

Leitch Elementary School

Existing Conditions Summary

January 2019

Prepared by Alta Planning + Design

Leitch Elementary School

A School Safety Assessment (SSA) was conducted at Leitch Elementary School during the morning arrival on Tuesday, March 20, 2018. The assessment was attended by representatives from the City of Fremont, Alta Planning + Design, and Leitch Elementary staff and parents.

School Information

Address	47100 Fernald St, Fremont, CA 94539
Bell Schedule	Morning Transitional Kindergarten/Kindergarten: 8:10-11:30 Afternoon Transitional Kindergarten/Kindergarten: 11:40-3:00 First & Second Grades: 8:20-2:30 Early Dismissal – First and Second Grades: 8:20-1:15
Grade Levels	Kindergarten-Second Grade
Enrollment	902
School Type (neighborhood or magnet)	Neighborhood School
Student Travel Mode Info (Percentage of students)	SR2S Hand Tally (Spring 2017): Walking: 29% Biking: 0% School bus: 1% Transit: 0% Carpool: 26% Family Vehicle: 42% Other: 2%
Does the school have bike racks? What is the capacity? Is it secure bike parking?	Yes, there is non-secure bicycle parking in the central courtyard, with capacity for around 10 bicycles.
On a typical day, what percentage of racks are used?	On an average day, the bike racks are typically unused.
How do school and transit buses interact with the school?	No school buses serve Leitch Elementary.
Does the school have special pick-up/drop-off policies?	The school has a drop off valet that is attended during pick-up and drop-off hours.

Leitch Elementary is located on Fernald Street nearby to E. Warren Avenue. The school is adjacent to the Warm Springs Community Park. Leitch Elementary serves kindergarten through second grade students, and Warm Springs Elementary (located half a mile away) serves grades 3-6. School staff reported that parents often have children attending both Leitch Elementary and Warm Springs Elementary.

Between 2012 and 2017, there were three pedestrian-involved and one bicycle-involved collisions within a quarter mile of the school. One pedestrian-involved collision occurred on Fernald Street near the entrance of the drop-off valet. The three other collisions (two pedestrians, one bicycle) occurred on E. Warren Avenue between Fernald Street and Bradley Street.

Existing Conditions

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

1. Fernald Street

- ◆ Parents were observed parking on either side of Fernald Street and walking with their child to school. When students exited parked vehicles, they would often exit into travel lane.
- ◆ During drop-off time, there is a high volume and backup of cars on Fernald Street.
- ◆ The sidewalks on both sides of Fernald Street are narrow, just wide enough for two people.



Parents walk with students along Fernald Street.

2. Hackamore Lane/Fernald Street

- ◆ There is a crossing guard stationed at the unsignalized intersection of Fernald Street and Hackamore Lane.
- ◆ During the morning of the assessment, there was heavy pedestrian traffic and cars often had to wait for groups of pedestrians to finish crossing. Vehicles would sometimes creep into the intersection, encroaching on the crosswalk to try to break the flow of pedestrians.
- ◆ The heavy flow of traffic through Fernald Street and Hackamore Lane prevent vehicles from traveling at high speeds.

3. Fernald Street Valet Entrance

- ◆ There is no sidewalk on the east side of Fernald Street from E. Warren Avenue until the valet access point. The current paved area is narrow, with large cracks and protrusions that create an uneven walking surface.
 - This is especially problematic given the high volume of people walking.
- ◆ There is a pedestrian and vehicle conflict at the valet entrance point on Fernald Street: pedestrians are trying to cross the driveway on the sidewalk to access the school, while parents are making a left or right turn into the valet drop-off loop. On the day of the assessment, there was a volunteer who was standing at the valet access point on Fernald Street.



Left: No sidewalk and poor pavement conditions on Fernald Street near the intersection with E. Warren Avenue.

Right: The narrow sidewalk on Fernald Street along the school frontage.

4. E. Warren Avenue/Fernald Street

- ◆ Many families use this intersection to cross E. Warren Avenue.
- ◆ Participants noted the long crossing distance across E. Warren Avenue (approximately 75 feet). It was observed that some parents began crossing with little time left in the pedestrian countdown phase.
- ◆ There is a crossing guard stationed at the northeast corner of the intersection that facilitates students crossing from the neighborhood north of E. Warren Avenue.

