

Walters Jr. High School

Existing Conditions Summary

January 2019


Prepared by Alta Planning + Design

Walters Jr. High School

A School Safety Assessment (SSA) was conducted at Walters Jr. High School during the morning arrival on Thursday, March 15, 2018. The assessment was attended by representatives from the City of Fremont, Alta Planning + Design, and Walters Jr. High staff.

School Information

Address	39600 Logan Drive Fremont, CA 94583
Morning Bell(s)	8:15 AM
Afternoon Bell(s)	2:29 PM
Grade Levels	Seventh and Eighth Grades
Enrollment	750 (there are long term plans to add 300-350 more students)
School Type (neighborhood or magnet)	Neighborhood - has enrollment boundary.
Student Travel Mode Info (Percentage of students)	Recent SR2S Hand Tally Data (Spring 2017): Walking: 27% Biking: 4% School bus: 2% Transit: 1% Carpool: 17% Family Vehicle: 47% Other: 1%
Does the school have bike racks? What is the capacity? Is it secure bike parking?	Yes, Walters Jr. High has secure bike parking. There is a U-shaped collection of "schoolyard" (aka Grid-style) bicycle racks. Skateboard parking has also been included in the area.
On a typical day, what percentage of racks are used?	There is a capacity of about 20-25 bikes. Typical occupancy: ~15-20 bikes + ~5 skateboards

	
<p>How do school and transit buses interact with the school?</p>	<p>School buses have their own driveway/drop-off area separated from parent pick-up and drop-off.</p> <p>There is little transit use at Walters Junior High.</p>
<p>Does the school have special pick-up/drop-off policies/procedures?</p>	<p>The school has a drop-off loop for private vehicles, a loop for buses, and a path (part paved, part dirt) for access from the rear of the school from Bidwell Drive.</p>

Walters Junior High School is located in the Sundale area of Fremont, south of downtown. Walters is adjacent to Brier Elementary School. The main access points for Walters Jr. High is along Logan Drive, but the school also allows access from the back (through the fields) from Bidwell Drive. The campus has two drop-off/pick-up loops.

Existing Conditions

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

1. Sundale Drive

- ◆ Sundale Drive is the primary east-west corridor that is closest to Walters Junior High, generating relatively high volumes of traffic during the drop-off and dismissal periods.
- ◆ Assessment participants reported that at multiple intersections along the corridor, cars regularly will creep into the intersection, encroaching on the crosswalk, while waiting for pedestrians to cross.
- ◆ Participants also observed parents letting their children out of the car at the intersection and not pulling to the curb or safer locations.
- ◆ Some assessment participants observed students bicycling on the sidewalk.

2. Sundale Drive/Logan Drive

- ◆ This intersection is currently all-way stop controlled.
- ◆ Assessment participants reported that this is a very busy intersection during pick-up and drop-off periods in all directions.

- ◆ It was observed that rolling stops (not completely stopping at a stop sign) were very common at this intersection.
- ◆ The high volume of vehicular traffic causes many conflicts with both pedestrians and bicyclists traveling through this intersection.
- ◆ Walters school staff reported that more pedestrians cross at the Logan Drive/Sundale Drive intersection than at the Logan Drive/Sloan Street intersection.
- ◆ Walk audit participants also observed that some cars failed to yield, not waiting for pedestrians.



The intersection of Sundale Drive and Logan Drive.

3. Logan Drive

- ◆ Logan Drive is the primary north-south corridor near school and serves as the primary point of access for the majority of students, families, and staff.
- ◆ During both pick-up and drop-off periods, traffic on Logan Drive can back-up, limiting available roadway for through movements.
- ◆ Curb space between the two drop-off loop driveways is used for pick-up and drop-off.
- ◆ School staff reported that midblock crossings, by both students and families, occurs regularly across Logan Drive.
- ◆ Participants observed that cars will speed along Logan Drive if there isn't a back-up of cars.
- ◆ Walters staff also reported that cars will regularly perform U-turns on Logan Drive, especially from the curbside drop-off.



Left: Looking east from the bus loop exit driveway along Logan Drive.



Right: Looking east from the parent drop-off loop driveway exit on Logan Drive.

