

**Centerville Junior High School
Fremont School Traffic Safety Assessment
Technical Memo**

November 2017

Prepared by Alta Planning + Design

Centerville Junior High School

A Traffic Safety Assessment was conducted at Centerville Junior High School during the afternoon dismissal on Thursday November 2, 2017. The assessment was attended by representatives from the City of Fremont, Fremont Police Department, Alta Planning + Design, and Centerville Junior High staff and parents.

School Information

Address	37720 Fremont Boulevard Fremont, CA 94536
Morning Bell(s)	8:15 AM
Afternoon Bell(s)	2:35 PM Wednesday: 1:25 PM
Grade Levels	7-8
Enrollment	1,010
School Type (neighborhood or magnet)	Designated enrollment area
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 50 Between ¼ and ½ mile (5-10-minute walk): 50 Between ½ and 1 mile (10 to 20-minute walk): 250 Greater than 1 mile (more than 20-minute walk): 650
Participating School in Alameda County Safe Routes to Schools?	No
Student Travel Mode Info (Percentage of students)	School Estimate: Walking: 150 Biking: 45 School bus: 5 Transit: 400 Carpool: 150 Family Vehicle: 250 Other: 0
Does the school have bike racks? What is the capacity? Is it secure bike parking? On a typical day, what percentage of racks are used?	Yes, Centerville Junior High has back racks. The parking is secure. Capacity: 6 racks (5 linear, 1 circular). <div data-bbox="1019 1583 1430 1885" data-label="Image"> </div>

How do school and transit buses interact with the school?	Bus loading is separated from parent pick-up/drop-off in the staff lot.
Does the school have special pick-up/drop-off policies/procedures?	Grades have designated areas.

Centerville Junior High is located off of Fremont Boulevard, a major cross-city arterial. Most of the school's frontage and drop-off activity occurs along Fremont Boulevard, but some students and families access the school using the rear entrance through the fields from Sutton Loop. Centerville has a small drop-off loop accessible from Fremont Boulevard; the loop fills quickly and backs up traffic on Fremont Boulevard past Mattos Drive.

Between 2011 and 2015 there were 11 pedestrian-involved collisions and 1 bicycle-involved collisions within a ¼ mile of the school and 12 pedestrian-involved collisions and 5 bicycle-involved collisions between a ¼ and ½ a mile of Centerville Junior High School. Most of these collisions occurred along Fremont Boulevard or Central Avenue.

Existing Conditions

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

1. Fremont Boulevard/Central Avenue

- ◆ This intersection is the second busiest intersection for Centerville Junior High pedestrian and bicycle traffic. Walk audit participants reported that many students walking and on bikes crossed Fremont Boulevard to go southwest on Central Avenue. This intersection is signalized.
 - Students were also observed biking southwest on Central Avenue.
- ◆ The north approach to this intersection is a driveway for Holy Spirit Church and School. Given similar active times, this driveway can create conflicts for pedestrians.
- ◆ Currently, there is only one crossing across Fremont Boulevard, on the west approach.
- ◆ Walk audit participants reported that cars making a northbound right onto Fremont Boulevard took the turn very fast, and usually took a wide angle.



The existing marked crossing of Fremont Boulevard at Central Avenue.

2. Fremont Boulevard/Drop-off Loop

- ◆ Fremont Boulevard is a major arterial and handles a high volume of traffic, usually traveling at high speed.
- ◆ The Fremont Police Officer who attended the walk audit clocked multiple vehicles traveling over 40 miles-per-hour.
- ◆ There are a number of driveways on the school side of Fremont Boulevard that can generate conflicts for pedestrians. Many of these driveways belong to apartment/townhome complexes.
 - Instead of waiting in the drop-off loop queue, some cars will enter these driveways and wait for their child in those developments.
 - These driveways also create conflicts with pedestrians, as exiting cars approach them quickly and can be unaware of pedestrians.
- ◆ Walk audit participants observed bicyclists riding on the sidewalk and riding against traffic in the parking lane (even when the bike lanes were not blocked) at least in part because there is no convenient crossing point.
- ◆ Before dismissal, after the drop-off loop fills up, cars will begin to line up along Fremont Boulevard, blocking both the bicycle lane and the right travel lane. This back-up of cars stretched beyond Mattos Drive to the southeast.

