

Hopkins Junior High School
Fremont School Traffic Safety Assessment
Technical Memo

October 2017

Prepared by Alta Planning + Design

Hopkins Junior High School

A Traffic Safety Assessment was conducted at Hopkins Junior High School during morning student drop-off on Wednesday, March 15, 2017. The assessment was attended by representatives from the City of Fremont, Fremont Police Department, Alta Planning + Design, and Hopkins Junior High staff and parents.

School Information

Address	600 Driscoll Road Fremont, CA 94539
Morning Bell(s)	8:15am
Afternoon Bell(s)	2:27pm
Grade Levels	Grades 7-8
Enrollment	1,125

Hopkins Junior High is located on Driscoll Road, a minor arterial in Fremont that carries approximately 12,000 vehicles per day between Paseo Padre Parkway and Mission Boulevard. The school's only street frontage is along Driscoll Road on its north-western border. Medium to high density residential land uses surround the school on the north and west side. Mission San Jose Park and Mission San Jose High School are located adjacent to Hopkins Jr High on the south and east side. Mission Creek Trail runs along the schools southern property line and beyond the school's ball fields between Driscoll Road and Palm Avenue. Every morning Hopkins Jr High has 3-5 parent volunteers plus one teacher stationed along Driscoll Road and in the drop-off loop area to direct drop-off and help keep cars moving.

There are three school-related driveways on Driscoll Road (from south to north): drop-off loop, visitor parking, and staff parking. Besides the loop, parents drop-off their children along Driscoll Road and on Amapola Drive to the northwest. Some students also walk or bike from the surrounding neighborhoods using Mission Creek Trail. There is secure bike parking available for students towards the back of the school, near the path that connects to the Mission Creek Trail.

Existing Conditions

The following existing conditions were observed or reported by participants during the walk audit.

1. Drop-off Loop

- ◆ The school has a purpose-built drop-off loop that is accessible from Driscoll Road. On a typical morning, both a teacher and one parent volunteer will be stationed in the drop-off loop.
- ◆ The drop-off loop generally flows adequately thanks to the presence of the volunteers, but exiting the loop onto Driscoll Road can be time-consuming, causing congestion problems within the loop.
- ◆ When exiting the loop, cars can only make a right turn due to a raised, planted median. U-turns are prohibited at the next intersection (Driscoll/Amapola) during pick-up and drop-off hours.

2. Driscoll Road

- ◆ Driscoll Road serves as another drop-off location. To minimize driveway conflicts, the school currently restricts student drop-off to the school frontage north of Amapola Drive.
- ◆ Between one and three parent volunteers monitor this area on a daily basis during drop-off along with two staff.
- ◆ The curb in front of Hopkins is painted red and signed no parking. This prohibition is not enforced.
- ◆ After dropping off their child, a large volume of cars wish to travel southbound on Driscoll Road, requiring a U-Turn. With U-turns prohibited during these hours on Amapola Drive, this funnels most of this traffic to Driscoll/St. Anthony. This popular movement, causes backups along Driscoll as numerous cars attempt to enter the left turn lane. The intersection is two-way stop controlled for St. Anthony's cross-traffic.
- ◆ There is currently a Class II bicycle lane along Driscoll Road. The bike lane is constantly blocked by cars pulling to the curb for short-term parking and loading/unloading.

3. Driscoll Road and Amapola Drive

- ◆ Driscoll Road and Amapola Drive is the intersection located roughly in the middle of the Hopkins' frontage along Driscoll Road. The SE leg of the intersection connects to the school's staff parking lot.
- ◆ This highly-congested intersection is made worse by parents/guardians pulling to the curb on either side of Driscoll to load/unload their child. The curbs near the corner are typically used as loading zones, despite being designated for no stopping.
- ◆ U-turns were a very popular turning movement for drivers at the intersection (to travel SW). To alleviate the problems that stemmed from that, U-turns are now prohibited from 7-9AM and 1-3PM on weekdays.



