



School Safety Assessment Technical Memorandum

James Logan High School

New Haven School District

May 2018



The Alameda County Safe Routes to Schools Program is funded by the Alameda County Transportation Commission. Your transportation dollars at work!

James Logan High School

A school safety assessment was performed at James Logan High School on the morning of May 3, 2018 to assess the walking and biking safety conditions, needs, and opportunities at the school. Sixteen people participated in the school safety assessment and discussion including school staff, New Haven Unified School District staff, Union City engineers, Union City police officers, students, parents, and planners and engineers from the Alameda County Safe Routes to Schools program.

Participants included:

- Abi Brar, James Logan High School Principal
- Two additional James Logan High School staff members
- Lisa Metzinger, New Haven Unified School District staff
- Jeff Stewart, Union City Police Department
- Michael Renk, Union City engineer
- Aleida Andrino-Chavez, Alameda County SR2S program staff
- Leslie Lara-Enriquez, Alameda County SR2S program staff
- Andre Huff, Alameda County SR2S Engineer
- Eric Tuvel, Alameda County SR2S Planner
- Ben Frazier, Alameda County SR2S Planner
- Three James Logan High School parents
- Four James Logan High School students

Participants were positioned in strategic locations around the school before the morning bell to observe travel behavior, crossing safety, the condition of infrastructure, and other aspects impacting travel to the school. After the arrival period concluded, all participants met back in the gathering space and discussed observations and participants shared their regular observations and concerns. All of these items were recorded and used in developing recommendations for the attached Improvement Plan.

School Information

Address	1800 H St, Union City, CA 94587
Morning Bell(s)	8:15AM
Afternoon Bell(s)	4:21PM 2:46 PM on minimum days
Grade Levels	9-12
Enrollment	3,735
School Type (neighborhood or magnet)	Citywide
Students' Proximity to School (Percentage of students)	Less than ¼ mile (5-minute walk): 3% Between ¼ and ½ mile (5-10-minute walk): 4% Between ½ and 1 mile (10 to 20-minute walk): 18% Greater than 1 mile (more than 20-minute walk): 75%

Student Travel Mode Info (Percentage of students)	School Estimate: Walking: 10% Biking: 2% School bus: 1% Transit: 40% Carpool: 10% Family Vehicle: 37% Other: 0%
Does the school have bike racks? What is the capacity? Is it secure bike parking?	Yes, Logan High has unsecure bike parking. The parking is located within a centralized courtyard, though. Capacity is for approximately 50-60 bikes.
How do school and transit buses interact with the school?	There are bus stops located on Alvarado-Niles Road and Royal Ann Drive near the southwest corner of the school that students use and walk to school. In addition, the Union City BART station is within 1-mile from the school and some students from other school districts take BART and walk to the school campus.
Does the school have special pick-up/drop-off policies/procedures?	The majority of drop-off occurs on H street. Students who drive have a designated parking lot across from the school entrance on H Street. Students can also access the school from a rear entrance on Meyers Drive.

Existing Conditions

The following existing conditions were observed or reported by participants during the school safety assessment (SSA).

1. H Street/Alvarado-Niles Road

- ◆ This is a high traffic volume, signalized intersection with many students crossing Alvarado-Niles Road from bus stops or being dropped at the library across the street.
- ◆ All four intersection approaches have high visibility crosswalks.
- ◆ There are bike lanes on Alvarado-Niles Road approaching H Street but no bike facilities on H Street.
 - Motor vehicles were described as often driving in the bike lane prior to the mixing zone to turn right onto H Street.
- ◆ Motor vehicles also were observed blocking the intersection while attempting to turn right onto H Street.
- ◆ The intersection's crossings of Alvarado-Niles Road is the longest crossing adjacent to the school campus.



Left: Vehicle blocking the crosswalk turning onto H Street.

Right: Group of students crossing Alvarado-Niles approaching school from the south.

