

DeLaveaga Elementary School - 1145 Morrissey Blvd.	
Grades:	K-5th
Number of Students:	626
Free/Reduced Meal %:	41% (District is 42.4%)
Students residing within a mile of school:	38%
Students using active transportation:	21%
Bike/Pedestrian injury or fatal crashes within half mile of school 2007-2012:	24 9 Pedestrian and 15 Bicycle (1 fatalities and 4 severe injuries)



Bike/Walk Audit - November 13th, 2014

Participants: Principal Angela Meeker, parents Dana Keating, Mike Chen, Eli Mobray and Paula Maxfield; EA staff Emily Glanville, Piet Canin and Jeanne LePage and SC Public Works staff Cheryl Schmitt.

Overview

- This school is set in a suburban environment that is adjacent to the freeway. Although streets directly around the school have low traffic volumes, many students live on the south side of the freeway. The main highway crossing to Delaveaga has limited and restricted pedestrian and bike access.
- There currently is a school bus serving students who live in the Grant Street neighborhood. The majority of these students are low income and would have to travel through the Goss Street/Market street corridor if no bus were available. There are not continuous sidewalks and/or bike lanes through this narrow, steep route.
- There are three crossing guards serving DeLaveaga. One is positioned at the Prospect Heights/Morrissey intersection. The second and third were installed at the Morrissey/Pacheco and Morrissey/Fairmount intersections during the La Fonda bridge construction. After the completion of the project parents petitioned City Council to continue funding the two guards.
- The daily Walk/Bike incentive program Boltage was installed at this site in the fall of 2011. There is a long history of strong participation in the Bike/Walk to School event.
- The closest municipal bus stop is 1.5 miles away at Market and Grant.

