



**DATE:** March 27, 2017  
**TO:** Heather Klein (City of Oakland)  
**FROM:** Tal Sztainer (DKS Associates)  
**SUBJECT:** Head Royce School – Traffic Monitoring (Spring 2017)

1970 Broadway, Suite 740  
Oakland, CA 94612  
510.763.2061  
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P# 16128-000

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## INTRODUCTION

Head Royce School has operated at its current site, located at 4315 Lincoln Avenue in Oakland, CA, since the mid-1960's. Per the requirements specified in the operable Conditions of Approval (Case File: REV 13-003), Head Royce School is required to provide an independent monitor whose responsibility is to conduct unscheduled campus visits to monitor school related transportation activity during the morning drop-off, afternoon pick-up and one special event. There will be at least four separate monitoring periods reported by a qualified traffic consultant: Summer Program 2016, Fall 2016, Spring 2017 and one special event.

DKS Associates was retained by Head Royce School as a qualified traffic consultant to provide traffic monitoring services by conducting campus visits and documenting observed conditions as they relate to the Conditions of Approval Document, dated June, 7, 2016, item #23(g).

## MONITORING METHODOLOGY

DKS focused its campus visits to document vehicle queuing, observation of drop-off or pick-up behavior, deployment of traffic assistants and monitors, survey of occupancy of all Head Royce parking lots, monitoring of Whittle Avenue and Alida Street for school related parking, review of the Head Royce Auto Trip Reduction Program and other potential safety issues.

DKS staff conducted the Spring 2017 semester observation on March 2, 2017. This visit occurred during the morning drop-off operation from 7:55 to 8:30 AM and the afternoon pick-up operation from 3:00 to 3:45 PM.

## MONITORING RESULTS

The following section describes the observations for each category listed.

### **1. Number of traffic assistance and monitors present during drop-off and pick-up periods.**

At least six traffic monitors were present during the morning drop-off period and at least eight were present during the afternoon pick-up period.

### **2. Observing queue line flow and recommending measures to ensure smooth operations.**

Active traffic assistants managing vehicle-persons interactions combined with an effective education program were successful in maintaining orderly and safe operation of the queue line flow.



**3. Reviewing the length of queue and check if queue extends above the upper driveway.**

During both the morning and afternoon periods, the curb lane queue never extended beyond the upper driveway. For the afternoon period, school traffic assistants were active in guiding arriving autos into the auxiliary parking lot located at the western edge of the intersection at Lincoln Avenue and Monterey Blvd as a temporary holding area. As the queue would shorten, the traffic assistants would then release cars from the parking lot one vehicle at a time to join the main queue on Lincoln Avenue. This management of the queue line was successful in that the queue never stretched beyond the upper driveway limits and never interrupted the traffic stream on Lincoln Avenue. A copy of the queue observation note sheet is provided in **Appendix A**.

**4. Collecting the number of violations that have been reported from Head Royce's database and recommending measures to reduce violations.**

As of February 17, 2017, Head Royce traffic monitors recorded 14 user violations during the spring semester. The most commonly occurring violation was a "U-turn on Alida Street," which occurred five times. A copy of the violation log is provided in **Appendix B**. *Note: when Head Royce School provided the violation log, the license plate numbers were also shown. However, to maintain a maximum level of privacy for the school families, the license plate numbers have been blacked out for inclusion with this report.*

The school currently provides a traffic monitor near the intersection of Lincoln Avenue/Alida Street to discourage school vehicles from attempting U-turns. When U-turns do occur, the traffic monitor documents the occurrence and a violation notice is sent to the family of the registered student linked to the vehicle license plate.

DKS reviewed the vehicle license plates for each violation and it showed that there were no repeat violators (thus far) during the spring semester. This suggests that the education and accompanying violation program is effective in altering the behavior of the drivers at the school.

The system currently deployed by the school is adequate and no further improvements are recommended at this time.

**5. Recording parking occupancy in all Head Royce parking lots.**

There are a total of 157 available parking spaces on-campus at Head Royce. Approximately 73% (or 115 spaces) of these parking spaces were occupied at the end of the morning monitoring observation.

**6. Monitoring Whittle Avenue and Alida Street for school related parking.**

Both Whittle Avenue and Alida Street were monitored for school related activity. Student drop-offs or pick-ups were not observed along either street during the morning observation period. However, during the afternoon observation period around 3:15 PM, four student pick-ups were observed along Alida Street. During both observation periods, school staff was not observed to be parking along either street and no vehicles were observed performing U-turns along Alida Street.

**7. Auto Trip Reduction Program and related documents.**

The current Transportation Demand Management (TDM) document was distributed to all school staff and families. Trip reduction programs and other transportation recommended practices are provided within the TDM document. DKS has reviewed this document and finds it to be satisfactory.



One program in place is the private school bus service. During each observation period, there were about five dedicated school buses dropping off and picking up students along Lincoln Avenue. Another program is AC Transit's three dedicated school routes. According to one traffic monitor, ridership has gone up by about 50 students since implementation of the TDM during the morning drop-off period.

## **FINDINGS AND RECOMMENDATIONS**

Head Royce School should work with City of Oakland staff to refresh the pavement edge line striping along Lincoln Avenue. The current striping is worn and faded. Refreshing the striping would enhance safety by reinforcing visual separation between cars in queue or parked along the curb and passing cars using Lincoln Avenue.

