

Mission Valley Elementary School

Existing Conditions Summary

January 2019

Prepared by Alta Planning + Design

Mission Valley Elementary School

A School Safety Assessment (SSA) was conducted at Mission Valley Elementary School during the morning arrival on Tuesday, April 10, 2018. The assessment was attended by representatives from the City of Fremont, Fremont Police Department, Alta Planning + Design, and Mission Valley Elementary staff.

School Information

Address	41700 Denise St, Fremont, CA 94539
Morning Bell(s)	8:20 AM
Afternoon Bell(s)	Kindergarten: 2:45 PM Grades 1-3: 2:30 PM Grades 4-6: 2:45 PM Early Dismissal – All Grades: 1:10 PM
Grade Levels	Kindergarten-Sixth Grade
Enrollment	677
School Type (neighborhood or magnet)	Neighborhood, has enrollment area.
Students' Proximity to School (Percentage of students)	School Estimate Less than ¼ mile (5-minute walk): 17% Between ¼ and ½ mile (5-10-minute walk): 40% Between ½ and 1 mile (10 to 20-minute walk): 40% Greater than 1 mile (more than 20-minute walk): 7%
Student Travel Mode Info (Percentage of students)	Recent SR2S Hand Tally Data (Spring 2015): Walking: 33% Biking: 0% School bus: 0% Transit: 0% Carpool: 35% Family Vehicle: 33% Other: 3%
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, Mission Valley Elementary has bike parking. There is a parking capacity of 6 bikes. On day of safety assessment, 2 racks were used.
How do school and transit buses interact with the school?	School buses load and unload in separate bus loop. There is little transit use among Mission Valley students.

Does the school have special pick-up/drop-off policies/procedures?	The drop-off loop is right turn in and right turn out only.
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Mission Valley is located off of Denise Street and bound by the larger arterials of Driscoll Road, Paseo Padre Parkway, and Washington Boulevard. The enrollment area for the school pulls students from an area bounded on the west by Driscoll Road and Osgood Road, on the east by Paseo Padre Parkway, and on the south by Durham Road.

Between 2012 and 2017, there was one bicycle collision and one pedestrian fatality within a quarter mile of the school. The pedestrian fatality occurred at the intersection of Washington Boulevard and Olive Avenue.

Existing Conditions

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

1. Denise Street Crosswalk (located north of school parking lot)

- ◆ Many families crossed on the transverse crosswalk in front of the bus loop. The crosswalk striping closest to the school ends within the curb cut for the bus loop driveway exit.
- ◆ Vehicles often park behind the crosswalk on the south side of Denise Street, blocking a private driveway.
- ◆ Most vehicles exiting the drop-off loop yielded for parents and students in the crosswalk. School Safety Assessment (SSA) participants, did however, observe some vehicles who tried to speed up to avoid stopping for pedestrians in the crosswalk.
- ◆ Due to the high number of different vehicle turning movements, cars can back up at this intersection, leading to rushed driving behavior like failure to yield to pedestrians.



Left: Vehicle does not yield for parent entering the crosswalk.

Right: Cars often park very close to crosswalk in front of a residential driveway.

2. Drop-Off Loop

- ◆ The school sets up a system of cones around the drop-off loop and exit that encourages families driving to take a right into the drop-off loop and exit the loop to the right.
- ◆ If efficiently utilized, 10-12 cars can use the drop-off loop at a time.
- ◆ Student volunteers were at the drop-off loop during morning drop off. SSA participants observed that when student valet volunteers were present and opening doors, the drop-off loop worked efficiently. Student volunteers were mostly stationed at the front of the drop-off loop and drivers pulled up only as far as the student volunteers were posted.
- ◆ In summer 2018, new curb ramps were installed in the drop-off loop to improve accessibility.



Student volunteers open vehicle doors in the drop-off loop.

- ◆ There is one crosswalk in the drop-off loop near the loop's entrance. Student safety patrol volunteers used their "stop signs" to remind vehicles to yield to crossing families and students.
 - Students are not allowed to cross elsewhere in the parking lot except to access the handicap spaces.



