

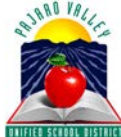


## County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan

Funding provided by:



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# Acknowledgements

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## Executive Summary

The County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan (Plan) provides recommendations to improve safety at nineteen public schools in unincorporated Santa Cruz County and Scotts Valley. The Plan includes a prioritized list of conceptual infrastructure improvements and recommendations for education and encouragement programs to improve the safety of families walking and biking and to encourage more active transportation trips to school. The plan identifies transportation needs, gaps, opportunities, and community values to help inform stakeholders on the types of improvements that may be implemented where feasible.

This Plan includes new recommendations for sixteen schools in unincorporated Santa Cruz County and Scotts Valley. Recommendations for three Soquel Union Elementary School District schools were developed in 2014 by the County of Santa Cruz and Kimley Horn, and those recommendations are included in this Plan to simplify implementation for local agencies. Due to limited resources, this Plan does not include all schools in unincorporated Santa Cruz County. Schools were selected that lie within the urban services boundary, as these schools offer the most opportunities for increased walking and bicycling. They include schools in Live Oak, Soquel, Aptos, and Rio Del Mar, and just outside the city of Watsonville.

This Plan is a high-level planning document and further engineering study is needed before many of the recommendations can be constructed. Projects may be implemented over time as funding becomes available. All recommended improvements within the state right-of-way are subject to Caltrans approval. Encroachment permits and maintenance agreements with Caltrans may be required for implementation of proposed recommendations.

### Organization of the Plan

This Plan is organized to meet state guidelines for Safe Routes to Schools plans:

#### Chapter 1: Introduction

The first chapter provides information on Complete Streets and Safe Routes to Schools, sets the Plan's goals, and explains the community engagement activities used to develop the Plan.





## Chapter 2: Existing Conditions

This chapter outlines existing conditions in both the county of Santa Cruz and the city of Scotts Valley, including demographic information, mode split characteristics, and collision data. This chapter also describes this Plan's consistency with other planning documents and current projects and programs related to Safe Routes to Schools.

## Chapter 3: Citywide Recommendations

This chapter contains infrastructure recommendations that serve multiple schools or address larger, corridor-wide issues.

## Chapter 4: School-Level Recommendations and Profiles

This chapter contains specific infrastructure and program recommendations for each school site, descriptions of the current biking and walking conditions, observations from the school walk audit, and other data related to each school site.

## Chapter 5: Non-Infrastructure Recommendations

Programmatic changes are also important for improving safety and encouraging more walking and bicycling. This chapter contains recommendations that address the other components of Safe Routes to Schools: education, encouragement, enforcement, and evaluation.

## Chapter 6: Implementation

The final chapter discusses funding sources that are available to the County of Santa Cruz and City of Scotts Valley to finance the recommended projects, and the methods each jurisdiction will use to report on the Plan's progress to the community and to maintain existing and future bicycle and pedestrian infrastructure.

## Plan Goals

The County of Santa Cruz and City of Scotts Valley have set the following goals to reduce collisions and increase bicycling and walking trips by implementing projects and programs from the Complete Streets to Schools Plan:

### County of Santa Cruz:

- Double the active transportation rates at each school.
- Eliminate severe injuries and fatal collisions among youths under the age of 18 who are walking or bicycling.

### City of Scotts Valley:

- Increase the active transportation rates by 10% at each school.
- Eliminate severe injuries and fatal collisions among youths under the age of 18 who are walking or bicycling.

## Recommended Projects & Prioritization

This Plan includes 225 recommendations for county and city roadways and school district property. Recommendations for each school site were developed based on community input on the challenges of walking, bicycling, and driving to school, and on observations from walk audits that were held at each school site.

The planning team developed a ranking system to prioritize projects. The ranking criteria reflect the Plan's goals and correspond to the State Active Transportation Program criteria. They are as follows:

- Safety: 30 points
- Roadway Type: 10 points
- Connectivity and Access: 15 points
- Implementation: 20 points
- Equity: 15 points
- Community-Identified Need: 10 points

Projects may be sorted by these categories; for example, the project lists can be sorted by safety using the safety score. Following the prioritization and consultation with public works staff, the projects listed in Table 1 are the ten highest-priority projects for Santa Cruz and Scotts Valley.

## Implementation & Funding

The projects included in this Plan may be implemented over time as funding becomes available. Leveraging local funds and additional grant funding will be critical for the Plan's implementation. There may also be opportunities for the County of Santa Cruz and the City of Scotts Valley to make bicycle and pedestrian improvements as part of their street and road improvements.

There are three main funding sources the County of Santa Cruz and City of Scotts Valley can use to implement the active transportation improvements in this Plan: Measure D funds in the Neighborhood Projects category, State Active Transportation Program funds, and California Senate Bill 1 funds.

# Top Ten Proposed Projects for Santa Cruz County and Scotts Valley

## County Of Santa Cruz

(13 Projects Total, 8 Projects Tied At 75 Points)

Rec. No.	School Site	Location	County Jurisdiction (unless noted)	Conceptual Recommendation (where feasible, upon further review)	Total Score
LM8	Lakeview Middle	School Driveway/East Lake Avenue/Hwy 152	Caltrans/ PVUSD	Install sidewalk on north side of school driveway between East Lake Avenue/Hwy 152 and faculty lot driveway. Install high-visibility crosswalk across faculty lot driveway, with additional "Staff parking only" and "No pick up or drop off" signs.	90
LO1	Live Oak Elem	Capitola Road at Chanticleer Avenue		Install lead pedestrian interval and "No right on red" LED blank-out signs during school pick-up and drop-off times.	85
LM3	Lakeview Middle	Holohan Road between Green Valley Road and East Lake Avenue/Hwy 152 (short term)		Repair speed feedback sign. Install school zone signage and pavement markings as appropriate.	80
SM8	Shoreline Middle	17th Avenue at Simpkins Swim Center entrance		Install marked crossing on 17th Avenue. This crossing will connect rail trail segments.	80
CA9	Calabasas Elem	Buena Vista Drive between Freedom Boulevard and Bowker Road		Restripe crosswalks at Calabasas Road and Miller Avenue. Install speed feedback sign.	80
CA7	Calabasas Elem	Buena Vista Drive between Freedom Boulevard and Calabasas Road		Study options to install sidewalk on north side of roadway or Class 1 facility on south side.	75
LM1	Lakeview Middle	Holohan Road at East Lake Avenue/Hwy 152	Caltrans	Expand pedestrian landing at southeast corner, considering existing drainage in the design. Refresh high-visibility crosswalk paint. Install limit lines for all vehicle approaches that are set back from crosswalks. Install button-operated pedestrian countdown timers and push-buttons at each traffic signal with lead pedestrian intervals.	75
LM2	Lakeview Middle	Holohan Road between Green Valley Road and East Lake Avenue/Hwy 152 (long term)		Install Class IV separated bikeways or a Class I shared-use path along Holohan Road.	75
LM7	Lakeview Middle	East Lake Avenue/Hwy 152 between Holohan Road and school driveway	Caltrans/ PVUSD	Retrofit eastern sidewalk/path to be a Class I shared-use path. Paint red curb on East Lake Avenue/Hwy 152 outside school driveway. Pave path from East Lake Avenue/Hwy 152 to sidewalk south of bus loop.	75
LO2	Live Oak Elem	Capitola Road between 17th Avenue and Chanticleer		Repair sidewalk, and work with property owners to clear debris. Relocate utility poles and cabinet if possible.	75
LO7	Live Oak Elem	17th Avenue at Harper Street		Install high-visibility crosswalks on both legs of Harper Street. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install RRFB for 17th Avenue crossing.	75
SH5	Soquel High	Porter Street between Soquel Drive and Paper Mill Road		Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in the future reconfiguration of the Soquel-Porter intersection (ROW acquisition and property redevelopment required).	75
C3	Countywide	Freedom Boulevard between Bowker Road and Airport Boulevard		Close sidewalk gaps on south side of street between Bowker and Buena Vista, and on both sides of street between Buena Vista and Airport. Study options to improve pedestrian crossing of Buena Vista Drive.	75

City of Scotts Valley  
(11 Projects Total, 3 Projects Tied At 50 Points)

Rec. No.	School Site	Location	County Jurisdiction (unless noted)	Conceptual Recommendation (where feasible, upon further review)	Total Score
SVH16	Scotts Valley High	Hacienda Way at Glenwood Drive (short term)		Work with property owner to trim vegetation and improve visibility.	65
SVM1	Scotts Valley Middle	Bean Creek Road and Scotts Valley Drive intersection		Install high-visibility crosswalks, curb extensions, and median refuge islands. Install lead pedestrian interval.	60
VH5	Vine Hill Elementary	Vine Hill Road at Tabor Drive/ Scotts Valley Drive (short term)		Upgrade crosswalks to high visibility.	60
C2	Citywide	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (short term)	Caltrans	Install leading pedestrian interval and curb extension at northeast corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches.	60
C4	Citywide	Scotts Valley Drive and Whispering Pines Drive between Vine Hill School Road and Lundy Lane (short term)		Upgrade bike lanes to buffered bike lanes.	60
C5	Citywide	Lockwood Lane		Fill sidewalk gaps on south side of street.	60
SVH15	Scotts Valley High	Hacienda Way at Glenwood Drive (long term)		Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection.	55
VH8	Vine Hill Elementary	Highway 17	Caltrans	Consider installing bike/ped bridge over highway as a long-term project.	55
VH6	Vine Hill Elementary	Vine Hill School Road between Glenwood Drive and Tabor Drive		Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs indicating that bike lanes depend on time of day.	50
C1	Citywide	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (long term)	Caltrans	Consider roundabout design.	50
C3	Citywide	Scotts Valley Drive and Whispering Pines Drive between Vine Hill School Road and Lundy Lane (long term)		Upgrade bike lanes to class IV separated bikeways, and widen sidewalks. This could be accomplished by narrowing the center turn lane.	50

## Chapter 1: Introduction

The County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan (Plan) provides recommendations for improving safety at nineteen public schools in unincorporated Santa Cruz County and Scotts Valley. The Plan includes a prioritized list of conceptual infrastructure improvements and recommendations for programs to improve the safety of families walking and biking and to encourage more active transportation trips to school.

### What are Complete Streets?

Complete streets are roadways designed to safely and comfortably accommodate all users, including drivers, bicyclists, pedestrians, and transit riders. Complete Streets accommodate users of all ages and abilities and expand transportation options by making all modes of travel convenient and safe. This framework can be used to improve the options for students and families traveling to and from school.

### Benefits of Safe Routes to Schools

The simple act of traveling to school can have a tremendous impact on the health of individuals and communities. Encouraging more active transportation trips provides the following benefits:

- **Healthier students:** Walking or riding a bike or scooter to school is good exercise, improves fitness, and has been demonstrated to improve academic performance.
- **Reduced traffic congestion:** Shifting trips to walking and biking increases safety and improves air quality around schools.
- **Lower transportation costs:** Walking and biking are low- or no-cost alternatives to driving. Driving a newer sedan costs an average of \$8,849 annually.<sup>1</sup>
- **Reduced emissions:** Transportation generates approximately 60% of the emissions in Santa Cruz County.<sup>2</sup> Shifting car trips to walking and biking helps our planet.



### Benefits of Safe Routes to Schools:

Healthier students

Reduced traffic congestion

Lower transportation costs

Reduced emissions

1. AAA Newsroom: <https://newsroom.aaa.com/auto/your-driving-costs/>.

2. Sustainable Santa Cruz County Plan: <http://www.sccoplanning.com/Portals/2/County/planning/policy/sustainablesantacruzcounty/Final-Plan-Ch1-Ch4.pdf>.

## The Six E's

This Plan's recommendations are grouped into the Six E's of Safe Routes to Schools, as defined by the Safe Routes Partnership. The Six E's are a nationally recognized framework for increasing walking and biking to schools.

- **Engineering:** creating physical improvements to streets and neighborhoods that make walking and biking safer, more comfortable, and more convenient.
- **Education:** providing students and families with the skills to walk and bike safely, and informing them about the wide range of transportation choices.
- **Encouragement:** using events, activities, and programs to raise awareness and build support for walking and biking.
- **Enforcement:** partnering with local law enforcement to deter unsafe behaviors and encourage safe traffic speeds and behaviors.
- **Evaluation:** assessing which approaches to Safe Routes to Schools are more or less successful.
- **Equity:** ensuring that Safe Routes to School initiatives benefit everyone, with particular attention to low-income students, students of color, students with disabilities, and others.

## Plan Goals

The County of Santa Cruz and the City of Scotts Valley have set the following goals to increase bicycling and walking trips and reduce bicycle and pedestrian collisions through implementation of projects and programs from the Complete Streets to Schools Plan.

### County of Santa Cruz:

- Double the active transportation rates at each school.
- Eliminate severe injuries and fatal collisions among youths under the age of 18 who are walking or bicycling.

### City of Scotts Valley:

- Increase the active transportation rates by 10% at each school.
- Eliminate severe injuries and fatal collisions among youths under the age of 18 who are walking or bicycling.



### The Six E's:

1. Engineering
2. Education
3. Encouragement
4. Enforcement
5. Evaluation
6. Equity



## School Locations

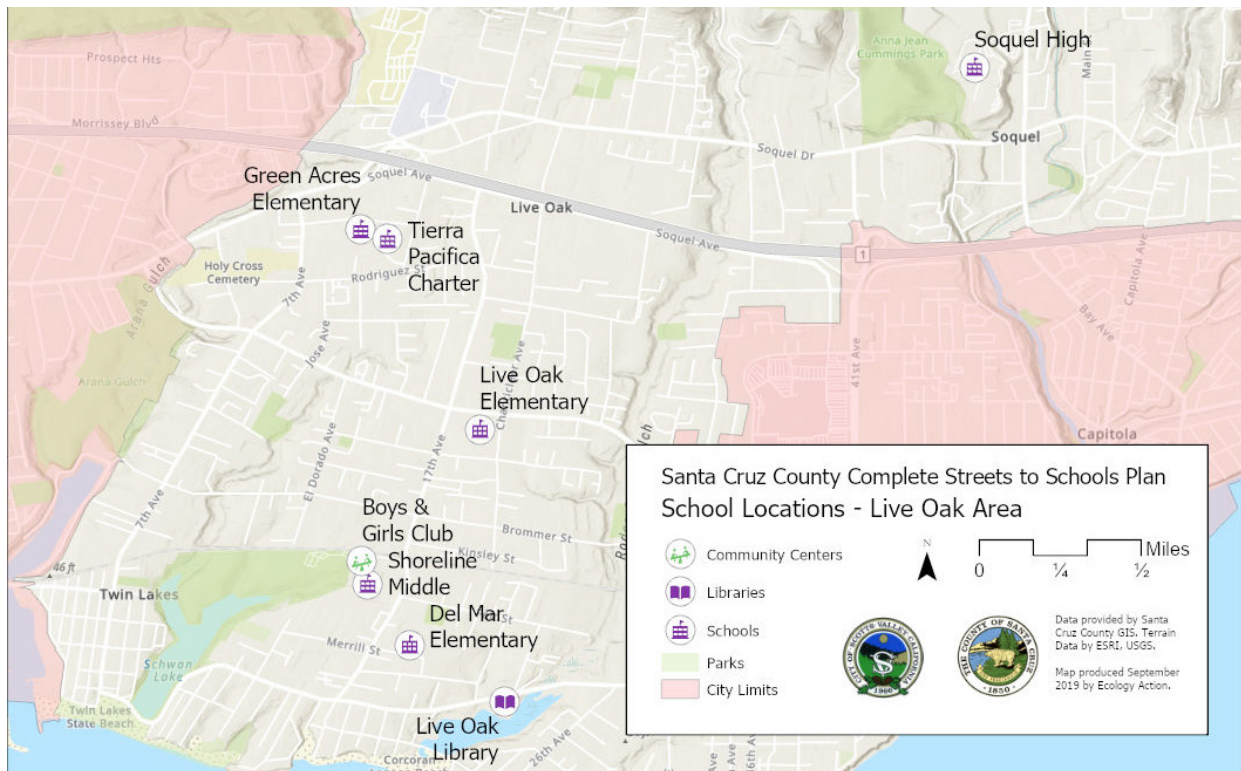
The schools included in this Plan are located in both unincorporated Santa Cruz County and the city of Scotts Valley. In the county, the Plan focuses on schools within the urban services boundary, which defines the areas that are planned to accommodate higher densities of development. Schools outside this boundary were not included because they are in more rural areas with fewer opportunities for walking or bicycling. Schools along the Highway 9 corridor were also not included because those schools were addressed in the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan, completed by the Santa Cruz County Regional Transportation Commission in 2019.

Three schools in the Soquel Union Elementary School District were the focus of a 2014 Safe Routes to Schools safety audit and survey. New audits were not conducted for these schools as part of this planning process, but recommendations for them are included in the overall project list to simplify implementation for local agencies.

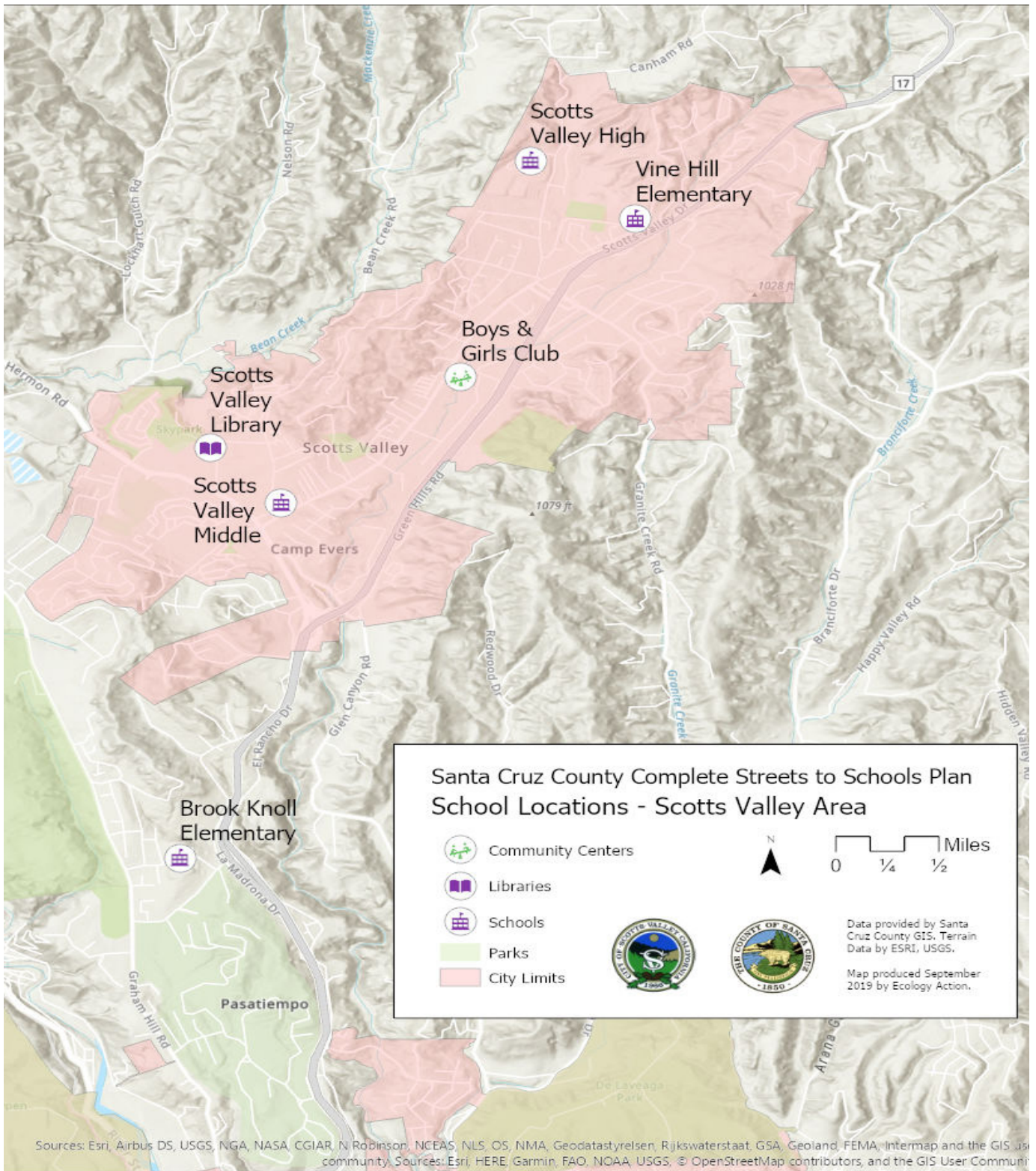
Schools Included in the Complete Streets to Schools Plan:

- Live Oak School District: Del Mar Elementary, Green Acres Elementary, Live Oak Elementary, Shoreline Middle School, Tierra Pacifica Charter School.
- Scotts Valley Unified School District: Brook Knoll Elementary, Scotts Valley High School, Scotts Valley Middle School, Vine Hill Elementary.
- Santa Cruz City Schools: Soquel High School.
- Pajaro Valley Unified School District: Aptos Junior High, Calabasas Elementary, Mar Vista Elementary, Valencia Elementary, Rio Del Mar Elementary, Lakeview Middle School.

The maps below show the school locations and key destinations like parks and community centers.



The map below shows the school locations and key destinations like parks and community centers.





## Community Participation Process

Input from the community was the basis of this Plan's recommendations. The following methods were used to learn from school communities about their biggest barriers to active transportation. Feedback was then used to develop the recommendations list.

### Community Meetings

Because the county of Santa Cruz and the city of Scotts Valley cover a wide geographic area, three community meetings were held in Aptos, Live Oak, and Scotts Valley in fall 2018. Parents, school and district staff members, elected officials, and county and city staff members participated to learn about barriers to biking and walking, traffic safety issues around schools, and ideas for future projects. Bilingual outreach materials were used to promote the community meetings, and Spanish translation was offered at each meeting.

### School Walk Audits

Following the community meetings, "walk audits" were held at sixteen schools to observe the conditions during the morning drop-off period. Principals, parents, community members, and county and city staff members observed the existing infrastructure around the schools, traffic circulation patterns, and the behavior of pedestrians, bicyclists, and drivers. After the drop-off period, the group gathered to report their observations, record any barriers to safe walking and bicycling, and start discussing possible infrastructure improvements.

### Parent Surveys

Bilingual paper surveys from the National Center for Safe Routes to School were distributed to parents at sixteen schools. Families in Scotts Valley Unified School District received the survey online because the district has a policy to reduce paper use. These surveys provided data on how students are getting to school now, how far they live from school, and the barriers that prevent parents from letting their children walk or bike. The full survey results can be found in Appendix 2.



School Walk Audits

## Student Travel Mode Surveys

Teachers at sixteen schools were asked to conduct student travel mode surveys developed by the National Center for Safe Routes to Schools. These surveys asked students to report how they got to school over a two-day period. The full survey results can be found in Appendix 2.

## Online Forum

A bilingual project website was created to explain the planning process, promote the community meetings and school audits, and solicit public comments.

Over the next two years, members of our community will create a Safe Routes to Schools plan for 16 schools in Scotts Valley, Aptos, and Live Oak to make it safer and easier for students to walk and bike to school.



### Become a school stakeholder.

Our walking audits help uncover the biggest infrastructure and safety needs at these schools.

To sign up for an audit, enter your contact info above.

SCHOOL	AUDIT DATE	AUDIT TIME
1 Scotts Valley Middle	10/9/2018	7:40a-9:20a
2 Scotts Valley High	10/15/2018	7:30a-9:00a
3 Brook Knoll Elementary	10/18/2018	7:45a-9:15a
4 Sargent High	10/24/2018	7:30a-9:30a
5 Live Oak Elementary	10/25/2018	7:45a-9:20a
6 Live Oak Elementary	10/25/2018	9:45a-11:15a
7 Aptos Junior High	10/27/2018	8:00a-9:30a
8 Shoreline Middle	11/9/2018	7:40a-9:10a
9 Green Acres Elementary	11/27/2018	7:30a-9:20a

Durante los próximos dos años, los miembros de nuestra comunidad crearán un Plan de Rutas Seguras a la Escuela para 16 escuelas de Scotts Valley, Aptos y Live Oak, para que a los alumnos les resulte más seguro y más fácil ir a la escuela caminando o en bicicleta.



### Guardería e interpretación al español disponibles.

Las auditorías en las escuelas ayudan a identificar las necesidades más importantes con respecto a seguridad y mejoramientos en infraestructuras. Hemos implementado dos juntas públicas que se realizarán el sábado 24 y 30 de octubre. Ahora

Para apuntarse para una auditoría, ingrese su información arriba.

SCHOOL	AUDIT DATE	AUDIT TIME
1 Scotts Valley Middle	10/9/2018	7:40a-9:20a
2 Scotts Valley High	10/15/2018	7:30a-9:00a
3 Brook Knoll Elementary	10/18/2018	7:45a-9:15a
4 Sargent High	10/24/2018	7:30a-9:30a
5 Live Oak Elementary	10/25/2018	7:45a-9:20a
6 Live Oak Elementary	10/25/2018	9:45a-11:15a
7 Aptos Junior High	10/27/2018	8:00a-9:30a
8 Shoreline Middle	11/9/2018	7:40a-9:10a
9 Green Acres Elementary	11/27/2018	7:30a-9:20a

## Parent Meetings

Following the development of recommendations for each school, county, city, and Ecology Action staff members attended meetings with parents and school staffs to share the recommendations and get feedback. When appropriate, presentations were given in Spanish. Ecology Action met with the principals of the two schools that were unable to schedule presentations to review the recommendations and receive feedback.

## Chapter 2: Existing Conditions

The Complete Streets to Schools Plan includes schools in the county of Santa Cruz and the city of Scotts Valley. The present chapter describes the current conditions in both jurisdictions, including demographic information, mode split characteristics, and collision data. The chapter also describes the Plan's consistency with other local and regional planning documents and current projects and programs related to Safe Routes to Schools.

### County of Santa Cruz

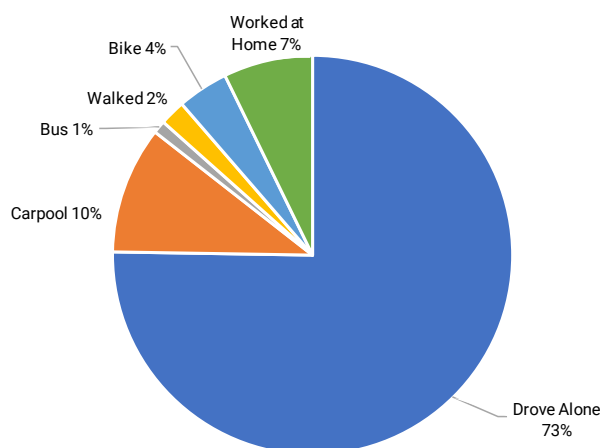
The unincorporated county of Santa Cruz was home to 136,193 residents in 2017 and contains several distinct communities, including Live Oak, Soquel, Aptos, and Rio Del Mar.<sup>3</sup> These communities are located between the Santa Cruz Mountains and Monterey Bay and are bisected by Highway 1.

Within the Plan area,\* 19% of residents are under the age of 18 and 16% are 65 or older. The majority of residents, 60%, are white, with 32% being Hispanic or Latino and 3% Asian. However, there is significant variation between areas of the county. In the Freedom and Interlaken Census Designated Places (CDP), for instance, these numbers are reversed, with more than 70% of residents identifying as Hispanic or Latino.<sup>4</sup>

Several arterials within the planning area have among the highest traffic volumes in the county. State Park Drive south of Soquel Drive has the seventh-highest traffic volume of four-lane arterials in Santa Cruz County, and it is the only route for residents on the coastal side of Highway 1 to access Mar Vista Elementary. Soquel Drive west of 41st Avenue, which serves Soquel High and Santa Cruz Gardens Elementary, has the ninth-highest traffic volume among four-lane arterials, carrying an average of 23,618 vehicles per day.<sup>3</sup>

The majority of residents drive alone to work within the Plan area.\* However, there is significant variation among different areas of the county. In the Twin Lakes CDP, 13% of residents bike to work, and nearly 5% of residents walk to work in the Live Oak CDP.<sup>5</sup>

### Mode Share for Work Trips in Unincorporated Santa Cruz County\*



Source: ACS Commuting Characteristics by Sex. 2013–2017 American Community Survey 5-Year Estimates.

3. 2040 Santa Cruz County Regional Transportation Plan: <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>.

4. Census American Community Survey 2013–2017 Demographics and Housing Estimates, Table S0501.

5. Census American Community Survey 2013–2017 Commuting Characteristics by Sex, Table S0801.

\* Census data are not available for unincorporated Santa Cruz County as a whole. The data presented here are the average of data for the following census designated places within unincorporated Santa Cruz County: Aptos, Interlaken, Live Oak, Freedom, Pleasure Point, Rio Del Mar, Seacliff, Soquel, and Twin Lakes.

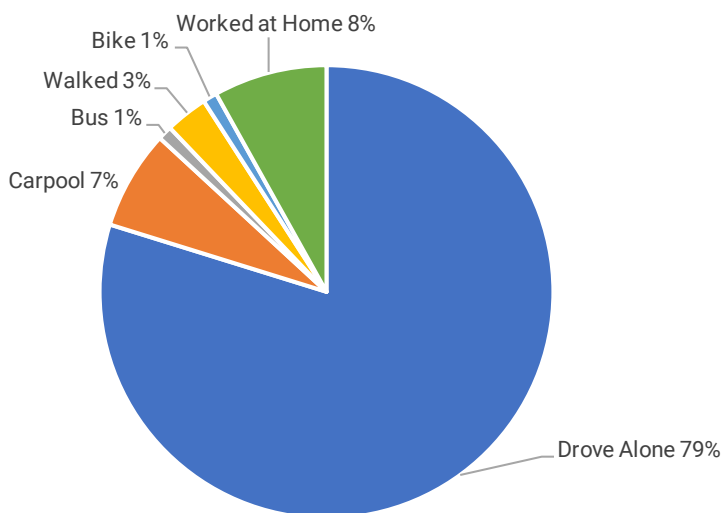
## City of Scotts Valley

Scotts Valley is a small city, with a population of 12,163 in 2017.<sup>3</sup> It has a higher percentage of young people than the unincorporated county, with more than 22% of residents being under the age of 18. 16% of residents are 65 or older. The majority of residents, 79%, are white, 12% are Hispanic or Latino, and 6% are Asian.<sup>4</sup>

Despite the city’s small size, the two main roadways in Scotts Valley carry high volumes of traffic. Mount Hermon Road has the third-highest traffic volume of any arterial in the county, and Scotts Valley Drive comes in at number 11 among four-lane arterials.<sup>3</sup>

Active transportation rates in Scotts Valley are lower than in nearby jurisdictions, with only 4% of residents reporting that they walked or rode a bicycle to work between 2013 and 2017. Scotts Valley has the highest rate of driving alone to work among Santa Cruz County jurisdictions.<sup>5</sup>

Mode Share for Work Trips City of Scotts Valley



Source: ACS Commuting Characteristics by Sex. 2013–2017 American Community Survey 5-Year Estimates.

## Disadvantaged Communities

Investments in active transportation are particularly important for disadvantaged communities, which tend to have higher rates of walking and bicycling. One-third of Santa Cruz County residents do not drive; including youths, seniors, and low-income families who do not have access to a car.<sup>3</sup>

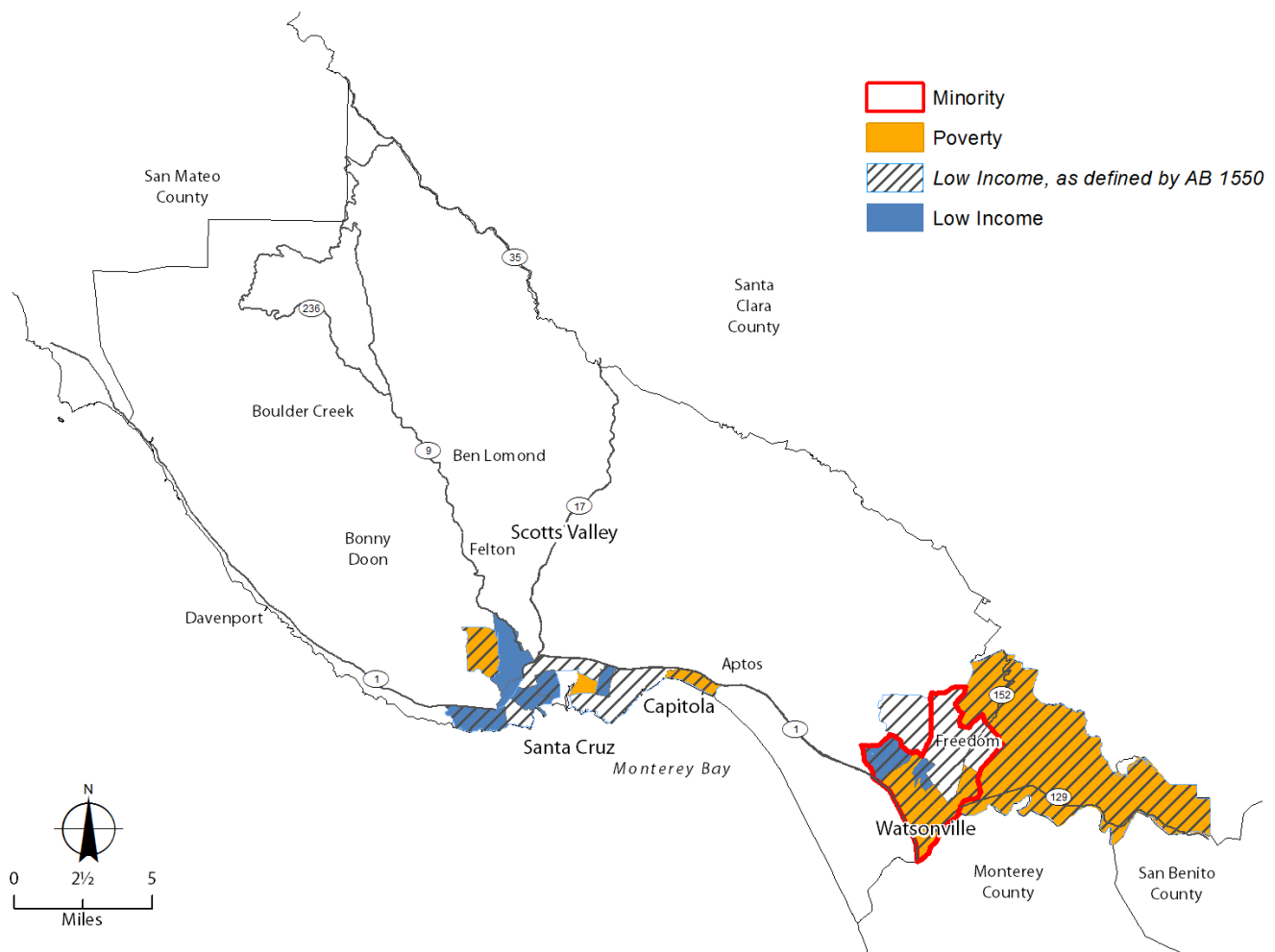
3. 2040 Santa Cruz County Regional Transportation Plan: <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>.

4. Census American Community Survey 2013–2017 Demographics and Housing Estimates, Table S0501.

5. Census American Community Survey 2013–2017 Commuting Characteristics by Sex, Table S0801.

Of the approximately 10,000 students who attend the nineteen schools included in this Plan, 40% are eligible for the Free and Reduced Meal Program, which is an indicator of low-income households.<sup>6</sup> However, there is wide variation between school sites. Data for each school site on Free and Reduced Meal Program eligibility are included in the School Profiles section (Chapter 4). The map below, from the 2040 Regional Transportation Plan, shows the distribution of low-income and minority areas in Santa Cruz County. Scotts Valley, Aptos, and Rio Del Mar are not considered disadvantaged communities, which are defined regionally as areas with high concentrations of low- or very-low-income residents and where more than 65% of the population is non-white.<sup>3</sup> Live Oak, the Seacliff neighborhood, and the areas east of Watsonville are considered disadvantaged communities, and in some areas more than 20% of households live in poverty. Calabasas Elementary and Lakeview Middle School draw many of their students from the city of Watsonville, which contains disadvantaged communities and areas with more than 20% of households living in poverty.<sup>3</sup>

### Minority, Low Income, and Poverty Areas in Santa Cruz County



Source: 2040 Regional Transportation Plan Chapter 3: Travel Patterns. Santa Cruz County Regional Transportation Commission.

3. 2040 Santa Cruz County Regional Transportation Plan: <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>.

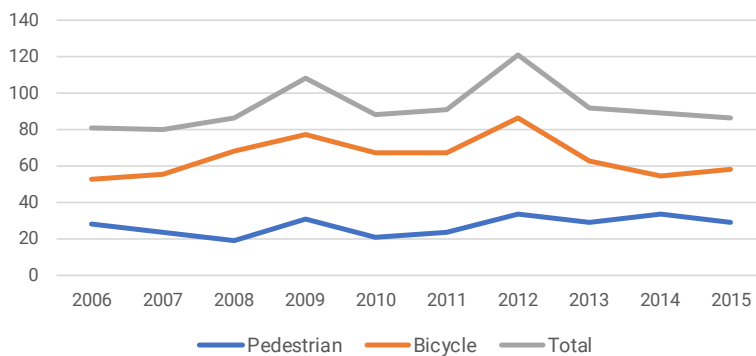
6. California Department of Education: <https://www.cde.ca.gov/ds/sd/sd/files/sp.asp>.

### Countywide and Citywide Collision Data

Santa Cruz County has high rates of collisions involving bicyclists and pedestrians. The California Office of Traffic Safety ranked the county (including the four cities) the worst in the state for bike collisions resulting in injuries and fatalities in 2015, 2014, and 2012, and second worst in 2013.<sup>7</sup> Bicyclists and pedestrians are disproportionately involved in collisions. The Vision Zero initiative, a project of the Community Traffic Safety Coalition/County Public Health that seeks to eliminate traffic injuries and fatalities, reports that 26% of serious injuries and fatal collisions countywide involve cyclists and pedestrians, although people riding bicycles or walking account for only 8% of trips to work within the county.<sup>8</sup>

Collision data for the most recent ten-year period from the Statewide Integrated Traffic Records System (SWITRS) show high but relatively steady rates of bike and pedestrian injury collisions in unincorporated Santa Cruz County, with peaks in 2009 and 2012.

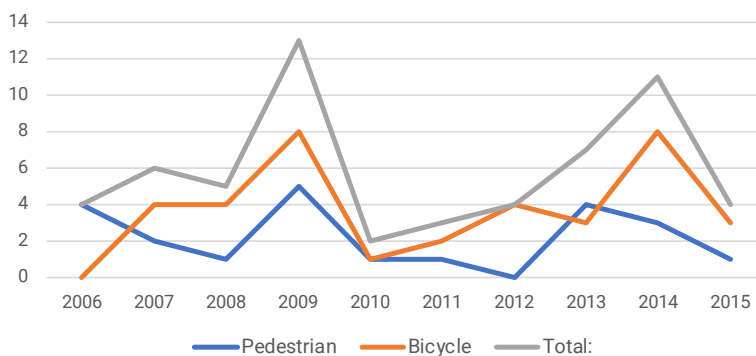
Bicycle and Pedestrian Collisions Santa Cruz County



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

Low rates of biking and walking and a small population contribute to the small number of bicycle and pedestrian collisions in Scotts Valley in comparison with other jurisdictions in Santa Cruz County. Collision data for the most recent ten-year period show that most years had five or fewer bicycle or pedestrian injury collisions. Bicycle collisions peaked at eight in 2009 and 2014, but the trend did not continue in 2015.

Bicycle and Pedestrian Collisions Scotts Valley



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

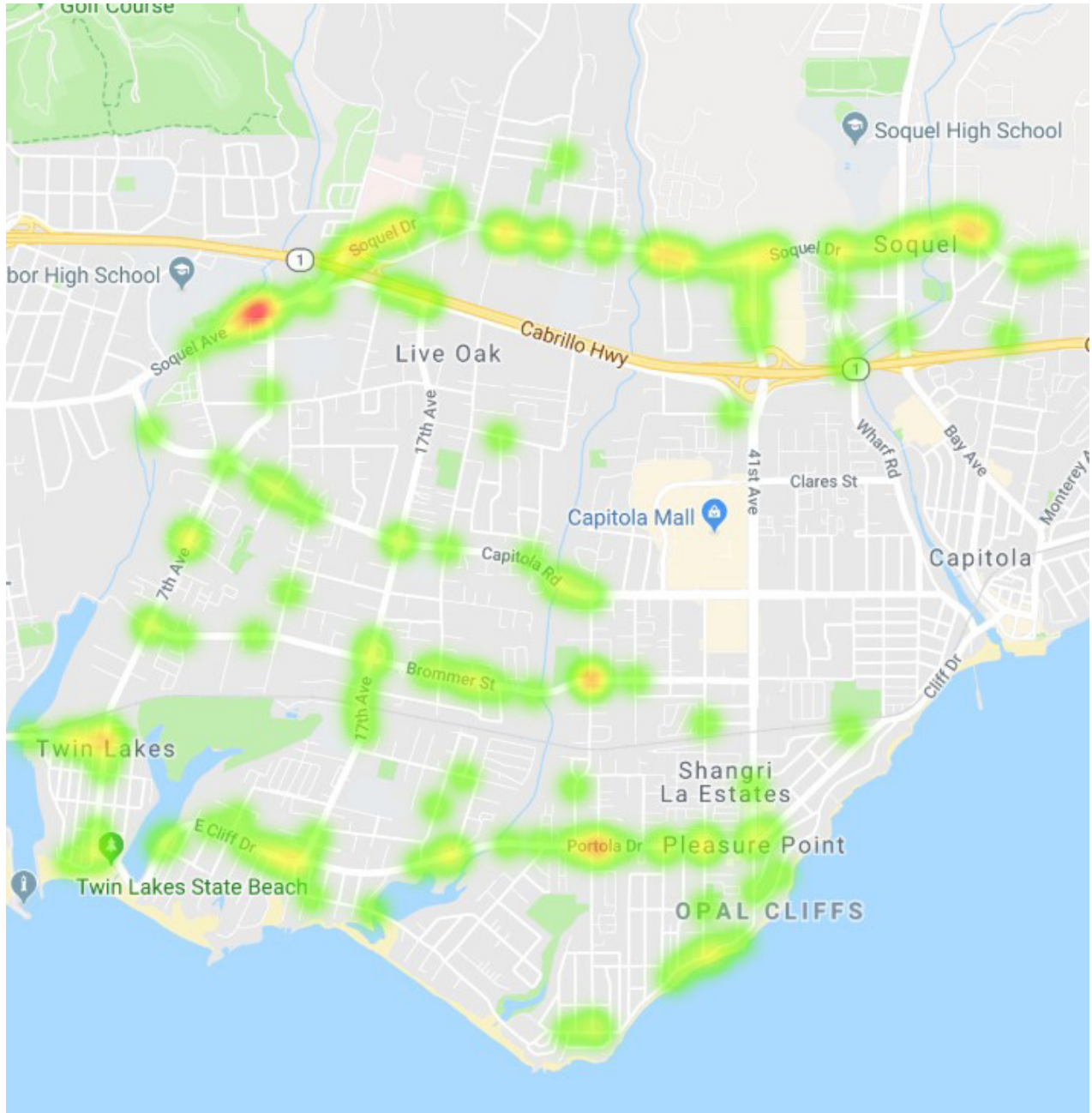
7. Office of Traffic Safety Collision Rankings: <https://www.ots.ca.gov/media-and-research/collision-rankings/>.

8. County Public Health Impact of Traffic Violence Report: <http://www.santacruzhealth.org/Portals/7/Pdfs/Traffic%20Violence%20Report%20June%202017.pdf>.

The maps below show all bicyclist and pedestrian injury and fatality collisions within the planning areas from 2011 to 2015. The School Profiles section (Chapter 4) also contains maps of bicycle and pedestrian collisions around each school site.

### Live Oak

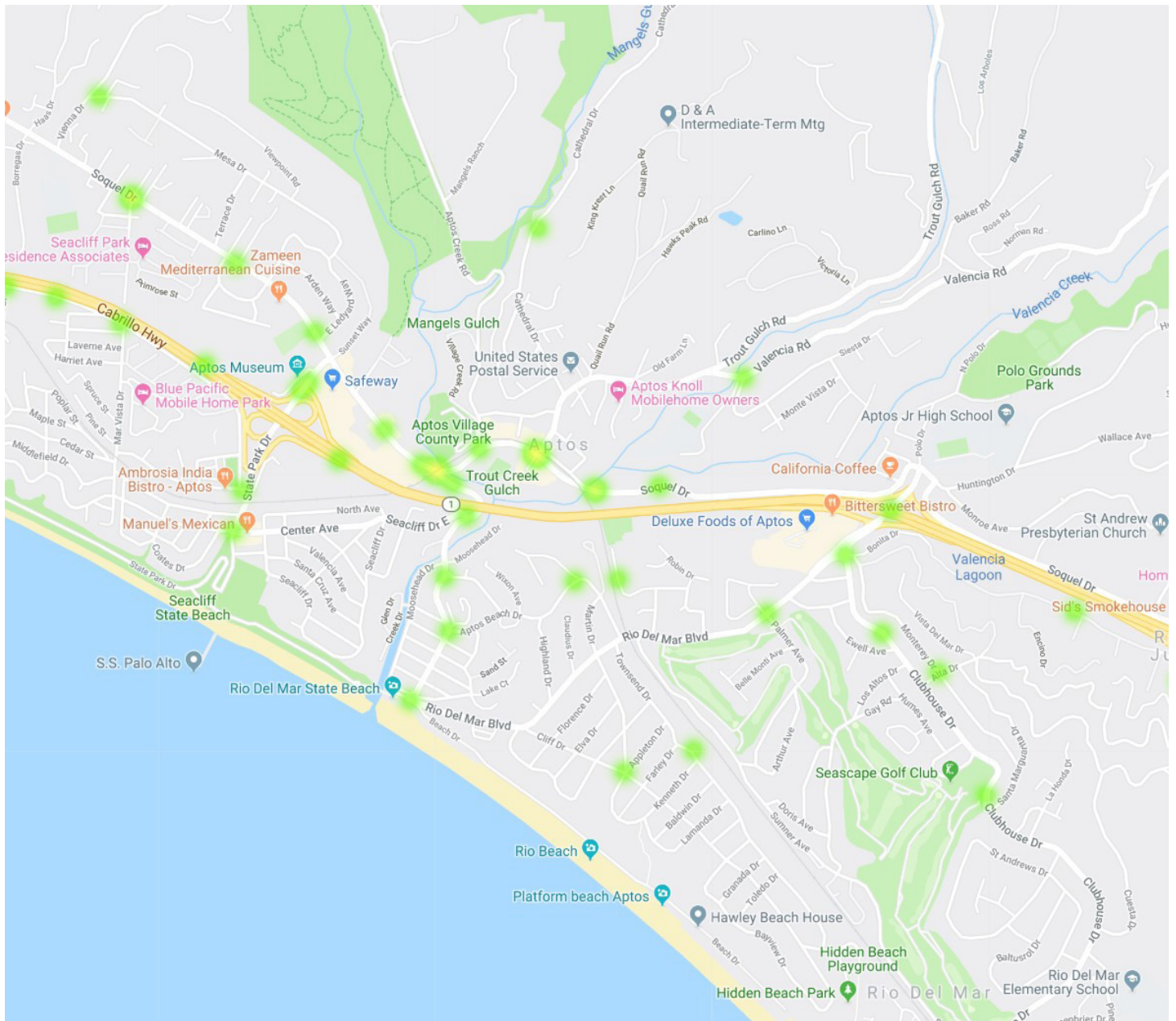
Major corridors and arterials are the site of most collisions in the Live Oak neighborhood, including Soquel Avenue/Drive, Capitola Road, 17th Avenue, and East Cliff Drive/Portola Drive. Soquel Avenue/Drive in particular is a high-crash corridor for bicyclists and pedestrians.



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

## Aptos/Rio Del Mar

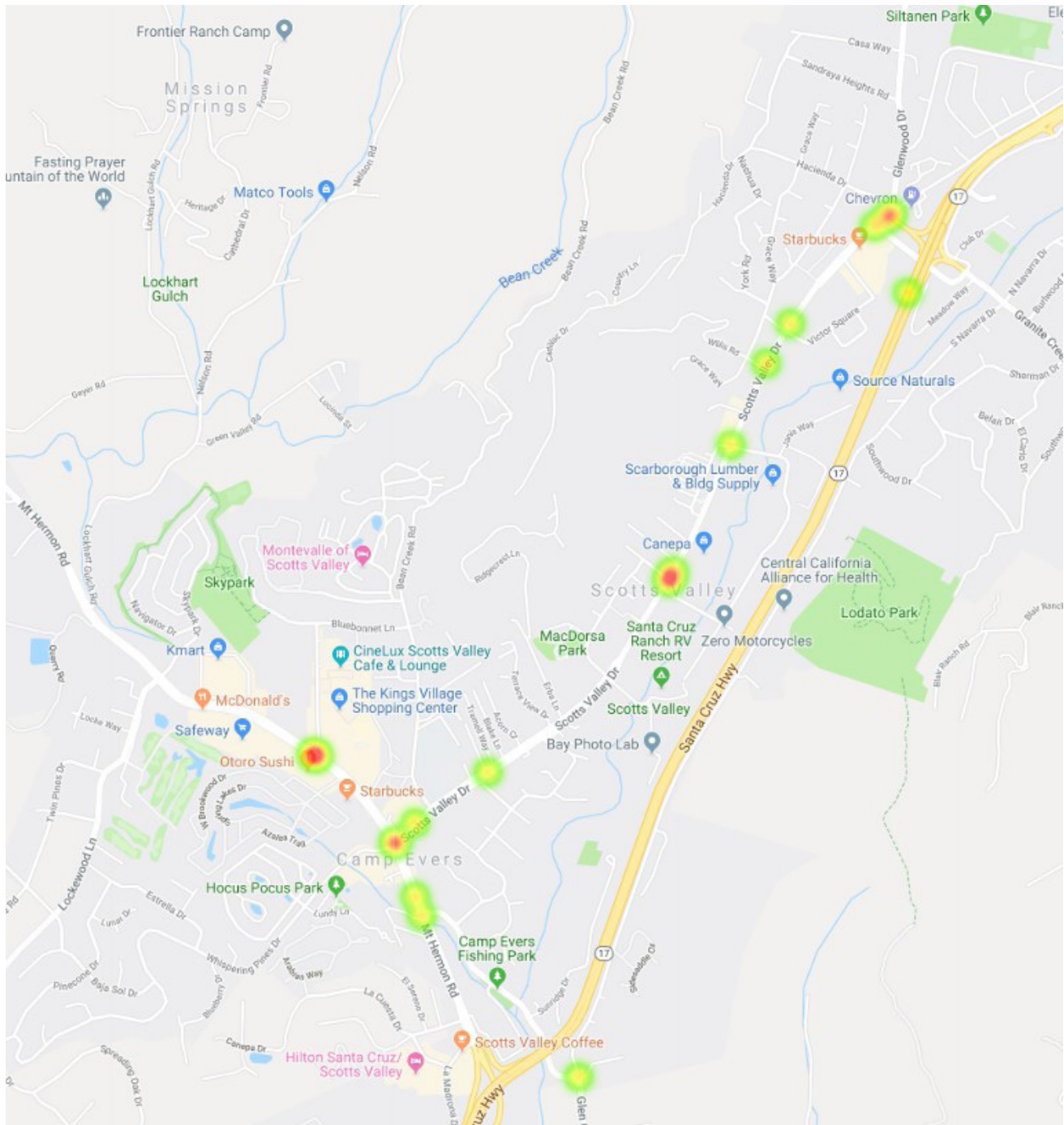
Bicycle and pedestrian collisions in the Aptos/Rio Del Mar area are focused at intersections, including Soquel Drive at Mar Vista Drive, State Park Drive at the freeway on- and off-ramps, Soquel Drive at Spreckels Drive, and Soquel Drive at Trout Gulch Road. There are few bicycle or pedestrian collisions near Rio Del Mar Elementary or Aptos Junior High, probably in part because of the low rates of walking and bicycling in these areas.



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

### City of Scotts Valley

The city's two arterials, Mount Hermon Road and Scotts Valley Drive, are the sites of nearly all bicycle and pedestrian injury collisions in Scotts Valley. Collisions are concentrated at the intersections of Mount Hermon Road at Kings Village Road, Mount Hermon Road at Scotts Valley Drive, Scotts Valley Drive at Cathy Lane, and the intersection of Scotts Valley Drive/Glenwood Drive/Granite Creek Road/Highway 17.



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

## Existing Plans

As part of the development of this Complete Streets to Schools (CSTS) Plan, several relevant plans were consulted, including the Regional Transportation Plan and the County of Santa Cruz and City of Scotts Valley General Plans, to ensure consistency with planned improvements in safe routes to school. The consistency among these plans is discussed below.

### 2040 Sustainable Communities Strategy

Senate Bill 375 requires the development of a sustainable communities strategy (SCS) that coordinates future transportation investments with land use patterns in order to provide and encourage alternatives to driving and to reduce greenhouse gas emissions. The Association of Monterey Bay Area Governments produced an SCS for Santa Cruz, Monterey, and San Benito Counties as part of its 2040 Metropolitan Transportation Plan.<sup>9</sup>

The CSTS Plan does not include land use changes. However, it supports the following SCS strategy by identifying projects designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips:

- Investment in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and schools.<sup>9</sup>

### 2040 Regional Transportation Plan

The 2040 Regional Transportation Plan (RTP) produced by the Santa Cruz County Regional Transportation Commission identifies transportation needs for the county and estimates the available funding over the next twenty years. It also sets goals for the future of our transportation system.

The CSTS Plan is consistent with the following goals of the RTP:

- **Goal 1:** Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles, and other regular needs in ways that improve health, reduce pollution, and retain money in the local economy.
- **Goal 2:** Reduce transportation related fatalities and injuries for all transportation modes.<sup>10</sup>

The CSTS Plan supports these goals by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips. Encouraging more biking and walking has the potential to improve students' health, reduce air pollution around schools, and reduce transportation costs for families, which are all stated goals of the RTP.

Many of the projects in the CSTS Plan fall under existing projects of the RTP, such as projects SV-P06, SV-P05, SV-P41, CO-P37, CO-P71, and CO-P41, which cover citywide and countywide bike lane, sidewalk, and access ramp projects for Scotts Valley and Santa Cruz County.<sup>10</sup>

9. 2040 Sustainable Communities Strategy: [https://ambag.org/programs/met\\_transp\\_plann/documents/Final\\_2040\\_MTP\\_SCS/04-AMBAG\\_MTP-SCS\\_Chapter4.pdf](https://ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS/04-AMBAG_MTP-SCS_Chapter4.pdf).

10. 2040 Santa Cruz County Regional Transportation Plan: <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>.

## Unified Corridors Investment Study

In early 2019, the Santa Cruz County Regional Transportation Commission (RTC) accepted the Unified Corridors Investment Study, which outlines plans for Highway 1, the Santa Cruz Branch Rail Line, and Soquel Avenue/Drive and Freedom Boulevard. The commission approved a scenario that includes buffered or protected bike lanes on Soquel Avenue/Drive and Freedom Boulevard between the cities of Santa Cruz and Watsonville.<sup>11</sup> The CSTS Plan includes the recommendation for buffered or protected bike lanes on Soquel Avenue/Drive, which is the location of one school and a main route to several others.

## Monterey Bay Sanctuary Scenic Trail Master Plan

The RTC purchased the Santa Cruz Branch Rail Line in 2012 and released the Monterey Bay Sanctuary Scenic Trail Network Master Plan (Master Plan) in 2013. The Master Plan details the alignment of the 32-mile Coastal Rail Trail, located along the Santa Cruz Branch Rail Line between Davenport and Pajaro. The Coastal Rail Trail will serve as an active transportation route through Santa Cruz County and will provide access to 44 local schools.<sup>12</sup>

There are several Coastal Rail Trail segments that will serve schools located within the CSTS Plan area, specifically Segments 9 and 10 in Live Oak, Segment 11 in Aptos, and Segment 14 in Rio Del Mar/Seascape.<sup>12</sup> Construction of these segments will provide new safe and protected routes for students traveling to school.

### Coastal Rail Trail Segment 9

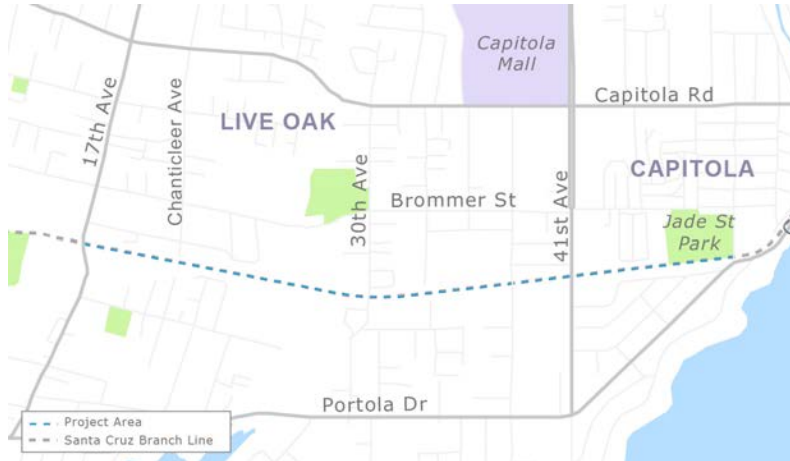


Source for all maps: Santa Cruz County Regional Transportation Commission.

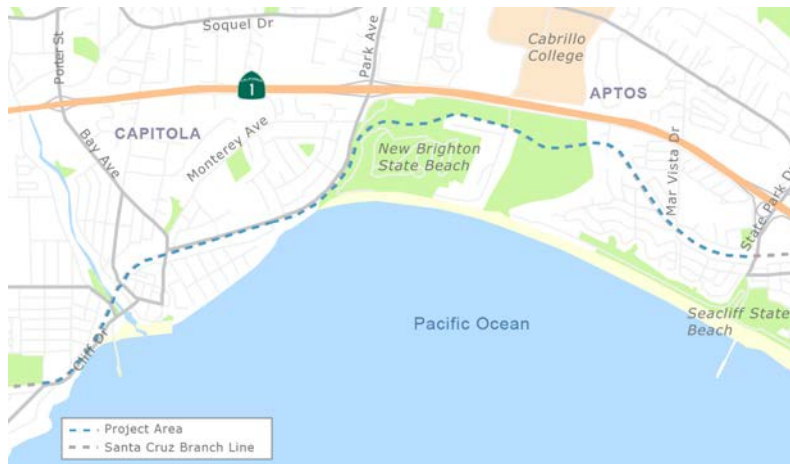
11. Unified Corridors Investment Study: <https://sccrtc.org/projects/multi-modal/unified-corridor-study/>.

12. Monterey Bay Sanctuary Scenic Trail Master Plan: <https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/>.

### Coastal Rail Trail Segment 10



### Coastal Rail Trail Segment 11



### Coastal Rail Trail Segment 14



The CSTS Plan reiterates several recommendations from the master plan that are particularly important for trips to school, such as the rail crossing at El Dorado Avenue near Shoreline Middle School. In other cases, recommendations in the CSTS Plan expand on those in the master plan—for example, to explore a rail crossing for cyclists and pedestrians between 17th and 30th Avenues.

### Santa Cruz County General Plan

The CSTS Plan is consistent with the goals of the 1994 Santa Cruz County General Plan Circulation Element, including in the following:

- **Limit increase in auto use:** Limit the increase in auto usage to minimize adverse impacts. Increase transit ridership, carpooling, vanpooling, walking, and bicycling.
- **Bikeway system:** Develop and implement a comprehensive bikeway system that promotes bicycle travel as a viable transportation mode and meets the recreation and travel needs of the citizens of Santa Cruz County.
- **Safety:** Reduce the number and severity of bicycle accidents.<sup>13</sup>

The CSTS Plan supports the above goals by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips. In many cases, routes to schools are also routes to job centers and recreation areas, and the recommendations in the CSTS Plan will contribute to a comprehensive bikeway system that serves both recreation and travel needs.

Regarding schools, the CSTS Plan is also consistent with the following Local Coastal Program (LCP) policies and programs within the Bicycle and Pedestrian Facilities and Programs section of the General Plan Circulation Element.

#### LCP Policies

- Plan bicycle routes to facilitate access to recreational areas such as regional parks, beach areas, and major tourist commercial/recreational facilities. Promote recreational bicycle routes to promote “eco-tourism.”

#### LCP Programs

- Provide bicycle parking stands (facilities) at all primary public access points and at appropriate neighborhood access points (i.e., county beaches, parks, recreation centers).
- Pursue additional state and federal funding for the Bikeway System, including funding to initiate a program to pay for placement of bicycle parking facilities by public and private agencies.<sup>13</sup>

Recommendations in the CSTS Plan include improvements to main routes to beaches and regional parks, such as 17th Avenue and Porter Street/Soquel San Jose Road. The CSTS Plan also includes recommendations to install or upgrade bicycle parking facilities at school sites, which can serve as neighborhood access points for trips to the coast. Finally, the Plan identifies potential state and federal funding sources that can be used to construct projects that enhance the bikeway network.

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13. Santa Cruz County General Plan: [http://www.sccoplanning.com/Portals/2/County/userfiles/106/GP\\_Chapter%203\\_Circulation.pdf](http://www.sccoplanning.com/Portals/2/County/userfiles/106/GP_Chapter%203_Circulation.pdf).

### Sustainable Santa Cruz County Plan

The 2014 Sustainable Santa Cruz County (SSCC) Plan includes the areas of Live Oak and Aptos Village and the Soquel Drive corridor. Its recommendations for future street types are most relevant to schools in Live Oak, to Mar Vista Elementary in Aptos, and to Soquel High School.<sup>2</sup>

The recommendations for bicycle and pedestrian improvements in the CSTS Plan are in line with the roadway classifications of the SSCC Plan. For example, the CSTS recommendations are designed to provide a safe, continuous route for pedestrians and cyclists on the streets designated as “multimodal corridors” in the SSCC plan: 17th Avenue, Capitola Road, and Soquel Drive.<sup>2</sup>

### Scotts Valley General Plan

The CSTS Plan is consistent with the goals of the 1994 Scotts Valley General Plan Circulation Element, including in the following:

- To provide the planning area with an integrated transportation system which serves private motorized vehicles, bicycles, equestrians, pedestrians, and other forms of transit.
- To provide for a safe and efficient bicycle transportation system as a major form of travel or recreation.<sup>14</sup>

The CSTS Plan supports these goals by identifying projects designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips.

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2. Sustainable Santa Cruz County Plan: <http://www.sccoplanning.com/Portals/2/County/planning/policy/sustainablesantacruzcounty/Final-Plan-Ch1-Ch4.pdf>.

14. Santa Cruz County General Plan: [http://www.sccoplanning.com/Portals/2/County/userfiles/106/GP\\_Chapter%203\\_Circulation.pdf](http://www.sccoplanning.com/Portals/2/County/userfiles/106/GP_Chapter%203_Circulation.pdf).

### Current Projects

The following projects are currently planned or in construction and will affect safe routes to schools within the Plan area.

#### Countywide Wayfinding

The RTC is implementing bicycle wayfinding signage throughout the county. The signage will direct bicyclists to preferred bike routes, including safe routes to schools. Signs are currently being installed at more than 300 locations, including in Live Oak, Aptos, and the city of Scotts Valley.<sup>15</sup>

#### Highway 1 Mar Vista and Chanticleer Bicycle and Pedestrian Overcrossings

Two bicycle and pedestrian bridges over Highway 1 are planned and have received partial funding. Highway 1 is a significant barrier for many families, and these bridges will provide new options for safe and convenient trips to school.

The County of Santa Cruz is the lead agency on the Mar Vista overcrossing, which will connect the two segments of Mar Vista Drive over Highway 1. This project will provide a safe route for residents on the coastal side of Highway 1 to reach Mar Vista Elementary. The project is currently in its preliminary engineering and environmental phase, with construction anticipated for FY 2023–24 if additional funding is secured.<sup>15</sup>

The Chanticleer Avenue overcrossing is being led by RTC. This project will connect residents on the coastal side of Highway 1 with Santa Cruz Gardens Elementary and Soquel High School, and residents on the inland side with Live Oak School District schools. The project is currently in the final design phase, with construction anticipated for FY 2020 if additional funding is secured.<sup>15</sup>

#### Highway 152 Improvements

Caltrans recently constructed a sidewalk on one side of East Lake Avenue/ Highway 152 between Wagner Avenue and Holohan Road in the Santa Cruz County. In 2022, Caltrans is developing a project to build a pedestrian bridge over Corralitos Creek on the east side of the existing bridge. This is the main route to school for many Lakeview Middle School students, and once both projects are complete there will be a continuous path of travel for pedestrians along the east side of Highway 152.



Bicycle Wayfinding Signage



Highway 152 Improvements

15. Regional Transportation Commission Bicycle Projects: <https://sccrtc.org/projects/bike/>.

### **Brommer Street Sidewalk Infill**

The County of Santa Cruz is in the planning phase of a project to construct curbs, gutters, and sidewalks on Brommer Street between Bulb Avenue and 38th Avenue. This project fills a gap in the existing sidewalk network.

### **Pinehurst Drive and Greenbriar Drive Pedestrian Improvements**

The County of Santa Cruz is currently in the design phase of a project to construct new ADA ramps, curbs, gutters, and sidewalks in front of Rio Del Mar Elementary School at the intersection of Pinehurst Drive and Greenbriar Drive.

### **Holohan Road at Highway 152 Intersection Improvements**

The County of Santa Cruz is currently in the design phase of a project to improve bicycle and pedestrian safety at the intersection of Holohan Road and East Lake Avenue/Highway 152 near Lakeview Middle School.

### **Glenwood Drive Rehabilitation**

The City of Scotts Valley is widening Glenwood Drive between Casa Way and the city limits to provide room for new Class II bike lanes. It will also install a pedestrian crossing just past the high school for the Glenwood Preserve Trail System.

This project will primarily benefit recreational cyclists, but it could also improve bicycle access to Scotts Valley High School for students who live in areas north of the city.

### **Sidewalk Improvements on Kings Village Road**

As funding becomes available, the City of Scotts Valley plans to install sidewalks on the south side of Bluebonnet Lane and Kings Village Road. This project will fill sidewalk gaps on a key route to Scotts Valley Middle School and the Scotts Valley Library.

## Existing Programs

Santa Cruz County is home to a wide range of programs to encourage active transportation trips to school. However, the programs’ reach is determined by available funding, and many programs are not available to all Santa Cruz County students every year.

### AAA Safety Patrol Program

The AAA Safety Patrol Program is provided by AAA and has been in existence since 1920. It is run by schools and provides traffic safety training to students in upper elementary grades and junior high schools. After completing the training, students help to direct pedestrian traffic and serve as role models for younger students on safe pedestrian and bicycling behavior.<sup>16</sup> Within the Plan area, the AAA Safety Patrol Program is active at Del Mar Elementary.

### All Things Bike Assemblies

Assemblies for teaching bicycle safety to middle school students will be offered by Ecology Action at Shoreline Middle School between the fall of 2019 and the spring of 2021. In addition to comprehensive bicycle safety coverage, the assemblies will focus on the benefits of riding and on helmet use, and will provide local resources and information on safe routes.

### Bike Helmet Distribution

The Community Traffic Safety Coalition, a project of County Public Health, distributes fitted bike helmets at schools, community centers, and events. Helmets are free to anyone who needs one, with a focus on low-income youths.

### Bike and Walk to School Day

Ecology Action hosts a biannual Bike and Walk to School Day at 45 schools throughout Santa Cruz County. This event is an opportunity to get students and parents excited about walking and biking and to let families try active transportation for the first time. Monthly Bike and Walk to School Day events will also be held at Del Mar Elementary and Shoreline Middle Schools between the fall of 2019 and the spring of 2021.

### Live Oak Earn-A-Bike

Led by Bike Santa Cruz County, the Earn-A-Bike program trains middle school students in bike safety and maintenance and provides each of them with a bike, helmet, lock, and light at the end of the program. High school students assist with the program and are trained to mentor younger peers, which provides work experience and training for careers in the bike industry.



AAA Safety Patrol Program



Bike and Walk to School Day



Live Oak Earn-A-Bike

16. AAA: <https://exchange.aaa.com/safety/school-safety-patrol/#.XbsqJ-hKg2w>.

### Project Bike Tech

Through the Bike Tech in School program, Project Bike Tech teaches high school students bicycle maintenance skills and prepares them for careers in the bike industry. Within the planning area, Bike Tech in School is currently offered at Soquel High School.

### Ride n' Stride

Ride n' Stride is an interactive, bilingual classroom education program that teaches basic bicycle and pedestrian traffic safety practices to elementary school-aged children. The goal is to inspire students to ride and walk to school safely and to encourage participants to convey their new knowledge and skills to parents, siblings, and friends. The Ride 'n' Stride program is offered by County Public Health.

