

# **Maloney Elementary School Existing Conditions Summary**

January 2019

Prepared by Alta Planning + Design



# Maloney Elementary School

A School Safety Assessment (SSA) was conducted at Maloney Elementary School during the morning arrival on Thursday, April 26 2018. The assessment was attended by representatives from the City of Fremont, Alta Planning + Design, and Maloney Elementary staff.

## School Information

Address	38700 Logan Dr, Fremont, CA 94536	
Morning Bell(s)	Transitional Kindergarten/Kindergarten: 8:10-11:30 AM First-Sixth Grades: 8:30 AM	
Afternoon Bell(s)	Transitional Kindergarten/Kindergarten: 3:00 PM First-Sixth Grades: 2:57 PM Shortened Days: First-Third Grades: 1:04 PM, Fourth-Sixth Grades: 1:09 PM	
Grade Levels	Transitional Kindergarten - Sixth Grade	
Enrollment	573	
School Type (neighborhood or magnet)	Neighborhood with some students commuting in from other school boundary areas.	
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 15% Between ¼ and ½ mile (5-10-minute walk): 20% Between ½ and 1 mile (10 to 20-minute walk): 50% Greater than 1 mile (more than 20-minute walk): 15%	
Student Travel Mode Info (Percentage of students)	<b>School Estimate:</b>  Walking: 10% Biking: 5% School bus: 10% Transit: 0% Carpool: 50% Family Vehicle: 25% Other:	<b>Recent SR2S Hand Tally Data (Spring 2017):</b>  Walking: 24% Biking: 3% School bus: 3% Transit: 0% Carpool: 26% Family Vehicle: 43% Other: 1%
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, approximate capacity for 50 bikes. The rack is outside the school yard fence in an unsecure area. About 5-10 bikes are using the racks on an average day.	

How do school and transit buses interact with the school?	There are AC transit buses that service Mowry Avenue several blocks from the school. No students were observed taking transit. There are also several school buses that service the school.
Does the school have special pick-up/drop-off policies/procedures?	Buses drop off and pickup on Logan Drive. Private vehicles must use the loop or parents can park and walk to the school.

Maloney Elementary School is located in the Glenmoor neighborhood of Fremont. The school is bordered on the south by Logan Drive which is the main access point and is bordered by single-family homes to the east, west, and north of the campus. There is also a trail access point from the rear of the school campus from Kimbro Street which some parents use for picking up or dropping off students. To the east on Richmond Avenue, there is a gate that could be used as well for access to the school campus from the northeast but is currently locked and would need trail improvements and changes to the fence line to be usable for the school. Most drop off and pickups occur on Logan Drive, either via the loop or parents park and walk to pickup their children. Some students are also dropped off and picked up by school buses which have a designated loading zone along Logan Drive.

**Existing Conditions**

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

1. Logan Drive and Drop-off Loop

- ◆ Logan Drive is the main frontage of the school and where a majority of drop offs and pickups occur. Some parents also park down the street and walk to pick up students at the access point by the staff parking lot.
- ◆ There is a loop accessible via Logan Drive and vehicles queue up on the northern side of Logan Drive from the school to turn right into the loop. Left turns approaching from the southbound lane are discouraged by school staff into the drop-off loop. The entrance to the loop is usually staffed by the school principal to discourage left turns into the loop. Left turns exiting the drop-off loop are also discouraged and blocked using a swing gate that is closed during pickup and drop-off hours as well as signage. During the assessment there were only a few parents that attempted to make a left turn into the loop.
- ◆ The loop is also staffed to ensure students do not cross through traffic while vehicles are moving and to manage the queue.
- ◆ There is a designated school bus loading zone along Logan Drive in front of the staff parking lot, to the south of the school loop entrance. When buses are loading, the travel lane is blocked by queueing vehicles. When buses are not present, vehicles are able to queue up in the parking lane, allowing for passing traffic. Typically, there is one large bus and two smaller buses that load in this location.
- ◆ The queue of vehicles to enter the loop sometimes extends all the way to Mowry Avenue.
- ◆ There are speed bumps on Logan Drive on either side of the loop that are currently marked with non-CA MUTCD compliant striping.



- ◆ Site assessment participants noted that some parents crossed Logan Drive in front of the school outside of marked crossings to get to their parked vehicles.
- ◆ During pickup time, vehicle speeds were observed to be following the speed limit.



*Swing gate at exit of drop-off loop discouraging left turns.*



*Maloney principal stationed at loop entrance to control vehicle flow.*



*Designated bus zone with queue of vehicles waiting to enter the loop.*

## 2. Logan Drive/Richmond Avenue

- ◆ This intersection is marked by transverse crosswalks both across Logan Drive and Richmond Avenue and have proper signage. A crossing guard is stationed at this crosswalk, mostly assisting crossings of Logan Drive.
- ◆ The crosswalk ramp on the north side of Logan Drive has a utility pole in the middle of the ramp.