DKS recommends that the school continue implementation of the TDM plan, including recording of user violations and sending violation notices to families to ensure that violations are not repeated. No further recommendations are suggested.

# Appendix A

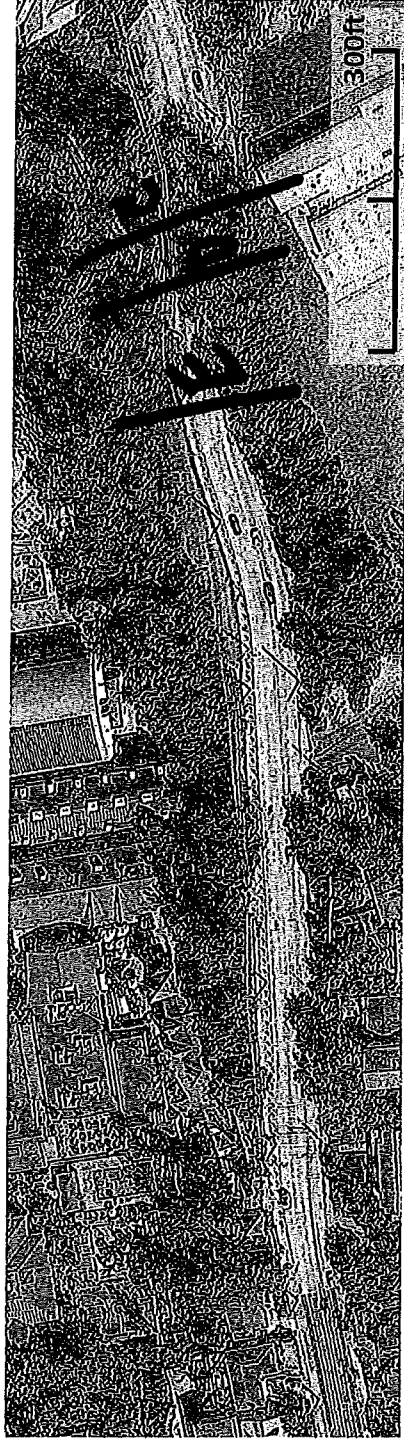
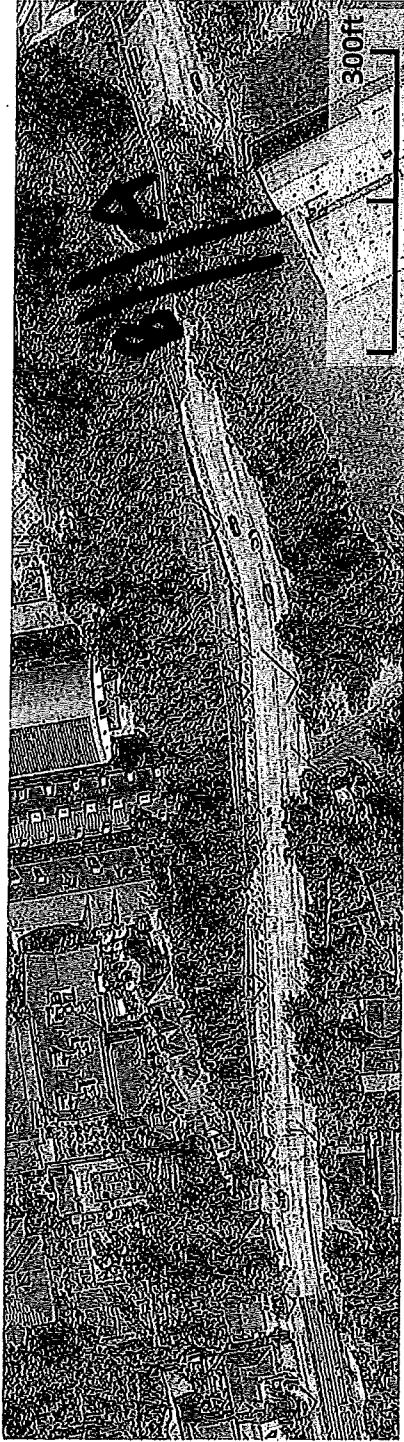
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## Queue Length Field Notes

# Head Royce School – Lincoln Avenue Curb Maximum Queue Record

Date of Observation: 2/6/17 Time(s) of Observation: 7:55-8:30 3:00-3:45 Observer Initials: MRF