A student safety patrol reminds vehicles to yield to families walking in the drop-off loop crosswalk.

3. Bus Loop

- ◆ SSA participants reported that two buses use the bus loop, located west of the drop-off loop.
- ◆ School staff reports that 4-6 buses drop off students at the school every day. As these buses exit the bus loop, they need to be able to turn both left and right dependent on their next stop.
 - Buses attempting to turn can cause traffic to backup along Denise Street as they wait for their opportunity.

4. Denise Street School Frontage

- ◆ SSA participants observed a few families crossing Denise Street in front of the school.
- ◆ A few parents parked on the school-side curb of Denise street.
- ◆ SSA participants did not observe a large volume of through vehicle traffic.
- ◆ SSA participants reported that parents routinely drop their children off in the street and the children run across. The school does issues “write ups” and sends out reminders not to do this behavior.
- ◆ The speed humps on Denise Street are currently marked with outdated pavement markings. School staff also reported the students and families sometimes use the speed humps as a crosswalk.
- ◆ School staff reported that drivers will routinely perform U-turns on Denise Street to avoid waiting in traffic.

5. Lockwood Avenue

- ◆ There was a steady stream of pedestrians walking along Lockwood Avenue on both sides of the street.
- ◆ Families were observed parking along Lockwood Avenue and walking into the school.
- ◆ Some families parked in front of residential driveways or dropped off their children while queued to enter the drop-off loop.
- ◆ SSA participants observed vehicles making U-turns from eastbound Lockwood Avenue so that they could enter the drop-off loop from the correct direction.

6. Denise Street/McKay Street

- ◆ Nearly 200 pedestrians were counted crossing the Denise Street/ McKay Street intersection during the morning drop-off period.
- ◆ On the day of the assessment, there were three volunteers assisting with pedestrian crossings; two assisting as crossing guards at the existing transverse crosswalks.
 - School staff reports that parent volunteers are not consistent and should not be considered a reliable option at this time.
- ◆ Occasionally, a vehicle turning left from McKay Street onto Denise Street would get stuck in between crossing guards stopping car traffic.
- ◆ A number of parents parked their vehicles on McKay Street and used this intersection along their route to Mission Valley Elementary.
 - These cars sometimes park too close to the intersection (despite cones and signs) which limits the visibility of pedestrians to other drivers.
- ◆ School staff reports that cars will also load/unload along McKay Street which causes additional delays near the intersection.
 - The curvature and terrain of McKay Street also limits visibility for a cars approaching Denise Street.

7. Lockwood Avenue/Chadbourne Drive

- ◆ The intersection has long crossing distances.
- ◆ SSA participants observed that cars would sometimes roll through stop sign at Lockwood Avenue/Chadbourne Drive.
- ◆ There were a couple of nears misses for pedestrians as cars turned left from Chadbourne Drive onto Lockwood Avenue.

Recommendations

Recommendations to improve infrastructure or operations surrounding Mission Valley 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 Mission Valley 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 student drop-off volunteers to teach them to stand closer to the end of the drop-off loop to encourage vehicles to use the full length of the passenger drop-off zone.
- ◆ 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. Work with parents to find a nearby location for students to walk together in an adult-supervised group. Families that live further away can park at the meeting spot and have their child walk with the group.
- ◆ 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 from nearby streets such as McKay Street and Erma Avenue. Remind parents not to park in front of residential driveways or to make U-turns on Denise Street and Lockwood Avenue.

