

# **Fremont Adult School**

## **Existing Conditions Summary**

January 2019

Prepared by Alta Planning + Design



# Fremont Adult School

A School Safety Assessment (SSA) was conducted at Fremont Adult School during the morning on Wednesday, March 14, 2018. The assessment was attended by representatives from the City of Fremont, Alta Planning + Design, and Fremont Adult School Staff.

## School Information

Address	4700 Calaveras Ave, Fremont, CA 94538
Morning Bell(s)	N/A
Afternoon Bell(s)	N/A
Grade Levels	Adult
School Type (neighborhood or magnet)	Adult Education Centers
Does the school have bike racks? What is the capacity? Is it secure bike parking?	Yes, Fremont Adult School has bike parking. The parking is not located in a secure area.
On a typical day, what percentage of racks are used?	Capacity: 20 bikes
How do school and transit buses interact with the school?	Paratransit and City of Fremont buses access back parking lot. Some students take AC Transit.
Does the school have special pick-up/drop-off policies/procedures?	No

The Fremont Adult School is located off of Calaveras Avenue between Sutton Drive and Wilford Street. Fremont Adult School provides education and support services to adult learners pursuing job training, college pathways, and career advancement, including adults with disabilities. Although, not formally part of the Fremont Adult School, the school shares a campus with buildings for other programs serving both youth and young adults, including Kidango Daycare, Circle of Independent Learning (COIL) School, and the Fremont Unified Young Adult Program.

In 2011, there was a minor pedestrian-involved collision on Calaveras Avenue by the North Entrance. Within a quarter-mile there were also two pedestrian-involved and two bicycle-involved collisions between 2011 and 2016.

## Existing Conditions

The following existing conditions were observed or reported by participants during the safety assessment.

### 1. Logan Drive and Calaveras Avenue

- ◆ There are bus stops for Line 200 on Mowry Avenue at Logan Drive. Those taking transit to the campus from this stop walk down Logan Drive and cross at the Logan Drive/Calaveras Avenue intersection.
- ◆ The intersection currently has two transverse crosswalks on the north and west approaches.

### 2. Calaveras Avenue and East Entrance

- ◆ Most people driving to the Fremont Adult School access the north parking lot through the North Entrance. Many turn left on Calaveras Avenue from Logan Drive and take a left into this entrance.
  - Cars sometimes back up while queuing to turn left. Participants observed the queue of cars grew up to five cars long.
- ◆ The driveway is currently two-way, with one lane going into the lot and a left-turn and right-turn lane exiting the lot.
- ◆ The neighboring property to the north has a fence at the edge of their property that impedes visibility of cars exiting the school.
  - Participants observed cars had to roll forward past the stop bar and into the sidewalk to see oncoming traffic.



*One entry lane and a left and right turn exit lanes at East Entrance.*

### 3. East Parking Lot

- ◆ Drivers were observed traveling slower in areas with existing speed humps, but increased speed in the straightaways in the north side of the lot without them.



*Past the speed humps in the North Parking Lot, cars were observed speeding.*

#### 4. On Campus Bike Parking

- ◆ The main bike rack on campus is located next to a shed within the North Parking lot. This bike rack was empty on the day of observation.
- ◆ Participants observed bikes locked to railings and signposts at different locations throughout campus.



*Left: Bikes were observed locked to poles and signposts.*

*Right: The largest bike rack is located behind a shed in the North Parking Lot.*

## 5. Central Walkway

- ◆ People walking to the buildings toward the east of the campus were observed using the central walkway that divides the North and South Parking Lots.
- ◆ The two crosswalks connecting the central median to the buildings are marked as high visibility crossings, but not raised. One participant noted that they observe people backing up through the crosswalk.



*Left: Central Walkway connects front and rear buildings.*

*Right: The two crosswalks that currently connect pedestrians using the central walkway between front to rear buildings.*

## 6. Accessible Parking Spots

- ◆ The buildings for the Adults with Disabilities Program are next to Fremont Unified Young Adult Program that works with youth with disabilities. Both programs have a high need for designated accessible parking spaces for students who have special mobility needs.
- ◆ Attendees noted that accessible parking spaces were often full when needed, and vans with students have a greater to walk.



*Left: The accessible parking shared with the Adults with Disabilities Program and Young Adult Program.*

*Right: Parking spots in front of Young Adults Program.*

## 7. South Parking Lot

- ◆ The South Entrance is mainly one way, except for vehicles entering and exiting the Custodial Parking lot.



*The exit to the South Parking Lot.*

## 8. Calaveras Avenue and South Entrance

- ◆ People walking were observed crossing Calaveras Avenue along the sidewalk of the South Entrance to enter the school or one of the many nearby uses. The team observed that cars yielded to pedestrians crossing.