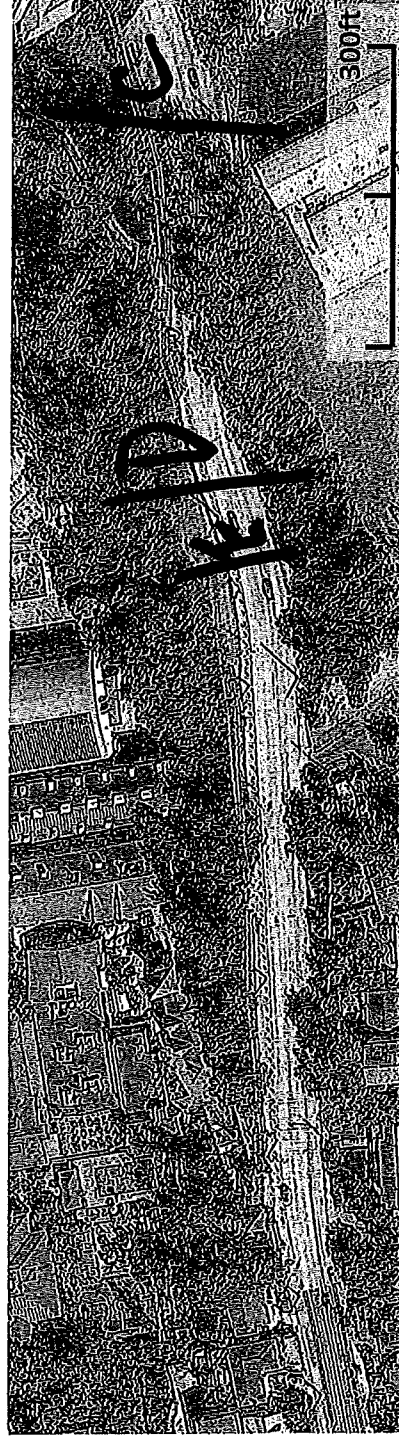
Mark the *maximum* location of the "back-of-queue" position for: 7:55-8:15am/8:15-8:30am/3:00-3:15pm/3:15-3:30pm/3:30-3:45pm.



**Head Royce School — Lincoln Avenue Curb Maximum Queue Record**

Date of Observation: 2/7/17 Time(s) of Observation: 7:55-8:50 3:00-3:45 Observer Initials: MRF

Mark the *maximum* location of the "back-of-queue" position for: 7:55-8:15am/8:15-8:30am/3:00-3:15pm/3:15-3:30pm/3:30-3:45pm.



**Head Royce School – Lincoln Avenue Curb Maximum Queue Record**

Date of Observation: 2/6/17 Time(s) of Observation: 1:55-8:20 Observer Initials: MRP  
3:00-3:45

Mark the *maximum* location of the "back-of-queue" position for: 7:55-8:15am/8:15-8:30am/3:00-3:15pm/3:15-3:30pm/3:30-3:45pm.





**Head Royce School – Lincoln Avenue Curb Maximum Queue Record**

Date of Observation: 2/9/17 Time(s) of Observation: 7:55-8:15am / 8:15-8:30am / 8:30-9:00am / 9:00-9:15am / 9:15-9:30am / 9:30-9:45am Observer Initials: MRF

Mark the *maximum* location of the "back-of-queue" position for: 7:55-8:15am / 8:15-8:30am / 8:30-9:00am / 9:00-9:15am / 9:15-9:30am / 9:30-9:45pm.

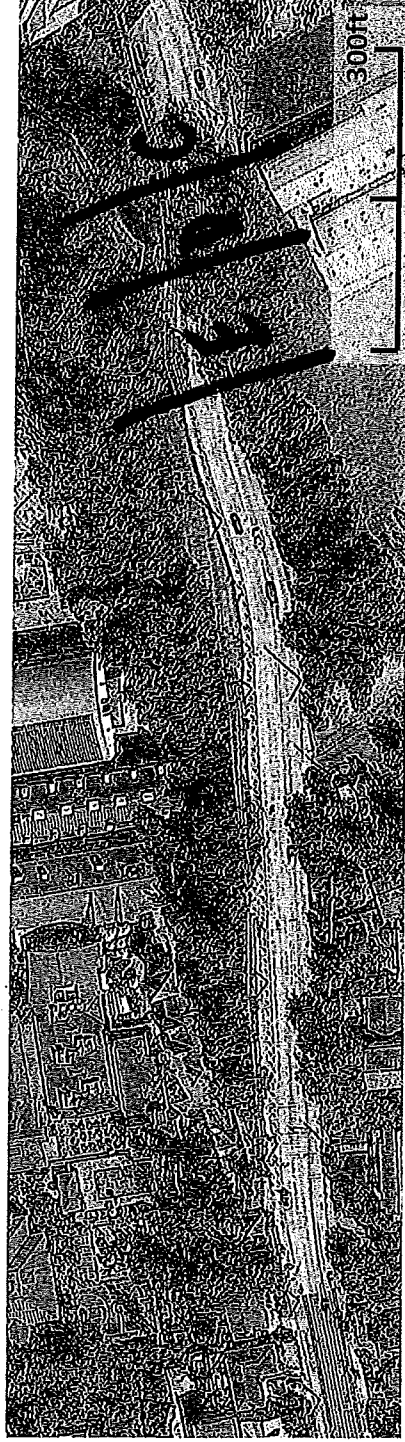
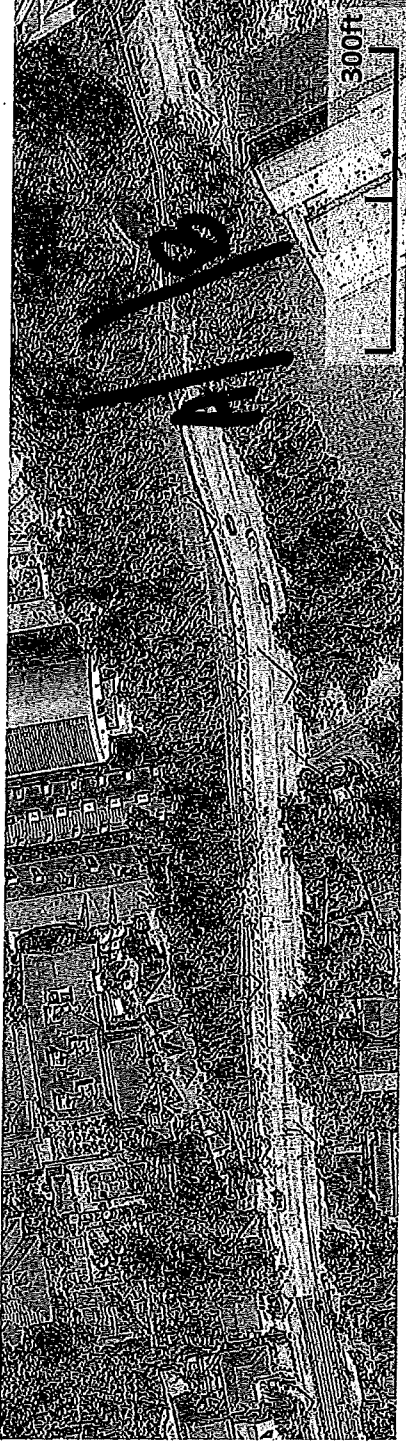




