

## 2.7. Pioneer Elementary

Principal:	Deborah Brayton
Grades:	K-6
Number of Students:	520 students
Arrival:	Morning K – 8:15 AM Afternoon K – 11:50 AM Grades 1-6 – 8:30 AM
Departure:	Morning K – 11:35 AM Afternoon K – 3:10 PM Grades 1-3 – 2:35 PM Grades 5-6 – 3:05 PM Wednesdays – 1:30 PM



### 2.7.1 School Layout

Pioneer Elementary is located in southeast Davis on Hamel Street, with Pioneer Park adjoining school grounds to the west. The loading zone for Pioneer Elementary is along the street on Hamel Street as well as a loading loop in the school parking lot accessed from Hamel Street. Driver circulation to access the school moves counter-clockwise from Cowell Boulevard to Schmeiser Avenue to Hamel Street.

The only point of access to the school is from Hamel Street.

Mace Boulevard, Chiles Road, and Cowell Boulevard are major streets nearby Pioneer Elementary. Each street has bike lanes, as does El Cemente Avenue and Glide Drive. There are no significant off-street pathways near the school. At Willowcreek Park to the west is a connection to a bike/ped bridge over Interstate 80. There is student bicycle parking in the rear of the school, which is accessed via a fire lane on the east side of the school. There is a mid-block crosswalk across Hamel Avenue adjacent to where the fire lane/bike parking path meets the street.

### 2.7.2 Crossing Guards

There are two crossing guards serving Pioneer Elementary. One is at the mid-block crosswalk on Hamel Street on the eastern side of the school. The other is at Mace and Cowell Boulevards.

### 2.7.3 Other City of Davis Projects

The City is moving forward with a corridor project on Mace Boulevard, the northern boundary of which is at Mace Boulevard at Chiles Road. The project will include cycle tracks along Mace Boulevard and reconfiguring the intersection of Mace Boulevard at Cowell Boulevard.

### 2.7.4 Audit

The audit took place on the morning of Thursday, April 11<sup>th</sup>. There were eleven stakeholders at the audit, including representatives from the City, the school, the community, and interested parents. Stakeholders observed conditions at eight locations: three locations along Cowell Boulevard, two locations on Swingle Drive, Hamel Street at Schmeiser Avenue, at the mid-block crosswalk on the eastern side of the school, and in the parking lot/loading loop area. Afterward, stakeholders reconvened to discuss their observations and possible improvements.

### 2.7.5 Opportunities and Recommended Improvements

Location	Reported or Observed Challenge	Recommendations
<p>1. School Grounds</p> <p>Priority: Low</p>	<ul style="list-style-type: none"> <li>Bicycle parking does not meet current standards, providing only one point of contact with bicycle and does not provide enough maneuvering space</li> <li>Recent counts show 169 students bicycle to school</li> <li>White in loading zone and faded red curb around driveways</li> <li>Faded white high visibility and yellow standard crosswalk to and from parking lot</li> <li>No clear delineation between travel lanes and loading zone</li> </ul>	<ul style="list-style-type: none"> <li>Move bicycle parking to front of school</li> <li>Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 270 bicycle parking spaces</li> <li>Provide visitor bicycle parking near the office</li> <li>Restripe white and red curbs</li> <li>Restripe crosswalks (2) high visibility yellow</li> <li>Stripe travel lane lines and directional arrows in loading loop</li> <li>Reduce driveway exit to one lane, reduce opening</li> </ul>
<p>2. Cowell Boulevard Crossing at Willowcreek Park</p> <p>Priority: High</p>	<ul style="list-style-type: none"> <li>Vegetation blocks visibility at existing crossing</li> <li>Existing bike path connection to Interstate 80 bike/pedestrian bridge forces awkward turns by bicyclists at the staggered crosswalk across Cowell Boulevard</li> <li>Observed crossings at unmarked intersection with Ohlone Street</li> <li>Bicyclists unclear on how to safely transition to on-street bike lanes on Cowell Boulevard when exiting bike path</li> </ul>	<ul style="list-style-type: none"> <li>Trim vegetation</li> </ul> <p>Option A</p> <ul style="list-style-type: none"> <li>If pedestrian crossings warrant, move existing crossing to Ohlone Street. Stripe a high-visibility crosswalk with a large curb ramp</li> <li>Install crossing signage</li> <li>Install Rapid Rectangular Flashing Beacon (RRFB)</li> </ul> <p>Option B</p> <ul style="list-style-type: none"> <li>Pave space around the north end of the existing crossing and provide directional striping to assist bicycles in making wide turns</li> <li>Provide wayfinding signage</li> </ul>
<p>3. Mace Boulevard at Cowell Boulevard</p> <p>Priority: High</p>	<ul style="list-style-type: none"> <li>City planning underway to reconfigure intersection as part of Mace Boulevard Project, including reducing through lanes to one lane in all directions, removing slip-lane right turn lanes, upgrading/enhancing existing bike lanes, and upgrading crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>In addition to draft City recommendations, set the north and south crosswalks back from the intersection to accommodate two-stage left turn boxes</li> </ul>

