

Westlake Elementary School - 1000 High St.	
Grades:	K-5th
Number of Students:	633
Free/Reduced Meal %:	18.5% (District is 42.4%)
Students residing within a mile of school:	64%
Students using active transportation:	25%
Bike/Pedestrian injury or fatal crashes within half mile of school 2007-2012:	15 2 Pedestrian and 13 Bicycle



Bike/Walk Audit – Tuesday November 19th, 2013.

Participants: Principal Clyde Curley, Parents Louise Pearse, Lisa Napier, Ami Mills, Isabel Bjork, Josh Lorey, Will Menchine , SC City Public Works Staff Cheryl Schmitt and Nathan Nguyen, EA Staff Piet Canin and Jeanne LePage.

Overview

- Westlake Elementary is set on a high-volume collector street but surrounded by low-volume suburban streets.
- The elementary school is adjacent to the University of California and sees lots of University-related traffic at morning drop-off.
- This school has the highest car mode split and the lowest percentage of Free/Reduced Meal students.
- There is a crossing guard directly in front of the school at High/ Moore St.
- Ecology Action ran a successful Walking School Bus (WSB) with 3 routes at this school for 2 years but when funding for staffing ended the WSB did not continue. However this is still an ideal location for another WSB program.
- Bike and Pedestrian improvements were installed with a Safe Routes to School grant.
- The closest municipal bus stop is directly in front of the school at the High and Moore intersection.

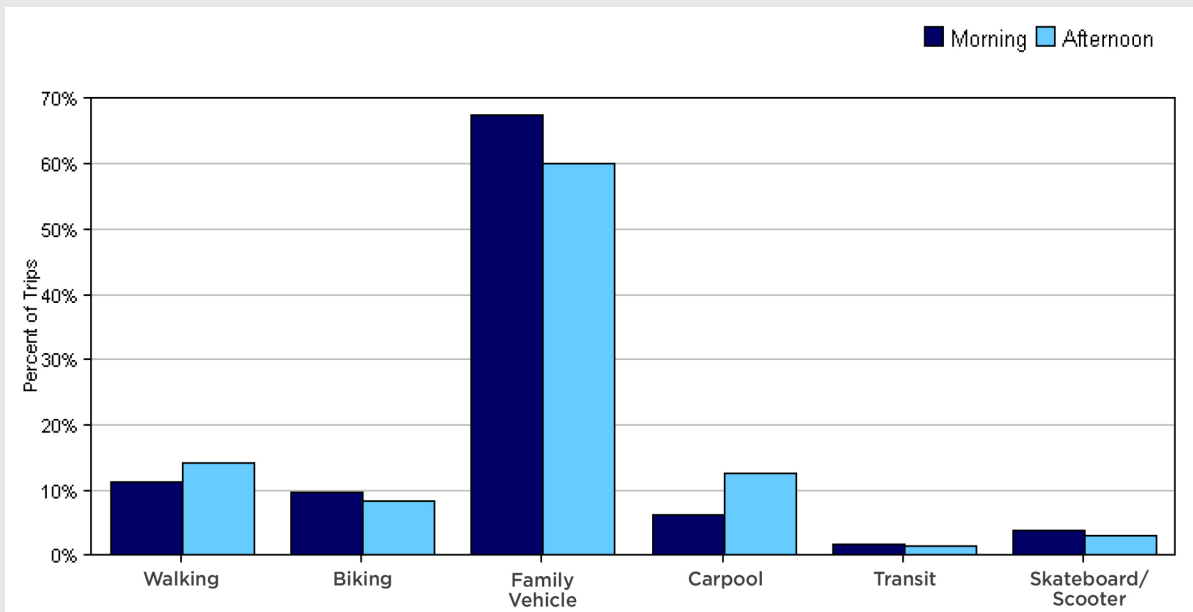


Analysis

- The Bay/High intersection at the entrance of UCSC is daunting for elementary students to navigate. Crossing Bay Drive is a challenge and is a significant safety concern for parents.
- This school is set on a hill so even though the distances are not great, the steepness of the grade is a disincentive for active transportation.
- The Escalona/Bay intersection had 3 ped/bike crashes from 2007 to 2012 according to state traffic safety data. This intersection was characterized by several Westlake parents as very dangerous. Santa Cruz High, Mission Hill Middle and Bay View Elementary School students also bike and walk through this intersection.
- With 64% of students residing within a mile and only 25% using active transportation it seems that this school is a prime candidate for encouragement programs to increase active transportation.
- This site has one of the lowest crash rates within a half mile of the school as compared to the other 9 school sites.
- There were 10 locations and 16 infrastructure improvements recommended for this school.