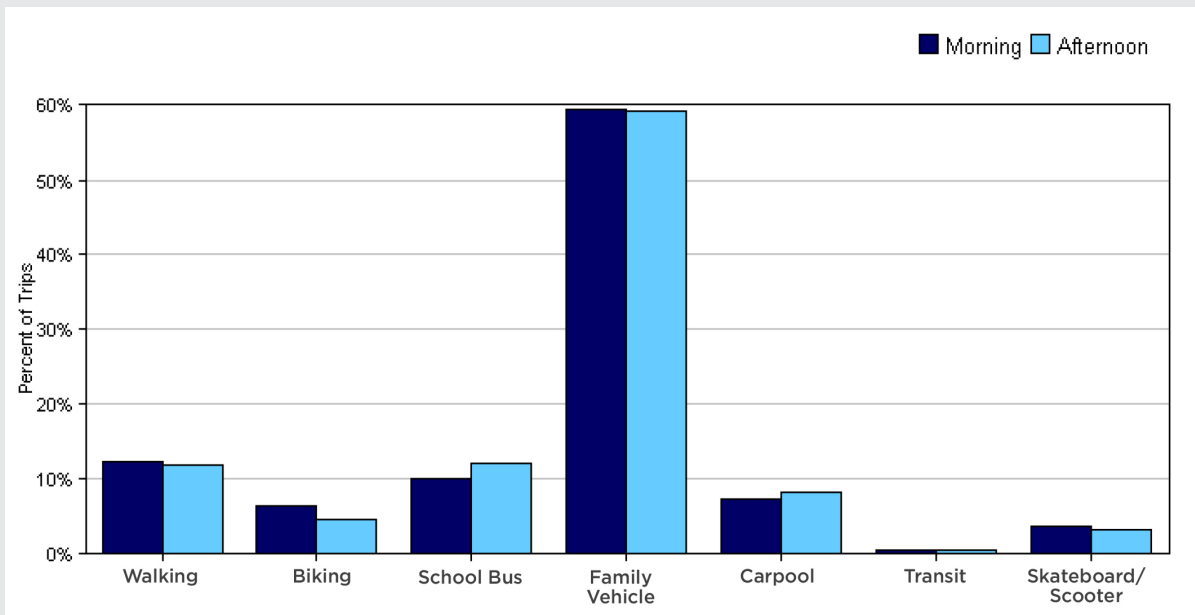


Analysis

- This school does not have high crash data that many of the other sites have.
- We received many comments regarding unsafe conditions at the Fairmont/Morrissey intersection. This remains the focus of most safety concerns due to speed and volume of automobile traffic at this intersection. As previously stated the majority of students reside south of the freeway and this intersection is the major conduit across the freeway.
- A DeLaveaga parent was hit by a left turning car while riding her student to school on a tag-a-long bike while on S. Morrissey Blvd and proceeding north across Soquel. She no longer rides her student as a result. She attended a community forum and also submitted a comment form requesting examination of this intersection.