## Recommendations

Recommendations to improve infrastructure or operations surrounding Fremont Adult 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 the Fremont Adult School to improve traffic safety and encourage bicycling, walking, and transiting to school.

### Policy & Program Recommendations

- ◆ Distribute Recommended Walk/Bike/Transit Maps to students in an effort to promote walking, biking, and taking transit to school on suggested routes. Safety tips are also included on these maps to promote good behavior among bicyclists, pedestrians, and drivers. SR2S resources would be very useful in creating these documents.
- ◆ Work with students 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.
- ◆ The July 2018 Bicycle Master Plan for Fremont proposes a Class IV along Mowry Avenue. Promote bicycling from the Fremont BART Station as a potential mode to the school.

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**Fremont School Traffic Safety Assessment**  
**Fremont Adult School**  
**Preliminary Cost Estimate**

Alta Planning + Design

9/25/2018

**Traffic Safety Improvements - City of Fremont Recommendations**

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$400	\$400	
2	Traffic Control	1	LS	\$200	\$200	
3	High Visibility Crosswalk	2	EA	\$2,000	\$4,000	
<b>SubTotal Items</b>					<b>\$4,600</b>	
				CONSTRUCTION CONTINGENCY	20%	\$900
<b>Total</b>					<b>\$5,500</b>	

**Traffic Safety Improvements - Fremont Unified School District Recommendations**

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$23,100	\$23,100	
2	Traffic Control	1	LS	\$11,600	\$11,600	
3	High Visibility Crosswalk	1	EA	\$2,000	\$2,000	
4	Arrow Pavement Markings	5	EA	\$400	\$2,000	
5	Diagonal Parking Striping	1	LS	\$500	\$500	
6	Misc. Parking Striping	1	LS	\$800	\$800	
7	Curb Ramp Improvement	2	EA	\$6,000	\$12,000	
8	Concrete Pedestrian Path or Sidewalk	9,000	SF	\$20	\$180,000	
9	Bike SPA (Secured Parking Area)	1	LS	\$15,000	\$15,000	
10	Speed Humps	3	EA	\$6,000	\$18,000	
11	Signage Allowance for Sign Replacements	1	LS	\$1,000	\$1,000	
<b>SubTotal Items</b>					<b>\$266,000</b>	
				CONSTRUCTION CONTINGENCY	20%	\$53,200
<b>Total</b>					<b>\$319,200</b>	

**Traffic Safety Improvements - All Recommendations**

<i>City of Fremont Recommendations</i>	<i>Total</i>	<i>\$5,500</i>
<i>Fremont Unified School District Recommendations (without Optional Items)</i>	<i>Total</i>	<i>\$319,200</i>
<b>All Recommendations</b>	<b>Total</b>	<b>\$324,700</b>

# FREMONT ADULT SCHOOL, FREMONT

## Safe Routes to Schools Improvement Plan

Site Assessment held MARCH 2018

- 1 Logan Drive/Calaveras Avenue**  
- Replace transverse crosswalks with high visibility crosswalks on the east and south approach of the Logan Drive/ Calaveras Avenue intersection.
- 2 Calaveras Avenue/East Entrance**  
- Install high visibility crosswalk across staff parking lot and install curb ramps.  
- Stripe previous right turn lane as no parking zone to improve sight lines when exiting.  
- Improve pedestrian pathway adjacent to school building.
- 3 North Parking Lot**  
- Install speed humps on eastern straightaway to slow vehicle traffic.
- 4 On Campus Bike Parking**  
- Install secure bike parking in visible locations.
- 5 Central Walkway**  
- Consider widening central walkway to create a multi-use path for people walking and biking to be able to access the rear buildings with greater separation from cars.
- 6 South Boundary of Parking Lot**  
- Designate accessible parking spots for exclusive use by the Adults with Disabilities program, and the Young Adults Program, respectively.
- 7 South Parking Lot**  
- Consider converting parking spaces alongside building to be angled and converting drive aisle to be one way, with pavement arrow legends.
- 8 Campus-wide**  
- Replace and install signage and wayfinding signs to provide clear guidance to people walking, biking and driving of various buildings or destinations on-site. Also, at driveway entrances install signage directing visitors to on-site visitor parking.



- School Access Point
- Existing Bike Parking
- Existing Speed Bump
- Recommended Curb Ramp
- Recommended Raised Crosswalk
- Recommended Speed Bump
- Recommended High-Visibility Crosswalk
- Recommended Class I Shared-Use Path
- City of Fremont Recommendation
- Fremont Unified 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.