4. Amapola Drive (Driscoll to the cul-de-sac)

- ◆ Amapola Drive is commonly used by drivers as an additional unofficial drop-off space. Cars will turn onto Amapola, pull to either curb to load/unload their child and then use the cul-de-sac to turnaround. Cars will also drive past the cul-de-sac and U-turn further up Amapola. Traffic on this residential street becomes congested and chaotic.
- ◆ Additionally, while the intersection approach does not currently have any striped lane markings, it was observed that cars would form two, sometimes three, eastbound lanes blocking on-coming traffic.



- ◆ Cars were also parked near the intersection, causing additional congestion as vehicles attempted to turn onto or off of Amapola.

5. Driscoll Road and St. Anthony Drive

- ◆ After U-turns were prohibited from Driscoll/Amapola, many cars transitioned to making that movement at Driscoll/St. Anthony. It was observed that Driscoll continues to get backed up, as cars jockey to move from the curb to left lane to turn around.

6. Driscoll Road and Chiltern Road

- ◆ The intersection of Driscoll Road and Chiltern Drive only has one marked crossing on the northeast leg of the intersection. Additionally, only traffic on Chiltern Drive is stop-controlled at the intersection.
- ◆ Driscoll Road is over 100 feet wide at this location; a challenging distance, especially for children, to cross without controlling traffic traveling along Driscoll.
- ◆ A good number of students were observed walking along Driscoll, but struggled to cross Chiltern due its relatively high volume of traffic (some of which comes from Chadbourne Elementary).

7. Mission Creek Trail

- ◆ A trail runs along Mission Creek, separating the creek from the school fields/park area.

- ◆ There is one official bridge that crosses the creek near Covington Drive. There is also one “unofficial crossing” that crosses the creek near Marigold Drive. It was reported by some parents that the “unofficial crossing” was preferred by Hopkins Jr High students/parents as it is further away from Chadbourne Elementary traffic.



- ◆ The unofficial crossing is a raised wooden plank and some concrete pavers along the small hillside.
- ◆ During the morning arrival period, the trail was being used by an array of users including students walking and biking and recreational trail users.
- ◆ The trail shows signs of age and wear in spots, and could benefit from spot improvements or complete resurfacing.
- ◆ After the school was in session, more observations were made, and several adults were seen crossing Driscoll to continue along the trail. There are no pedestrian treatments currently that support this crossing on Driscoll.

8. Additional Observations

- ◆ Hopkins Junior High currently has well-used, secure bike parking in the rear of the campus, just before the fields.
- ◆ Parents noted that the end of St. Anthony Drive is also used as a drop-off area for students and that the path from the street to the school should be studied to determine if it is feasible/worth the cost to formalize it.
- ◆ Parents also suggested that the park-specific parking lot (near the tennis courts) could also be utilized as an additional drop-off space.



9. Current Safe Routes to School Involvement

- ◆ Hopkins Junior High does not currently participate in the Alameda County Safe Routes to Schools Program.
- ◆ Joining the SR2S program would provide Hopkins Jr High with both educational and encouragement resources to educate students about the rules of the road and safety issues as well as encouraging increased travel by Green Modes (walking, biking, carpool, school bus, and transit).

Recommendations

Recommendations to improve infrastructure or operations surrounding Hopkins Junior High School can be seen on the conceptual improvement plan found on the following page. Engineering cost estimates for the infrastructure recommendations are also provided.

The following improvements are recommendations for policy and program implementation at Hopkins Junior High School to increase safety and active commutes to school.

Policy & Program Recommendations

- ◆ Distribute Recommended Walk/Bike Maps to students and their families in an effort to promote walking and biking to school on suggested routes. Safety tips are also included on these maps to promote good behavior among bicyclists, pedestrians, and drivers.
- ◆ Join the countywide Safe Routes to Schools program and participate in SR2S events, including Bike Rodeos, Pedestrian Safety Rodeos, and International Walk and Roll to School Day.
- ◆ Send regular reminders to parents regarding their drop-off and pick-up location options and encourage parents to leave a few minutes earlier to prevent rushing.
- ◆ Encourage parents who drop their children off across Mission Creek to use the bridge near Covington Drive.
- ◆ Work with parents to connect them with others who live nearby to increase the number of students carpooling, which may reduce the number of vehicles coming to campus. Similarly, Walking School Buses and Bike Trains can be established with the same type of coordination.