**Head Royce School – Lincoln Avenue Curb Maximum Queue Record**

Date of Observation: 2/10/17 Time(s) of Observation: 11:55-8:30  
3:00-3:45 Observer Initials: MRF


Mark the *maximum* location of the "back-of-queue" position for: 7:55-8:15am/8:15-8:30am/3:00-3:15pm/3:15-3:30pm/3:30-3:45pm.



# Appendix B

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**Violation Log**

Date	Time	License Plate	Infraction
1/18/17	8:19 AM		Student drop-off below gatehouse
1/21/17	8:42 AM		U-turn on Alida Ct
1/23/17	8:31 AM		U-turn on Lincoln Ave
1/23/17	3:20 PM		Student pick-up below gatehouse
1/26/17	5:16 PM		Blocking driveway on Lincoln Ave
1/28/17	10:19 AM		U-turn on Alida Ct
2/3/17	3:06 PM		U-turn on Alida Ct
2/3/17	7:07 PM		U-turn on Alida Ct
2/6/17	8:26 PM		U-turn on Lincoln Ave
2/8/17	3:29 PM		Student pick-up below gatehouse
2/10/17	8:19 AM		Double parked on Lincoln Ave
2/11/17	12:44 PM		U-turn on Alida Ct
2/16/17	8:23 AM		U-turn on Tiffin Rd
2/16/17	8:25 AM		U-turn on Tiffin Rd



**DATE:** January 17, 2017  
**TO:** Heather Klein (City of Oakland)  
**FROM:** Kenny Jeong, PE (DKS Associates)  
**SUBJECT:** Head Royce School – Traffic Monitoring (Special Event for 2016-17 School Year) P# 16128-000

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## INTRODUCTION

Head Royce School has operated at its current site, located at 4315 Lincoln Avenue in Oakland, CA since the mid-1960's. Per the requirements specified in the operable Conditions of Approval (Case File: REV 13-003), Head Royce School is required to provide an independent monitor whose responsibility it is to conduct unscheduled campus visits to monitor school related transportation activity during the morning drop-off, afternoon pick-up and one special event. There will be at least four separate monitoring periods reported by a qualified traffic consultant; Summer Program 2016, Fall 2016, Spring 2017 and one special event.

DKS Associates was retained by Head Royce School as a qualified traffic consultant to provide traffic monitoring services by conducting campus visits and documenting observed conditions as they relate to the Conditions of Approval Document, dated June, 7, 2016, item #23(g).

## MONITORING METHODOLOGY

DKS focused its campus visits to document vehicle queuing, observation of drop-off or pick-up behavior, deployment of traffic assistants and monitors, survey of occupancy of all Head Royce parking lots, monitoring of Whittle Avenue and Alida Street for school related parking, review of the Head Royce Auto Trip Reduction Program and other potential safety issues.

DKS staff conducted the special event observation on December 22, 2016. This visit was concurrent with the planned special event lasting from approximately 9:30 AM to 12:30 PM.

## MONITORING RESULTS

The following section describes the observations for each category listed.

### 1. Number of traffic assistance and monitors present during drop-off and pick-up periods

At least eight (8) Traffic Monitors were present during the start of the event at 10:00 AM and again at the conclusion of the event at 12:00 PM. For this event, the school hired a professional valet service which shuttled vehicles between the front of the school on Lincoln Avenue and the off-site parking lot at the nearby Greek Orthodox Church. The valet service was staffed by approximately 10-15 drivers.

### 2. Observing queue line flow and recommending measures to ensure smooth operations

Active traffic assistants and valet drivers managing vehicle-persons interactions combined with an effective education program were successful in maintaining orderly and safe operation of the queue line flow.



**3. Reviewing the length of queue and check if queue extends above the upper driveway.**

During both the start of the program and end of the program periods, the curb lane queue never extended beyond the upper driveway. This management of the queue line was successful in that the queue never stretched beyond the driveway limits and never interrupted the traffic stream on Lincoln Avenue. A copy of the queue observation note sheet is provided in **Appendix A**.

**4. Collecting the number of violations that have been reported from Head Royce's database and recommending measure to reduce violations.**

Because the auto circulation and parking for this special event was mostly handled by the professional valet service and their drivers, the school did not log any violations per their normal procedures.