**Fremont School Traffic Safety Assessment
Mission Valley Elementary School
Preliminary Cost Estimate**

Alta Planning + Design

12/18/2018

Traffic Safety Improvements - City of Fremont Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST
1	Mobilization	1	LS	\$4,100	\$4,100
2	Traffic Control	1	LS	\$2,050	\$2,050
3	High Visibility Crosswalk	7	EA	\$2,000	\$14,000
4	Advance Stop Markings	2	EA	\$100	\$200
5	Speed Hump Pavement Markings (Renew)	1	EA	\$500	\$500
6	Painted Curb Marking	1	LS	\$200	\$200
7	Sign and Post Assembly	5	EA	\$500	\$2,500
8	Curb Ramp Improvement	2	EA	\$6,000	\$12,000
9	Peak Hour Traffic Ount Study	1	EA	\$2,000	\$2,000
10	All Way Stop Intersection and Study	2	EA	\$6,000	\$12,000

SubTotal Items					\$49,550
				CONSTRUCTION CONTINGENCY	20% \$9,900
Total					\$59,450

Traffic Safety Improvements - Fremont Unified School District Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST
1	Mobilization	1	LS	\$30	\$30
2	Traffic Control	1	LS	\$15	\$15
3	Painted Curb Marking	1	LS	\$300	\$300

SubTotal Items					\$350
				CONSTRUCTION CONTINGENCY	20% \$70
Total					\$420

Traffic Safety Improvements - All Recommendations

<i>City of Fremont Recommendations</i>	<i>Total</i>	\$59,450
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$420
All Recommendations	Total	\$59,870

Mission Valley Elementary School, DRAFT Fremont

Safe Routes to Schools Improvement Plan

Site Assessment held April 2018



- 1 Denise Street Crosswalk**
 - Collect school peak hour traffic data at Denise Street/Erma Avenue & Denise Street/Exit Driveway.
 - Based on the aforementioned data, relocate the existing crosswalk across Denise Street.
- 2 Denise Street**
 - Restripe speed hump with CA MUTCD compliant striping
- 3 Denise Street/McKay Street**
 - Upgrade two existing transverse crossings to high-visibility crossings. Designate red curb or install "No Stopping Anytime" signs on the north and west approach to improve visibility of pedestrians in the crosswalk.
 - Install advanced stop pavement markings on the McKay Street approach.
 - Conduct a stop warrant analysis to look at feasibility of a three way stop at the intersection. If appropriate, install stop signs and advanced stop pavement markings on Denise Street and Lockwood Avenue approaches.
- 4 Chadbourne Drive/Lockwood Avenue**
 - Install high-visibility crosswalk and an advanced stop pavement marking on the northern leg of Lockwood Avenue.
 - Conduct a stop warrant analysis to look at feasibility of a four way stop at intersection. If appropriate, install stop signs and advanced stop pavement markings on Chadbourne Drive approaches.
- 5 Denise Street - Lockwood Avenue**
 - Install high visibility crosswalks at the southern approach at the Anderson Avenue and Carpenter Court and at the northern approach at Erma Avenue.
 - At the Erma Avenue approach, install a School Assembly B Sign.
 - On Denise Street, west of Emera Avenue, replace the existing school zone sign with School Assembly D Sign.
 - On Lockwood Avenue, east of McKay Street, install a School Assembly D Sign.
- 6 Denise Street Northern Driveway**
 - Install tactile warning surfaces at both sides of the loop-exit and bus/faculty parking lot driveway.
 - Place an additional tactile warning surface in the middle of the driveway (in front of the sidewalk area between the two uses) creating a pedestrian refuge area.
- 7 Valet Drop-off Exit Driveway**
 - Install right turn only signs at the valet exit driveway.
- 8 Denise Street**
 - Install red curb and "No Stopping Anytime" signs between the two drop-off loop driveways to maintain good sight distance, maintain orderly traffic movement along the frontage of the school, and encourage more walk and bikes trips at the main entry points to the school.

- School Access Point
- Existing Bike Parking
- Recommended High-Visibility Crosswalk
- Recommended Curb Ramp
- Recommended Stop Warrant Analysis
- Recommended Advanced Stop Pavement Marking
- Recommended Red Curb and "No Stopping Anytime" signs
- Recommended Restriping of Speed Hump
- Existing Loop Circulation
- Tactile Warning Surface
- Fremont Unified School District Recommendation
- City of Fremont Recommendation

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.