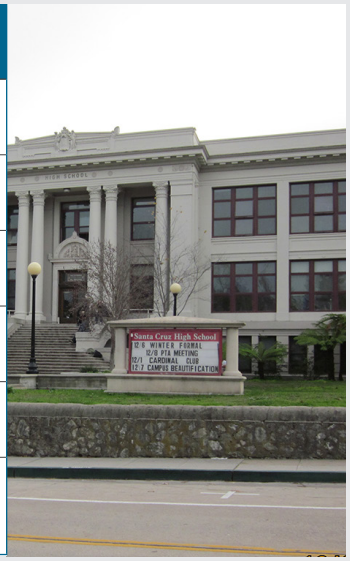
Santa Cruz High School - 415 Walnut Ave.	
Grades:	9th - 12th
Number of Students:	1006
Free/Reduced Meal %:	23.3% (District is 36.5%)
Students residing within a mile of school:	41%
Students using active transportation:	33%
Bike/Pedestrian injury or fatal crashes within half mile of school 2007-2012:	117 35 Pedestrian and 83 Bicycle (10 severe injuries and 1 fatality)



Bike/Walk Audit - November 15th, 2013

Participants: Instructor Stacy Falls and her 29 AP Environmental Studies students, Community Member Melissa Ott, Regional Transportation Staff Grace Blakeslee, GreenWays to School Staff Tawn Kennedy, Project Bike Trip Staff Kira Ticus, Santa Cruz City Public Works Staff Cheryl Schmitt and EA Staff Jeanne LePage and Emily Glanville.

Overview

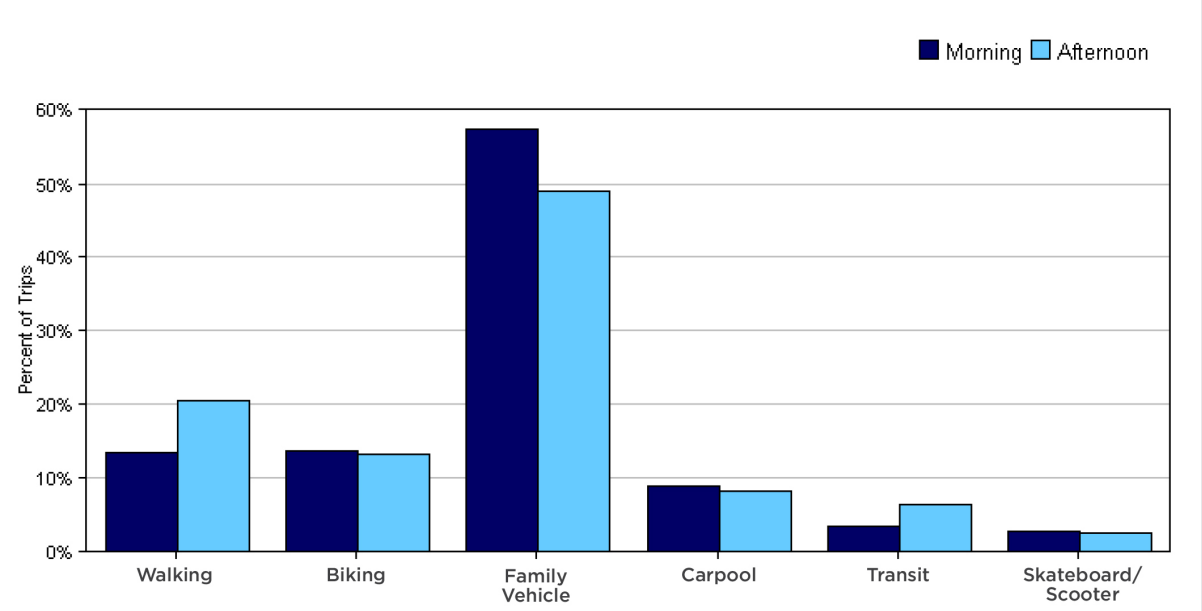
- Santa Cruz High is located in a residential neighborhood bordering the downtown retail area. Four-lane Highway 1/Mission Street is one block west of the campus.
- This is the only school site with such close proximity to a retail area.
- The school has a student bike club that meets sporadically with the coordination of GreenWays to School.