- ◆ Along the school's frontage, cars were observed stopped, waiting, and loading in the "No Stopping" zone.



Left: The line of cars waiting to enter the small drop-off loop continues on the Fremont Boulevard.

Right: A student bikes southwest on the sidewalk along Fremont Boulevard.

3. Fremont Boulevard/Norris Road

- ◆ There is an uncontrolled crossing across Fremont Boulevard at this intersection. This crossing is usually monitored by a crossing guard. The crossing guard reported that cars speed through the area, fail to yield, block the crosswalk, make prohibited U-turns, and exhibit other poor behavior regularly. The crossing guard also reported that he has almost been hit on more than one occasion.
- ◆ After the drop-off loop has filled and the back-up of cars reaches this crossing, cars regularly block the crossing; making it difficult for students to cross the street and for the crossing guard to stop traffic.
- ◆ For southeast bound traffic on Fremont Boulevard, U-turns are prohibited during school pick-up and drop-off hours. Walk audit participants observed multiple cars make U-turns during the observation period.
- ◆ On the south side of Fremont Boulevard, there are AC Transit bus stops commonly used by students; this generated a high volume of students that needed to cross the street here to reach those bus stops.
- ◆ After the peak pick-up period passed, walk audit participants observed a rising failure to yield rate at this crossing, particularly for traffic on the south side of the street.



A large number of students crossing Fremont Boulevard via a blocked crosswalk (uncontrolled intersection) with assistance from a crossing guard. There is a bus stop on the southern side of the street.

4. Sutton Loop

- ◆ The secondary access and egress location for Centerville Junior High is Sutton Loop at the back of the school. School officials reported that cars travel very fast around Sutton Loop and suggested that the street could use traffic calming to make it a more attractive drop-off location for students and families.
- ◆ This location is currently used by over one hundred students, but has the potential to serve many more – taking pressure off of the front loop and Fremont Boulevard. Encouraging student access at the Sutton Loop would need to be respectful of local residents in that area.

Recommendations

Recommendations to improve infrastructure or operations surrounding Centerville Junior High 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 Centerville 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.
- ◆ 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.

- ◆ Students were observed bicycling against traffic and riding on the sidewalk, and would benefit from bicycle and pedestrian safety training. It is highly recommended that Centerville join the Alameda County Safe Routes to School Program. Joining the countywide program would also allow the school to sign up for pedestrian and bicycle education activities including Bike Rodeos, Pedestrian Safety Rodeos, and the Drive Your Bike program.
- ◆ Centerville should begin participating in encouragement events like International Walk and Roll to School Day and Bike to School Day.
- ◆ After joining the countywide program, participate in SR2S evaluations each fall and spring to monitor progress on mode shift goals.
- ◆ Send regular reminders to parents regarding the drop-off and pick-up location options and encourage parents to use the relatively underutilized drop-off space along Sutton Loop.

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

Alta Planning + Design

6/4/2018

Traffic Safety Improvements - City of Fremont Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST
1	Mobilization	1	LS	\$36,700	\$36,700
2	Traffic Control	1	LS	\$36,700	\$36,700
3	High Visibility Crosswalk	6	EA	\$2,000	\$12,000
4	Sign and Post Assembly	6	EA	\$500	\$3,000
5	Curb Ramp Improvement	3	EA	\$5,000	\$15,000
6	Curb Extension & Ramp	3	EA	\$40,000	\$120,000
7	Speed Humps (or Equivelant Traffic Calming)	4	EA	\$6,000	\$24,000
8	Pedestrian Refuge Island (in Existing Median)	1	LS	\$5,000	\$5,000
9	Advance Stop Markings	3	EA	\$200	\$600
10	KEEP CLEAR Pavement Markings	1	EA	\$400	\$400
11	Yield Line	3	EA	\$500	\$1,500
12	Install HAWK Signal (Pedestrian Hybrid Beacon)	1	LS	\$165,000	\$165,000
13	Signal Modification (Leading Pedestrian Interval) [Optional]	1	EA	\$20,000	\$20,000