- ◆ The crossing guard places orange cones at the northwest corner of the intersection to reduce the curb radius and to try to prevent cars speeding around the corner.
- ◆ The crossing guard arrives 10 minutes before the Leitch Elementary starting bell but is not on duty for students crossing to get to Warm Springs Elementary, which has an 8:10am start time.
- ◆ One parent noted that her older son at Warm Springs Elementary had been hit when crossing E. Warren Avenue at this intersection.



The crossing guard at the E. Warren Avenue/Fernald Street intersection.

- ◆ The northwest corner of the intersection has a wide corner radius; cars turning right from southbound Fernald Street do not always slow or stop appropriately before turning onto E. Warren Avenue.

5. Fernald Street School Frontage

- ◆ The crosswalks closest to the school entrance are at Fernald Street/E. Warren Avenue, and at Fernald Street/Hackamore Lane.
- ◆ Parents who parked in between E. Warren Avenue and Hackamore Lane on Fernald Street most often would cross with their child outside of a crosswalk location.
- ◆ Parents sometimes used the two speed humps in front of the school as a crosswalk.

6. Student Valet Drop-off Loop

- ◆ Vehicles enter the valet loop on Fernald Street and exit on E. Warren Avenue. Safety assessment participants observed that the attended drop-off was largely effective; the long curb frontage and well-trained volunteers facilitated multiple cars unloading students at the same time.

7. E. Warren Avenue Valet Loop Exit

- ◆ There is signage instructing vehicles leaving the valet to make a right onto E. Warren Avenue; this is supplemented by cones that channel outbound vehicles to turn right only.
- ◆ School Safety Assessment participants noted that they observed about 10 percent of cars making a left onto E. Warren Avenue. This movement backed up the drop-off loop, as the car turning left onto E. Warren Avenue have to wait for an opening in traffic.

8. E. Warren Avenue near Bradley Street

- ◆ Vehicles were observed turning right out of the drop-off valet onto E. Warren Avenue and then queuing in the left lane to make a U-turn near the intersection with Bradley Street.
 - The large volume of cars making this movement resulted in a long queue, sometimes 15 cars long.
- ◆ The City has installed in-street pedestrian signage as an interim measure before Rectangular Rapid Flashing Beacons will be installed.
- ◆ Assessment participants observed that vehicles trying to make a U-turn past this crosswalk would drive into the bike lane to avoid hitting the sign paddles.
- ◆ Parents were observed dropping off students on E. Warren Avenue just east of the valet exit.
 - Parents would often double park, obstructing other cars trying to exit out of the valet drop-off.
- ◆ SSA participants noted that there are no “No Parking” signs along E. Warren Avenue between Fernald Street and the drop-off exit point.



A family crossing E. Warren Avenue near Bradley Street as vehicle makes a U-turn.

9. Leitch Elementary Back Access (Warm Springs Community Park)

- ◆ Some families enter campus through an access gate from Warm Springs Community Park.
- ◆ Several families parked in the Warm Springs Community Center parking lot and walked to this gate. This was a recommendation strategy in the Warm Springs Elementary improvement plan.
- ◆ Safety assessment participants did not see any participants entering from Havasu Street.
- ◆ Participants noted that this back-entrance gate works best with students who have classrooms in the rear of the campus.

10. Fernald Street/Pontiac Way

- ◆ This intersection becomes congested with families walking and driving as it is a route for both Warm Springs Elementary and Leitch Elementary attendees.
- ◆ Additional recommendations were provided for this intersection as part of the Warm Springs Elementary improvement plan.

11. On Campus

- ◆ There is a small bike rack within the inner courtyard with capacity for about 10 bikes. The bike rack is not in a secure location.



The bicycle parking in the inner courtyard.

Recommendations

Recommendations to improve infrastructure or operations surrounding Leitch 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 Leitch Elementary School to improve traffic safety and encourage bicycling and walking 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.
- ◆ Many parents drop off and pick up students at both Leitch Elementary and Warm Springs Elementary. Consider organizing a walking school bus with supervising parents or community members so that parents can drop off and pick up their students at one location instead of two locations. Warm Springs Community Park would serve as a centralized location.
- ◆ Participate in more SR2S events, including Bike Rodeos, Pedestrian Safety Rodeos, and the Rock the Block Assembly. The Rock the Block Assembly features singing, dancing, comedy and lessons about safely walking and bicycling to and from school.
- ◆ 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 parking along side streets off of Fernald Street.