Analysis

- The Laurel Street corridor has the highest density of crash history near the school site with 32 reported crashes between 2007 and 2012 (4 severe injuries and 1 fatality). Laurel Street is steep and bicycle speed appears to play a role in the high rates of crashes. 11 of the 32 crashes occurred at the bottom of the Laurel hill, near Walti Street.
- The California St. and Walnut Ave. intersection was mentioned as problematic and unsafe in comments from Mission Hill Middle School, Bay View Elementary as well as Santa Cruz High parents. California Street is an important bicycle route for cyclists traveling north/south and is a safer alternative to Mission Street.
- Parent survey data show that distance and time are the biggest barriers to having students ride or walk to school. More time for sleep, no safe routes of travel, concerns about Mission Street and harassment by strangers are parent comments mentioned repeatedly as reasons that students do not bike or walk to school.
- 8 total locations were recommended for improvements with a total of 19 recommendations.

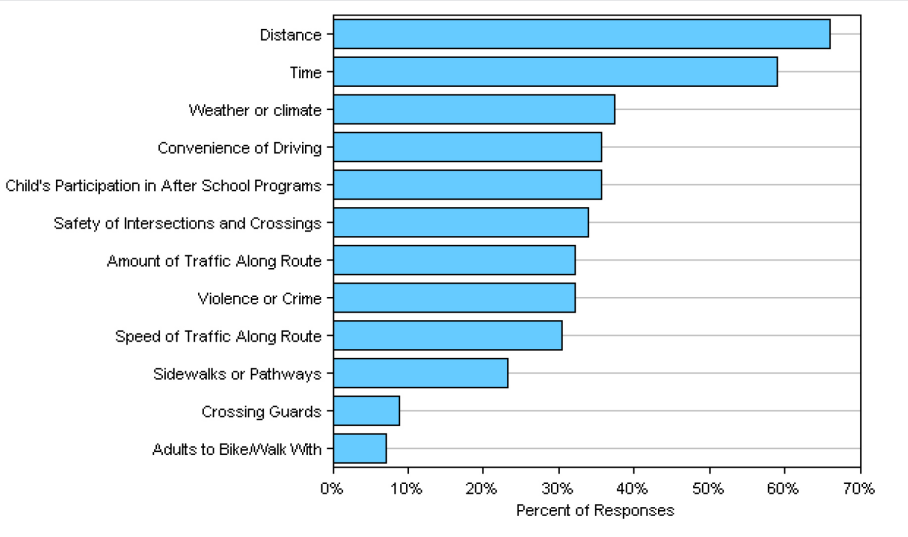
Student Mode Survey Results

In October of 2013, 31 of the 9th-12th grade classrooms were surveyed by EA staff.



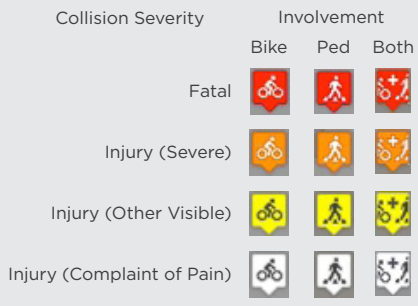
Parent Survey Results

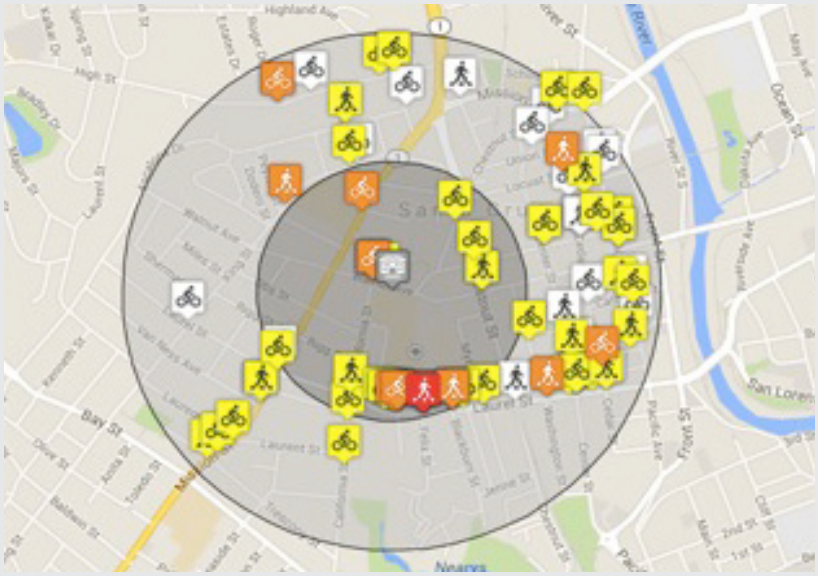
Survey administered in October of 2013. 133 surveys were returned. Below are results from Question 8 of the survey. Respondents were asked to rank the issues affecting their decision to not allow a child to walk or bike to/from school. 78 parents answered this question.