ALTERNATIVE 1	SubTotal Items (Optional Items Not Included)			\$419,900	
		CONSTRUCTION CONTINGENCY	20%	\$84,000	
		Total		\$503,900	
ALTERNATIVE 2	SubTotal Items (Optional Items Included)			\$439,900	
		CONSTRUCTION CONTINGENCY	20%	\$88,000	
		Total		\$527,900	

Traffic Safety Improvements - Fremont Unified School District Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST
1	Mobilization	1	LS	\$800	\$800
2	Traffic Control	1	LS	\$800	\$800
3	Painted Curb Marking	1	LS	\$2,500	\$2,500
4	Concrete Pedestrian Path (School to Track Connection)	260	SF	\$20	\$5,200
		SubTotal Items			\$9,300
		CONSTRUCTION CONTINGENCY	20%	\$1,900	
		Total		\$11,200	

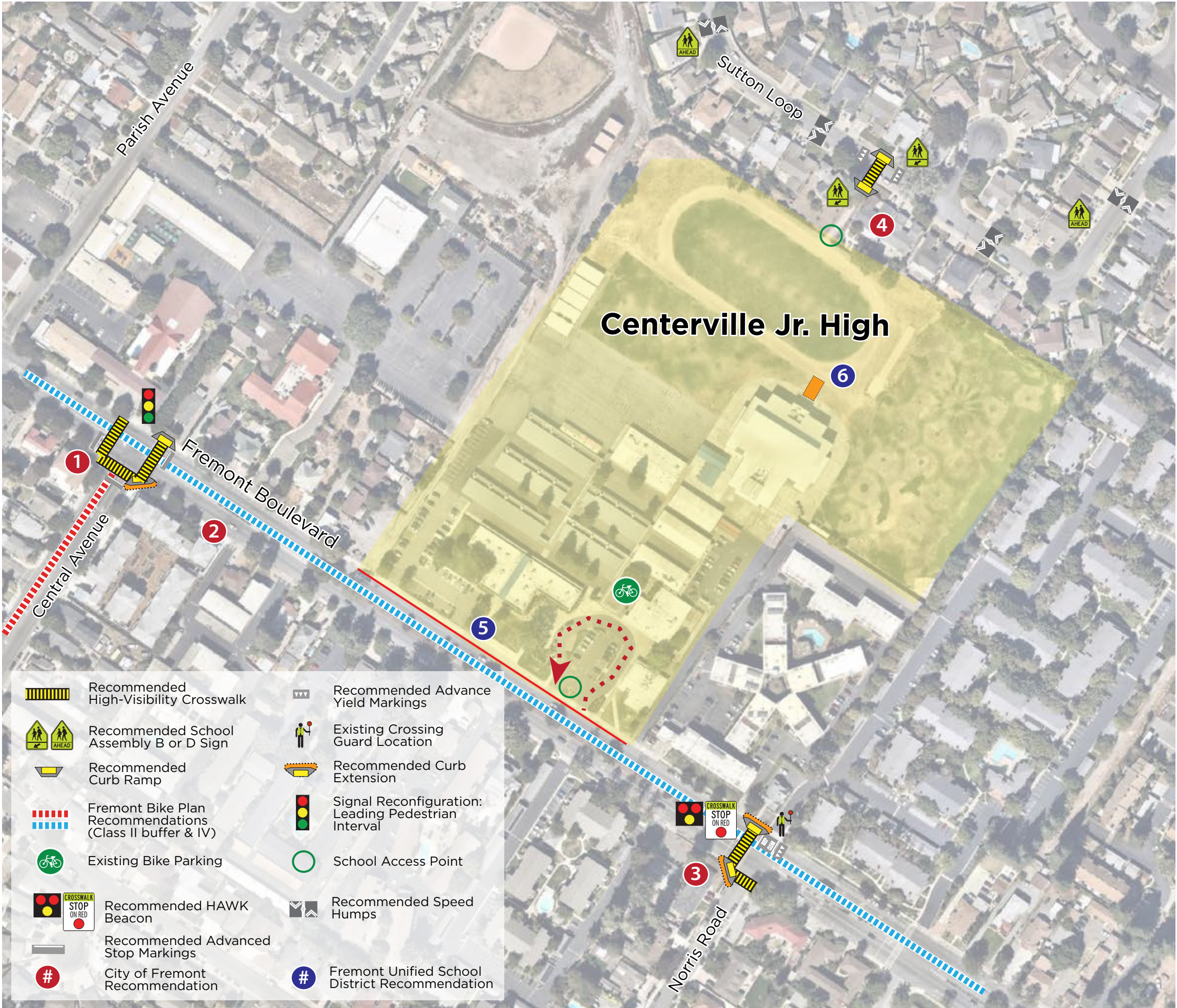
Traffic Safety Improvements - All Recommendations