- DeLaveaga district boundaries span a greater east/west distance than other elementary schools -- it has the lowest percentage of students living within a mile of school. The number one barrier cited by parents to increased biking and walking is distance.
- There were 9 locations and 21 infrastructure improvements recommended for this school.

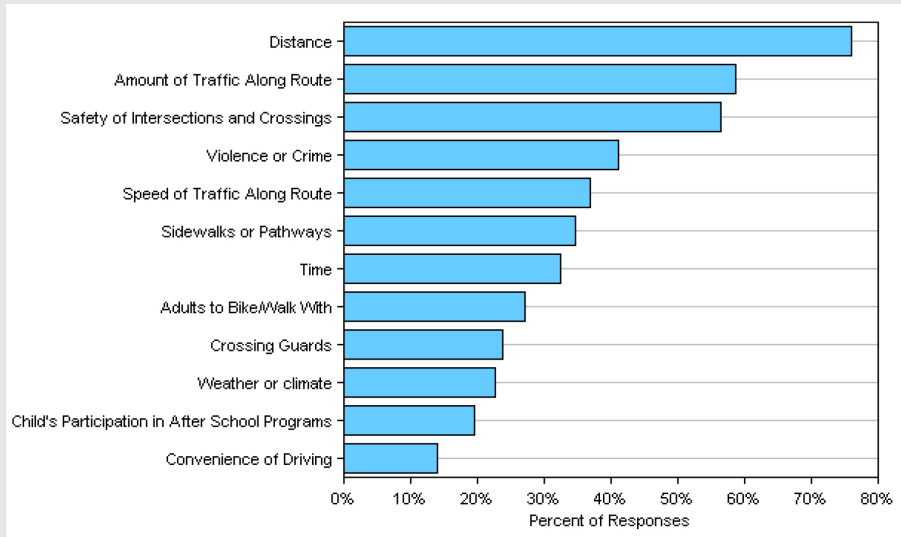
Student Mode Survey Results

In April of 2013, 23 of the 1st-5th grade classrooms were surveyed by EA staff.



Parent Survey Results

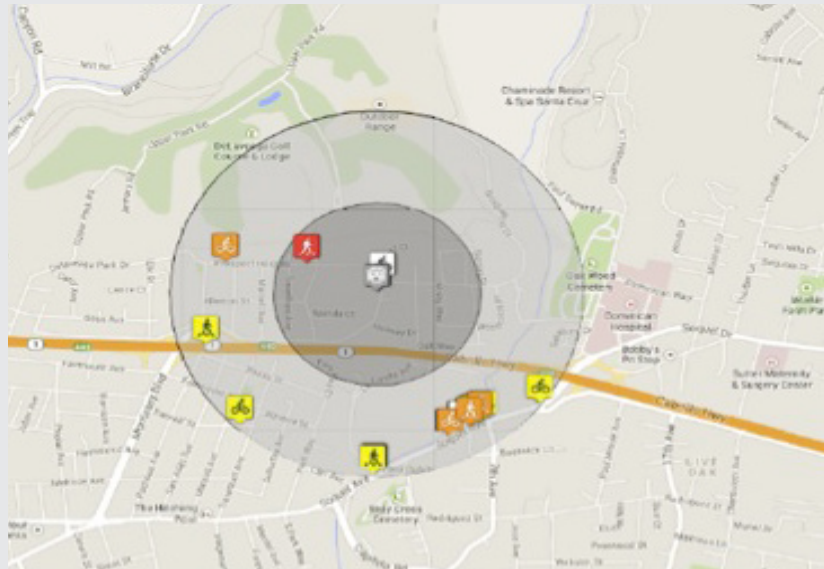
Survey administered in September of 2014. 183 surveys were returned. Below are results from Question 8 of the survey. Respondents were asked to rank the Issues affecting their decision to not allow a child to walk or bike to/from school. Number of respondents to this question - 113.

