



SAN MATEO
COUNTY
OFFICE OF
EDUCATION

School Safety Assessment Technical Memorandum

General Pershing Preschool

Jefferson Elementary School District

October 2019

Prepared by: Alta Planning + Design



General Pershing Preschool

Staff and school partners convened a school safety assessment (SSA) at General Pershing Preschool in Daly City during the morning arrival on October 23, 2019. The assessment included representatives from General Pershing Preschool, the City of Daly City, the Jefferson Elementary School District, San Mateo County Office of Education, Cal Fresh, and Alta Planning + Design.


Participants included:

- Bill Heath - Jefferson Elementary School District
- Briana Thurman - San Mateo County Office of Education
- Ruth Wallace - San Mateo County Office of Education
- Vanessa Castro - San Mateo County Office of Education
- Nola Slattery - General Pershing Elementary School
- Lisa Zimiga - Jefferson Elementary School District
- Kevin Fehr - City of Daly City
- Alejandra Gonzalez - Cal Fresh
- Krysta Grothe - Cal Fresh
- Angeline Sandoval - General Pershing
- Beth Martin - Alta Planning + Design
- Ben Frazier - Alta Planning + Design

The SSA was funded through Caltrans ATP Cycle 1 grant to SMCOE for the Safe Routes for Health and Wellness program. As one of the pilot schools, General Pershing Preschool is participating in various non-infrastructure programs as well as this SSA.

School Information

Location & Enrollment

 <p>JEFFERSON Elementary School District</p>	Address:	631 Hanover Street Daly City, CA 94014
	Morning Bell(s):	8:30 am (Full-Day and Morning Schedule); 12 PM (Afternoon Schedule)
	Afternoon Bell(s):	11:30 am (Morning Schedule Pick-Up); 3 PM (Full-Day and Afternoon Pick-Up)
	Grade Levels:	Pre-K
	Enrollment	150
	School Type (neighborhood/magnet/charter):	Neighborhood

General Pershing Preschool is located in a residential neighborhood on the north side of Daly City in San Mateo County. The school is primarily accessed via Hanover Street on the north side of the preschool. While most students enter on the north side of the building, there is an additional entrance on the south side of the school grounds via a ramp off Risel Avenue. Access to the rest of the school property is limited by fencing or neighboring private property.

Existing Conditions

The following existing conditions were observed or reported by participants during the School Safety Assessment (SSA). Observations have been organized by corridors.

1. Hanover Street

- ◆ Hanover Street is the primary access point into the school. There are wide sidewalks along Hanover Street in front of the school.
- ◆ SSA participants noted that finding parking is usually a major challenge for them during the morning arrival period. This was not experienced during the time of the SSA observation as it coincided with Daly City's street sweeping schedule along the corridor. Due to street sweeping, there were spaces for preschool families to temporarily park during the SSA observation that are not there on other days of the month.
 - School policy states that preschool students require an escort (i.e., parent or guardian) to enter the school property each morning. School staff said that this policy creates a high demand for parking around the preschool during morning arrival and afternoon dismissal times.
- ◆ SSA participants noted that existing parking policies are not actively enforced. For example, cars were parked along the existing white curb which formally designates a loading zone and prohibits parking between 8 a.m. and 4 p.m.
- ◆ SSA participants observed motorists making U-turns near the intersection of Hanover Street and Acton Street.
- ◆ SSA participants also observed unsafe driving maneuvers including incomplete stops along the middle of the street, parking on the existing sidewalk blocking pedestrian access, and double parking as students were dropped-off.
- ◆ SSA participants observed a high volume of pedestrian activity from both east and west along Hanover St.
- ◆ SSA participants noted that some families have children enrolled at both General Pershing Preschool and George Washington Elementary, an elementary school located two blocks east of the General Pershing Preschool. As a result, students and families walk along Hanover Street between both schools (see Figure 1).



Figure 1: A family walks toward General Pershing Preschool along Hanover Street. Cars are parked along portions of Hanover street denoted as passenger loading zones.



Figure 2: Drivers park close to crosswalk and intersection at the intersection of Hanover Street and Acton Street.



Figure 3: A parked car extending out of the garage blocks the pedestrian access routes along the sidewalk on Hanover Street.

2. Acton Street

- ◆ SSA participants reported high volumes of students and their guardian(s) walking down Acton Street toward General Pershing Preschool.
- ◆ A number of families were observed parking near Lincoln Park and crossing at the intersections of Acton Street and Brunswick Street, as well as at Acton Street and Winchester Street.
- ◆ High volumes of pedestrians were observed crossing at Brunswick Street and Acton Street.
- ◆ SSA participants observed motorists making rolling stops at intersections along Acton Street.
- ◆ SSA participants observed parked cars blocking crosswalks at a number of intersections along Acton Street.
- ◆ Audit participants observed students and their families crossing the intersection using the north side crosswalk. The eastern side of this crosswalk does not include ADA accessible facilities (i.e., accessible curb ramps or detectable warning pads).
- ◆ One pedestrian collision resulting in a minor injury was registered at the intersection of Acton Street and Winchester Street based on data derived from the Transportation Injury Mapping System (2014 - 2018).