Sign-In Sheet

PROJECT Fremont School Traffic Safety Assessments

SUBJECT Leitch Elementary

DATE March 20, 2018

Name	Organization/Affiliation	Email Address
Carrie Gilstrap	Parent	carriegilstrap@gmail.com
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**Fremont School Traffic Safety Assessment
Leitch Elementary 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	\$124,000	\$124,000	
2	Traffic Control	1	LS	\$62,000	\$62,000	
3	High Visibility Crosswalk	6	EA	\$2,000	\$12,000	
4	Curb Extension & Ramp	6	EA	\$60,000	\$360,000	
5	Concrete Pedestrian Path or Sidewalk	16,000	SF	\$20	\$320,000	
6	Concrete Median	200	LF	\$100	\$20,000	
7	Road Diet on Warren Ave	1	LS	\$450,000	\$450,000	
8	Crossing Guard Warrant Study	1	LS	\$4,000	\$4,000	
9	Signal Modification (Leading Pedestrian Interval & Signal Update)	1	EA	\$70,000	\$70,000	
10	All Way Stop Intersection and Study	1	EA	\$4,000	\$4,000	
SubTotal Items					\$1,426,000	
				CONSTRUCTION CONTINGENCY	20%	\$285,200
Total					\$1,711,200	

Traffic Safety Improvements - Fremont Unified School District Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$1,500	\$1,500	
2	Traffic Control	1	LS	\$1,500	\$1,500	
3	Painted Curb Marking	1	LS	\$800	\$800	
4	Bike SPA (Secured Parking Area)	1	LS	\$15,000	\$15,000	
SubTotal Items					\$18,800	
				CONSTRUCTION CONTINGENCY	20%	\$3,760
Total					\$22,560	

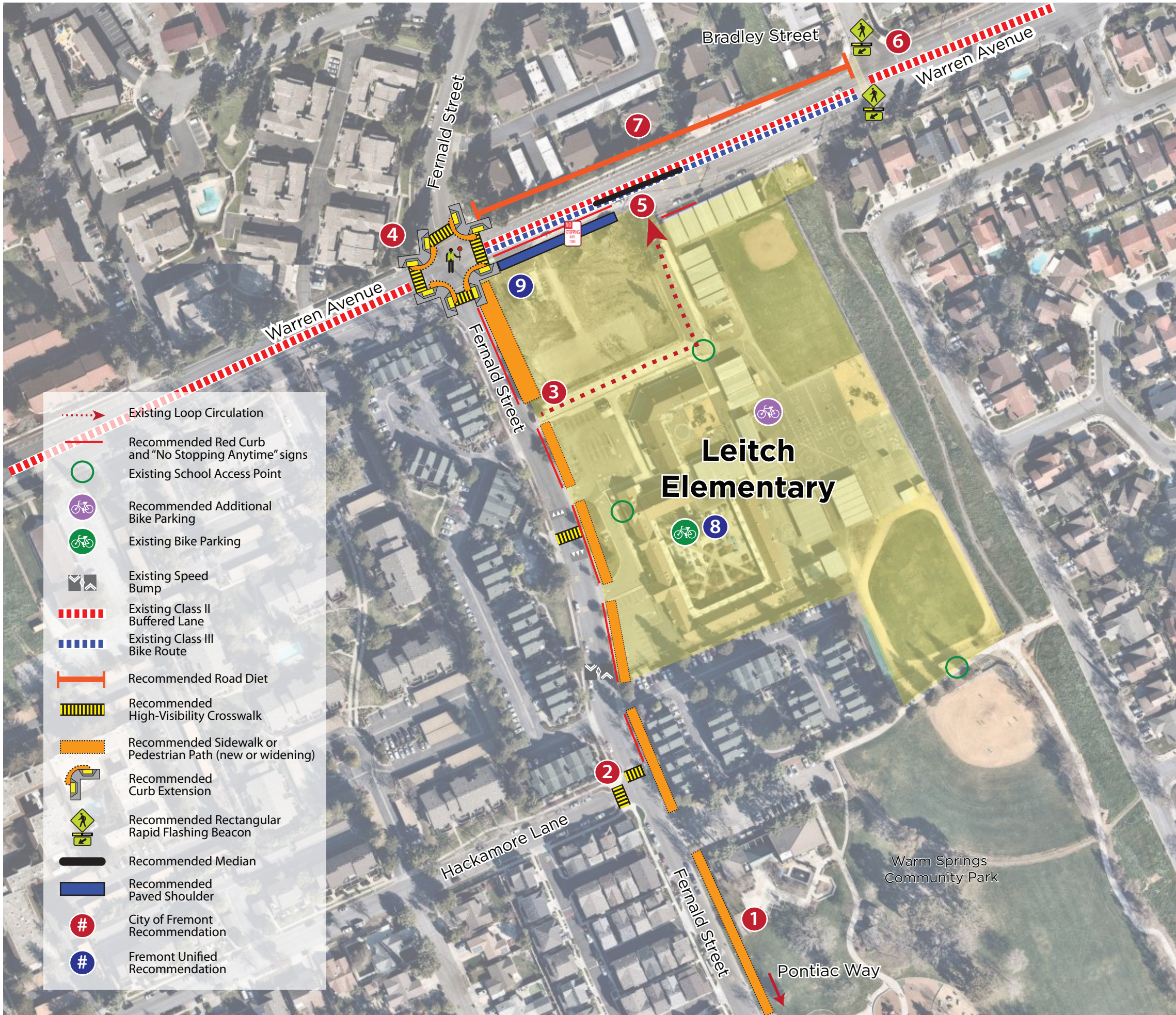
Traffic Safety Improvements - All Recommendations