### Scotts Valley Rolling School Bus

This volunteer-led group organizes bike to school events for Vine Hill Elementary students on the first Friday of every month. The group encourages going car-free once a month and aims for everyone in Scotts Valley to feel safe traveling by bike.

### Walk Smart and Bike Smart

The Walk Smart and Bike Smart programs provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students, with the goal of empowering students and parents to walk and bike and to reduce crashes. Ecology Action, which leads Bike Smart and Walk Smart, has set a goal of serving every 2nd- and 5th-grader in the county each year.

### Vision Zero

The Vision Zero initiative in Santa Cruz County is a project of the Community Traffic Safety Coalition/County Public Health. Vision Zero seeks to eliminate traffic injuries and fatalities while promoting the use of active and shared modes of transportation. With a focus on the most vulnerable road users, the Coalition educates all road users in safety practices to decrease the risk and severity of traffic collisions, and advocates for improved conditions to make all methods of transportation safer. As of 2020, Vision Zero policies have been adopted by the City of Watsonville and the City of Santa Cruz.



Project Bike Tech



Scotts Valley Rolling School Bus



Walk Smart and Bike Smart

## Chapter 3: Countywide and Citywide Recommendations

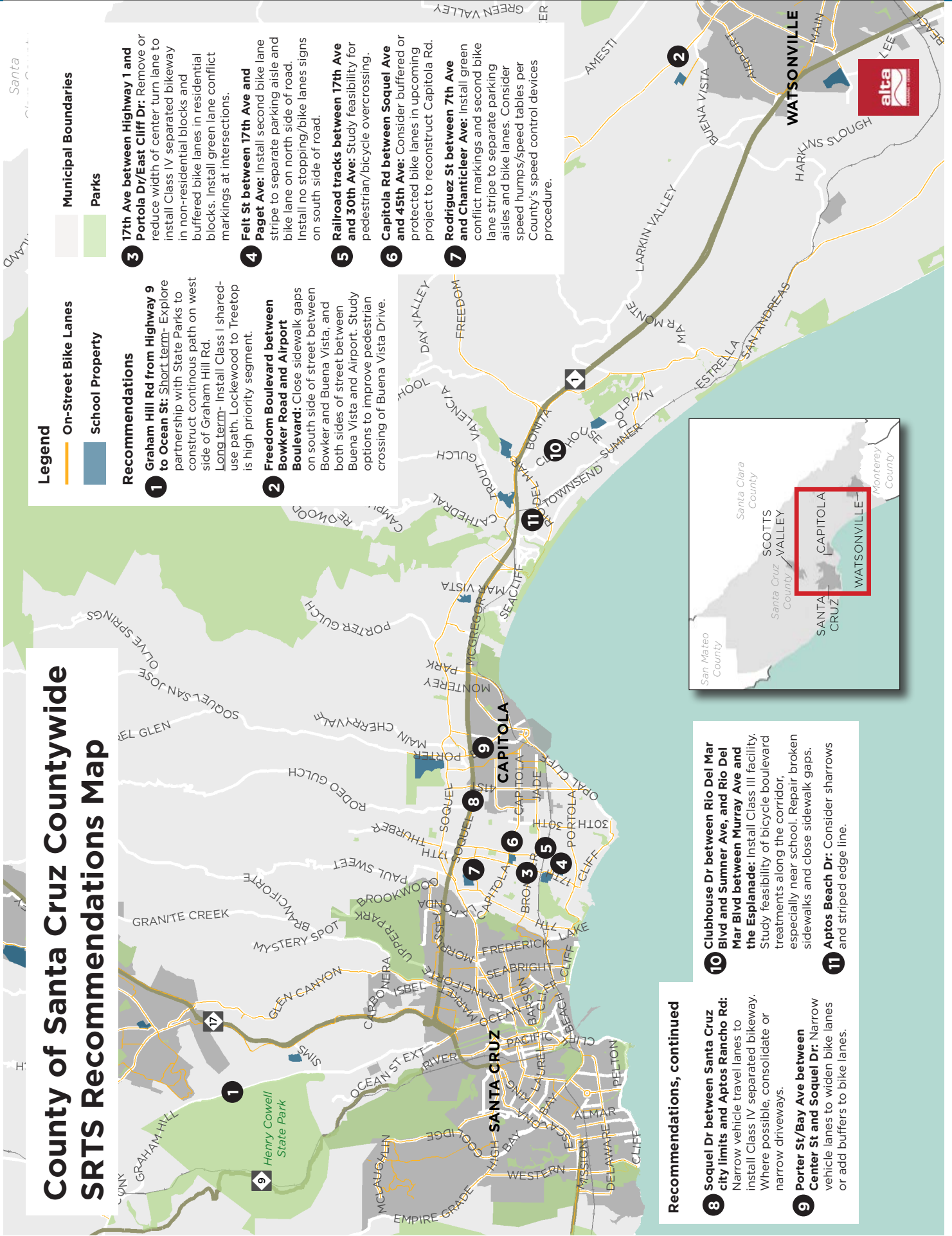
The conceptual infrastructure recommendations in this Plan are broken into two categories: countywide and citywide recommendations, which serve multiple schools or address larger corridor-wide issues, and school-specific recommendations, which address the area immediately around each school. County- and citywide recommendations are given immediately below, and school-specific recommendations are contained in the following chapter.

Speed hump projects in the county of Santa Cruz must follow the county speed bump procedure, which states that speed hump projects must be initiated by neighbors and be supported by the majority of the neighbors, and that these neighbors pay a portion of the cost of installation.

### County of Santa Cruz

Location	Recommendation (where feasible, upon further review)
Graham Hill Road between Highway 9 and Ocean Street (long term)	Install Class I shared-use path. Lockwood to Treetop is a high-priority segment.
Graham Hill Road between Lockwood Lane and Treetop Drive (short term)	Explore partnership with State Parks to construct continuous path on west side of Graham Hill Road.
Freedom Boulevard between Bowker Road and Airport Boulevard	Close sidewalk gaps on south side of street between Bowker and Buena Vista, and on both sides of street between Buena Vista and Airport. Study options to improve pedestrian crossing of Buena Vista Drive.
17th Avenue between Highway 1 and Portola Drive/East Cliff Drive	Remove or narrow center turn lane to install Class IV separated bikeways in non-residential blocks and buffered bike lanes in residential blocks. Lane widths must meet the county's design criteria. Install green lane conflict markings at intersections.
Felt Street between 17th Avenue and Paget Avenue	Install a second bike-lane stripe to separate the parking aisle and bike lane on north side of road. Install no stopping and bike lanes signs on south side of road.
Railroad tracks between 17th Avenue and 30th Avenue	Study the feasibility of a pedestrian and bicycle overcrossing.
Rodriguez Street between 7th Avenue and Chanticleer Avenue	Install green conflict markings and a second bike-lane stripe to separate the parking aisles and bike lanes. Consider speed humps or speed tables, per the county's speed bump procedure (see introduction).
Capitola Road between Soquel Avenue and 45th Avenue	Consider buffered or protected bike lanes in upcoming project to reconstruct Capitola Road.
Soquel Drive between Santa Cruz city limits and Aptos Rancho Road	Narrow the vehicle travel lanes to install Class IV separated bikeways. Lane widths must meet the county's design criteria. Where possible, consolidate or narrow driveways.
Porter Street/Bay Avenue between Center Street and Soquel Drive	Narrow the vehicle lanes to widen or add buffers to the bike lanes. Lane widths must meet the county's design criteria.
Clubhouse Drive between Rio Del Mar Boulevard and Sumner Avenue, and Rio Del Mar Boulevard between Murray Avenue and the Esplanade	Install a Class III facility. Study the feasibility of bicycle boulevard treatments along the corridor, especially near the school. Repair broken sidewalks and close sidewalk gaps.
Aptos Beach Drive	Consider sharrows and striped edge lines.

# County of Santa Cruz Countywide SRTS Recommendations Map



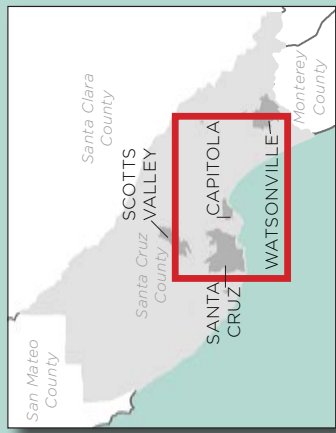
- Legend**
- On-Street Bike Lanes
  - School Property
  - Municipal Boundaries
  - Parks

**Recommendations**

- 1 Graham Hill Rd from Highway 9 to Ocean St:** Short term- Explore partnership with State Parks to construct continuous path on west side of Graham Hill Rd. Long term- Install Class I shared-use path. Lockwood to Treetop is high priority segment.
- 2 Freedom Boulevard between Bowker Road and Airport Boulevard:** Close sidewalk gaps on south side of street between Bowker and Buena Vista, and both sides of street between Buena Vista and Airport. Study options to improve pedestrian crossing of Buena Vista Drive.
- 3 17th Ave between Highway 1 and Portola Dr/East Cliff Dr:** Remove or reduce width of center turn lane to install Class IV separated bikeway in non-residential blocks and buffered bike lanes in residential blocks. Install green lane conflict markings at intersections.
- 4 Felt St between 17th Ave and Paget Ave:** Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install no stopping/bike lanes signs on south side of road.
- 5 Railroad tracks between 17th Ave and 30th Ave:** Study feasibility for pedestrian/bicycle overcrossing.
- 6 Capitola Rd between Soquel Ave and 45th Ave:** Consider buffered or protected bike lanes in upcoming project to reconstruct Capitola Rd.
- 7 Rodriguez St between 7th Ave and Chanticleer Ave:** Install green conflict markings and second bike lane stripe to separate parking aisles and bike lanes. Consider speed humps/speed tables per County's speed control devices procedure.

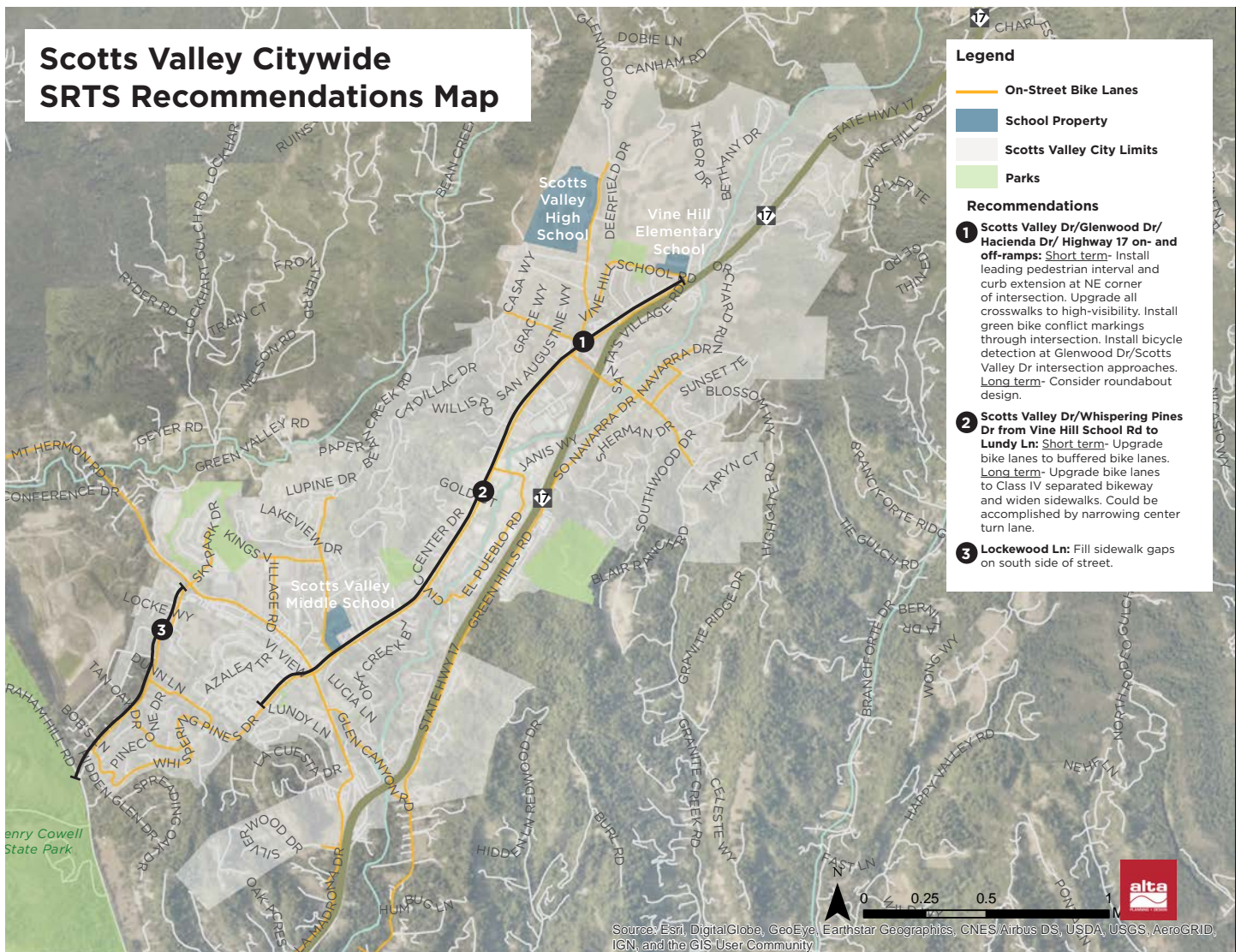
**Recommendations, continued**

- 8 Soquel Dr between Santa Cruz city limits and Aptos Rancho Rd:** Narrow vehicle travel lanes to install Class IV separated bikeway. Where possible, consolidate or narrow driveways.
- 9 Porter St/Bay Ave between Center St and Soquel Dr:** Narrow vehicle lanes to widen bike lanes or add buffers to bike lanes.
- 10 Clubhouse Dr between Rio Del Mar Blvd and Sumner Ave, and Rio Del Mar Blvd between Murray Ave and the Esplanade:** Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school. Repair broken sidewalks and close sidewalk gaps.
- 11 Aptos Beach Dr:** Consider sharrow and striped edge line.



City of Scotts Valley

Location	Recommendation (where feasible, upon further review)
Scotts Valley Drive/Glenwood Drive/Hacienda Drive/Highway 17 on- and off-ramps (long term)	Consider roundabout design.
Scotts Valley Drive/Glenwood Drive/Hacienda Drive/Highway 17 on- and off-ramps (short term)	Install a leading pedestrian interval and curb extension at northeast corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood Drive and Scotts Valley Drive intersection approaches.
Scotts Valley Drive and Whispering Pines Drive between Vine Hill School Road and Lundy Lane (long term)	Upgrade bike lanes to Class IV separated bikeways and widen sidewalks. This could be accomplished by narrowing the center turn lane.
Scotts Valley Drive and Whispering Pines Drive between Vine Hill School Road and Lundy Lane (short term)	Upgrade bike lanes to buffered bike lanes.
Lockewood Lane	Fill sidewalk gaps on south side of street.



## Chapter 4: School-Level Recommendations and Profiles

The school-level conceptual infrastructure recommendations listed in this chapter are the core of the Complete Streets to Schools Plan. The recommendations were designed to address the specific challenges at each school site with the goal of increasing the safety of families walking and biking and encouraging more active transportation trips to school. This chapter includes information on existing conditions at each school, observations from the walking audit, and the list of infrastructure recommendations. School-specific non-infrastructure recommendations are also listed in each school's profile, and countywide non-infrastructure recommendations are listed in Chapter 5. Schools are grouped by school district and listed alphabetically.

Speed hump projects in the county of Santa Cruz must follow the county speed bump procedure, which states that speed hump projects must be initiated by neighbors and supported by the majority of neighbors, and that neighbors must pay a portion of the cost of installation.

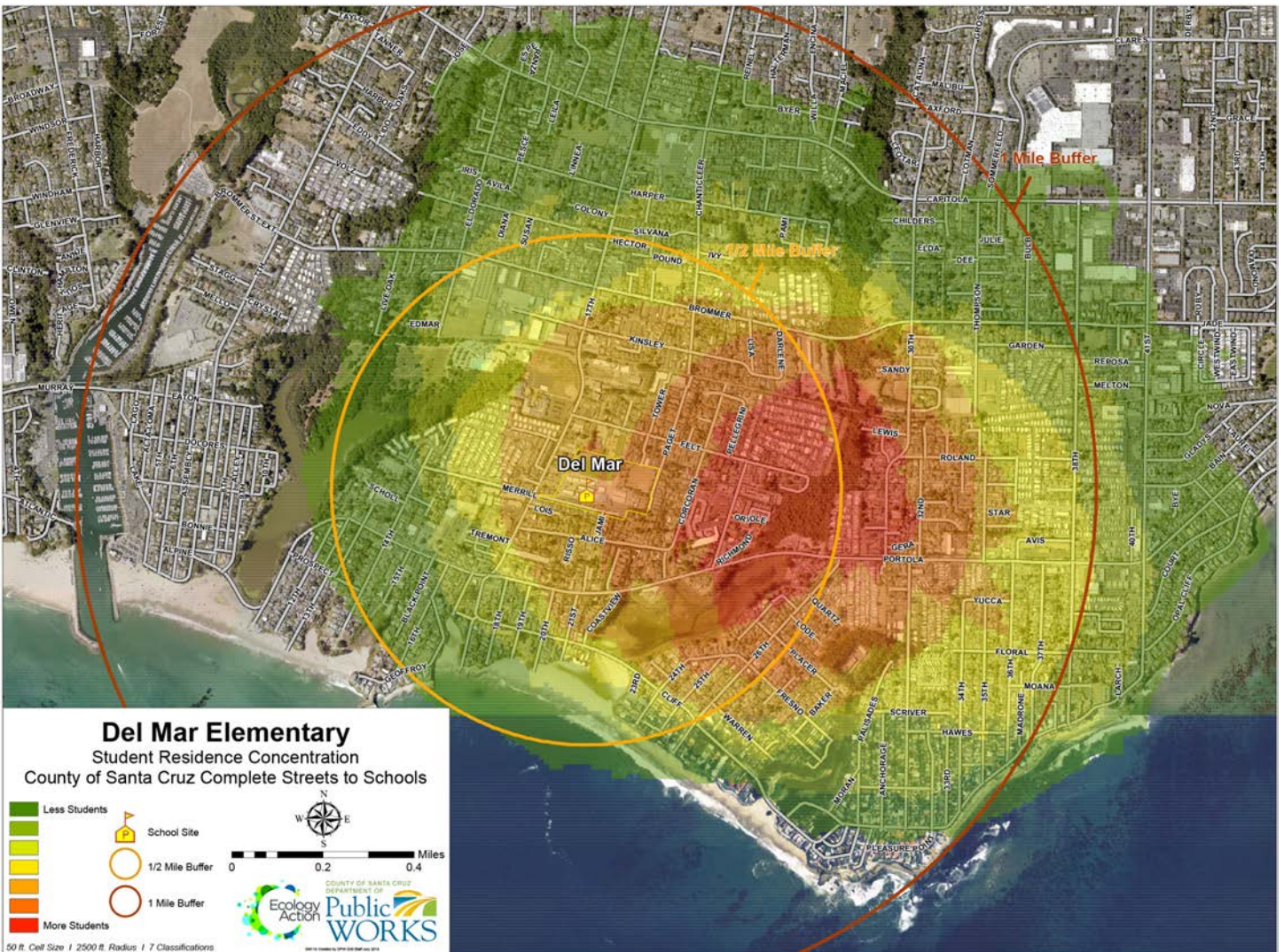


Live Oak School District

Del Mar Elementary

Del Mar Elementary is located in the Live Oak neighborhood. The majority of its students live within the boundaries of Schwan Lake to the west, 41st Avenue to the east, and Capitola Avenue to the north (see map below).

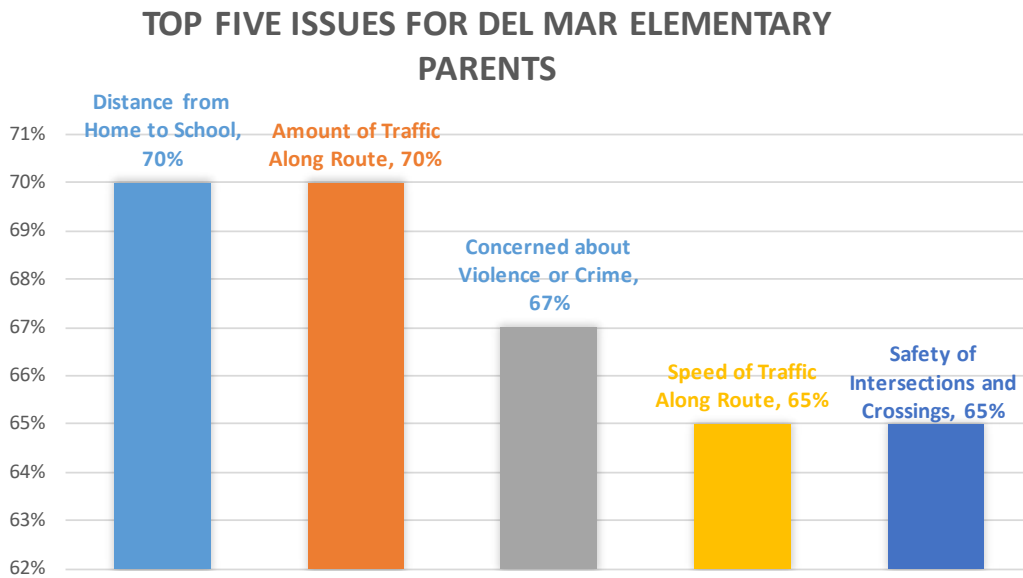
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-5	375	79.2%	65.6%	14%



### Parent Survey

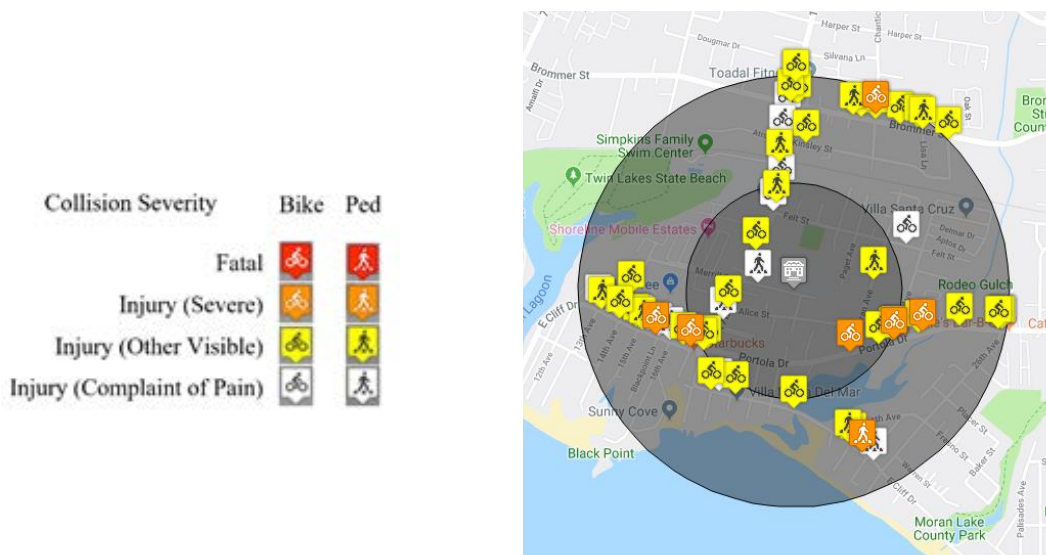
Del Mar Elementary School parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 58 surveys were returned. The full survey report is in Appendix 2.

The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Del Mar Elementary between 2006 and 2015. During this ten-year period, there were 18 pedestrian and 48 bicycle collisions. There were seven severe injury collisions and no fatalities.



## Existing Infrastructure Conditions

### Motorist Conditions

- The school drop-off takes place within a constrained area and is well-managed by the school. During the school day, the crosswalk across Merrill Street at Jami Lane is coned off to prevent through-traffic. This forces traffic coming from 17th Avenue to circle through the school drop-off loop. Students from the AAA Safety Patrol Program (see Chapter 2) help to wave traffic to the front of the drop-off loop. Although Merrill Street is congested during arrival and dismissal, overall this system works well and the drop-off functions smoothly.
- Traffic entering from Jami Lane circles through the Cypress High School parking lot to drop off students. Jami Lane is narrow, and even though public parking is prohibited on the east side, parents frequently park on both sides of the street to drop off students. This leads to very congested conditions on Jami Lane.
- Buses for special education students drop them off in the Cypress High parking lot, adding to the congestion on Jami Lane.



### Pedestrian Conditions

- There is continuous sidewalk on the south side of Merrill Street, and on the north side between 17th Avenue and the school entrance. There is no sidewalk on the north side of Merrill Street adjacent to the landscaped median.
- There are continuous sidewalks on 17th Avenue and high-visibility yellow crosswalks at the intersection of 17th Avenue and Merrill Street.
- For students coming from the south, there is a sidewalk on the west side of Jami Lane and continuous sidewalk on the north side of Alice Street. The sidewalk is intermittent on the south side of Alice Street.
- There is missing sidewalk on the east side of Corcoran Avenue between the Shearwater Apartments driveway and Alice Street. There is no marked crosswalk across Corcoran Avenue at Alice Street.



## Bicycling Conditions

- There is a Class II bike lane on 17th Avenue between Portola Drive and Soquel Drive.
- There is a Class II bike lane on Felt Street, which students can use to enter the school through Felt Street Park.
- There are no bike facilities on Merrill Street, Jami Lane, Alice Street, or Corcoran Avenue. There is a Class II bike lane on Portola Drive.

## Audit Observations

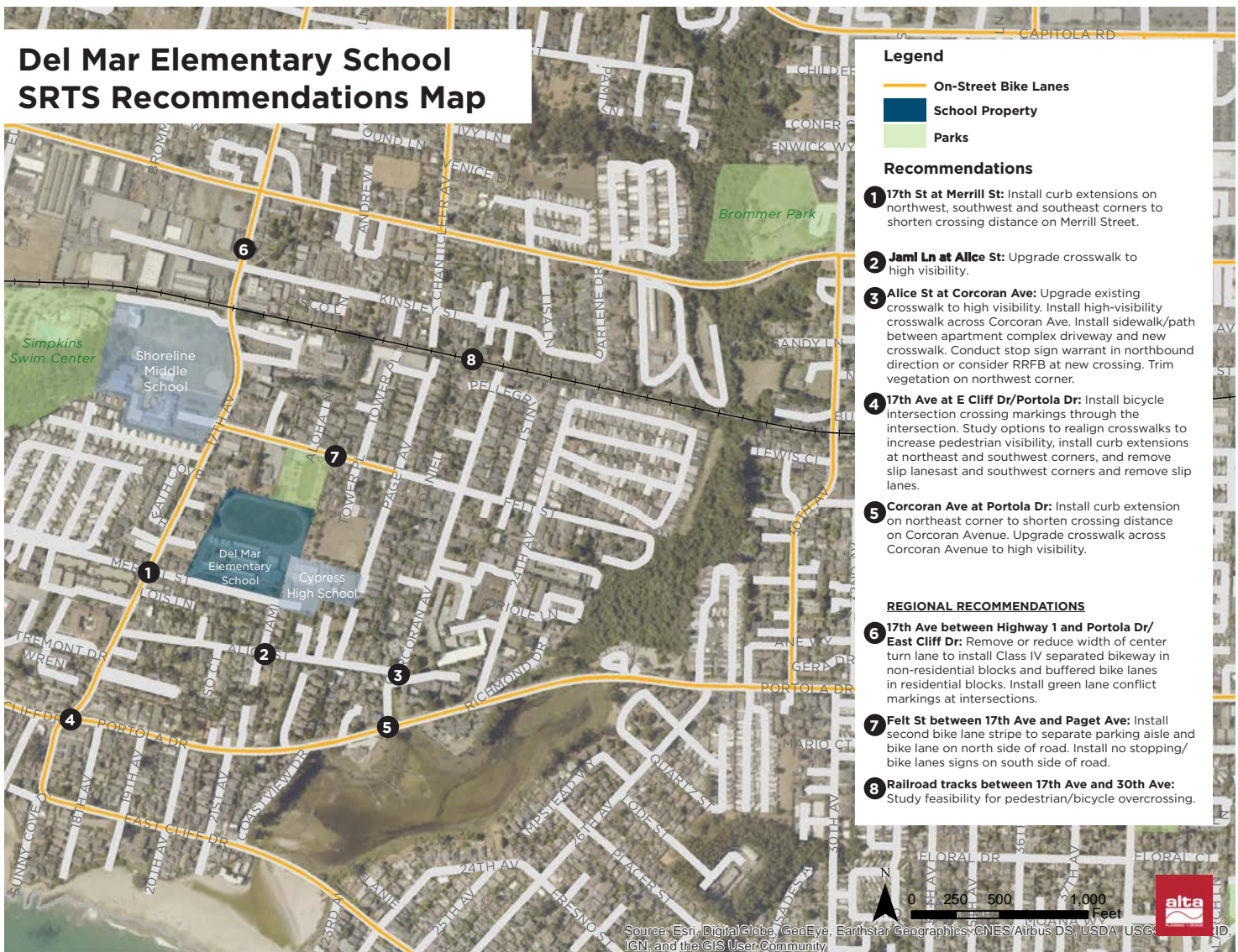
- Most students are driven to school, and there was traffic congestion on 17th Avenue, Merrill Street, and Jami Lane. Traffic speeds were slow, and for the most part drivers were behaving in an orderly manner.
- Some students were observed getting out of the left side of vehicles in the drop-off loop. Overall, though, the drop-off loop functioned well.
- There is a crossing guard at the intersection of 17th Avenue and Merrill Street, but they had difficulty managing all four legs of the intersection. Families were observed running through the crosswalk. Public meeting participants also commented that this intersection can feel unsafe for pedestrians and that drivers do not always stop.
- Drivers park in the bike lane on the south side of Felt Street to drop off students.
- Students were observed biking the wrong way in the bike lane on 17th Avenue to Shoreline Middle School.
- Students walking from the Shearwater Apartments were walking in the dirt on the east side of Corcoran Avenue and crossing Corcoran Avenue at Alice Street without a marked crosswalk. This area is congested with school traffic before and after school.



## Recommended Infrastructure Improvements around Del Mar Elementary School

The following table lists recommendations for Del Mar Elementary, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
17th Street at Merrill Street	Install curb extensions on northwest, southwest, and southeast corners to shorten crossing distance on Merrill Street.
Jami Lane at Alice Street	Upgrade crosswalk to high visibility.
Alice Street at Corcoran Avenue	Upgrade existing crosswalk to high visibility. Install high visibility crosswalk across Corcoran Avenue. Install sidewalk or path between apartment complex driveway and new crosswalk. Conduct stop sign warrant in northbound direction, or consider rectangular rapid flashing beacon (RRFB) at new crossing. Trim vegetation on northwest corner.
Corcoran Avenue at Portola Drive	Install curb extension on northeast corner to shorten crossing distance on Corcoran Avenue. Upgrade crosswalk across Corcoran Avenue to high visibility.
17th Avenue at East Cliff Drive/Portola Drive	Install bicycle intersection crossing markings through the intersection. Study options for realigning crosswalks to increase pedestrian visibility, installing curb extensions at northeast and southwest corners, and removing slip lanes.
	See countywide recommendations in Chapter 3 for 17th Avenue, Felt Street and rail line.

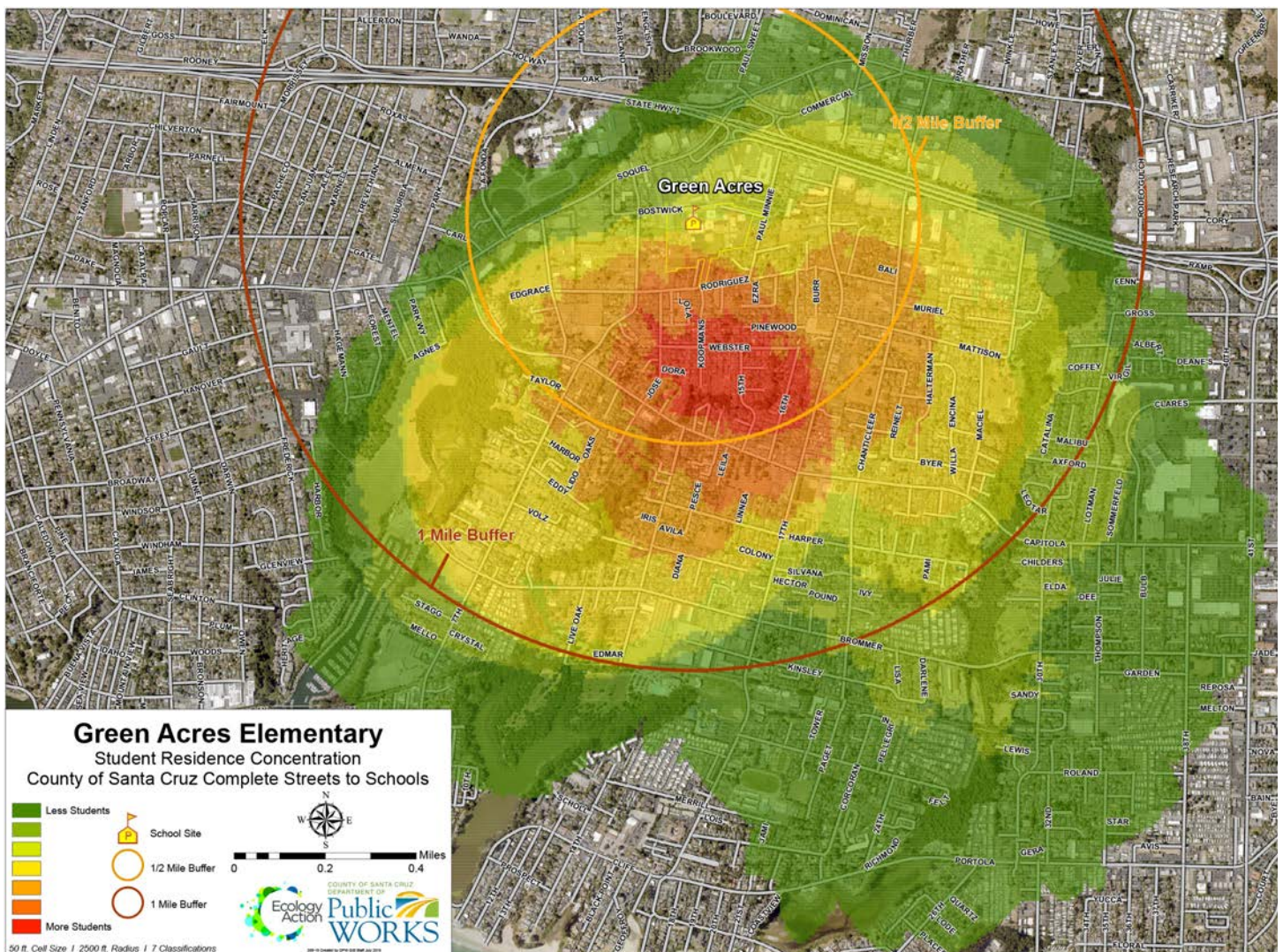


Live Oak School District

# Green Acres Elementary

Green Acres Elementary is located in the Live Oak neighborhood, and the majority of its students live in the surrounding neighborhoods (see map below).

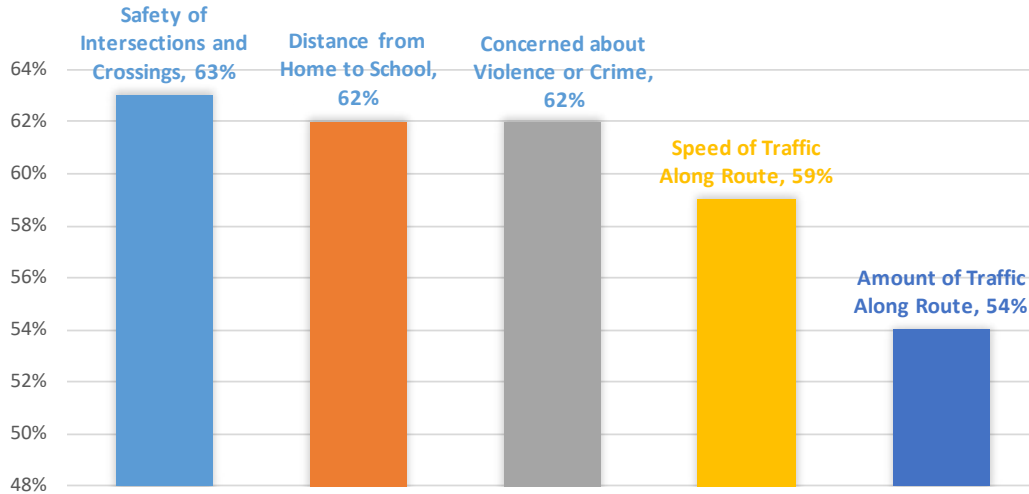
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-5	385	59.7%	59%	18%



### Parent Survey

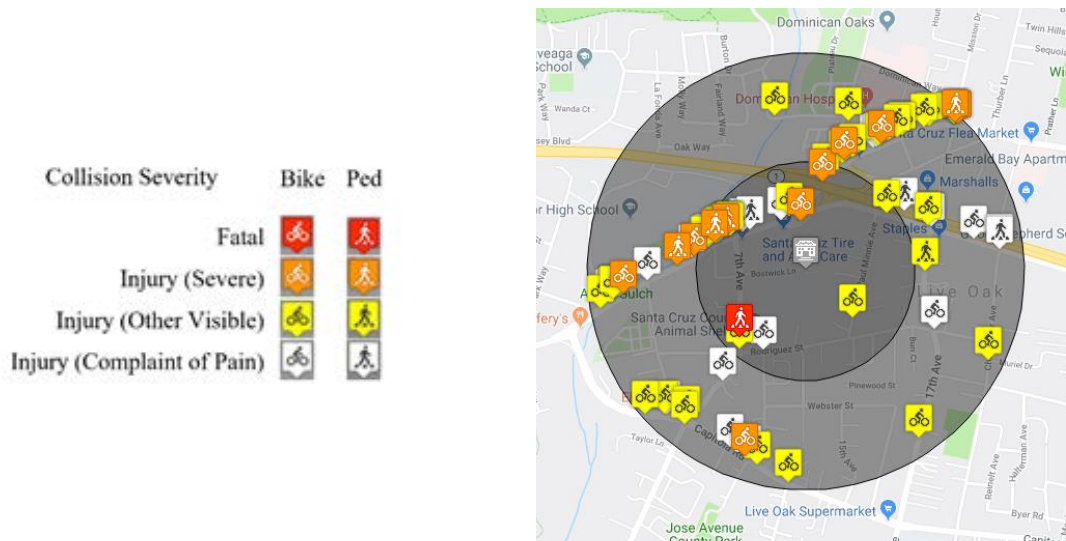
Green Acres Elementary School parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 71 surveys were received. The full survey report is in Appendix 2. The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

**TOP FIVE ISSUES FOR GREEN ACRES PARENTS**



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Green Acres Elementary between 2006 and 2015. During this ten-year period, there were 25 pedestrian and 63 bicycle collisions. There were 12 severe injury collisions and one fatality.



## Existing Infrastructure Conditions

### Motorist Conditions

- The drop-off loop for Green Acres is on the east side of campus and is accessed via Paul Minnie Avenue and the eastern leg of Bostwick Lane. The loop was recently restriped and functions smoothly. Teachers help to wave parents to the front of the line during drop-off.
- Parents also drop off on the western leg of Bostwick Lane, which is accessible via 7th Avenue. There is no designated space for drop-off in this area.
- Paul Minnie Avenue, Bostwick Lane, and 7th Avenue are congested during drop-off.

### Pedestrian Conditions

- Bostwick Lane (both legs) and 7th Avenue have continuous sidewalk on both sides of the street. There is a rectangular rapid flashing beacon (RRFB) and striped pedestrian island at the intersection of 7th Avenue and Bostwick Lane.
- There are high-visibility yellow crosswalks at the intersections of 7th Avenue and Bostwick Lane, 7th Avenue and Rodriguez Street, Rodriguez Street and Jose Avenue, Rodriguez Street and Paul Minnie Avenue, and Paul Minnie Avenue and Bostwick Lane.
- Paul Minnie Avenue has a narrow sidewalk on the west side of the street. The crosswalk at Paul Minnie Avenue and Bostwick Lane ends in a bush on the eastern side.
- Rodriguez Street has continuous sidewalk on the south side between 7th Avenue and 17th Avenue and intermittent sidewalk on the north side.
- Students can enter the school from the south through a path adjacent to the Santa Cruz County Animal Shelter. The path is unpaved and can be muddy in winter.

### Bicycling Conditions

- The eastern leg of Bostwick Lane had a contra-flow bike lane striped on the south side that has been ground out. It is still faintly visible, which some parents reported was confusing. There are no bike lanes on the western leg of Bostwick Lane.
- There are sharrow markings and no bike lanes on Paul Minnie Avenue.



- There are Class II bike lanes on Rodriguez Street and 7th Avenue.
- Families on bikes can enter the campus through the path adjacent to the animal shelter. Bollards at the entrance to the path can make it difficult to enter on bike, and the path gets muddy in wet weather.

### Audit Observations

- The drop-off loop functions smoothly, though some parents were observed parking in the bus loading zone.
- The left turn from Paul Minnie Avenue onto Bostwick Lane was difficult for drivers to navigate due to steady volumes of southbound traffic. This led to some quick turns and near misses. School traffic congestion on Paul Minnie makes this a challenging road for bicyclists, and students were observed riding on the sidewalk.
- Some students walked to school in the dirt on the east side of Paul Minnie Avenue.
- Drivers were not always respectful of pedestrians in the crosswalk at 7th Avenue and Bostwick Lane, despite the RRFB.
- The principal reported that during the school day, the neighboring auto shops use the western leg of Bostwick Lane for parking and testing cars. One of her biggest concerns was speeding traffic in this area.

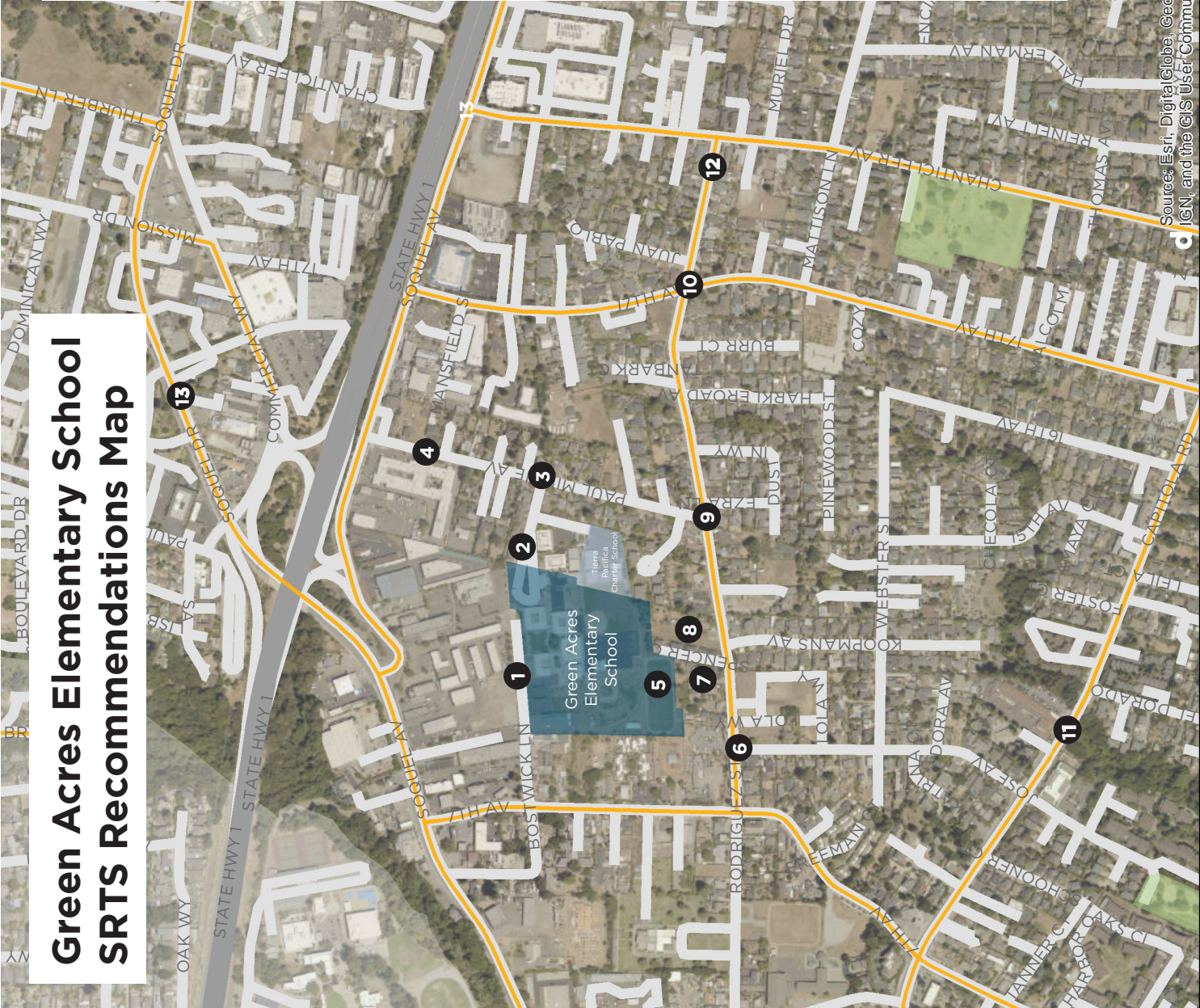


## Recommended Infrastructure Improvements around Green Acres Elementary School

The following table lists recommendations for Green Acres Elementary, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Bostwick Lane, west	Install slotted speed humps per the county's speed bump procedure (see Introduction). Remove bollards in pathway entrances to school. Daylight the parking lot entrance and exit.
Bostwick Lane, east	Remove contra-flow bike lane striping. Install bike lanes. Vehicle lanes should be 10 feet wide with 4-foot bike lanes.
7th Avenue at Bostwick Lane	Consider a crossing guard.
Paul Minnie Avenue at Bostwick Lane	Conduct a stop sign warrant.
Paul Minnie Avenue	Install S1-1 with W16-9P school advance crossing signs as appropriate.
Rodriguez Street at Paul Minnie Avenue	Daylight the intersection.
Rodriguez Street path and gate to school	Pave path. Open gate for Tierra Pacifica students.
School grounds	Pave and upgrade path from Rodriguez Street path to bike corral.
Vacant lot between school and Rodriguez Street	Include path from Rodriguez Street to school in future development. If a path is installed, consider a crosswalk on Rodriguez at Koopmans.
17th Avenue at Rodriguez Street	Consider a neighborhood traffic circle.
Jose Avenue at Rodriguez Street	Install rectangular rapid flashing beacon (RRFB).
	See countywide recommendations in Chapter 3 for Rodriguez Street

# Green Acres Elementary School SRTS Recommendations Map



## Legend

-  On-Street Bike Lanes
-  School Property
-  Parks

## Recommendations

- 1 Bostwick Ln- west:** Install slotted speed humps. Remove bollards in pathway entrances to school. Daylight parking lot entrance and exit.
- 2 Bostwick Ln- east:** Remove contra flow bike lane striping. Install bike lanes. (Vehicle lanes would be 10 feet with 4-foot bike lanes. Pending feedback from District Transportation.)
- 3 Paul Minnie Ave at Bostwick Ln:** Conduct stop sign warrant.
- 4 Paul Minnie Ave:** Install SI-1 with W16-9P School Advance Crossing signs as appropriate.
- 5 School grounds:** Pave/upgrade path from Rodriguez St path to bike corral. (May not be needed if path in vacant lot is built.)
- 6 Jose Ave at Rodriguez St:** Install RRFEB.
- 7 Rodriguez St path and gate to school:** Pave path. Open gate for Tierra Pacifica students. (May not be needed if path in vacant lot is built.)
- 8 Vacant lot between school and Rodriguez St:** Include path from Rodriguez St to school as part of future development. If path is installed, consider crosswalk across Rodriguez at Koopmans.
- 9 Rodriguez St at Paul Minnie Ave:** Daylight intersection.
- 10 17th Ave at Rodriguez St:** Consider neighborhood traffic circle.

## REGIONAL RECOMMENDATIONS

- 11 Capitola Rd between Soquel Ave and 45th Ave:** Consider buffered or protected bike lanes in upcoming project to reconstruct Capitola Rd.
- 12 Rodriguez St between 7th Ave and Chanticleer Ave:** Install green conflict markings and second bike lane stripe to separate parking aisles and bike lanes. Consider speed humps/speed tables per County's speed control devices procedure.
- 13 Soquel Dr between Santa Cruz city limits and Aptos Rancho Rd:** Narrow vehicle travel lanes to install Class IV separated bikeway. Where possible, consolidate or narrow driveways.



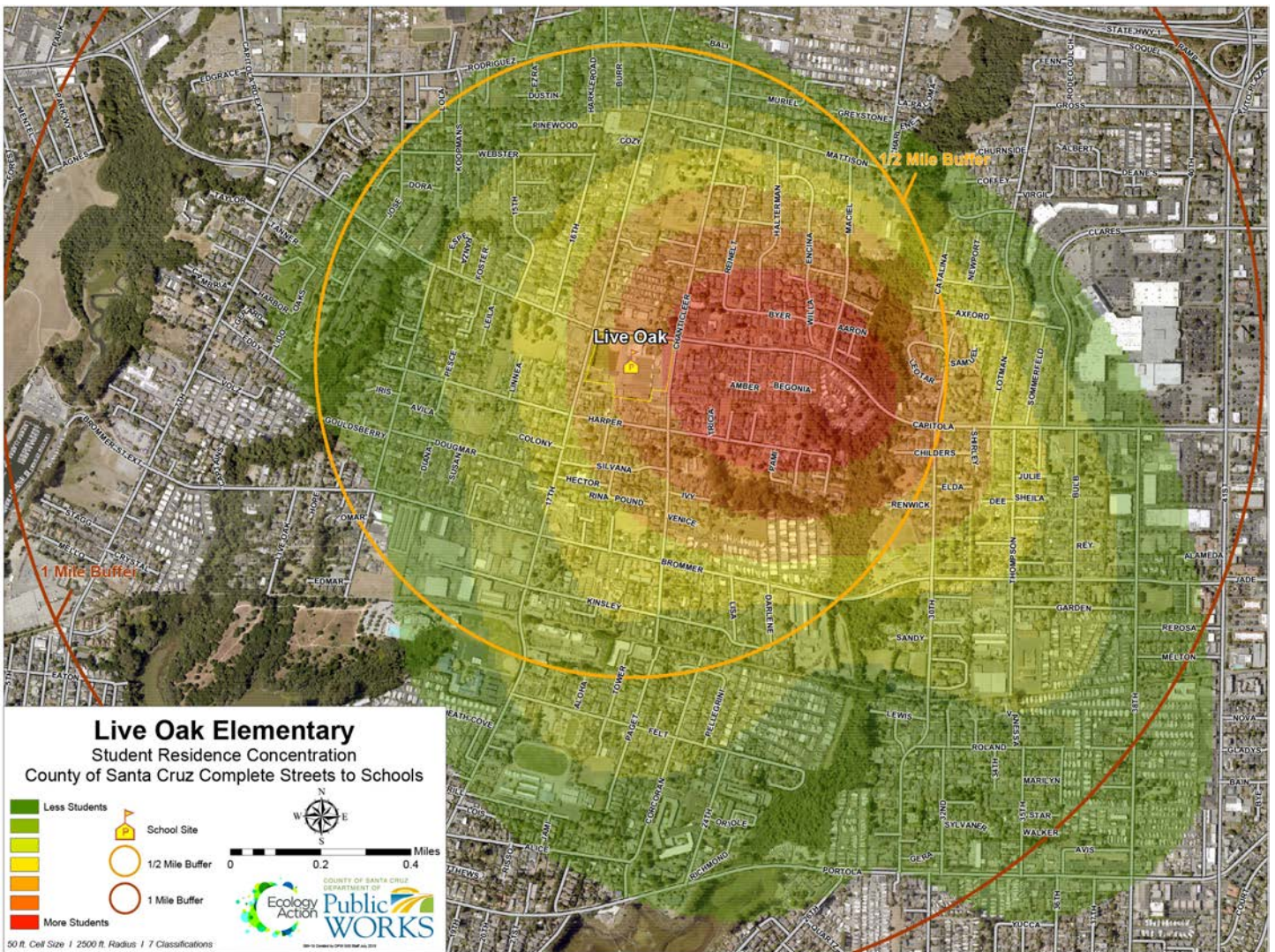
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Live Oak School District

Live Oak Elementary

Live Oak Elementary is located in the Live Oak neighborhood, and most of its students live in neighborhoods surrounding the school. The highest concentration of students is directly east of the school between Chanticleer Avenue and Rodeo Gulch (see map below).

Grade Levels <b>K-5</b>	Number of students <b>331</b>	Students residing within one mile of school <b>73.1%</b>	Students qualifying for free or reduced-price meals <b>83.4%</b>	Students using active transportation <b>26%</b>
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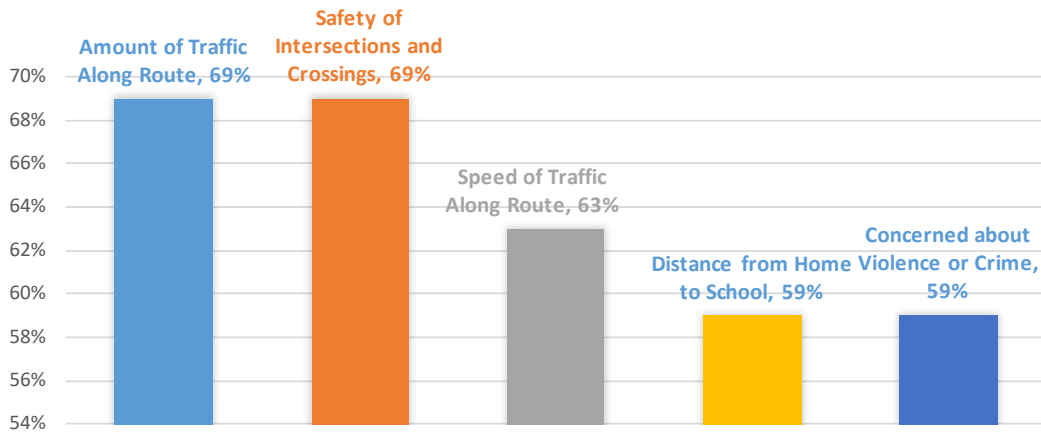


### Parent Survey

Live Oak Elementary School parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 75 surveys were received. The full survey report is in Appendix 2.

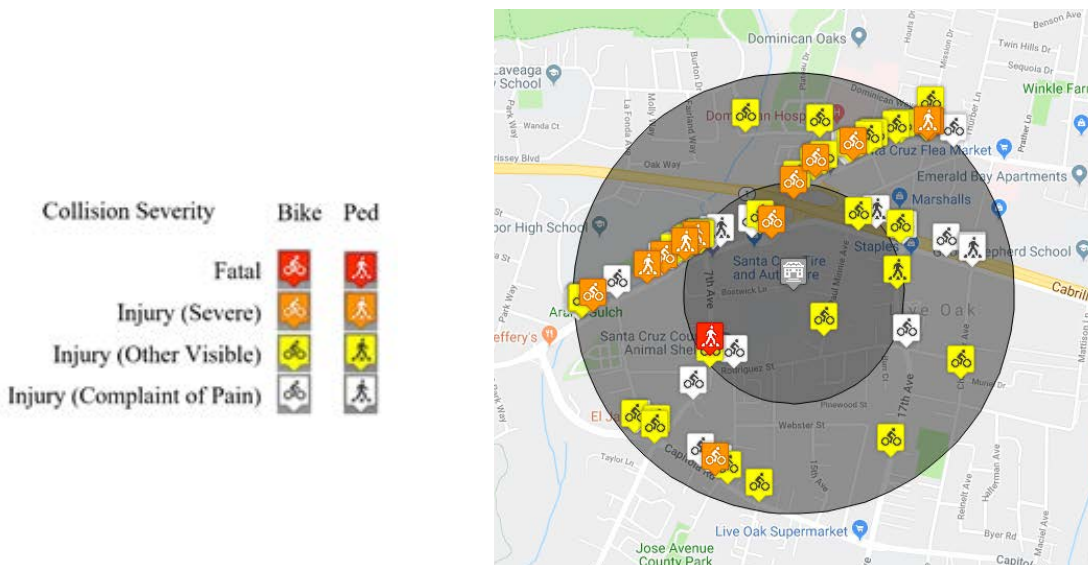
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR LIVE OAK ELEMENTARY PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Live Oak Elementary between 2006 and 2015. During this ten-year period, there were 11 pedestrian and 37 bicycle collisions. There were five severe injury collisions and no fatalities.



## Existing Infrastructure Conditions

### Motorist Conditions

- The majority of school drop-off happens in the school parking lot, which is chaotic during arrival and dismissal. Parents park in the drop-off lane and pull into the small staff parking lot to drop children off.
- Chanticleer Avenue is congested during drop-off.
- Capitola Road is a four-lane arterial, and though there is not congestion during drop-off, there is some queuing of drivers waiting to turn right onto Chanticleer Avenue.

### Pedestrian Conditions

- There are high-visibility yellow crosswalks at each of the four intersections surrounding the school: Capitola Road at 17th Avenue, Capitola Road at Chanticleer Avenue, Chanticleer Avenue at Harper Street, and 17th Avenue at Harper Street.
- There is a crossing guard at the signalized intersection of Chanticleer Avenue and Capitola Road.
- There are continuous sidewalks on Capitola Road, 17th Avenue, and Chanticleer Avenue. Most of the surrounding neighborhood streets do not have sidewalks, including Harper Street, Thomas Avenue, and Byer Road.
- The path is unpaved and can be muddy in winter.

### Bicycling Conditions

- There are Class II bike lanes on Capitola Road, Chanticleer Avenue, and 17th Avenue.

### Audit Observations

- The school drop-off loop was chaotic, with parents parked in the loading zone and doing five-point turns to get in and out of the small staff lot. Pedestrians were crossing through the parking lot, increasing conflicts.
- The intersection of Capitola Road and Chanticleer Avenue was heavily used by pedestrians. Visibility is low for drivers coming southbound on Chanticleer Avenue and turning right onto Capitola Road, and several parents noted safety concerns for students crossing Capitola Road. There is a crossing guard present before school starts.



- A few families were observed biking to school on Chanticleer Avenue. No students or families were observed biking on 17th Avenue or Capitola Road. Several parent comments indicated that 17th Avenue and Capitola Road feel unsafe for biking with elementary school students due to truck traffic, higher traffic speeds and volumes, and challenging intersections.
- Portions of the Chanticleer Avenue bike lanes are combined parking/bike lane, which leads to some encroachment from parked cars into the bike lane.
- Parents drop off students on Harper Lane and walk them into school. Drivers were respectful of pedestrians at the intersection of Chanticleer Avenue and Harper Lane.
- Audit participants cited concerns about the pedestrian crossing at 17th Avenue and Harper Lane, where drivers turn onto Harper Lane without checking for pedestrians in the crosswalk.

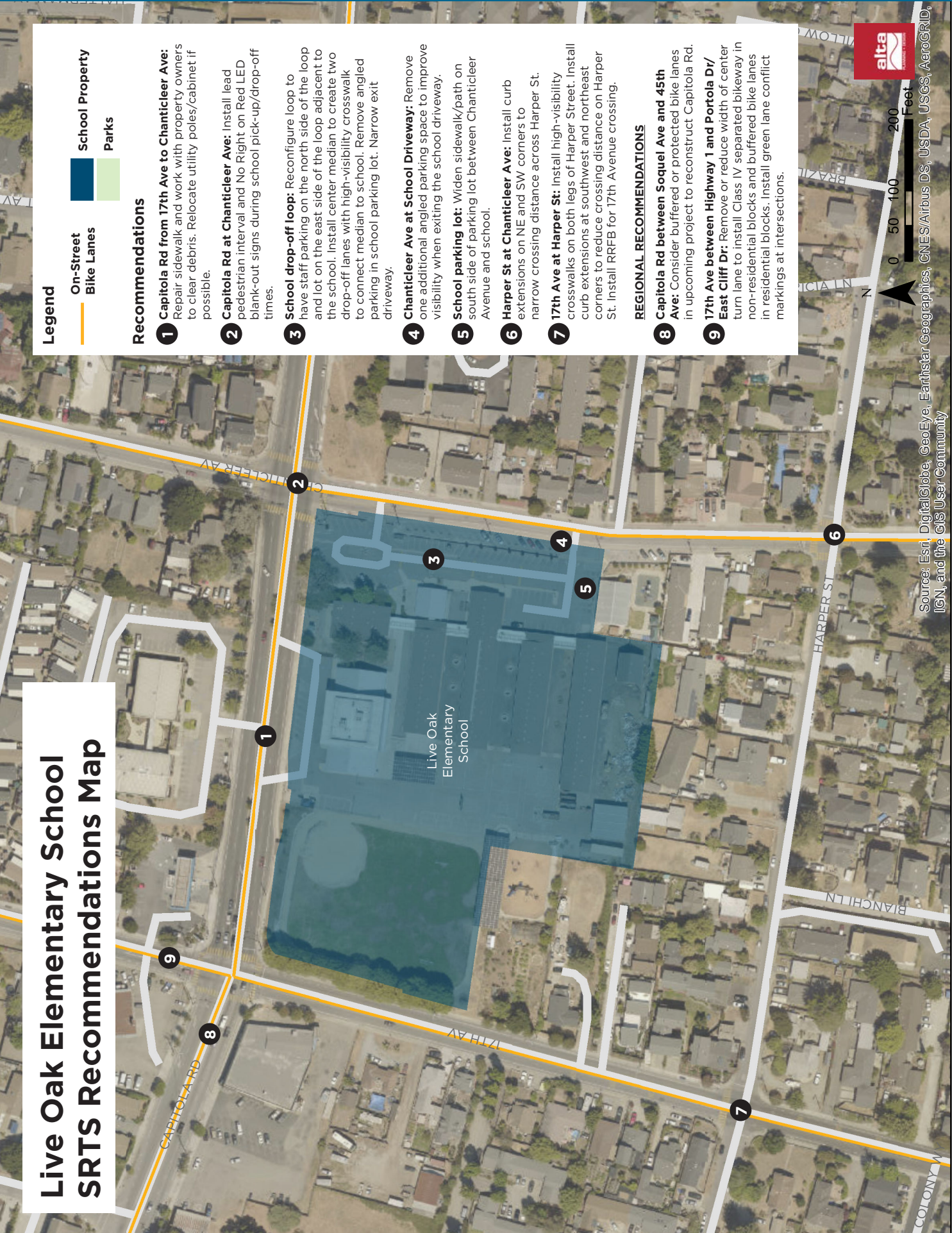


## Recommended Infrastructure Improvements around Live Oak Elementary School

The following table lists recommendations for Live Oak Elementary, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Capitola Road at Chanticleer Avenue	Install lead pedestrian interval and “No Right on Red” LED blank-out signs during school pick-up and drop-off times.
Capitola Road between 17th Avenue and Chanticleer Avenue	Repair sidewalk and work with property owners to clear debris. Relocate utility poles and cabinet if possible.
School drop-off loop	Reconfigure loop to have the staff parking on the north side and the lot on the east side adjacent to the school. Install a center median to create two drop-off lanes with a high-visibility crosswalk to connect the median to the school. Remove angled parking from school parking lot. Narrow the exit driveway.
School parking lot	Widen sidewalk and path on south side of parking lot between Chanticleer Avenue and school.
Chanticleer Avenue at school driveway	Remove one more angled parking space to improve visibility when exiting the school driveway.
Harper Street at Chanticleer Avenue	Install curb extensions on northeast and southwest corners to narrow crossing distance on Harper Street
17th Avenue at Harper Street	Install high-visibility crosswalks on both legs of Harper Street. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install RRFB for 17th Avenue crossing.
	See countywide recommendations in Chapter 3 for 17th Ave and Capitola Road

# Live Oak Elementary School SRTS Recommendations Map



## Legend

- On-Street Bike Lanes

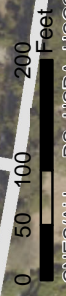
- School Property
- Parks

## Recommendations

- 1 Capitola Rd from 17th Ave to Chanticleer Ave:** Repair sidewalk and work with property owners to clear debris. Relocate utility poles/cabinet if possible.
- 2 Capitola Rd at Chanticleer Ave:** Install lead pedestrian interval and No Right on Red LED blank-out signs during school pick-up/drop-off times.
- 3 School drop-off loop:** Reconfigure loop to have staff parking on the north side of the loop and lot on the east side of the loop adjacent to the school. Install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school. Remove angled parking in school parking lot. Narrow exit driveway.
- 4 Chanticleer Ave at School Driveway:** Remove one additional angled parking space to improve visibility when exiting the school driveway.
- 5 School parking lot:** Widen sidewalk/path on south side of parking lot between Chanticleer Avenue and school.
- 6 Harper St at Chanticleer Ave:** Install curb extensions on NE and SW corners to narrow crossing distance across Harper St.
- 7 17th Ave at Harper St:** Install high-visibility crosswalks on both legs of Harper Street. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper St. Install RRFB for 17th Avenue crossing.

## REGIONAL RECOMMENDATIONS

- 8 Capitola Rd between Soquel Ave and 45th Ave:** Consider buffered or protected bike lanes in upcoming project to reconstruct Capitola Rd.
- 9 17th Ave between Highway 1 and Portola Dr/ East Cliff Dr:** Remove or reduce width of center turn lane to install Class IV separated bikeway in non-residential blocks and buffered bike lanes in residential blocks. Install green lane conflict markings at intersections.



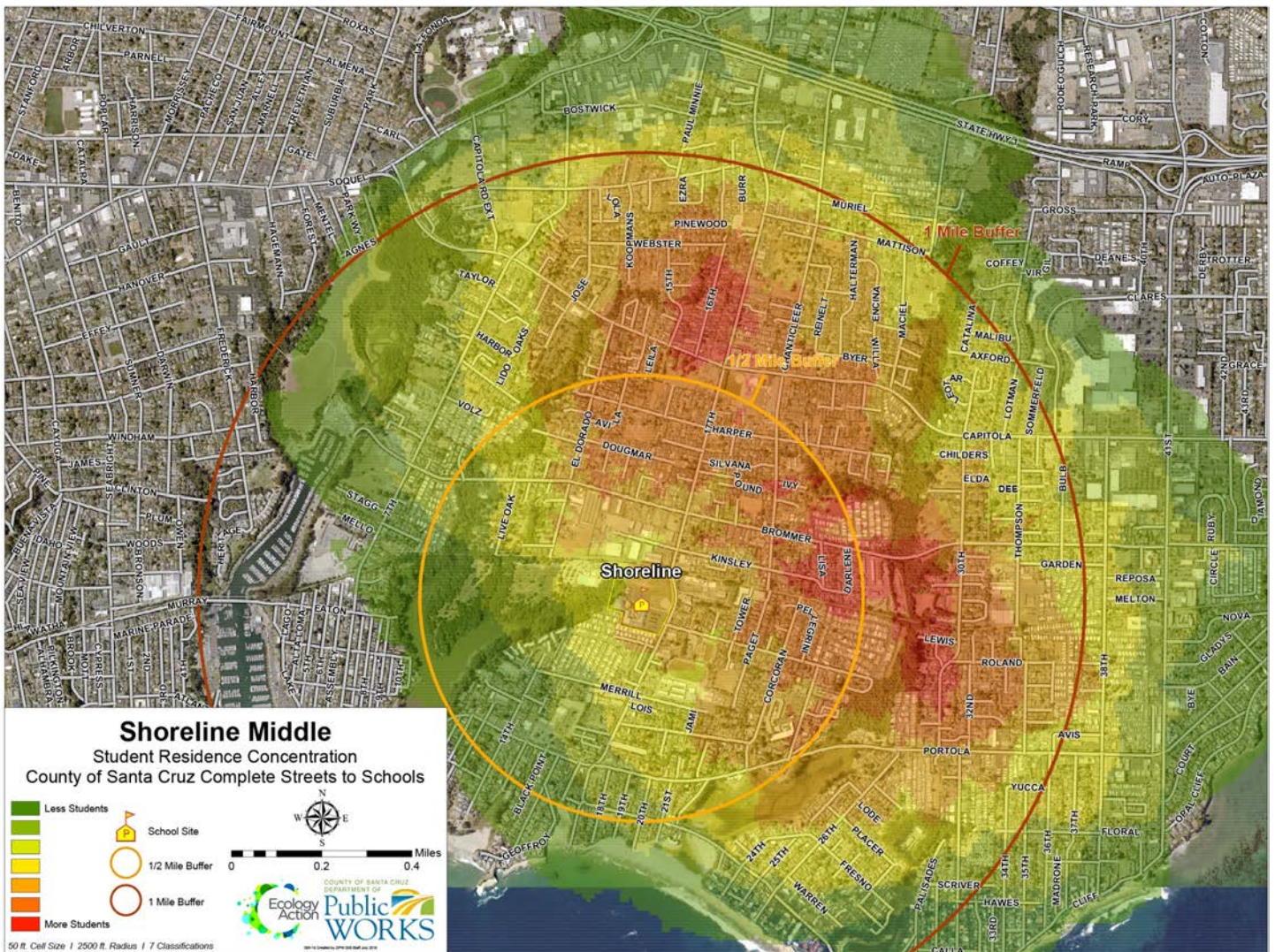
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Live Oak School District

Shoreline Middle School

Shoreline Middle School is located in the Live Oak neighborhood and draws students from a larger area than the elementary schools. The highest concentration of students is between 7th Avenue, Hwy 1, and 38th Avenue (see map below).