3. Risel Avenue

- ◆ SSA participants observed parked cars in close proximity to the existing school bus loading zone blocking access on the north side of Risel Avenue.
- ◆ SSA participants reported poor sidewalk conditions (i.e., cracked sidewalk) on the north side of Risel Avenue.
- ◆ SSA participants observed animal food and waste being left by neighbors on the north side of Risel Avenue. SSA participants also reported observing furniture and trash along the planting area between the school fence and the sidewalk on the north side of Risel Avenue. These two practices were highlighted as barriers for pedestrian access representing potential safety issues.

4. General Pershing Preschool Property

A number of challenges to accessibility were noted by SSA participants.

- ◆ The School property can be accessed from Risel Avenue using the existing ramp. However, SSA participants noted cracks on the pavement and potential ADA accessibility issues related to the existing slope.
- ◆ There is an exposed gutter running between the blacktop playground and school buildings.
- ◆ The school campus is split-level, however there is not an ADA-accessible connection between the two levels.

Recommendations

Engineering Recommendations

Recommendations to improve infrastructure or operations surrounding General Pershing Preschool can be seen on the conceptual improvement plan found on the following page.

Programmatic Recommendations

The following improvements are recommendations for policy and program implementation at General Pershing Preschool to increase safety and active commutes to school.

- ◆ Facilitate Walking School Buses
 - Walking School Buses (WSBs) groups of students, led by parent/adult chaperone(s), that meet at designated locations and times to gather and walk and/or bike to school together can facilitate access to schools. WSBs 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. Safe Routes to School staff can assist schools with the planning, coordination, and execution of the WSBs. Walking 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.
 - Consider the coordination of a Walking School Bus program with nearby elementary schools such as George Washington Elementary. Preschool students require a chaperone, but adults serving as chaperones could assist with the Walking School Bus and George Washington Elementary School drop-off.
- ◆ Schedule Pedestrian Rodeos Events
 - Interactive pedestrian rodeos are a great educational opportunity to teach and refresh safe walking behavior and pedestrian safety. These workshops cover a wide range of relevant topics understanding traffic signals and signs, as well as how to safely cross the street, among others. Pedestrian Safety Rodeos are geared towards elementary school students. The San Mateo County Safe Routes to School staff can assist schools with the planning and execution of a Pedestrian Rodeo.
- ◆ Engage in School Community Outreach and Education
 - School community and parent outreach can include newsletters, websites or in-person meetings, like Coffee with the Principal events. Schools can take these opportunities to share information about transportation, new infrastructure, upcoming programs, and remind parents about proper driving behavior and pick-up/drop-off policies. In-person meetings may offer a more conventional dialogue where parents can discuss their transportation-related concerns, although it is important to communicate information digitally as well.



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Recommendations

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Safe Routes to Schools Improvement Plan

General Pershing Preschool

Daly City, CA



- 1 Hanover St**
 - Repaint existing white curb as green curb.
 - Enforce parking policies along the street.
 - At Hanover St and Acton St: Upgrade existing intersection crosswalks to high-visibility and daylight intersection with red curb.
 - At Hanover St and Oliver St: Upgrade existing intersection crosswalks to high-visibility and daylight intersection with red curb.
 - At Hanover St and Whittier St: Upgrade existing intersection crosswalks to high-visibility and daylight intersection with red curb.
- 2 Acton St**
 - At Acton St and Winchester St: Upgrade existing intersection crosswalks to high-visibility and daylight intersection with red curb.
 - At Acton St and Brunswick St: Upgrade existing intersection crosswalks to high-visibility and daylight intersection with red curb.
- 3 Risel Ave**
 - Extend red-curb in front of school entrance by 3'-5' on either side to accommodate school bus.
 - At Risel Ave and Oliver St: Upgrade existing intersection crosswalks to high-visibility, install advance stop line and advance yield markings, and daylight intersection with red curb.
 - At Risel Ave and Acton St: Upgrade existing intersection crosswalks to high-visibility, install advance stop line and advance yield markings, and daylight intersection with red curb.
- 4 General Pershing Preschool Property**
 - Upgrade school entry ramp off Risel Ave to be ADA-compliant
 - Build new, ADA-compliant ramp between split-level campus
 - Cap gutter between playground and school building for ADA accessibility.
 - Consider installing vegetative barrier along entire length of fence along Risel Ave to prevent furniture dumping.
 - Smooth and repair sidewalk cracks and disrepair along north side of Risel Ave; replace sidewalk where necessary.

0 200 ft
Improvements not to scale



*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.