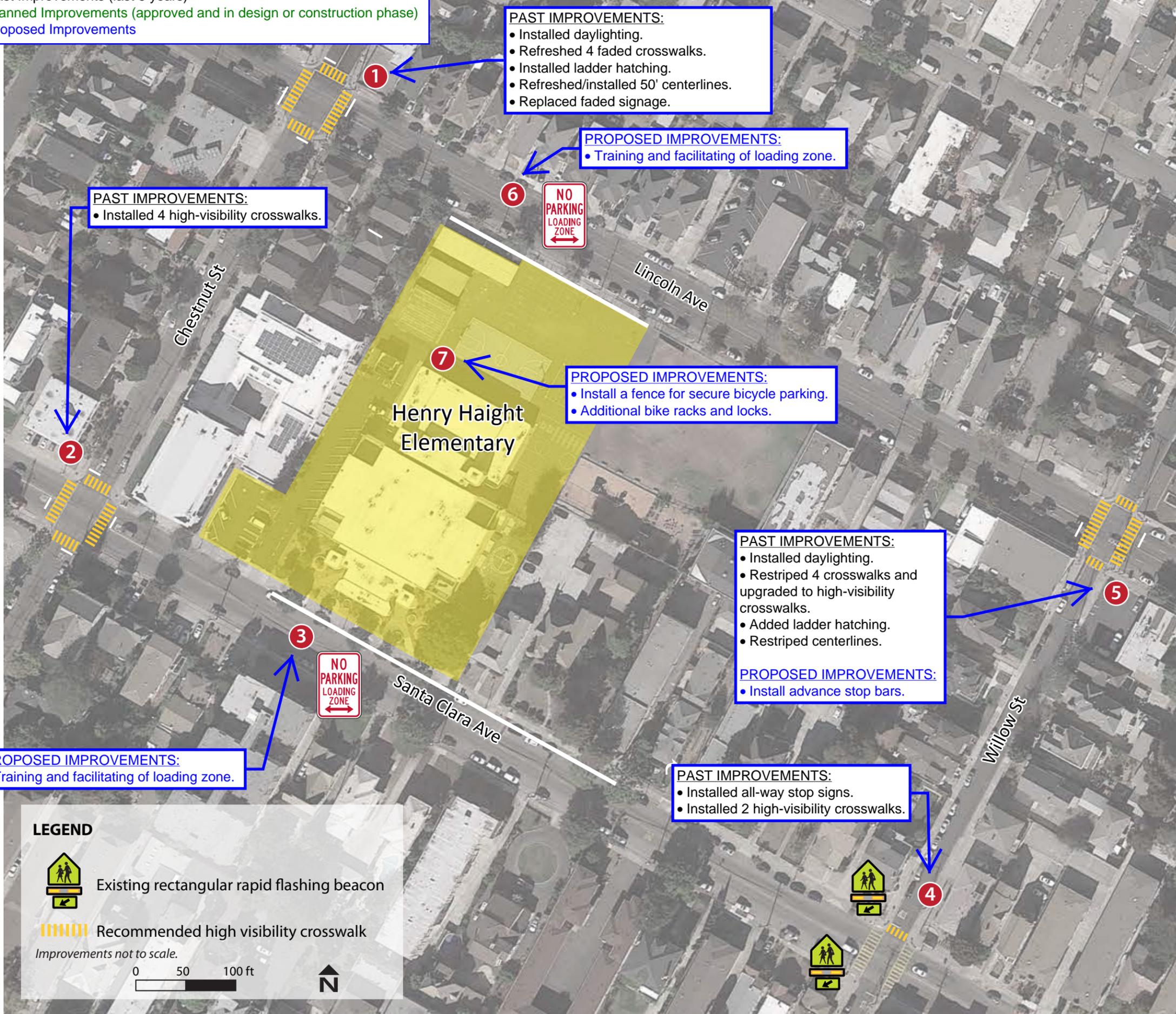
Non-Infrastructure Recommendations

- Conduct training and education for parents about safe drop-off procedures.
- Explore funding opportunities for additional bicycle racks and bicycle locks.

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LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements



PROPOSED IMPROVEMENTS:

- Training and facilitating of loading zone.

LEGEND

-  Existing rectangular rapid flashing beacon
-  Recommended high visibility crosswalk

Improvements not to scale.