Grade Levels <b>6-8</b>	Number of students <b>514</b>	Students residing within one mile of school <b>66.5%</b>	Students qualifying for free or reduced-price meals <b>58.8%</b>	Students using active transportation <b>37%</b>
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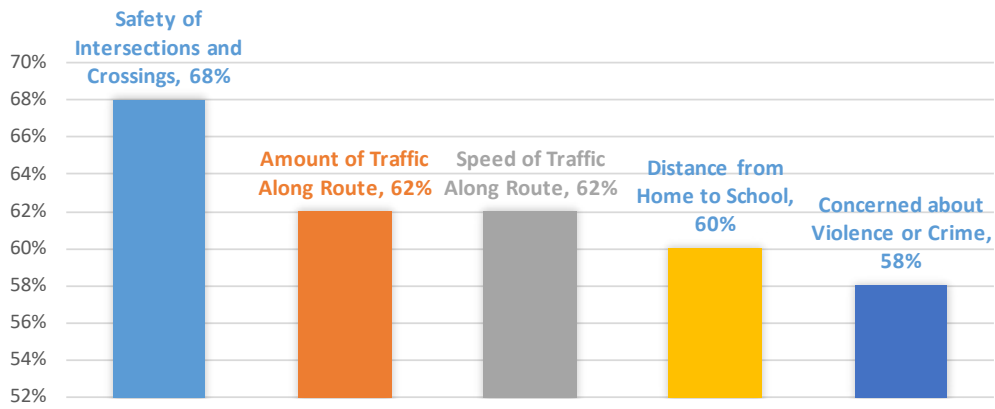


### Parent Survey

Shoreline Middle School parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 115 surveys were received. The full survey report is in Appendix 2.

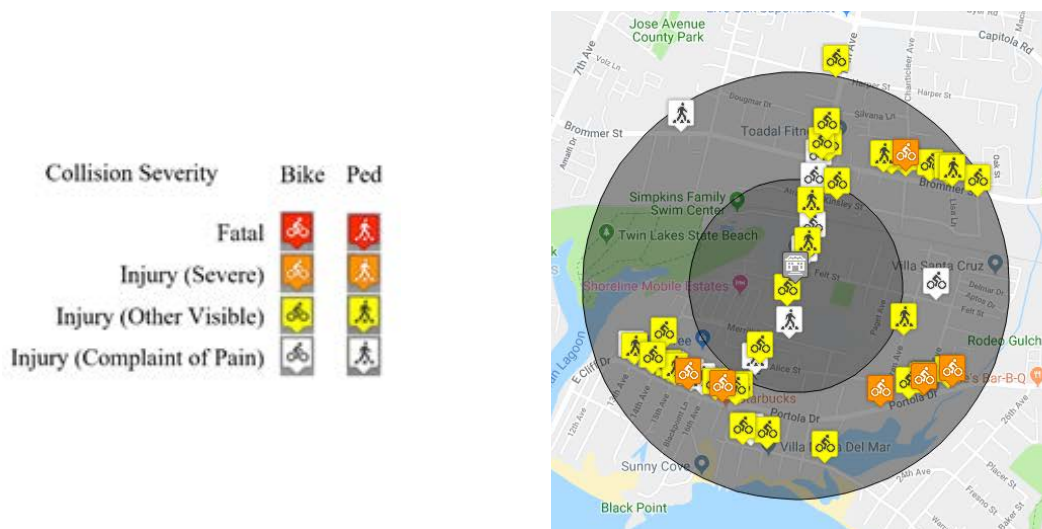
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR SHORELINE MIDDLE SCHOOL PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Shoreline Middle School between 2006 and 2015. During this ten-year period, there were 16 pedestrian and 43 bicycle collisions. There were six severe injury collisions and no fatalities.



## Existing Infrastructure Conditions

### Motorist Conditions

- The school parking lot contains a long drop-off area, which functions fairly smoothly before and after school.
- Parents also drop children off in the Boys and Girls Club parking lot near Simpkins Swim Center, which connects to the back entrance to campus.
- There is some drop-off in the bike lane on 17th Avenue and some on Felt Street.
- 17th Avenue is backed up to Brommer Street during school arrival times.

### Pedestrian Conditions

- There is continuous sidewalk on 17th Avenue. The sidewalk on the west side of 17th Avenue between Brommer Street and the Simpkins driveway is narrow.
- Brommer Street east of 17th Avenue has no sidewalk on the south side adjacent to the shopping center.
- The Ledyard trucking facility entrance is on 17th Avenue near Kinsley Street, and truck traffic intersects with students crossing the Ledyard driveway.
- The intersection of 17th Avenue and Felt Street has a scramble-style crossing, and pedestrians cross in all directions during the pedestrian signal phase. There is limited space at the corners for people waiting to cross.

### Bicycling Conditions

- There are Class II bike lanes on 17th Avenue.
- Students on bikes are instructed to enter campus through the Simpkins Swim Center driveway, which connects to the bike cage. There are bike lanes in the Simpkins driveway.
- Students use the informal rail crossing at the end of El Dorado Avenue to bike and walk into campus.



## Audit Observations

- Students walk and bike on Brommer Street adjacent to the shopping center, where there is no sidewalk. Students in this location are hard to see for drivers turning right onto Brommer Street from 17th Avenue.
- 17th Avenue is busy during drop-off periods with car, bicycle, and pedestrian traffic. Though there are bike lanes on 17th Avenue, they are frequently obstructed by drivers dropping off students, by trash cans, or by large groups of pedestrians who spill off the sidewalk into the bike lane.
- The intersection of 17th Avenue and the Simpkins Swim Center driveway is particularly chaotic, with drivers pulling in and out, cyclists crossing 17th Avenue without signaling, and pedestrians running across. There is no marked crosswalk at this location.
- During this planning process, a student was hit by a car while crossing Brommer Street at El Dorado Avenue. El Dorado Avenue is an important route for students biking and walking to school.
- There is limited space for pedestrians waiting to cross the intersection of 17th Avenue and Felt Street. Some parents expressed confusion about how to use the scramble-style crossing.
- The school requires all students to wear helmets while riding their bikes on campus, which increases helmet use.



### Recommended Infrastructure Improvements around Shoreline Middle School

The following table lists recommendations for Shoreline Middle School, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Brommer Street at Chanticleer Avenue	Install curb extensions on northeast and northwest corners.
Brommer Street between 17th Avenue and Darlene Drive	Remove landscaping in shopping center at 1710 Brommer to install sidewalk on south side of street. Narrow the vehicle lanes and widen bike lanes, and install a line between parking aisle and bike lane on north side of street.
17th Avenue at Brommer Street	Install lead pedestrian interval.
17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)	Raise sidewalk to be even with rest of the sidewalk.
17th Avenue at Ledyard Trucking facility	Restripe crosswalk across driveway.
17th Avenue between Brommer and Simpkins Driveway	Relocate retaining wall to widen sidewalk on west side of street.
17th Avenue at Simpkins Swim Center entrance	Install marked crossing across 17th Avenue. In the future, this crossing will connect rail trail segments. Stripe the bike lane in Simpkins driveway to 17th Avenue.
El Dorado Avenue at railroad tracks	Install path and rail crossing between El Dorado Avenue and Simpkins parking lot.
Brommer Street at El Dorado Avenue	Install RRFB at Brommer Street crossing. Upgrade signage and striping to improve visibility of crosswalk.
17th Avenue at Felt Street	Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in and out of the school.
	See countywide recommendations in Chapter 3 for 17th Avenue, Felt Street and rail line.



# Shoreline Middle School SRTS Recommendations Map

## Legend

-  On-Street Bike Lanes
-  School Property
-  Parks

## Recommendations

- 1 Brommer St at El Dorado Ave:** Install RRFB at Brommer Street crossing. Upgrade signage and striping to improve visibility of crosswalk.
  - 2 El Dorado Ave at railroad tracks:** Install path and rail crossing between El Dorado Avenue and Simpkins parking lot.
  - 3 17th Ave at Brommer St:** Install lead pedestrian interval.
  - 4 17th Ave between Brommer St and Simpkins Driveway:** Relocate retaining wall to widen sidewalk on west side of street. Install speed feedback sign between Brommer St and Kinsey St.
  - 5 17th Ave at Ledyard Trucking facility:** Restripe crosswalk across driveway.
  - 6 17th Ave (east side) in front of auto shop (between Kinsley St and Simpkins Swim Center driveway):** Raise sidewalk to be even with rest of the sidewalk.
  - 7 17th Ave at Simpkins Swim Center entrance:** Stripe bike lane in Simpkins driveway to 17th Avenue and install marked crossing across 17th Avenue. In the future, this crossing will connect rail trail segments.
  - 8 17th Ave at Felt St:** Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in/out of school.
  - 9 Brommer St between 17th Ave and Darlene Dr:** Remove landscaping in shopping center at 1710 Brommer St to install sidewalk on south side of street. Narrow vehicle lanes to widen bike lanes and install line between parking aisle and bike lane on north side of street.
  - 10 Brommer St at Chanticleer Ave:** Install curb extensions on northeast and northwest corners.
- REGIONAL RECOMMENDATIONS**
- 11 Railroad tracks between 17th Ave and 30th Ave:** Study feasibility for pedestrian/bicycle overcrossing.
  - 12 Felt St between 17th Ave and Paget Ave:** Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install no stopping/bike lanes signs on south side of road.
  - 13 17th Ave between Highway 1 and Portola Dr/East Cliff Dr:** Remove or reduce width of center turn lane to install Class IV separated bikeway in non-residential blocks and buffered bike lanes in residential blocks. Install green lane conflict markings at intersections.



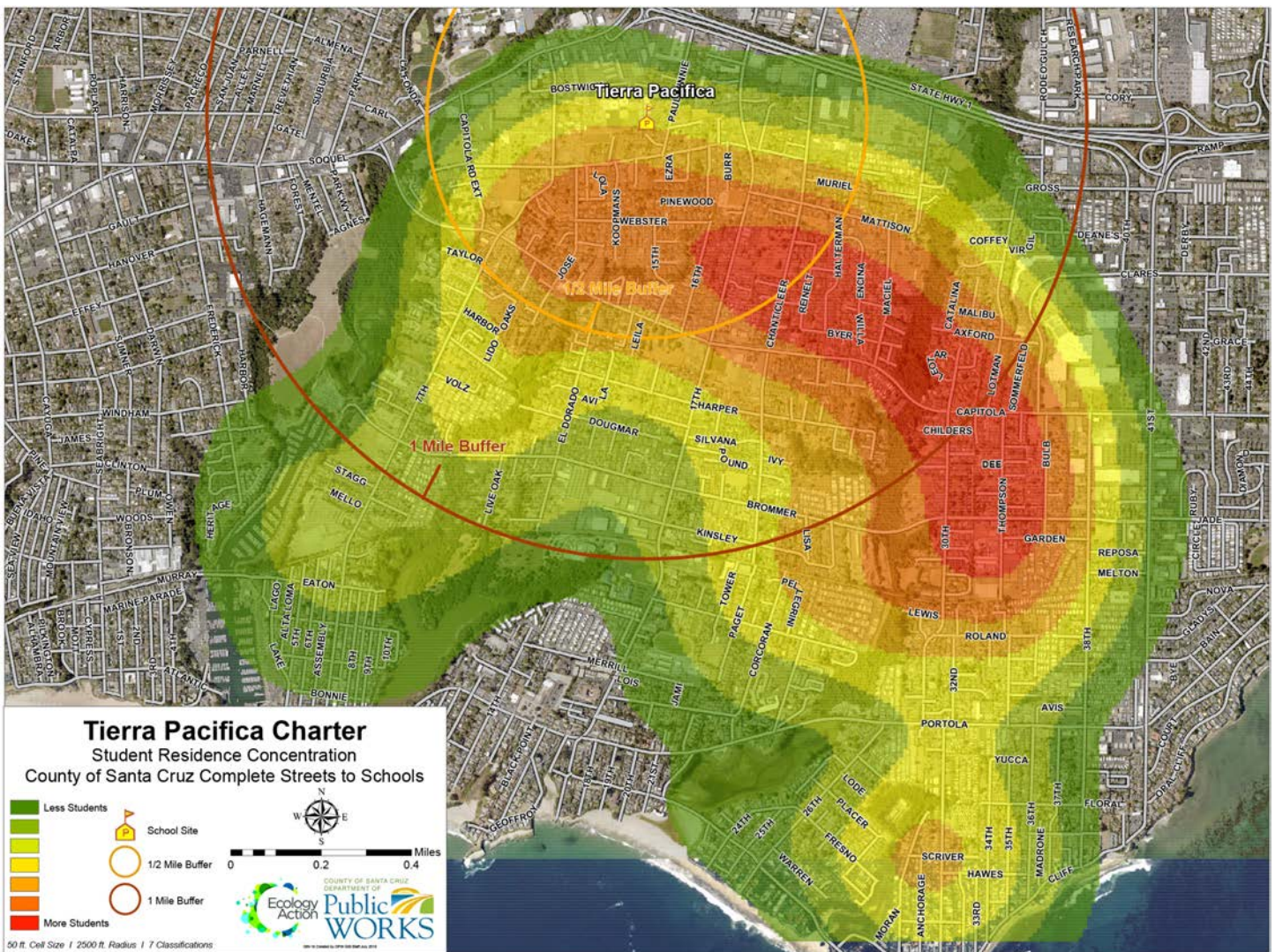
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Live Oak School District

Tierra Pacifica Charter School

Tierra Pacifica is located on the Green Acres Elementary campus in the Live Oak neighborhood. As a charter school, Tierra Pacifica draws students from a larger area than other Live Oak School District elementary schools, including from between 30th and 41st Avenues and the Pleasure Point neighborhood (see map below).

Grade Levels <b>K-8</b>	Number of students <b>155</b>	Students residing within one mile of school <b>40%</b>	Students qualifying for free or reduced-price meals <b>14.2%</b>	Students using active transportation <b>20%</b>
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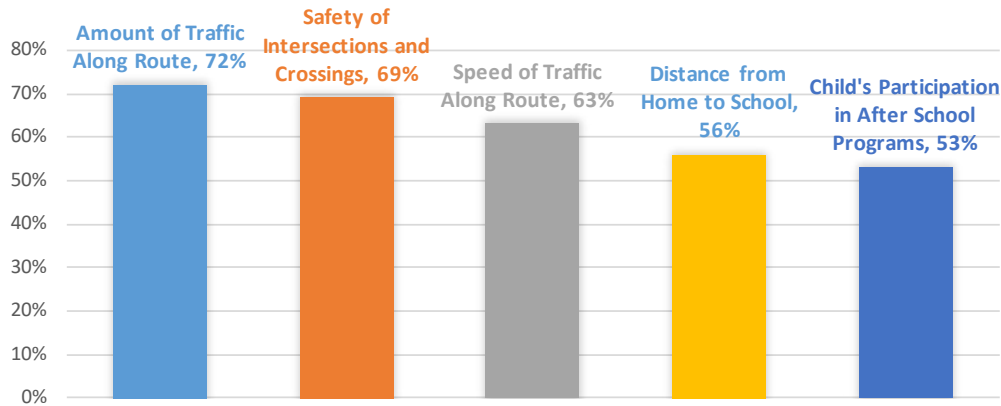


### Parent Survey

Tierra Pacifica parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 125 surveys were received. The full survey report is in Appendix 2.

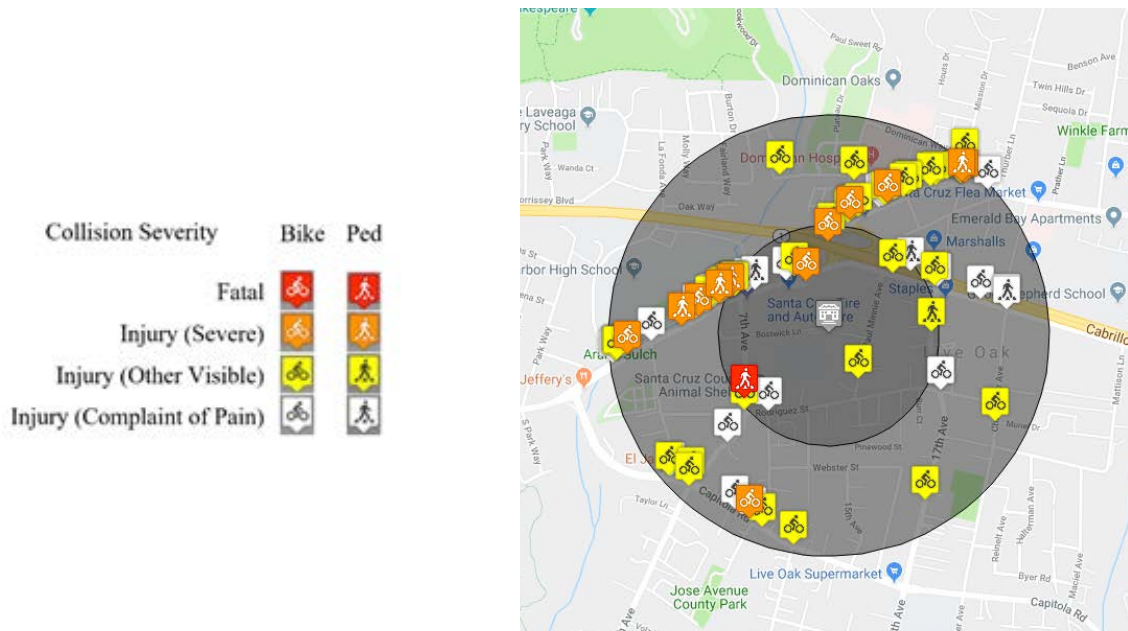
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

#### TOP FIVE ISSUES FOR TIERRA PACIFICA PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Tierra Pacifica between 2006 and 2015. During this ten-year period, there were 25 pedestrian and 63 bicycle collisions. There were 12 severe injury collisions and one fatality.



## Existing Infrastructure Conditions

### Motorist Conditions

- Tierra Pacifica classes start later than Green Acres, and start times are staggered by grade level. This leads to minimal congestion at the start of school.
- The school parking lot and drop-off area are small but sufficient to accommodate arrival traffic.

### Pedestrian Conditions

- There are high-visibility yellow crosswalks at the intersections of Paul Minnie Avenue and Bostwick Lane, Rodriguez Street and Paul Minnie Avenue, and Rodriguez Street and Jose Avenue.
- Paul Minnie Avenue has narrow sidewalk on the west side of the street. The crosswalk at Paul Minnie Avenue and Bostwick Lane ends in a bush on the eastern side.
- Rodriguez Street has continuous sidewalk on the south side between 7th Avenue and 17th Avenue and intermittent sidewalk on the north side.
- There is a path adjacent to the Santa Cruz County Animal Shelter where students can enter the Green Acres campus—however, the gate is often locked by the time Tierra Pacifica students start school.



## Bicycling Conditions

- Students on bikes are instructed to enter from Bostwick Lane and walk their bikes across campus rather than riding through the school parking lot.
- The eastern leg of Bostwick Lane had a contra-flow bike lane striped on the south side that has been ground out. It is still faintly visible, which parents reported was confusing.
- There are sharrow markings and no bike lanes on Paul Minnie Avenue.
- There are Class II bike lanes on Rodriguez Street and 7th Avenue.

## Audit Observations

- Some drop-off for Tierra Pacifica occurs in the Green Acres drop-off loop. Because Green Acres is already in session by the time Tierra Pacifica starts, this does not add to drop-off congestion.
- Several families and students biked to Tierra Pacifica on Paul Minnie Avenue, which does not have bike lanes. Cyclists were observed weaving between parked cars or riding on the sidewalk.
- The pedestrian pathway through the driveway is incomplete and lacks ADA facilities. Parents were observed walking through the parking lot.
- Parents commented on the difficulties of biking to school via 17th Avenue, which has high traffic volumes and speeds. The intersection of 17th Avenue and Rodriguez Street is difficult to navigate when there are drivers, pedestrians, and cyclists present.

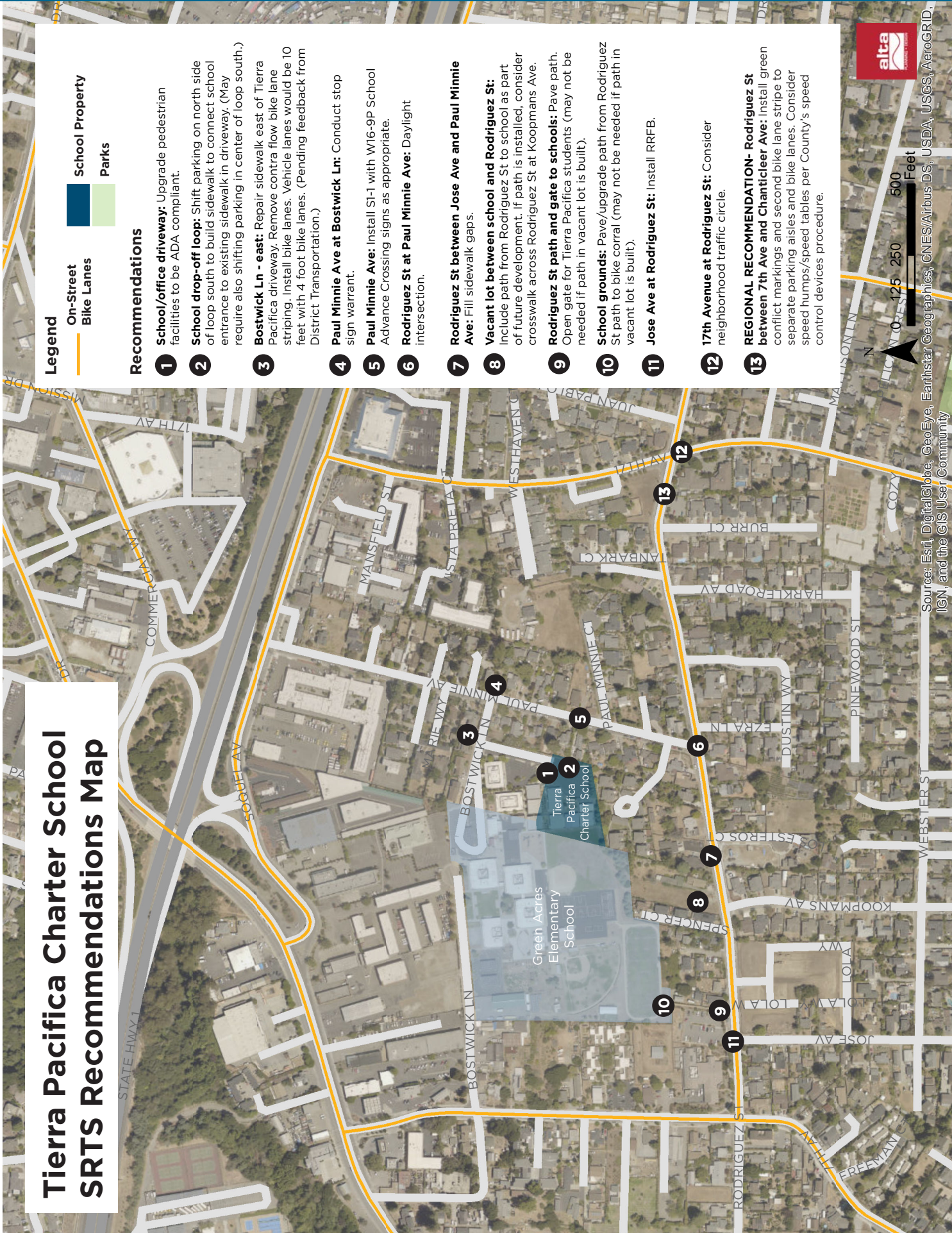


## Recommended Infrastructure Improvements around Tierra Pacifica Charter School

The following table lists recommendations for Tierra Pacifica, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
School/office driveway	Upgrade pedestrian facilities to be ADA compliant.
School drop-off loop	Shift parking on north side of loop southward to build sidewalk connecting school entrance to existing sidewalk in driveway.
Bostwick Lane, east	Repair sidewalk east of Tierra Pacifica driveway.
Bostwick Lane, west	Remove contra flow bike lane striping. Install bike lanes. Vehicle lanes should be 10 feet wide with 4-foot bike lanes.
Paul Minnie Avenue at Bostwick Lane	Conduct stop sign warrant.
Paul Minnie Avenue	Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
Rodriguez Street at Paul Minnie Avenue	Daylight the intersection.
Vacant lot between school and Rodriguez Street	Include a path from Rodriguez Street to school in future development. If a path is installed, consider a crosswalk on Rodriguez at Koopmans.
Rodriguez Street path and gate to schools	Pave path. Open gate for Tierra Pacifica students (may not be necessary if a path is built in the vacant lot).
School grounds	Pave and upgrade path from Rodriguez Street path to bike corral (may not be necessary if a path is built in the vacant lot).
17th Avenue at Rodriguez Street	Consider a neighborhood traffic circle.
Jose Avenue at Rodriguez Street	Install RRFB.
	See countywide recommendations in Chapter 3 for Rodriguez Street.

# Tierra Pacifica Charter School SRTS Recommendations Map



### Legend

-  On-Street Bike Lanes
-  School Property
-  Parks

### Recommendations

- 1 School/office driveway:** Upgrade pedestrian facilities to be ADA compliant.
- 2 School drop-off loop:** Shift parking on north side of loop south to build sidewalk to connect school entrance to existing sidewalk in driveway. (May require also shifting parking in center of loop south.)
- 3 Bostwick Ln - east:** Repair sidewalk east of Tierra Pacifica driveway. Remove contra flow bike lane striping. Install bike lanes. Vehicle lanes would be 10 feet with 4 foot bike lanes. (Pending feedback from District Transportation.)
- 4 Paul Minnie Ave at Bostwick Ln:** Conduct stop sign warrant.
- 5 Paul Minnie Ave:** Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 6 Rodriguez St at Paul Minnie Ave:** Daylight intersection.
- 7 Rodriguez St between Jose Ave and Paul Minnie Ave:** Fill sidewalk gaps.
- 8 Vacant lot between school and Rodriguez St:** Include path from Rodriguez St to school as part of future development. If path is installed, consider crosswalk across Rodriguez St at Koopmans Ave.
- 9 Rodriguez St path and gate to schools:** Pave path. Open gate for Tierra Pacifica students (may not be needed if path in vacant lot is built).
- 10 School grounds:** Pave/upgrade path from Rodriguez St path to bike corral (may not be needed if path in vacant lot is built).
- 11 Jose Ave at Rodriguez St:** Install RRFB.
- 12 17th Avenue at Rodriguez St:** Consider neighborhood traffic circle.
- 13 REGIONAL RECOMMENDATION- Rodriguez St between 7th Ave and Chanticleer Ave:** Install green conflict markings and second bike lane stripe to separate parking aisles and bike lanes. Consider speed humps/speed tables per County's speed control devices procedure.



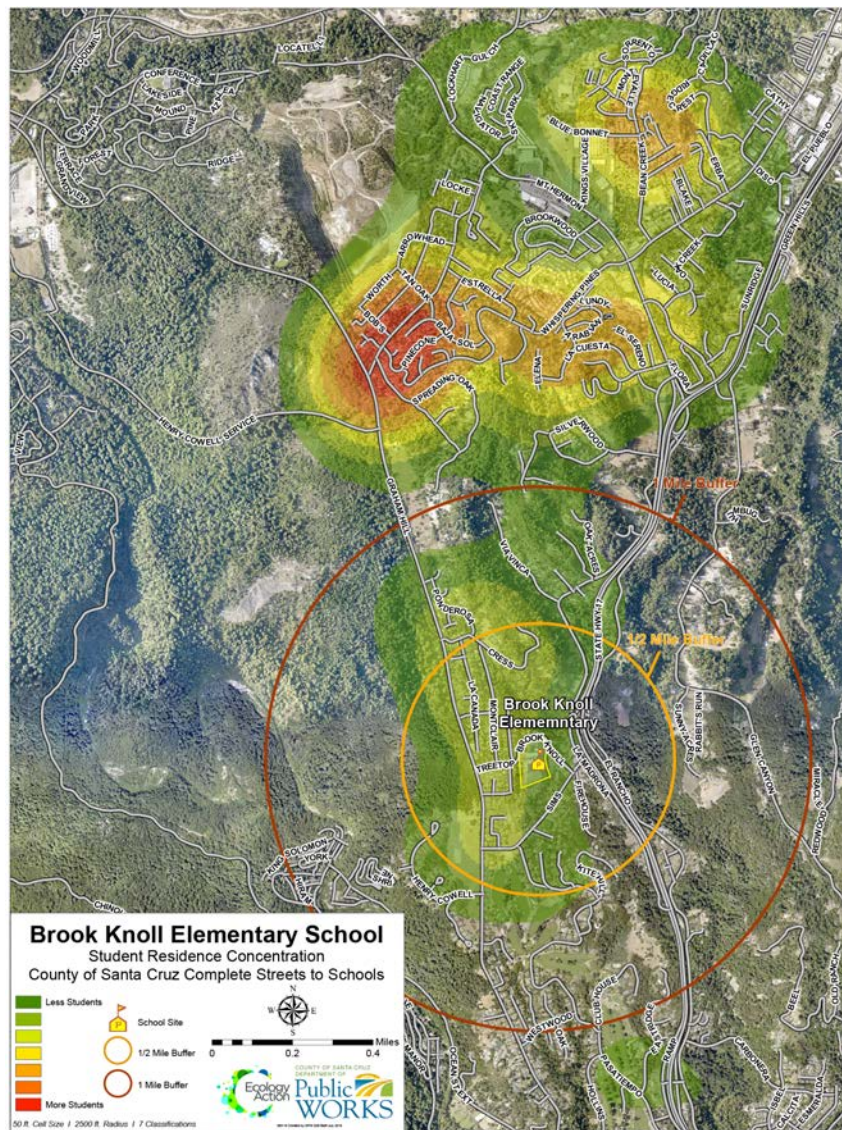
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Scotts Valley Unified School District

Brook Knoll Elementary

Brook Knoll is located in unincorporated Santa Cruz County about two miles from the Scotts Valley city center. Brook Knoll draws some students from the surrounding neighborhoods, but the highest concentration live in Scotts Valley's Lockewood neighborhood and the area around Bean Creek Road (see map below).

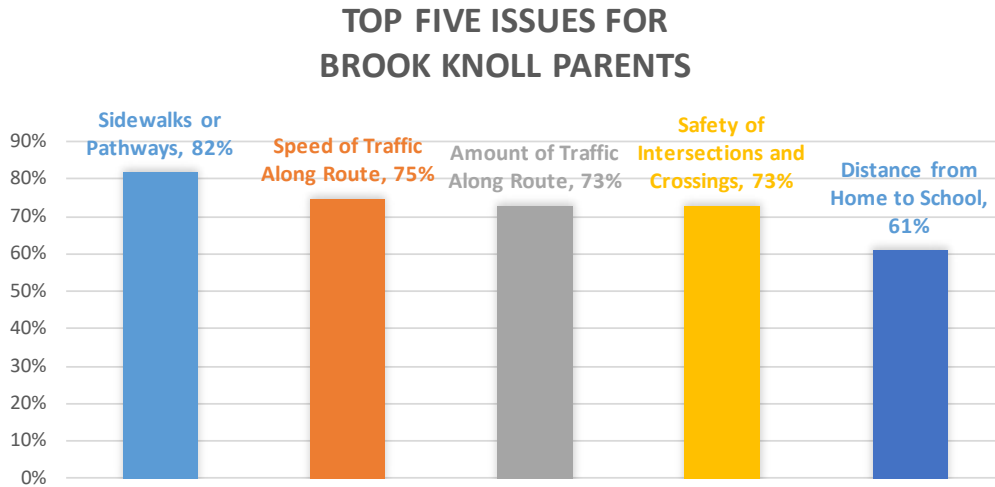
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
P-5	516	18.9%	10.1%	8%



### Parent Survey

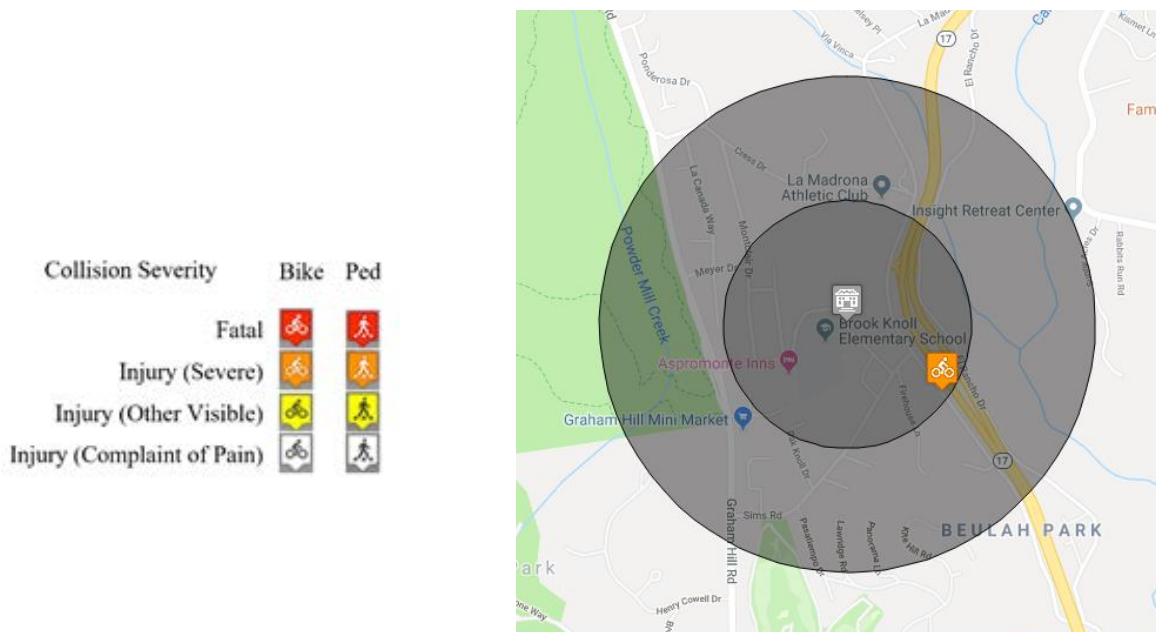
Brook Knoll parents were asked to complete a bilingual online survey about their attitudes toward walking and biking to school in October of 2018. 140 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Brook Knoll between 2006 and 2016. During this ten-year period, there were no pedestrian collisions and one severe injury bicycle collision.



## Existing Infrastructure Conditions

### Motorist Conditions

- Most students arrive at Brook Knoll by car, and Brook Knoll Drive and Treetop Drive are very congested during the school drop-off period. Long lines of cars in both directions wait to turn into the school parking lot.
- The school parking lot has two travel lanes and a long drop-off area that is controlled by parent volunteers.
- Visibility is obstructed for drivers leaving the parking lot due to the design of the intersection and vegetation.
- Drop-off is common on Oak Knoll Drive, and visibility is low for drivers turning right from Treetop Drive to Oak Knoll Drive.

### Pedestrian Conditions

- There is continuous sidewalk on the south side of Treetop Drive/Brook Knoll Drive between Graham Hill Road and Sims Road. The sidewalk on Brook Knoll Drive is narrow and damaged in several places.
- There is a high-visibility yellow crosswalk on Sims Road at Brook Knoll Drive. There are no sidewalks on Sims Road.
- There are no sidewalks on Oak Knoll Drive and no crosswalk on Treetop Drive at Oak Knoll Drive.

### Bicycling Conditions

- There are no bicycle facilities on roadways near Brook Knoll. There are intermittent sections of Graham Hill Road where the shoulder is wide enough to accommodate cyclists.



## Audit Observations

- Vehicle traffic was heavy from both directions entering the school. Though there are two lanes in the drop-off loop, cars were entering the parking lot one at a time. Drivers coming from the east had trouble turning into the parking lot.
- The Santa Cruz County Sherriff's Office reported that drivers enter the opposing lane on Treetop Drive/Brook Knoll Drive to bypass school traffic.
- It is difficult for drivers exiting the lot to see whether a car is coming, and most pull over the crosswalk in order to see oncoming traffic.
- A few families walk to school from the east on Brook Knoll Drive and face challenges from broken sidewalks and from leaves and vegetation on the sidewalk.
- Pedestrians were observed climbing the drainage culvert on the east side of campus and crossing through the parking lot to the school rather than crossing the two school driveways.
- Students are dropped off on Oak Knoll Drive and must cross Treetop Drive to reach the sidewalk on the south side. There is no crosswalk, and parents reported that this intersection feels unsafe.
- Many parents commented on the dangers of bicycling on Graham Hill Road, which connects the Lockwood neighborhood to Brook Knoll. There were many requests for an off-street path adjacent to Graham Hill Road, and for improvements to the crosswalk on Graham Hill Road at Treetop Drive.
- Audit participants identified several ideas for new off-street paths to connect to campus from Sims Road, including working with property owners to grant access through a vacant lot and developing a route via Orchard Drive or Oak Knoll Drive.

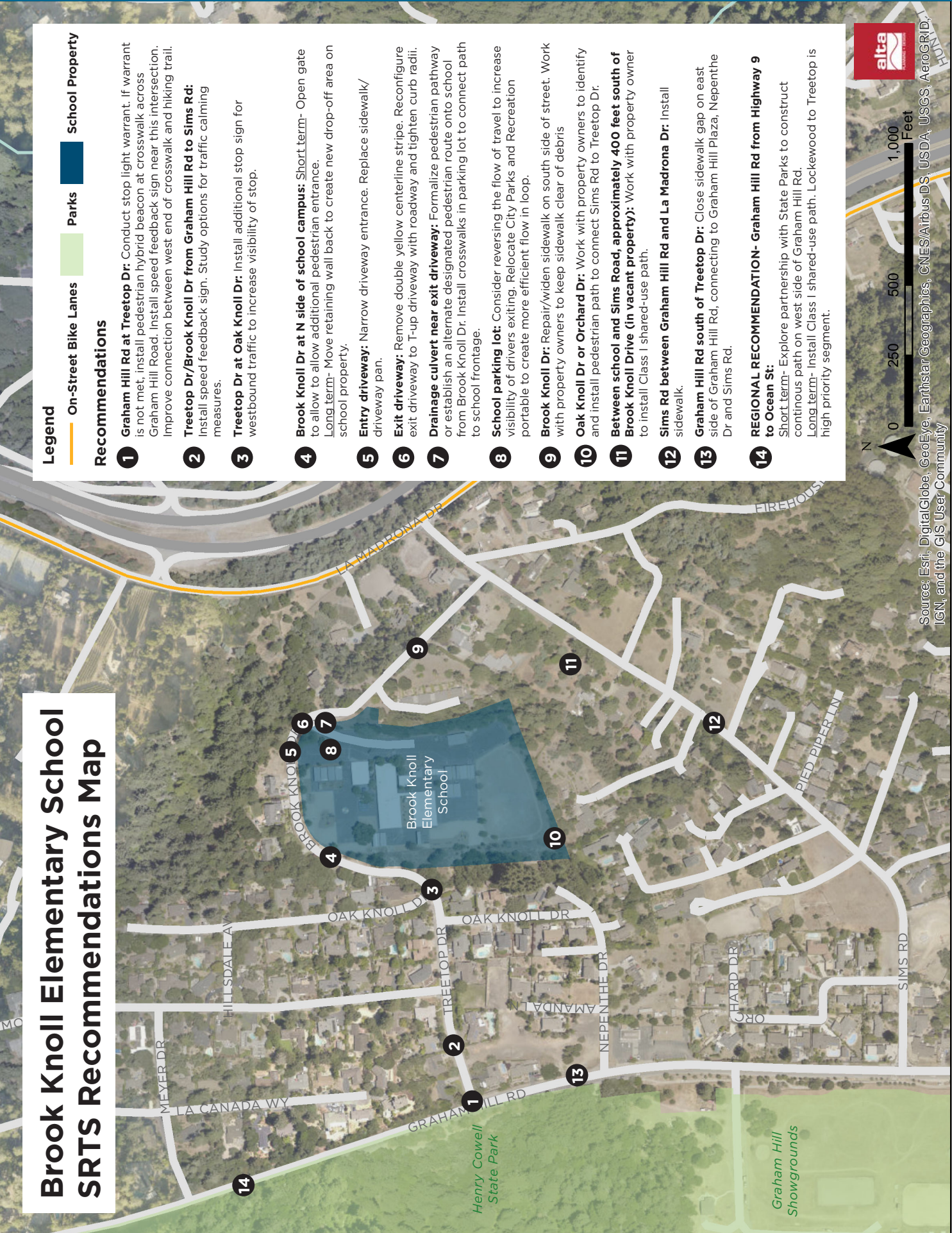


## Recommended Infrastructure Improvements around Brook Knoll Elementary

The following table lists recommendations for Brook Knoll, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Brook Knoll Drive at north side of school campus (long term)	Move retaining wall back to create a new drop-off area on school property.
Brook Knoll Drive at north side of school campus (short term)	Open gate to allow additional pedestrian entrance.
Exit driveway	Remove double yellow centerline stripe. Reconfigure exit driveway to T-up driveway with roadway and tighten curb radii.
Drainage culvert near exit driveway	Formalize pedestrian pathway or establish an alternative designated pedestrian route onto school property from Brook Knoll Drive. Install crosswalks in parking lot to connect path to school frontage.
Entry driveway	Narrow the driveway entrance. Replace sidewalk and driveway pan.
School parking lot	Consider reversing the flow of travel to increase visibility of exiting drivers. Relocate City Parks and Recreation portable to create more efficient flow in loop.
Treetop Drive at Oak Knoll Drive	Install additional stop sign for westbound traffic to increase visibility of stop.
Treetop Drive/Brook Knoll Drive between Graham Hill Road and Sims Road	Install speed feedback signs. Study options for traffic calming measures.
Graham Hill Road at Treetop Drive	Conduct stop light warrant. If warrant is not met, install pedestrian hybrid beacon at crosswalk across Graham Hill Road. Install speed feedback sign near this intersection.
Graham Hill Road at Treetop Drive	Improve connection between west end of crosswalk and hiking trail.
Graham Hill Road south of Treetop Drive	Close sidewalk gap on east side of Graham Hill Road, connecting to Graham Hill Plaza, Nepenthe Drive, and Sims Road.
General	Pursue parent-funded bus from City of Scotts Valley to Brook Knoll Elementary
Oak Knoll Drive or Orchard Drive	Work with property owners to identify and install a pedestrian path connecting Sims Road to Treetop Drive.
Brook Knoll Drive	Repair and widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris.
Sims Road between Graham Hill Road and La Madrona Drive	Install sidewalk
Between school and Sims Road, approximately 400 feet south of Brook Knoll Drive (on vacant property)	Work with property owner to install Class I shared-use path
	See countywide recommendation in Chapter 3 for Graham Hill Road.

# Brook Knoll Elementary School SRTS Recommendations Map



## Legend

- On-Street Bike Lanes
- Parks
- School Property

## Recommendations

- 1** **Graham Hill Rd at Treetop Dr:** Conduct stop light warrant. If warrant is not met, install pedestrian hybrid beacon at crosswalk across Graham Hill Road. Install speed feedback sign near this intersection. Improve connection between west end of crosswalk and hiking trail.
- 2** **Treetop Dr/Brook Knoll Dr from Graham Hill Rd to Sims Rd:** Install speed feedback sign. Study options for traffic calming measures.
- 3** **Treetop Dr at Oak Knoll Dr:** Install additional stop sign for westbound traffic to increase visibility of stop.
- 4** **Brook Knoll Dr at N side of school campus:** Short term- Open gate to allow to allow additional pedestrian entrance. Long term- Move retaining wall back to create new drop-off area on school property.
- 5** **Entry driveway:** Narrow driveway entrance. Replace sidewalk/driveway pan.
- 6** **Exit driveway:** Remove double yellow centerline stripe. Reconfigure exit driveway to T-up driveway with roadway and tighten curb radii.
- 7** **Drainage culvert near exit driveway:** Formalize pedestrian pathway or establish an alternate designated pedestrian route onto school from Brook Knoll Dr. Install crosswalks in parking lot to connect path to school frontage.
- 8** **School parking lot:** Consider reversing the flow of travel to increase visibility of drivers exiting. Relocate City Parks and Recreation portable to create more efficient flow in loop.
- 9** **Brook Knoll Dr:** Repair/widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris.
- 10** **Oak Knoll Dr or Orchard Dr:** Work with property owners to identify and install pedestrian path to connect Sims Rd to Treetop Dr.
- 11** **Between school and Sims Road, approximately 400 feet south of Brook Knoll Drive (in vacant property):** Work with property owner to install Class I shared-use path.
- 12** **Sims Rd between Graham Hill Rd and La Madrona Dr:** Install sidewalk.
- 13** **Graham Hill Rd south of Treetop Dr:** Close sidewalk gap on east side of Graham Hill Rd, connecting to Graham Hill Plaza, Nepenthe Dr and Sims Rd.
- 14** **REGIONAL RECOMMENDATION- Graham Hill Rd from Highway 9 to Ocean St:** Short term- Explore partnership with State Parks to construct continuous path on west side of Graham Hill Rd. Long term- Install Class I shared-use path. Lockwood to Treetop is high priority segment.





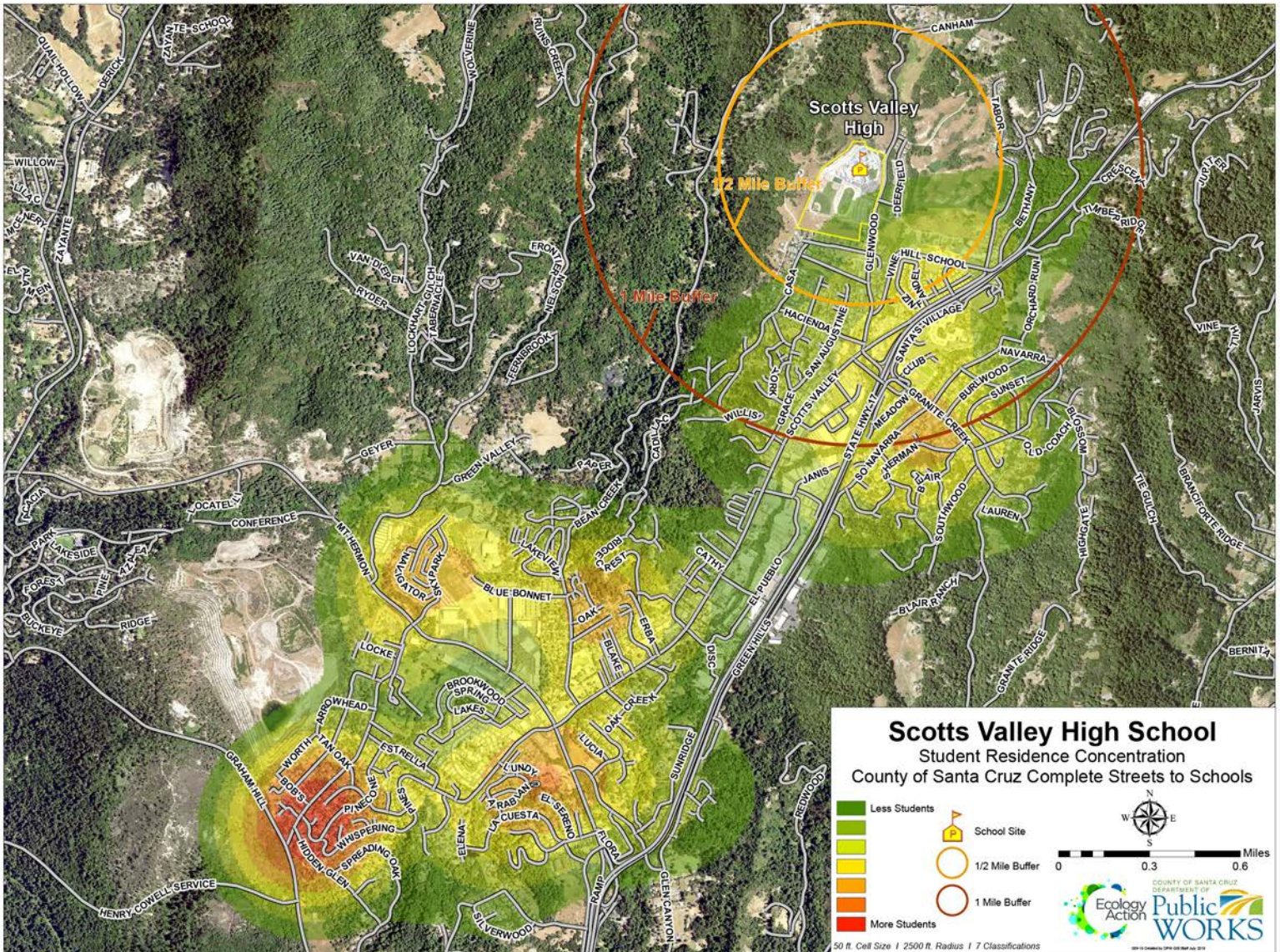
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Scotts Valley Unified School District

Scotts Valley High School

Scotts Valley High is located on Glenwood Drive at the north end of Scotts Valley. It draws students from throughout the city, with the largest concentration coming from the southern end of Scotts Valley (see map below).

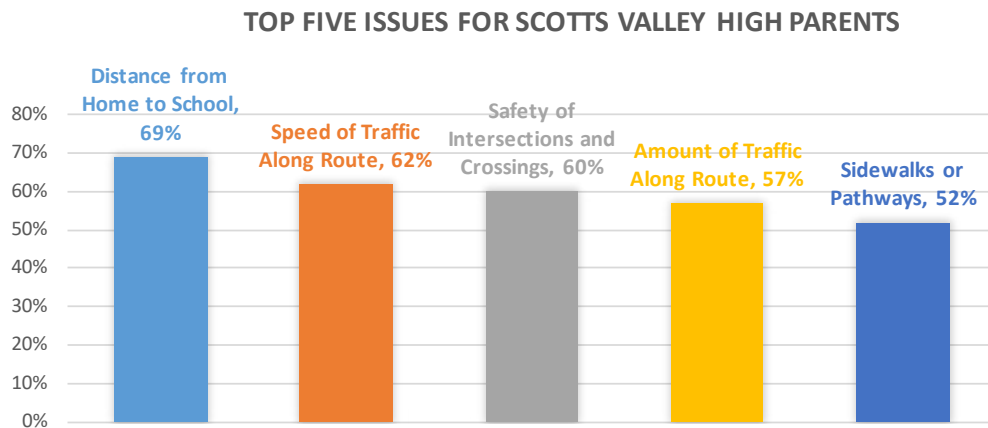
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9-12	818	16%	10%	11%



### Parent Survey

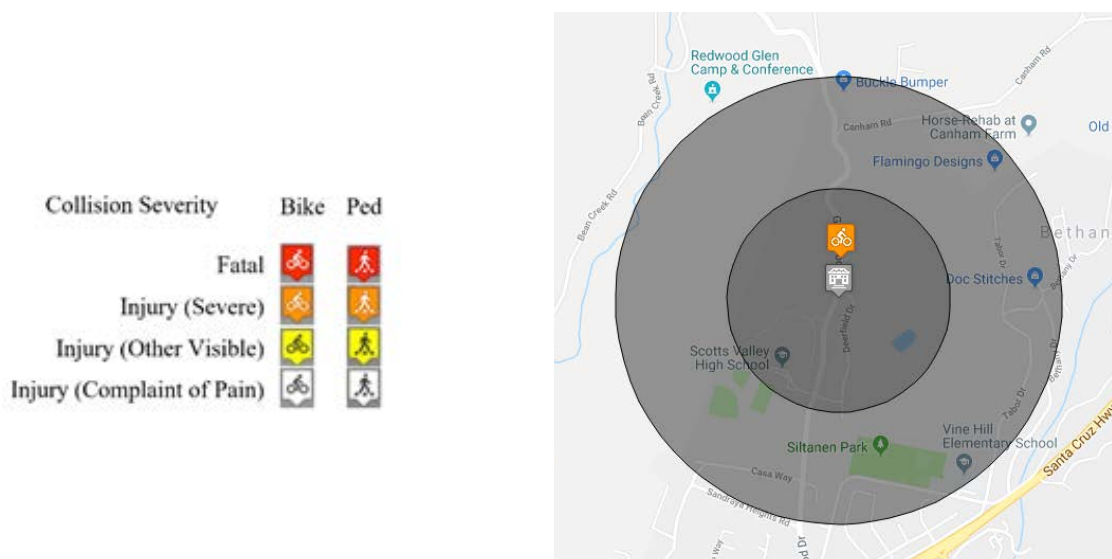
Scotts Valley High parents were asked to complete a bilingual online survey about their attitudes toward walking and biking to school in October of 2018. 61 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Scotts Valley High between 2006 and 2016. During this ten-year period, there were no pedestrian collisions and one severe injury bicycle collision.



## Existing Infrastructure Conditions

### Motorist Conditions

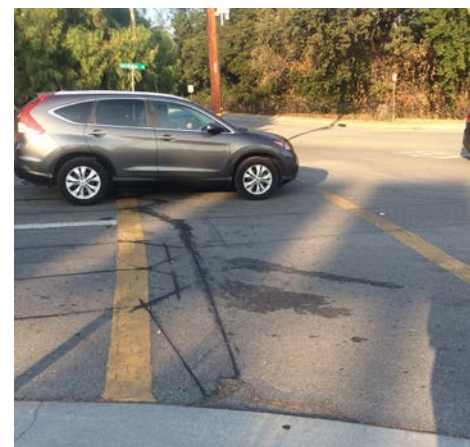
- The majority of drivers come from Scotts Valley Drive to reach the school. Glenwood Drive and the intersection of Scotts Valley Drive/Glenwood Drive/Highway 17 are congested before and after school.
- The drop-off loop adjacent to campus is bisected by a heavily used crosswalk. Pedestrian crossings slow drivers' access to the loop and back up traffic in the school driveway.
- The school parking lot is large, and drivers entering the campus have several options, which causes confusion.

### Pedestrian Conditions

- There are continuous sidewalks on both sides of Glenwood Drive between Scotts Valley Drive and the school campus.
- There are transverse yellow crosswalks on all legs of the intersection of Glenwood Drive and Meadow View Drive.
- There are continuous sidewalks on Scotts Valley Drive and transverse yellow crosswalks at the intersection of Scotts Valley Drive/Glenwood Drive/Highway 17.
- There is a multi-use path that connects Siltanen Community Park with Glenwood Drive, providing access to school for students who live near Vine Hill Elementary.
- There are no sidewalks on the school campus connecting Glenwood Drive with school buildings. There is a striped pedestrian area on the south side of the main school driveway into campus.

### Bicycling Conditions

- There are Class II bike lanes on Glenwood Drive between Scotts Valley Drive and the school campus. The bike lane striping is faded in some locations.
- There are Class II bike lanes on Scotts Valley Drive between Mount Hermon Road and Vine Hill School Road. There is a gap in the northbound bike lane between the northern leg of Victor Square and Granite Creek Road. The intersection of Scotts Valley Drive/Glenwood Drive/Highway 17 is complex and challenging for even experienced bicyclists to navigate.
- There are no bike facilities on the school campus. Students are instructed to walk their bikes while on campus.



## Audit Observations

- Glenwood Drive and the school parking lot are congested during school drop-off and pick-up. The drop-off loop does not function well due to heavily used crosswalks at both ends.
- Parents reported that the left turn from Scotts Valley Drive onto Glenwood backs up heavily during drop-off, and that some parents make U-turns on Scotts Valley Drive north of Glenwood Drive to avoid it.
- Students walking onto campus use a dirt path rather than the stairs near the football field to access the crosswalk across the drop-off loop.
- Pedestrians walking onto campus were observed using the median in the main school driveway rather than the striped pedestrian area, which is often blocked by cars waiting to exit campus or pick up students. This led to students crossing travel lanes in places where drivers were not expecting them.
- After school, large numbers of students walk toward Scotts Valley Drive on the west side of Glenwood Drive, and students spill off the sidewalk into the bike lane. Drivers obstruct the crosswalks at Casa Way and Hacienda Drive, where they pull forward to see oncoming traffic.
- Some students who cycle to campus use the northbound bike lane, but students also ride on the sidewalk and ride the wrong way in the southbound bike lane, possibly to avoid having to cross traffic to enter the school.
- The school driveway entrance is steep, and there is no bike lane. Students were observed walking their bikes onto campus in the travel lane.
- Vandalism of bikes in the bike rack during school hours has been reported.



### Recommended Infrastructure Improvements around Scotts Valley High School

The following table lists recommendations for Scotts Valley High School, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Main school driveway at Meadow View Drive (long term)	Construct a sidewalk and stripe a bike lane on each side of the driveway. For the driveway into campus, maintain two vehicle lanes and consider narrowing the lanes or using landscaped space to install bike lane and sidewalk. For the driveway exiting campus, reduce to one travel lane to create space for bike lane and sidewalk.
Main school driveway at Meadow View Drive (short term)	Install delineators to create protected bike and pedestrian space in driveway.
School parking lot on west side by field entrance between the lower parking lot and the staff parking and drop-off loop.	Install pedestrian path in landscaping, or widen fence entrance and install more landscaping to discourage pedestrians from walking through dirt.
Drop-off loop	Relocate drop-off to area adjacent to field on west side of parking lot. Construct sidewalk with awning adjacent to new drop-off area. Reevaluate ADA parking requirements and relocate ADA spaces to provide more space for drop-off. Consider directing parents to enter from the southern driveway and exit through the northern driveway.
Secondary school driveway at south of campus (long term)	Install wide sidewalk or path at sidewalk level on south side of drive aisle, connecting to proposed drop-off loop sidewalk. Upgrade crosswalk to high visibility.
Secondary school driveway at south of campus (short term)	Install delineators to create protected bike and pedestrian space in driveway.
Parking lot	Install wayfinding signage for drop-off loop, parking areas, etc.
School bike cage	Move bike cage to more visible location.
Glenwood Drive at Meadow View Drive (long term)	Depending on driveway re-design, install curb extensions to shorten crossing distance.
Glenwood Drive at Meadow View Drive (short term)	Upgrade crosswalks to high visibility and install LED flashing stop signs.
Glenwood Drive between Meadow View Drive and Scotts Valley Drive	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' or expanding right of way.
Casa Way at Glenwood Drive	Upgrade crosswalk to high visibility.
Sandraya Heights Road at Glenwood Drive (long term)	Install curb extension on northwest corner to shorten crossing.
Sandraya Heights Road at Glenwood Drive (short term)	Install high visibility crosswalk.
Hacienda Way at Glenwood Drive (long term)	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding the utility pole on the northern corner of the intersection.
Hacienda Way at Glenwood Drive (short term)	Work with property owner to trim vegetation and improve visibility.
General	Consider increasing the parking permit fee to fund active transportation projects and programs. Explain the purpose and uses of the fee in marketing materials.
	See citywide recommendations in Chapter 3 for Scotts Valley Drive and the intersection of Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17.

# Scotts Valley High School SRTS Recommendations Map



## Legend

- On-Street Bike Lanes
- Scotts Valley City Limits
- School Property
- Parks

## Recommendations

- 1 Glenwood Dr at Meadowview Dr:** Short term- Upgrade crosswalks to high-visibility and install LED flashing stop signs. Long term- Depending on driveway re-design (see #2), install curb extensions to shorten crossing distance.
- 2 Main Driveway at Meadowview:** Short term- Install delineators to create protected bike/pedestrian space in driveway. Long term- Remove 1 outbound driveway lane to create space to construct sidewalk and striped bike lanes on each side of the driveway.
- 3 School parking lot/drop-off loop:**
  - A.** Install pedestrian path in landscaping or widen fence entrance and install more landscaping to discourage walking through dirt.
  - B.** Relocate drop-off to area adjacent to field on west side of parking lot. Construct sidewalk with awning adjacent to new drop-off area.
  - C.** Reevaluate ADA parking requirements and relocate ADA spaces to provide more space for drop-off. Consider redirecting drop-off queue to enter southern driveway and exit northern driveway. Add wayfinding signage for drop-off loop, parking areas, etc.
- 4 Driveway at South of campus:** Short term- Install delineators to create protected bike/pedestrian space in driveway.
- 4 Long term-** Install wide sidewalk or path at sidewalk level on south side of drive aisle, connecting to proposed drop-off loop sidewalk (see #3) Upgrade crosswalk to high-visibility.
- 5 School bike cage:** Relocate bike cage to more visible location.
- 6 Casa Way at Glenwood Dr:** Upgrade crosswalk to high-visibility.
- 7 Glenwood Dr from Meadowview Dr to Scotts Valley Dr:** Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right-of-way.
- 8 Sandraya Heights Rd at Glenwood Dr:** Short term- Install high-visibility crosswalk. Long term- Install curb extension on northwest corner to shorten crossing.
- 9 Hacienda Way at Glenwood Dr:** Short term- Work with property owner to trim vegetation and improve visibility. Long term- Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into underground utility pole at northern corner of intersection.
- 10 Scotts Valley Dr/Whispering Pines Dr from Vine Hill School Rd to Lundy Ln:** Short term- Upgrade bike lanes to buffered bike lanes. Long term- Upgrade bike lanes to Class IV separated bikeway and widen sidewalks. Could be accomplished by narrowing center turn lane.



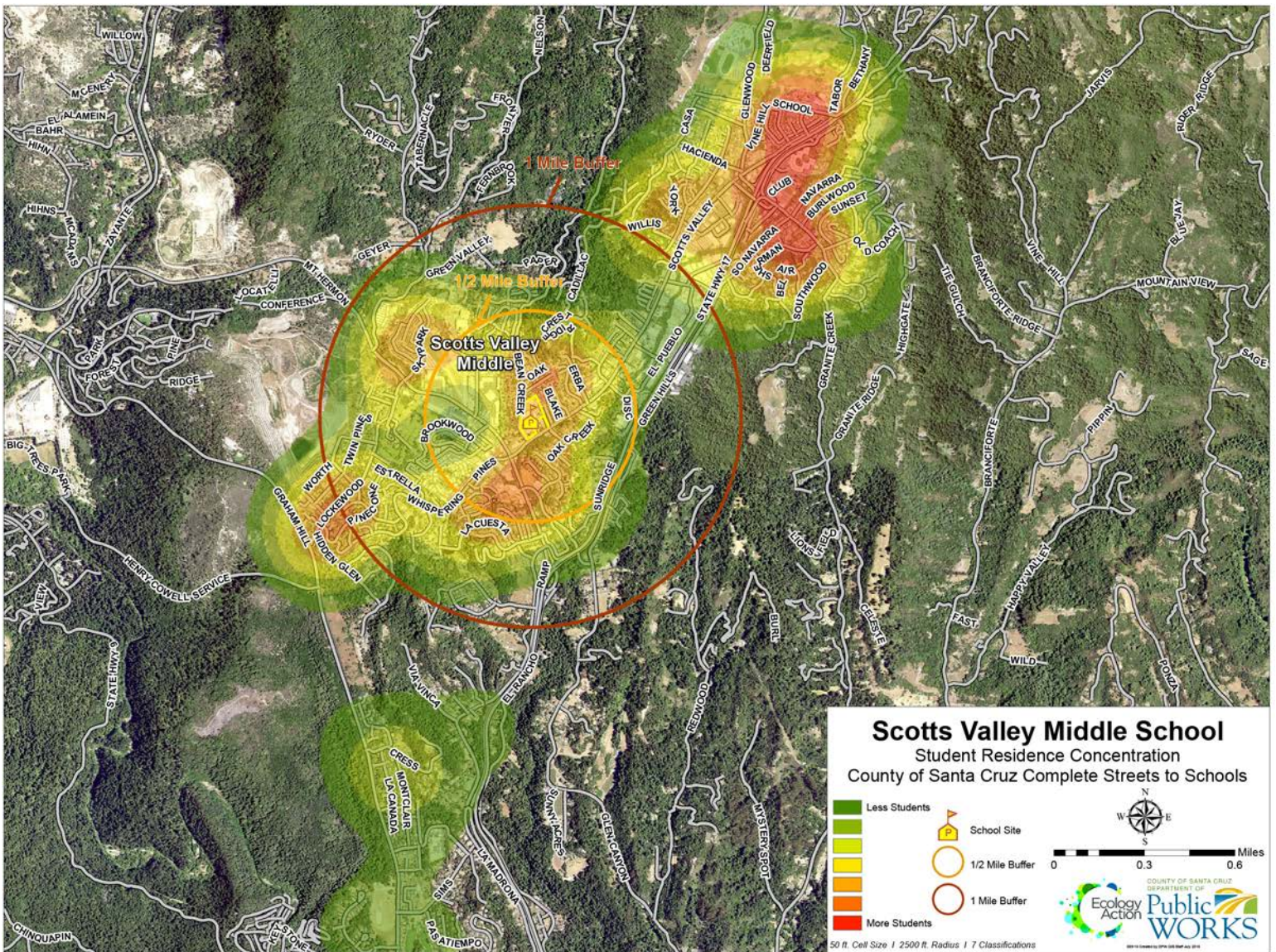
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Scotts Valley Unified School District

Scotts Valley Middle School

Scotts Valley Middle is located on Scotts Valley Drive and is centrally located within the city of Scotts Valley. Many Scotts Valley Middle School students live within a mile of the school, but clusters of students also live across Highway 17 near Granite Creek Road and outside the city limits near Graham Hill Road (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
6-8	534	33.7%	11%	32%

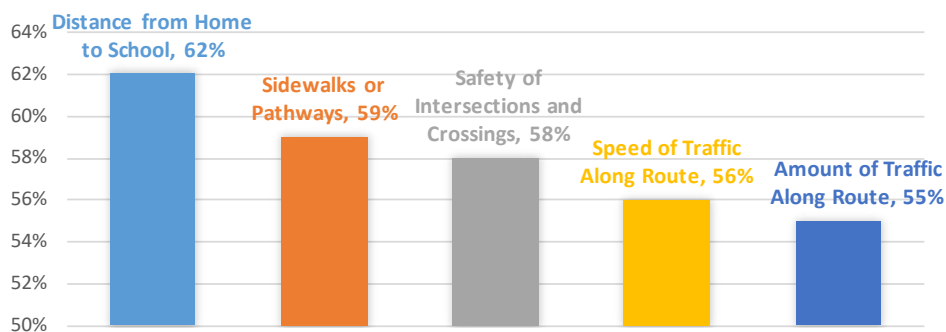


## Parent Survey

Scotts Valley Middle parents were asked to complete a bilingual online survey about their attitudes toward walking and biking to school in October of 2018. 183 surveys were received. The full survey report is in Appendix 2.

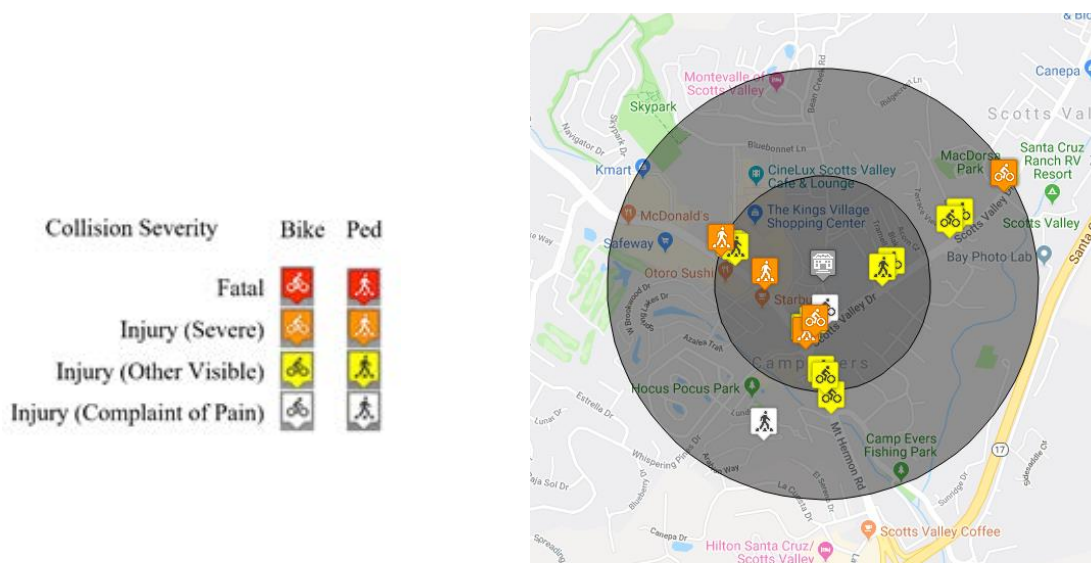
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR SCOTTS VALLEY MIDDLE PARENTS



## Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Scotts Valley Middle between 2006 and 2016. During this ten-year period, there were 10 pedestrian and 12 bicycle collisions. There were five severe injury collisions.