Hopkins Junior High School, Fremont

Safe Routes to Schools Improvement Plan

Site Assessment held March 2017

- 1 St. Anthony Drive / Driscoll Road**
 - Install yellow high visibility crosswalks at east and south legs
 - Prohibit U-Turns on Driscoll Road 7am-9am and 1pm-3pm weekdays
 - Restripe existing advance stop bar on St. Anthony Dr. approach
 - Install advance yield markings on both Driscoll Rd. approaches
 - Install School Assembly B Sign
- 2 School Frontage / Driscoll Road**
 - Move school bus zone from existing area in front of visitor parking lot to indicated location. Consider using landscaped area to create a bus pull-in area.
 - Install R25F signage at new bus zone
- 3 Driscoll Road (Amapola Drive to St. Anthony Drive)**
 - Narrow the lanes on Driscoll Road to 10' and 11' (outside lane) and add buffered bike lanes
- 4 Amapola Drive / Driscoll Road**
 - Install 30' lengths of red curb along school frontage at corners to increase visibility. At Amapola, channelize approach by striping lane lines
 - Consider installing R26S "No Stopping Anytime" signage on both sides of Amapola approach
 - Install "KEEP CLEAR" pavement marking at Mission Villa Terrace/Amapola Drive intersection
 - Install high visibility crosswalks at northeast, northwest, and southwest and legs
- 5 South School Driveway / Driscoll Road**
 - Install 30' lengths of red curb adjacent to driveway entrance to increase visibility
 - Install R26S "No Stopping Anytime" signage at red curbs
 - Install "KEEP CLEAR" pavement marking in front of driveway entrance
- 6 Existing Trail / Driscoll Road**
 - Install trail crossing with high visibility crosswalk, Rectangular Rapid Flashing Beacons, advance yield markings and converting existing median to accessible refuge island
 - Consider installing W11-15A "Trail Crossing" signage at both sides of Trail crossing
 - Install curb extensions at both ends of the mid-block crossing
- 7 Chiltern Drive / Driscoll Road**
 - Install yellow high visibility crosswalk at northeast, northwest, and southeast legs
 - Install advance yield markings and School Assembly B sign on Driscoll Road

Notes:
 - Consider curb extensions at the intersections of St. Anthony Drive, Amapola Drive, and Chiltern Drive



Improvements not to scale



**Fremont School Traffic Safety Assessment
Hopkins Junior High School
Preliminary Cost Estimate**

Alta Planning + Design

11/30/2017

Traffic Safety Improvements

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$9,700	\$10,000	
2	Traffic Control	1	LS	\$9,700	\$9,700	
3	High Visibility Crosswalk	9	EA	\$2,000	\$18,000	
4	Median Island	1	EA	\$5,000	\$5,000	
4	Curb Extension & Ramp	2	EA	\$20,000	\$40,000	
5	Yield Line	6	EA	\$500	\$3,000	
6	Sign and Post Assembly	10	EA	\$500	\$5,000	
7	Keep Clear Pavement Marking	2	EA	\$300	\$600	
8	STOP Bar and Pavement Marking	1	EA	\$400	\$400	
9	Additional Striping	1	LS	\$2,000	\$2,000	
10	Painted Curb Marking	1	LS	\$3,000	\$3,000	
11	Install Buffered Bike Lane on Driscoll	800	LF	\$25	\$20,000	
SubTotal Items					\$116,700	
				CONSTRUCTION CONTINGENCY	20%	\$23,300
Total					\$140,000	



Sign In Sheet

PROJECT Fremont School Traffic Safety Assessments
SUBJECT Hopkins Jr. High
DATE March 15, 2017

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