

Robertson High School

Existing Conditions Summary

January 2019

Prepared by Alta Planning + Design

Robertson High School

A School Safety Assessment (SSA) was conducted at Robertson High School during the morning arrival on Wednesday, April 25, 2018. The assessment was attended by representatives from the City of Fremont, Alta Planning + Design, and Robertson High School staff.

School Information

Address	4455 Seneca Park Avenue, Fremont, CA 94538
Morning Bell(s)	8:40AM
Afternoon Bell(s)	Regular Dismissal: 2:32PM Early Dismissal: 1:22PM
Grade Levels	9-12
Enrollment	280 (Vista Alternative students are also on campus twice a week)
School Type (neighborhood or magnet)	Continuation School. Pulls students from all district high schools
Does the school have bike racks? What is the capacity? Is it secure bike parking?	Robertson High has circular and schoolyard-style bike racks scattered throughout the campus. None of the racks are in a secure location.
On a typical day, what percentage of racks are used?	The principal reported that a handful of students bicycle to campus regularly; usually students coming from closer high schools.
How do school and transit buses interact with the school?	There is no AC Transit service that directly serves the school. AC Transit buses do operate on neighboring arterials: Blacow Road, Grimmer Boulevard, and Fremont Boulevard. The school is served by at least one large school bus. The bus uses the Seneca Park Avenue drop-off loop.



A circular bike rack at Robertson High School.

Robertson High is Fremont Unified's continuation high school; this means that it pulls students who have special circumstances or need to make up units from throughout the entire district. Despite the district-wide reach, the enrollment is under 300 students, which is very manageable for transportation access and egress. The school does also share its campus and parking with two Kidango (day care) facilities. Students arrive to campus using a mix of transportation modes including being dropped off, driving, and active transportation.

Existing Conditions

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

1. Seneca Park Avenue/Lemonwood Street & Seneca Park Avenue Crossing

- ◆ Seneca Park Avenue is the primary access path for all students to reach campus, regardless of mode.
- ◆ Safety Assessment participants observed cars speeding along Seneca Park Avenue into the Seneca Park drop-off loop.
- ◆ There is a marked transverse crossing across Seneca Park Avenue south of the parking lot driveway.
 - Neither corner has curb ramps at this crosswalk.
- ◆ School staff reported that exiting the Seneca Park Avenue drop-off loop, cars tend to drive in the middle of the roadway. There is no double yellow line striping in this area.
- ◆ The Seneca Park Avenue/Lemonwood Street intersection is an uncontrolled T-intersection.
 - Assessment participants reported that cars speed around the corner turning off of Lemonwood Street (NB right).
 - There is a marked transverse crossing across Lemonwood Street at the south approach.



Left: The southwest corner of Seneca Park Avenue and the parking lot driveway.



Right: The crossing of Seneca Park Avenue from the Lemonwood Street intersection.

2. Seneca Park Avenue Drop-off Loop

- ◆ This is one of two drop-off loops on Robertson High's campus. This loop is less-used than the parking lot drop-off loop.
- ◆ This circular loop is entirely painted with red curb and signed as a "No Stopping, School Buses Excepted" area.
- ◆ The loop is used by both FUSD buses and private vehicles.
 - The shared space did not create conflicts between these users.
- ◆ The loop does have a pedestrian path connection to Fern Common.



Left: A large FUSD bus in the Seneca Park Avenue drop-off loop.

Right: The Seneca Park loop from the parking lot loop driveway.

3. Parking Lot & Parking Lot Drop-off Loop

- ◆ The parking lot area is shared between Robertson High School and two Kidango Daycare Centers.
 - One Kidango site is located at the southwest end of the parking lot and a newer center is at the northwest area of the parking lot.
- ◆ The parking lot area is accessible via Seneca Park Avenue. There is not a marked crossing at this location. Assessment participants observed many students crossing at this location. There are no curb ramps at this location.
- ◆ There is a road that connects the parking lot to the street. Many Kidango parents pull to the curb along the northern side of the road and park to walk their child(ren) into the southern Kidango Center. There is a white transverse crossing as the road meets the parking lot.
- ◆ School staff reported that the Kidango centers cause parking confusion as there is no clear delineation between parking stalls for the school and parking stalls for the daycare. Robertson staff reported that Kidango facilities utilize between 15-20 parking stalls in the lot.
- ◆ The parking lot loop is bisected by a landscaped grass median. At the northern end of the drop-off loop, there is a fenced off area that houses dumpsters.
 - School staff reported that this blocks the view of what is around the bend for drivers driving through the parking lot. This is especially important in this area

as this is near the northern Kidango site where there are increased parking lot crossings.