## Existing Infrastructure Conditions

### Motorist Conditions

- Bean Creek Road between Scotts Valley Drive and the school entrance is congested during school drop-off. The school drop-off loop functions smoothly.
- Parents drop children off in the Camp Evers shopping center across from the school campus, and conditions there are more chaotic. The entrance driveway is narrow and steep, and drop-off occurs throughout the parking lot.
- Visibility is poor for drivers turning right onto Bean Creek Road from Bluebonnet Lane.



### Pedestrian Conditions

- Students who walk or cycle are instructed to enter campus from Scotts Valley Drive rather than through the school parking lot. There is no sidewalk in the school's driveway and parking area between Bean Creek Road and the drop-off loop.
- There are transverse yellow crosswalks at the intersection of Scotts Valley Drive and Bean Creek Road, and a crossing guard is present.
- There are complete sidewalks on both sides of Scotts Valley Drive and Bean Creek Road near the school. There is a sidewalk on one side of Bean Creek Road between the school driveway and Bluebonnet Lane, and there are sidewalk gaps on the south side of Bluebonnet Lane.



### Bicycling Conditions

- There are Class II bike lanes on Scotts Valley Drive, Mount Hermon Road, and Bean Creek Road near the school.

### Audit Observations

- The school drop-off loop was functioning smoothly.
- Students on foot and bike entered campus from Scotts Valley Drive as instructed rather than through the school driveway.



- The intersection of Scotts Valley Drive and Bean Creek Road is well-used by pedestrians, and some students were observed running across the intersection.
- Students are using the dirt paths adjacent to the sidewalk to travel between the Camp Evers shopping center and Bean Creek Road.
- Parents reported that students met near Lockwood Lane to bike to the middle school. There are no bike lanes on Lockwood Lane, and this route requires crossing Mount Hermon Road, which has high traffic volumes and speeds.
- Scotts Valley Middle School has the highest rate of active transportation trips among the three Scotts Valley schools. Students were observed biking to school on Scotts Valley Drive, one of the city’s two arterials, which has relatively high traffic volumes and speeds.
- Vegetation obstructs the bike lane on Bean Creek Road near the school.
- Students use Bluebonnet Lane as their route to the library and other destinations. Students were observed walking in the street on the sections of Bluebonnet Lane that lack a sidewalk.

### Recommended Infrastructure Improvements around Scotts Valley Middle School




The following table lists recommendations for Scotts Valley Middle, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Bean Creek Road and Scotts Valley Drive intersection	Install high-visibility crosswalks, curb extensions, and median refuge islands. Install lead pedestrian interval.
Dirt paths at southwest extent of Bean Creek Drive	Pave (asphalt or concrete) existing dirt paths.
Bean Creek Road at school driveway	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility.
School driveway	Install sidewalk or path on school side of driveway around baseball field to connect Bean Creek Road and school entrance.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Work with property owners to trim vegetation in order to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane.
Bluebonnet Lane between Kings Village Road and Bean Creek Road	Close sidewalk gaps on south side of the street.
Scotts Valley Transit Center/ Community Center	Promote off-site drop-off in Transit Center and Community Center parking lots.
General	Promote Route 35 bus as an option for trips to school.
	See citywide recommendations in Chapter 3 for Scotts Valley Drive and Lockwood Lane.

# Scotts Valley Middle School SRTS Recommendations Map

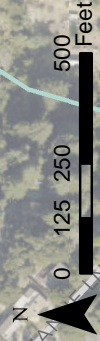
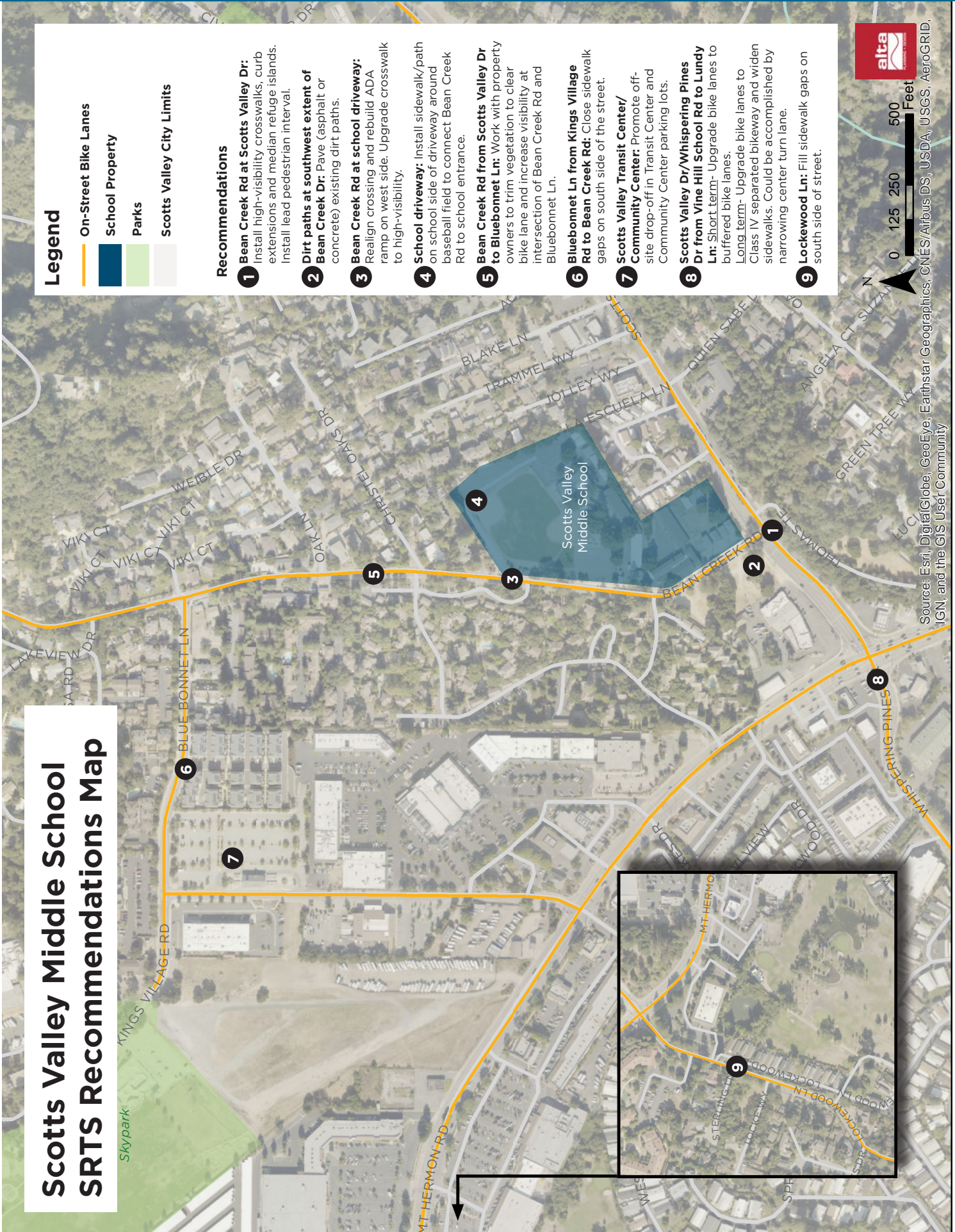
Skypark

## Legend

-  On-Street Bike Lanes
-  School Property
-  Parks
-  Scotts Valley City Limits

## Recommendations

- 1 Bean Creek Rd at Scotts Valley Dr:** Install high-visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval.
- 2 Dirt paths at southwest extent of Bean Creek Dr:** Pave (asphalt or concrete) existing dirt paths.
- 3 Bean Creek Rd at school driveway:** Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high-visibility.
- 4 School driveway:** Install sidewalk/path on school side of driveway around baseball field to connect Bean Creek Rd to school entrance.
- 5 Bean Creek Rd from Scotts Valley Dr to Bluebonnet Ln:** Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Rd and Bluebonnet Ln.
- 6 Bluebonnet Ln from Kings Village Rd to Bean Creek Rd:** Close sidewalk gaps on south side of the street.
- 7 Scotts Valley Transit Center/Community Center:** Promote off-site drop-off in Transit Center and Community Center parking lots.
- 8 Scotts Valley Dr/Whispering Pines Dr from Vine Hill School Rd to Lundy Ln:** Short term- Upgrade bike lanes to buffered bike lanes.  
Long term- Upgrade bike lanes to Class IV separated bikeway and widen sidewalks. Could be accomplished by narrowing center turn lane.
- 9 Lockwood Ln:** Fill sidewalk gaps on south side of street.



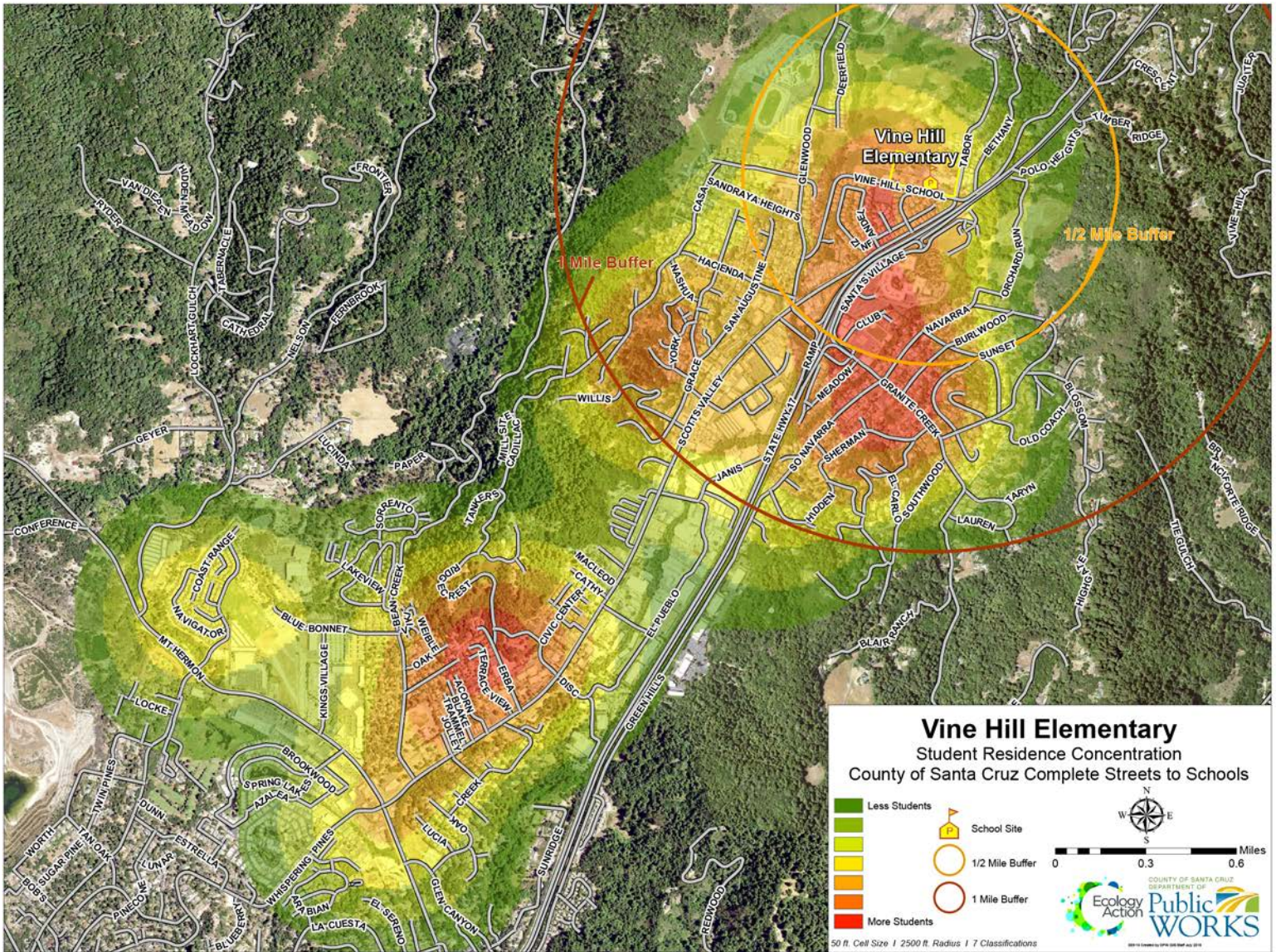
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Scotts Valley Unified School District

Vine Hill Elementary School

Vine Hill Elementary is located at the northern end of Scotts Valley next to Siltanen Community Park. Vine Hill draws students from the surrounding neighborhoods, but large clusters of students also live across Highway 17 from the school, as well as at the south end of Scotts Valley Drive near Scotts Valley Middle School (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-5	550	42.2%	13.1%	19%

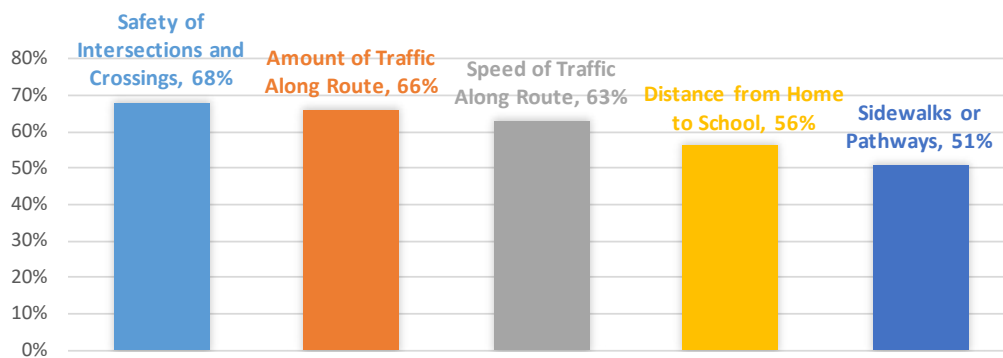


### Parent Survey

Vine Hill parents were asked to complete a bilingual online survey about their attitudes toward walking and biking to school in October of 2018. 78 surveys were received. The full survey report is in Appendix 2.

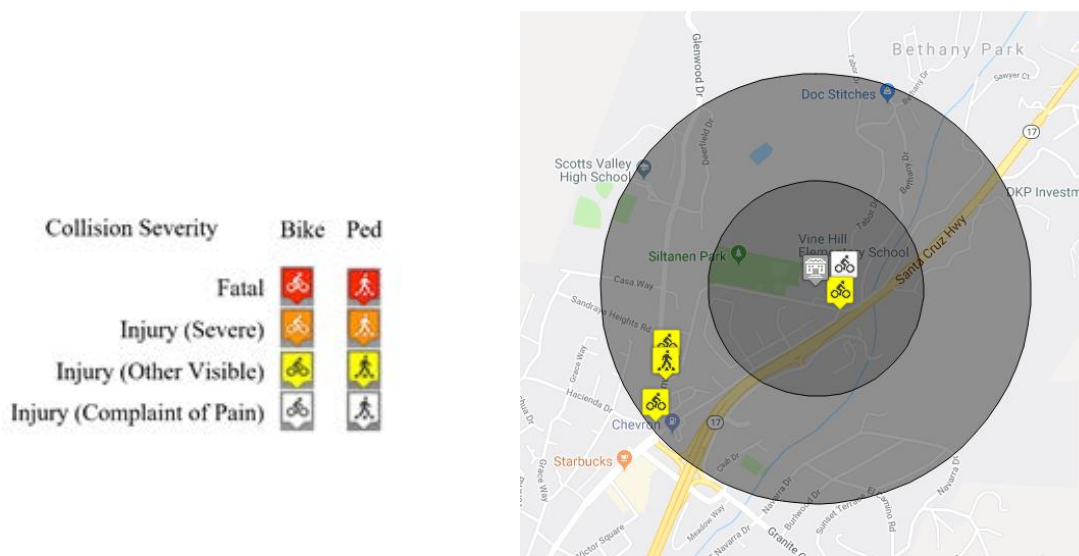
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR VINE HILL ELEMENTARY PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Vine Hill between 2006 and 2016. During this ten-year period, there were two pedestrian and four bicycle collisions. There were no severe injuries or fatalities.



## Existing Infrastructure Conditions

### Motorist Conditions

- The majority of Vine Hill students are driven to school. The school parking lot is congested during drop-off, as is Vine Hill School Road between the school driveway and Tabor Drive.
- The Siltanen Park parking lot near the school campus is used by parents to park and walk students to school.

### Pedestrian Conditions

- There are continuous sidewalks on the south side of Vine Hill School Road. On the north side, there are continuous sidewalks between Scotts Valley Drive and the entrance to Siltanen Park.
- There are continuous sidewalks on the north side of Scotts Valley Drive between Vine Hill School Road and Glenwood Drive.
- There are transverse yellow crosswalks on all legs of the intersection of Vine Hill School Road, Scotts Valley Drive, and Tabor Drive.
- There is a transverse yellow crosswalk with RRFB across Vine Hill School Road at the Siltanen Park parking lot.
- There is a multi-use path connecting Glenwood Drive to Vine Hill School Road through Siltanen Park.

### Bicycling Conditions

- There are bike lanes on both sides of Vine Hill School Road, although overnight parking is allowed in the bike lane on the north side of the roadway.
- There are Class II bike lanes on Scotts Valley Drive between Vine Hill School Road and Mount Hermon Road.
- The multi-use path between Glenwood Drive and Siltanen Park is also accessible to cyclists.

### Audit Observations

- There are two stairways leading to the Vine Hill campus, one adjacent to the school driveway and one on Tabor Drive. There is not a ramp to the campus from Vine Hill School Road, and pedestrians with strollers were observed walking to school in the travel lane of the school driveway.



- Students were observed biking on the sidewalk of Vine Hill School Road.
- There is a fence separating the Vineyard neighborhood from Vine Hill School Road, with a gate at the end of Riesling Way. There is no crosswalk here, and pedestrians were observed crossing Vine Hill School Road rather than backtracking to the crosswalk at the Siltanen Park parking lot.
- Some paths within Siltanen Park are quite steep or unpaved. Students were observed pushing their bikes up the path to school. Parents also commented that the paths get muddy during the rainy season.
- There is a bicycle and pedestrian entrance to campus at the intersection of Vine Hill School Road and Tabor Drive that was fenced off at the time of the audit. This pathway has since been repaired.
- Drivers obstructed the bike lane on Vine Hill School Road while waiting to turn into the school parking lot.
- Boys and Girls Club staff members lead a walking school bus from Vine Hill to the Boys and Girls Club Clubhouse on Scotts Valley Drive. They reported that the sidewalk condition on Scotts Valley Drive is good, but that the pedestrian signal phases at the intersection of Scotts Valley Drive, Glenwood Drive, and Highway 1 are not long enough to cross with a group of students. They also reported speeding on Scotts Valley Drive and requested greater separation between pedestrians and vehicle lanes.
- Parents noted that the freeway overpass at Granite Creek Road is a barrier for families living east of Highway 17. Several requested that a pedestrian and bike bridge over Highway 17 be considered as a long-term project.

### Recommended Infrastructure Improvements around Vine Hill Elementary School

The following table lists recommendations for Vine Hill, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
School driveway (long term)	Narrow driveway. Construct official pedestrian entrance at west side of driveway entrance with stairs, ramp, and monument signage.
School driveway (short term)	Install high-visibility crosswalk across driveway.
School parking lot/loop	Remove bollards from pedestrian path between school and loop. Consider reconfiguring loop to be more efficient after driveway reconfiguration.
Vine Hill School Road at Tabor Drive/ Scotts Valley Drive (long term)	Install pedestrian and bicycle entrance from intersection of Tabor Drive.
Vine Hill School Road at Tabor Drive/ Scotts Valley Drive (short term)	Upgrade crosswalks to high visibility.
Vine Hill School Road between Glenwood Drive and Tabor Drive	Narrow travel lanes to 11' and widen bike lanes to 6'. Remove signs that indicate bike lanes depend on time of day.
Siltanen Community Park	Study options for improving paths to school campus.
Highway 17	Consider installing bike/ped bridge over highway as a long-term project.
	See citywide recommendations in Chapter 3 for Scotts Valley Drive and the intersection of Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17.

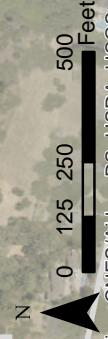
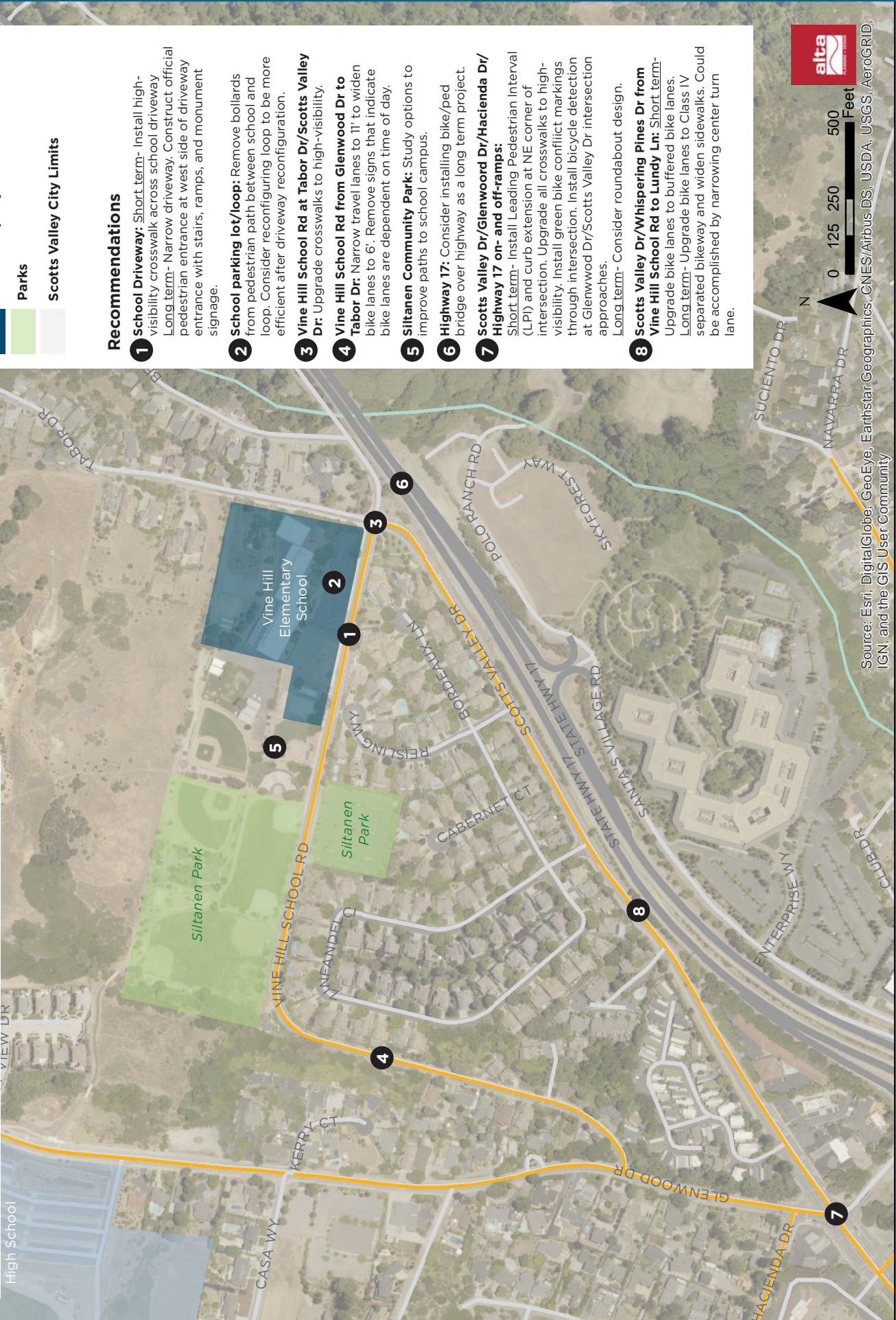
# Vine Hill Elementary School SRTS Recommendations Map

High School

- Legend**
- On-Street Bike Lanes
  - School Property
  - Parks
  - Scotts Valley City Limits

**Recommendations**

- 1 School Driveway:** Short term- Install high-visibility crosswalk across school driveway  
Long term- Narrow driveway. Construct official pedestrian entrance at west side of driveway entrance with stairs, ramps, and monument signage.
- 2 School parking lot/loop:** Remove bollards from pedestrian path between school and loop. Consider reconfiguring loop to be more efficient after driveway reconfiguration.
- 3 Vine Hill School Rd at Tabor Dr/Scotts Valley Dr:** Upgrade crosswalks to high-visibility.
- 4 Vine Hill School Rd from Glenwood Dr to Tabor Dr:** Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.
- 5 Siltanen Community Park:** Study options to improve paths to school campus.
- 6 Highway 17:** Consider installing bike/ped bridge over highway as a long term project.
- 7 Scotts Valley Dr/Glenwood Dr/Hacienda Dr/ Highway 17 on- and off-ramps:**  
Short term- Install Leading Pedestrian Interval (LPI) and curb extension at NE corner of intersection. Upgrade all crosswalks to high-visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood Dr/Scotts Valley Dr intersection approaches.  
Long term- Consider roundabout design.
- 8 Scotts Valley Dr/Whispering Pines Dr from Vine Hill School Rd to Lundy Ln:** Short term- Upgrade bike lanes to buffered bike lanes.  
Long term- Upgrade bike lanes to Class IV separated bikeway and widen sidewalks. Could be accomplished by narrowing center turn lane.



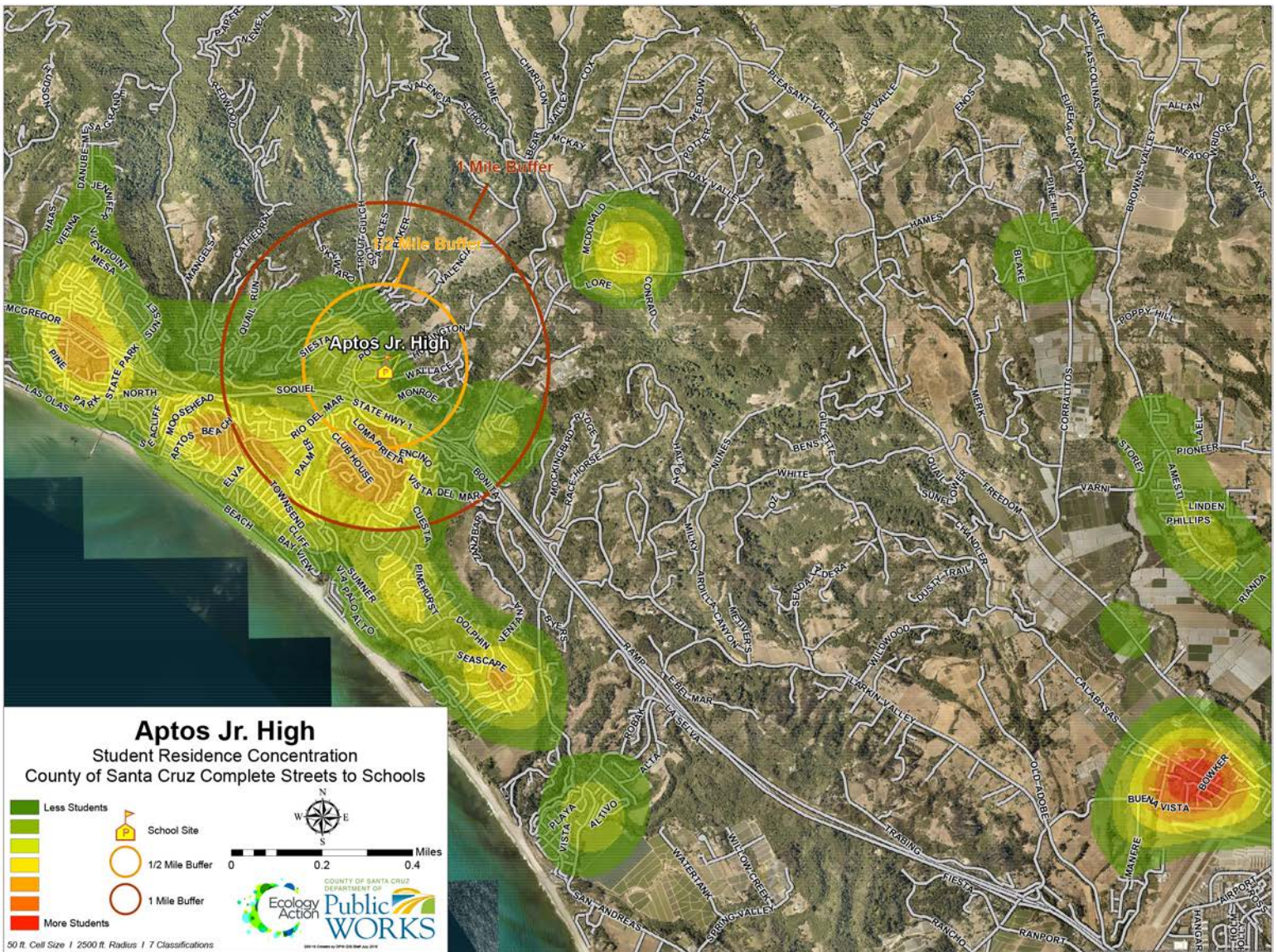
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Pajaro Valley Unified School District

Aptos Junior High School

Aptos Junior High is located near the Highway 1 and Soquel Drive corridors in Aptos. Its students live mainly in the Aptos and Rio Del Mar areas, but some come from Corralitos, Freedom, and the neighborhoods outside Watsonville around Calabasas Elementary (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
7-8	681	16%	46.3%	Unknown

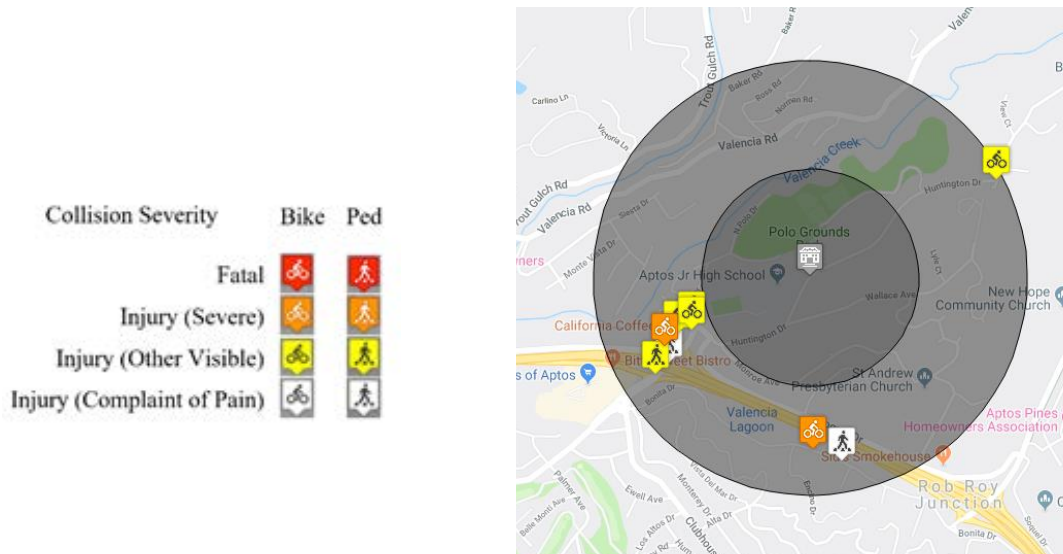


### Parent Survey

Aptos Junior High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. No surveys were received.

### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Aptos Junior High between 2006 and 2016. During this ten-year period, there were three pedestrian and six bicycle collisions. There were two severe injury collisions.



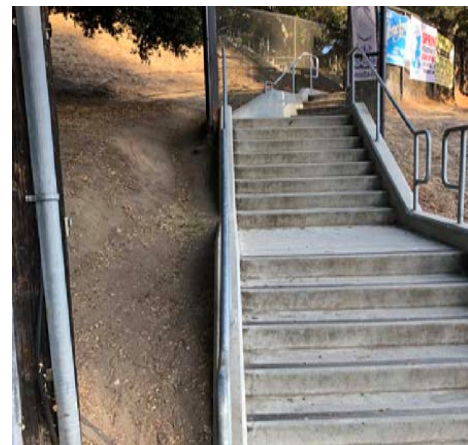
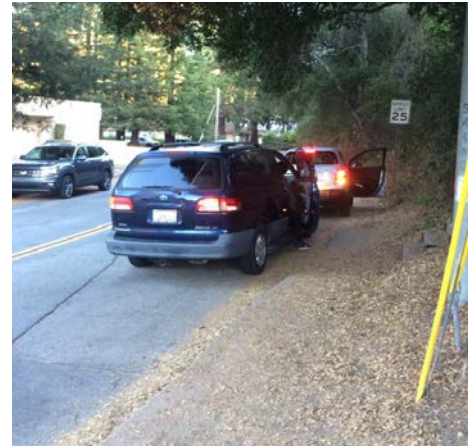
## Existing Infrastructure Conditions

### Motorist Conditions

- Huntington Drive near the school is congested before and after school, as are the school's driveway and drop-off loop.
- Students are also dropped off on Polo Drive, where they use the stairs to get to campus. Polo Drive is a narrow roadway, and parents frequently make U-turns after dropping students off.
- The intersection of Soquel Drive and Rio Del Mar Boulevard is congested before school with both commuters and school traffic.
- Parents also drop children off in the Deer Park shopping center parking lot, across Highway 1 from the school.

### Pedestrian Conditions

- There are transverse yellow crosswalks at the intersection of Rio Del Mar Boulevard and Soquel Drive, and a crossing guard is present before and after school. A set of stairs at the northeast corner of the intersection provides pedestrian access to the school campus.
- The majority of students who walk to campus cross Highway 1 on Rio Del Mar Boulevard to reach the stairs at Polo Drive. There is continuous sidewalk on the west side of the Highway 1 overpass, and all crosswalks across freeway on- and off-ramps are signalized.
- There is continuous sidewalk between the Highway 1 overpass and the Deer Park shopping center, but there are sidewalk gaps between the shopping center and Clubhouse Drive.
- There are few sidewalks in the residential neighborhoods of Rio Del Mar.
- There are high-visibility yellow crosswalks at the intersection of Soquel Drive and Monroe Avenue.
- There is continuous sidewalk on the north side of Huntington Drive between Soquel Drive and the school driveway. There is a pedestrian pathway and a crosswalk between Huntington Drive and the school campus.

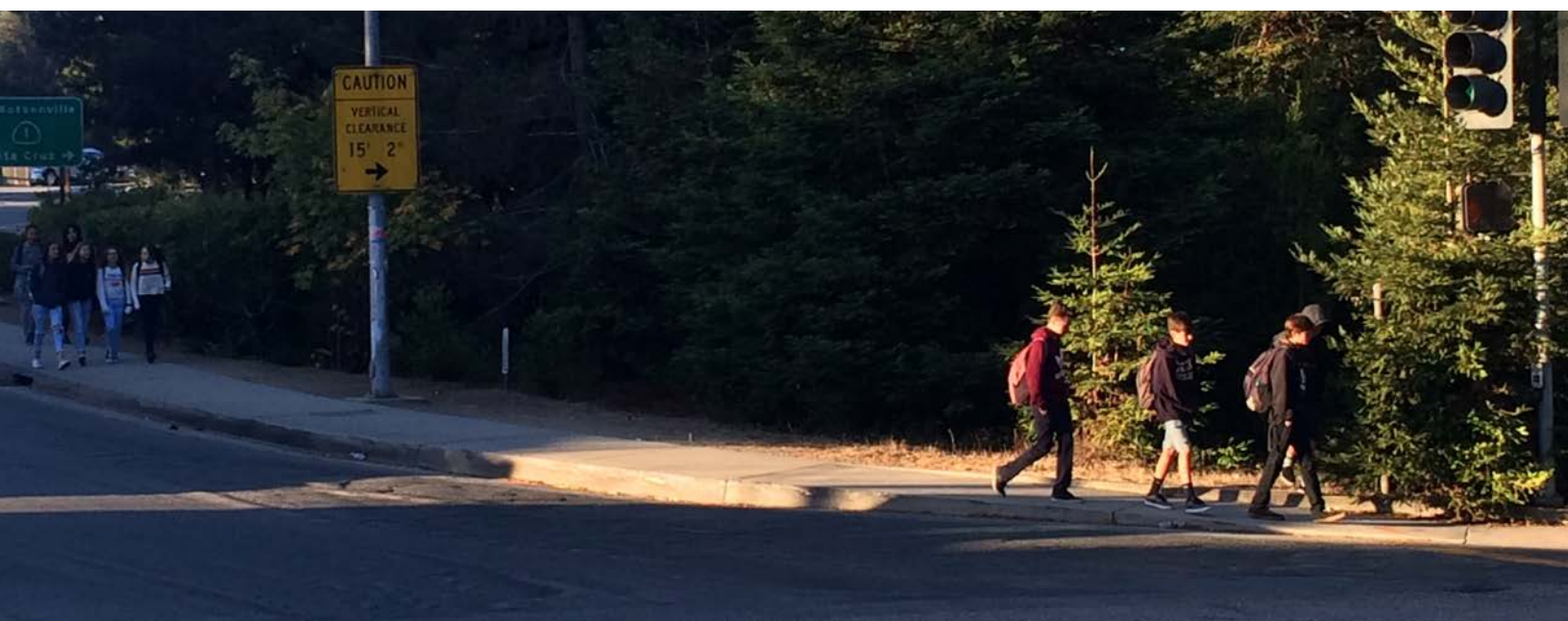


## Bicycling Conditions

- There are Class II bike lanes on Soquel Drive between Freedom Boulevard and Aptos Village.
- There are no bicycle facilities on Huntington Drive or Rio Del Mar Boulevard, or in the school driveway.
- There is a striped shoulder that is used by bicyclists on Rio Del Boulevard over Highway 1.

## Audit Observations

- The intersection of Rio Bel Mar Boulevard and Soquel Drive is busy with pedestrian and vehicle traffic before and after school. Several students reported near misses at this intersection, in which drivers turned right from Polo Drive or Soquel Drive without checking for pedestrians in the crosswalk.
- Most students walking to campus take the stairway at the corner of Polo Drive and Soquel Drive. The stairway is narrow, and students have created a dirt trail beside it that is heavily used before and after school.
- Drop-offs next to the stairway on Polo Drive are common, and drivers were observed making U-turns after dropping off students.
- Large groups of students walk to school from the Deer Park shopping center. Each crosswalk at the freeway on- and off-ramps is signalized, and no conflicts between pedestrians and drivers were observed. There is no bike lane on the freeway overpass, and students on bikes rode on the sidewalk.
- There is no route for students on bikes to enter campus other than Huntington Drive and the school driveway, which do not have bike lanes. As a long-term vision, audit participants discussed the construction of a separated bike path to campus on private property or on district property adjacent to Polo Drive.
- There is no sidewalk or landing on the east side of the crosswalk across Huntington Drive at Wallace Avenue. There is a school bus stop for Valencia Elementary at this intersection.



- The sheriff’s office has received complaints about drivers crossing the double yellow line on Huntington Drive to pass school traffic.
- The angle of the school driveway is difficult for buses, which go into the opposing lane when turning in or out of the driveway.
- According to the principal, about half the students are bused to campus. Despite the large number of students who walk or take the bus, the school driveway and drop-off area are very congested before and after school.

### Recommended Infrastructure Improvements around Aptos Junior High School

The following table lists recommendations for Aptos Junior High, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Stairway at Polo Drive at Soquel Drive	Widen stairway.
Polo Drive at Soquel Drive/Rio Del Mar Boulevard (long term)	Consider a roundabout to improve traffic flow and the safety of pedestrian crossings.
Polo Drive at Soquel Drive/Rio Del Mar Boulevard (short term)	Update crosswalks to high visibility. Install curb extension on northwest corner. Install lead pedestrian interval.
Rio Del Mar Boulevard overpass over Highway 1	Narrow the vehicle lanes to install bike lanes. Install bicycle conflict markings across on- and off-ramps.
Rio Del Mar Boulevard between Palmer Ave and Highway 1 ramps	On south side of Highway 1, install buffered bike lanes or a separated bikeway by narrowing vehicle lanes. On north side of Highway 1, upgrade bike lanes to buffered bike lanes or a separated bikeway by narrowing vehicle lanes.
Bonita Drive at Rio Del Mar Boulevard/ Clubhouse Drive/Loma Prieta Drive (long term)	Consider a roundabout to improve traffic flow and the safety of pedestrian crossings.
Bonita Drive at Rio Del Mar Boulevard/ Clubhouse Drive/Loma Prieta Drive (short term)	Reconfigure intersection to shorten crossings and improve pedestrian access. Install sidewalks on southern side of intersection to connect to sidewalk on Clubhouse Drive.
Soquel Drive at Monroe Avenue	Install rectangular rapid flashing beacons at the existing crossing.
South side of campus	Study feasibility for an ADA-compliant pathway to connect to Soquel Drive/ Monroe Avenue/Huntington Drive. If pathway is not feasible, install bikeable ADA-compliant path on school property between Polo Drive and school campus.
Huntington Drive at Wallace Avenue	Install curb extension on northeastern corner to reduce crossing distance on Wallace Avenue. Upgrade crossing to high visibility.
School driveway at Huntington Drive	Reconfigure driveway entrance/exit to accommodate turning buses.
Drop-off loop at main campus	Add sidewalk or pathway to drop-off loop. Reconfigure to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school.
	See countywide recommendations in Chapter 3 for Rio Del Mar Boulevard.

# Aptos Junior High School SRTS Recommendations Map

- Legend**
-  On-Street Bike Lanes
  -  School Property
  -  Parks

**Recommendations**

- 1 Stairway at Polo Dr at Soquel Dr:** Widen stairway.
- 2 Polo Dr at Soquel Dr/Rio Del Mar Blvd:** Short term- Update crosswalks to high-visibility. Install curb extension on northwest corner. Install Lead Pedestrian Interval (LPI). Long term- Consider roundabout to improve traffic flow and safety of pedestrian crossings.
- 3 Soquel Dr at Monroe Ave:** Install RRFB at existing crossing.
- 4 Rio Del Mar Blvd overpass over Highway 1:** Narrow vehicle lanes to widen bike lanes. Install bicycle conflict markings across on- and off-ramps.
- 5 Rio Del Mar Blvd between Palmer Ave and Highway 1 ramps:** On south side of Highway 1, install buffered bike lanes or separated bikeway by narrowing vehicle lanes. On north side of Highway 1, upgrade bike lanes to buffered bike lanes or separated bikeway by narrowing vehicle lanes.
- 6 Bonita Dr at Rio Del Mar Blvd/Clubhouse Dr/Loma Prieta Dr:** Short term- Reconfigure intersection to shorten crossings and improve pedestrian access. Install sidewalks on southern side of the intersection to connect to sidewalk on Clubhouse Dr. Long term- Consider roundabout to improve traffic flow and safety of pedestrian crossings.
- 7 South side of campus:** Study feasibility for and ADA-compliant pathway to connect to Soquel Dr/Monroe Ave/Huntington Dr. If pathway is not feasible, install bikeable ADA-compliant path on school property between Polo Dr and school campus.
- 8 Drop-off loop at main campus:** Add sidewalk or pathway to drop-off loop. Reconfigure to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school.
- 9 Huntington Dr at Wallace Ave:** Install curb extension on northeastern corner to decrease crossing distance on Wallace Avenue. Upgrade crossing to high visibility.
- 10 School driveway at Huntington Dr:** Reconfigure driveway entrance/exit to better accommodate turning buses.
- 11 REGIONAL RECOMMENDATION- Soquel Dr between Santa Cruz city limits and Aptos Rancho Rd:** Narrow vehicle travel lanes to install Class IV separated bikeway. Where possible, consolidate or narrow driveways.



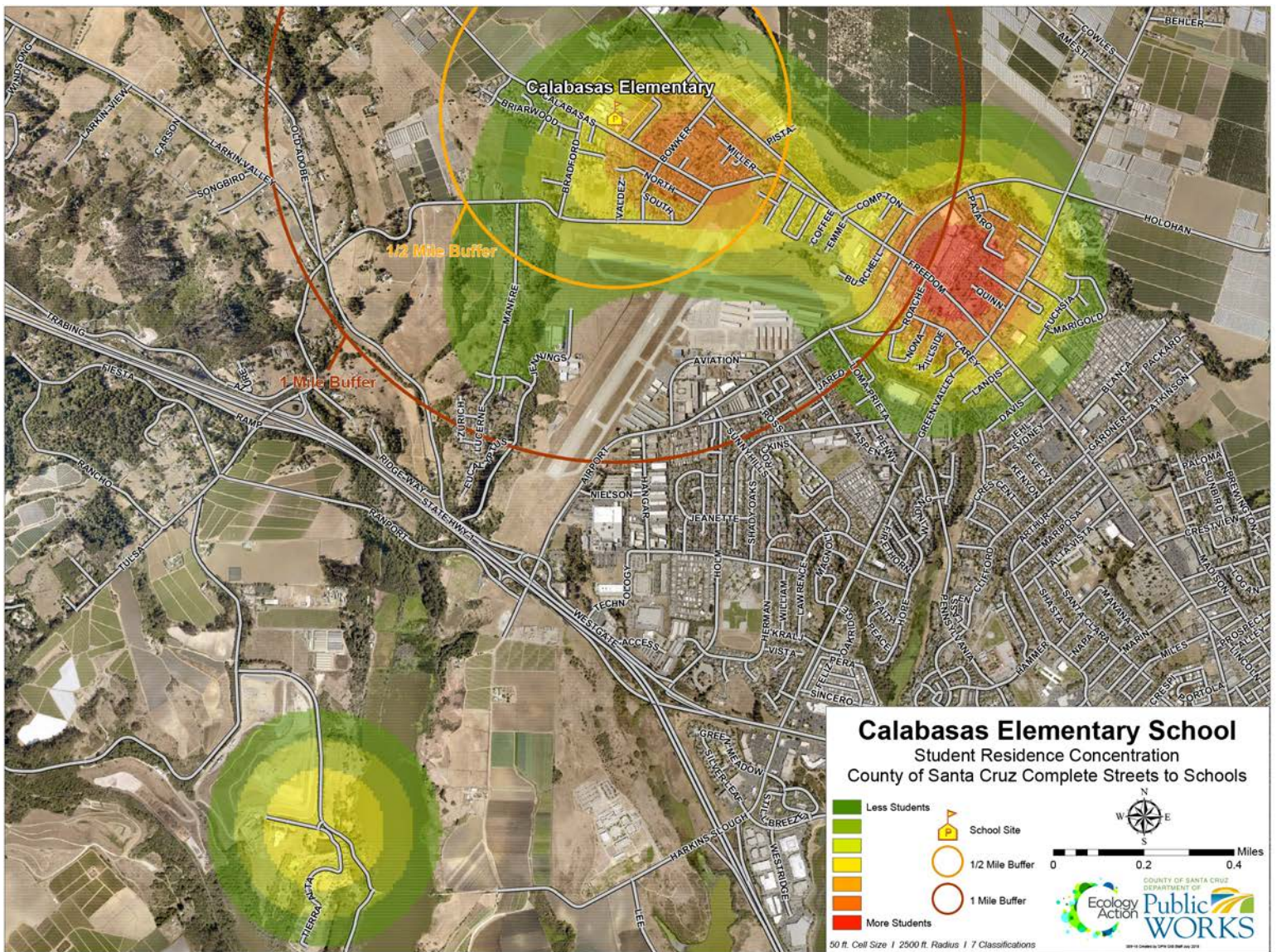
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Pajaro Valley Unified School District

# Calabasas Elementary School

Calabasas Elementary is located just outside the city of Watsonville, between Freedom Boulevard and Buena Vista Drive. The school draws students mostly from the surrounding neighborhood and the northern end of Watsonville (see map below).

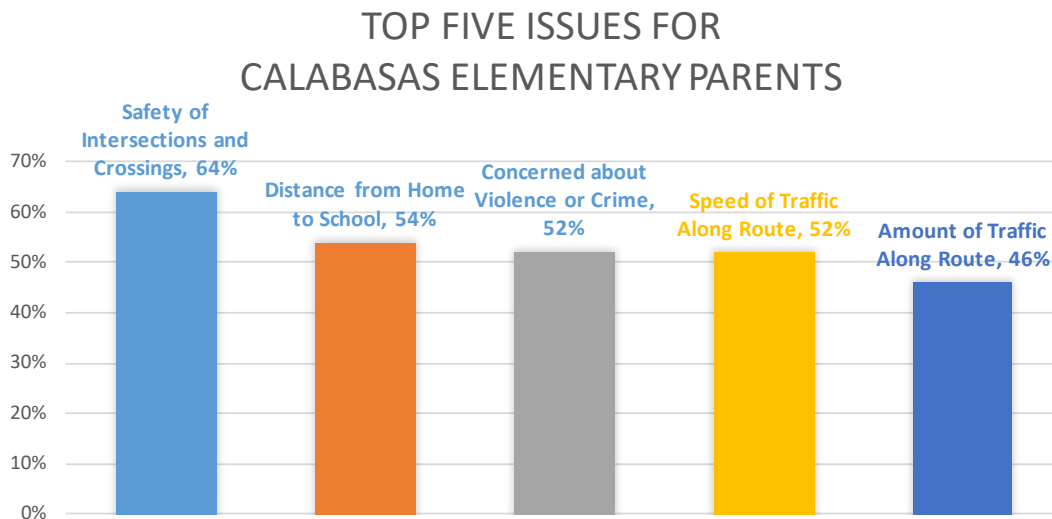
Grade Levels <b>K-6</b>	Number of students <b>606</b>	Students residing within one mile of school <b>40.8%</b>	Students qualifying for free or reduced-price meals <b>82%</b>	Students using active transportation <b>17%</b>
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### Parent Survey

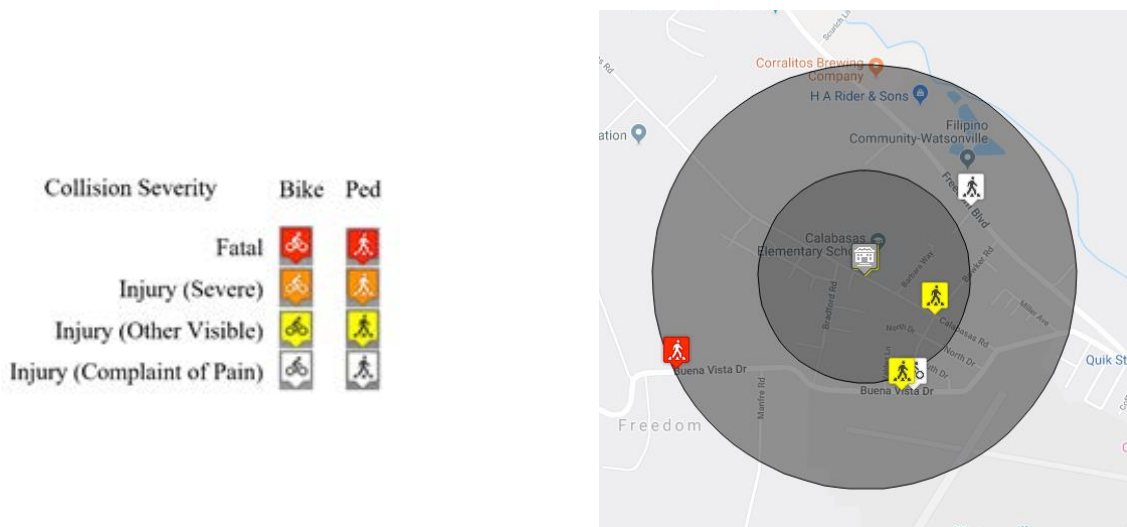
Calabasas Elementary parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 59 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Calabasas between 2006 and 2016. During this ten-year period, there were five pedestrian collisions and one bicycle collisions. There were no severe injury collisions and one fatality.



## Existing Infrastructure Conditions

### Motorist Conditions

- Approximately half of Calabasas students are driven to school and half bused from the northern Watsonville area. Calabasas Road and the school drop-off loop are congested during drop-off.
- Bradford Road is closed to through traffic, so drivers returning to Watsonville make U-turns at the intersection of Calabasas Road and Bradford Road after dropping off students.

### Pedestrian Conditions

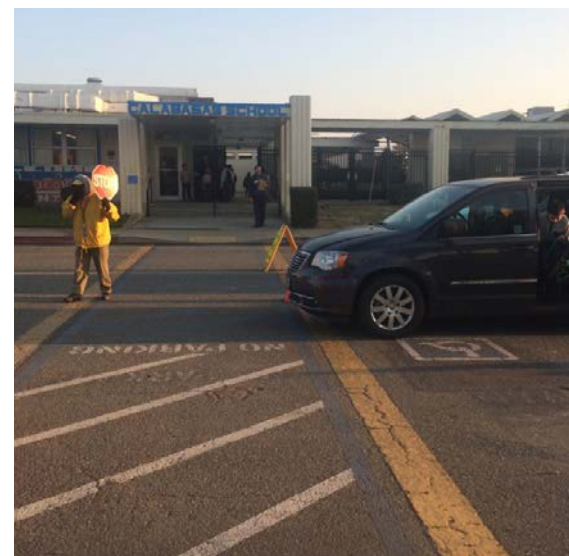
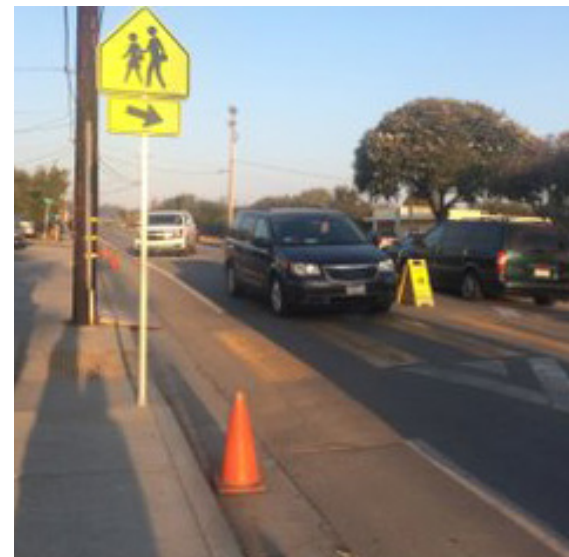
- There are complete sidewalks on Calabasas Road between Bradford Road and Buena Vista Drive.
- There is a high-visibility raised crosswalk in front of the school on Calabasas Road. There is a crossing guard who assists at both this crosswalk and the crosswalk within the school drop-off loop.
- There are high-visibility yellow crosswalks at the intersections of Calabasas Road with Bradford Road, Bowker Road, and Buena Vista Drive. There is also a marked crosswalk on Barbara Way at Calabasas Road.
- There are no sidewalks on Bowker Road or on the north side of Buena Vista Drive between Freedom Boulevard and Calabasas Road. There are sections of sidewalk and a bike path on the south side of Buena Vista Drive, but the bike path is in poor condition and overgrown. Sidewalks are intermittent on Freedom Boulevard between Watsonville city limits and Buena Vista Drive.

### Bicycling Conditions

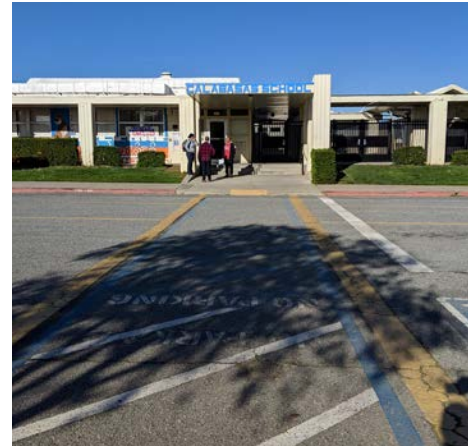
- There are Class II bike lanes on Calabasas Road.
- There are no bike lanes on Buena Vista Drive, Freedom Boulevard, or other roadways near the school.

### Audit Observations

- The school crossing guard did an excellent job controlling traffic within the drop-off loop and on Calabasas Road, despite heavy traffic in both areas.



- School staff must travel through the drop-off loop to enter the staff parking area, which can be challenging during drop-off and pick-up.
- Drivers stopped on the raised crosswalk on Calabasas Road to drop off students rather than going through the school drop-off loop.
- Drivers frequently made U-turns at the intersection of Calabasas Road and Bradford Road after dropping off students.
- Drivers were observed parking in the bike lanes to drop off students.
- Few students were observed walking to school, and no students on bikes were observed.
- There is no bike parking on the school campus.






## Recommended Infrastructure Improvements around Calabasas Elementary School

The following table lists recommendations for Calabasas, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
On campus or in front of school between parking lot and drop-off loop	Install bike parking area.
Drop-off loop	Reconfigure loop to have two drop-off lanes with a sidewalk median and high-visibility crosswalk connecting to the school. Allocate one curb frontage to buses, one to parent drop-off. Terminate sidewalk before curves entering and exiting driveways. Stripe the exit driveway to show entry to the staff parking lot. Install a separate entrance for staff parking.
Staff parking lot, east side, north of crosswalk	Install hatched markings or berm to prevent drivers from parking on the crosswalk.
Bradford Road at Calabasas Road	Install curb extensions at two corners to reduce crossing distance on Bradford Road. Refresh crosswalks.
Calabasas Road between Buena Vista Drive and Bradford Road.	Install a second bike-lane stripe to separate the parking aisle and bike lane on the north side of the road. Install “No stopping/bike lanes” signs on south side of road.
Calabasas Road at Barbara Way	Install curb extension at northeast corner.
Buena Vista Drive between Freedom Boulevard and Calabasas Road	Study options to install sidewalk on north side of roadway or Class 1 facility on south side. Restripe crosswalk at Miller Avenue. Install speed feedback sign.
Buena Vista Drive between Freedom Boulevard and Bowker Road	Restripe crosswalks at Calabasas Road and Miller Avenue. Install speed feedback sign.
Bowker Road between Calabasas Road and Buena Vista Drive	Install slotted speed humps per county’s speed bump procedure (see introduction).
Buena Vista Drive at Calabasas Road	Consider relocating bus stop.
	See countywide recommendations in Chapter 3 for Freedom Boulevard.

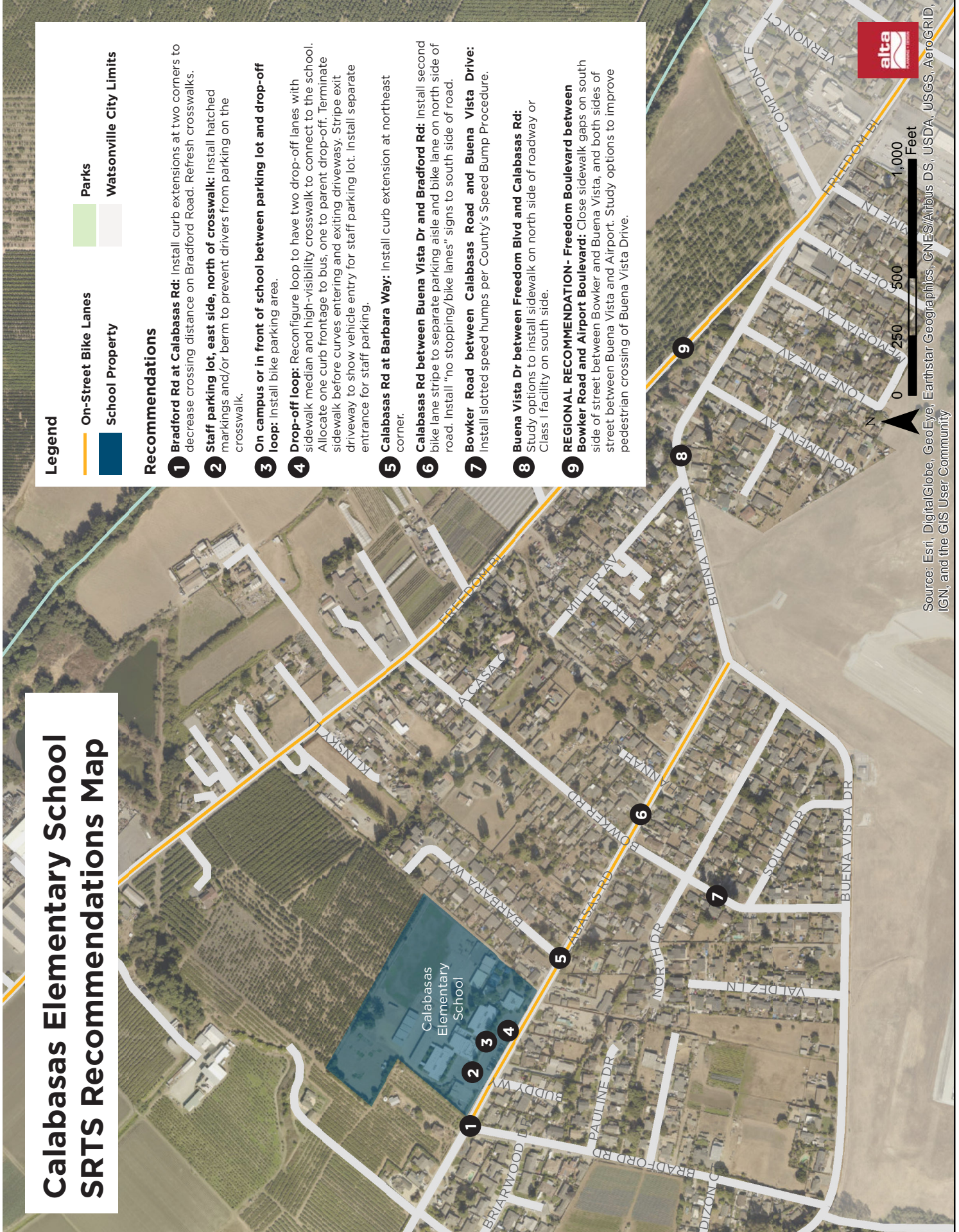
# Calabasas Elementary School SRTS Recommendations Map

## Legend

-  On-Street Bike Lanes
-  School Property
-  Parks
-  Watsonville City Limits

## Recommendations

- 1 Bradford Rd at Calabasas Rd:** Install curb extensions at two corners to decrease crossing distance on Bradford Road. Refresh crosswalks.
- 2 Staff parking lot, east side, north of crosswalk:** Install hatched markings and/or berm to prevent drivers from parking on the crosswalk.
- 3 On campus or in front of school between parking lot and drop-off loop:** Install bike parking area.
- 4 Drop-off loop:** Reconfigure loop to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school. Allocate one curb frontage to bus, one to parent drop-off. Terminate sidewalk before curves entering and exiting driveway. Stripe exit driveway to show vehicle entry for staff parking lot. Install separate entrance for staff parking.
- 5 Calabasas Rd at Barbara Way:** Install curb extension at northeast corner.
- 6 Calabasas Rd between Buena Vista Dr and Bradford Rd:** Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install "no stopping/bike lanes" signs to south side of road.
- 7 Bowker Road between Calabasas Road and Buena Vista Drive:** Install slotted speed humps per County's Speed Bump Procedure.
- 8 Buena Vista Dr between Freedom Blvd and Calabasas Rd:** Study options to install sidewalk on north side of roadway or Class I facility on south side.
- 9 REGIONAL RECOMMENDATION - Freedom Boulevard between Bowker Road and Airport Boulevard:** Close sidewalk gaps on south side of street between Bowker and Buena Vista, and both sides of street between Buena Vista and Airport. Study options to improve pedestrian crossing of Buena Vista Drive.



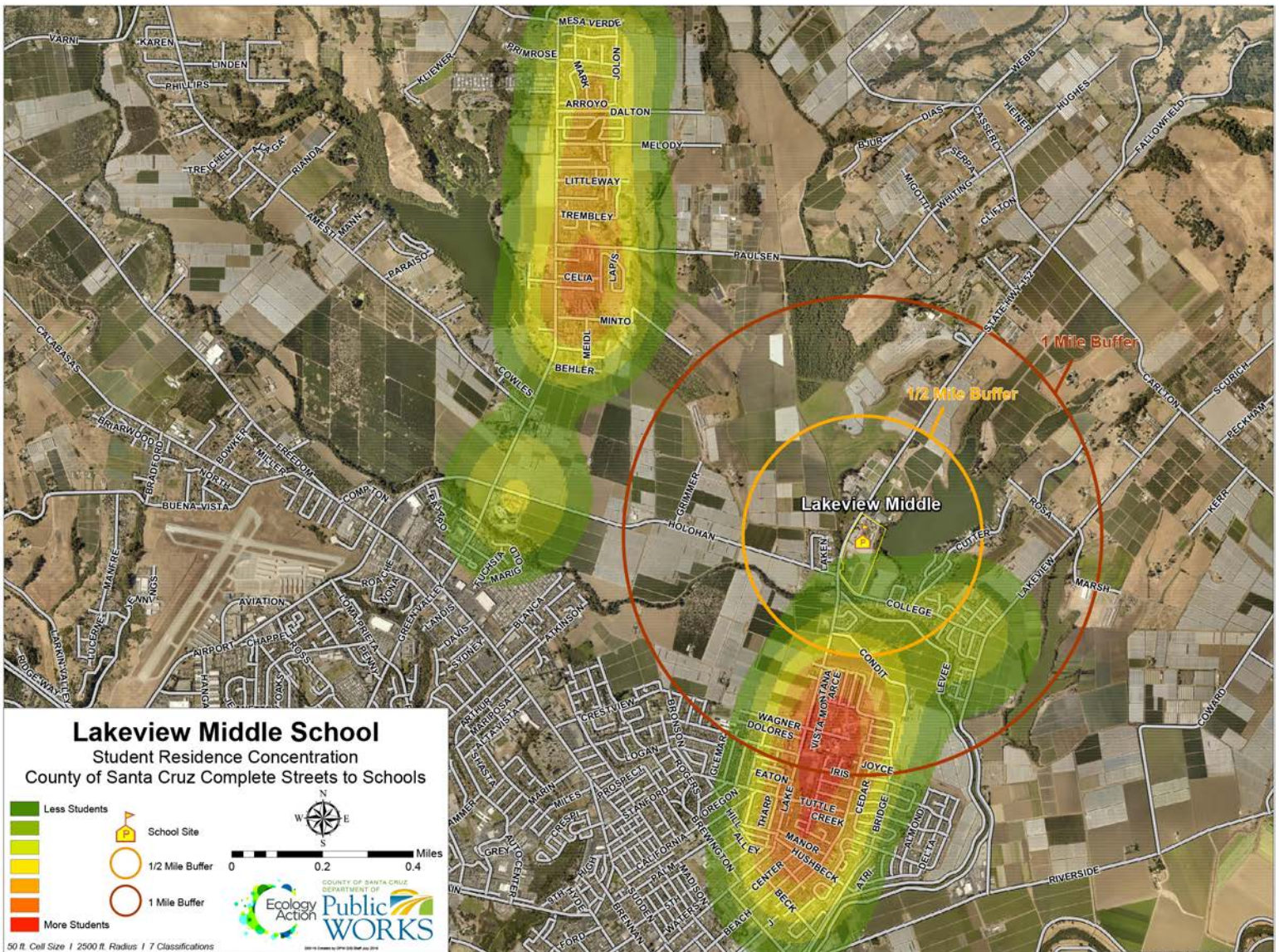
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Pajaro Valley Unified School District

Lakeview Middle School

Lakeview is located on Highway 152/East Lake Avenue north of the city of Watsonville. It draws students from neighborhoods south of the campus within the city and from neighborhoods along Green Valley Road near Pinto Lake (see map below).