Location	Reported or Observed Challenge	Recommendations
4. El Cemonte Ave at Swingle Drive Priority: High	<ul style="list-style-type: none"> <li>Reported speeding cars</li> <li>Reported turning cars do not yield to pedestrians in the crosswalks</li> <li>Southern crosswalk conflicts with driveway on the west side of the street</li> </ul>	<ul style="list-style-type: none"> <li>Restripe crosswalks (2) as high-visibility white</li> <li>Shift southern crosswalk south to remove conflict with driveway</li> <li>Construct curb extensions into the parking lane on El Cemonte Ave</li> <li>Construct pedestrian refuge for southern crosswalk, stripe left turn pocket at northern crosswalk</li> <li>Install pedestrian crossing signage</li> </ul>
5. Cowell Boulevard at El Cemonte Avenue Priority: Medium	<ul style="list-style-type: none"> <li>Wide intersection</li> <li>Narrow sidewalks</li> <li>Vegetation obstructs signage</li> </ul>	<ul style="list-style-type: none"> <li>Construct curb extensions on all four corners on to Cowell Blvd</li> <li>Restripe crosswalks (4) as high-visibility white</li> <li>Stripe advance stop bars on all legs</li> <li>Trim vegetation</li> </ul>
6. Cowell Boulevard at Schmeiser Avenue Priority: Medium	<ul style="list-style-type: none"> <li>Wide intersection</li> <li>Existing white transverse crosswalks are faded</li> <li>Eastbound bicyclists turn left here to access Pioneer Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Restripe crosswalks (4) as high-visibility yellow</li> <li>Stripe advance stop bars on west and east legs</li> </ul>
7. Swingle Drive at Hamel Street Priority: Low	<ul style="list-style-type: none"> <li>Only one marked crosswalk, it is faded</li> <li>No curb ramps on southwest and southeast corners</li> </ul>	<ul style="list-style-type: none"> <li>Restripe existing crosswalk with yellow high-visibility crosswalk, stripe high visibility yellow crosswalk on southwest leg</li> <li>Install curb ramps at southwest and southeast corners</li> </ul>
8. Hamel Street at Schmeiser Avenue Priority: High	<ul style="list-style-type: none"> <li>No stop control for northbound travel, however eastbound and southbound is stop controlled</li> <li>Lack of stop control for northbound travel makes a challenge for bicyclists making left turn to school challenging</li> <li>Key school intersection but has transverse crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>Conduct stop sign analysis to determine stop sign is warranted for northbound travel</li> <li>Restripe crosswalks as high-visibility yellow</li> </ul>
9. Mid-Block Crosswalk on Hamel Street Priority: High	<ul style="list-style-type: none"> <li>Crosswalk is faded</li> <li>Crosswalk does not align with school pathway</li> <li>No curb ramp on south end</li> <li>No advance yield lines</li> <li>Faded crosswalk does not align with fire lane/bike parking pathway</li> <li>Advance pavement markings faded</li> </ul>	<ul style="list-style-type: none"> <li>Relocate crosswalk to align with path</li> <li>Restripe crosswalk as high-visibility yellow</li> <li>Construct curb ramp on both ends</li> <li>Stripe advance yield lines</li> <li>Stencil "SLOW SCHOOL XING"</li> </ul>

Recommended Engineering Improvements

Location	Reported or Observed Challenge	Recommendations
<p>10. Bikeway Improvements</p> <p>Priority: High</p>	<ul style="list-style-type: none"> <li>Improve bikeways as per the Bicycle Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>Glide Drive: Install double striped bike lanes El Cemonte Ave to Schmeiser Ave</li> <li>Swingle Drive: Install shared lane markings El Cemonte Ave to Pioneer Park</li> <li>Schmeiser Avenue: Install shared lane markings Glide Drive to Cowell Blvd</li> <li>Hamel Street: Install green backed shared lane markings Swingle Drive to Schmeiser Ave</li> <li>Cowell Boulevard: Install buffered bike lanes from Washoe Street to Schmeiser Avenue</li> <li>El Cemonte Avenue: Install double striped bike lanes</li> </ul>
<p>11. Pioneer Park</p> <p>Priority: Medium</p>	<ul style="list-style-type: none"> <li>Limited access through park; opportunity for new trail that connects school to Swingle Drive</li> </ul>	<ul style="list-style-type: none"> <li>Construct path from Swingle Dr through park to NW corner of school</li> </ul>