- ◆ As the driveway meets the parking lot, there are not pavement markings or signage that clearly indicate the one-way flow of this parking lot/loop.
- ◆ Parking lot striping was previously redone (did not appear to be recent). However, the previous striping lines were not removed; this has caused confusion amongst drivers. The parking was changed from angled to straight.
- ◆ There are no wheel stops in the parking lot.
- ◆ There is a paved path that runs in front of the parking along the western edge of the parking lot that connects the two Kidango sites.
- ◆ Near the southern Kidango site, there is parking that is elevated up to the sidewalk level via rolled curbs. The curbs are too steep and vehicles regularly scrape the curb as they access and leave these parking spots.



Top left: The marked crossing across the driveway is a faded white transverse crossing.

Top right: The Seneca Park Avenue crossing from the driveway.

Bottom left: The parking lot loop's flow is behind a row of parked cars/parking stalls.

Bottom right: The two sets of faded parking stall lines.



Left: Kidango parents park along this curb and frequently block the crosswalk.



Right: The paved pathway connecting the two Kidango facilities.

4. Greenpark Drive Access

- ◆ Along the western side of the school, there is a pedestrian path that connects the school and Seneca Park Avenue with Greenpark Drive.
- ◆ The path transitions from concrete to asphalt at the back of the main building.
- ◆ Pedestrians and bicyclists were both observed using this pathway to access the school.



Left: The southern portion of the pathway connecting to Greenpark Drive.



Right: The northern portion of the pathway connecting to Greenpark Drive.

Recommendations

Recommendations to improve infrastructure or operations surrounding Robertson High 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 Robertson 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. Safe Routes to Schools (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.
- ◆ Send regular reminders to parents regarding the drop-off and pick-up location options



DATE April 25, 2018

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**Fremont School Traffic Safety Assessment
Robertson High 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	\$540	\$540
2	Traffic Control	1	LS	\$270	\$270
3	High Visibility Crosswalk	2	EA	\$2,000	\$4,000
4	Double Yellow Striping	50	LF	\$4	\$200
5	Advance Yield Markings	2	EA	\$100	\$200
6	Sign and Post Assembly	2	EA	\$500	\$1,000
7	Parking Stall Wheel Stops	30	EA	\$120	\$3,600
8	Minor Street Stop Control Intersection and Study	2	EA	\$6,000	\$12,000
SubTotal Items					\$21,810
CONSTRUCTION CONTINGENCY				20%	\$4,400
Total					\$26,210

*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	\$1,250	\$1,250
2	Traffic Control	1	LS	\$625	\$625
3	High Visibility Crosswalk	1	EA	\$2,000	\$2,000
4	Arrow Pavement Markings	4	EA	\$400	\$1,600
5	Misc. Parking Lot Striping	1	LS	\$500	\$500
6	Painted Curb Marking	1	LS	\$500	\$500
7	Curb Ramp Improvement	2	EA	\$6,000	\$12,000
SubTotal Items					\$18,475
CONSTRUCTION CONTINGENCY				20%	\$3,700
Total					\$22,175

Traffic Safety Improvements - All Recommendations

<i>City of Fremont Recommendations</i>	<i>Total</i>	\$26,210
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$22,175
All Recommendations	Total	\$48,385

Robertson High School,
DRAFT Fremont

Safe Routes to Schools Improvement Plan

Site Assessment held April 2018

- 1
- Seneca Park Avenue/Lemonwood Street & Seneca Park Avenue Crossing
- Shift the crossing of Seneca Park Avenue from the west approach to the east approach of the parking lot access road. Install advance yield markings and signs and curb ramps at this location.
 - At the Lemonwood Street intersection, upgrade the transverse crosswalk to high visibility.
 - Stripe a 50' double yellow center line (Detail 22) on the Lemonwood Street approach.
 - Install a stop sign at the Lemonwood intersection for the Lemonwood Street approach.

2

Parking Lot & Parking Lot Drop-off Loop

- Stripe pavement markings, such as arrow legends, channelization islands, to indicate the parking lot's traffic flow.
- Install wheel stops along the western edge of the parking lot to prevent intrusion into the pathway.
- Paint the curb red across from the southern Kidango Center near the crosswalk.
- Upgrade the crosswalk near the southern Kidango Center to a yellow high visibility crosswalk.
- FUSD should coordinate with Kidango to allocate and mark the number of parking spaces for Kidango staff and parents.
- Allocate one parking stall for the Robertson's FPD School Resource Officer.
- Remove the incorrect parking stall striping from the parking lot.
- Extend the red curb around the northern bend of the loop to increase visibility for pedestrians.



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.