2. H Street

- ◆ H Street is the main drop-off location for students to access the main entrance to the campus.
 - The school frontage extends from Alvarado-Niles Road to Colgate Drive.
 - Most students are dropped off along the segment of the street between Syracuse Avenue and Iowa Avenue as this is closer to the school entrance; however, there is limited capacity along the school frontage for curbside drop off in this segment.
- ◆ The student parking lot is located across H Street behind the swim complex. Many students drive personal vehicles and use the crosswalk at Syracuse Avenue, where a school crossing guard is stationed. This is a highly used crosswalk.
- ◆ Left turns are not allowed onto Syracuse Avenue from H Street during school pick-up and drop-off times (8:00am-9:00am and 3:00pm-4:00pm).
- ◆ All the crosswalks crossing H Street have high visibility pavement markings.
 - The crossing at Syracuse Avenue also has a non-actuated flashing beacon.
- ◆ Assessment participants noted that vehicles do not always pull all the way to the curb for drop offs and some cars drop off in the red zone.
- ◆ Some students were also observed crossing H Street at midblock locations.
- ◆ At H Street and Iowa Avenue, there is only one marked crossing of H Street. Traffic was observed backing up on H Street due to vehicles waiting to turn left onto Iowa Avenue.
- ◆ At Syracuse Avenue, there is an entrance to a staff parking lot. The school places an A-frame sign there to discourage student drop off in the parking lot.



Intersection of H Street/Syracuse Avenue where the crossing guard and existing pedestrian flashing beacon are located.

3. H Street and Colgate Drive

- ◆ This intersection has high visibility crosswalks on three approaches. The fourth approach is marked with transverse markings; this approach leads to an additional parking lot.
- ◆ Between Colgate Drive and Iowa Avenue is a red zone for bus loading. Several buses drop off special needs students every morning.



Crosswalks at H Street and Colgate Drive.

4. Meyers Drive

- ◆ There is a school entrance through the gate that is used by students coming from the BART station and other transit services along Decoto Road.
- ◆ There is a crosswalk where Meyers Drive curves between Kennedy Park and Logan High School. There is an existing flashing pedestrian beacon at this high visibility crossing that is not pedestrian actuated.
- ◆ Assessment participants noted the visibility is poor at this crossing due to the curve in the road.



Crossing on Meyers Drive with existing marked crosswalk and pedestrian beacon.

Recommendations

Recommendations to improve infrastructure and operations within the James Logan High School campus and within the surrounding neighborhoods can be seen on the conceptual Improvement Plan attached to this memorandum.

Below are recommended policy and program improvements for increasing safety, health, and active commutes for the students, staff, and community of James Logan High School.

Policy & Program Recommendations

- ◆ Continue to work with parents/students 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.
- ◆ Continue to promote the transit services provided like BART and Union City Transit.
- ◆ Educate students and parents on proper drop off procedures, locations, and issues related to illegal U-turns. Encourage drop offs along the full length of H Street including in front of the performing arts building.
- ◆ Participate in SR2S evaluations each fall and spring to monitor progress on mode shift goals.
- ◆ Continue to host SR2S related events that the school has already been involved in, such as the helmet giveaways, Bike to School Day events, and educational programs revolving around bicycle safety and encouragement.

JAMES LOGAN HIGH SCHOOL, UNION CITY, CA

Safe Routes to Schools Improvement Plan

Site Assessment held April 2018

- 1 Alvarado-Niles Road and H Street**
 - Narrow travel lanes to provide for a full Right Turn Only lane with a 5' bike lane. Move bike lane merge/transition area at least 50' back from intersection. Merge area should be at 90' long with green conflict markings. No change in parking is proposed
 - Install green pavement markings at the student parking lot driveways, west of the intersection
 - **Long Term:** Study potential for separated bikeway along Alvarado-Niles, including protected intersection providing additional visibility and queuing space for bicyclists and pedestrians
- 2 Syracuse Avenue and H Street**
 - Change "No Parking" timing on signs along H Street to 7:30-8:30am
 - Formalize the drop-off zone in front of the school by painting the curbs white and install R25D School Loading Signs. The parking restriction should match the 7:30-8:30am limits
 - Provide dedicated space for NHUSD buses by painting yellow curb and installing R25F School Bus Loading Signs. The parking restriction should match the 7:30-8:30am limits
- 3 Colgate Drive and H Street**
 - Upgrade existing transverse crossing on east side of intersection to high visibility markings
- 4 Meyers Drive**
 - Study enhancement/potential relocation of crosswalk. Consider potential relocation of crosswalk farther south to align with new pathway into campus. If crosswalk is to remain in current location recommend installing RRFBs with advance yield lines in both directions prior to the curve
- 5 Rear School Access**
 - Work with the City to coordinate a new pedestrian access path, in coordination with potential crosswalk relocation
- 6 Parking Lot Path**
 - Update parking lot path crossing markings to high visibility to match roadway markings
- 7 Vegetation near Alvarado-Niles Road/H Street**
 - Consider removing or relocating landscaping at corner to create additional space for pedestrian movements and crossing queuing



0 500 ft

Improvements not to scale