0 50 100 ft



Maya Lin Elementary, Alameda Safe Routes to Schools Improvement Plan

Site Assessment held February 2016

- 1 Santa Clara Ave / 8th St**
 - Install R10-3e signs at all four corners to facilitate pedestrian crossing.
 - Consider increasing walk time to facilitate pedestrian crossing.
- 2 8th St / Taylor Ave**
 - Install "Keep Clear" pavement markings.
 - Install high-visibility crosswalks across Taylor Ave.
 - Consider installing advance yield markings and signage on 8th St.
 - Consider studying improvements to address low lighting conditions.
- 3 9th St/ Taylor Ave**
 - Convert intersection to 4-way stop.
 - Install stop signs and advanced stop markings on 9th St.
 - Install advanced stop markings on Taylor Ave.
 - Install high-visibility crosswalks at all crossings.

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LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements



PAST IMPROVEMENTS:

- Installed secondary bike lane striping (parking lane stripe) for eastbound and westbound directions along Santa Clara Ave between Eight St and Ninth St.

PAST IMPROVEMENTS:

- Installed KEEP CLEAR markings and signage.
- Installed leading pedestrian interval at traffic light.

PROPOSED IMPROVEMENTS:

- Install MUTCD R10-2 signs on all 4 corners.
- If ped push buttons are to be installed, use correct MUTCD sign.
- Increase walk time.

PAST IMPROVEMENTS:

- Installed KEEP CLEAR markings and signage.
- Refreshed STOP markings.

PROPOSED IMPROVEMENTS:

- Analyze street lighting.

PAST IMPROVEMENTS:

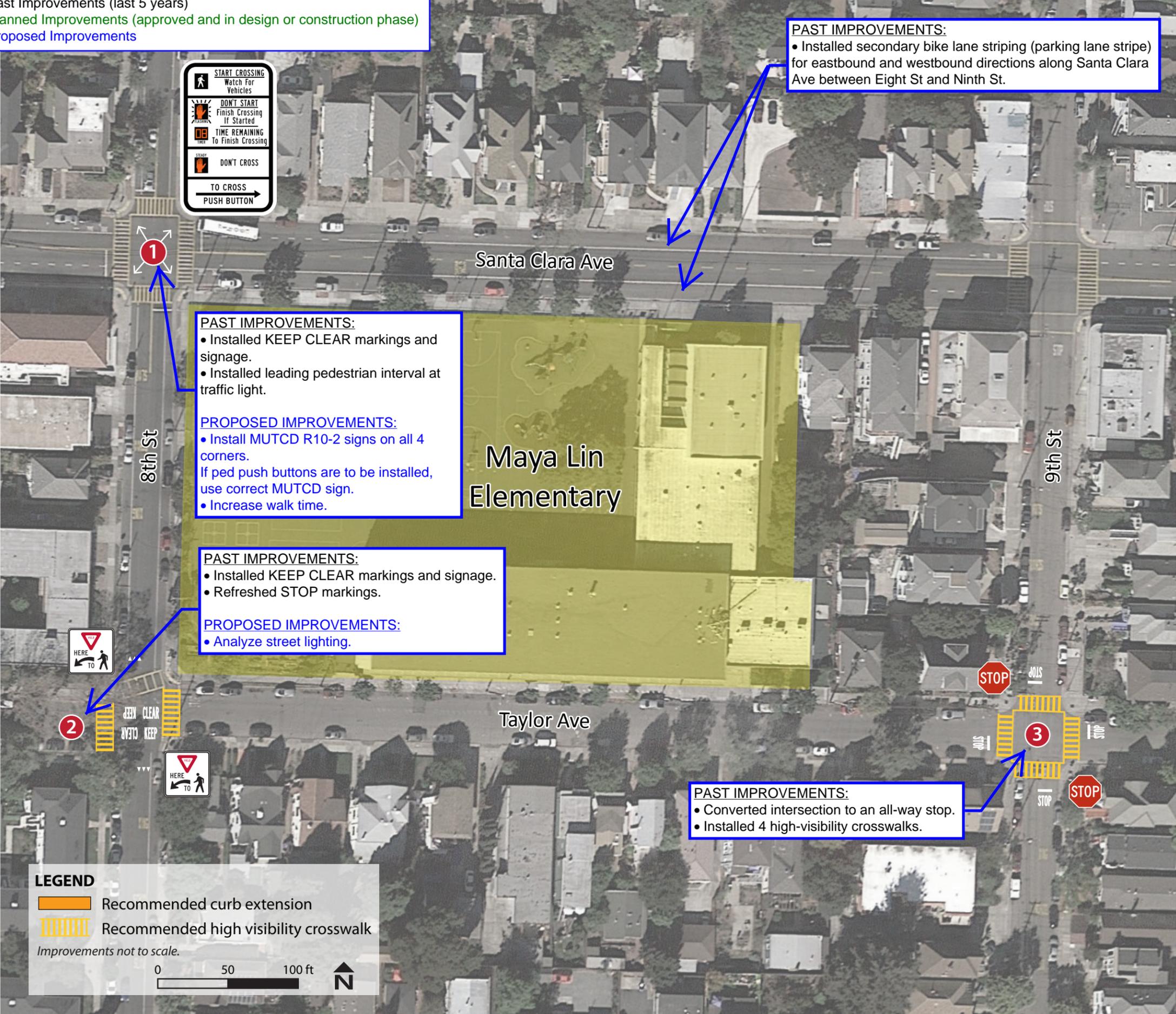
- Converted intersection to an all-way stop.
- Installed 4 high-visibility crosswalks.