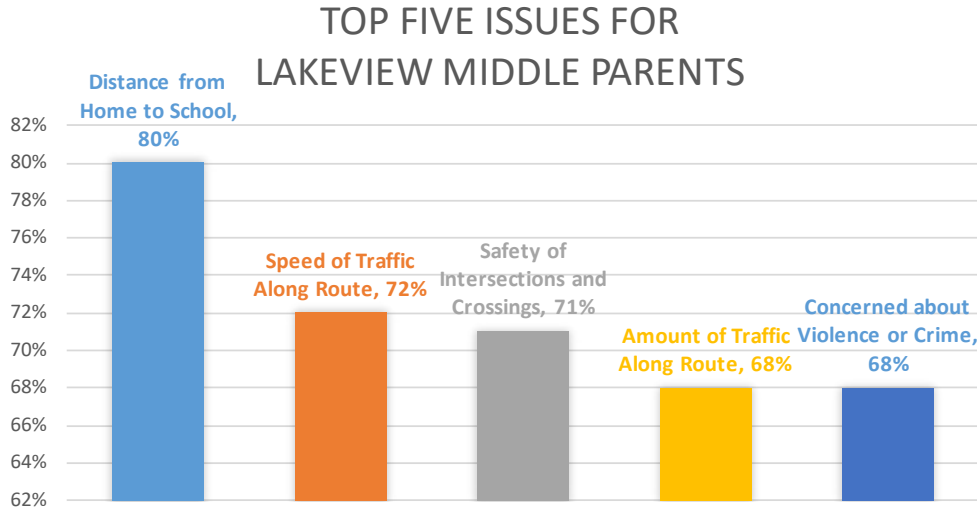
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
6–8	689	23.9%	91.7%	22%



### Parent Survey

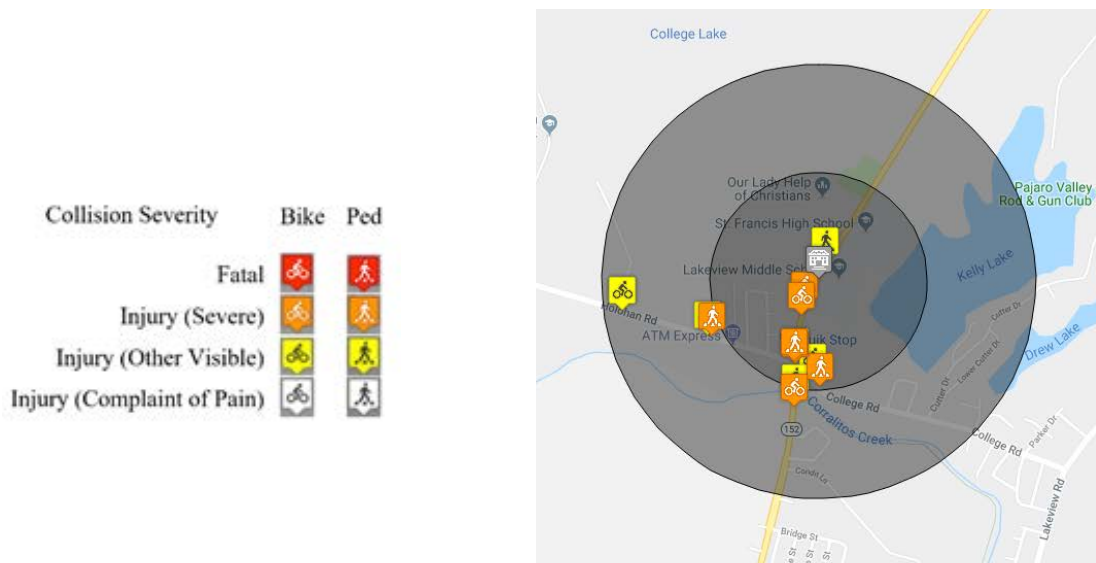
Lakeview parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 83 surveys were collected. The full survey report is in Appendix 2.

The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Collision Data

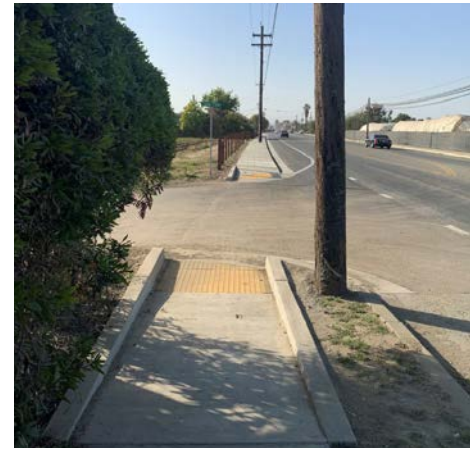
The map below shows bicycle and pedestrian collisions within one half-mile of Lakeview between 2006 and 2016. During this ten-year period, there were five pedestrian and nine bicycle collisions. There were seven severe injury collisions and no fatalities.



## Existing Infrastructure Conditions

### Motorist Conditions

- Approximately half of Lakeview students are driven to school, and approximately 30% take the school bus. The school parking lot is congested during drop-off.
- East Lake Avenue has a 25-mph speed limit near the school, which increases to 50 mph north of the school.
- There is no parking on either side of East Lake Avenue near the school.
- The parking lot on the north end of the school campus is reserved for staff parking, and the loop at the south end is reserved for buses.
- There is a speed feedback sign on Holohan Road for eastbound traffic.



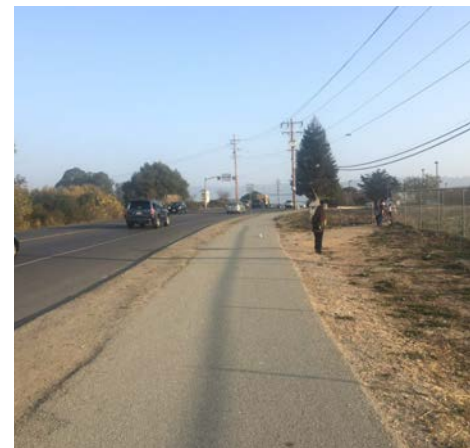
### Pedestrian Conditions

- At the time of the audit, there were no sidewalks on East Lake Avenue between Bridge Street and Holohan Road. Caltrans is currently constructing sidewalks on both sides of East Lake Avenue between Wagner Avenue and Holohan Road and will build a pedestrian path on the east side of the Corralitos Creek Bridge in 2022.
- There are high-visibility yellow crosswalks on three legs of the intersection of East Lake Avenue and Holohan Road/College Road. There is very limited space for pedestrians waiting to cross at the southeast corner of the intersection.
- There is continuous sidewalk on the east side of East Lake Avenue between Holohan Road and the school bus loop. A dirt path provides an alternative route between the sidewalk and the school campus.



### Bicycling Conditions

- There are no bicycle facilities on Highway 152/East Lake Avenue.
- There are Class II bike lanes on Holohan Road between Green Valley Road and Laken Drive.



### Audit Observations

- The school drop-off loop was congested, and some drivers stopped at the beginning of the loop to drop off students. The lane lines in the parking lot were faded, and directional signage for drivers was small and easy to miss.
- Some students were dropped off in the staff parking area, where there is no supervision.
- It was difficult for drivers to exit the school parking lot due to high traffic speeds on East Lake Avenue. Cars parked on East Lake Avenue north of the school driveway also blocked visibility for exiting vehicles.



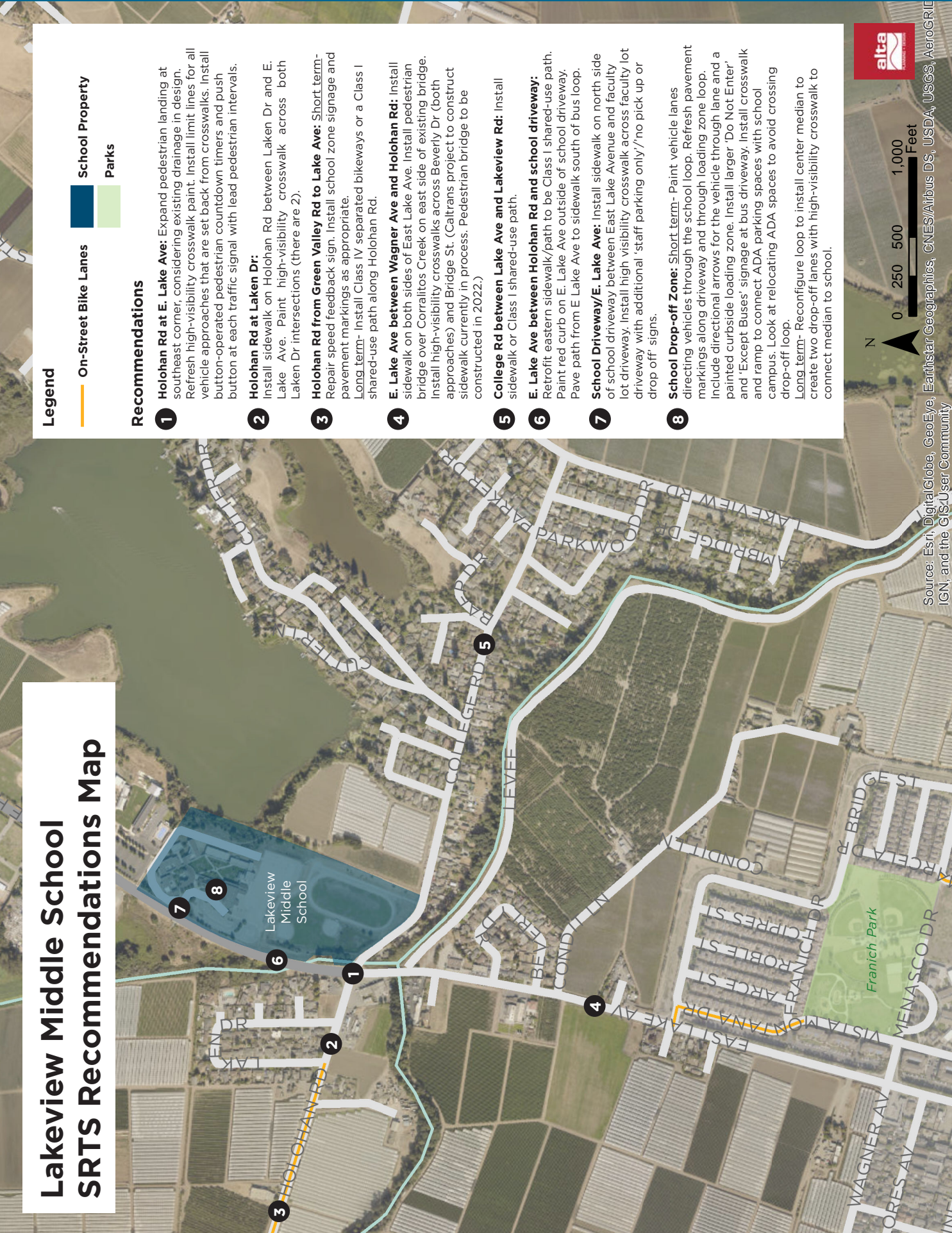
- Students were dropped off on the sidewalk north of the school driveway on East Lake Avenue, and drivers frequently made U-turns after dropping them off. Students who were dropped off here walked in the landscaping and across the staff parking lot entrance to reach the school campus. Due to large bushes and heavy traffic in the area, it was difficult for drivers turning into the staff lot to see students crossing.
- Large groups of students walked to school from Watsonville along East Lake Avenue. Students walked in the dirt when possible, but in some cases they were walking in the roadway.
- Students spilled off the landing and into the roadway at the southeast corner of the intersection of East Lake Avenue and Holohan Road.

### Recommended Infrastructure Improvements around Lakeview Middle School

The following table lists recommendations for Lakeview, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Holohan Road at East Lake Avenue/Hwy 152	Expand pedestrian landing at southeast corner, considering existing drainage in design. Refresh high-visibility crosswalk paint. Install limit lines for all vehicle approaches that are set back from crosswalks. Install button-operated pedestrian countdown timers and push-buttons at all traffic signals with lead pedestrian intervals.
Holohan Road between Green Valley Road and Lake Avenue (long term)	Install Class IV separated bikeways or a Class I shared-use path along Holohan Road.
Holohan Road between Green Valley Road and East Lake Avenue/Hwy 152 (short term)	Repair speed feedback sign. Install school-zone signage and pavement markings as appropriate.
Holohan Road at Laken Drive	Install sidewalk on Holohan Road between Laken Drive and East Lake Avenue/Hwy 152. Paint high-visibility crosswalks on Laken Drive (both intersections).
East Lake Avenue/Hwy 152 between Wagner Avenue and Holohan Road	Install sidewalks on both sides of East Lake Avenue/Hwy 152. Install pedestrian bridge over Corralitos Creek on east side of existing bridge. Install high-visibility crosswalks on Beverly Drive (both approaches) and Bridge Street.
College Road between Lake Avenue and Lakeview Road	Install sidewalk or Class I shared-use path.
East Lake Avenue/Hwy 152 between Holohan Road and school driveway	Retrofit eastern sidewalk and path to be a Class I shared-use path. Paint red curb on East Lake Avenue/Hwy 152 outside school driveway. Pave path from East Lake Avenue/Hwy 152 to sidewalk south of bus loop.
School driveway/East Lake Avenue/Hwy 152	Install sidewalk on north side of school driveway between East Lake Avenue/Hwy 152 and faculty lot driveway. Install high-visibility crosswalk across faculty lot driveway with additional “Staff parking only” and “No pick up or drop off” signs.
School drop-off zone (long term)	Reconfigure loop by installing center median to create two drop-off lanes with high-visibility crosswalk connecting median to school.
School drop-off zone (short term)	Paint vehicle lanes directing vehicles through the school loop. Refresh pavement markings along driveway and through loading zone loop. Include directional arrows for the vehicle through-lane and a painted curbside loading zone. Install larger “Do not enter” and “Except buses” signage at bus driveway. Install crosswalk and ramp to connect ADA parking spaces with school campus. Look into relocating ADA spaces to avoid people crossing the drop-off loop.

# Lakeview Middle School SRTS Recommendations Map



**Legend**

- On-Street Bike Lanes
- School Property
- Parks

**Recommendations**

- 1** **Holohan Rd at E. Lake Ave:** Expand pedestrian landing at southeast corner, considering existing drainage in design. Refresh high-visibility crosswalk paint. Install limit lines for all vehicle approaches that are set back from crosswalks. Install button-operated pedestrian countdown timers and push button at each traffic signal with lead pedestrian intervals.
- 2** **Holohan Rd at Laken Dr:** Install sidewalk on Holohan Rd between Laken Dr and E. Lake Ave. Paint high-visibility crosswalk across both Laken Dr intersections (there are 2).
- 3** **Holohan Rd from Green Valley Rd to Lake Ave:** Short term- Repair speed feedback sign. Install school zone signage and pavement markings as appropriate. Long term- Install Class IV separated bikeways or a Class I shared-use path along Holohan Rd.
- 4** **E. Lake Ave between Wagner Ave and Holohan Rd:** Install sidewalk on both sides of East Lake Ave. Install pedestrian bridge over Corralitos Creek on east side of existing bridge. Install high-visibility crosswalks across Beverly Dr (both approaches) and Bridge St. (Caltrans project to construct sidewalk currently in process. Pedestrian bridge to be constructed in 2022.)
- 5** **College Rd between Lake Ave and Lakeview Rd:** Install sidewalk or Class I shared-use path.
- 6** **E. Lake Ave between Holohan Rd and school driveway:** Retrofit eastern sidewalk/path to be Class I shared-use path. Paint red curb on E. Lake Ave outside of school driveway. Pave path from E Lake Ave to sidewalk south of bus loop.
- 7** **School Driveway/E. Lake Ave:** Install sidewalk on north side of school driveway between East Lake Avenue and faculty lot driveway. Install high visibility crosswalk across faculty lot driveway with additional 'staff parking only'/'no pick up or drop off' signs.
- 8** **School Drop-off Zone:** Short term- Paint vehicle lanes directing vehicles through the school loop. Refresh pavement markings along driveway and through loading zone loop. Include directional arrows for the vehicle through lane and a painted curbside loading zone. Install larger 'Do Not Enter' and 'Except Buses' signage at bus driveway. Install crosswalk and ramp to connect ADA parking spaces with school campus. Look at relocating ADA spaces to avoid crossing drop-off loop. Long term- Reconfigure loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school.



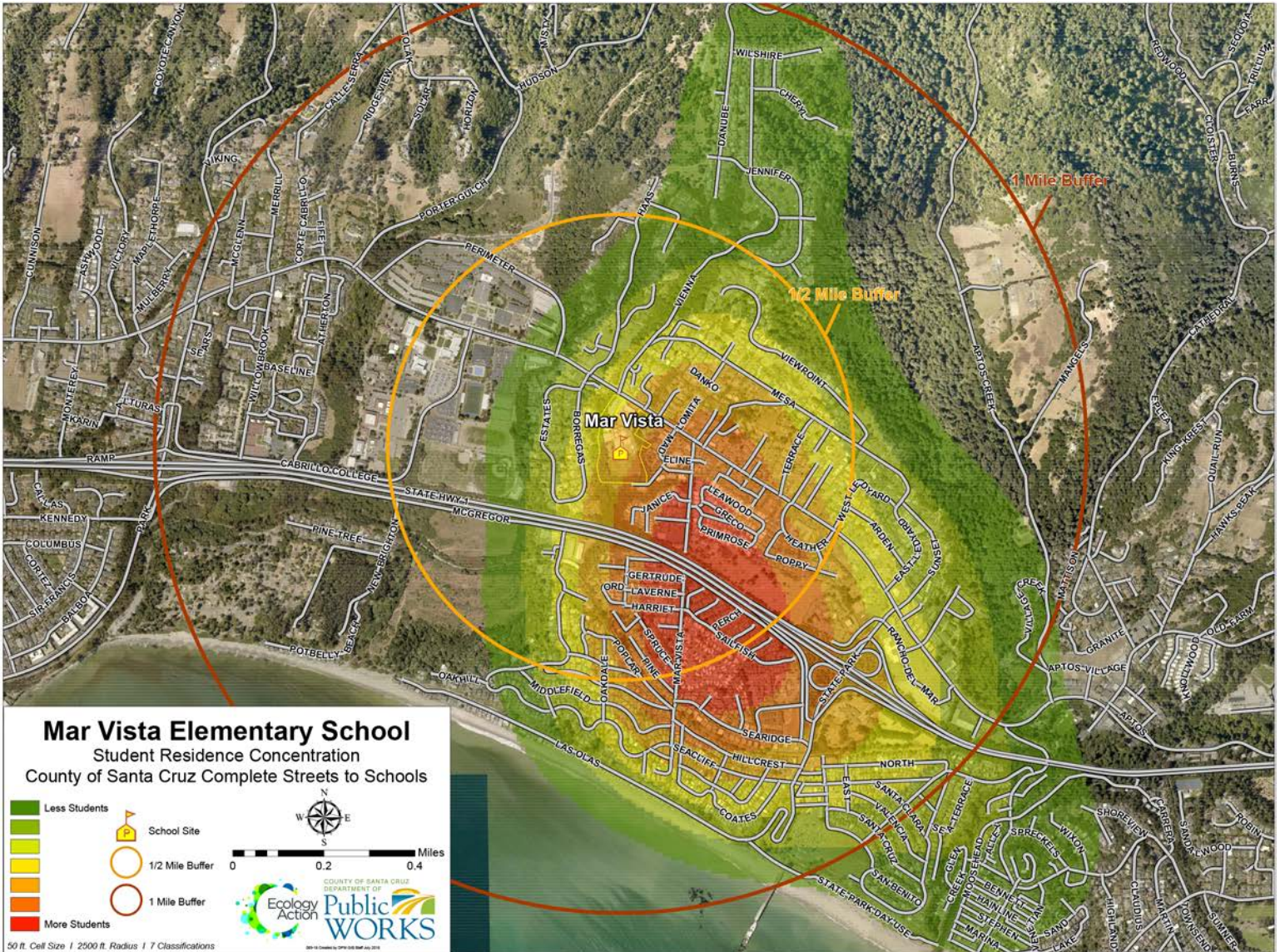
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Pajaro Valley Unified School District

Mar Vista Elementary School

Mar Vista is located in Aptos along the Soquel Drive corridor. Mar Vista draws students from neighborhoods surrounding the campus, with about half the students living on the coastal side of Highway 1 (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-6	444	64.6%	33.3%	13%

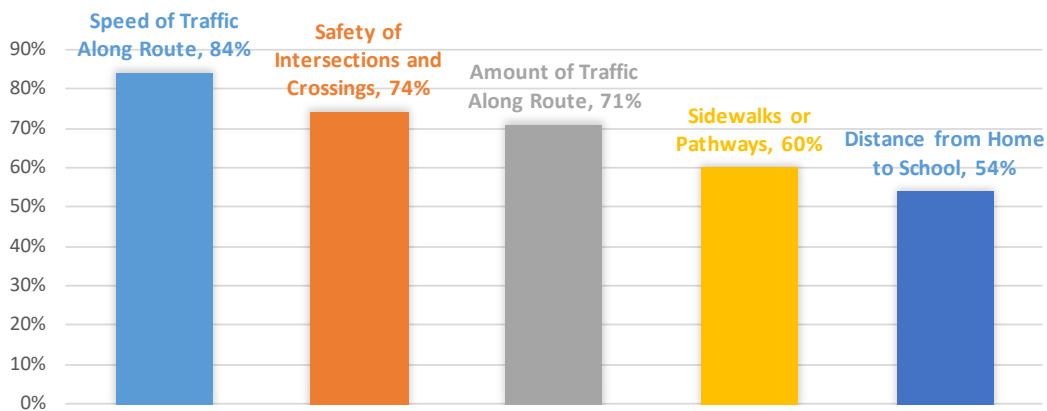


### Parent Survey

Mar Vista parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 88 surveys were collected. The full survey report is in Appendix 2.

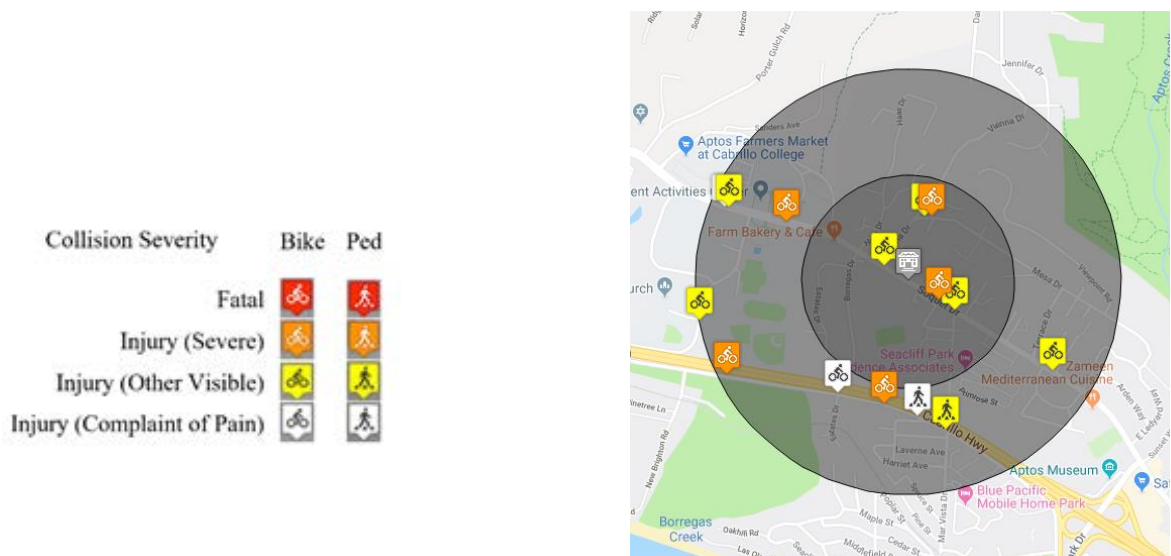
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR MAR VISTA ELEMENTARY PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Mar Vista between 2006 and 2016. During this ten-year period, there were three pedestrian and 13 bicycle collisions. There were five severe injury collisions and no fatal injuries reported.



## Existing Infrastructure Conditions

### Motorist Conditions

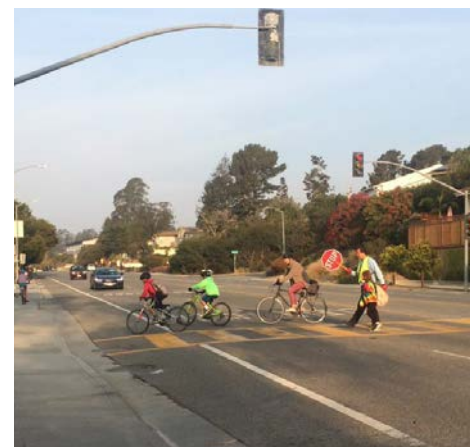
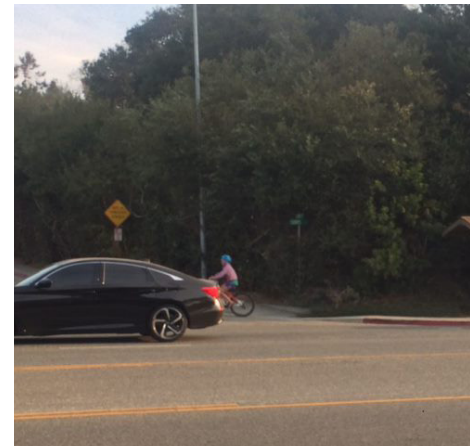
- Mar Vista Elementary is located on Soquel Drive, a four-lane arterial with a center turn lane. There is no parking on Soquel Drive near the school.
- Both Soquel Drive and the school parking lot are congested before and after school.
- There are speed feedback signs for both westbound and eastbound traffic approaching the school.
- For families on the coastal side of Highway 1, the nearest freeway overcrossing is at State Park Drive.

### Pedestrian Conditions

- At the time of the audit, there was no formal sidewalk between Soquel Drive and the school through the parking lot on the west side of campus. The district reconstructed the parking lot and added a sidewalk in summer 2019.
- There is continuous sidewalk in the school exit driveway.
- There is a signalized intersection with a high-visibility yellow crosswalk in front of the school. A crossing guard assists pedestrians in the crosswalk.
- There is continuous sidewalk on the south side of Soquel Drive between Cabrillo College and State Park Drive. There is intermittent sidewalk on the north side of Soquel Drive between the school and State Park Drive.
- There is a high-visibility crosswalk with a pedestrian hybrid beacon across Soquel Drive at Heather Terrace.
- There are no sidewalks on many of the residential streets near the school, including Borregas Drive, Estates Drive, and Mesa Drive.
- A bicycle and pedestrian overcrossing is planned for Highway 1 at Mar Vista Drive (see Chapter 2 for more information).

### Bicycling Conditions

- There are Class II bike lanes on Soquel Drive near the school.
- There are no bike facilities on residential streets near the school.



## Audit Observations

- The school drop-off area was chaotic, with drop-offs occurring throughout the parking lot, in the drop-off loop, and in the exit driveway. Drivers did not always pull forward to the front of the drop-off loop, which obstructed traffic flow. Some students exited vehicles on the left side and walked across the vehicle lane.
- There was no marked crosswalk for families entering school from the row of parking spaces adjacent to the school drop-off loop.
- Pavement markings were faded throughout the school parking lot, and the signage at the driveway exit was not compliant with the Manual on Uniform Traffic Control Devices (MUTCD) and therefore not enforceable.
- The crossing guard reported speeding traffic and frequent near misses in the crosswalk in front of the school campus.
- Families walk and bike to school from Borregas Drive and Estates Drive, where there is no sidewalk or bike lane. Vegetation obstructed visibility for drivers turning right from Borregas Drive onto Soquel Drive, and the wide curb radii at this intersection allow fast right turns from Soquel Drive onto Borregas Drive.
- Families were observed biking the wrong way in the bike lane toward Mar Vista. The bike lane is frequently obstructed by trash cans or cars waiting to enter the school.
- Parents requested an additional crossing of Soquel Drive between the existing crosswalk at Heather Terrace and the school to allow them to cross safely to the sidewalk on the south side of the street.
- Several parents indicated that they would bike to school if the planned bicycle and pedestrian overcrossing at Mar Vista Drive was constructed.



## Recommended Infrastructure Improvements around Mar Vista Elementary

The following table lists recommendations for Mar Vista, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
School entrance driveway	Install a protected shared-use path from driveway to front of school. Move school speed limit sign away from vegetation.
Main parking lot/loop (long term)	Reconfigure parking lot and loop by installing a center median to create two drop-off lanes with a high-visibility crosswalk connecting median to school.
Main parking lot/loop (short term)	Refresh markings and restripe parking lot for better traffic flow. Install high-visibility crosswalk across main drive aisle. Install pavement markings to delineate passenger-loading lane and through-lane.
School exit driveway	Install MUTCD-compliant “No left turn” signage. Refresh markings. Install shared-use path from driveway to front of school.
Soquel Drive at Calabria Street	Install high-visibility crosswalk on Calabria Street and curb extension on eastern corner. Install pedestrian island in Soquel Drive crosswalk with mountable curb, push limit line back 5', and install “Keep clear” markings through intersection with Calabria (with the approval of the fire department). Install green bike lane conflict markings at the bus stop and across Calabria Street.
Soquel Drive between Calabria Street and Lomita Court	Trim vegetation to clear speed feedback sign.
Soquel Drive at Borregas Drive	Install curb extensions on both sides of Borregas Drive crossing, and upgrade crosswalk to high visibility. Refresh “STOP” marking on pavement. Trim vegetation near stop sign. Install green bike lane conflict markings on Soquel at the bus stop and across Borregas Drive.
Estates Drive and Borregas Drive	Install Class III bike route road markings and signage. Install traffic-calming measures per county’s speed bump procedure (see Introduction).
Soquel Drive at Mar Vista Drive	Install high-visibility crosswalk on Soquel at Mar Vista. Install rectangular rapid flashing beacons (RRFBs) or overhead pedestrian hybrid beacon.
Mar Vista Drive	Explore opportunities to create pedestrian connections between the two sections of Mar Vista Drive north of Soquel Drive through Water District property.
Soquel Drive between Wisteria Way and Twin Palms Drive	Fill sidewalk gaps.
	See countywide recommendations in Chapter 3 for Soquel Drive.

# Mar Vista Elementary School SRTS Recommendations Map

## Legend

-  On-Street Bike Lanes
-  School Property
-  Parks

## Recommendations

- 1 Soquel Dr at Borregas Dr:** Install curb extensions on both sides of Borregas Dr crossing and upgrade crosswalk to high-visibility. Refresh STOP pavement marking. Trim vegetation near stop sign. Install green bike lane conflict markings on Soquel Dr at the bus stop and across Borregas Dr.
- 2 Estates Dr and Borregas Dr:** Install Class III bike route road markings and signage. Install traffic calming measures.
- 3 School Entrance Driveway:** Install a protected shared-use path from driveway to front of school. Move School Speed Limit sign away from vegetation.
- 4 Main Parking Lot/Loop:** Short term- Refresh markings and restripe parking lot for better traffic flow. Install high visibility crosswalk across main drive aisle. Install pavement markings to delineate passenger loading lane and through lane.  
Long term- Reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school.
- 5 School Exit Driveway:** Install MUTCD-compliant "No Left Turn" signage. Refresh markings. Install shared-use path from driveway to front of school.
- 6 Soquel Dr at Calabria St:** Install high-visibility crosswalk across Calabria St and install curb extension on eastern corner. Install pedestrian island in Soquel Dr crosswalk with mountable curb, push limit line back 5', and install 'Keep Clear' markings through intersection with Calabria St. Install green bike lane conflict markings at the bus stop and across Calabria St.
- 7 Soquel Dr between Calabria St and Lomita Ct:** Trim vegetation to clear speed feedback sign.
- 8 Soquel Dr at Mar Vista Dr:** Install high-visibility crosswalk across Soquel Dr at Mar Vista Dr. Install RRFB or overhead pedestrian hybrid beacon.
- 9 Mar Vista Dr:** Explore opportunities to create pedestrian connection between the two sections of Mar Vista Dr north of Soquel Dr, through Water District property.
- 10 REGIONAL RECOMMENDATION- Soquel Dr between Santa Cruz city limits and Aptos Rancho Rd:** Narrow vehicle travel lanes to install Class IV separated bikeway. Where possible, consolidate or narrow driveways.



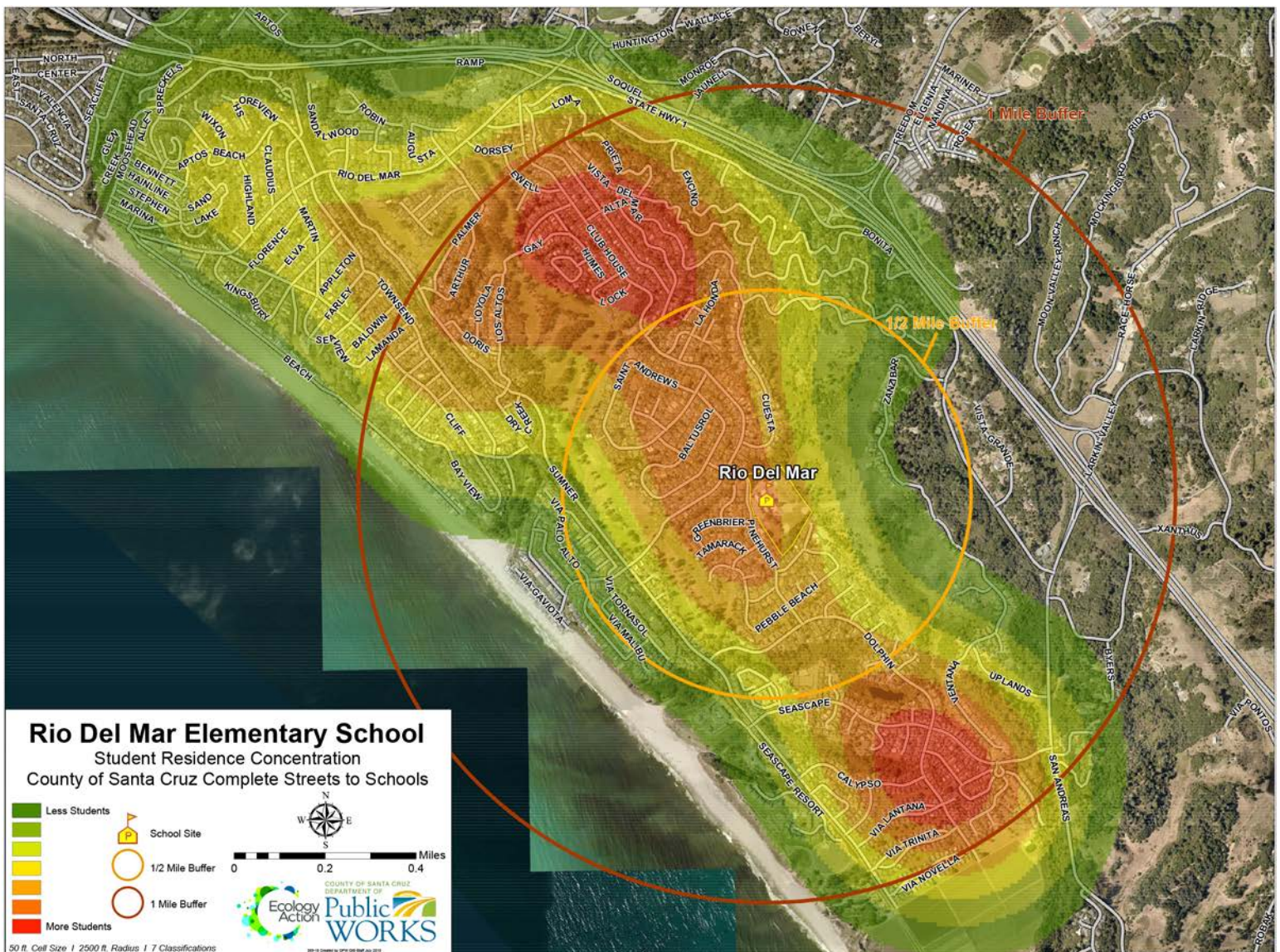
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Pajaro Valley Unified School District

Rio Del Mar Elementary School

Rio Del Mar Elementary is located on the coastal side of Highway 1 in the Rio Del Mar neighborhood. Most Rio Del Mar students live in the surrounding neighborhoods (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-6	528	65.7%	18.4%	17%

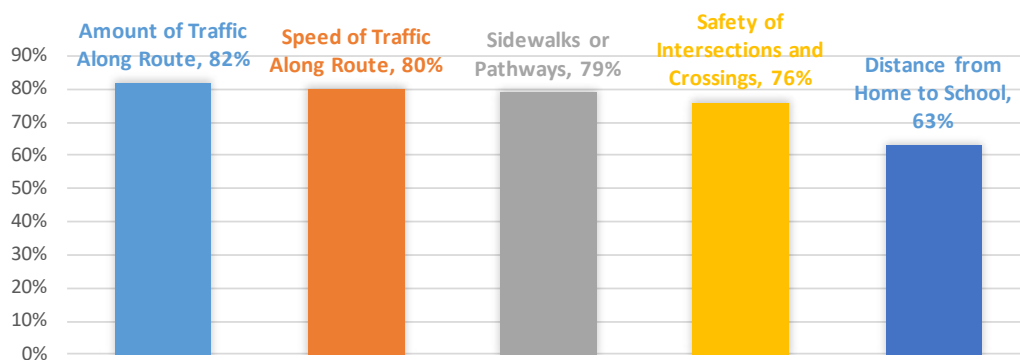


### Parent Survey

Rio Del Mar parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 98 surveys were received. The full survey report is in Appendix 2.

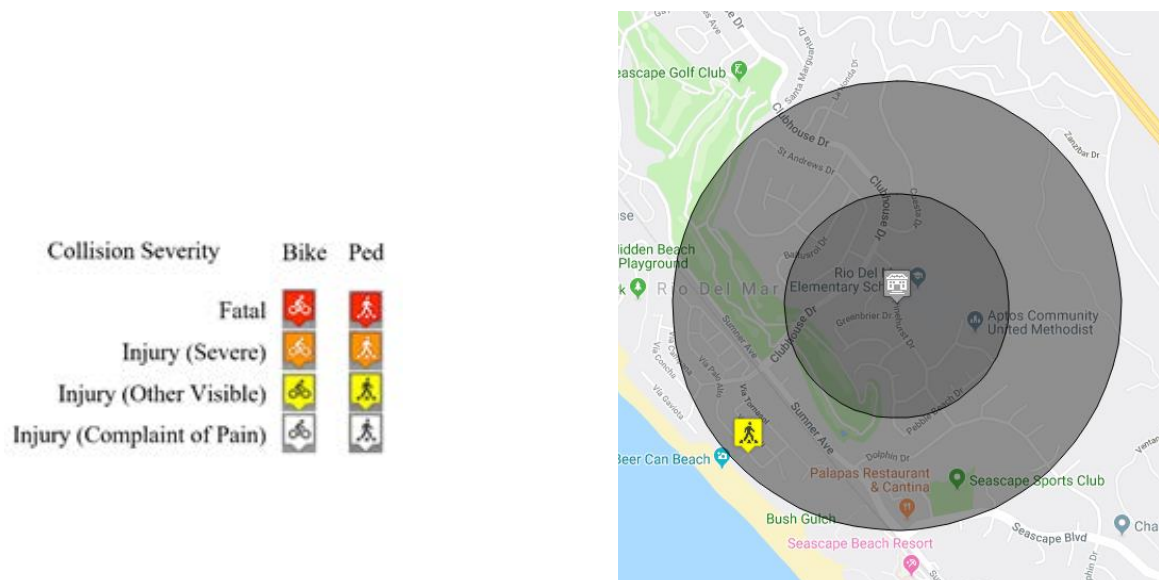
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR RIO DEL MAR ELEMENTARY PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Rio Del Mar between 2006 and 2016. During this ten-year period, there was one pedestrian collision and no bicycle collisions. There were no severe injury collisions or fatalities reported.



## Existing Infrastructure Conditions

### Motorist Conditions

- Rio Del Mar Elementary is located on Pinehurst Drive, a two-lane residential street. There is no parking on Pinehurst Drive between Greenbriar Drive and Clubhouse Drive.
- Pinehurst Drive and the school drop-off loop are congested before and after school.
- The end of the school drop-off loop is reserved for buses, and the parking lot at the north end of the campus is reserved for staff.

### Pedestrian Conditions

- There is a sidewalk connecting Pinehurst Drive to the school campus. In the school parking lot, a fence separates the sidewalk from the drop-off loop.
- A steep path at the intersection of Pinehurst Drive and Pinehurst Way connects to the park at the south end of the school campus. There is no pedestrian path within the park.
- There is continuous sidewalk on the west side of Pinehurst Drive between Greenbriar Drive and Dolphin Drive, and intermittent sidewalk on the east side.
- There are high-visibility yellow crosswalks at the intersections of Pinehurst Drive and Greenbriar Drive, Pinehurst Drive and Pinehurst Way, and Pinehurst Drive and Pebble Beach Drive, and across Dolphin Drive at Pinehurst Drive.
- There is a sidewalk on the east side of Pinehurst Drive between Clubhouse Drive and the school. There is limited sidewalk on Clubhouse Drive and other residential streets near the school.

### Bicycling Conditions

- There are no bicycle facilities near Rio Del Mar Elementary.

### Audit Observations

- Drivers drop students off near the intersection of Pinehurst Drive and Pinehurst Way to take the path that leads to the park south of campus. There is no pedestrian path within the park, and the area is muddy during winter months.



- The fenced pathway in the school parking lot is well-used by pedestrians. There is no curb ramp at the eastern end of the crosswalk in the school parking lot.
- School staff reported difficulties crossing the line of parent traffic entering the school to reach the staff parking lot at the north end of campus.
- Bushes obstruct visibility for drivers leaving the school parking lot.
- Drivers drop students off on Clubhouse Drive and use the sidewalk on Pinehurst Drive to walk to campus. There is missing sidewalk at the north end of campus between Pinehurst Drive and the entrance to the staff parking lot.
- Drivers drop students off on Greenbriar Drive to walk into campus, and there have been problems with drivers blocking residential driveways.
- There is no formal sidewalk at the northwest corner of Pinehurst Drive and Greenbriar Drive across from the school, and the curb and gutter have been damaged by tree roots. There is also no sidewalk on the northeast corner of the intersection, and families walk in the dirt to reach the campus.
- Families were observed walking in the street on the east side of Pinehurst Drive.
- Drivers sometimes cross the centerline to pass the traffic waiting to enter the school driveway.
- The crosswalk on Dolphin Drive at Pinehurst Drive is marked with limit lines (which indicate a stop sign) rather than yield markings.
- There are no bike lanes and intermittent sidewalk with rolled curb on Clubhouse Drive. In many places, pedestrians walk in the street due to missing sidewalks or cars parked on the sidewalk area. There is a striped shoulder that is used by bicyclists, although this area is also frequently obstructed by parked cars.
- There are no sidewalks on Sumner Drive, and students walk in the street to reach the school bus stops.



## Recommended Infrastructure Improvements around Rio Del Mar

The following table lists recommendations for Rio Del Mar, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Park south of drop-off loop	Install pedestrian path between school and path connecting to Pinehurst Drive. Consider incorporating a bioswale into the design.
School drop-off loop	Make staff entrance on north side of loop (with new or upgraded signage). Trim vegetation at driveway exit. Reconfigure parking lot if necessary to accommodate changes to entrances and exits. Install ADA-compliant ramp at eastern leg of high-visibility crosswalk through parking lot.
School grounds at northern school driveway	Install sidewalk between Pinehurst Drive and crosswalk at staff parking entrance. Widen crosswalk and restripe as high visibility.
Pinehurst Drive at Greenbrier Drive	Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Drive on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Drive between 901 Pinehurst Drive and pedestrian path to school drop-off loop entrance. Repair curb and gutter on northwest corner of intersection.
Pinehurst Drive at Pinehurst Way	Remove gate and fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks.
Pinehurst Drive between Pinehurst Way and Clubhouse Drive	Close sidewalk gaps. Install “No stopping anytime” (R26 (S)) signs in red zones.
Dolphin Drive at Pinehurst Drive	Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations.
Sumner Avenue between Dolphin Drive and Clubhouse Drive	Install sidewalks. Study feasibility of bicycle boulevard treatments along the corridor.
	See countywide recommendations in Chapter 3 for Clubhouse Drive and Rio Del Mar Boulevard.

# Rio Del Mar Elementary School SRTS Recommendations Map



### Legend

- On-Street Bike Lanes
- School Property
- Parks

### Recommendations

- 1 School grounds, south of drop-off loop:** Install pedestrian path between school and path that connects to Pinehurst Dr. Consider incorporating a bioswale into design.
- 2 School drop-off loop:** Make staff entrance only on north side of loop (new/upgrade signage). Trim vegetation at driveway exit. Reconfigure parking lot if needed to accommodate changes to entrances/exits. Install ADA-compliant ramp at eastern leg of high-visibility crosswalk through parking lot.
- 3 School grounds at northern school driveway:** Install sidewalk between Pinehurst Dr. and crosswalk across staff parking entrance. Widen crosswalk and restripe as high-visibility.
- 4 Pinehurst Dr at Greenbrier Dr:** Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Dr on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Dr between 901 Pinehurst Dr and pedestrian path to school drop-off loop entrance. Repair curb and gutter at northwest corner of intersection.
- 5 Pinehurst Dr at Pinehurst Way:** Remove gate/fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks.
- 6 Pinehurst Dr between Pinehurst Way and Clubhouse Dr:** Close sidewalk gaps. Install No Stopping Anytime (R26 (S)) signs in red zones.
- 7 Dolphin Dr at Pinehurst Dr:** Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations.
- 8 Summer Ave between Dolphin Dr and Clubhouse Dr:** Close sidewalk gaps. Study feasibility of bicycle boulevard treatments along the corridor.
- 9 REGIONAL RECOMMENDATION- Clubhouse Dr between Rio Del Mar Blvd and Summer Ave, and Rio Del Mar Blvd between Murray Ave and the Esplanade:** Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school. Repair broken sidewalks and close sidewalk gaps.



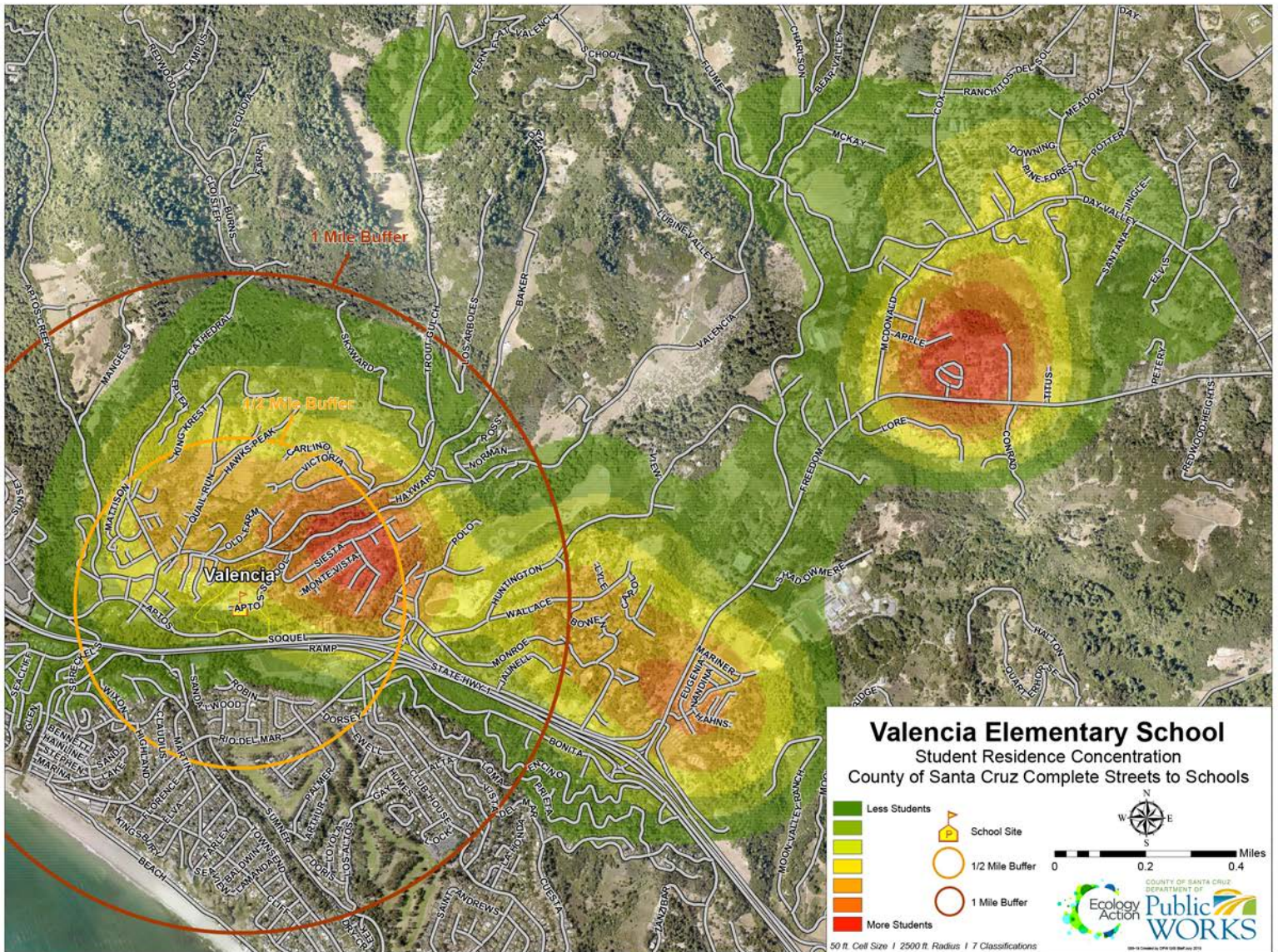
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Pajaro Valley Unified School District

# Valencia Elementary

Valencia Elementary is located in Aptos east of the commercial area of Aptos Village. It draws students from the neighborhoods immediately surrounding the campus and from the Day Valley area and other rural neighborhoods north of Highway 1 (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-6	545	21.7%	38%	3%

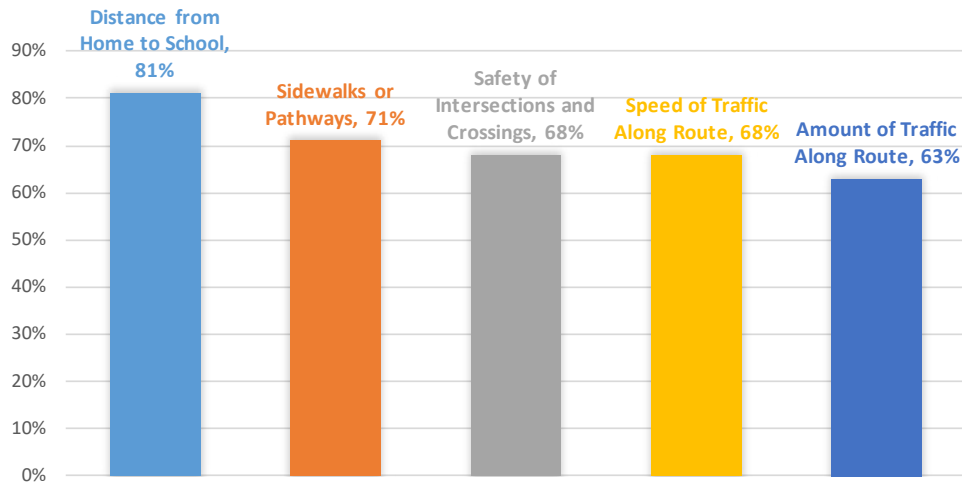


### Parent Survey

Valencia parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018. 206 surveys were collected. The full survey report is in Appendix 2.

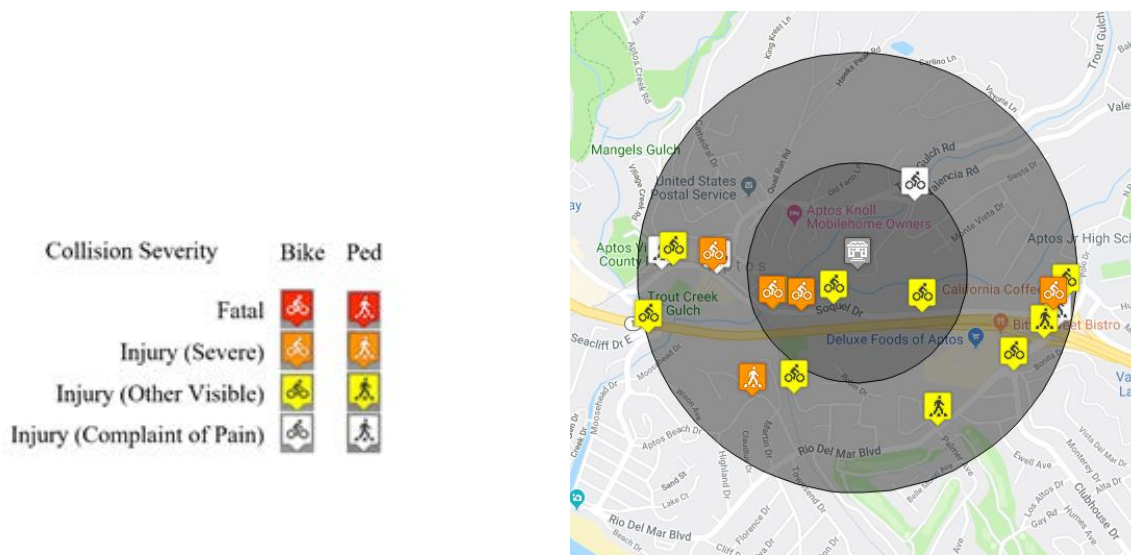
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

TOP FIVE ISSUES FOR VALENCIA PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Valencia between 2006 and 2016. During this ten-year period, there were seven pedestrian and 14 bicycle collisions. There were five severe injury collisions and no fatalities reported.



## Existing Infrastructure Conditions

### Motorist Conditions

- Valencia Elementary is located on Aptos School Road, a narrow two-lane roadway off Valencia Road. Aptos School Road is very congested before and after school.
- The school has a short drop-off area at the east end of campus that is designated for older students, and a drop-off loop at the west end for kindergarten through second-grade students. Drivers dropping off older students do U-turns to exit the parking lot.

### Pedestrian Conditions

- There are narrow sidewalks on the west side of Aptos School Road.
- There are sidewalks on the south side of Valencia Road between Trout Gulch and Aptos School Road. There are none on Trout Gulch Road east of Quail Run Road.
- There is a stairway connecting Siesta Drive and Aptos School Road, and a high-visibility yellow crosswalk at the bottom of the stairs that connects to the sidewalk on the west side of Aptos School Road.
- There are intermittent sidewalks on the south side of Siesta Drive.

### Bicycling Conditions

- There are Class II bike lanes on Trout Gulch Road between Soquel Drive and Valencia Road and on Valencia Road between Trout Gulch Road and Aptos School Road.

### Audit Observations

- The school parking lot is chaotic, with some drivers making U-turns after dropping off students, some going straight to the back of campus to drop off younger students, and buses dropping students off and then turning around within a small area.
- The drop-off area at the east end of campus has a striped space for pedestrians rather than a formal sidewalk.
- The stairway to Siesta Drive is narrow, and there is no formal landing at the bottom of the stairs.
- The sidewalks on Aptos School Road are narrow and heavily used by pedestrians.
- Large numbers of students live in the neighborhood around Siesta Drive. The sidewalks on Siesta Drive are narrow and in poor condition, and there are frequent sidewalk gaps.



- The intersection of Aptos School Road and Valencia School Road is very chaotic, with drivers turning into the school from both directions. Drivers coming from Siesta Drive must essentially make a U-turn to reach Aptos School Road.
- A parent who walks to school from Trout Gulch Road reported that drivers frequently fail to stop for pedestrians waiting to cross Trout Gulch Road at Valencia Road.
- New housing is being constructed in Aptos Village, and there is currently no pedestrian pathway between Aptos Village and the school.

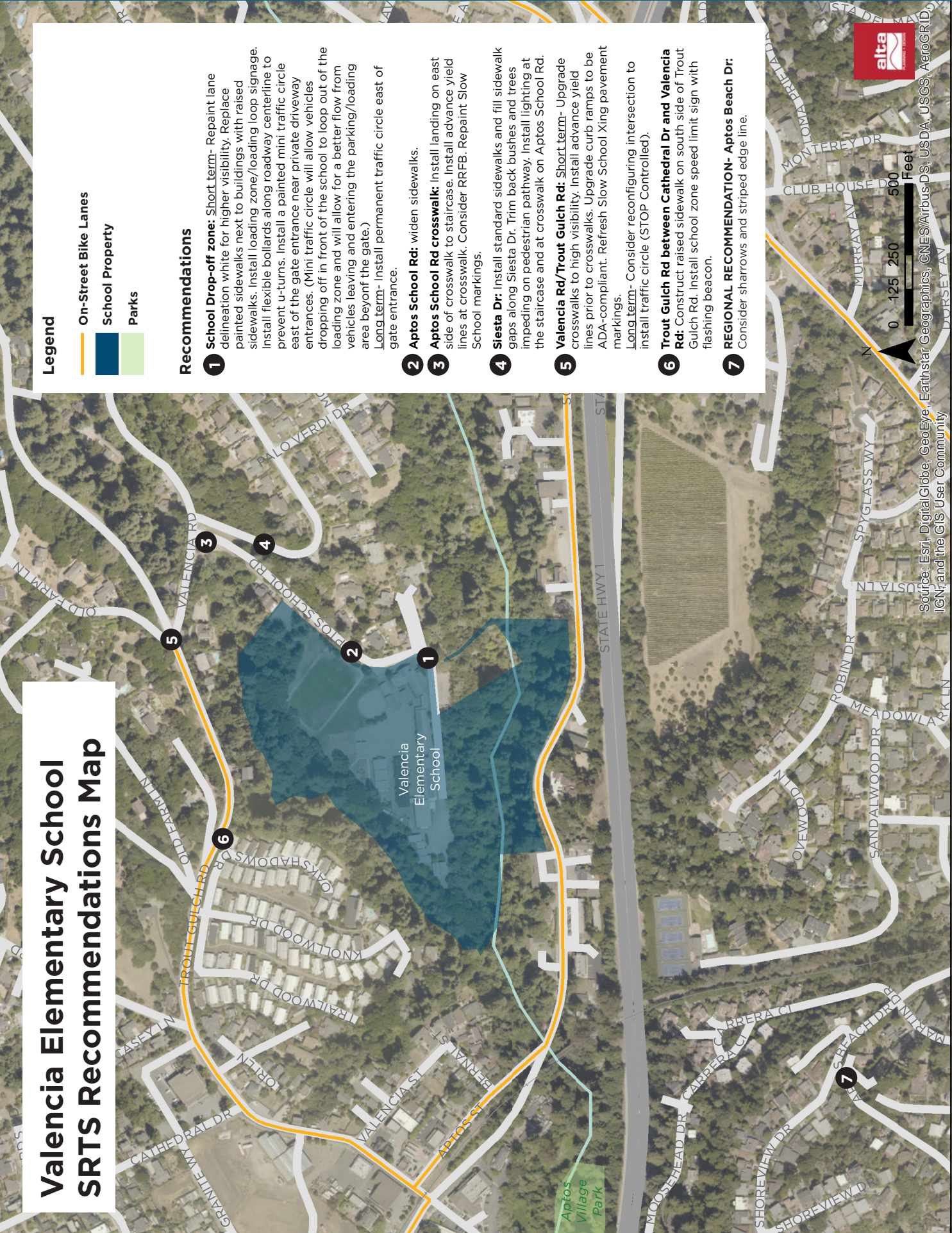
### Recommended Infrastructure Improvements around Valencia Elementary School

The following table lists recommendations for Valencia, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
School drop-off zone (long term)	Install permanent traffic circle east of gate entrance.
School drop-off zone (short term)	Repaint lane delineation white for higher visibility. Replace painted sidewalks next to buildings with raised sidewalks. Install loading zone and loading loop signage. Install flexible bollards along roadway centerline to prevent U-turns. Install a painted mini traffic circle east of the gate entrance near private driveway entrances.
Aptos School Road	Widen sidewalks.
Aptos School Road crosswalk	Install landing on east side of crosswalk to staircase. Install advance yield lines at crosswalk. Consider a rectangular rapid flashing beacon. Repaint “Slow School” markings.
Siesta Drive	Install standard sidewalks and fill sidewalk gaps along Siesta Drive. Trim back bushes and trees impeding pedestrian pathway. Install lighting at the staircase and at the crosswalk on Aptos School Road.
Valencia Road at Trout Gulch Road (long term)	Consider reconfiguring intersection to install traffic circle (STOP controlled).
Valencia Road at Trout Gulch Road (short term)	Upgrade crosswalks to high visibility. Install advanced yield lines ahead of crosswalks. Upgrade curb ramps to be ADA-compliant. Refresh “Slow School Xing” pavement markings.
Trout Gulch Road between Cathedral Drive and Valencia Road	Construct raised sidewalk on south side of Trout Gulch Road. Install school zone speed limit sign with flashing beacon.



# Valencia Elementary School SRTS Recommendations Map



### Legend

- On-Street Bike Lanes
- School Property
- Parks

### Recommendations

- 1 School Drop-off zone:** Short term- Repaint lane delineation white for higher visibility. Replace painted sidewalks next to buildings with raised sidewalks. Install loading zone/loading loop signage. Install flexible bollards along roadway centerline to prevent u-turns. Install a painted mini traffic circle east of the gate entrance near private driveway entrances. (Mini traffic circle will allow vehicles dropping off in front of the school to loop out of the loading zone and will allow for a better flow from vehicles leaving and entering the parking/loading area beyond the gate.)  
Long term- Install permanent traffic circle east of gate entrance.
- 2 Aptos School Rd:** widen sidewalks.
- 3 Aptos School Rd crosswalk:** Install landing on east side of crosswalk to staircase. Install advance yield lines at crosswalk. Consider RRFB. Repaint Slow School markings.
- 4 Siesta Dr:** Install standard sidewalks and fill sidewalk gaps along Siesta Dr. Trim back bushes and trees impeding on pedestrian pathway. Install lighting at the staircase and at crosswalk on Aptos School Rd.
- 5 Valencia Rd/Trout Gulch Rd:** Short term- Upgrade crosswalks to high visibility. Install advance yield lines prior to crosswalks. Upgrade curb ramps to be ADA-compliant. Refresh Slow School Xing pavement markings.  
Long term- Consider reconfiguring intersection to install traffic circle (STOP Controlled).
- 6 Trout Gulch Rd between Cathedral Dr and Valencia Rd:** Construct raised sidewalk on south side of Trout Gulch Rd. Install school zone speed limit sign with flashing beacon.
- 7 REGIONAL RECOMMENDATION- Aptos Beach Dr:** Consider sharrows and striped edge line.

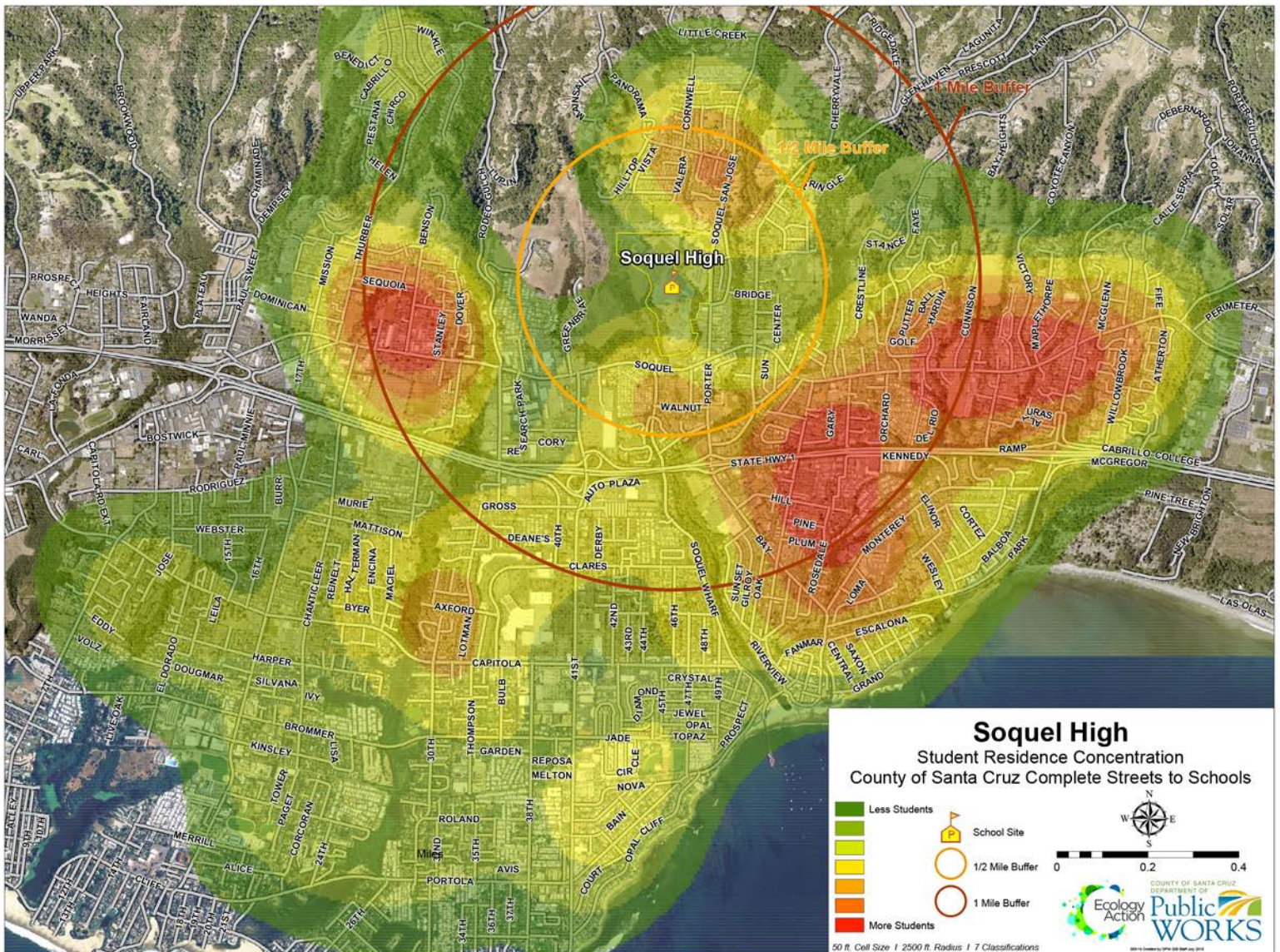
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Santa Cruz City Schools

Soquel High

Soquel High is located just north of Soquel Village off Soquel San Jose Road. Its students come from the Live Oak and Soquel neighborhoods and the city of Capitola (see the below map).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9-12	1173	25.1%	31.3%	12%

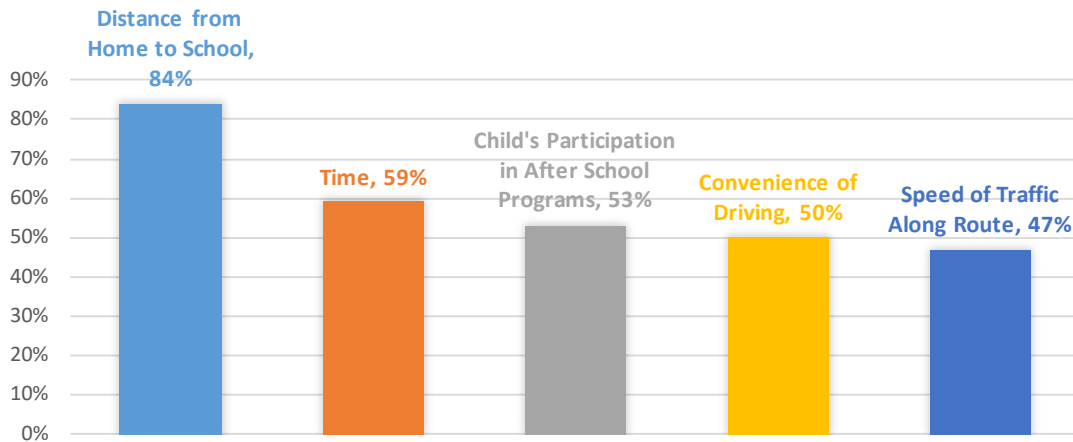


### Parent Survey

Soquel High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October 2018. 56 surveys were received. The full survey report is in Appendix 2.

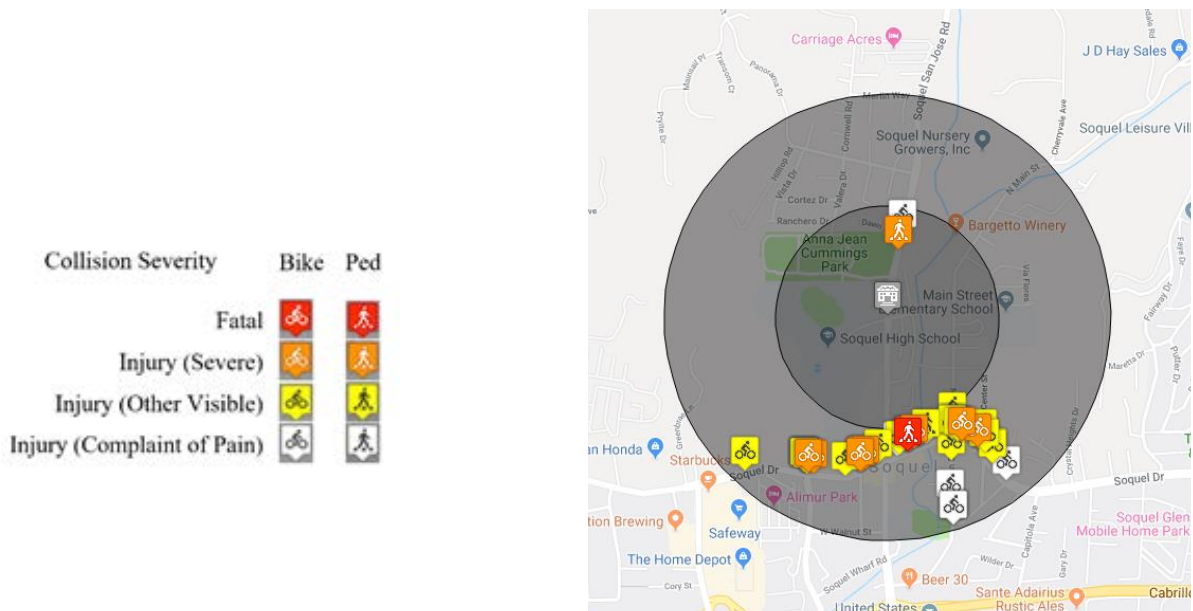
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR SOQUEL HIGH PARENTS



### Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Soquel High between 2006 and 2016. During this ten-year period, there were six pedestrian collisions, 49 bicycle collisions, eight severe injuries, and one fatality.