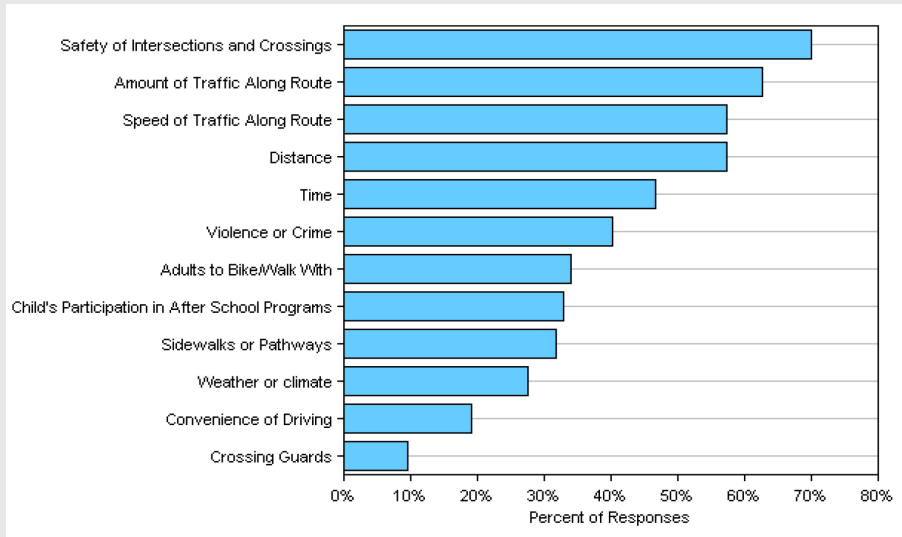
Student Mode Survey Results

In October 2012, 23 of the 1st-5th grade classrooms were surveyed by EA staff.



Parent Survey Results

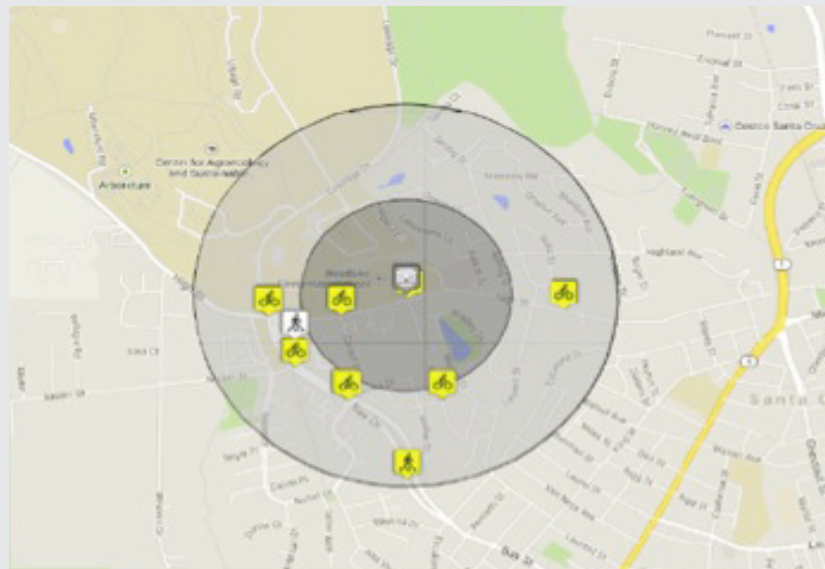
Survey administered in May of 2012. 186 surveys were returned. Below are results from Question 8 of the survey. Respondents were asked to rank the issues affecting their decision to not allow a child to walk or bike to/from school. Number of respondents to this question - 120.



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

15 (2 Pedestrian; 13 Bicycle)

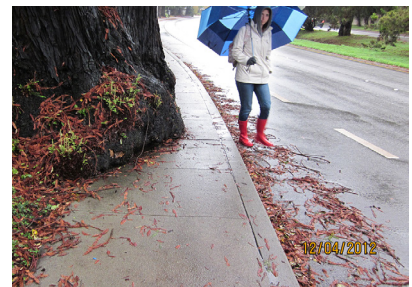
Collision Severity	Involvement		
	Bike	Ped	Both
Fatal			
Injury (Severe)			
Injury (Other Visible)			
Injury (Complaint of Pain)			





Westlake Elementary School Recommendations

	Location	Recommendation
1	High Street and Moore Street	A. Formalize the unpaved “volunteer” path leading from the bus stop on High Street to reduce pedestrian congestion at the intersection
2	West Side Gate Entrance	A. Consider opening the west entrance gate during peak hours B. Set the gate on a timer so that it is only open during peak hours and locked during the rest of the school day
3	Laurent Street (between Escalona Drive and Moore Street)	A. Ensure that routine street maintenance is performed to alleviate uneven surface to ensure bicyclist safety
4	Bay Drive at Meder Street / Cardiiff Court	A. On Bay Drive north of Meder Street address redwood tree trunk encroachment onto east sidewalk; options include bumping out curb line to widen sidewalk, or routing sidewalk behind trees B. Consider installing Rectangular Rapid Flashing Beacon (RRFB) to increase visibility of pedestrians and encourage vehicles to yield
5	Bay Drive and High Street	A. Provide pocket bike lanes at intersection for through cyclists in eastbound and westbound direction on High Street