LEGEND

- Recommended curb extension
- Recommended high visibility crosswalk

Improvements not to scale.

0 50 100 ft



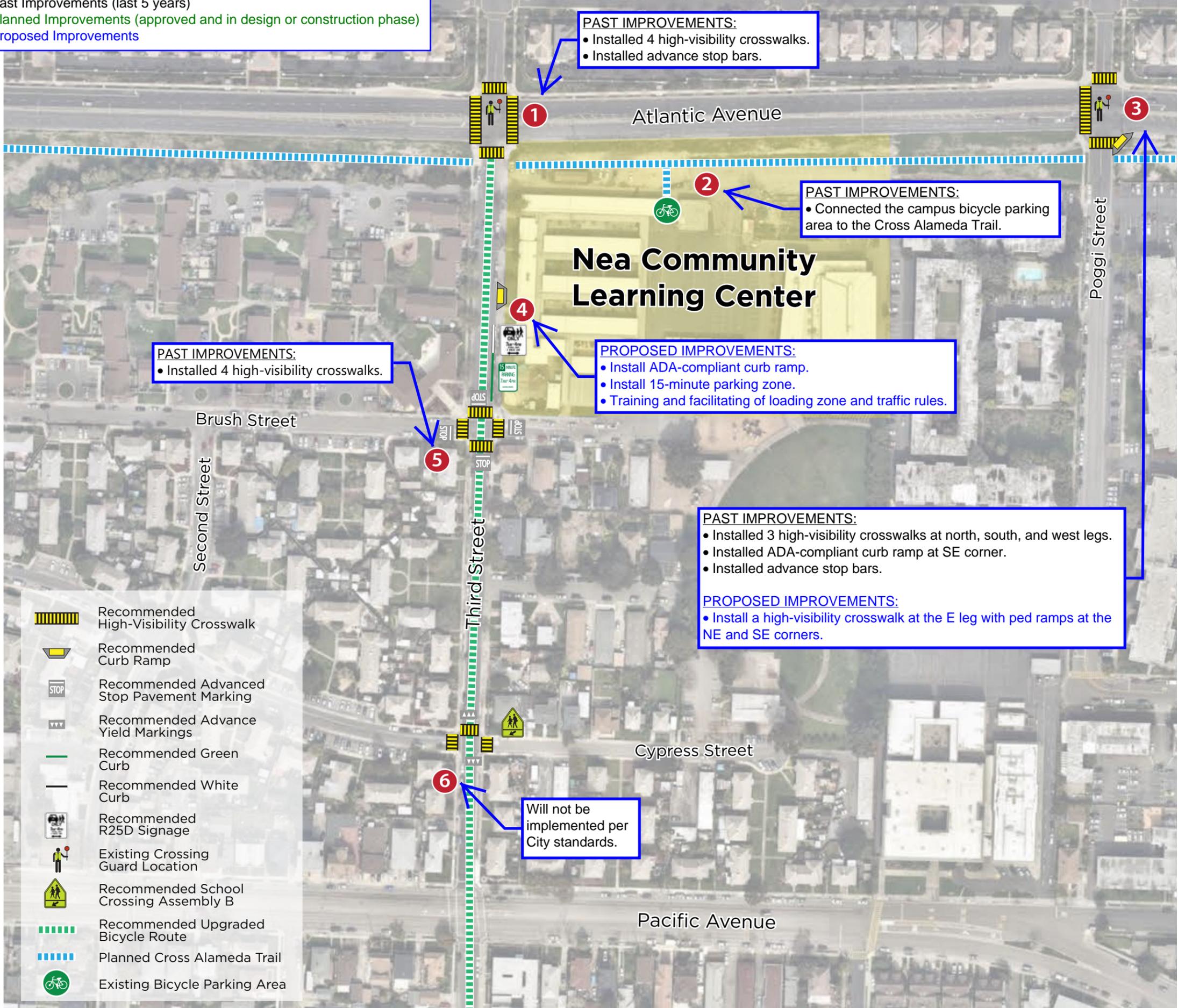
Nea Community Learning Center Alameda

Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

- 1 Atlantic Avenue / Third Street**
 - Install high visibility crosswalks at all 4 legs
 - Consider upgrading Third Street bike route markings from standard to green-backed shared lane markings
- 2 Atlantic Avenue / Cross Alameda Trail**
 - Connect the Nea Community Learning Center campus to the planned Cross Alameda Trail via the school's existing bicycle parking area.
- 3 Atlantic Avenue / Poggi Street**
 - Install high visibility crosswalks at north, south and west legs
 - Install accessible curb ramp at southeast corner
- 4 Third Street / School Frontage**
 - Modify existing "Loading Zone" signage to show arrow pointing only in the northern direction
 - Install updated accessible curb ramp where shown
 - Extend loading zone by installing white curb and R25D signage where shown
 - Establish 15 minute parking zone by installing green curb and R32D signage where shown (limit restrictions to school hours)
- 5 Third Street / Brush Street**
 - Install high visibility crosswalks
- 6 Third Street / Cypress Street**
 - Install high visibility crosswalks at north, east and west legs
 - Install advance yield markings and school crossing Assembly B signage at north and south legs

LEGEND:
 • Past Improvements (last 5 years)
 • Planned Improvements (approved and in design or construction phase)
 • Proposed Improvements



PAST IMPROVEMENTS:
 • Installed 4 high-visibility crosswalks.
 • Installed advance stop bars.

PAST IMPROVEMENTS:
 • Connected the campus bicycle parking area to the Cross Alameda Trail.

PROPOSED IMPROVEMENTS:
 • Install ADA-compliant curb ramp.
 • Install 15-minute parking zone.
 • Training and facilitating of loading zone and traffic rules.

PAST IMPROVEMENTS:
 • Installed 3 high-visibility crosswalks at north, south, and west legs.
 • Installed ADA-compliant curb ramp at SE corner.