<i>City of Fremont Recommendations (Without Optional Items)</i>	<i>Total</i>	\$503,900
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$11,200
All Recommendations	Total	\$515,100
<i>City of Fremont Recommendations (With Optional Items)</i>	<i>Total</i>	\$527,900
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$11,200
All Recommendations	Total	\$539,100

Centerville Junior High School Fremont DRAFT

Safe Routes to Schools Improvement Plan

Site Assessment held November 2017



- 1 Central Avenue/Fremont Boulevard**
 - Install high visibility crosswalk across Fremont Boulevard at the south approach with advance stop markings (will require partial median removal)
 - Upgrade the existing transverse crosswalks at the west and north approaches to high visibility
 - Install a curb extension at the southwest corner
 - Consider reconfiguring signal to add leading pedestrian interval
- 2 Fremont Boulevard**
 - Install proposed Class IV separated bikeways
- 3 Fremont Boulevard/Norris Road**
 - Install "Keep Clear" and advance yield pavement markings around crosswalk across Fremont Boulevard
 - Refresh high visibility crossing across Fremont Boulevard
 - Install high visibility crosswalk across northern approach of Norris Road
 - Install curb extensions at the northwest and northeast corners
 - Install a HAWK beacon (pedestrian hybrid signal)
- 4 Sutton Loop**
 - Install speed humps (or other traffic calming) on Sutton Loop to slow vehicle speeds
 - Install wayfinding signage directing students and families to school access path
 - Install a high visibility crosswalk with curb ramps to improve access to school path from the north side of the street. School Assembly B signs should also be installed at the crossing and School Assembly D signs in advance of the crossing
 - Install advance yield markings
- 5 Fremont Boulevard**
 - Refresh red paint in "No Stopping" zone on Fremont Boulevard along school frontage
- 6 Field Path**
 - Create a small path to link the track/field to school buildings. This is an important link for students accessing the school from Sutton Loop

	Recommended High-Visibility Crosswalk		Recommended Advance Yield Markings
	Recommended School Assembly B or D Sign		Existing Crossing Guard Location
	Recommended Curb Ramp		Recommended Curb Extension
	Fremont Bike Plan Recommendations (Class II buffer & IV)		Signal Reconfiguration: Leading Pedestrian Interval
	Existing Bike Parking		School Access Point
	Recommended HAWK Beacon		Recommended Speed Humps
	Recommended Advanced Stop Markings		City of Fremont Recommendation
	Fremont Unified School District Recommendation		

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.