**5. Recording parking occupancy in all Head Royce Parking lots.**

There are a total of 157 available parking spaces on-campus at Head Royce. Approximately 50% (or 80 spaces) of all parking spaces were occupied at the beginning of the special. Parking lots located on the south side of Lincoln Avenue was also observed to be at full or near full capacity. On-Street parking on Lincoln Avenue directly adjacent to the school campus was also fully utilized. Photos of each parking area are included in **Appendix B**.

**6. Monitoring Whittle Avenue and Alida Street for School related parking.**

Both Whittle Avenue and Alida Street were patrolled to monitor for school related activity. Student drop-offs, pick-ups were not observed to be occurring at either street during the observation periods. School staff or visitors were also not observed to be parking along either street. During the observation period, no vehicles were observed performing U-turns at Alida Street.

**7. Auto Trip Reduction Program and related documents.**

The current TDM document that is distributed to all school staff and families. Trip reduction programs and other transportation recommended practices are provided within the TDM document. DKS has reviewed this document and finds it to be satisfactory.

## **FINDINGS AND RECOMMENDATIONS**

School should work with City of Oakland staff to refresh the pavement edge line striping along Lincoln Avenue. The current striping is worn and faded. Refreshing the striping would enhance safety by reinforcing visual separation between cars in queue or parked along the curb and passing cars using Lincoln Avenue.

DKS recommends that the school continue implementation of the TDM plan. No further recommendations are suggested.

# Appendix A

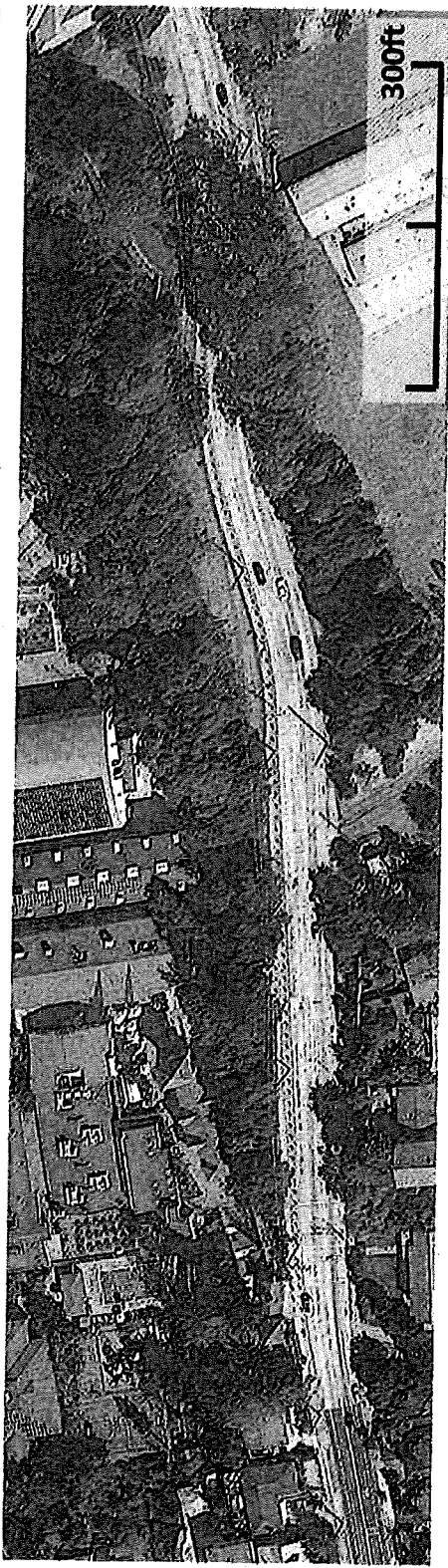
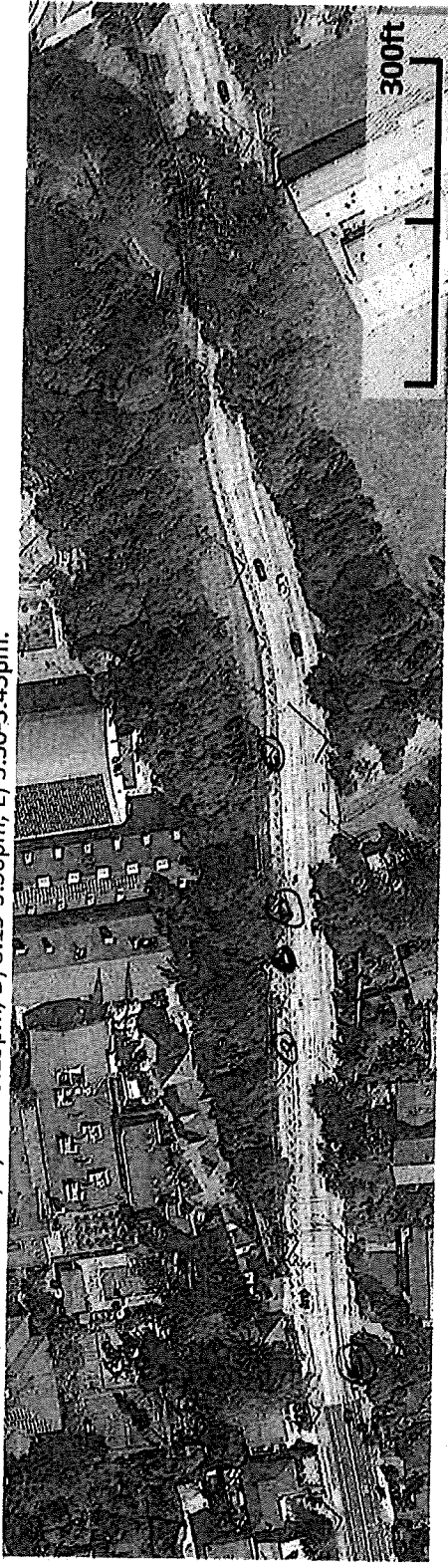
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## Queue Length Field Notes