<i>City of Fremont Recommendations</i>	<i>Total</i>	\$1,711,200
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$22,560
All Recommendations	Total	\$1,733,760

Leitch Elementary, FREMONT

Safe Routes to Schools Improvement Plan

Site Assessment held MARCH 2018



- 1 Fernald Street**
 - Widen sidewalks on the east side of Fernald Street south of Leitch Elementary frontage to Pontiac Way.
 - Study locations for a potential mid-block crossing of Fernald Street between Warren Avenue and Hackamore Lane.
- 2 Hackamore Lane/Fernald Street**
 - Install high visibility crosswalks across Hackamore Lane and north side of Fernald Street.
 - Conduct stop sign warrant analysis at intersection to identify if three-way stop is appropriate.
- 3 Fernald Street Valet Entrance**
 - Install sidewalk or on-street separated pedestrian path on east side of Fernald Street between valet entrance and Warren Avenue. Consider narrowing travel lanes to provide pedestrian area.
- 4 Warren Avenue/Fernald Street**
 - Remove free right turn lane from eastbound Warren Avenue on to Fernald Street.
 - Install curb extensions at all corners of the Warren Avenue/Fernald Street intersection.
 - Install high visibility crosswalks on each approach.
 - Study and if necessary, adjust pedestrian phase signal timing across Warren Avenue. Consider Leading Pedestrian Interval to increase pedestrian visibility.
 - Explore the opportunity to extend the crossing guard's shift earlier to also facilitate crossings of Warm Springs Elementary students.
 - Update traffic signal system, striping, and signage.
- 5 Warren Avenue/Valet Exit**
 - Install concrete median on Warren Ave on either side of valet exit to prevent left turns onto Warren Avenue.
 - Consider paving shoulder on Warren Avenue west of valet exit to provide extra space for people biking.
 - Install R26S "No Stopping Any Time" Signage along shoulder.
- 6 Warren Avenue/Bradley Street**
 - Install Rectangular Rapid Flashing Beacons and remove in street pedestrian signage. [Project to be completed in 2018].
 - Consider installing curb extensions on both sides of the crosswalk to shorten crossing distance.
- 7 Warren Avenue**
 - Install a road diet on Warren Avenue between Yakima Drive and Fernald Street for lane reduction from 5 lanes to 3 lanes in order to slow traffic speeds. Existing parking lanes, bike lanes, and buffer remain.
- 8 On Campus**
 - Install updated secure bike parking that is accessible for parents and teachers
 - Install additional secure bicycle parking
- 9 Fernald Street/Warren Avenue Red Curb**
 - Install red curb on east side of Fernald Street between valet entrance and Warren Avenue
 - Designate a red curb area on Warren Avenue east of valet exit to assist vehicles exiting valet



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.