4. Logan Drive/Sloan Street

- ◆ Logan Drive/Sloan Street is an uncontrolled T-intersection with two marked transverse crossings.
- ◆ This is a highly used crossing location for pedestrians.
- ◆ A crossing guard serves this intersection during the morning arrival period, but not in the afternoon.
- ◆ Assessment participants reported that the crosswalk across Logan Drive can be hard to see for some drivers as they can be looking into direct sunlight as they approach; reducing their visibility of potential pedestrians and bicyclists.
- ◆ There is a relatively high number of pedestrians that walk along Sloan Street to get to/from Walters.
- ◆ There is an existing “School Zone” sign on light pole 1864. There is a “School Assembly B” sign at the crosswalk.



Left & Right: The Logan Drive crossing at the Sloan Street intersection.



The crossing guard crossing students across Sloan Street.

5. Logan Drive/Nelson Street

- ◆ This is the intersection closest to the exit of the private vehicle drop-off loop.
- ◆ School staff reported that many vehicles will make right turns out of the drop-off and then a quick left on to Nelson Street. Some cars try to treat this as one movement, and do not thoroughly check their surroundings before turning onto Nelson. The principal (who is normally stationed at this intersection) mentioned that cars do not look for pedestrians crossing Nelson Street, which has caused near misses in the past.
- ◆ Cars also utilize the curb space between these loop driveways as drop-off space. These cars will sometimes do U-turns from the curb to go southbound on Logan Drive.
- ◆ This intersection has a history of collisions involving pedestrians.
- ◆ There is a “School Zone” sign on Logan Drive, east of the first drop-off loop driveway and there is a “School Assembly B” sign at the crossing of Logan Drive.
- ◆ On Nelson Street, there is a “School Zone” sign and an “Assembly B” sign at the crossing.

6. Bidwell Drive

- ◆ Bidwell Drive is located at the back of the school, separated from campus by a row of single-family houses.
- ◆ There is a paved path that leads to campus from the sidewalk to the fields. Once reaching the field, it transitions to an unpaved dirt path.
- ◆ This area is monitored by two staff members in the morning who help students cross an existing transverse crossing. The location is only staffed during the morning arrival period.
- ◆ Those staff members reported that cars will sometimes not yield to pedestrians and that some parents will stop at the crosswalk, without pulling over, and drop their child off.
- ◆ This crosswalk does not have curb ramps on either side.

- ◆ Cars were observed parking very close to the crosswalk, and school staff reported that this parking behavior is normal and that cars have previously parked in the crosswalk itself. The curbs are not painted red and there are no “No Parking” signs.
- ◆ Cars were also observed pulling into or in front of private driveways to drop-off students, partially blocking the street.
- ◆ Cars were observed performing U-turns at the nearby Tehama Avenue intersection.
- ◆ The crossing of Tehama Avenue is not marked and there are no curb ramps at this intersection.
- ◆ There are outdated advance crossing warning signs on the light pole near 4448 Bidwell and 4319 Bidwell. Additionally, there is only an “Assembly B” sign for westbound traffic at the crosswalk.
- ◆ Students were observed walking on both sides of Bidwell Drive to reach the school access gate.
- ◆ The path through the school fields is dirt and does not handle water well. This results in puddles and mud through the path.



Top Left: The transverse crossing across Bidwell Drive, with a school staff member.

Top Right: Looking west towards the Bidwell Drive crossing.

Bottom Left: The unmarked crossing and missing curb ramps at the Tehama Ave. intersection.

Bottom right: The field path was muddy and full of puddles after a recent rain.

7. Staff Parking Lot

- ◆ Parents are not permitted to enter or drop off students in the staff parking lot, unless the student has a mobility issue.
- ◆ School staff reported that parents still enter the parking, despite signs and repeated warnings.

8. Drop-off Loop

- ◆ The parent drop-off loop has two exit lanes, allowing for cars to more quickly exit the loop, regardless of left or right turn.
- ◆ School staff reported that the loop generally flows fairly well.



Cars exiting the parent drop-off loop (two marked lanes).

Recommendations

Recommendations to improve infrastructure or operations surrounding Walters Junior High 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 Walters Junior High 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. 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. 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 Step Up Crew. The middle school-focuses Step Up Crew Assembly features singing, dancing, comedy and lessons about safely walking and bicycling to and from school and about riding transit safely.
- ◆ 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 drop-off space along Bidwell Drive.