## Existing Infrastructure Conditions

### Motorist Conditions

- There is a drop-off loop in the school parking lot and a student parking lot at the north end of campus.
- Soquel Drive is congested during the school drop-off period. Drivers drop off students in the Santa Cruz Hope Church parking lot and in the public parking area between Daubenbiss Avenue and Porter Street.

### Pedestrian Conditions

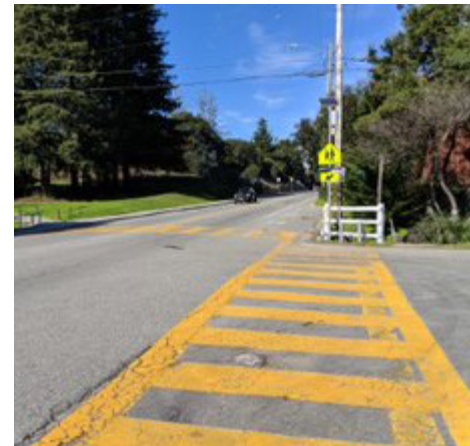
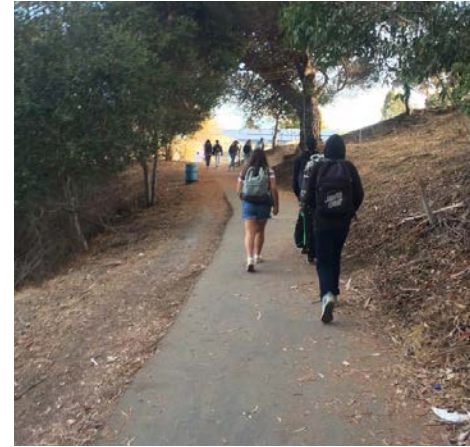
- There are two pedestrian pathways to campus: one starts at the end of the Santa Cruz Hope Church parking lot off Soquel Drive, and the other starts on Porter Street at Paper Mill Road. There is no lighting on either pathway.
- There are high-visibility yellow crosswalks at the intersections of Soquel San Jose Road and Oneil Lane and Soquel San Jose Road and Paper Mill Road.
- There is continuous sidewalk on both sides of Soquel Drive east of Daubenbiss Avenue. There is no sidewalk on the south side of Soquel Drive between 41st Avenue and Daubenbiss Avenue.
- There is continuous sidewalk on the west side of Porter Street/Soquel San Jose Road between Soquel Drive and the school driveway, and intermittent sidewalk on the east side.
- Sidewalks are missing from most of Paper Mill Road between Porter Street and the bridge that crosses Soquel Creek.

### Bicycling Conditions

- There are intermittent Class II bike lanes on Porter Street/Soquel San Jose Road between Soquel Drive and the school driveway.
- There are Class II bike lanes on Soquel Drive between the City of Santa Cruz and Aptos Wharf Road, with a short gap in the eastbound bike lane between Main Street and Center Street.

### Audit Observations

- The pathway from the Hope Church parking lot to campus is well used by students walking and biking. It is dark during the winter months and is too narrow for bicyclists and pedestrians to easily share the path. Students leave trash along the path and in the gulch next to it.



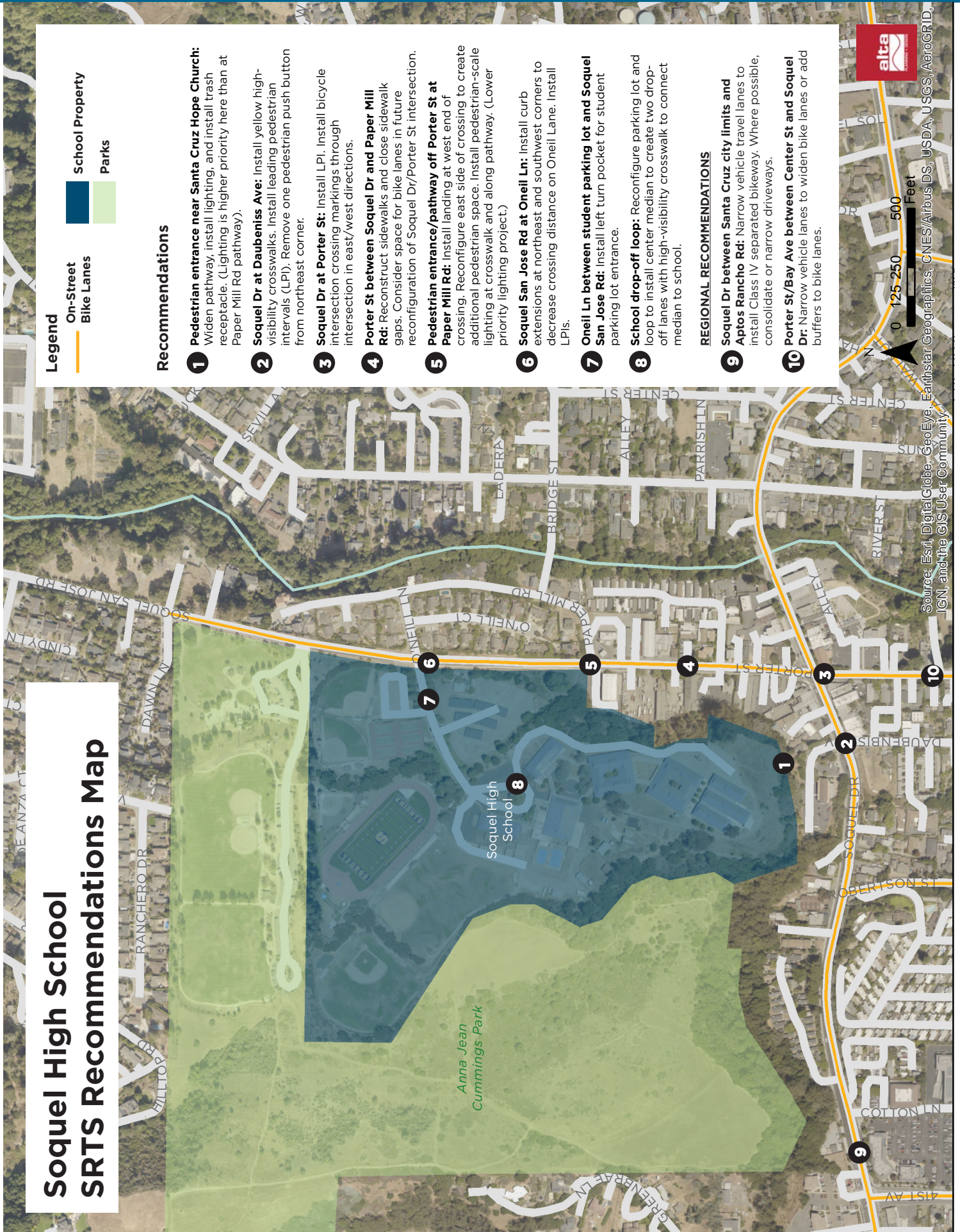
- The intersection of Soquel Drive and Daubenbiss Avenue is heavily used by students walking to school. Drivers were observed blocking the crosswalks while dropping off students on Soquel Drive.
- Students were observed walking in the street on the south side of Soquel Drive west of the school campus, where there is no sidewalk.
- The intersection of Soquel Drive and Porter Street is very congested before and after school. Drivers were observed running the red light to turn left from Soquel Drive onto Porter Street.
- The crosswalk on Porter Street at Paper Mill Road is well used by pedestrians. There is no landing on the east side of the crosswalk, and students stand in the street as they wait to cross. The pedestrian path to campus that starts at Porter Street is also dark during the winter months.
- Drivers leaving the school driveway pull into the crosswalk to make a right turn onto Soquel San Jose Road, creating conflicts with pedestrians in the crosswalk.
- Students waiting to turn left into the student parking lot on Oneil Lane blocked traffic to the school drop-off loop.

### Recommended Infrastructure Improvements around Soquel High

The following table lists recommendations for Soquel High, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Pedestrian entrance near Santa Cruz Hope Church	Widen pathway, install lighting, and install trash receptacle.
Soquel Drive at Daubenbiss Avenue	Install high-visibility yellow crosswalks. Install lead pedestrian intervals. Remove one pedestrian push-button from the northeast corner.
Soquel at Porter	Install lead pedestrian intervals. Install bicycle intersection crossing markings through the intersection in east–west directions.
Porter Street between Soquel Drive and Paper Mill Road	Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in future reconfiguration of the Soquel–Porter intersection (ROW acquisition and property redevelopment required).
Pedestrian entrance/pathway off Porter Street at Paper Mill Road	Install landing at west end of crossing. Reconfigure east side of crossing to create additional pedestrian space. Install pedestrian-scale lighting at crosswalk and along pathway.
Soquel San Jose Road at Oneil Lane	Install curb extensions at northeast and southwest corners to reduce crossing distance on Oneil Lane. Install lead pedestrian intervals.
Oneil Lane between student parking lot and Soquel San Jose Road	Install left-turn pocket for student parking lot entrance
School drop-off loop	Reconfigure parking lot and loop by installing center median to create two drop-off lanes with a high-visibility crosswalk connecting median to school.
	See countywide recommendations in Chapter 3 for Soquel Drive and Bay Avenue/Porter Street.

# Soquel High School SRTS Recommendations Map



### Legend

- On-Street Bike Lanes
- School Property
- Parks

### Recommendations

- 1 Pedestrian entrance near Santa Cruz Hope Church:** Widen pathway, install lighting, and install trash receptacle. (Lighting is higher priority here than at Paper Mill Rd pathway).
- 2 Soquel Dr at Daubeniss Ave:** Install yellow high-visibility crosswalks. Install leading pedestrian intervals (LPI). Remove one pedestrian push button from northeast corner.
- 3 Soquel Dr at Porter St:** Install LPI. Install bicycle intersection crossing markings through intersection in east/west directions.
- 4 Porter St between Soquel Dr and Paper Mill Rd:** Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in future reconfiguration of Soquel Dr/Porter St intersection.
- 5 Pedestrian entrance/pathway off Porter St at Paper Mill Rd:** Install landing at west end of crossing. Reconfigure east side of crossing to create additional pedestrian space. Install pedestrian-scale lighting at crosswalk and along pathway. (Lower priority lighting project).
- 6 Soquel San Jose Rd at Oneil Ln:** Install curb extensions at northeast and southwest corners to decrease crossing distance on Oneil Lane. Install LPIs.
- 7 Oneil Ln between student parking lot and Soquel San Jose Rd:** Install left turn pocket for student parking lot entrance.
- 8 School drop-off loop:** Reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school.

### REGIONAL RECOMMENDATIONS

- 9 Soquel Dr between Santa Cruz city limits and Aptos Rancho Rd:** Narrow vehicle travel lanes to install Class IV separated bikeway. Where possible, consolidate or narrow driveways.
- 10 Porter St/Bay Ave between Center St and Soquel Dr:** Narrow vehicle lanes to widen bike lanes or add buffers to bike lanes.

0 125 250 500 Feet

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

## Soquel Union School District

Audits for three Soquel Union School District schools were conducted by Kimley Horn and the County of Santa Cruz in 2014. The findings and infrastructure recommendations below were developed through that process and are included in this Plan to simplify implementation for local agencies. All audit observations, recommendations, and maps are sourced from Main Street Elementary School: Safety Audit and Survey, 11.20.2014, Kimley Horn.

The following projects from the 2014 plan have been completed:

- Speed feedback signs installed on Main Street to the north and south of Main Street Elementary.
- Sidewalk installed on the west side of Main Street north of Bridge Street.
- Rectangular rapid flashing beacon installed on Main Street crossing in front of the school.
- Crosswalk refreshed on the north leg of the intersection of Main Street and Bridge Street.
- Crosswalk installed on the east leg of the intersection of Main Street and Bridge Street.
- Pedestrian ramps installed at the intersection of Main Street and Bridge Street.
- Vegetation trimmed along Main Street to improve visibility.
- School signage updated around Main Street Elementary.
- School speed limit signs installed on Porter Street near Soquel Elementary.
- Rectangular rapid flashing beacon installed on Porter Street at Walnut Street.

Soquel Union School District

Main Street Elementary School

Main Street is located on North Main Street in a residential area of Soquel.

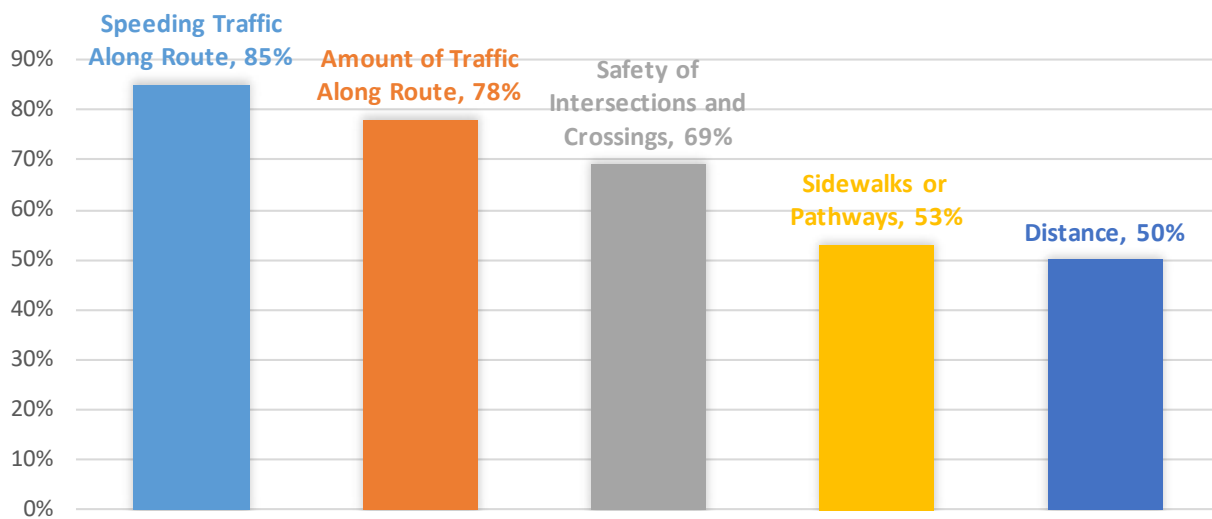


Parent Survey

Main Street parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in the spring of 2018. 107 surveys were received. The full survey report is in Appendix 2.

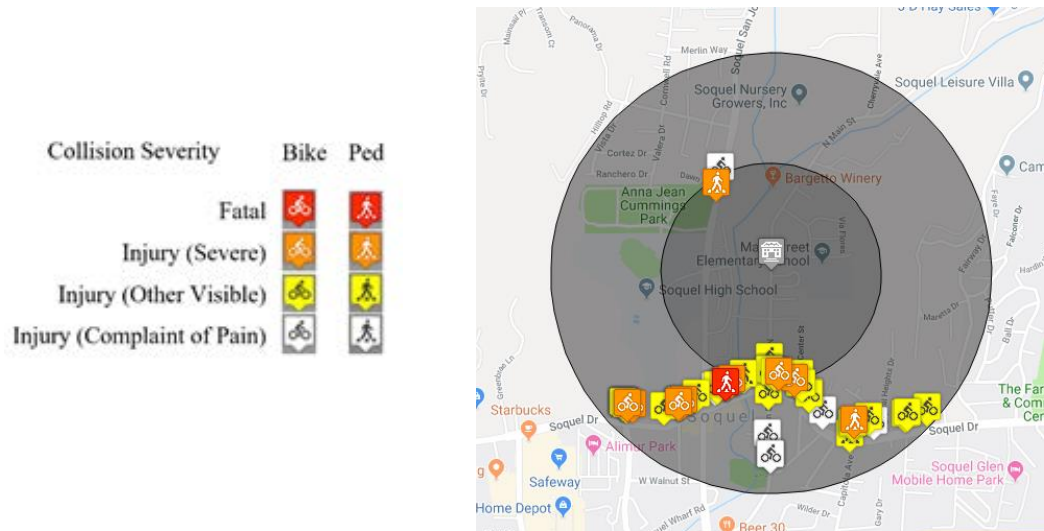
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

TOP FIVE ISSUES FOR MAIN STREET PARENTS



## Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Main Street Elementary between 2006 and 2016. During this ten-year period, there were nine pedestrian and 55 bicycle collisions. There were nine severe injury collisions and one fatality.



## Existing Infrastructure Conditions and Audit Observations

### Main Street (between Glen Haven Road and Soquel Drive)

- This section of Main Street experiences moderate pedestrian activity and moderate parking activity by parents.
- The school parking lots are located off Main Street north of Ladera Lane. The parking lot has a separate area for faculty and staff and a parking area for parents to park while they walk their children to class. There are two locations for student drop-off and pick-up. It was observed that the larger outer loop was used more than the smaller inner one. The queues for drop-up and pick-up extended onto Main Street as far as Bridge Street. The queues are managed by a school-assigned staff member who sets out cones and uses the curbside no-parking area before the school entrance to manage traffic while minimizing the impact on north-south traffic on Main Street.
- A lot of pedestrian activity was observed in the exit driveway, which has no sidewalks. Sidewalks might be recommended adjacent to the exit driveway.
- There is no parking along Main Street between the school driveway and Bridge Street from 1:30 to 3:30 pm. Parents parked along Bridge Street or Via Gatos.
- The intersection of Main Street and Bridge Street has a yellow school crosswalk on the north leg, but it was observed that motorists often did not comply with the crossing.
- On the east side of Main Street, there are no sidewalks south of Bridge Street. It is recommended that a sidewalk or pedestrian pathway be installed to close this gap.

### Center Street (between Bridge Street and Soquel Drive)

- This section of Center Street experiences a moderate level of vehicle traffic.
- It was noted during the field audits that parents would use Center Street rather than Main Street.
- There were comments about possibly adding bike facilities on Center Street. Center Street is not wide enough to accommodate bike lanes, but bike sharrows might be an option.
- The intersection of Center Street and Soquel Drive was identified as not very pedestrian friendly. Due to the lane’s geometry, vehicles may make westbound right turns very fast. The crosswalk paint at this intersection is faded, and vehicles do not always stop at the crosswalks.



### Via Gatos (between Sevilla Drive and Via Flores)

- This section of Via Gatos experiences moderate parking activity by parents.
- There is access to the school via stairs on Via Gatos. It was observed that parents would park along Via Gatos to wait for students.
- Drop-off and pickup activities along Via Gatos are discouraged by the school and by signs posted outside school grounds. However, some students and parents still use this location as an alternative to the school parking lot and Main Street for drop-off and pick-up.



### Observations about walking and biking activities near the school campus

- Signage: The school zone signage is generally well maintained, although it was observed that not all the school zone and school crossing signs were consistent with current California MUTCD signage recommendations.
- Walking to campus: Observations and the experiences of the site council indicated that a moderate number of students walk to and from campus daily, and this is the most highly used transportation mode after parents driving personal vehicles. In addition, many students and parents were observed parking off the campus on adjoining roadways and walking to the school.
- Biking to campus: A moderate number of students were observed riding bikes or scooters to and from school. Bike racks are located near the front of the school’s drop-off and pick-up area. These racks appear to experience moderate to heavy daily usage, and additional long-term bike storage may be required if more students choose to use bikes or scooters to get to school.

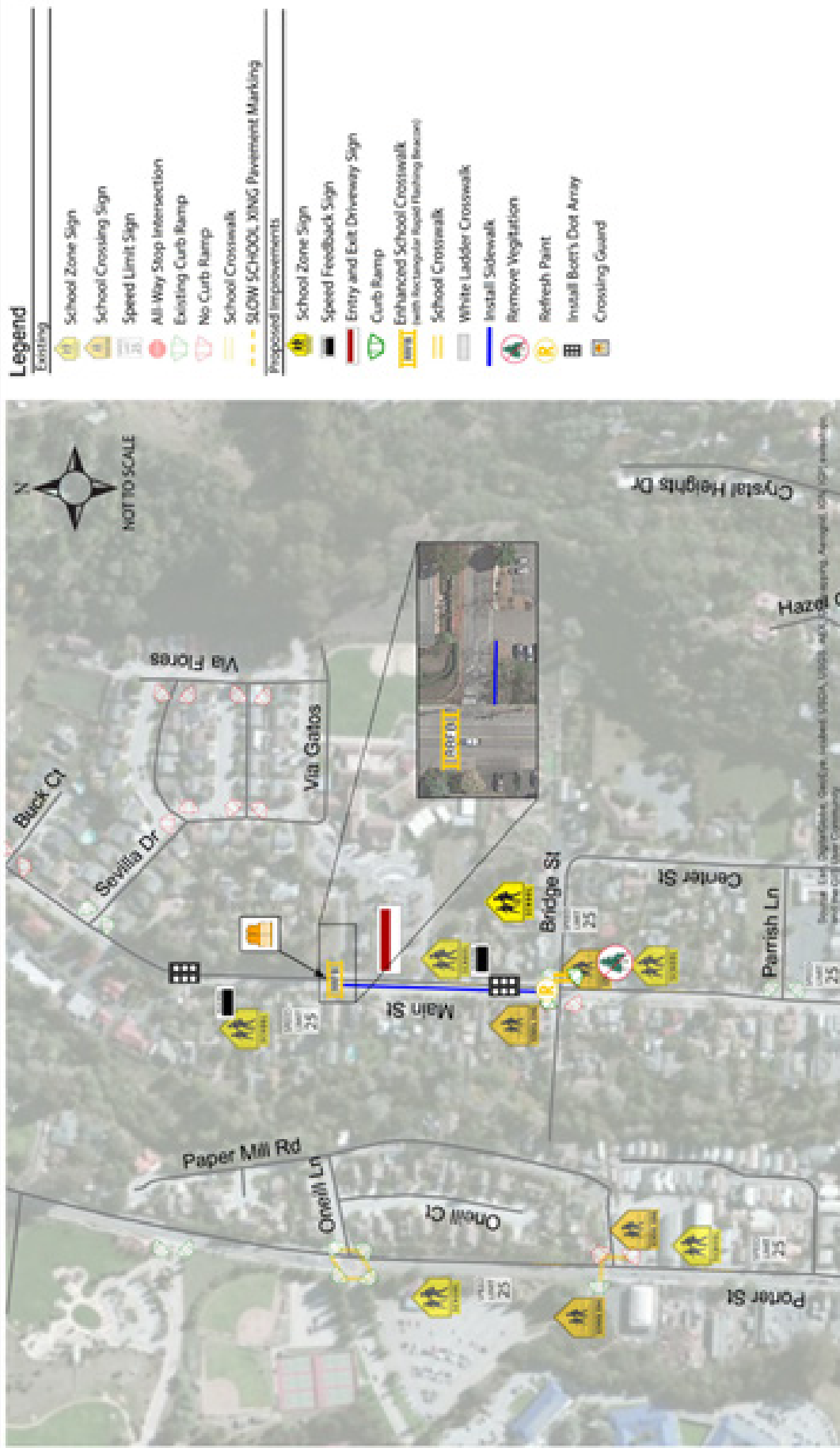


## Recommended Infrastructure Improvements for Main Street Elementary School

The following table lists recommendations for Main Street, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Main Street in front of school	Put a crossing guard at the rectangular rapid flashing beacon crossing in front of the school.
Main Street at the school driveway exit	Move the stop bar and install hatching between Main Street and the new stop bar. This will create more space between vehicles exiting the school parking lot and pedestrians walking along Main Street.
School drop-off loop	Install "Entry only" and "Exit only" signs to prevent drivers from entering through the wrong driveways.
Bridge Street	Install a "School zone" sign on Bridge Street near the intersection with Main Street to notify motorists that they are entering a school zone, as many parents from east of the school use Center Street and Bridge Street to drop students off.
Bridge Street at north leg of intersection of Soquel and Center	Repaint the two crosswalks on the north legs of Soquel Drive and Center Street. Improve the pedestrian experience by shortening the crossing distance for the north leg. Tighten turning radius at the northeast corner and expand the pork-chop in the northwest corner to further shorten the crossing distance.
School campus	The on-campus parking supply and setup was reviewed, in part to judge whether the faculty/staff parking lot should be converted to a parent/guest parking lot. It was determined that the lot is heavily used, and its removal would most likely cause more all-day parking on adjacent streets.
School drop-off loop	Although the primary goal of the Walk and Bike Audit is to encourage additional walking and biking through safety improvements to physical roadway features, the general safety of school areas is also observed. The Main Street Elementary parking lot has two lanes for drop-off and pick-up. The pick-up plan should be reviewed to determine how to better use both pick-up loops. More parents use the larger loop immediately adjacent to the school buildings for drop-off and pick-up. The school may consider a pick-up system sorted by grade to make better use of the smaller loop and more efficiently move vehicles through the parking lot.
General	To aid in the enforcement of the speed limit along Soquel Drive, the County plans to conduct a revised Engineering and Traffic Survey in early 2015. This evaluation is required to enforce the posted speed limit and will assist the California Highway Patrol with enforcement in the school area.
School drop-off loop	Reconfigure parking lot and loop by installing center median to create two drop-off lanes with a high-visibility crosswalk connecting median to school.
	See countywide recommendations in Chapter 3 for Soquel Drive and Bay Avenue/Porter Street.

Main Street Elementary School Safe Route to School Safety Audit and Survey

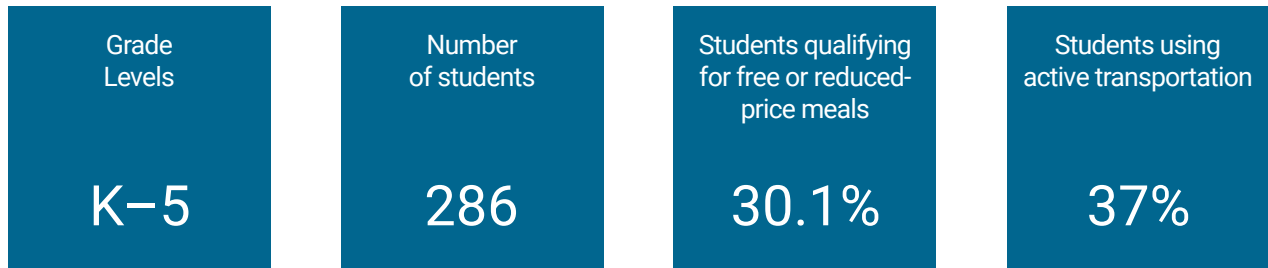


Proposed SRTS Elements (Near School)

## Soquel Union School District

### Santa Cruz Gardens Elementary

Santa Cruz Gardens is located in a residential neighborhood on the inland side of Highway 1.

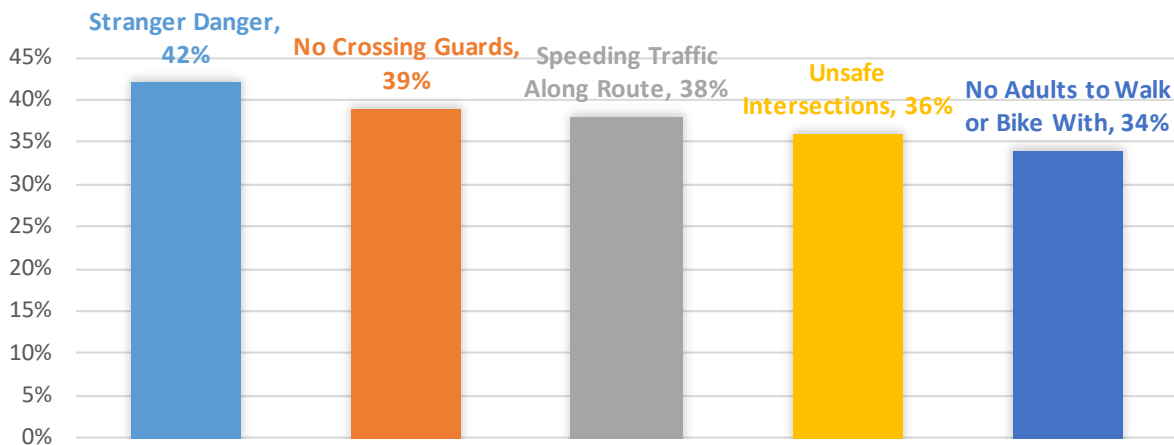


### Parent Survey

Santa Cruz Gardens parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in the spring of 2014. The full survey report is in Appendix 2.

The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

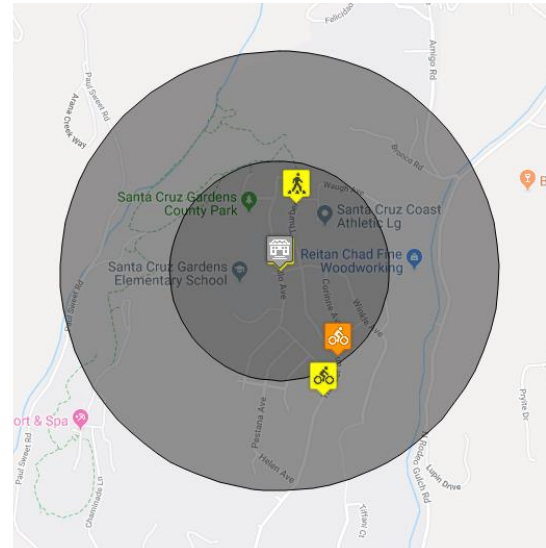
### TOP 5 ISSUES FOR SANTA CRUZ GARDENS PARENTS



## Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Santa Cruz Gardens Elementary between 2006 and 2016. During this ten-year period, there was one pedestrian and no bicycle collisions. There were no severe injury collisions or fatalities.

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



## Existing Infrastructure Conditions and Audit Observations

### Winkle Avenue (between Cabrillo Avenue and Kenny Avenue)

- This section of Winkle Avenue experiences moderate pedestrian activity and moderate parking activity by parents.
- It was observed that parents parked along Winkle Avenue to walk students to campus.
- The school parking lot is located off Winkle Avenue, west of the Winkle Avenue and Cabrillo Avenue intersection. The parking lot is used by faculty, staff, and parents and has approximately 40 striped parking spaces and several undesignated parallel parking spaces. There is a location for student drop-off and pick-up. It was observed that parents waiting to park their vehicles would block the entry aisle for people going to the drop-off and pick-up location.
- Pedestrians can access the school through the pedestrian gate south of the driveway gate on Winkle Avenue; however, there is a secondary fence that is difficult for bicycles and strollers to maneuver around. There is a sidewalk on the north side of Winkle Avenue, but it has no access to the school.
- The intersection of Winkle Avenue and Cabrillo Avenue is a two-way stop on Cabrillo Avenue. There is no curb ramp on the northwest corner, so it is recommended that one be installed as a gap closure. It was observed that pedestrians would use the crossings at this intersection to access the pedestrian gate on the south side rather than trying to squeeze through the north side gate.

- The intersection of Winkle Avenue and Thurber Lane is a four-way stop. Currently, there are white crosswalks on all four legs. There is no stop bar on the north leg. It was observed that many motorists do not come to a complete stop but a “rolling stop” at this intersection. It is recommended that the crosswalk be painted yellow to indicate a school crossing.

### Cabrillo Avenue (between Katherine Lane and Germaine Avenue)

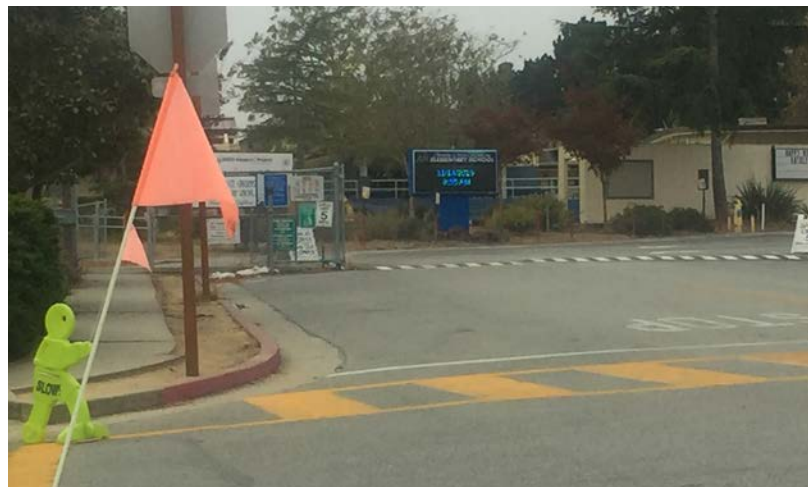
- This section of Cabrillo Avenue experiences moderate pedestrian activity and moderate parking activity by parents.
- It was observed that parents would park along Cabrillo Avenue to walk students to school.

### Thurber Lane (between Cabrillo Avenue and Kenny Avenue)

- This section of Thurber Lane experiences moderate pedestrian activity and high vehicular activity.
- There is heavy traffic on Thurber Lane coming from the south. This traffic caused some vehicles to queue up to make a northbound left onto Winkle Avenue.
- The speed limit along Thurber Lane is 30 mph south of Winkle Avenue and 25 mph north of Winkle Avenue. It was mentioned during the field audits that there is a speeding problem on Thurber Lane.

### Observations about walking and biking activities near the school campus

- Signage: The school zone signage is generally well maintained, although it was observed that some school zone and school crossing signs were not consistent with current California MUTCD signage recommendations. The signage intended to control school-related activities, such as no parking signs and drop-off and pickup time signs, were much more faded and needed replacing or relocation.
- Walking to campus: Observations and the experiences of the site council indicated that a moderate number of students walk to and from campus daily, and this is the most used transportation mode after parents driving personal vehicles. In general, only students in nearby neighborhoods were observed to walk from their residences. Many students and parents were also observed to park off the campus on adjoining roadways and walk to the school.



- Biking to campus: A much smaller percentage of students bike to and from school. The bike racks are not heavily used on a daily basis, and no additional bike racks are required at this time. The topology of the campus, which sits at the top of a plateau, makes biking difficult for elementary school students unless they live relatively close to campus.

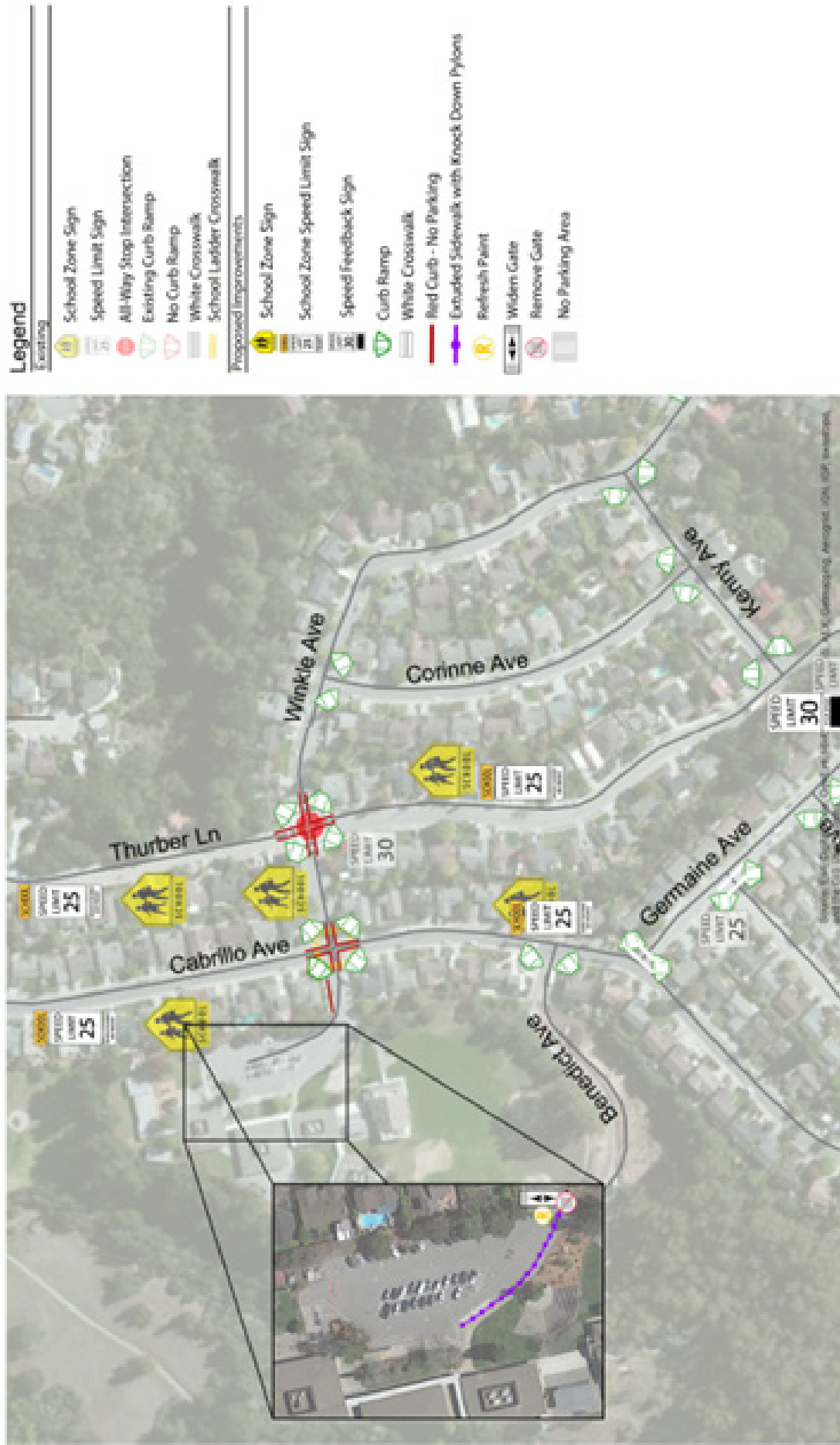
### Recommended Infrastructure Improvements for Santa Cruz Gardens Elementary

The following table lists recommendations for Santa Cruz Gardens, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Winkle Avenue and Thurber Lane	Install red curb striping to prevent cars from parking close to the intersection and increase visual recognition of pedestrians by turning vehicles. It is recommended that red curbs be installed 15 feet from each of the corners.
Winkle Avenue and Cabrillo Avenue	Install red curb striping to prevent cars from parking close to the intersection and increase visual recognition of pedestrians by turning vehicles. It is recommended that red curbs be installed 25 feet from each of the corners.
Winkle Avenue and Thurber Lane	Refresh the crosswalk paint at the intersection of Winkle Avenue and Thurber Lane, which is faded.
Winkle Avenue and Cabrillo Avenue	Install pedestrian ramps on the northwest corner of Winkle Avenue and Cabrillo Avenue as a gap closure.
North side of Winkle Avenue east of school gate	Install red curb striping and a “No parking” sign on the north side of Winkle Avenue, just east of the school gate.
Cabrillo Avenue, 500 feet north and south of school	Install school speed limit signs 500 feet from the school along Cabrillo Avenue, south of Benedict Avenue for northbound traffic and north of Winkle Avenue for southbound traffic.
Thurber Lane, 500 feet north and south of school	Install school speed limit signs 500 feet from the school along Thurber Lane, south of Winkle Road for northbound traffic and north of Winkle Avenue for southbound traffic.
Thurber Lane	Install speed feedback signs on Thurber Lane. For northbound traffic, the sign should be near the school speed limit sign in the previous item. For southbound traffic, the sign should be north of Kenny Avenue.
Germaine Avenue and Pestana Avenue; Germaine Avenue and Cabrillo	Install pedestrian crossings to indicate to drivers the dedicated area for pedestrians crossing the roadway. Crosswalks should be installed on the south leg of the Germaine Avenue and Pestana Avenue intersection and the east leg of the Germaine Avenue and Cabrillo Avenue intersection.
School parking lot	Widen the vehicle gate. The opening of the school’s gate for vehicular traffic is too narrow for two vehicles and a bicycle to pass through at the same time. The north half of the gate should be aligned with the curb of the north sidewalk to create more space.

School parking lot	Remove second fence at pedestrian gate, where pedestrians must maneuver around two fences. The second, inner fence is an obstruction for people with bicycles or strollers. The second, inner gate should be removed and the first gate widened to the full width of the crosswalk to improve pedestrian accessibility. For security purposes, the newly widened pedestrian access could include a swing gate to be locked at the same time as the vehicle rolling gate.
School parking lot	Refresh the paint on the crosswalks in the parking lot, which is faded.
School parking lot	Install extruded curb. There is currently a hatched area for pedestrians in the southern portion of the school parking lot, between the front door of the school and the pedestrian access near the front gate. An extruded sidewalk should be placed at a one-foot offset from the existing hatched area and knock-down pylons placed every 100 feet to provide a buffer and a wider area for pedestrian activity. In addition, the hatching can be removed during the next paving project.
School parking lot	Add no-parking hatching in the school parking lot, in areas where there is not proper spacing for both a parked car and a car driving through the lot, and remove the “No parking” signs.
General	Some of the school-related roadway signage does not conform with the current version of the California Manual on Uniform Traffic Control Devices (MUTCD). This includes updates to sign text and images, and standards for retro-reflectivity. Future efforts to fund the elements of this plan should also inventory the status of the current school signage and update all signs to the current standards. Specifically, many school zone and school crosswalk signs in the area are based on old standards and should be updated as other elements of the SRTS plan are implemented.
School drop-off loop	Although the primary goal of the Walk and Bike Audit is to encourage additional walking and biking through safety improvements to physical roadway features, the general safety of school areas is also observed. Santa Cruz Gardens would benefit greatly from a redesigned parking lot to increase the safety of students, parents, and staff during drop-off and pickup periods. Specifically, a new design for parking and traffic should be evaluated to determine whether it can be geometrically altered to meet standards and provide additional parking. The new aisle could be designated for staff parking only, so no turnover in parking spaces would occur during drop-off and pick-up, increasing the efficiency and flow of the vehicle queue during these periods. Concurrent with the new design, revised vehicular drop-off and pick-up procedures are recommended. A plan developed in concert between school staff and parent representatives and distributed to parents each semester would improve vehicular circulation around the school campus.

Santa Cruz Gardens Elementary School Safe Route to School Safety Audit and Survey

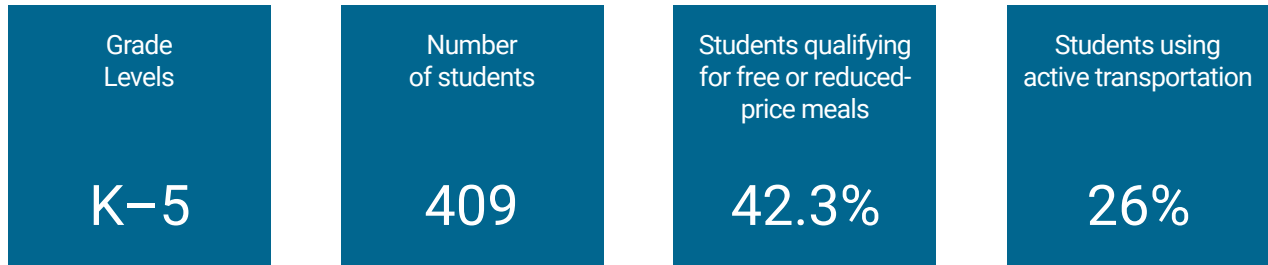


Proposed SRTS Elements (Near School)

## Soquel Union School District

### Soquel Elementary School

Soquel Elementary is located on a busy arterial in the heart of Soquel Village.

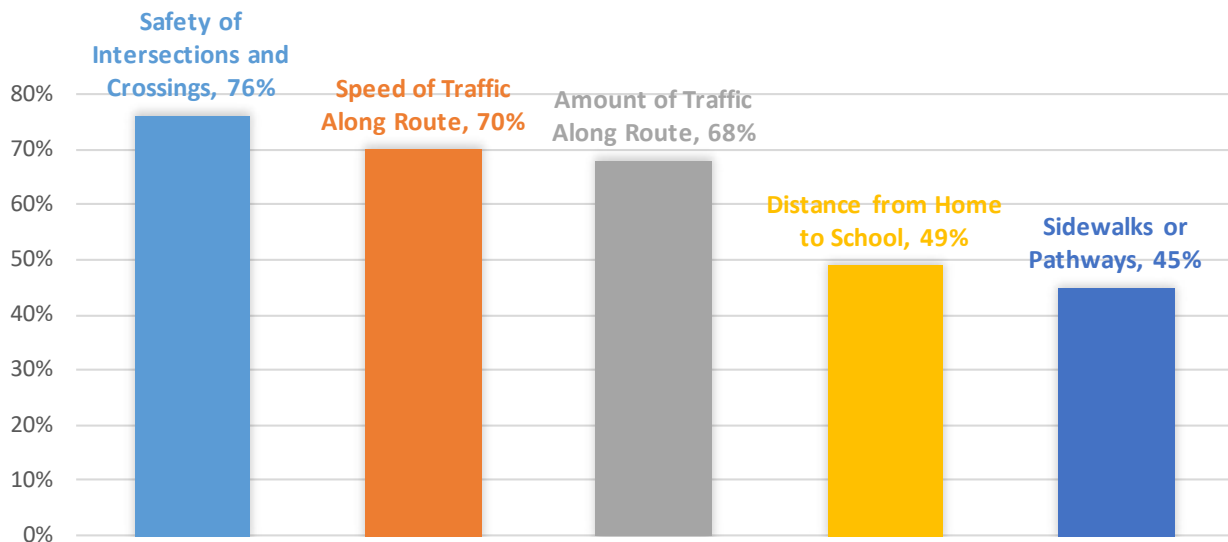


### Parent Survey

Soquel Elementary parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in the spring of 2016. 122 surveys were received. The full survey report is in Appendix 2.

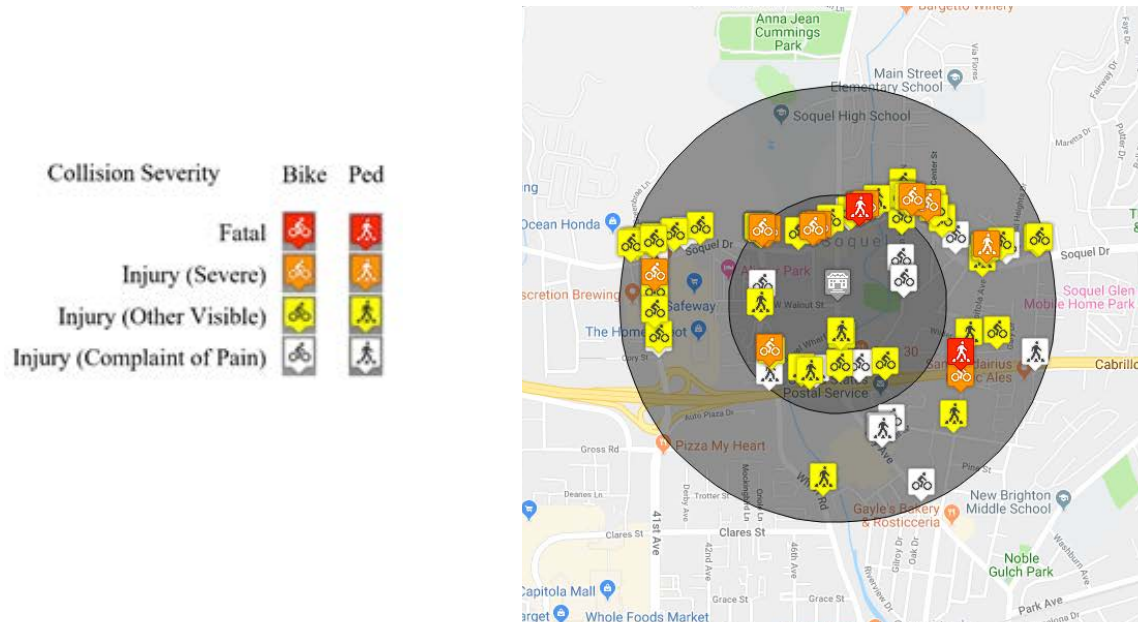
The survey asked parents to select the most important issues in their decision whether to allow their children to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.

### TOP FIVE ISSUES FOR SOQUEL ELEMENTARY PARENTS



## Collision Data

The map below shows bicycle and pedestrian collisions within one half-mile of Soquel Elementary between 2006 and 2016. During this ten-year period, there were 27 pedestrian and 83 bicycle collisions. There were 11 severe injury collisions and two fatalities.



## Existing Infrastructure Conditions and Audit Observations

### Porter Street (between Soquel Drive and Hill Street)

- This section of Porter Street experiences a moderate level of pedestrian and bicycle activity.
- The intersection of Porter Street and Walnut Street has a stop on Walnut Street with a rectangular rapid flashing beacon (RRFB) crosswalk (installed in the summer of 2014) and a crossing guard. It was observed that parents would park along Walnut Street and walk students through the crosswalk. It was mentioned that the lights for the crosswalk do not work; this was fixed with the new RRFB installation over the summer.
- The school parking lot is located north of the intersection of Porter Street and Soquel Wharf Road. The parking lot is used by faculty and staff and is available for parents to park and walk students into school. There is also a drop-off and pick-up area.
- Porter Street is heavily travelled by both school-related traffic and citywide commute traffic.

### Main Street (between Soquel Drive and Porter Street)

- This section of Main Street experiences a moderate level of pedestrian activity and moderate level of parking activity by parents.
- There are no sidewalks on the east side of Main Street north of Walnut Court.

- The intersection of Main Street and Walnut Court is all-way stop controlled with white crosswalk markings. There is a crossing guard at this intersection. The crossing guard alternates using the north and south crosswalks. The crosswalk markings at this intersection should be yellow school markings. Many parents use this location for drop-off and pick-up.

### Soquel Wharf Road (between Robertson Street and Porter Street)

- This section of Soquel Wharf Road experiences a moderate level of vehicular traffic from the west.
- The intersection of Porter Street and Soquel Wharf Road has a stop sign on Soquel Wharf Road. It was observed that vehicles heading east on Soquel Wharf Road would drive straight through Porter into the school entrance driveway.
- During the field audit, it was mentioned that there have been multiple collisions involving vehicles with cyclists and pedestrians at this intersection.

### Walnut Street (between Robertson Street and Porter Street)

- This section of Walnut Street experiences a high level of parking activity by parents.
- Many parents park along Walnut Street and walk students to school using the yellow school crossing at Porter Street. Businesses along Walnut Street have expressed concern about the amount of parking during the afternoon pick-up period.

### Additional observations about walking and biking activities near the school campus

- Signage: The school zone signage is generally well maintained, although it was observed that not all the school zone and school crossing signs are consistent with current California MUTCD signage recommendations.
- Walking to campus: Observations and the experiences of the site council indicated that a moderate number of students walk to and from campus daily, and this is the most used transportation mode after parents driving personal vehicles. In addition, many students and parents were observed to park off campus on adjoining roadways and walk to the school.
- Biking to campus: A much smaller percentage of students were observed to bike to and from school. Bike racks are located near the picnic tables in the back of the school. They are not heavily used on a daily basis, and no additional racks are required at this time.



### Recommended Infrastructure Improvements for Soquel Elementary School

The following table lists recommendations for Soquel Elementary, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Porter Street	Install “Yield to pedestrian” signs north and south of the crosswalk, as it was observed that vehicles along Porter Street did not always yield to pedestrians at the crossing in front of the school.
School driveway	Install “Exit only” and “Do not enter” signs to clearly mark the exit driveway. The school’s entrance and exit driveways are not clearly marked, which causes drivers heading from the south to miss the entrance driveway and potentially enter through the exit driveway.
School driveway	<p>Install a wayfinding sign near the entrance driveway. The school’s entrance and exit school driveways are not clearly marked, which causes drivers heading north on Porter Street to miss the entrance. The sign should have the following elements:</p> <ul style="list-style-type: none"> <li>• Text such as “Entrance only.”</li> <li>• The school name or logo.</li> <li>• The sign should be clearly visible from the south end of the bridge that is immediately south of the school property on Porter Street. This is the first location where traffic heading north can identify the entrance driveway, and the sign should be sized and placed to make it clearly visible from this location to maximize recognition of the upcoming driveway and school site.</li> <li>• Depending on the layout and type of sign, it may need additional elements to protect it from damage by passing vehicles.</li> </ul>
Porter Street and Main Street	Install school crossing. The crosswalks at the intersection of Porter and Main Street are white; it is recommended that they be striped yellow. It is also suggested that crossing flags be placed at this intersection. The flags will improve the visibility of pedestrians crossing at this intersection when the crossing guard is not present.
Porter Street and SR-1	Install “Yield to pedestrian” signs at the intersection of Porter Street and the SR-1 eastbound off-ramp and at the intersection of Porter Street and the SR-1 westbound on-ramp, as it was observed that vehicles exiting SR-1 and turning north did not always yield to pedestrians crossing the intersection.
SR-1 underpass	Improve lighting at freeway underpass. There is lighting on the underpass for SR-1, but the lights are on only in the evening and night times. The lighting should be on during the morning drop-off period to improve visibility under the SR-1 bridge.
North of River Street and south of Walnut Street	Install school speed limit signs 500 feet from the school along Main Street, south of Walnut Street for northbound traffic and north of River Street for southbound traffic.
Main Street	Clear vegetation near the curb on the east side of Main Street to make curbside drop-off and pick-up easier.
Main Street and Walnut Street	Install school crossing. The crosswalks at the intersection of Main Street and Walnut Street are white; it is recommended that they be striped yellow.
Walnut Street and Main Street	Install “No U-turn” sign near the intersection of Main Street and Walnut Street, as it was observed that many parents dropped off their children and then made a U-turn at Walnut Street.
Soquel Drive and Walnut Street	Install a pedestrian crossing on the west leg of Soquel Drive and Walnut Street. Crosswalks indicate to drivers dedicated areas for pedestrians to cross intersections.
Soquel Wharf Road (east to west)	The minor approach of Soquel Wharf Road to the Soquel Wharf Road/Porter Street intersection has become one of the major traffic safety concerns around the school. Past incidents have mostly been related to vehicle conflicts with pedestrians and bicyclists in the pedestrians crossing over Soquel Wharf Road. The improvements below focus on reducing the area in which pedestrians are exposed to vehicle traffic and on slowing vehicle travel through the intersection.

Soquel Wharf Road and Porter Road	Install "Left lane must turn left" sign, extend median, and redesign the existing pork chop island. High traffic was observed on Porter Road, which did not have adequate gaps for vehicles to make a through movement at Soquel Wharf Road safely. Soquel Wharf Road should permit only left and right turns at Porter Road. On Porter Street, the median should be extended north 4 feet. On Soquel Wharf Road, there should be pavement marking indicating left turns only in the left lane, a "Left lane must turn left" sign on the median. Finally, the pork chop island should be redesigned to slow traffic turning right onto Porter Street. Traffic was observed to often roll through the stop sign and not yield to pedestrians. Along with the recommended crosswalk striping and stop bar placement, the right turn should be redesigned to a more typical 90-degree corner, making a rolling stop more difficult and shortening the crossing distance for pedestrians.
West leg of Soquel Wharf Road and Porter Street	Install enhanced pedestrian crossing: Enhanced pedestrian crosswalks indicate to drivers the dedicated areas for pedestrians to cross the intersection. It is recommended that the current crosswalk on the west leg of Soquel Wharf Road and Porter Street be refreshed and updated to an enhanced crosswalk striping.
West leg of Soquel Wharf Road and Porter Street	Move the stop bar on the west leg of the intersection of Soquel Wharf Road and Porter to be offset up to 5 feet from the intersection to provide better visibility of pedestrians stopping to cross the intersection.
Soquel Wharf Road	Install school speed limit signs 500 feet from the school along Soquel Wharf Road.
General	Some of the school-related roadway signage does not conform to the current version of the California Manual on Uniform Traffic Control Devices (MUTCD). This version includes updates to sign text and images, and standards for sign retro-reflectivity. It is recommended that future efforts to fund the elements of this plan also inventory the status of the current school signage and update all signs to current standards. Specifically, many of the school zone and school crosswalk signs in the area are based on old standards and should be updated as other elements of the SRTS plan are implemented.
School pick-up/drop-off area	Although the primary goal of the Walk and Bike Audit is to encourage additional walking and biking through safety improvements to physical roadway features, the general safety of school areas is also observed. During the field audit, some minor changes to the school parking lot layout were discussed between school staff and district facilities staff as ways to increase the efficiency of the drop-off and pick-up lines and the faculty and staff parking. These changes were completed during the summer of 2014 and appear to have improved the traffic flow and reduced congestion in the parking lot. In general, the drop-off and pick-up lines for the school are managed efficiently and closely by school staff.

Soquel Elementary School Safe Route to School Safety Audit and Survey



## Chapter 5: Non-Infrastructure Recommendations

The project recommendations listed in the School Profiles section (Chapter 4) address engineering, the first of the Six E's. The remaining E's—education, encouragement, enforcement, evaluation, and equity—are equally important for increasing active transportation trips to school. The recommendations below are for all school sites and are divided by implementing agency as well as by the Six E's. In some cases, the same recommendations are listed under multiple organizations that could take the lead on implementing them. Non-infrastructure recommendations that target an individual school site are included in the School Profiles section.

### City of Scotts Valley/County of Santa Cruz Public Works and Public Health

#### Encouragement

- Participate in a city- and countywide traffic safety education campaign, such as Street Smarts, that includes information on how to use new infrastructure such as roundabouts, bike boxes, and sharrows.
- Host or provide support for community bike ride events.
- Adjust service times to avoid school drop-off periods (trash pickup, street sweeping).

#### Evaluation

- Pursue funding for level of traffic stress analyses in order to gain a greater understanding of the most and least comfortable roadways for bicyclists.
- Consider adopting a Vision Zero policy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

### California Highway Patrol and Scotts Valley Police Department

#### Enforcement

- Conduct targeted traffic enforcement near schools at the start of the school year.

### School Districts

#### Encouragement

- Adopt district-wide policies supporting active transportation projects and programs.
- Designate a staff person as the Safe Routes to Schools (SRTS) contact. This person will work with an SRTS coordinator at each school site.

#### Enforcement

- Reassess crossing guard funding structures to ensure at least one crossing guard per school for both morning drop-off and afternoon release times.

#### Equity

- Ensure that all drop-off and pick-up signage is bilingual (English and Spanish).

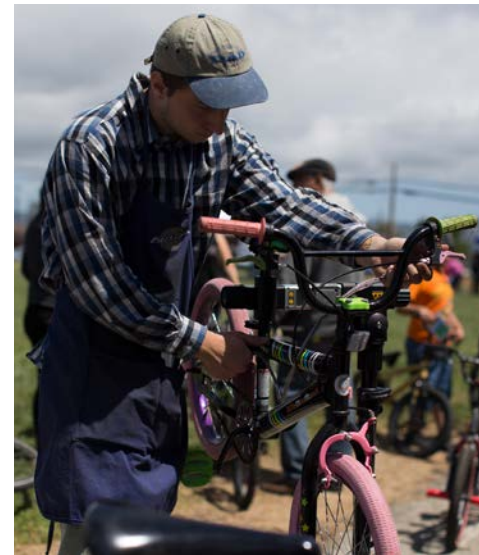
## School Sites

### Education

- Distribute traffic circulation plans and bike and pedestrian safety information to parents at the beginning of the school year through all possible communication channels (email, handouts, PeachJar, parent meetings, back to school nights, etc.).
- Conduct school safety assemblies at the beginning of the school year to go over safe walking, biking, and driving practices.
- Pass out bike maps, resource lists, and bike parking information to students every fall, and host regular bike and pedestrian safety clinics, bike safety checks, and helmet distributions.
- Include information on transit options, shared mobility (such as bike share), scooter and skateboard safety, and e-bike safety as part of education programs. Include active transportation information in events such as back to school nights, health and wellness fairs, Earth Day, etc.
- Develop a curriculum for teaching students about the climate and health impacts of transportation, transportation infrastructure, and the built environment.
- Offer bike tech courses at high schools to teach bike maintenance skills and train students for careers in the bike industry.

### Encouragement

- Designate a staff person as the Safe Routes to Schools (SRTS) coordinator. This person will work with the SRTS district contact, local non-profits, and city and county staffs.
- Host biannual bike and walk to school days. Consider monthly events at schools that have strong support and participation.
- Develop incentive programs for good behavior before and after school, such as good drop-off behavior, helmet use, etc. For example, a Walk and Roll Hall of Fame.
- Promote walking/rolling school bus programs, with incentives for participation.
- Promote school carpool programs for students and families, with incentives for participation such as priority parking spaces and drop-off lanes.
- Establish and encourage use of park-and-walk or -ride locations.
- Promote and incentivize middle and high school bike clubs, mountain bike clubs, and skateboard clubs.



- Promote and incentivize family walking and biking groups to encourage more eyes on the street.
- Charge parking permit fees for high school students, and use the funds to support active transportation projects and programs.
- Adjust school freight delivery times to avoid drop-off periods.

### Enforcement

- When possible, have teachers or volunteers help with traffic control in school parking lots 15 minutes before school and 15 minutes after release.
- Pursue AAA school safety patrol programs (Del Mar Elementary is a model).

### Equity

- Provide bilingual materials and staff members for all programs.

## Non-Profits & County Public Health

### Education

- Develop programs and events to provide parents and guardians with traffic safety education, such as the following:
  - Community traffic safety education events on weekends.
  - Traffic safety messaging in existing parent meetings and events, such as Back to School Night and Home and School Clubs.
  - Staff members offering traffic safety education at schools during drop-off.
- Pass out bike maps, resource lists, and bike parking information to students every fall, and conduct regular bike and pedestrian safety clinics, bike safety checks, and helmet distributions.
- Offer pedestrian safety training to 2nd-graders, including classroom education and on-blacktop or neighborhood walking instructions taught by certified safety instructors.
- Offer bicycle safety training to 5th-graders, including classroom education and on-bike safety rodeos taught by certified safety instructors.
- Develop a vertical active transportation education program that has specific safety messaging for every grade level.
- Pursue a train-the-trainer model to teach staff members, schoolteachers, Boys and Girls Club leaders, and others to share bike and pedestrian safety information.
- Develop a curriculum for teaching students about the climate and health impacts of transportation, transportation infrastructure, and the built environment.
- Develop countywide standardized crossing guard training that reflects students' safety education. Ensure that parent volunteers are included.

- Promote the My Santa Cruz County program (County of Santa Cruz) and the Bicycle and Pedestrian Hazard Report program (countywide) that allow citizens to report bicycle and pedestrian hazards.

### Encouragement

- Host biannual bike and walk to school days. Consider monthly events at schools that have strong support and participation.
- Develop walking/rolling school bus programs, with incentives for participation.
- Develop a walking/rolling school bus toolkit and training presentation for parent volunteers.
- Develop school carpool programs for students and families, with incentives for participation.
- Promote and incentivize family walking and biking groups to encourage more eyes on the streets.
- Promote and expand after-school programs that provide bikes to students and teach bike safety and maintenance skills.
- Develop female-focused encouragement programs for middle and high school students to address the gender gap in bike ridership.
- Consider programs to provide free bus passes to students.
- Host or provide support for community bike ride events.

### Equity

- Provide bilingual materials and staff members for all programs.

## Santa Cruz Metro

### Encouragement

- Align Metro bus schedules with school start and release times.



## Chapter 6: Funding and Implementation

### Anticipated Future Funding

The 2040 Regional Transportation Plan (RTP) produced by the Santa Cruz County Regional Transportation Commission identifies federal, state, and local funding sources for transportation projects in Santa Cruz County. The RTP also contains a list of all anticipated programs and projects needed to maintain and improve the transportation system over the next two decades. The cost of implementing the full list of countywide transportation needs is approximately \$7 billion, and the RTP estimates that \$3.75 billion in funding will be available through 2040.<sup>17</sup> Because the funding needs exceed the available funding, the RTP project list is divided into “constrained” projects, which are higher-priority and could be funded with anticipated revenues, and “unconstrained” projects, which cannot be implemented by 2040 without significant new funding. Bicycle and pedestrian projects and programs account for approximately 12% of the constrained project list.<sup>17</sup>

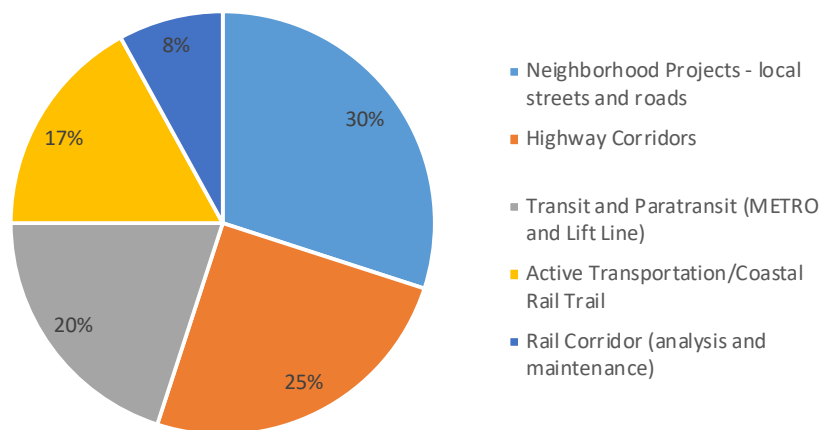
Projects from the Complete Streets to Schools Plan could potentially be funded through city- and countywide sidewalk, bike lane, and traffic-calming projects in the RTP. The County of Santa Cruz has \$7 million in constrained funding identified for countywide sidewalk projects and \$11 million for multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan. The City of Scotts Valley has \$2.6 million in constrained funding identified for citywide sidewalk projects and \$770k for citywide traffic-calming projects. Other bike and pedestrian improvements are also included in roadway and intersection projects in both the County and Scotts Valley.<sup>17</sup>

Implementing the projects in the Complete Streets to Schools Plan will require the Regional Transportation Commission, County of Santa Cruz, and City of Scotts Valley to leverage the funding identified in the RTP. The total cost of the projects in this Plan is more than \$35 million. This is significantly more than the \$21.3 million identified for general sidewalk, bike lane, and traffic-calming projects in Santa Cruz County and Scotts Valley. Cost estimates for most projects are provided in Appendix 3.

### Funding Sources

To address the ongoing shortfall in transportation funding, Santa Cruz County voters approved Measure D in 2016. Measure D institutes a half-cent sales tax that will provide approximately \$20 million annually for local transportation projects over the next 30 years. The funds are distributed by formula to cities, the County, Santa Cruz METRO, and other agencies, and funding in the Neighborhood Projects category can be used for Santa Routes to Schools projects.<sup>17</sup>

### Measure D Investment Categories



Source: 2040 Regional Transportation Plan Chapter 5: Funding our Transportation System. Santa Cruz County Regional Transportation Commission.

17. 2040 Santa Cruz County Regional Transportation Plan: <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>

The following table lists potential grant and program funding sources, as well as partnership opportunities, that can be used to implement the projects identified in this plan.

**LOCAL**

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Measure D Regional Sales Tax	X	X	X	X
Transportation Development Act	X	X	X	
City and County General Funds	X	X	X	X
Foundations	X	X	X	
Businesses and Corporations	X		X	
Developer Impact Fees	X			

**STATE**

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Active Transportation Program	X	X	X	
California Office of Traffic Safety			X	
AB 2766	X	X	X	
State Highway Operations and Protection Program (SHOPP)	X	X		
Surface Transportation Improvement Program (STIP)	X			

**FEDERAL**

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Surface Transportation Block Grant	X			
Regional Surface Transportation Program	X	X		
Highway Safety Improvement Program	X		X	
Better Utilizing Investments to Leverage Development (BUILD) Program	X			

## Implementation and Reporting

The projects included in this Plan may be implemented over time as funding becomes available. Leveraging local funds with additional grant funding will be critical for implementation. There is also the opportunity for the City of Scotts Valley and County of Santa Cruz to implement bicycle and pedestrian improvements as part of their street and road improvements.

Individual projects will be prioritized for funding through the RTP update process and the County and City Capital Improvement Program (CIP). Reporting on projects within the county of Santa Cruz will occur through an update to the Board of Supervisors during the annual CIP update process. Reporting on projects within the city of Scotts Valley will occur through an update to City Council during the annual CIP update process.

## Maintenance

The need for maintenance of bicycle and pedestrian facilities is often reported by residents walking and bicycling on local roadways. Santa Cruz County residents have several options for reporting bicycle and pedestrian hazards on local streets. The Santa Cruz County Regional Transportation Commission maintains the Bicycle and Pedestrian Hazard Report program, which is a webpage where any issue related to bicycle and pedestrian safety can be reported. Reports are forwarded to the appropriate jurisdiction for action.

