

Parkmont Elementary School Existing Conditions Summary

January 2019

Prepared by Alta Planning + Design

Parkmont Elementary School

A School Safety Assessment (SSA) was conducted at Parkmont Elementary School during the morning arrival on Wednesday, March 21, 2018. The assessment was attended by representatives from the City of Fremont, Alta Planning + Design, and Parkmont Elementary staff.

School Information

Address	2601 Parkside Dr, Fremont, CA 94536	
Morning Bell(s)	Kindergarten: 8:00 AM First-Sixth Grades: 8:20 AM	
Afternoon Bell(s)	Kindergarten: 2:50 PM First-Sixth Grades: 2:35 PM Early Dismissal: 1:20 PM	
Grade Levels	Kindergarten-Sixth Grade	
Enrollment	903	
School Type (neighborhood or magnet)	School has enrollment area.	
Students' Proximity to School (Percentage of students)	School Estimate: Less than ¼ mile (5-minute walk): 33% Between ¼ and ½ mile (5-10-minute walk): 33% Between ½ and 1 mile (10 to 20-minute walk): 33% Greater than 1 mile (more than 20-minute walk): 0	
Student Travel Mode Info (Percentage of students)	School Estimate: Walking: 25% Biking: 5% School bus: 0% Transit: 0% Carpool: 35% Family Vehicle: 35%	SR2S Estimate (Spring 2016): Walking: 30% Biking: 4% School bus: 0% Transit: 0% Carpool: 28% Family Vehicle: 38%
Does the school have bike racks? What is the capacity? Is it secure bike parking?	Yes, Parkmont Elementary has bicycle parking. Capacity is around 50 bikes.	
How do school and transit buses interact with the school?	Neither school nor transit buses serve Parkmont Elementary.	
Does the school have special pick-up/drop-off policies/procedures?	Students must walk, bike, or scooter until they are off campus, follow traffic laws and loop directions.	

Parkmont Elementary is located on Parkside Drive, located off of Mowry Avenue and Paseo Padre Parkway just south of SR-84. Between 2012 and 2017 there was one pedestrian and two bicycle collisions within a quarter mile of the school. The pedestrian collision occurred on Parkside Drive near Bronson Street, just over a block from Parkmont Elementary. Within a half mile, there were 19 pedestrian and 13 bicycle collisions, mainly on Paseo Padre Parkway, Mowry Avenue, and Civic Center Drive. The collision data indicates that the larger arterials bounding Parkmont Elementary may provide more challenging crossing opportunities for students biking and walking to Parkmont Elementary.

Existing Conditions

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

1. Parkside Drive

- ◆ Many parents turn off Mowry Avenue to access Parkside Drive and the east drop-off loop.
 - Vehicles were backed up on Parkside Drive, at one point near the intersection of Mowry Avenue and Parkside Drive.
- ◆ Some parents were observed parking on Parkside Drive or in nearby parking lots and walking with their students to campus. Two cars unloaded students while waiting in traffic on Parkside Drive.
- ◆ There is a speed hump near the east drop-off loop that has non-CA MUTCD compliant striping.



Speed hump with non-CA MUTCD compliant striping.

2. Parkside Drive School Frontage

- ◆ Parking is allowed on both sides of Parkside Drive in front of the school. Assessment participants observed teachers using this area for parking, as well as a few parents parking and walking with their students to school. Some parents parked on the opposite curb from the school and crossed with their children.
 - There is low volume of through traffic due to the two drop-off loops that direct traffic away from the school's frontage.



Parents and teachers were observed parking along the school frontage.

3. East Drop-off Loop

- ◆ Families driving are instructed to take a right turn into this loop and then a left out of the loop; parents mainly adhered to the rule. A parent volunteer with student volunteers helped open doors as a valet to facilitate an efficient drop off flow.



Vehicles waiting to turn into the east drop-off loop also delays through traffic.