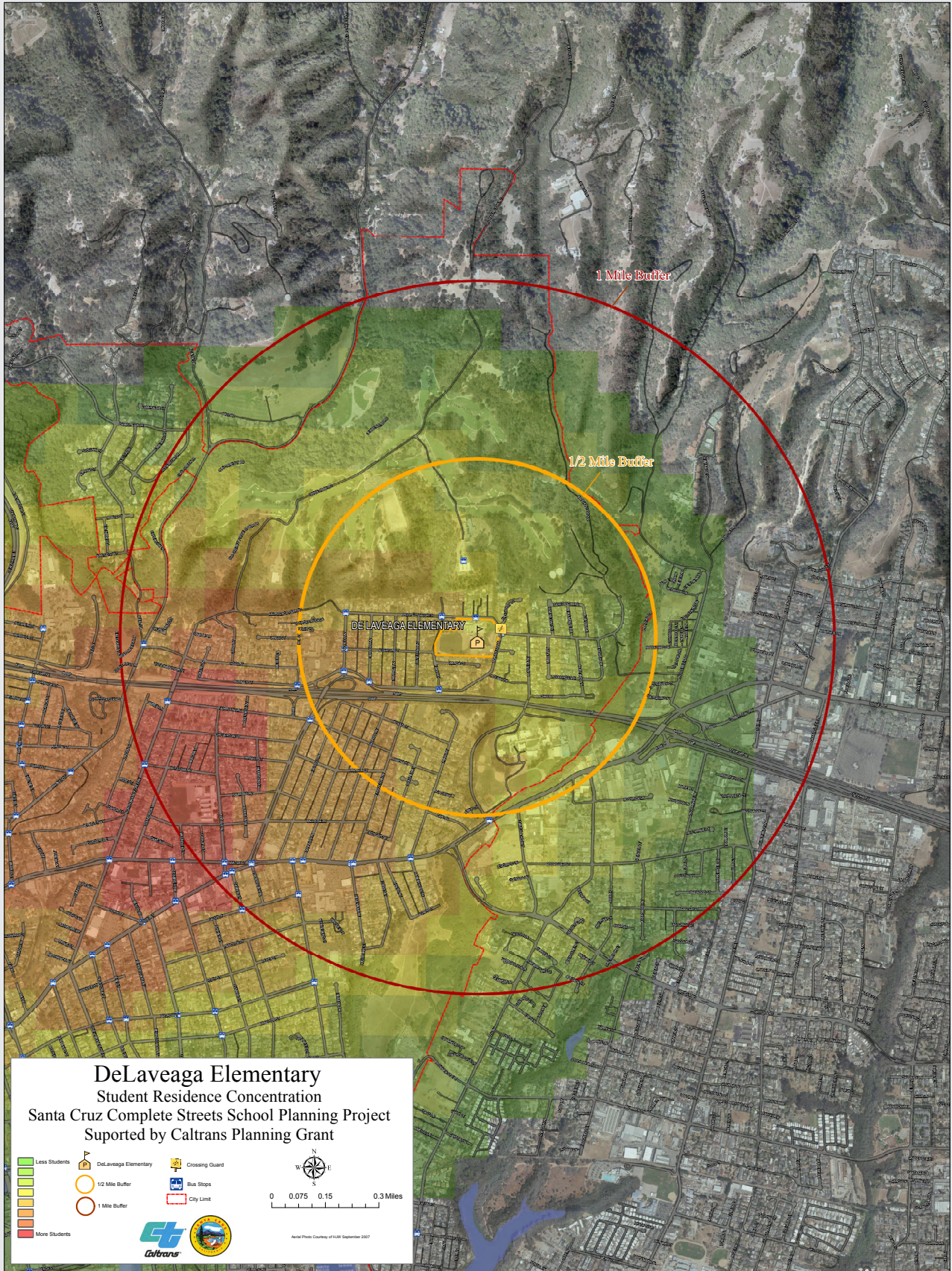


Pedestrian and Bicycle Collisions Within a Half-Mile of DeLaveaga Elementary 2007-2012:



24 (9 Pedestrian; 15 Bicycle - 1 Fatal, 4 severe)

Collision Severity	Involvement		
	Bike	Ped	Both
Fatal			
Injury (Severe)			
Injury (Other Visible)			
Injury (Complaint of Pain)			

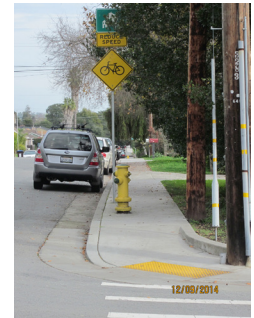




DeLaveaga Elementary School Recommendations

	Location	Recommendation	
1	Park Way and Allerton Street	<ul style="list-style-type: none"> A. Widen entry path at Park Way, remove bollard, and evaluate path conformance with ADA standards B. Consider new pedestrian/bicycle bridge over the creek aligned with intersection to improve crossing location and create wider path entry to school to better accommodate pedestrian and bicyclist volumes 	
2	Morrissey Boulevard and Fairmount Avenue	<ul style="list-style-type: none"> A. Install missing sidewalk segment on Fairmount west of northwest corner B. Remove prohibition and provide pedestrian crossing across the north leg of intersection to accommodate pedestrians going toward Delaveaga who live north of Fairmount / east of Morrissey; Crossing improvement may need to include new pedestrian refuge space between the freeway on-ramp and the northbound Morrissey lane C. Consider leading pedestrian interval D. Upgrade west sidewalk on Morrissey Blvd overpass to a two-way multi-use path for pedestrians and cyclists; add a barrier between the path and adjacent travel lane; install entrance features to direct bicyclists to the multi-use path as opposed to using travel lane onto freeway E. Install advanced stop bars on the west and east legs F. Prohibit right turn on red on Morrissey Blvd southbound and Fairmount eastbound G. Install bicycle detection loops H. Paint red curb on the southwest corner for improved visibility 	