Pedestrian and Bicycle Collisions Within a Half-Mile Radius of Santa Cruz High School 2007-2012:

117; 35 Pedestrian; 83 Bicycle (10 severe injuries and one fatality)



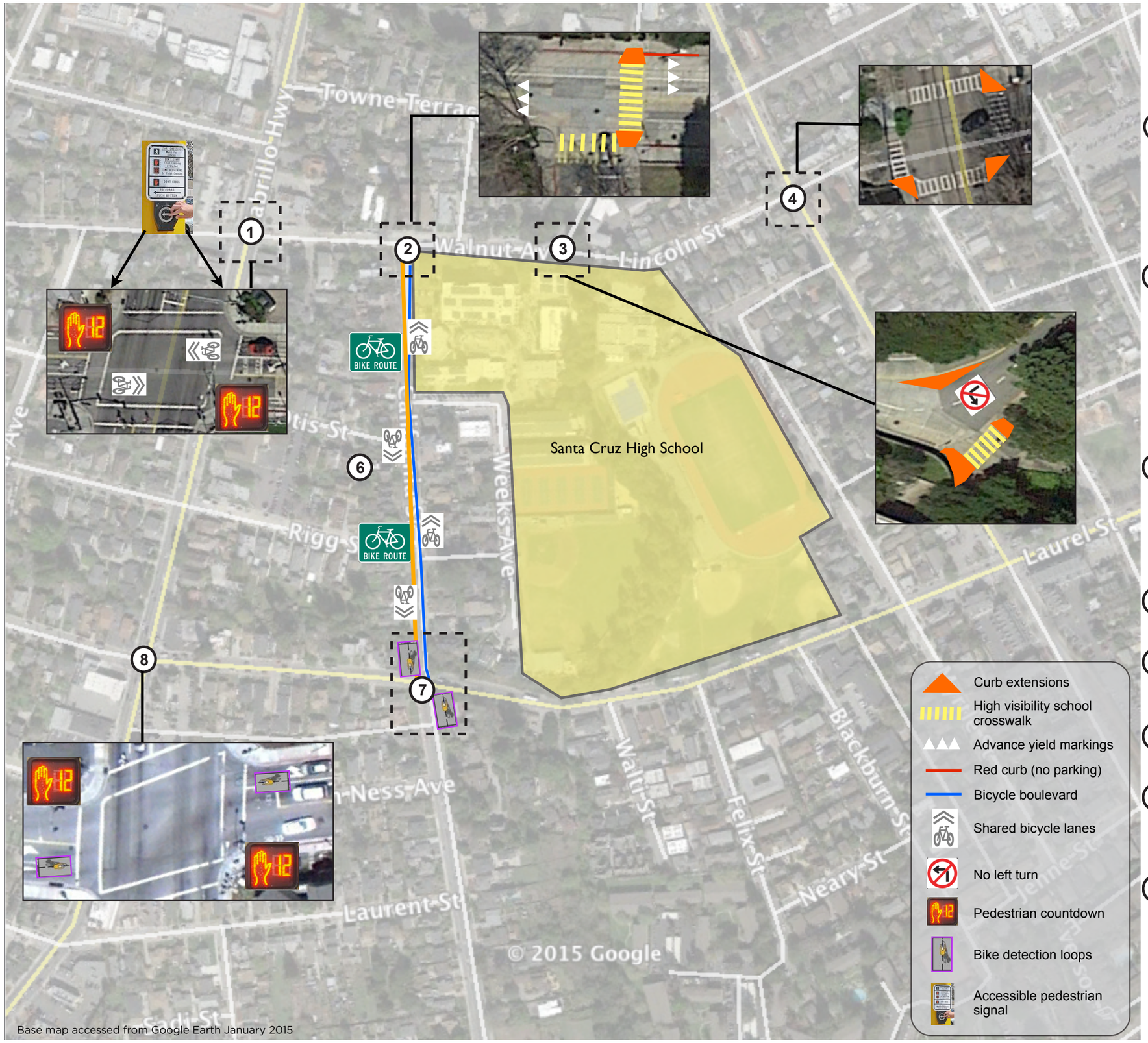



1 Mile Buffer
1/2 Mile Buffer
SANTA CRUZ HIGH
Santa Cruz High
Student Residence Concentration
Santa Cruz Complete Streets School Planning Project
Suported by Caltrans Planning Grant
Less Students
More Students
Westlake Elementary School
1/2 Mile Buffer
1 Mile Buffer
Bus Stops
City Limit
0 0.05 0.1 0.2 Miles
Caltrans