- ◆ This is a heavily used crosswalk and queued vehicles were conscious to not block pedestrian's ability to cross.



*Students crossing Logan Drive with help of crossing guard at intersection of Richmond Avenue*

### 3. Rear Entrance at Kimbro Street

- ◆ At the north end of the school campus there is a dirt path from Kimbro Street through the school's fields. Some parents use this access point to pickup students, parking along the neighborhood streets and walking onto campus to meet their children.
- ◆ Most pedestrians used the northern side of Kimbro Street and walked east toward Garland Drive to get to their vehicles.
- ◆ There is a marked crosswalk with ladder pavement markings crossing Kimbro Street but only the school side of the crossing has a ramp. Crossings along Kimbro Street to the east and west of the path entrance are marked with transverse pavement markings.
- ◆ There are five bollards placed at the entrance to the path. Participants observed that this could make it difficult for people biking to access the trail and school.





*Parents using the dirt path to access the rear of the school and pickup students.*



*Bollards at entrance to path and rear access point.*

## **Recommendations**

Recommendations to improve infrastructure or operations surrounding Maloney Elementary 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 Maloney 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. Similarly, Walking School Buses and Bike Trains can be established with the same type of coordination.
- ◆ 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 park and walk.



Sign-In Sheet

PROJECT Fremont School Traffic Safety Assessments

SUBJECT Maloney Elementary School

DATE April 12, 2018

Name	Organization/Affiliation	Email Address
CONNIE STENGL		CONNIE2617@aol.com
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**Fremont School Traffic Safety Assessment  
Moloney 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	\$2,260	\$2,260	
2	Traffic Control	1	LS	\$1,130	\$1,130	
3	High Visibility Crosswalk	3	EA	\$2,000	\$6,000	
4	Speed Hump Pavement Markings (Renew)	3	EA	\$500	\$1,500	
5	Sign and Post Assembly	2	EA	\$500	\$1,000	
6	Painted Curb Marking	1	LS	\$500	\$500	
7	Curb Ramp Improvement	2	EA	\$6,000	\$12,000	
8	Steel Bollards	2	EA	\$800	\$1,600	
<b>SubTotal Items</b>					<b>\$25,990</b>	
				CONSTRUCTION CONTINGENCY	20%	\$5,200
<b>Total</b>					<b>\$31,190</b>	

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

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$7,200	\$7,200	
2	Traffic Control	1	LS	\$3,600	\$3,600	
3	Bike SPA (Secured Parking Area)	1	LS	\$15,000	\$15,000	
4	DG Path	5,700	SF	\$10	\$57,000	
<b>SubTotal Items</b>					<b>\$82,800</b>	
				CONSTRUCTION CONTINGENCY	20%	\$16,600
<b>Total</b>					<b>\$99,400</b>	

**Traffic Safety Improvements - All Recommendations**

<i>City of Fremont Recommendations (Without Optional Items)</i>			<i>Total</i>	\$31,190
<i>Fremont Unified School District Recommendations</i>			<i>Total</i>	\$99,400
<b>All Recommendations</b>			<b>Total</b>	<b>\$130,590</b>



# Maloney Elementary School, Fremont

## Safe Routes to Schools Improvement Plan

Site Assessment held April 2018



- 1 Logan Drive**
  - Upgrade markings to match CA MUTCD standards on all existing speed bumps.
  - Extend red curb from loop exit until the next curb cut to discourage parking and help maintain visibility for vehicles exiting the loop.
  - Add timed "No Left Turn" signs to prevent left turns into the loop during pickup and drop-off times.
- 2 Logan Drive/Richmond Avenue**
  - Upgrade existing crosswalk markings to high visibility markings. [Scheduled to be completed as part of the 2018 Cape & Slurry Project].
- 3 Kimbro Street/Rear Path**
  - Upgrade existing crosswalk markings to high visibility markings.
  - Evaluate curb ramp location to determine if missing ramp can be installed or if crosswalk needs to be moved to accommodate curb ramps on both sides of the crosswalk.
  - Consider reconfiguring the bollards at the entrance to the path to accommodate bicycle traffic more comfortably.
- 4 Kimbro Street**
  - Upgrade the existing transverse crosswalks across Nagle Way and Richmond Avenue at Kimbro Street to high visibility crosswalks.
- 5 Bike Racks Near School Yard**
  - Relocate and add additional bike parking within school boundary fence or within more secure area on campus.
- 6 Rear Entrance Paths**
  - Consider upgrading surface of existing path to all-weather surface to reduce issues of flooding.

	School Access Point
	Existing Path
	Existing Crossing Guard Location
	Existing Bike Parking
	Existing Speed Humps to be repainted
	Recommended High-Visibility Crosswalk
	Recommended Advanced Yield Pavement Marking
	Recommended all-weather path
	Recommended Red Curb and "No Stopping Anytime" signs
	Recommended Crosswalk Ramp relocation
	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.