# Head Royce School – Lincoln Avenue Curb Maximum Queue Record

Date of Observation: 12-22-16      Time(s) of Observation: 8:10:40      Observer Initials: PAV

Mark the *maximum* location of the "back-of-queue" position for:  
A) 7:55-8:15am, B) 8:15-8:30am, C) 3:00-3:15pm, D) 3:15-3:30pm, E) 3:30-3:45pm.



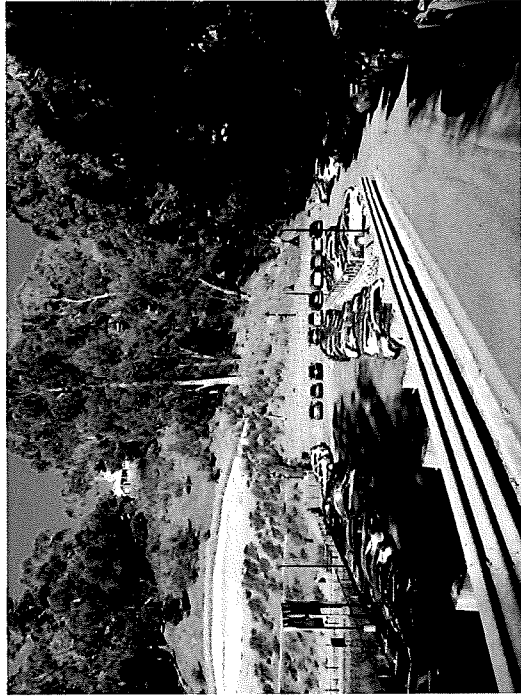


# Appendix B

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Photos

# Off-Street Parking during special event on December 22, 2016



# On-Street Parking during special event on December 22, 2016



# Valet service during special event on December 22, 2016





**DATE:** November 18 2016  
**TO:** Heather Klein (City of Oakland)  
**FROM:** Kenny Jeong, PE (DKS Associates)  
**SUBJECT:** Head Royce School – Traffic Monitoring (Fall 2016)

1970 Broadway, Suite 740  
Oakland, CA 94612  
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P# 16128-000

## INTRODUCTION

Head Royce School has operated at its current site, located at 4315 Lincoln Avenue in Oakland, CA since the mid-1960's. Per the requirements specified in the operable Conditions of Approval (Case File: REV 13-003), Head Royce School is required to provide an independent monitor whose responsibility it is to conduct unscheduled campus visits to monitor school related transportation activity during the morning drop-off, afternoon pick-up and one special event. There will be at least four separate monitoring periods reported by a qualified traffic consultant; Summer Program 2016, Fall 2016, Spring 2017 and one special event.

DKS Associates was retained by Head Royce School as a qualified traffic consultant to provide traffic monitoring services by conducting campus visits and documenting observed conditions as they relate to the Conditions of Approval Document, dated June, 7, 2016, item #23(g).

## MONITORING METHODOLOGY

DKS focused its campus visits to document vehicle queuing, observation of drop-off or pick-up behavior, deployment of traffic assistants and monitors, survey of occupancy of all Head Royce parking lots, monitoring of Whittle Avenue and Alida Street for school related parking, review of the Head Royce Auto Trip Reduction Program and other potential safety issues.

DKS staff conducted the fall 2016 semester observation on October 13, 2016. This visit occurred during the drop-off operation from 7:55 to 8:30 AM and again during the pick-up operation from 3:00 to 3:45 PM.

## MONITORING RESULTS

The following section describes the observations for each category listed.

### **1. Number of traffic assistance and monitors present during drop-off and pick-up periods**

Eight (8) Traffic Monitors were present during the morning drop-off period and at least ten (10) were present during the afternoon pick-up period.

### **2. Observing queue line flow and recommending measures to ensure smooth operations**

Active traffic assistants managing vehicle-persons interactions combined with an effective education program were successful in maintaining orderly and safe operation of the queue line flow.

### **3. Reviewing the length of queue and check if queue extends above the upper driveway.**

During both the morning and afternoon periods, the curb lane queue never extended beyond the upper driveway. For the afternoon period, school traffic assistants were active in guiding arriving autos into the



auxiliary parking lot located at the western edge of the intersection at Lincoln Avenue and Monterey Blvd as a temporary holding area. As the queue would shorten, the traffic assistants would then release cars from the parking lot one vehicle at a time to join the main queue on Lincoln Avenue. This management of the queue line was successful in that the queue never stretched beyond the driveway limits and never interrupted the traffic stream on Lincoln Avenue. A copy of the queue observation note sheet is provided in **Appendix A**.