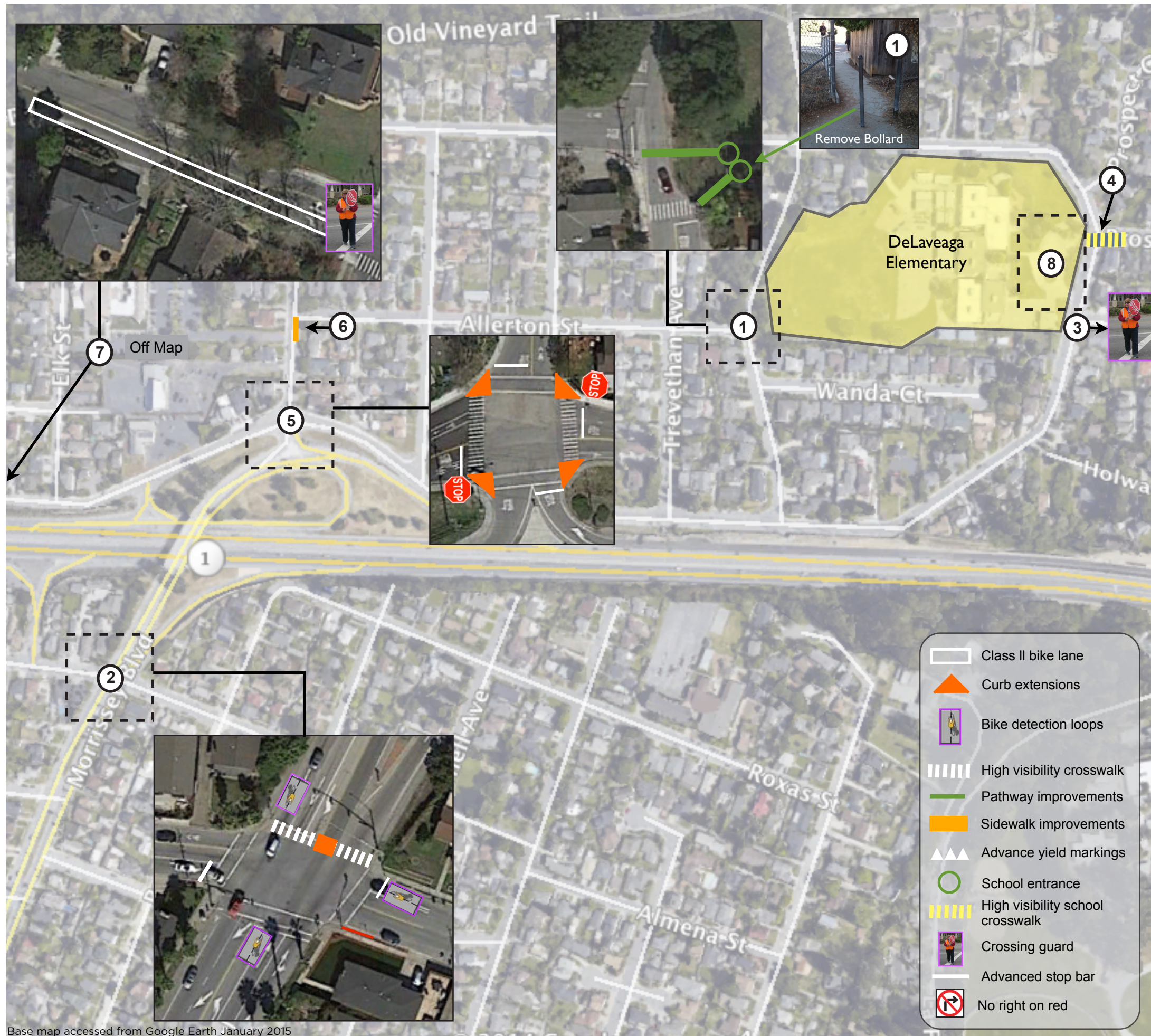
3	Morrissey Boulevard and Heather Court	A. Consider stationing a crossing guard at the crosswalk during peak pick-up and drop-off hours
4	Morrissey Boulevard and Prospect Heights	A. Install a crosswalk on the south leg of the intersection; coordinate with crossing guard operations at this location
5	Rooney Street and Pacheco Avenue	<p>A. Reconfigure intersection corners to give pedestrians more sidewalk space and to reduce vehicle turning speeds</p> <p>B. Trim vegetation to improve visibility</p> <p>C. Paint advance stop bars on all legs</p> <p>D. Move stop signs to more visible locations</p>
6	Pacheco Avenue and Allerton Street	<p>A. Remove sidewalk obstructions or provide additional sidewalk width at constrained locations including utility poles, signs, and hydrants</p>
7	Goss Avenue (between Market and N. Branciforte)	<p>A. Consider installing Class II bike lanes on eastbound (uphill) direction to separate bicyclists from vehicles on the uphill climb</p> <p>B. Consider adding a crossing guard at Goss / Branciforte during peak hours</p>
8	School Parking Lot	A. Consider reconfiguring parking lot circulation pattern to more efficiently use underutilized space; study option to relocate parking lot driveway(s) to better align with nearby intersections to improve pedestrian safety and vehicle circulation
9	Throughout Neighborhood	A. Complete gaps in sidewalk network



