

**Grimmer School**  
**Fremont School Traffic Safety Assessment**  
**Technical Memo**

November 2017

Prepared by Alta Planning + Design



# Grimmer Elementary School

A Traffic Safety Assessment was conducted at Grimmer Elementary School during the morning arrival on Tuesday, November 14, 2017. The assessment was attended by representatives from the City of Fremont, Fremont Police Department, Alta Planning + Design, and Grimmer Elementary staff and parents.

## School Information

Address	43030 Newport Drive Fremont, CA 94538
Morning Bell(s)	8:30 AM/ 11:30 AM (K), 8:20 AM (1-6) 10:30 AM (TK)
Afternoon Bell(s)	11:50 AM/ 2:50 PM (K), 2:46 PM (1-6), 1:50 PM (TK)
Grade Levels	TK-6
Enrollment	476
School Type (neighborhood or magnet)	Student come from all over Fremont
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 35% Between ¼ and ½ mile (5- to 10-minute walk): 20% Between ½ and 1 mile (10- to 20-minute walk): 25% Greater than 1 mile (more than 20-minute walk): 20%
Participating School in Alameda County Safe Routes to Schools?	No
Student Travel Mode Info (Percentage of students)	<b>School Estimate:</b> Walking: 5% Biking: 1% School bus: 1% Transit: 0% Carpool: 0% Family Vehicle: 93% Other: 0%
Does the school have bike racks? What is the capacity?	Yes, Grimmer Elementary has bicycle parking. Capacity: 20
How do school and transit buses interact with the school?	Buses are separated from parent pick-up and drop-off.
Does the school have special pick-up/drop-off policies/ procedures?	Students are either picked-up or dropped-off from the drop-off circle or by parents who park and walk.

Grimmer Elementary is located within a primarily residential neighborhood between Fremont Boulevard, Osgood Road, and Auto Mall Parkway. Between 2011 and 2014 there was one bicycle-involved collision that resulted in an injury within a 1/4 mile of the school on Fremont Boulevard and Delaware Drive, a main entrance route to the school. Parents and staff reported that within the last year there was a near-collision that occurred at the intersection of Delaware Drive and Newport Drive where a vehicle nearly collided with a student in the crosswalk.

## Existing Conditions

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

### 1. Delaware Drive

- ◆ Cars were observed turning onto Delaware Drive from Fremont Boulevard and speeding towards the intersection at Newport Drive.
- ◆ The width and striping on Delaware Drive varies but is mainly two lanes of traffic in each direction with room for curb parking. Delaware Drive has a separated landscaped median.
- ◆ The staff and parents remarked that parents often park on Delaware and nearby side streets and walk students to the school.

### 2. Monmouth Place/Newport Drive

- ◆ Students were observed walking on Newport Drive from the direction of Monmouth Place. There is currently no crosswalk across Monmouth Place at Newport Drive.

### 3. Delaware Drive/Newport Drive

- ◆ This intersection had a high volume of pedestrian and vehicle activity during the drop-off period. Students and parents were seen walking from Delaware Drive, the northern approach of Newport Drive, and from the Vedic Dharma Samaj Fremont Hindu Temple parking lot to cross at this intersection.
- ◆ The approach from Delaware Drive is too wide given current vehicle turning needs. A former left turn pocket has become yellow crosshatched area, but may still be confusing for drivers. In addition, the right hand lane widens to nearly 30 feet in front of the crosswalk, encouraging vehicle speeding.



*Long crossing distance and excessive pavement across Delaware Drive at the Newport Drive and Delaware Drive intersection.*

- ◆ Currently this intersection is a one-way stop, with a stop sign posted on the median and right-hand side of Delaware Drive. The right-side stop sign is obscured by trees and hedges. Pedestrian visibility at the intersection is hindered by parked cars.
- ◆ There is a transverse crosswalk at each approach. A crossing guard was at this location, and at intervals would pause vehicular traffic from all approaches to let pedestrians cross.
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*View of students crossing Newport Drive and Delaware Drive intersection looking east.*

#### 4. Newport Drive

- ◆ Newport Drive in front of the school property is narrow, with one narrow lane in each direction.



*View of narrow Newport Drive from school property looking west.*

- ◆ During the drop-off period, Newport Drive in front of the school was backed-up with cars from the Newport Drive and Delaware Drive intersection. This back-up made it difficult for cars and buses parked on the curb to exit and also difficult for cars to exit the adjacent Temple parking lot.