 • Installed advance stop bars.

PROPOSED IMPROVEMENTS:
 • Install a high-visibility crosswalk at the E leg with ped ramps at the NE and SE corners.

Will not be implemented per City standards.

PAST IMPROVEMENTS:
 • Installed 4 high-visibility crosswalks.

Improvements not to scale
 0 200 ft



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Wood Middle School Alameda

Safe Routes to Schools Improvement Plan

Site Assessment held April 2016



- 1 Grand St. Bicycle Lane**
- Refresh paint on Grand St. to make Class II bicycle lane more visible and provide space for bicyclists.
- 2 Grand St. Sidewalk Improvements**
Repair cracked sidewalk.
- 3 Parking Lot Circulation**
The school district should install "Pull Forward" pavement stencils and signage to encourage vehicles to pull forward and reduce queuing onto Grand St.
- 4 Grand St. Median**
Trim overgrown vegetation in median to improve sight line visibility.
- 5 Grand St. Crossing**
Install rectangular rapid flashing beacon (RRFB) and yield lines to improve pedestrian and bicyclist visibility while crossing.
- 6 Grand St. / Otis Dr. Intersection**
- Install high visibility crosswalks and advance stop bars to improve pedestrian visibility.
- Consider installing a leading pedestrian interval to allow more crossing time.
- 7 Otis Dr. / Waterview Isle Intersection**
Install curb extensions, RRFBs, and a median refuge to shorten crossing distance.
- 8 Grand St. / Shoreline Dr. Intersection**
Install signage, advance stop bar, and 2-stage turn box to improve safety for cyclists.

Non-Infrastructure Recommendations
Conduct educational program to encourage students to wear helmets.

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LEGEND

- Leading Pedestrian Interval Signal
- Rectangular Rapid Flashing Beacon
- Recommended Curb Extension
- Recommended High Visibility Crosswalk

Improvements not to scale.

0 100 200 ft

LEGEND:

- Past Improvements (last 5 years)
- Planned Improvements (approved and in design or construction phase)
- Proposed Improvements