PROJECT Fremont School Traffic Safety Assessments

SUBJECT ~~Fremont Adult School~~ *Walters Jr.*

DATE March 14, 2018

Name	Organization/Affiliation	Email Address
<i>Jesslyn McClintock</i>	<i>Walters</i>	
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Fremont Unified School District

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**Fremont School Traffic Safety Assessment
Walters Junior High School
Preliminary Cost Estimate**

Alta Planning + Design

9/21/2018

Traffic Safety Improvements - City of Fremont Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$32,000	\$32,000	
2	Traffic Control	1	LS	\$16,000	\$16,000	
3	High Visibility Crosswalk	10	EA	\$2,000	\$20,000	
4	Advance Yield Markings	4	EA	\$100	\$400	
5	Advance Stop Markings	4	EA	\$100	\$400	
6	Sign and Post Assembly	5	EA	\$500	\$2,500	
7	Updating Existing Signs	2	EA	\$200	\$400	
8	Curb Extension & Ramp	6	EA	\$50,000	\$300,000	
9	Minor Street Stop Control Intersection and Study	2	EA	\$6,000	\$12,000	
10	Trim Landscaping	1	LS	\$500	\$500	
SubTotal Items					\$384,200	
				CONSTRUCTION CONTINGENCY	20%	\$76,800
Total					\$461,000	

Traffic Safety Improvements - Fremont Unified School District Recommendations

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization	1	LS	\$4,300	\$4,300	
2	Traffic Control	1	LS	\$2,150	\$2,200	
3	DG Path [LONG TERM]	4,300	SF	\$10	\$43,000	
SubTotal Items					\$49,500	
				CONSTRUCTION CONTINGENCY	20%	\$9,900
Total					\$59,400	

Traffic Safety Improvements - All Recommendations

<i>City of Fremont Recommendations</i>	<i>Total</i>	\$461,000
<i>Fremont Unified School District Recommendations</i>	<i>Total</i>	\$59,400
All Recommendations	Total	\$520,400

Walters Junior High School, Fremont

Safe Routes to Schools Improvement Plan

Site Assessment held March 2018

	Existing Speed Bump		Recommended High Visibility Crosswalk
	Recommended Curb Extension		Existing Crossing Guard Location
	Existing Loop Circulation		Recommended School Assembly D Sign
	Recommended Advance Yield Markings		Recommended School Assembly B Sign
	Recommended R26S "No Stopping Anytime" Sign		Recommended Curb Ramp
	Recommended Path Improvements		Recommended Raised Crosswalk
	Existing School Access Point		Recommended Red Curb and "No Stopping Anytime" signs
	Existing Bike Parking		Fremont Unified School District Recommendation
	City of Fremont Recommendation		



- 1 Sundale Drive/Logan Drive**
 - Refresh/install new advance stop markings (with stop bar) at all intersection approaches.
 - Upgrade existing yellow transverse crosswalks to yellow high visibility crosswalks.
 - Install curb extensions at the two eastern corners.
- 2 Sloan Street/Logan Drive**
 - Install a curb extension on the eastern, school side, of the existing crossing. This would improve pedestrian visibility for cars traveling along Logan Drive and exiting the driveway.
 - Upgrade both existing transverse crossings to high visibility crosswalks.
 - Install advance yield markings and signs on Logan Avenue approaches.
 - Install a stop sign at the Sloan approach of this intersection.
 - Trim vegetation along Sloan Street to increase sign visibility.
 - Install School Assembly D sign on Sloan Street in advance of the crosswalk.
- 3 Nelson Street/Logan Drive**
 - Install curb extensions on the school side of the Logan Drive crossing to increase the visibility of pedestrians at both crossings.
 - Upgrade both crosswalks to high visibility crosswalks.
 - Install advance yield markings at all approaches.
 - Install School Assembly D signs on Nelson Street in advance of the crosswalk.
- 4 Bidwell Drive**
 - Upgrade existing transverse crosswalk to high visibility crosswalk.
 - Install curb extensions on both sides of the crosswalk to increase pedestrian visibility and keep parked cars further away.
 - Install "No Stopping" signs around the crosswalk.
 - Install School Assembly B sign for southbound traffic at the Bidwell Drive crossing.
 - Update the existing advance crossing signs to School Zone or School Assembly D signs.
 - Install a high visibility crosswalk across Tehama Avenue
 - Curb ramps should be installed with the crosswalk.
- 5 Bidwell Drive**
 - LONG TERM: As a part of the school's expansion, formalize the dirt path connecting Bidwell Drive to the campus by upgrading it to a more weather resistant material (asphalt, decomposed granite, etc.).

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.

Improvements not to scale