## 5. Drop-off loop

- ◆ The drop-off loop was not heavily used in the morning by parents. Staff indicated that it was more highly used in the afternoon.
- ◆ There is currently a “No Left Turn” sign at the exit of the drop-off loop. Some cars ignored this sign. Vehicles that turned right out of the parking lot would add to the back-up on Newport Drive from the Newport Drive and Delaware Drive intersection.



*No Left Turn and Right Turn Only signs visible from the drop-off loop exit.*

## 6. Timing

- ◆ Most of the drop-off activity around the school happened within the couple of minutes before and after the first bell at 8:30am. The staff noted that this most likely contributed to the fast speed of cars around the school property, as parents are rushing to get their students to school on time.

## Recommendations

Recommendations to improve infrastructure or operations surrounding Grimmer Elementary 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 Grimmer Elementary 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. SR2S resources would be very useful in creating these documents.
- ◆ 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.
- ◆ Join the Alameda County SR2S program and participate in educational events, including Bike Rodeos, Pedestrian Safety Rodeos, and the Rock the Block Assembly.
  - After joining the 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; encourage parents to use the relatively underutilized drop-off space along side streets off of Delaware Drive. In addition, encourage parents to leave their homes with more time in the morning to prevent high vehicle speeds around the school property.



**Fremont School Traffic Safety Assessment  
Grimmer Elementary 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	\$35,800	\$35,800	
2	Traffic Control	1	LS	\$35,800	\$35,800	
3	High Visibility Crosswalk	4	EA	\$2,000	\$8,000	
4	Curb Extension & Ramp	4	EA	\$40,000	\$160,000	
5	Class IV Bike Facility [Optional]*	1	LS	\$150,000	\$150,000	
6	Widen Concrete Sidewalks [Optional]	2,000	SF	\$20	\$40,000	
<b>ALTERNATIVE 1</b>						
<b>SubTotal Items (Optional Items Not Included)</b>					<b>\$239,600</b>	
				CONSTRUCTION CONTINGENCY	20%	\$47,900
<b>Total</b>					<b>\$287,500</b>	
<b>ALTERNATIVE 2</b>						
<b>SubTotal Items (Optional Items Included)</b>					<b>\$429,600</b>	
				CONSTRUCTION CONTINGENCY	20%	\$85,900
<b>Total</b>					<b>\$515,500</b>	

\*Cost may vary depended upon extents of facility

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

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$300	\$300	
2	Traffic Control	1	LS	\$300	\$300	
3	Sign and Post Assembly Removal [Optional]	3	EA	\$100	\$300	
4	Painted Curb Marking [Optional]	1	LS	\$3,000	\$3,000	
<b>SubTotal Items</b>					<b>\$3,900</b>	
				CONSTRUCTION CONTINGENCY	20%	\$800
<b>Total</b>					<b>\$4,700</b>	

**Traffic Safety Improvements - All Recommendations**

<i>City of Fremont Recommendations (Without Optional Items)</i>	<i>Total</i>	\$287,500
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$4,700
<b>All Recommendations</b>	<b>Total</b>	<b>\$292,200</b>
<i>City of Fremont Recommendations (With Optional Items)</i>	<i>Total</i>	\$515,500
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$4,700
<b>All Recommendations</b>	<b>Total</b>	<b>\$520,200</b>

# Grimmer Elementary Fremont

## Safe Routes to Schools Improvement Plan

Site Assessment held November 2017

- 1 Delaware Drive**
  - Replace transverse crosswalks on Delaware Avenue across Charleston Way and Roberts Avenue with high visibility crosswalks
  - Consider widening sidewalks between Newport Drive and Charleston Way to accommodate for higher pedestrian flow
  - Consider removing one travel lane in each direction and installing Class IV separated bikeways on Delaware Drive
- 2 Newport Drive/Monmouth Place**
  - Install high visibility crosswalk across Monmouth Place at the intersection with Newport Drive
- 3 Delaware Drive/Newport Drive**
  - Construct curb extensions at all approaches to shorten crossing distance and increase pedestrian visibility
  - Conduct a stop sign warrant study for an all-way stop at the Delaware Drive/Newport Drive intersection
  - Trim vegetation and move stop sign on Delaware Drive to increase visibility of sign from the road
- 4 Charleston Way/Continental Drive**
  - Install a yellow transverse crosswalk across Continental Drive at Charleston Way
- 4 Newport Drive**
  - Consider painting a red curb along Newport Drive in front of the school property
- 5 Drop Off Loop**
  - Consider removing "No Left Turn" and "Right Turn Only" signs from the parking loop exit to encourage vehicle flow away from the Delaware Drive/Newport Drive intersection



0 200 ft



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.

Improvements not to scale