**4. Collecting the number of violations that have been reported from Head Royce's database and recommending measure to reduce violations.**

As of October 14, 2016, Head Royce traffic monitors recorded thirty-three (33) user violations during the fall semester. The most commonly occurring violation was a "U-turn on Alida Street", which occurred eighteen (18) times. A copy of the violation log is provided in **Appendix B**. *Note, when Head Royce School provided the violation log, the license plate numbers were also shown. However, to maintain a maximum level of privacy for the school families, the license plate numbers have been blacked out for inclusion with this report.*

The school currently provides a traffic monitor near the intersection of Lincoln Avenue / Alida Street to discourage school vehicles from attempting U-turns. When U-turns do occur, the traffic monitor documents the occurrence and a violation notice is sent to the family of the registered student linked to the vehicle license plate.

DKS reviewed the vehicle license plates for each violation and it showed that there were no repeat violators (thus far) during the fall semester. This suggests that the education and accompanying violation program is effective in altering the behavior of the drivers at the school.

The system currently deployed by the school is adequate and no further improvements are recommended at this time.

**5. Recording parking occupancy in all Head Royce Parking lots.**

There are a total of 157 available parking spaces on-campus at Head Royce. Approximately 25% (or 40 spaces) of all parking spaces were occupied at the end of the morning monitoring observation.

**6. Monitoring Whittle Avenue and Alida Street for School related parking.**

Both Whittle Avenue and Alida Street were patrolled to monitor for school related activity. Student drop-offs or pick-ups were not observed to be occurring at either street during the observation periods. School staff was also not observed to be parking along either street. During the observation period, no vehicles were observed performing U-turns at Alida Street.

**7. Auto Trip Reduction Program and related documents.**

The current TDM document that is distributed to all school staff and families. Trip reduction programs and other transportation recommended practices are provided within the TDM document. DKS has reviewed this document and finds it to be satisfactory.



## **FINDINGS AND RECOMMENDATIONS**

School should work with City of Oakland staff to refresh the pavement edge line striping along Lincoln Avenue. The current striping is worn and faded. Refreshing the striping would enhance safety by reinforcing visual separation between cars in queue or parked along the curb and passing cars using Lincoln Avenue.

DKS recommends that the school continue implementation of the TDM plan. No further recommendations are suggested.



# Appendix A

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## Queue Length Field Notes

8 Traffic Assistants AM  
BT PM

### Head Royce School – Lincoln Avenue Curb Maximum Queue Record

Date of Observation: 10/13/16 Time(s) of Observation: 7:55 - 8:30 AM KS  
Observer Initials: KS

Mark the *maximum* location of the "back-of-queue" position for:

- A) 7:55-8:15am, B) 8:15-8:30am, C) 3:00-3:15pm, D) 3:15-3:30pm, E) 3:30-3:45pm.




reflect white edge line on both directions.

# Appendix B

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**Violation Log**

Line No	Date	Time	License Plate	Infraction
1	8/30/16	8:16 AM		u-turn on Alida Ct
2	8/31/16	8:45 AM		driveway turn on Lincoln Ave
3	8/31/16	3:00 PM		u-turn on Alida
4	9/6/16	7:35 AM		u-turn on Alida
5	9/6/16	3:15 PM		blocking driveway on Lincoln Ave
6	9/7/16	3:15 PM		u-turn on Lincoln Ave
7	9/7/16	3:30 PM		u-turn on Alida
8	9/12/16	7:20 AM		u-turn on Lincoln Ave
9	9/12/16	8:15 AM		u-turn on Alida
10	9/14/16	8:00 AM		u-turn on Alida
11	9/19/16	8:16 AM		u-turn on Lincoln Ave
12	9/19/16	8:20 AM		u-turn on Alida Ct
13	9/20/16	7:45 AM		u-turn on Lincoln Ave
14	9/20/16	4:20 PM		u-turn on Lincoln Ave
15	9/21/16	8:00 AM		u-turn on Alida
16	9/21/16	2:40 PM		u-turn on Alida
17	9/22/16	7:45 AM		u-turn on Alida
18	9/22/16	3:00 PM		u-turn on Lincoln Ave
19	9/23/16	8:30 AM		u-turn on Alida
20	9/23/16	2:50 PM		u-turn on Alida Ct
21	9/26/16	7:40 AM		u-turn on Alida
22	9/26/16	8:00 AM		u-turn on Lincoln Ave
23	9/26/16	3:15 PM		u-turn on Alida Ct
24	9/27/16	8:05 AM		u-turn on Alida
25	9/27/16	8:00 AM		u-turn on Alida Ct
26	9/28/16	2:33 PM		u-turn on Alida Ct
27	9/28/16	3:00 PM		u-turn on Lincoln Ave
28	9/29/16	3:30 PM		blocking driveway on Lincoln Ave
29	9/29/16	3:30 PM		u-turn on upper Lincoln Ave
30	10/7/16	1:30 PM		u-turn on Lincoln Ave
31	10/11/16	2:35 PM		u-turn on Alida Ct
32	10/13/16	3:30 PM		u-turn on Lincoln Ave
33	10/14/16	8:03 AM		u-turn on upper Lincoln Ave



**DATE:** August 25 2016  
**TO:** Heather Klein (City of Oakland)  
**FROM:** Kenny Jeong, PE (DKS Associates)  
**SUBJECT:** Head Royce School – Traffic Monitoring (Summer 2016)

1970 Broadway, Suite 740  
Oakland, CA 94612  
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P# 16128-000

## INTRODUCTION

Head Royce School has operated at its current site, located at 4315 Lincoln Avenue in Oakland, CA since the mid-1960's. Per the requirements specified in the operable Conditions of Approval (Case File: REV 13-003), Head Royce School is required to provide an independent monitor whose responsibility it is to conduct unscheduled campus visits to monitor school related transportation activity during the morning drop-off, afternoon pick-up and one special event. There will be at least four separate monitoring periods reported by a qualified traffic consultant; Summer Program 2016, Fall 2016, Spring 2017 and one special event.