Bicycle and pedestrian safety issues in unincorporated Santa Cruz County can also be reported through the My Santa Cruz County app or through the Public Works Department website.



## County of Santa Cruz Maintenance Policies

The County of Santa Cruz is responsible for maintaining pavement on roads that have been accepted for maintenance by the County. The County also maintains signage, signals, striping, guardrails, and other traffic safety devices, walls and other retaining structures, and drainage facilities serving the roadway.

The County of Santa Cruz currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair:

- Bike lanes that are contiguous with a County-maintained roadway are maintained by the County as part of the roadway.
- Separated bike paths off the roadway are not maintained by the County.
- Per the California Streets and Highways Code, the adjacent property owner is responsible for the maintenance of curbs, gutters, sidewalks, and adjoining walls along the frontage of their property.
- Per the Streets and Highways Code, a set amount of maintenance funding is provided by the gas tax, and the County is charged with maintaining the roadways as best as those funds allow. There is no specific standard to which a roadway must be maintained. Ideally, roads are ressealed every five to ten years to keep roadway pavement in good condition. The County works to maximize the funding it receives to provide the greatest benefit to the most road users.

## City of Scotts Valley Maintenance Policies

The City of Scotts Valley currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair. Facilities constructed on private property and programs implemented by others and outside of city jurisdiction are not maintained by the City.

- City streets, including bike lanes, are resurfaced and restriped in accordance with the CIP.
- Signage is maintained and replaced as needed.
- The City performs street sweeping quarterly and is currently negotiating to arrange for monthly street sweeping.
- The City clears bike lanes and sidewalks of debris as needed or reported.





## Appendices



For Immediate Release  
September 14, 2018

Contact  
Amelia Conlen, (831) 515-1351

**Help Get Kids to School Safely:  
Participate in Fall Safe Routes to School Planning in Santa Cruz County**

Santa Cruz, CA – Ecology Action, the County of Santa Cruz, City of Scotts Valley, and the Santa Cruz County Health Services Agency are partnering to create a Safe Routes to School Plan for 16 schools in Live Oak, Aptos and Scotts Valley. The plan will identify barriers preventing students from walking and biking to school safely and include a list of projects to improve safe access to schools. Parents, teachers, neighbors and concerned citizens are invited to attend one of three community meetings and provide input to create a comprehensive plan that reflects community needs.

Traffic collisions involving bicyclists and pedestrians are a serious issue in Santa Cruz County. In 2015 the California Office of Traffic Safety ranked Santa Cruz County #1 worst out of all California counties for bicycle collisions that caused injury or fatality. While biking and walking account for only 8% of trips in unincorporated Santa Cruz County, cyclists and pedestrians are involved in 26% of injury crashes.

The goal of this project is to gather community input and create a comprehensive plan for traffic safety improvements near schools. This allows the County of Santa Cruz and City of Scotts Valley to prioritize and build projects rather than responding to the traffic issue of the day. Having a Safe Routes to Schools Plan in place will also make the County and City more competitive for grant funding, which is available through Caltrans' Active Transportation Program. This project was modeled after a similar planning process in the City of Santa Cruz; after completing the plan, Santa Cruz received \$1.4M in grant funding to design and construct a variety of safety improvements around Santa Cruz City Schools.

Community members are invited to attend one of the project kickoff meetings on October 2<sup>nd</sup>, 4<sup>th</sup> and 10<sup>th</sup> to give input on traffic safety issues around schools. Dinner and childcare provided as well Spanish translation.

Tuesday, October 2<sup>nd</sup>, 6:30 – 8:00pm  
Live Oak Elementary, 1916 Capitola Road, Santa Cruz

Thursday, October 4<sup>th</sup>, 6:30 – 8:00pm  
Scotts Valley High, 555 Glenwood Drive, Scotts Valley

Wednesday, October 10<sup>th</sup>, 6:30 – 8:00pm  
Mar Vista Elementary, 6860 Soquel Drive, Aptos

[www.ecoact.org](http://www.ecoact.org) 831.426.5925

Following the kickoff meetings, walking audits will be held at each school to observe the school drop off and hear from parents and school administrators about specific safety issues. The planning team will present the list of recommendations to stakeholders and get their feedback in the spring of 2019, and the final plan will be presented to the City Councils in early 2020. This project is funded through a Caltrans Sustainable Transportation Planning Grant.

Find more information at [ecoact.org/planningcounty](http://ecoact.org/planningcounty), or contact Amelia Conlen at [aconlen@ecoact.org](mailto:aconlen@ecoact.org) or (831) 515-1351.

###



Feel **good** about her getting there.

**Join us in planning a safer way to school.**

Over the next two years, members of our community will create a Safe Routes to Schools plan for 16 schools in unincorporated Santa Cruz County and Scotts Valley to make it safer and easier for students to walk and bike to school. Join us for a public meeting to learn more about the planning process, share your concerns, and suggest ways to make walking and biking to school safer, easier, and more fun.



**Dinner, childcare, and Spanish translation provided.**

For more information and ways to participate in the process, visit [www.ecoact.org/planningcounty](http://www.ecoact.org/planningcounty)

<p><b>Tuesday, October 2</b>  <b>6:30 – 8:00pm</b>                  Live Oak Elementary                  1916 Capitola Rd, Santa Cruz</p>	<p><b>Thursday, October 4</b>  <b>6:30 – 8:00pm</b>                  Scotts Valley High                  555 Glenwood Dr, Scotts Valley</p>	<p><b>Wednesday, October 10</b>  <b>6:30 – 8:00pm</b>                  Mar Vista Elementary                  6860 Soquel Dr, Aptos</p>
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Siéntase **bien** sabiendo que ella llega segura a la escuela.

**Participe con nosotros para planificar un camino más seguro hacia la escuela.**

Durante los próximos dos años, los miembros de nuestra comunidad crearán un Plan de Rutas Seguras a la Escuela para 16 escuelas en áreas no incorporadas del Condado de Santa Cruz y Scotts Valley, para que a los alumnos les resulte más seguro y más fácil ir a la escuela caminando o en bicicleta. Participe en las reuniones públicas para saber más sobre el proceso de planificación, compartir sus inquietudes y hacer sugerencias para que ir a la escuela caminando y en bicicleta sea más seguro, más fácil y más divertido.



**Cena, guardería e interpretación al español disponibles.**

Para mayor información y formas de participar en el proceso, visite [www.ecoact.org/planningcounty](http://www.ecoact.org/planningcounty)

<p><b>Martes, 2 de Octubre</b>  <b>6:30 – 8:00pm</b>                  Live Oak Elementary                  1916 Capitola Rd, Santa Cruz</p>	<p><b>Jueves, 4 de Octubre</b>  <b>6:30 – 8:00pm</b>                  Scotts Valley High                  555 Glenwood Dr, Scotts Valley</p>	<p><b>Miércoles, 10 de Octubre</b>  <b>6:30 – 8:00pm</b>                  Mar Vista Elementary                  6860 Soquel Dr, Aptos</p>
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## Parent Survey Reports - Brook Knoll Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Brook Knoll Elementary School

**Set ID:** 17879

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/19/2019

**% Range of Students Involved in SRTS:** Don't Know

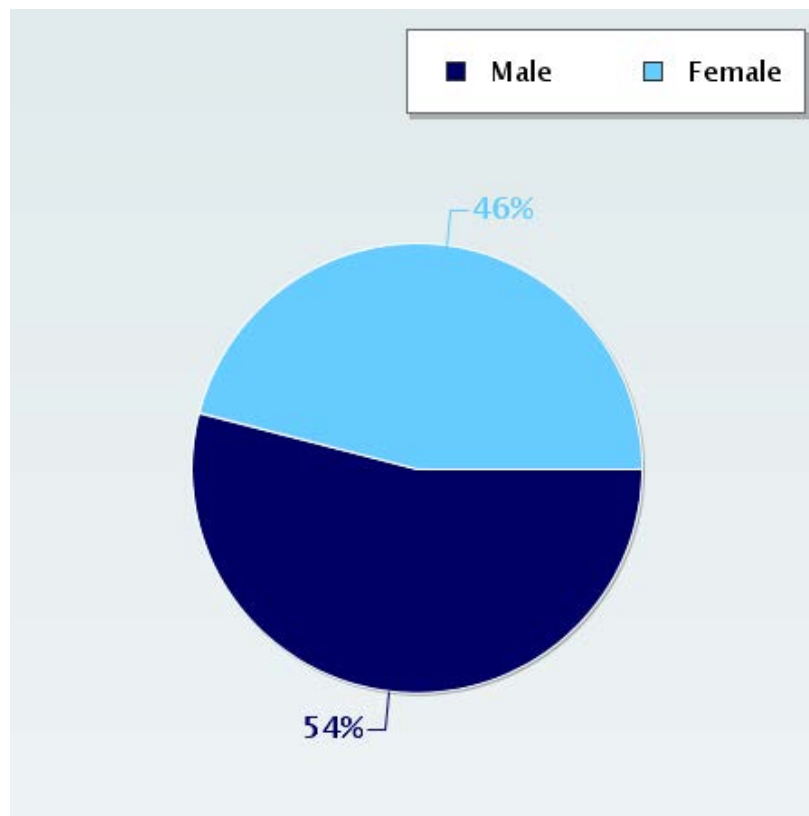
**Tags:** Elementary School

**Number of Questionnaires Distributed:** 0

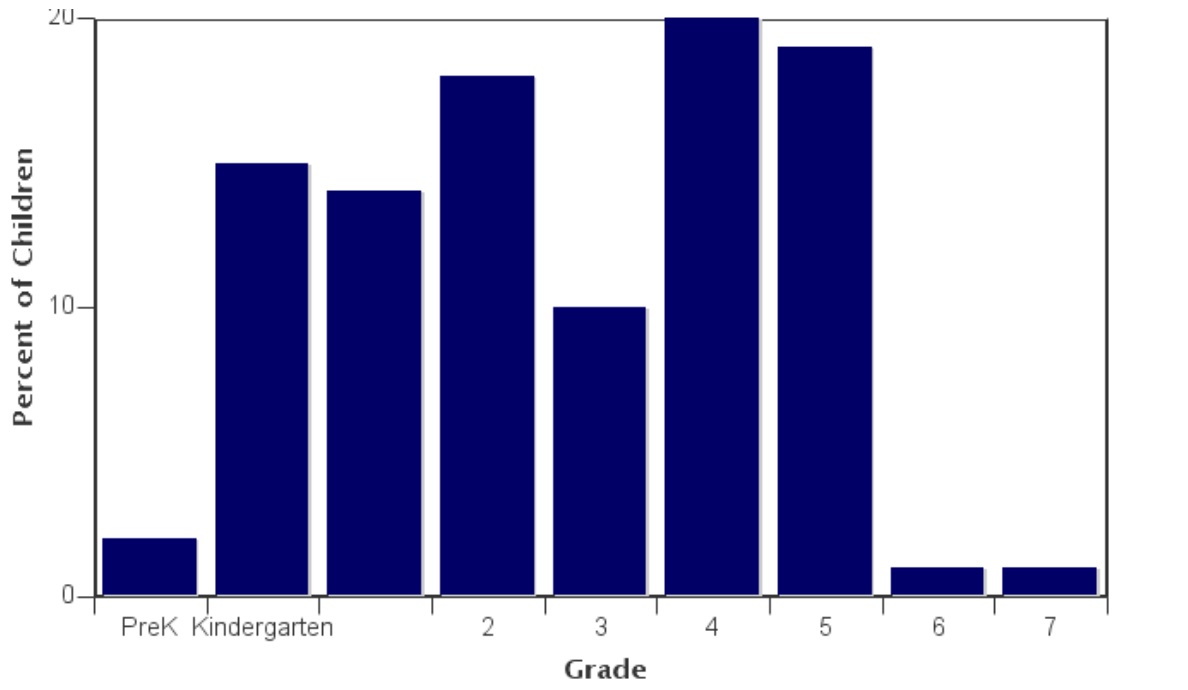
**Number of Questionnaires Analyzed for Report:** 140

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



Grade levels of children represented in survey



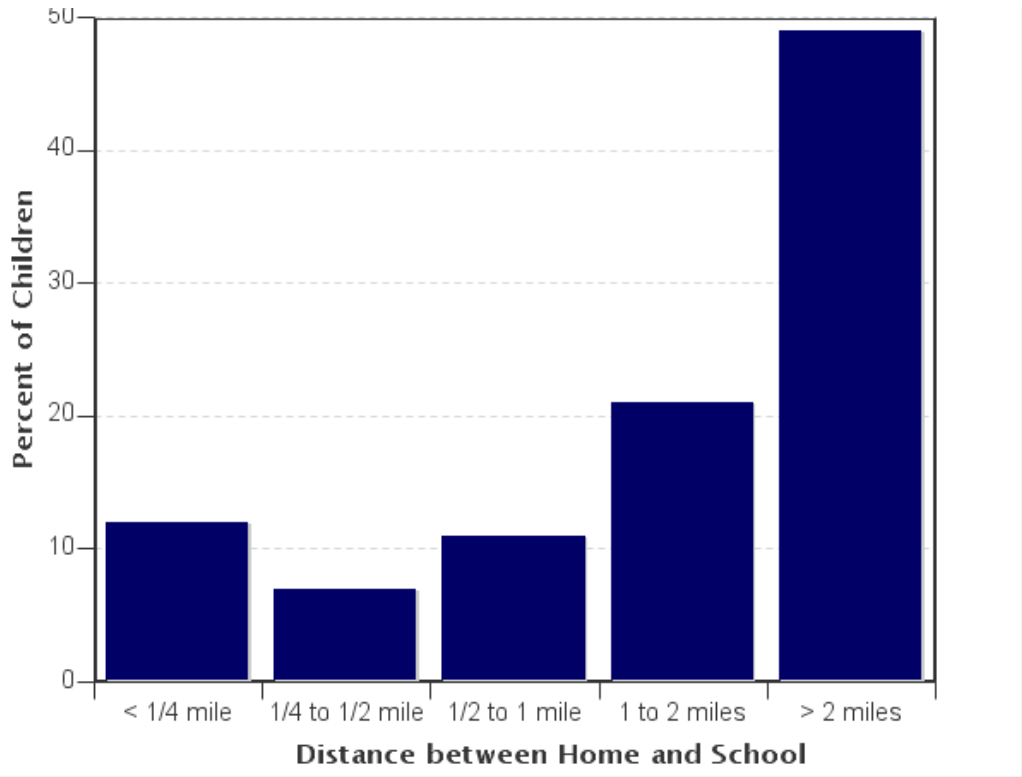
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	3	2%
Kindergarten	21	15%
1	20	14%
2	25	18%
3	14	10%
4	28	20%
5	27	19%
6	1	1%
7	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

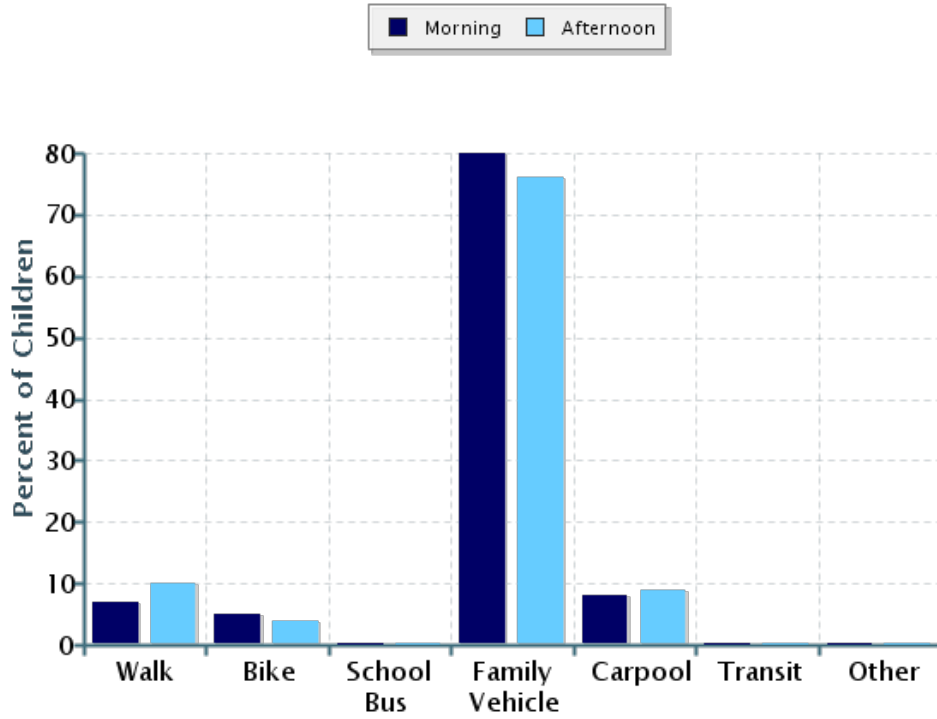


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	17	12%
1/4 mile up to 1/2 mile	10	7%
1/2 mile up to 1 mile	15	11%
1 mile up to 2 miles	29	21%
More than 2 miles	68	49%

Don't know or No response: 1  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	137	7%	5%	0%	80%	8%	0%	0%
Afternoon	136	10%	4%	0%	76%	9%	0%	0%

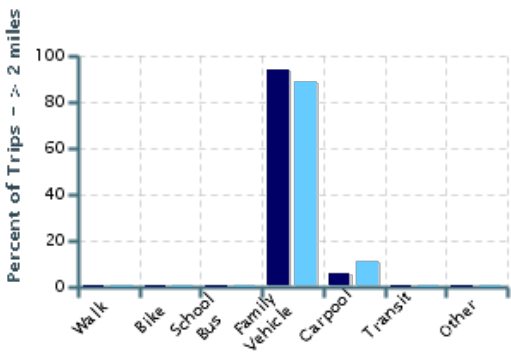
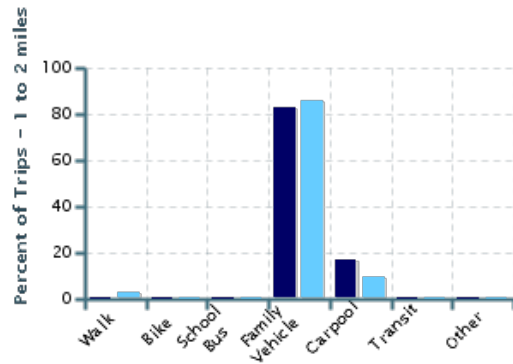
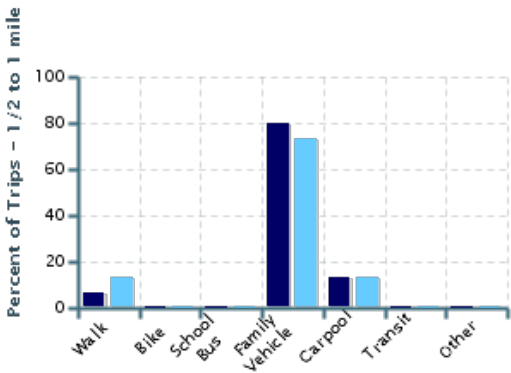
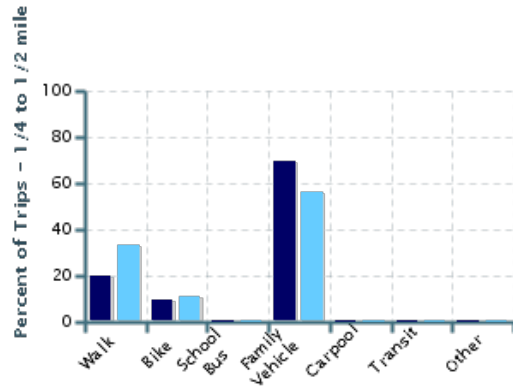
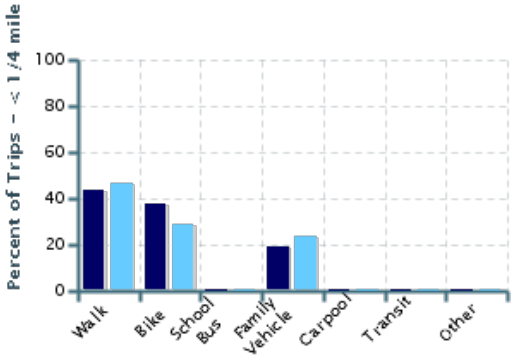
No Response Morning: 3

No Response Afternoon: 4

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	44%	38%	0%	19%	0%	0%	0%
1/4 mile up to 1/2 mile	10	20%	10%	0%	70%	0%	0%	0%
1/2 mile up to 1 mile	15	7%	0%	0%	80%	13%	0%	0%
1 mile up to 2 miles	29	0%	0%	0%	83%	17%	0%	0%
More than 2 miles	67	0%	0%	0%	94%	6%	0%	0%

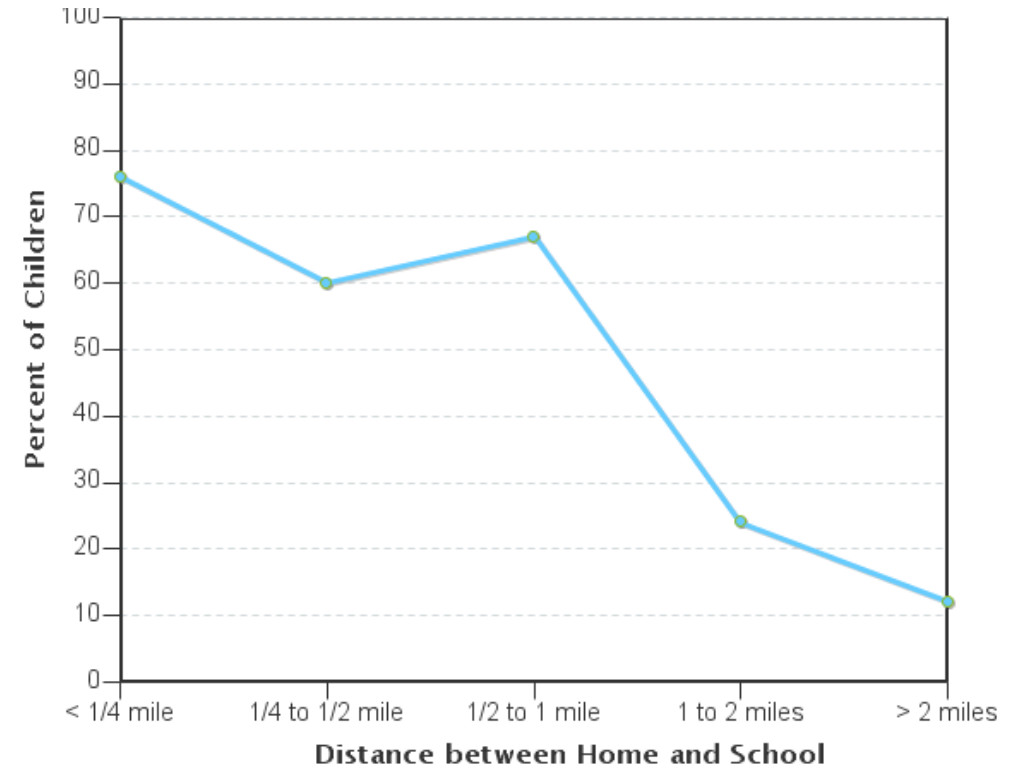
Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	47%	29%	0%	24%	0%	0%	0%
1/4 mile up to 1/2 mile	9	33%	11%	0%	56%	0%	0%	0%
1/2 mile up to 1 mile	15	13%	0%	0%	73%	13%	0%	0%
1 mile up to 2 miles	29	3%	0%	0%	86%	10%	0%	0%
More than 2 miles	66	0%	0%	0%	89%	11%	0%	0%

Don't know or No response: 4  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

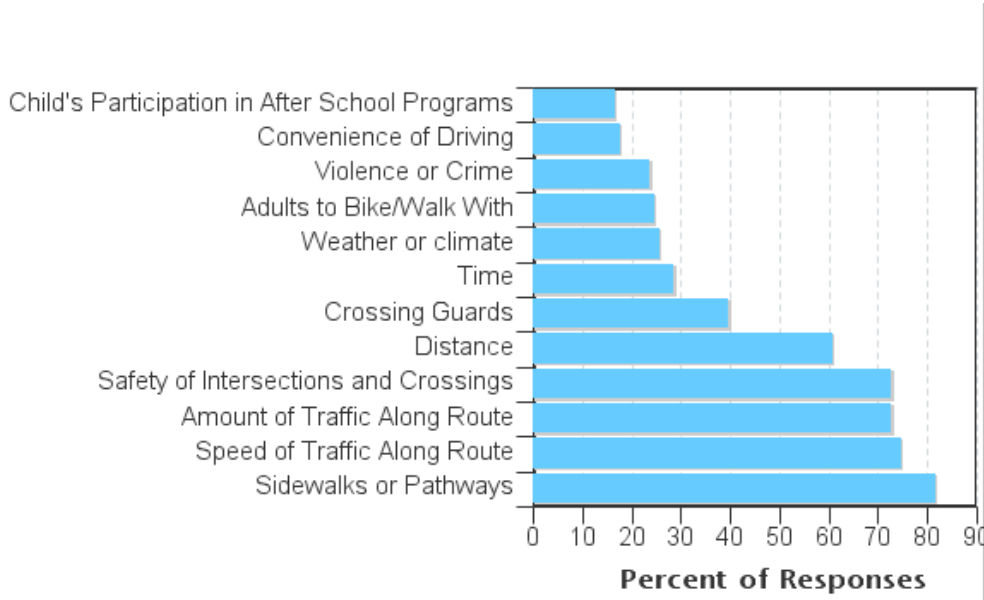


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

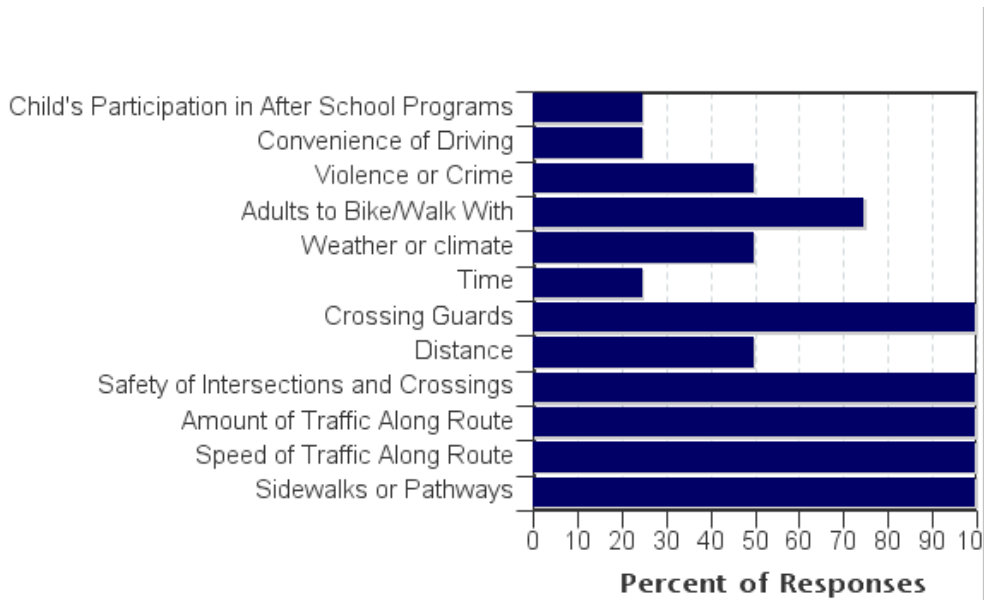
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	44	76%	60%	67%	24%	12%
No	95	24%	40%	33%	76%	88%

Don't know or No response: 1  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Sidewalks or Pathways	82%	100%
Speed of Traffic Along Route	75%	100%
Amount of Traffic Along Route	73%	100%
Safety of Intersections and Crossings	73%	100%
Distance	61%	50%
Crossing Guards	40%	100%
Time	29%	25%
Weather or climate	26%	50%
Adults to Bike/Walk With	25%	75%
Violence or Crime	24%	50%
Convenience of Driving	18%	25%
Child's Participation in After School Programs	17%	25%
<b>Number of Respondents per Category</b>	<b>114</b>	<b>4</b>

No response: 22

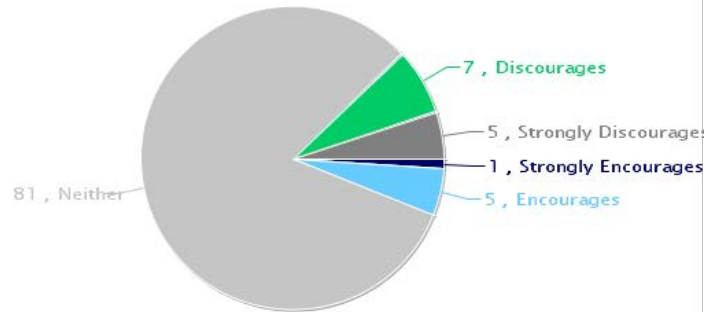
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

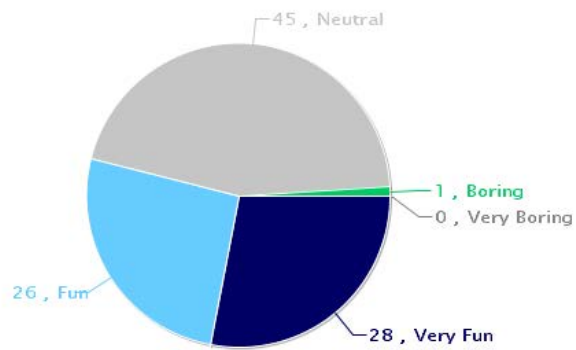
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

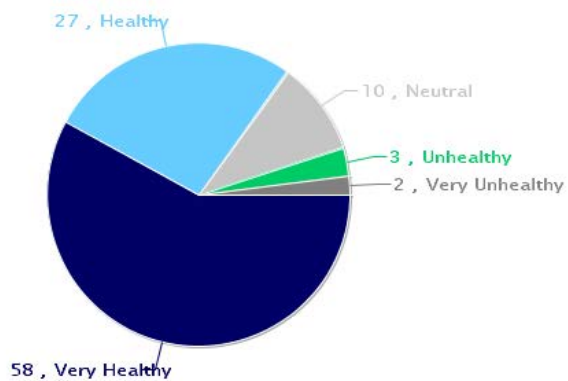
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1633691	My child attend Brook Knoll and would love to ride his bike to school. There are very few safe street with bike paths on the route, and the school only has one very small bike rack. It seems as if biking is not encouraged.
1633696	I live very close but the drop off and pick up traffic really scares me of leaving my child walk without supervision to school. Also the lack of sidewalks and crosswalks.
1633697	1. If there is a crosswalk on treetop along oak Knoll drive, it will be safer for kids to cross street from our neighborhood . 2. If there is a bike lane along graham hill road it will be safer for kids to think about biking to middle school
1631503	I don't think that it is safe or feasible to expect children to walk or ride bikes along either La Madrona or Graham Hill Roads. I am uncomfortable with adults walking or riding bikes on these roads. He placement of brook knoll is such that only people living in the immediate vicinity should allow their children to walk.
1631525	We can't bike or walk to school bc there are no safe routes. We would love to but unless we mountain bike through woods, there is no path that is not on the side of very busy roads.
1633580	The biggest/only real problem is that there are no safe bike paths to school. My kids would need to ride on Graham Hill Road with fast traffic and no bike lane. Completely unsafe.
1631617	No direct way for my child to walk or bike. I can drop him to walk partially and will when he is older.
1631635	Graham Hill Road is the main obstacle in getting kids safely to Brook Knoll on bikes. It is too busy of a road and no bike lanes.
1631640	We live pretty far away off of Graham Hill Rd. Not really conducive for riding bikes.
1631645	Parents who live near the school report that a neighbor who lives next to the school complains whenever their children (who live there!!!) are on the sidewalk without an adult visibly present. We need the whole community to support children being outside.
1631668	Our school, Brook Knoll, is located very inconveniently for most of its students. It is unlike there is any scenario where we could bike/walk. (and I am a huge supported and we would push for it in any other case...)
1631725	Despite where we live and the fact that the safety issues prevent my family from riding or walking to school, I believe having the opportunity to ride or walk to school should be available to every child that lives near their school. Sidewalks and safe routes should be provided.
1631759	We recently moved to SV. Where we lived prior to our move we biked to school every day and I would allow my kid to ride home on his own. Because Graham Hill is our route to school, biking is not an option. Bummer.
1631771	I feel Brook Knoll is located in an oddly remote location. It's surrounded by a few homes, but it seems the majority of the students live closer to town near Lockwood Lane. In my perspective there are no safe ways for kids, especially younger kids, to easily walk or ride their bikes to or from school from our location. I was surprised when we moved to the neighborhood that there wasn't a school bus to get kids to school. As a result, it seems the majority of the students are driven in to school thus causing large lineups which result in their own dangers due to the amount of people having to navigate a small parking lot with kids and cars coming and going in all directions. I'm surprised that there aren't more accidents. A school bus would make way more sense for the area, but I recognize the school doesn't have the funds. Perhaps instead of everyone driving, people would be willing to pay a fee in order for their kids to ride the bus? Walking and bike riding unfortunately are not options for us.

1631810	Your parent drivers are belligerent and incompetent. They are a much higher risk to the safety of my son than school shooters, earthquakes, or fires. Mostly because you do not manage the threat. Knock off the Politics. The school has the authority to ban a bad driving parent from the campus. Do it.
1631811	The sidewalk up Brook knoll is very narrow and there is no crossing guard to get into the school if you walk. We sometimes walk with him from school and would like to allow him to walk alone given the short distance, but have concerns given the traffic, unaware drivers, narrow sidewalk, and inability to enter/exit the school property or cross the street safely.
1631815	There is no point in promoting walking/biking if it is not safe. I would be angry if the school promoted it because it would be life-threatening to participate for most people.
1631816	There are no safe ways to travel to Brook Knoll from our house other than by car.
1631820	We live too far from school so our child has to have a parent drive them to and from school.
1631821	I don't trust the drivers near school enough to allow my daughter to ride her bike daily. Sidewalks don't exist throughout the neighborhood either. It just isn't worth the risk.
1631822	My house is far from school and there's no sidewalks
1631824	Getting across Graham Hill is a major obstacle. Cars speed and there is a lot of traffic at that hour. Most importantly, there is no route along graham hill with a sidewalk the entire way or a safe cross walk. There is no sidewalk on the other side of the street if you cross at sims rd. If you cross at tree top there is no sidewalk leading up to the cross walk on the horse assoc. side. A crosswalk at Nepenthe would solve the issue - a crossing guard would be even better.
1631825	We walk when it's nice out. Also We have a two year old so sometimes we drive because of him
1633140	We live to far for booking to school and there are no safe routes, even on our road.
1631213	Brook Knoll is not close enough to our house to allow for walking or biking. We're walking distance to the middle school so my kids can only walk to school when they are at SVMS
1631216	The elementary school is too far and unsafe for our children to walk/bike to and from. However, the middle school is much closer and we expect to allow them to both walk and bike to school when time allows and the weather is good.
1631224	I also have a 5th grade that rides her bike to and from school.
1631227	The only route to walk or bike would be frontage road that has no sidewalks or bike lanes!
1631235	Closest intersection to school does not have a cross walk, and a stop sign in one direction.
1631238	We didn't allow our child to walk to school until 5th grade because navigating the traffic and crosswalks was just too dangerous. We allow her to walk now, but it's still a concern. Traffic on Treetop Dr. in the morning is heavy and people drive too fast and are not watching for children.
1631241	I wish walking to/from school was an option since my boys are motivated to walk to school and it would be an opportunity for them to get additioal exercise and spend time with friends. But it's really not an option for them while we live off Graham Hill Road.
1631249	We live on Sims Rd and would love to have teh old route through the Pet Cemetery re-opened if at all possible. Also, sidewalks along Sims Rd could/should be built.

1631251	The route from school to our home is very unsafe. No sidewalks, narrow road, cars drive wayyyyyyy too fast. I would never feel comfortable riding a bike or walking along that stretch, let alone allowing my kids to. We have no immediate plans to have our kids walk or bike to school. What we do need is a bus service though. The drop-off and pick-up at Brook Knoll is ridiculous. So many bad drivers speeding through the lot, driving the wrong way and abusing the disabled parking spots. I find myself rolling my eyes with the bad behavior on the parent's part.
1631257	I rode my bike to school 4th through 9th grade. I would love for my daughter to be able to do the same. Our current route to Brook Knoll would need major changes, but it is likely she'll ride to school for Middle and High School.
1631264	We currently let our child (in 5th grade) bike to school, however the speed of cars, unsafe crossing situation, distracted driving, and lack of safety, caused us to wait until he was older. I would've let him start in 2nd or 3rd grade if these issues were address.
1631265	The most dangerous issue my son faces while riding to school are the parents and teachers driving to school distracted.
1631268	We need bike lanes along Graham Hill Rd.
1631272	Since we have to cross HWY 17 this is an unsolvable problem for our family but thank you for your efforts!
1631279	Impossible for my child to walk on graham hill road or mount Madronna
1631285	Letting him ride or walk from Tan oak to brook knoll is not possible because there is no good route for younger kids
1631291	My child has special needs. He is suppose to ride the bus but that has been denied him by the school dustriect
1631301	Walking or Biking to Brook Knoll Elementary School is not an option for our family from our house.
1631312	We don't walk or bike currently due to distance and safety concerns. We would park farther away and walk to the school if it was more convenient and safer to do so in order to avoid the pick up line. We live close to the middle school so plan on having the children walk/bike to school then.
1631325	The most dangerous issue my son faces while riding to school are the parents and teachers driving to school distracted.
1631328	We drive to school either on Hwy 17 or Madrona Dr. At this point, there is no option for my child to bike or walk to school. If sidewalks were added to Madrona Dr, we would likely take advantage of the ability to walk/bike.
1631331	Very steep hills, very busy road (major collector) and distance to school discourage biking. We do drop our son off 1/4 mile from school at a safe spot to walk or bike from.
1631336	I will not allow my child to cross using th Bean creek crosswalk because as a driver I have almost run into a pedestrian because they are hard to see at the crosswalk. So I am extra careful but not all drivers are so I only allow my child to cross at the stoplight in Scott's valley drive. I appreciate the crossing guard there and if the traffic along bran creek was too fast I would not let him walk. I do not let my kids walk to brook. Knoll because we used to love in graham hill road and it is much too dangerous.
1631340	We are at BrookKnoll for the SDC class, so we come on the freeway every day. That, plus my chid's reasons for the SDC, skew my responses. My older daughter began walking home from Vine Hill in 4th grade.
1631345	Graham Hill, La Madrona, and Sims Road are all too dangerous for my Child to Walk or ride a bike on due to traffic concerns. If we lived in the neighborhood near school it would be no problem. Finally, why are there no buses? This would solve the traffic issues with the car circle in the morning.

1631426	We need sidewalks for our children to safely walk to and from school. Why do we waste so much money on homeless who have given up on life. They also steal from us daily to support their drug habits. Why aren't we investing in our youth who show up everyday wanting to learn. Can't we spend some money on our future, our children??
1631430	Generally, I'd like to let my kids walk/bike to school beginning in 3rd grade; however, living in Scotts Valley and having kids in Brook Knoll (which we love) means there's just no safe route. We will definitely encourage it for Middle School.
1634882	I would be open to letting my child walk if we lived in the neighborhood. The school being nestled between El Rancho and Graham Hill, in my opinion, makes it impossible for us to walk to both from my house and from his fathers house who lives in scores valley. Thank you.
1632288	I feel that BKE has not independently done enough to improve the safety of the approach area to the school, which would improve the bike & ped access options. Their focus, understandably, has been the parking lot, as it's their biggest problem. That there have not been more serious accidents outside the school during drop-off and collection is surprising, given the challenges out there too. Glad for this project which is giving everyone the chance to address it all!
1632312	BROOK KNOLL SCHOOL TRAFFIC IN AND OUT IS VERY BAD. CONGESTED AND TOO MANY CARS FOR THAT SCHOOL LOT TO HANDLE. ALOT OF PEOPLE ARE NOT POLITE, IN A RUSH. THEY DON'T ALWAYS PAY ATTENTION TO KIDS OR ADULTS WALKING OR BIKING. HOPEFULLY THIS CAN BE FIXED. MORE POLICE OR STAFF HIRED JUST FOR ALL THE TRAFFIC IN AND OUT WOULD HELP
1632324	La Madrona is way too narrow and dangerous a road to ever walk along.
1632325	We live outside of Scotts Valley, so biking/walking from home is not an option for our Brook Knoll students. If we lived closer or had options to safely bike/walk from a local point, we might take advantage of that to cut down parking lot congestion.
1633713	It would take a lot to get Graham Hill bike friendly for kids. I would like to see at least a biking school bus to raise awareness for bike safety around the school.
1633714	It would take a lot to get Graham Hill bike friendly for kids. I would like to see at least a biking school bus to raise awareness for bike safety around the school.
1631233	Not realistic for our kids to bike or Walk to Brook Knoll, but hoping they can start in middle school
1631234	Closest intersection to school does not have a cross walk, and a stop sign in one direction.
1631245	My son is in kindergarten and too young to walk/bike to school. I would like if he were able to do so in the future but am unsure of what age that would be appropriate. My main concern is that his route to school would likely have to include Graham Hill Rd, which is narrow and busy. If he had a route through residential areas with less/slow traffic, then walk/bike would be a more viable option for the future.
1631246	Brook Knoll has a lot of cars going through a small lot. Overall I experience a well-run, safe environment. However, it would be helpful to decrease the time cars spend in the lot. Perhaps consider staggering release times for each grade, even if only by 5 minutes. Or, utilize the entire length of the curb to fill cars. Rather than filling one or two cars directly in front of the the waiting tables, fill 10 cars at a time by having attendants use walkie talkies to call children down the length of the driveway.
1631250	We live too far from school to walk, and the route has a high speed limit, no consistent sidewalk and heavy traffic. If all of those conditions changed and we lived in the nearby neighborhoods to school, I would choose to walk my child to school and meet her there to walk home.
1631826	Brook Knoll is too far for my son to ride a bike to school. Not to mention La Madrona is not safe for kids to walk or bike on.

1631828	In order for our two girls to get to Brook Knoll, they would have to walk along La Madrona. Unfortunately, this is not a safe walking/riding path for children or adults.
1631830	Sidewalks, bike lanes, and intersection safety (e.g. stop lights with cross walks, crossing guards, etc.) are all needed on Graham Hill and Sims Road in order to facilitate safe walk and bike routes to Brook Knoll from homes in Pasatiempo, Woods Cove, Sims Road, Orchard Drive and other contiguous areas south of Brook Knoll. Also the right of way between 1339 Orchard Drive and 1341 Orchard Drive that exits behind Graham Hill Market and on to Nepenthe Drive should be re-opened to student bike and pedestrian traffic to Brook Knoll.
1631832	I don't think anyone who lives off f LA Madrona allows their kids to walk to school. It's not even safe for adults.
1631835	We live too far to walk or bike and my daugbter has special medical needs which rely prevent her from participating.
1631836	we have too many tweakers and criminals to let kids walk. it's a safety issue.
1632000	better sidewalks and better control over pickup/dropoff traffic.
1632069	Will definitely allow my child to walk to school when we reach SV Middle School. Probably with parent the first year and then alone in 7th grade. Brook Knoll is just too far and too isolated to walk or bike to safely.

## Parent Survey Reports - Calabasas Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Calabasas Elementary

**Set ID:** 18182

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/17/2019

**% Range of Students Involved in SRTS:** Don't Know

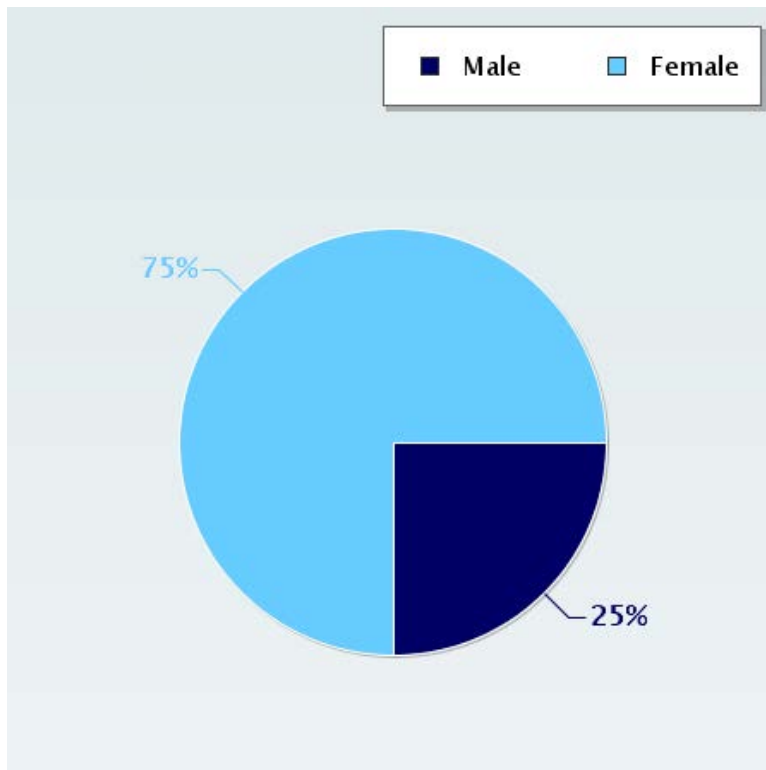
**Tags:** Elementary School

**Number of Questionnaires Distributed:** 0

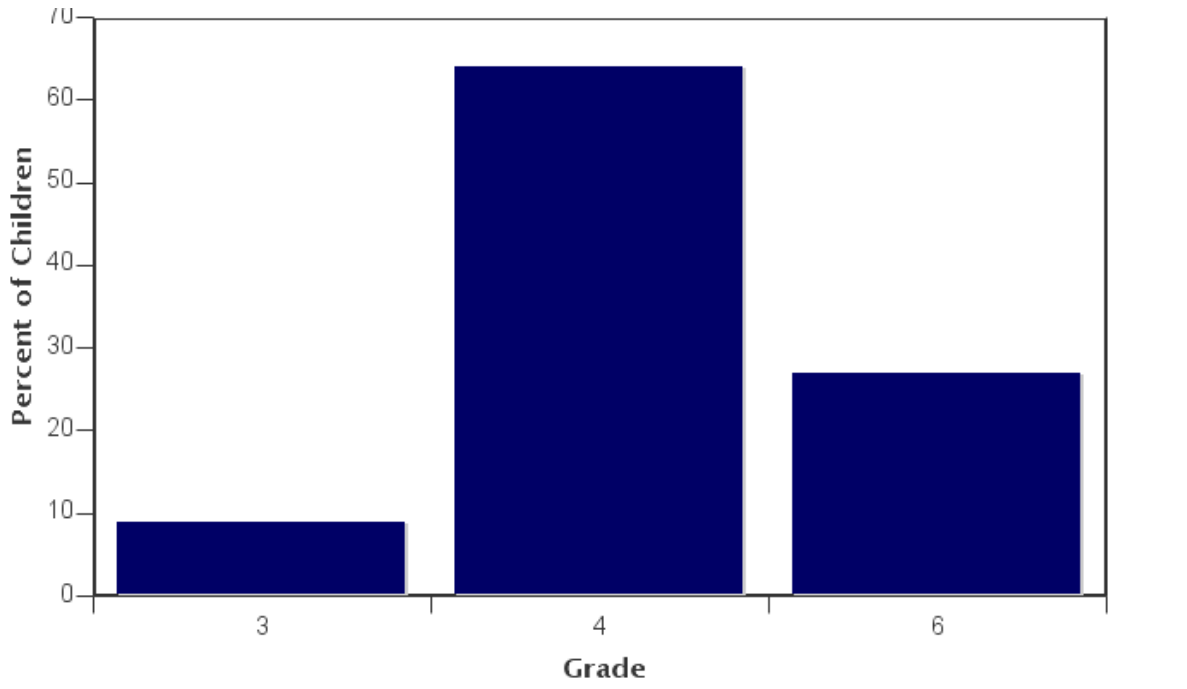
**Number of Questionnaires Analyzed for Report:** 59

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



Grade levels of children represented in survey



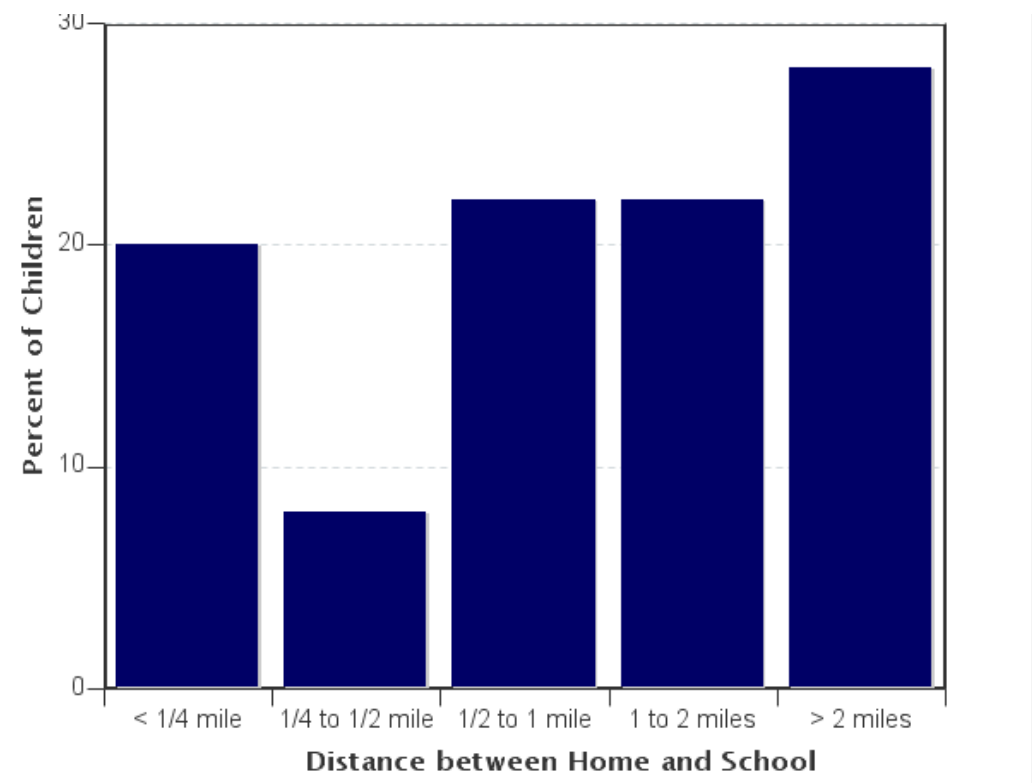
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
3	5	9%
4	35	64%
6	15	27%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

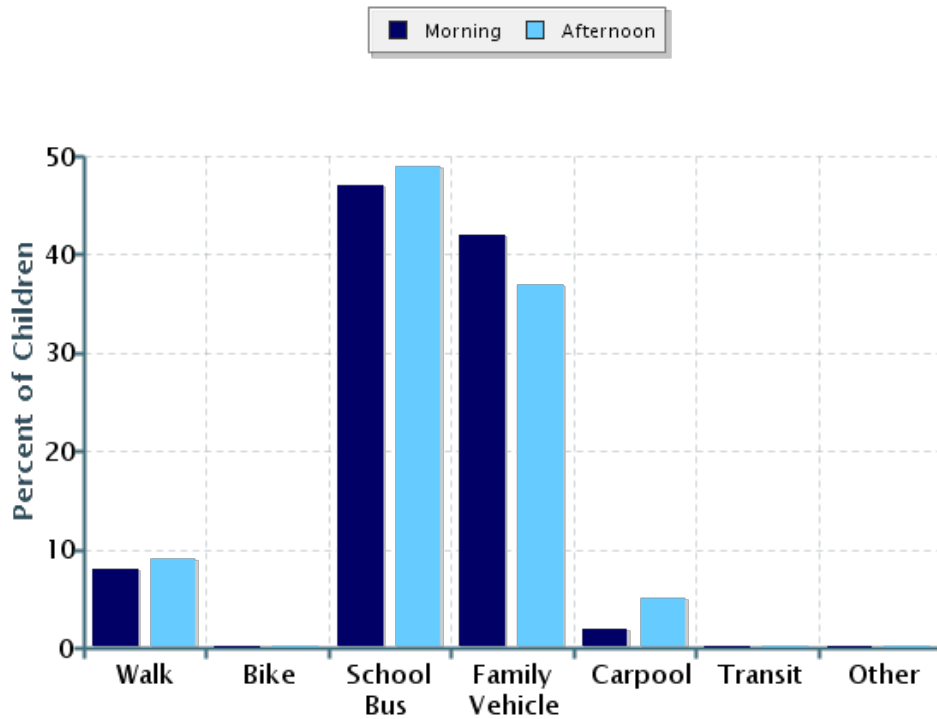


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	20%
1/4 mile up to 1/2 mile	4	8%
1/2 mile up to 1 mile	11	22%
1 mile up to 2 miles	11	22%
More than 2 miles	14	28%

Don't know or No response: 9  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	59	8%	0%	47%	42%	2%	0%	0%
Afternoon	57	9%	0%	49%	37%	5%	0%	0%

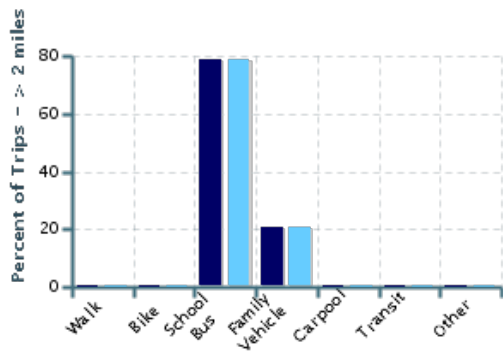
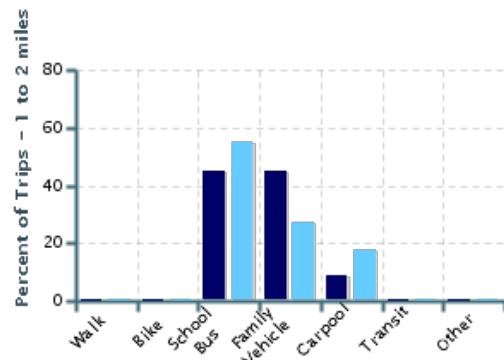
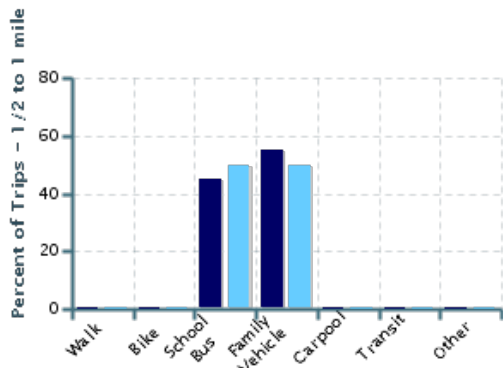
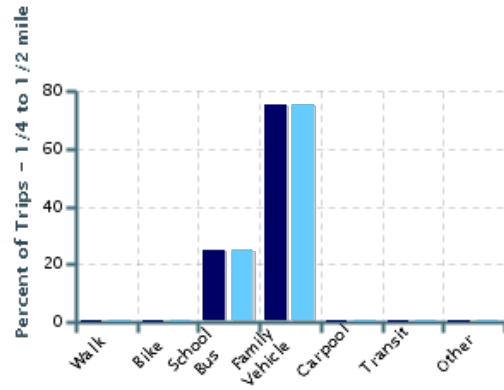
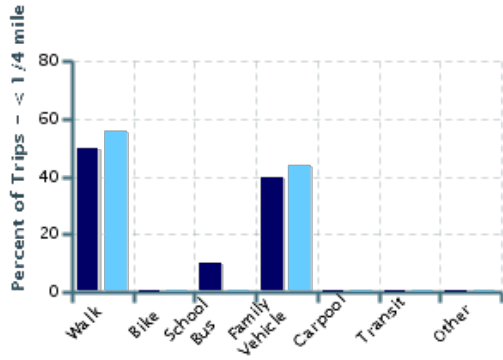
No Response Morning: 0

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	50%	0%	10%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	4	0%	0%	25%	75%	0%	0%	0%
1/2 mile up to 1 mile	11	0%	0%	45%	55%	0%	0%	0%
1 mile up to 2 miles	11	0%	0%	45%	45%	9%	0%	0%
More than 2 miles	14	0%	0%	79%	21%	0%	0%	0%

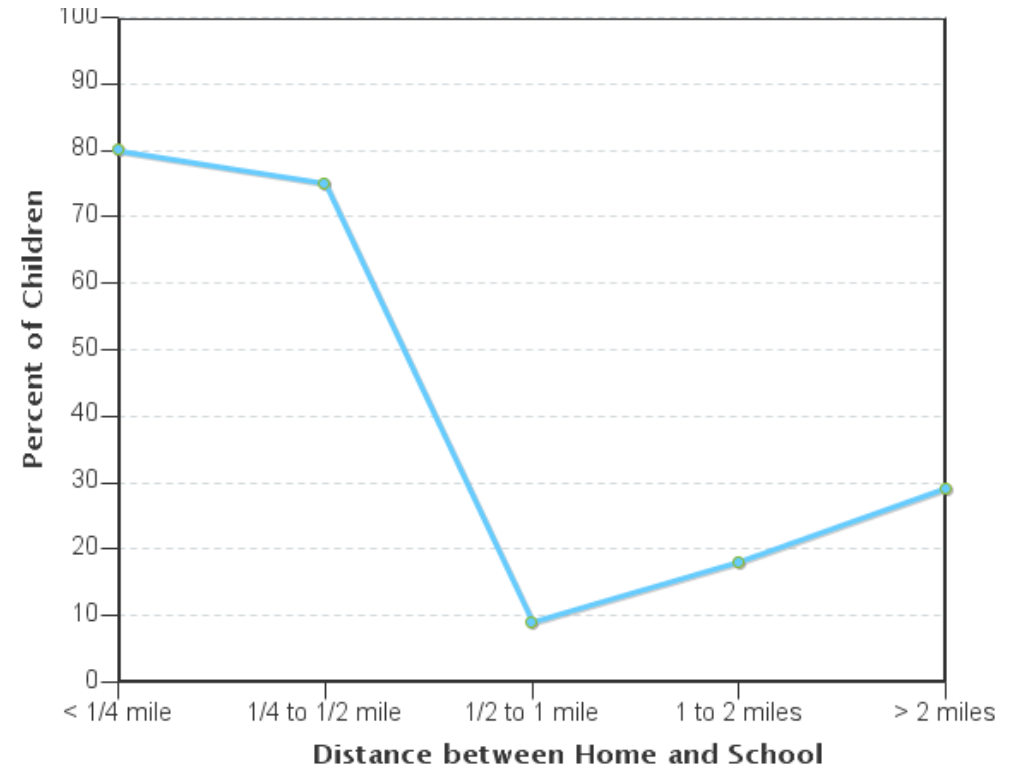
Don't know or No response: 9  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	56%	0%	0%	44%	0%	0%	0%
1/4 mile up to 1/2 mile	4	0%	0%	25%	75%	0%	0%	0%
1/2 mile up to 1 mile	10	0%	0%	50%	50%	0%	0%	0%
1 mile up to 2 miles	11	0%	0%	55%	27%	18%	0%	0%
More than 2 miles	14	0%	0%	79%	21%	0%	0%	0%

Don't know or No response: 11  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

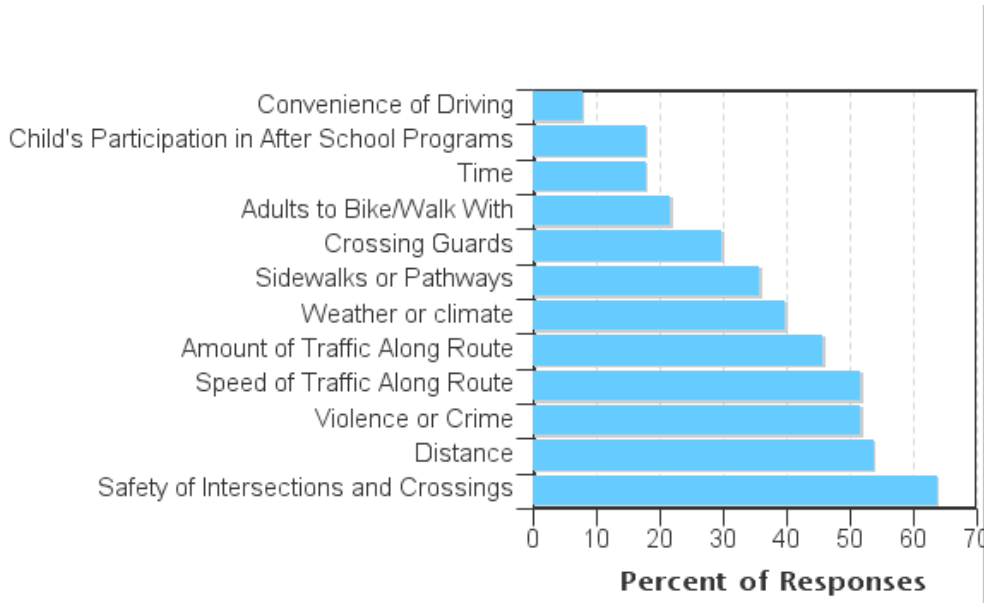


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

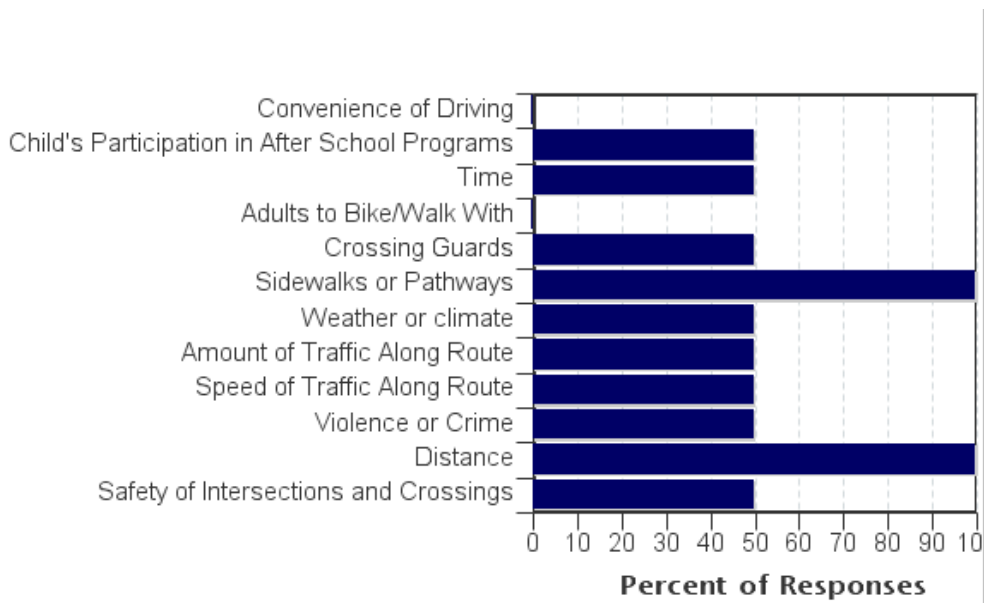
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	18	80%	75%	9%	18%	29%
No	32	20%	25%	91%	82%	71%

Don't know or No response: 9  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	64%	50%
Distance	54%	100%
Violence or Crime	52%	50%
Speed of Traffic Along Route	52%	50%
Amount of Traffic Along Route	46%	50%
Weather or climate	40%	50%
Sidewalks or Pathways	36%	100%
Crossing Guards	30%	50%
Adults to Bike/Walk With	22%	0%
Time	18%	50%
Child's Participation in After School Programs	18%	50%
Convenience of Driving	8%	0%
<b>Number of Respondents per Category</b>	<b>50</b>	<b>2</b>

No response: 7

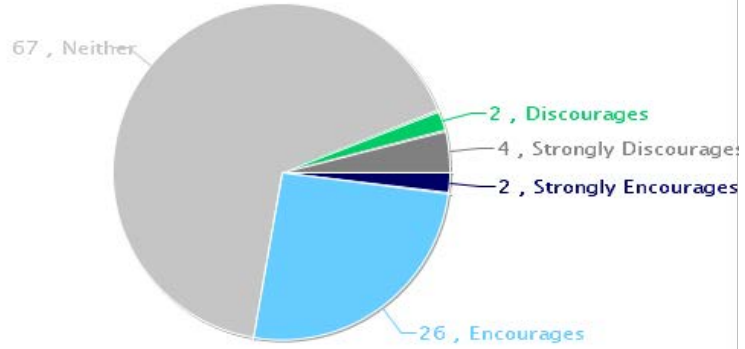
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

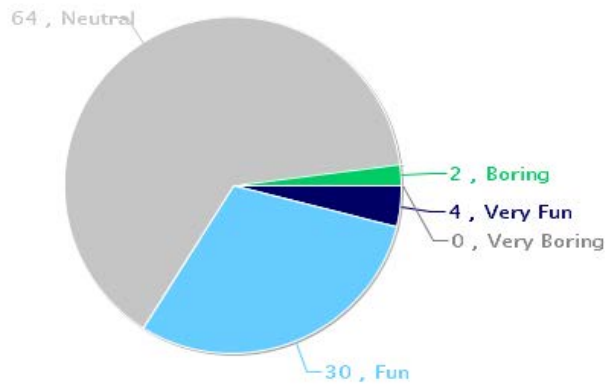
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

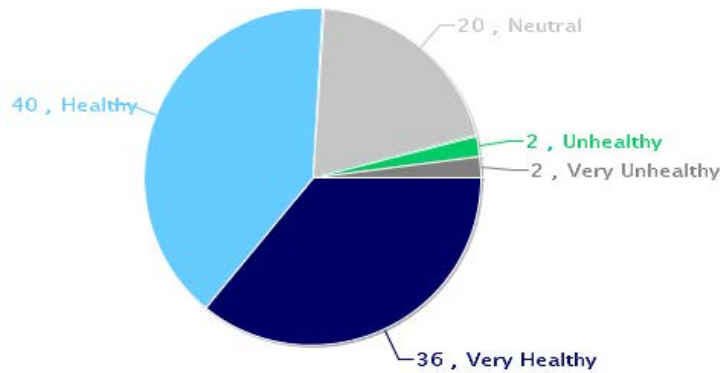
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1660173	Pienso que seria buena idea pero para los ninos que estan cerca de la escuela.
1660184	que se respete mas la velocidad, para que huera mas seguridad para los ninos
1660194	Yo no estoy de alverdo que los hinos caminu suos o en bisiceta ala es cueva es maipeligroso siren pue que esten superbisudos por padres o adults yo lleboa mis ijos alla escuela itanbiel los lebanta
1660237	El proximo ano escuela estrada mas retirada y me sentiria mas tranquia si huuiera autobus escolar dispondible.
1660255	this school should focus on the bigger issues like bullying from students and teachers. this school doesnt care thats why i am going to transfer my child
1660256	para mi es mas seguro que mi hijo ande en autobus porque por el camino a veces hay personas drogadas