Santa Cruz High School Recommendations

	Location	Recommendation
1	Mission Street and Walnut Avenue	A. Reduce minimum green time, which will reduce pedestrian wait time and increase pedestrian compliance B. Install Accessible Pedestrian Signal (APS) push buttons that audibly confirm when they are pressed, which can increase pedestrian compliance with the walk signal C. Install countdown pedestrian signals D. Install Sharrow markings across intersection to indicate the intended path of bicyclists on Walnut Avenue crossing Mission Street
2	Walnut Avenue and California Street	A. Add eastbound and westbound advance yield markings ahead of the Walnut Avenue crosswalk B. Restripe crosswalk with high visibility pattern C. Remove one parking spot immediately east of crosswalk on Walnut Street and stripe red curb to improve pedestrian visibility D. Install curb bulbouts at either end of the crosswalk; bulbout on southeast corner may require extending bus zone in front of school to ensure bus can access curbside loading E. Trim vegetation to improve visibility on the southwest corner F. Study warrants for all-way stop on Walnut Avenue at California St. and Grover Lane intersections 
3	Walnut Avenue and Lincoln Street	A. Consider squaring the intersection or installing curb extensions to slow eastbound Walnut Avenue traffic, create safer turning conditions from westbound Walnut Avenue onto Lincoln Street, and shorten the pedestrian crossing distance B. Consider prohibiting left turns from Walnut onto Lincoln during school hours C. Repaint crosswalk with a high-visibility pattern
4	Lincoln Street and Chestnut Street	A. Install curb bulbouts to replace the painted bulbouts on the east leg of the intersection

5	Walnut Street (in front of SCHS)	A. Convert standard bicycle lane in front of school to buffered bike lane using striping to prevent cars from double parking B. Install “no U-Turn” signs
6	California Street (from Laurel Street to Walnut Avenue)	A. Study for potential bicycle-boulevard designation including implementation of larger stencils and signage to alert drivers 
7	California Street and Laurel Street	A. Install passive bike detection at intersection (if intersection is actuated); if pre-timed, removed sign that asks bicyclists to push button. B. Adjust green time to allow minimum crossing distance for turning bicyclists
8	Mission Street and Laurel Street	A. Install passive bike detection on Laurel Street legs of intersection



Base map accessed from Google Earth January 2015

Santa Cruz High School
Recommendations

Santa Cruz City Schools Complete Streets Master Plan
February 2015

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- Install Accessible Pedestrian Signal (APS) push buttons that audibly confirm when they are pressed, which can increase pedestrian compliance with the walk signal
- Install countdown pedestrian signals
- Install Sharrow markings across intersection to indicate the intended path of bicyclists on Walnut Avenue crossing Mission Street

2 Walnut Avenue and California Street
- Add eastbound and westbound advance yield markings ahead of the Walnut Avenue crosswalk
- Restripe crosswalk with high visibility pattern
- Remove one parking spot immediately east of crosswalk on Walnut Street and stripe red curb to improve pedestrian visibility
- Install curb bulbouts at either end of the crosswalk; bulbout on southeast corner may require extending bus zone in front of school to ensure bus can access curbside loading
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8 Mission Street and Laurel Street
- Install passive bike detection on Laurel Street legs of intersection

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Santa Cruz High School Non-Infrastructure Recommendations

1. Consider holding annual bike safety clinic to teach bike safety to students.

Ecology Action offers presentations and on-the-bike safety training for older students when short term funding is available. Safety education is fundamental to improving bike and pedestrian safety. This seems particularly important for incoming 9th graders who may be biking for the first time.

2. Consider Carpool Reward Program for incoming 9thh graders to increase carpooling.

Program does not currently exist but could pair incoming 9th graders who live near one another to build habit of carpooling.

3. Consider increasing biannual Bike/Walk to School event to monthly event to encourage more frequent bike/walk trips.

Ecology Action has offered a monthly (rather than biannual) event to several local schools with the intent of building a regular habit rather than a special event. Numbers indicate this approach may increase daily active commuting totals.

4. Peer to Peer bike safety education and encouragement by Santa Cruz High bike club members.

Have experienced bike club members teach bike safety as well as Promote more frequent bike riding to school.

5. Promote municipal bus routes as viable transportation option.

Some students already use the public buses but more could be done at the beginning of the school year to promote additional usage. School could promote most convenient routes and facilitate bus pass purchase at fall back to school events.

6. Circulate bike maps, resource list and bike cage promotion every fall to students to encourage bike/walk trips.

Encourage students to bike through education and encouragement of the activity. Use outreach to build participation in school Bike Club.