6	Bay Drive and Nobel Drive/Iowa	<ul style="list-style-type: none"> A. Extend southeast sidewalk corner to reduce crossing distance for pedestrians crossing Bay Drive B. Improve entry and exit to Bay Dr. from ped/bike median path
7	Moore Street (Bradley Drive to Fridley Drive)	<ul style="list-style-type: none"> A. Consider adding a sidewalk on the east side of the street
8	Bradley Drive and Majors Street	<ul style="list-style-type: none"> A. Ensure continuous sidewalk on at least one side of the street (fill in sidewalk gaps)
9	Escalona Drive and Bay Drive	<ul style="list-style-type: none"> A. Extend corners to reduce crossing distance for pedestrians and slow turning vehicles B. Consider installing a Rectangular Rapid Flashing Beacon (RRFB) to increase visibility of pedestrians at uncontrolled crosswalk on Bay Drive C. Consider adding sidewalks on at least one side of Escalona Drive
10	Laurent Street and King Street	<ul style="list-style-type: none"> A. Add advance yield markings and “Yield to Pedestrians” sign for eastbound traffic on King Street B. Consider bulbouts at the King Street crosswalks and repaint as high-visibility crosswalks C. C. Ensure recommendations are coordinated with King Street bike lane recommendations provided in “2008 King Street Bikeway Concept Plan”

Westlake Elementary Recommendations

Santa Cruz City Schools Complete Streets Master Plan
February 2015



- 1 High St. & Moore St.**
 - Formalize the unpaved “volunteer” path leading from the bus stop on High Street to reduce pedestrian congestion at the intersection
- 2 West Side Gate Entrance**
 - Consider opening the west entrance gate during peak hours
 - Set the gate on a timer to that it is only open during peak hours and locked during the rest of the school day
- 3 Laurent St. (between Escalona & Moore)**
 - Ensure that routine street maintenance is performed to alleviate uneven surfaces to ensure bicyclist safety
- 4 Bay Dr. (on western side from Meder to High St.)**
 - On Bay Dr. north of Meder St. address redwood tree trunk encroachment onto east sidewalk; options include bumping out curb line to widen sidewalk or routing sidewalk behind trees
 - Consider installing Rectangular Rapid Flashing Beacon (RRFB) to increase visibility of pedestrians and encourage vehicles to yield
- 5 Bay Dr. & High St.**
 - Provide pocket bike lanes at intersection for through cyclists in eastbound and westbound direction on High St.
- 6 Bay Dr. & Nobel Dr./Iowa Dr.**
 - Extend SE sidewalk corner to reduce crossing distance for pedestrians crossing Bay Dr.
 - Improve entry and exit to Bay Dr. from ped/bike median path
- 7 Moore St. (Bradley Dr. to Fridley Dr.)**
 - Consider adding a sidewalk on the east side of the street
- 8 Bradley Dr. & Majors St.**
 - Ensure continuous sidewalk on at least one side of the street
- 9 Escalona Dr. & Bay Dr.**
 - Extend corners to reduce crossing distance for pedestrians and slow turning vehicles
 - Consider an Rectangular Rapid Flash Beacon (RRFB) to increase visibility of pedestrians at uncontrolled crosswalk on Bay Dr.
 - Consider adding sidewalks on at least one side of Escalona Dr.
- 10 Laurent & King St.**
 - Add advance yield markings and “Yield to Pedestrians” sign for eastbound traffic on King St.
 - Consider bulbouts at the King St. crosswalks and repaint as high-visibility crosswalks
 - Ensure recommendations are coordinated with King St. bike lane recommendations provided in “2008 King Street Bikeway Concept Plan”



Westlake 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 education for younger students and Ecology Action offers presentations and on the bike safety training for older 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. 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.

3. Consider increasing monthly Bike/Walk to School event to weekly event, eg. Walk and Roll Wednesdays

Ecology Action provided a monthly (rather than biannual) event to Westlake (fall 2013- spring 2015) to more consistently re-enforce and encourage biking and walking to school. Building on this successful program, the site could consider increasing the frequency of the event to a weekly program.

4. Consider re-starting Walking School Bus program

A successful WSB program requires a group of dedicated volunteers and/or an agency to administer and monitor program success. Westlake had such a program (2012-2014) with three routes and over 50 students participating. It was closely managed by Ecology Action and when funding for the program lapsed, the program disbanded the following fall. A re-launch of the WSB program is recommended but only with agency and ongoing financial support.