4. West Drop-off Loop

- ◆ Parents are instructed to take a left into this loop and a right turn out of the loop, which they mainly adhered to. There is a part of the curb that is designated for loading and unloading, and a volunteer parent and student were present to help open doors of unloading vehicles.
- ◆ The entrance to a staff parking lot reduces the frontage available for loading and unloading in this loop.



The west drop-off loop instructs families that there are no right turns into the loop.

5. Parkside Drive/Acacia Street

- ◆ Families walking use the Parkside Drive/Acacia Street intersection to cross. There is currently only one transverse crosswalk, across Parkside Drive (east approach). The principal indicated that sometimes there is a crossing guard at this location, but there was no one present on the day of the assessment.
- ◆ With high volumes of students and parents crossing on foot, cars sometimes backed up at all approaches.
- ◆ SSA Participants noted that parents would park alongside Parkside Drive and Acacia Street on either side of the intersection to walk with their children to school.
- ◆ There are parking restrictions on the curbs on Parkside Drive closest to the school.
- ◆ On all corners, vehicles were observed parking close to the curb cuts, and this reduced visibility of those crossing on foot.



Families walk on the crosswalk across Acacia Street at the Acacia Street/Parkside Drive intersection.

Recommendations

Recommendations to improve infrastructure or operations surrounding Parkmont 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 Parkmont 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.
- ◆ Although Parkmont Elementary is bounded by busier arterials, the immediate surrounding area has a number of walkable neighborhood streets. The school may work with parents to form a Walking School Bus where students who live nearby can walk to school together. Families that come from further away can also participate by driving to the Walking School Bus starting point.
- ◆ 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 on one of the side streets off of Parkside Drive and walk to school.

PROJECT Fremont School Traffic Safety Assessments

SUBJECT Parkmont Elementary

DATE March 21, 2018

[illegible]

**Parkmont 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	\$1,120	\$1,120
2	Traffic Control	1	LS	\$560	\$560
3	High Visibility Crosswalk	4	EA	\$2,000	\$8,000
4	Speed Hump Pavement Markings (Renew)	2	EA	\$500	\$1,000
5	Advance Yield Markings	2	EA	\$100	\$200
6	Sign and Post Assembly	4	EA	\$500	\$2,000
7	Curb Extension & Ramp	4	EA	\$50,000	\$200,000
SubTotal Items					\$212,880
CONSTRUCTION CONTINGENCY				20%	\$42,600
Total					\$255,480

Traffic Safety Improvements - Fremont Unified School District Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST
1	Mobilization	1	LS	\$20	\$20
2	Traffic Control	1	LS	\$10	\$10
3	Painted Curb Marking	1	LS	\$200	\$200
SubTotal Items					\$230
CONSTRUCTION CONTINGENCY				20%	\$0
Total					\$230

Traffic Safety Improvements - All Recommendations

<i>City of Fremont Recommendations</i>	<i>Total</i>	\$255,480
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$230
All Recommendations	Total	\$255,710

Parkmont Elementary School, FREMONT

Safe Routes to Schools Improvement Plan

Site Assessment held MARCH 2018

- 1 Parkside Drive School Frontage**
- Restripe the two speed humps along Parkside Drive school frontage with CA MUTCD compliant striping.
- 2 Parkside Drive/Acacia Street**
- Install curb extensions on each corner of the intersection to shorten crossing distances across Parkside Drive.
- Install high visibility crosswalks across north, east, and south approaches.
- 3 Parkside Drive/Bronson Street**
- Install high visibility crosswalk across Bronson Street.
- 4 Parkside Drive/Country Drive**
- Install advance yield signs and pavement markings on Parkside Drive approaches.
- Install "No Stopping Anytime" signs on Country Drive approaching Parkside Drive to obtain 20' clear space.
- 5 West Drop-off Loop**
- Consider extending white curb for drop-off curb further towards exit to allow for more cars to drop off at the same time.



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.