DKS Associates was retained by Head Royce School as a qualified traffic consultant to provide traffic monitoring services by conducting campus visits and documenting observed conditions as they relate to the Conditions of Approval Document, dated June, 7, 2016, item #23(g).

## MONITORING METHODOLOGY

DKS focused its campus visits to document vehicle queuing, observation of drop-off or pick-up behavior, deployment of traffic assistants and monitors, survey of occupancy of all Head Royce parking lots, monitoring of Whittle Avenue and Alida Street for school related parking, review of the Head Royce Auto Trip Reduction Program and other potential safety issues.

DKS staff conducted the summer program observation on July 28, 2016. This visit occurred during the drop-off operation from 7:55 to 8:30 AM and again during the pick-up operation from 3:00 to 3:45 PM.

## MONITORING RESULTS

The following section describes the observations for each category listed.

### **1. Number of traffic assistance and monitors present during drop-off and pick-up periods**

Eight (8) Traffic Monitors were present during the morning drop-off period and twelve (12) were present during the afternoon pick-up period.

### **2. Observing queue line flow and recommending measures to ensure smooth operations**

Active traffic assistants managing vehicle-persons interactions combined with an effective education program were successful in maintaining orderly and safe operation of the queue line flow.

### **3. Reviewing the length of queue and check if queue extends above the upper driveway.**

During both the morning and afternoon periods, the curb lane queue never extended beyond the upper driveway. For the afternoon period, school traffic assistants were active in guiding arriving autos into the on-



campus parking lot (via the upper driveway) as a holding area. As the queue would shorten, the traffic assistants would then release cars from the parking lot one vehicle at a time to join the main queue on Lincoln Avenue. This management of the queue line was successful in that the queue never stretched beyond the driveway limits and never interrupted the traffic stream on Lincoln Avenue. A copy of the queue observation note sheet is provided in **Appendix A**.

**4. Collecting the number of violations that have been reported from Head Royce's database and recommending measure to reduce violations.**

Head Royce traffic monitors recorded sixteen (16) user violations during the summer program. The most commonly occurring violation was a "U-turn on Alida Street", which occurred eight (8) times. A copy of the violation log is provided in **Appendix B**.

The school currently provides a traffic monitor near the intersection of Lincoln Avenue / Alida Street to discourage school vehicles from attempting U-turns. When U-turns do occur, the traffic monitor documents the occurrence and a violation notice is sent to the family of the registered student linked to the vehicle license plate.

DKS reviewed the vehicle license plates for each violation and it showed that there were no repeat violators during the summer program. This suggests that the education and accompanying violation program is effective in altering the behavior of the drivers at the school.

The system currently deployed by the school is adequate and no further improvements are recommended at this time.

**5. Recording parking occupancy in all Head Royce Parking lots.**

There are a total of 157 available parking spaces on-campus at Head Royce. Approximately 30% (or 47 spaces) of all parking spaces were occupied at the end of the morning monitoring observation.

**6. Monitoring Whittle Avenue and Alida Street for School related parking.**

Both Whittle Avenue and Alida Street were patrolled to monitor for school related activity. Student drop-offs or pick-ups were not observed to be occurring at either street during the observation periods. School staff was also not observed to be parking along either street. During the observation period, no vehicles were observed performing U-turns at Alida Street.

**7. Auto Trip Reduction Program and related documents.**

The current TDM document that is distributed to all school staff and families. Trip reduction programs and other transportation recommended practices are provided within the TDM document. DKS has reviewed this document and finds it to be satisfactory.



## **FINDINGS AND RECOMMENDATIONS**

School should work with City of Oakland staff to refresh the pavement edge line striping along Lincoln Avenue. The current striping is worn and faded. Refreshing the striping would enhance safety by reinforcing visual separation between cars in queue or parked along the curb and passing cars using Lincoln Avenue.

DKS recommends that the school continue implementation of the TDM plan. No further recommendations are suggested.



# Appendix A

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## Queue Length Field Notes

# Appendix B

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**Violation Log**

Date	Time	License Plate	Infraction
6/20/16	8:00am	██████	U-turn on Lincoln Ave
6/20/16	3:25pm	██████	U-turn into parking lot
6/27/16	8:16am	██████	U-turn on Alida
6/27/16	8:25am	██████	U-turn on Laguna
6/28/16	8:15am	██████	U-turn on Burlington Ct
6/29/16	8:05am	██████	U-turn on Alida Ct
6/29/16	8:05am	██████	U-turn on Alida Ct
7/6/16	8:03am	██████	Parked in bus zone
7/6/16	12:05pm	██████	U-turn on Alida Ct
7/11/16	8:00am	██████	Driveway turn on Lincoln
7/11/16	8:13am	██████	U-turn on Lincoln Ave
7/11/16	4:00pm	██████	U-turn into parking lot
7/13/16	8:30am	██████	U-turn on Alida
7/22/16	1:15pm	██████	U-turn on Alida
7/25/16	3:33pm	██████	U-turn on Alida
7/29/16	8:04am	██████	U-turn on Alida

Head-Royce School  
Summer Vehicle Infractions 2016