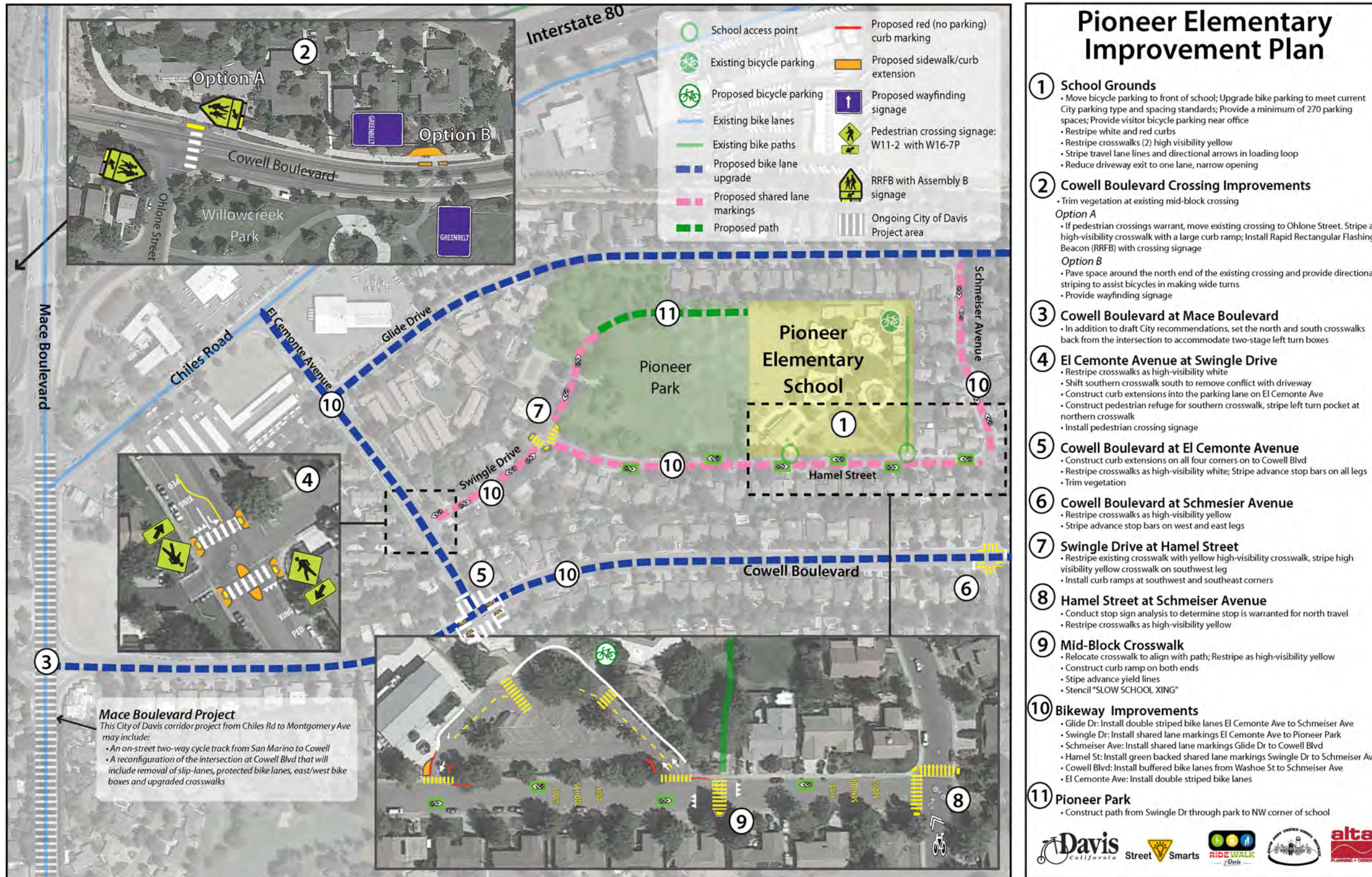


Figure 2-7: Pioneer Improvement Plan