DeLaveaga Elementary School

Recommendations

Santa Cruz City Schools Complete Streets Master Plan
February 2015



1 Park Way and Allerton Street

- Widen entry path at Park Way, remove bollard, and evaluate path conformance with ADA standards
- Consider new pedestrian/bicycle bridge over the creek aligned with intersection to improve crossing location and create wider path entry to school to better accommodate pedestrian and bicyclist volumes

2 Morrissey Blvd. and Fairmount Ave.

- Install missing sidewalk segment on Fairmount west of northwest corner
- Remove prohibition and provide pedestrian crossing across the north leg of intersection to accommodate pedestrians going toward Delaveaga who live north of Fairmount / east of Morrissey; crossing improvement may need to include new pedestrian refuge space between the freeway on-ramp and the northbound Morrissey lane
- Consider leading pedestrian interval
- Upgrade west sidewalk on Morrissey Blvd overpass to a two-way multi-use path for pedestrians and cyclists; add a barrier between the path and adjacent travel lane; install entrance features to direct cyclists to use the multi-use path as opposed to using travel lane on to freeway
- Install advanced stop bars on the west and east legs
- Prohibit right turn on red on Morrissey Blvd southbound and Fairmount eastbound
- Install bicycle detection loops
- Paint red curb on the southwest corner for improved visibility

3 Morrissey Blvd. and Heather Ct.

- Consider stationing a crossing guard at the crosswalk during peak pick-up and drop-off hours

4 Morrissey Blvd. and Prospect Heights

- Install a crosswalk on the south leg of the intersection

5 Rooney Street and Pacheco Ave.

- Reconfigure intersection corners to give pedestrians more sidewalk space and to reduce vehicle turning speeds
- Trim vegetation to improve visibility
- Paint advance stop bars on all legs
- Move stop signs to more visible locations

6 Pacheco Ave and Allerton Street

- Remove sidewalk obstructions or provide additional sidewalk width at constrained locations including utility poles, signs, and hydrants

7 Goss Ave (between Market and N. Branciforte)

- Consider installing Class II bike lanes on eastbound direction to separate bicyclists from vehicles on the uphill climb
- Consider adding a crossing guard at Goss/Branciforte during peak hours

8 School Parking Lot

- Consider reconfiguring parking lot circulation pattern to more efficiently use underutilized space; study option to relocate parking lot driveway(s) to better align with nearby intersections to improve pedestrian safety and vehicle circulation

9 Throughout Neighborhood

- Complete gaps in sidewalk network



DeLaveaga Elementary School Non-Infrastructure Recommendations

1. Conduct annual student bike and pedestrian safety education.

The Santa Cruz County Health Service Agency offers pedestrian and bike safety for younger elementary students and Ecology Action offers presentations and on-the-bike safety training for older elementary students. Both programs are only provided when short term funding is available. Designated PTA funds, district supported funds and outside public traffic safety grants could cover these important programs.

2. Increase participation in Boltage program to encourage more biking/walking at school site.

Currently program is mostly volunteer led. School could embrace program to be included in other rewards programs to gain greater participation. Although this Boltage site has strong participation numbers there is room for growth.

3. Consider Kinder Carpool Program to increase carpooling from early grades.

Program does not currently exist. School could pair incoming kinders that live near one another to encourage carpooling. Raises potential for long term carpooling relationships.

4. Consider increasing biannual Bike/Walk to School event to monthly or even weekly event, eg. Walk and Roll Wednesdays

Ecology Action has offered a monthly (rather than biannual) event to several local schools to more consistently re-enforce and encourage biking and walking to school. Numbers indicate this approach may increase daily active commuting totals. This program requires ongoing financial support.

5. Consider creating Walking School Bus (WSB) program

A successful WSB program requires a group of dedicated volunteers and/or an agency to administer and monitor program success. The likely route would begin across the freeway from the Morrissey neighborhood. Adult supervision over the freeway would be a large benefit to families who currently live close enough to walk but feel this interchange is not safe for children to navigate alone. To launch a viable program we would recommend agency and ongoing financial support.