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Del Mar Elementary

**Set ID:** 18185

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/17/2019

**% Range of Students Involved in SRTS:** Don't Know

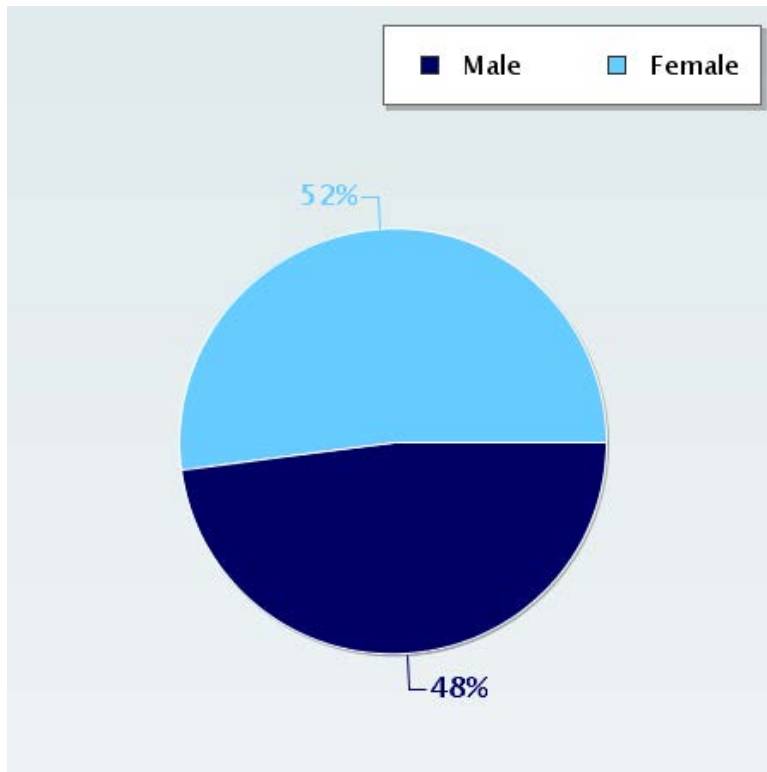
**Tags:** Elementary School

**Number of Questionnaires Distributed:** 0

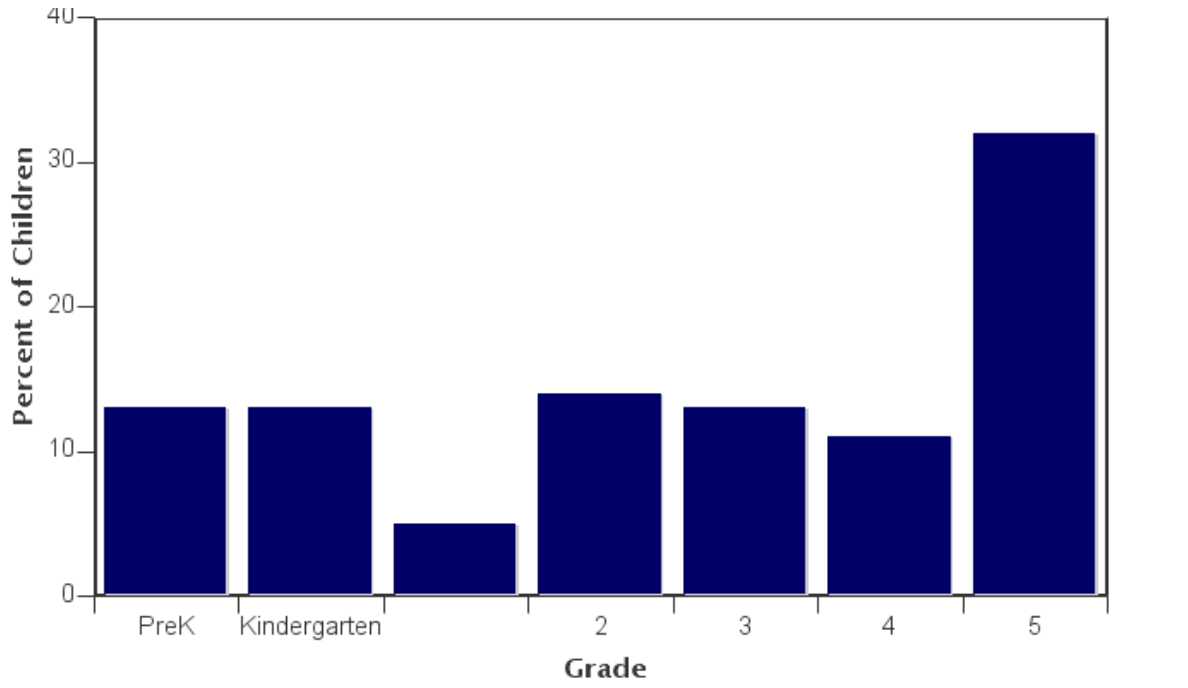
**Number of Questionnaires Analyzed for Report:** 58

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



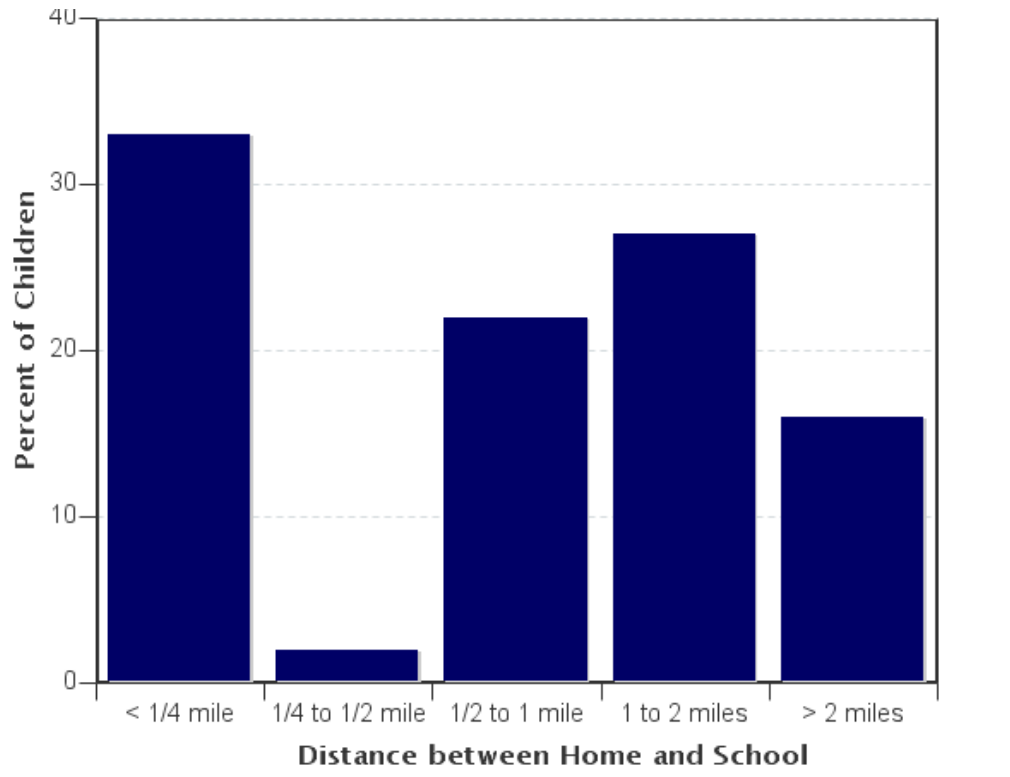
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	7	13%
Kindergarten	7	13%
1	3	5%
2	8	14%
3	7	13%
4	6	11%
5	18	32%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

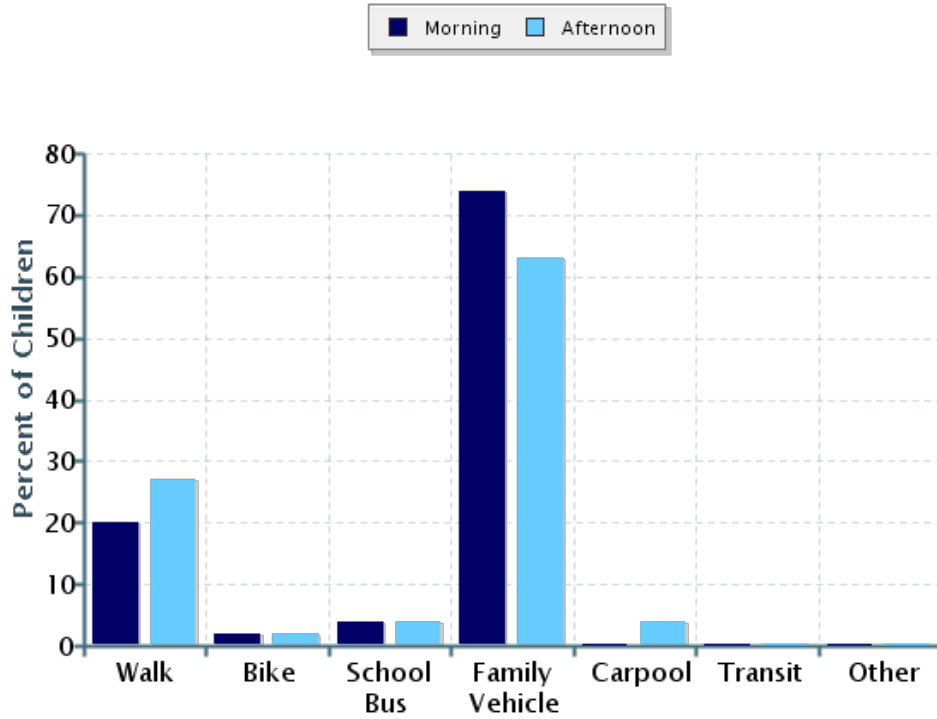


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	16	33%
1/4 mile up to 1/2 mile	1	2%
1/2 mile up to 1 mile	11	22%
1 mile up to 2 miles	13	27%
More than 2 miles	8	16%

Don't know or No response: 9  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	54	20%	2%	4%	74%	0%	0%	0%
Afternoon	52	27%	2%	4%	63%	4%	0%	0%

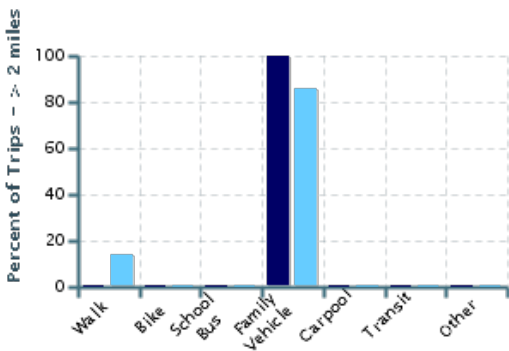
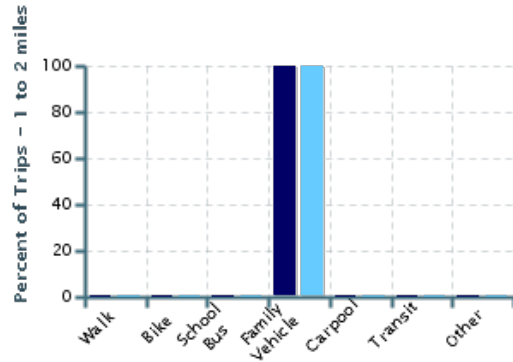
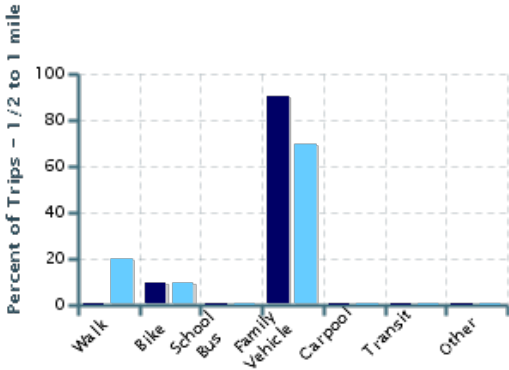
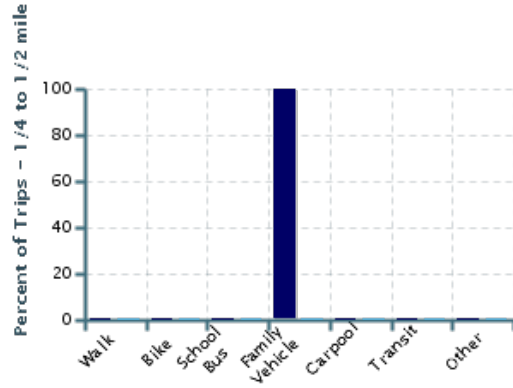
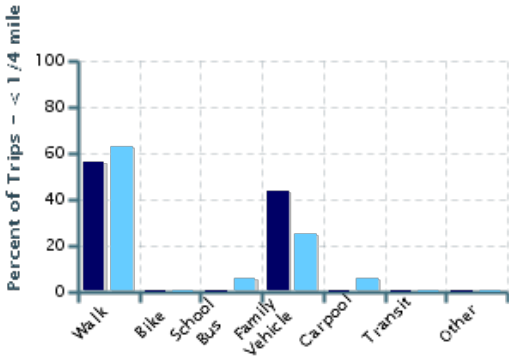
No Response Morning: 4

No Response Afternoon: 6

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	56%	0%	0%	44%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	10	0%	10%	0%	90%	0%	0%	0%
1 mile up to 2 miles	13	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	7	0%	0%	0%	100%	0%	0%	0%

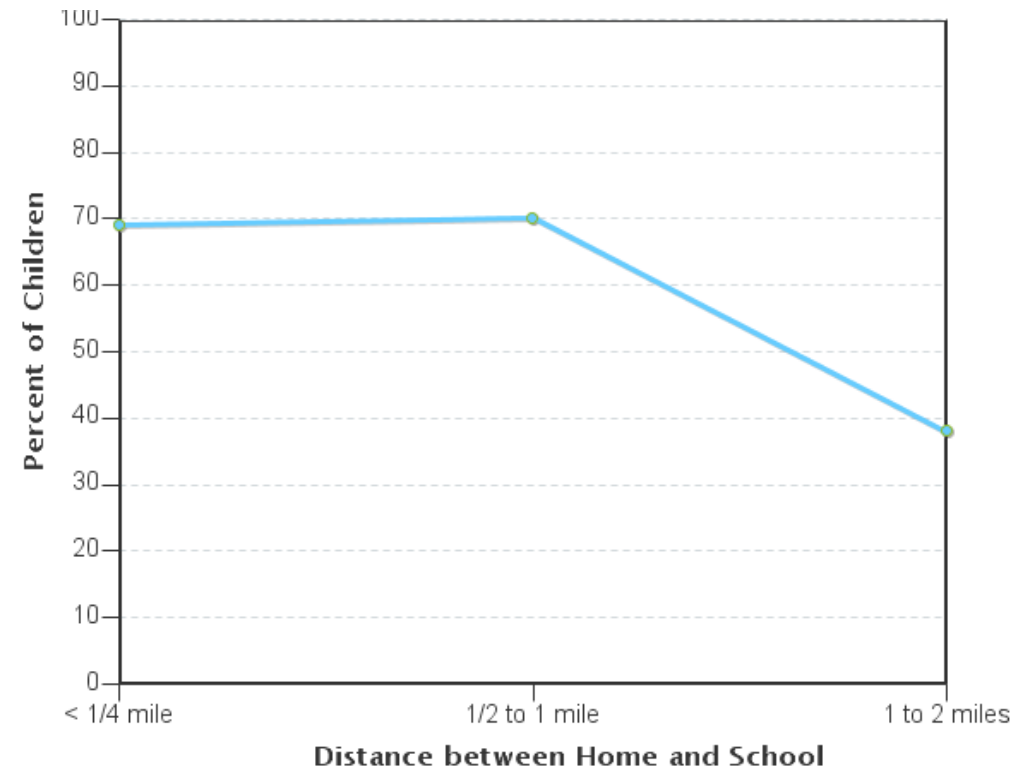
Don't know or No response: 11  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	63%	0%	6%	25%	6%	0%	0%
1/4 mile up to 1/2 mile	0	0%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	10	20%	10%	0%	70%	0%	0%	0%
1 mile up to 2 miles	12	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	7	14%	0%	0%	86%	0%	0%	0%

Don't know or No response: 13  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

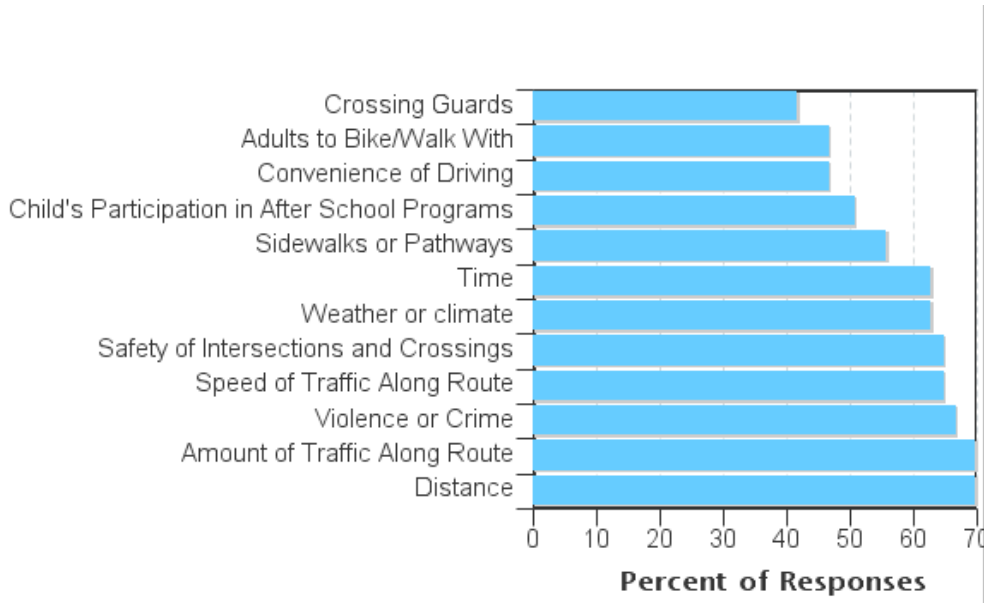


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

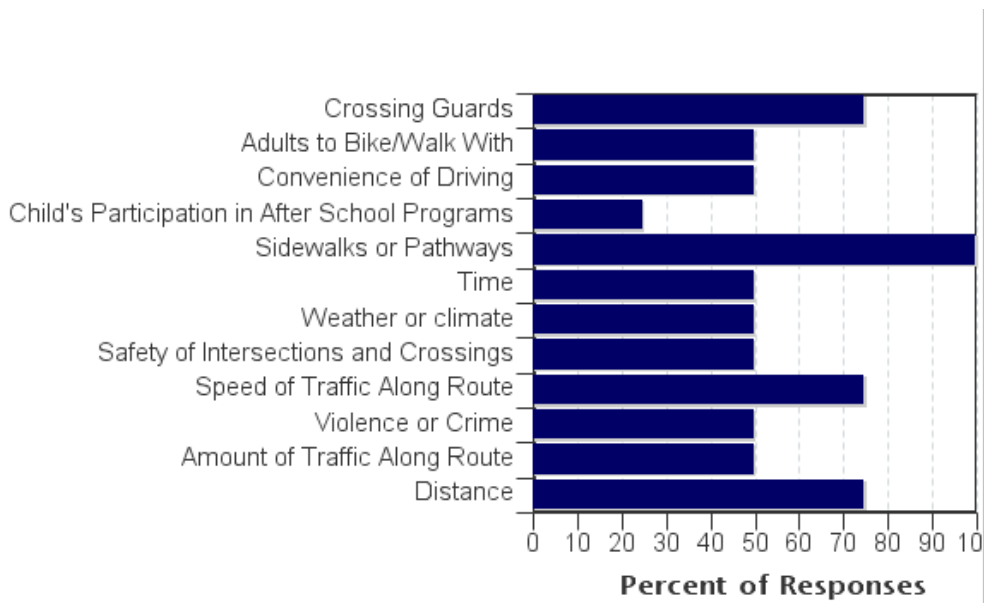
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	23	69%	0%	70%	38%	0%
No	25	31%	100%	30%	62%	100%

Don't know or No response: 10  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	70%	75%
Amount of Traffic Along Route	70%	50%
Violence or Crime	67%	50%
Speed of Traffic Along Route	65%	75%
Safety of Intersections and Crossings	65%	50%
Weather or climate	63%	50%
Time	63%	50%
Sidewalks or Pathways	56%	100%
Child's Participation in After School Programs	51%	25%
Convenience of Driving	47%	50%
Adults to Bike/Walk With	47%	50%
Crossing Guards	42%	75%
<b>Number of Respondents per Category</b>	<b>43</b>	<b>4</b>

No response: 11

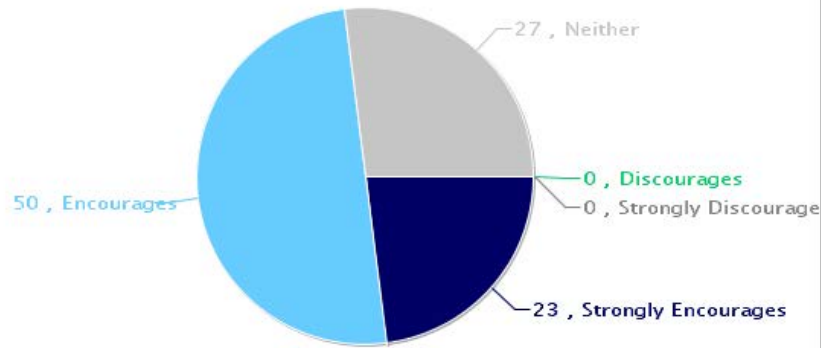
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

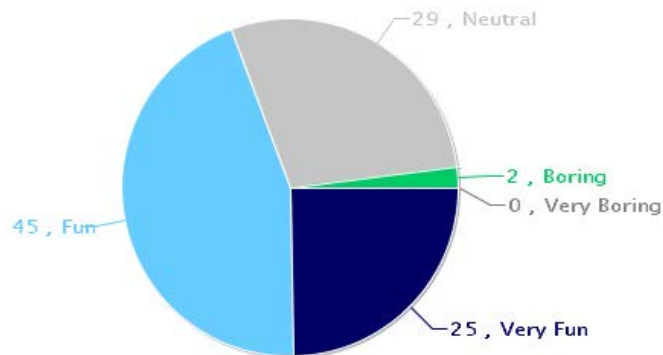
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

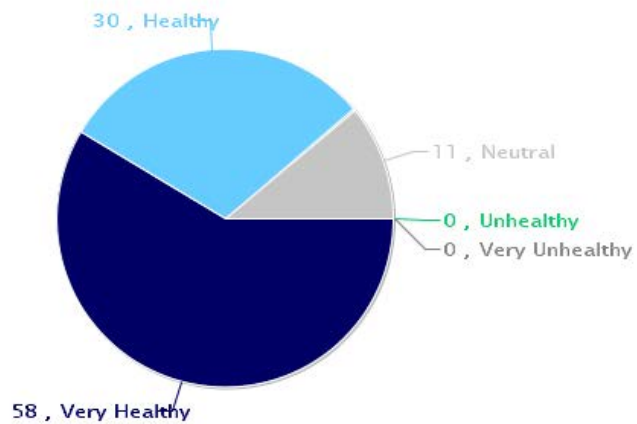
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1652163	Distance of commute and family member working in school/providing transportation are main reasons. Other options are not explored.
1652093	Hat algunas personas que usau e curro y usensres van mane jando useur u celular y no resfelan y cruze peañonel.
1653449	Realmente si fuéramos en bicicleta o caminaríamos si viviéramos cerca de la escuela siempre en compañía de un adulto.
1653453	A lot of homeless people live in wooded areas on the route to and from school. A few of them harass adults who walk or bike along the side of the road.
1653465	no me gusta que mis hijos caminen solos por que se les puden robar o atropellarlos porque hay personas que no hacen bien el stop o no miran las personas cuando cruzan no esperan que ellos crucen ban de prusa.
1653478	Es bueno que los niños van a la escuela en bicicleta pero es difícil para los que viven retirado por el tráfico.
1653479	I think if there was police present along 17th and Portola or 38th ave "all the time" for kids that walk home all the time I would consider letting my child walk home but that's hopeful wishing. Also there are too many incidents by shoreline!
1650553	TRANS: Towards where I live it's a 10 minute walk but I always go meet my children because where they walk close to my house sometimes there are adults smoking on the street and I don't feel safe that they walk alone. ---- Hacia donde vivo son sa 10 minutos caminando pero siempre voy a encontrar mis niños...porque donde caminan cerca de la mi casa a veces hay adultos fumando en la calle y no me siento segura que ellos lleguen solos.
1650567	Walking & biking to school is great, but is difficult for families that have multiple stops every day. Child often feels left out at bike/walk to school events.
1650578	Our kindergarten child it's 5 1/2 years of age, most likely he will bike in the near future.
1650581	He did bike to school one day but got tired and scared halfway through but continued to school.
1650589	My kindergartner will be riding with his brother and sister next year hopefully.

## Parent Survey Reports - Green Acres Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Green Acres Elementary

**Set ID:** 18179

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/19/2019

**% Range of Students Involved in SRTS:** Don't Know

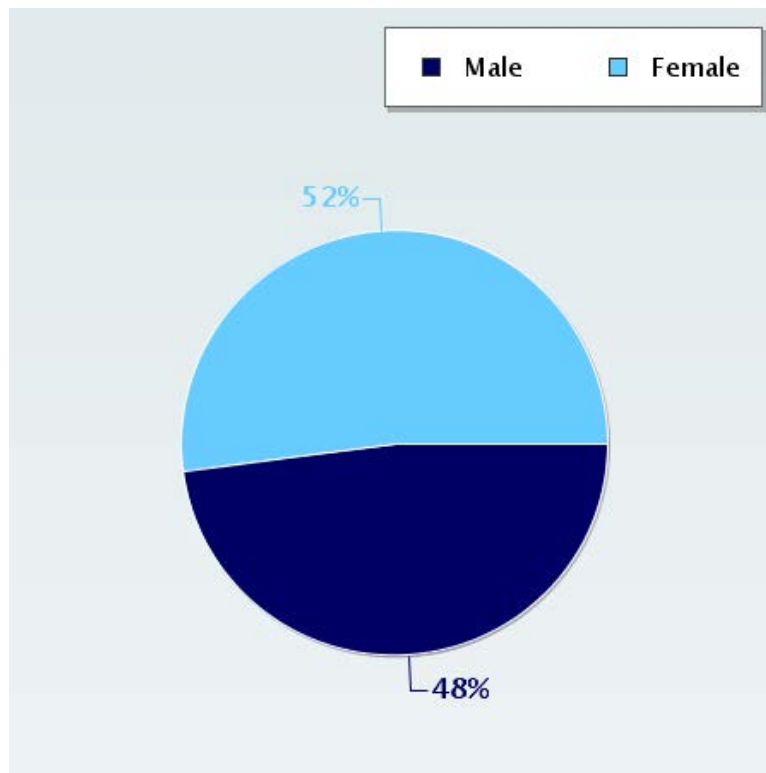
**Tags:** Elementary School,LOSD,LOSDES

**Number of Questionnaires Distributed:** 0

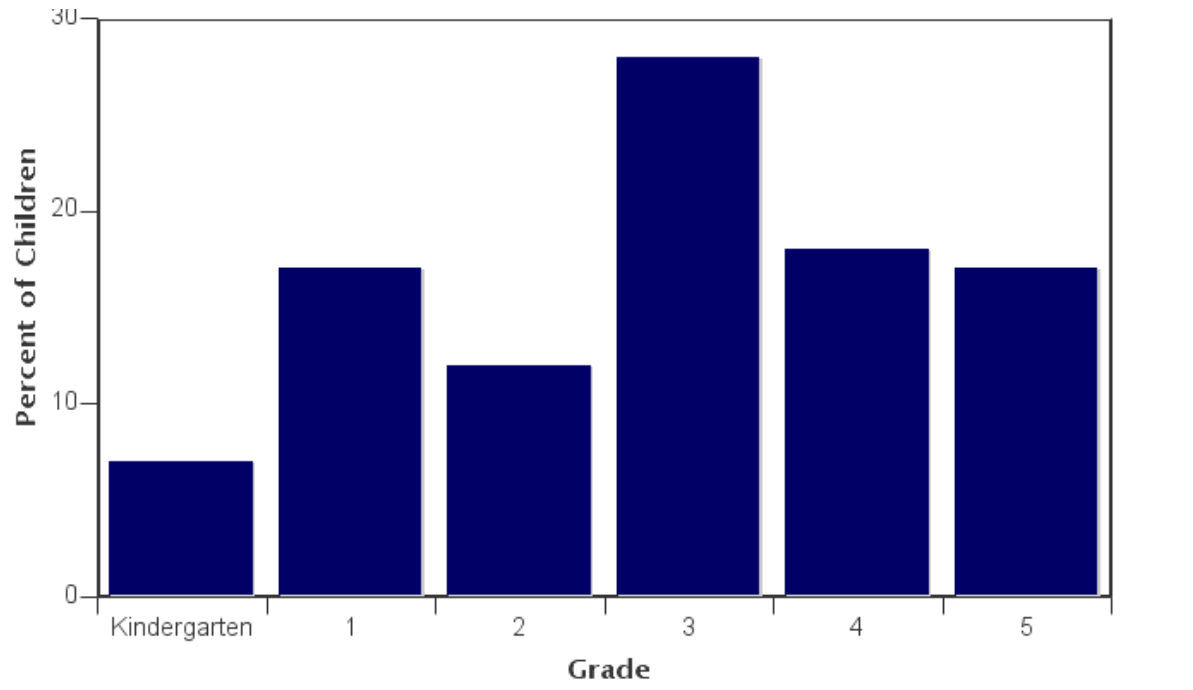
**Number of Questionnaires Analyzed for Report:** 163

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



Grade levels of children represented in survey



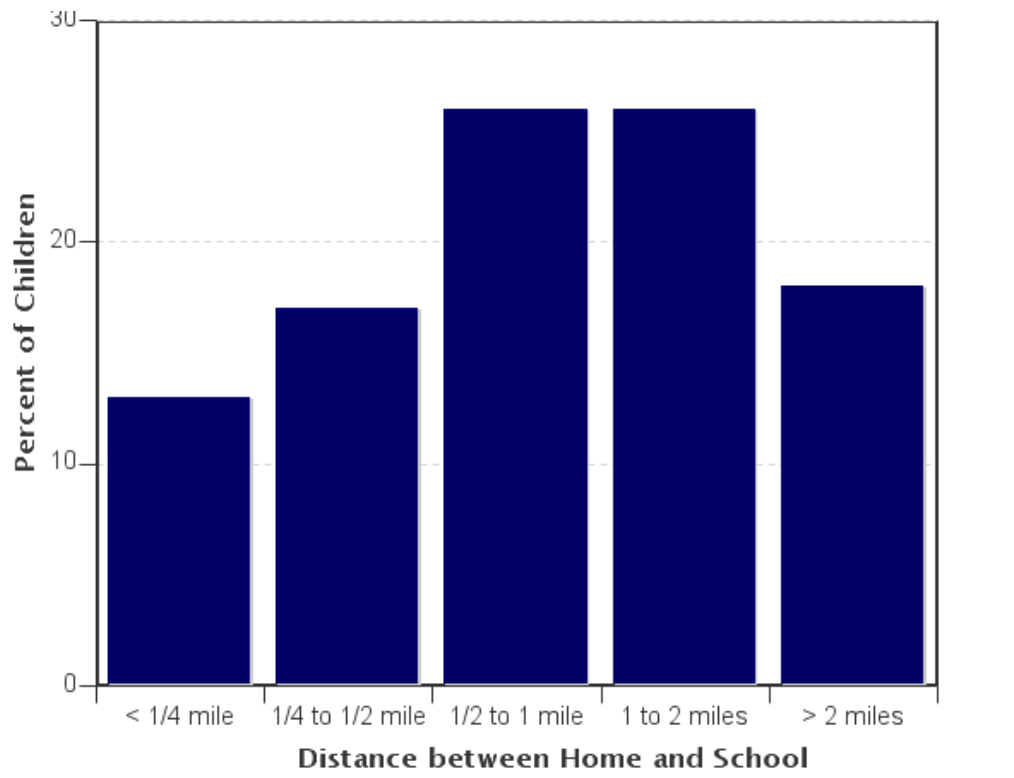
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	12	7%
1	28	17%
2	19	12%
3	46	28%
4	29	18%
5	28	17%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

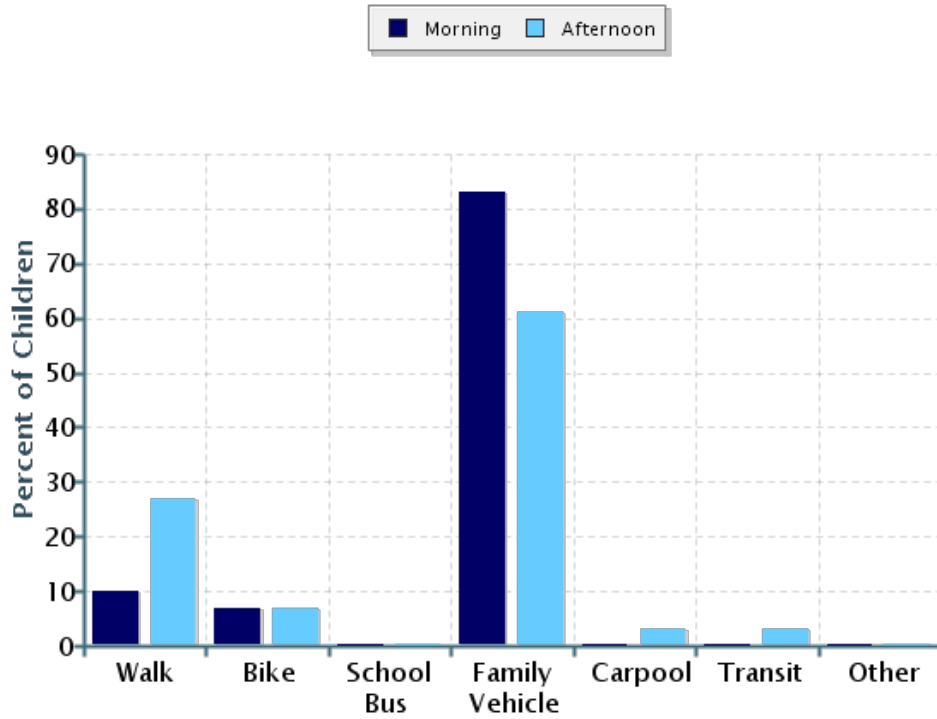


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	19	13%
1/4 mile up to 1/2 mile	25	17%
1/2 mile up to 1 mile	38	26%
1 mile up to 2 miles	38	26%
More than 2 miles	26	18%

Don't know or No response: 17  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	162	10%	7%	0%	83%	0%	0%	0%
Afternoon	157	27%	7%	0%	61%	3%	3%	0%

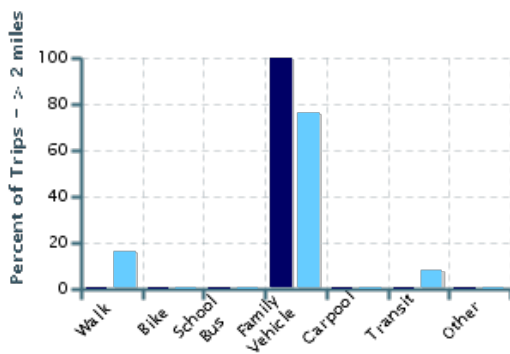
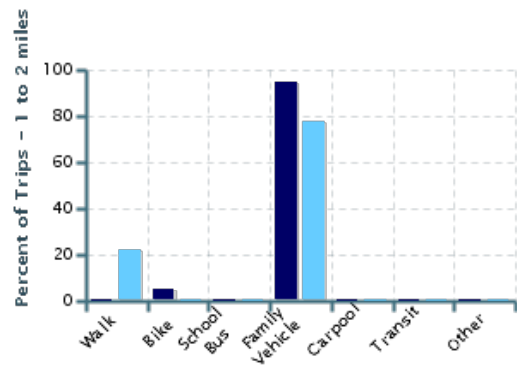
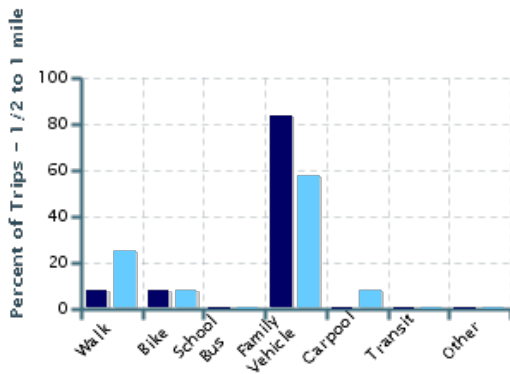
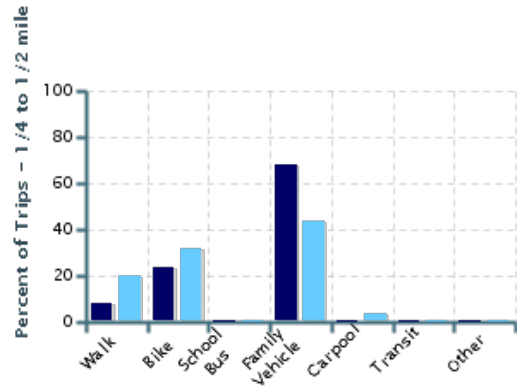
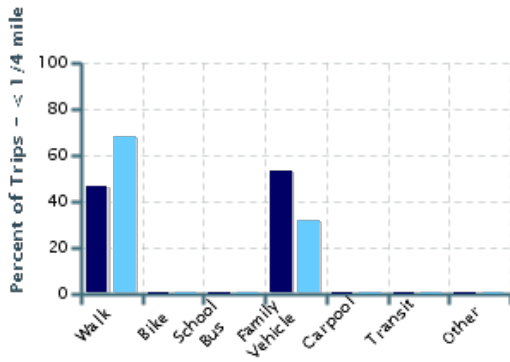
No Response Morning: 1

No Response Afternoon: 6

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	19	47%	0%	0%	53%	0%	0%	0%
1/4 mile up to 1/2 mile	25	8%	24%	0%	68%	0%	0%	0%
1/2 mile up to 1 mile	38	8%	8%	0%	84%	0%	0%	0%
1 mile up to 2 miles	38	0%	5%	0%	95%	0%	0%	0%
More than 2 miles	25	0%	0%	0%	100%	0%	0%	0%

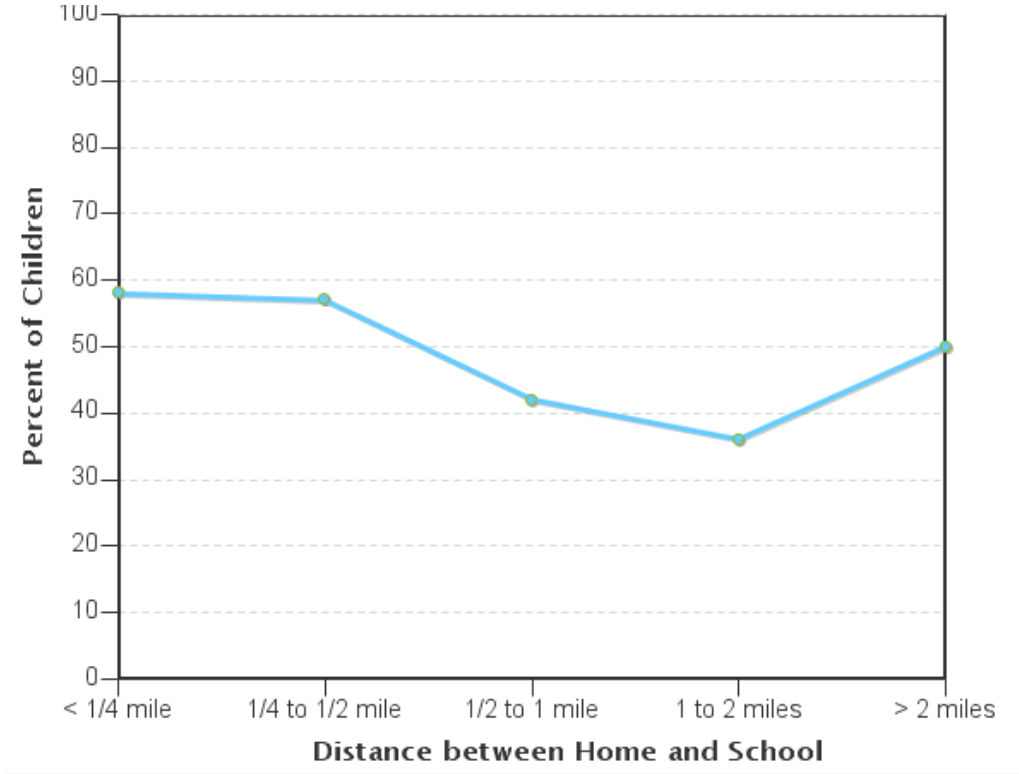
Don't know or No response: 18  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	19	68%	0%	0%	32%	0%	0%	0%
1/4 mile up to 1/2 mile	25	20%	32%	0%	44%	4%	0%	0%
1/2 mile up to 1 mile	36	25%	8%	0%	58%	8%	0%	0%
1 mile up to 2 miles	36	22%	0%	0%	78%	0%	0%	0%
More than 2 miles	25	16%	0%	0%	76%	0%	8%	0%

Don't know or No response: 22  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

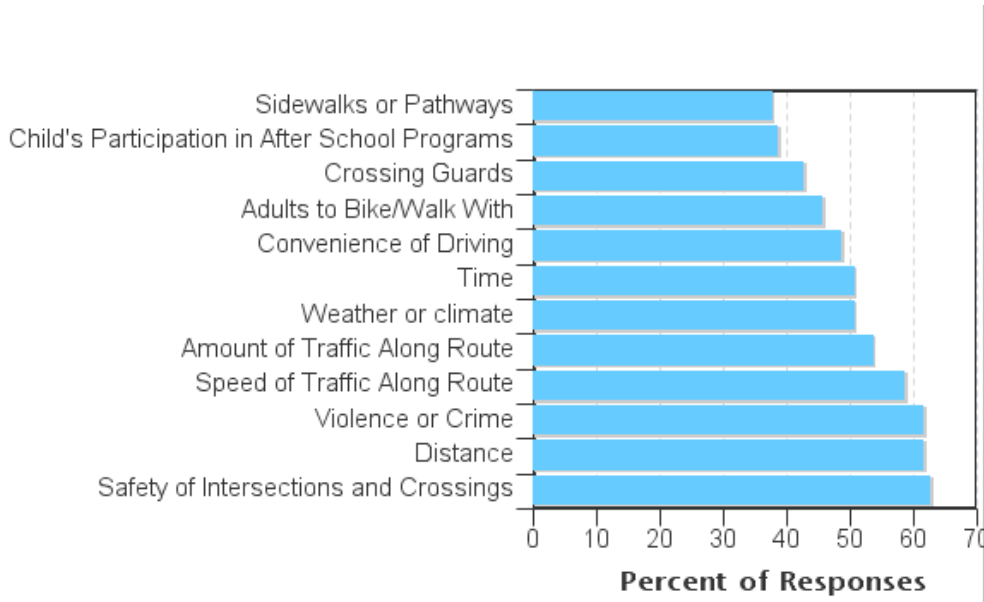


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

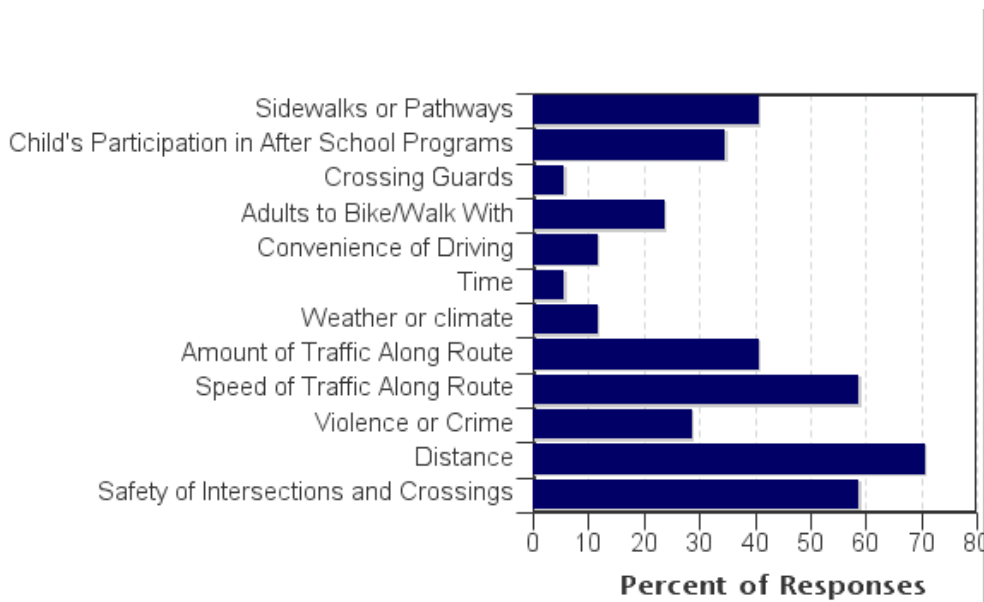
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	64	58%	57%	42%	36%	50%
No	74	42%	43%	58%	64%	50%

Don't know or No response: 25  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	63%	59%
Distance	62%	71%
Violence or Crime	62%	29%
Speed of Traffic Along Route	59%	59%
Amount of Traffic Along Route	54%	41%
Weather or climate	51%	12%
Time	51%	6%
Convenience of Driving	49%	12%
Adults to Bike/Walk With	46%	24%
Crossing Guards	43%	6%
Child's Participation in After School Programs	39%	35%
Sidewalks or Pathways	38%	41%
<b>Number of Respondents per Category</b>	<b>123</b>	<b>17</b>

No response: 23

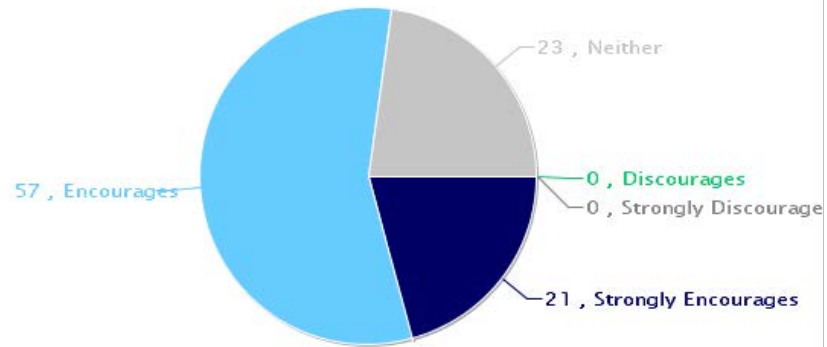
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

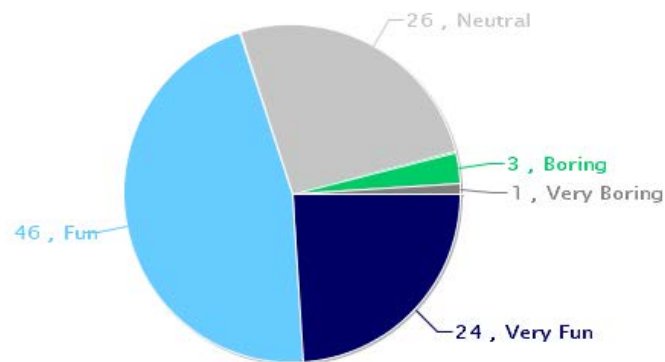
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

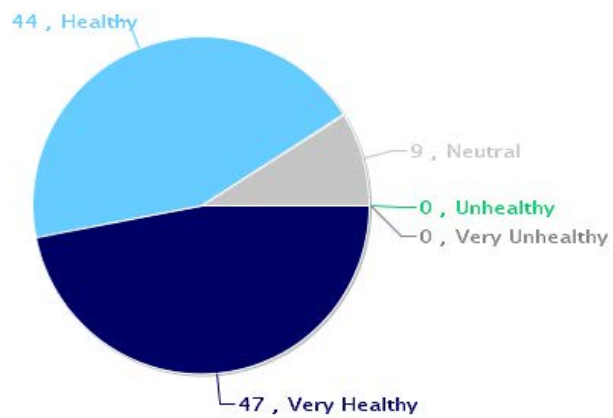
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1652988	Both parents walk and go directly to work.
1672082	Both parents work and go directly to work upon drop-off and before pick-up.
1652979	So recently I've heard they are moving the homeless encampment to 7th Ave, this strongly effects my decision to not let him walk to school on his own in the future.
1653030	Que haya reglas para todos en general los que maneamos es mi opinion.
1670729	Recently, I heard the homeless encampment is going to be moved to 7th ave. This strongly affects my decision to not let my son walk to school on his own in the future, even though he already walks to school everyday.
1672077	So recently I've heard they are moving the homeless encampment to 7th Ave, this strongly affects my decision to not let him walk to school on his own in the future.
1653001	Traffic speed and crome affect my decision most.
1670790	Traffic, speed and crime affect my decision to let my child walk or bike to school.
1672093	Traffic, speed of traffic, and crime affect my decision most.
1652513	My grandson walks with staff to Boys and Girls club after school. I some times have early meetings so driving is what I do rather then walk him.
1652999	Biggest issue is my younger one is not ready and makes after care hard.
1653035	Good, safe bike lanes and sidewalks all over Live Oak are key to encouraging more biking and walking.
1670785	The biggest issue is my younger one is not ready to walk or bike and makes after care difficult.
1672091	Biggest issue is my younger one is not ready and makes after care hard.
1670153	My grandson walks with staff to boys and girls club after school. I sometimes have an early meeting, and unfortunately, driving is the fastest way to get to school.
1672069	Good, safe bike lanes and sidewalks all over Live Oak are key to encouraging more biking and walking.

### Parent Survey Reports - Lakeview Middle School

#### Parent Survey Report: One School in One Data Collection Period

**School Name:** Lakeview Middle

**Set ID:** 18183

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/17/2019

**% Range of Students Involved in SRTS:** Don't Know

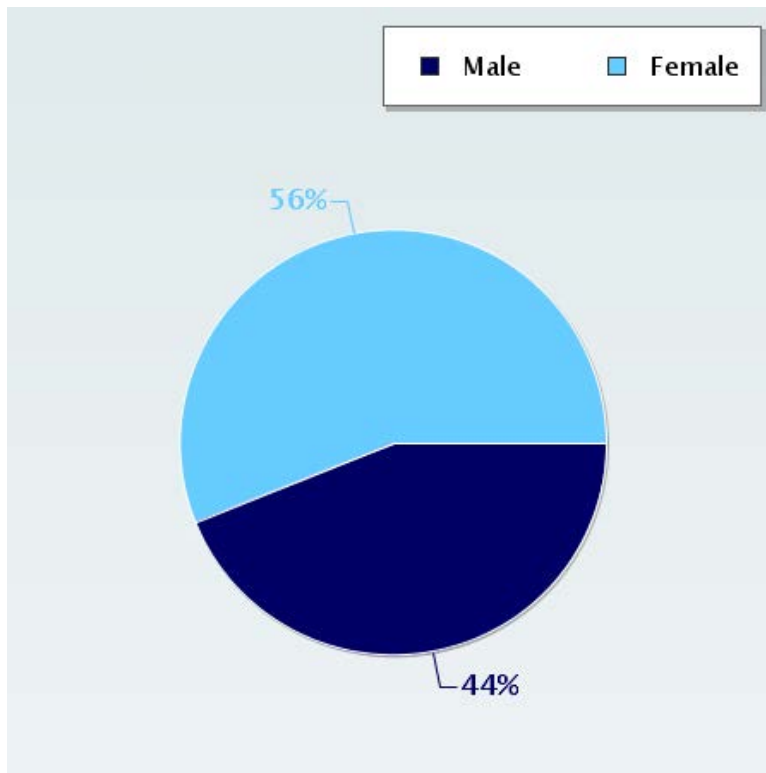
**Tags:** Middle School

**Number of Questionnaires Distributed:** 0

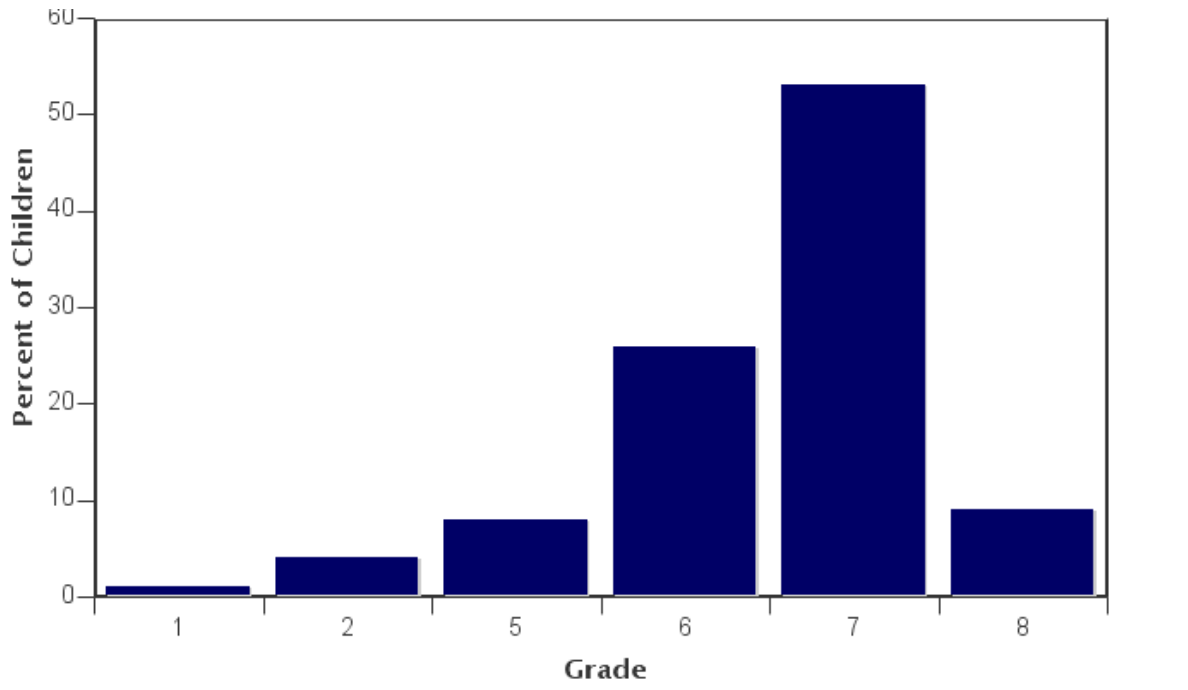
**Number of Questionnaires Analyzed for Report:** 83

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



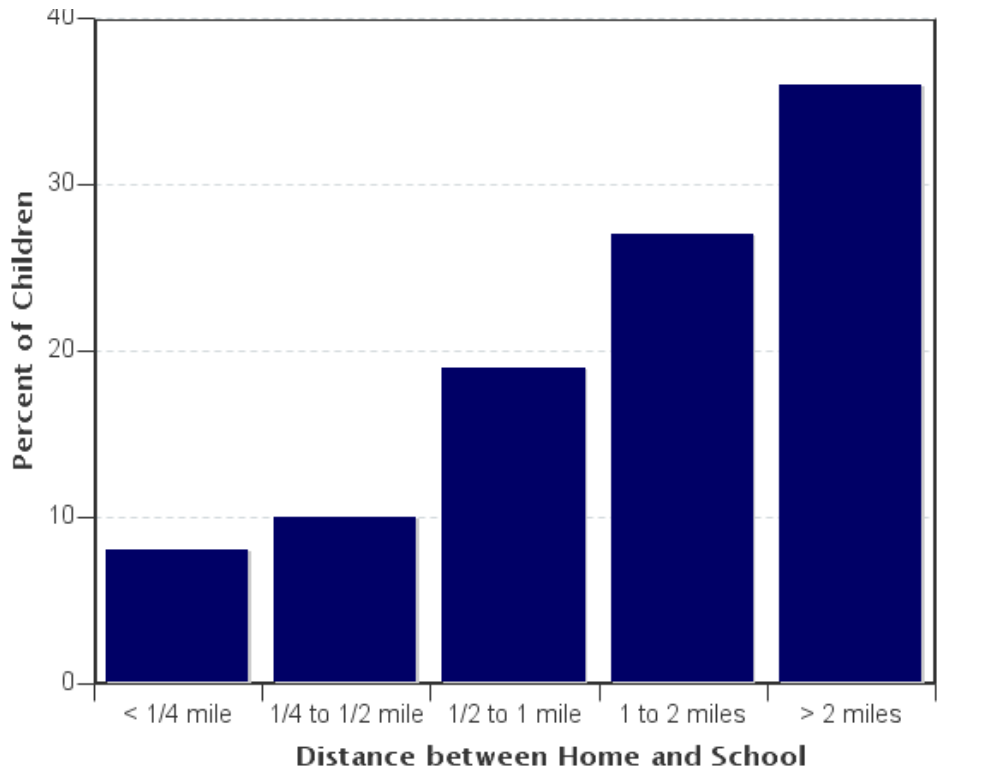
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	1	1%
2	3	4%
5	6	8%
6	20	26%
7	41	53%
8	7	9%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

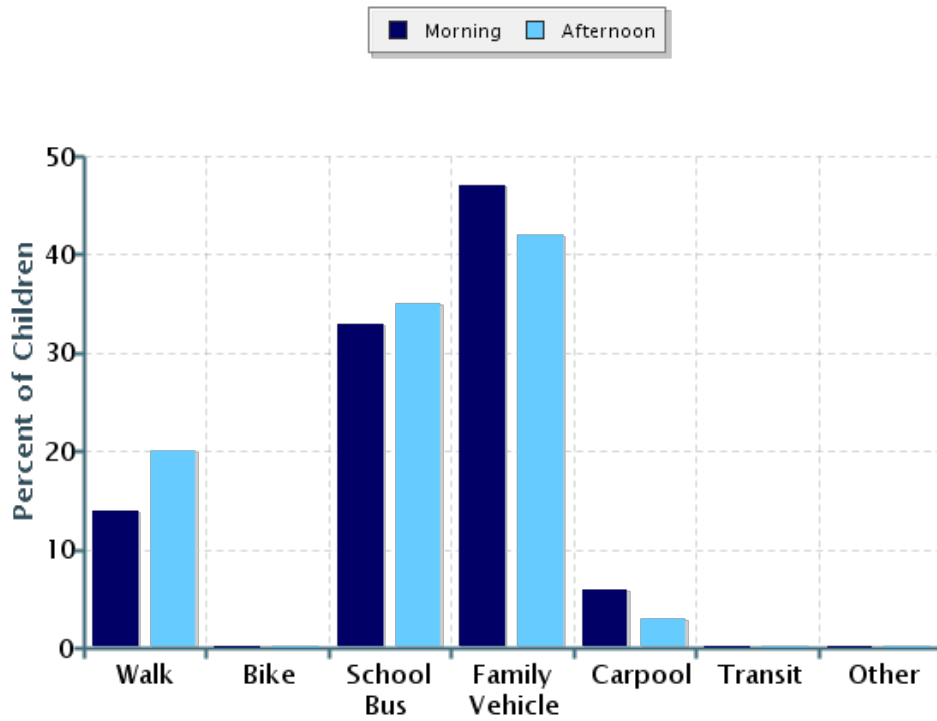


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	6	8%
1/4 mile up to 1/2 mile	7	10%
1/2 mile up to 1 mile	14	19%
1 mile up to 2 miles	20	27%
More than 2 miles	26	36%

Don't know or No response: 10  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	81	14%	0%	33%	47%	6%	0%	0%
Afternoon	79	20%	0%	35%	42%	3%	0%	0%

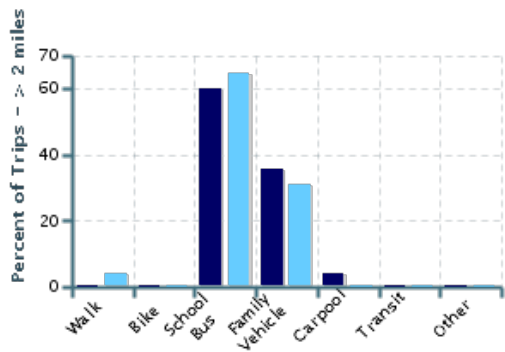
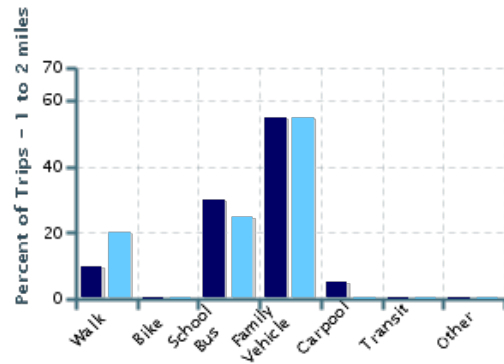
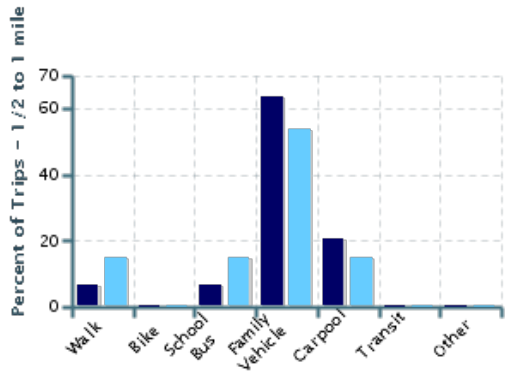
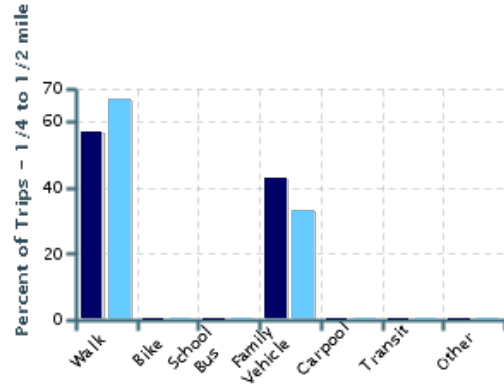
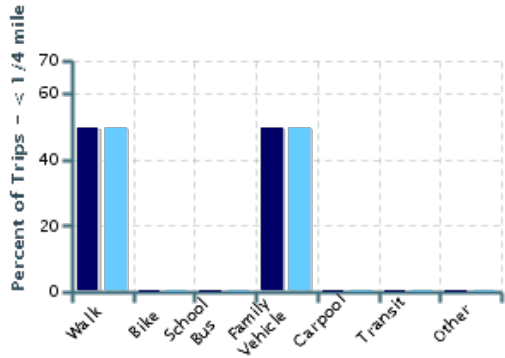
No Response Morning: 2

No Response Afternoon: 4

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



## Typical mode of school arrival and departure by distance child lives from school

## School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	50%	0%	0%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	7	57%	0%	0%	43%	0%	0%	0%
1/2 mile up to 1 mile	14	7%	0%	7%	64%	21%	0%	0%
1 mile up to 2 miles	20	10%	0%	30%	55%	5%	0%	0%
More than 2 miles	25	0%	0%	60%	36%	4%	0%	0%

Don't know or No response: 11

Percentages may not total 100% due to rounding.

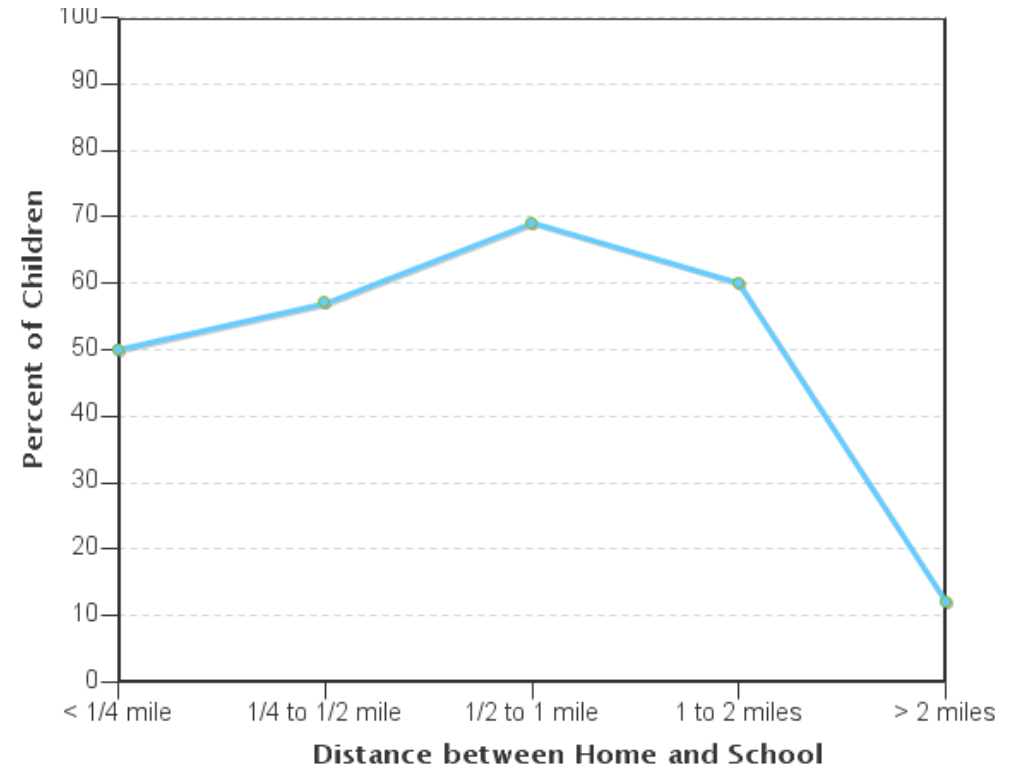
## School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	50%	0%	0%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	6	67%	0%	0%	33%	0%	0%	0%
1/2 mile up to 1 mile	13	15%	0%	15%	54%	15%	0%	0%
1 mile up to 2 miles	20	20%	0%	25%	55%	0%	0%	0%
More than 2 miles	26	4%	0%	65%	31%	0%	0%	0%

Don't know or No response: 12

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

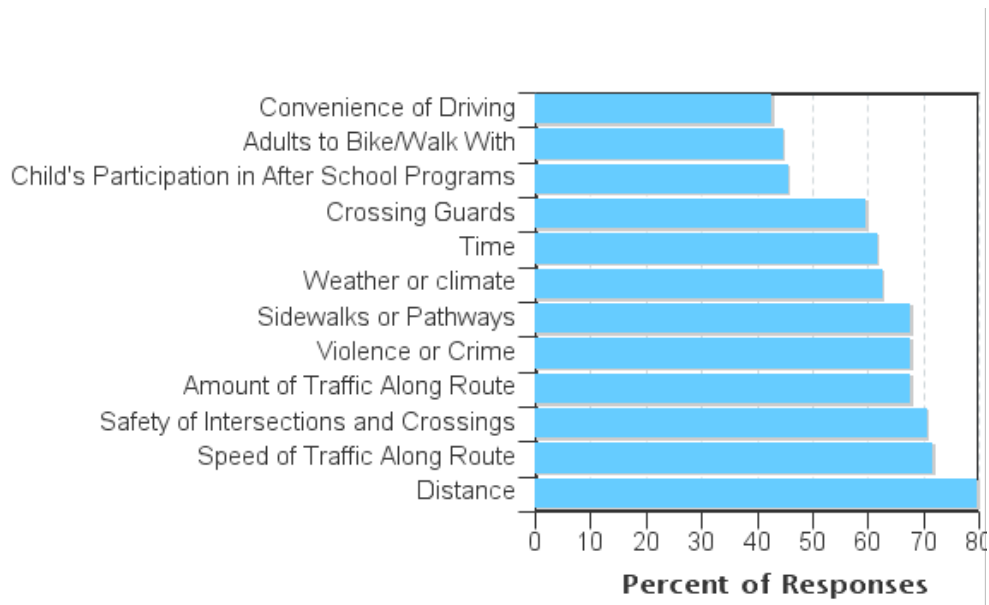


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

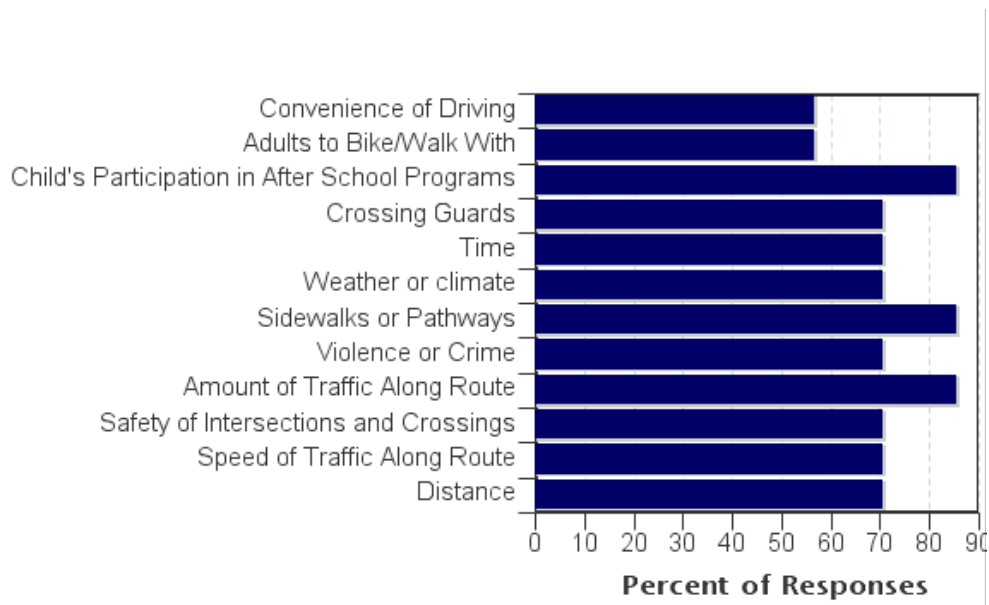
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	31	50%	57%	69%	60%	12%
No	41	50%	43%	31%	40%	88%

Don't know or No response: 11  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	80%	71%
Speed of Traffic Along Route	72%	71%
Safety of Intersections and Crossings	71%	71%
Amount of Traffic Along Route	68%	86%
Violence or Crime	68%	71%
Sidewalks or Pathways	68%	86%
Weather or climate	63%	71%
Time	62%	71%
Crossing Guards	60%	71%
Child's Participation in After School Programs	46%	86%
Adults to Bike/Walk With	45%	57%
Convenience of Driving	43%	57%
<b>Number of Respondents per Category</b>	<b>65</b>	<b>7</b>

No response: 11

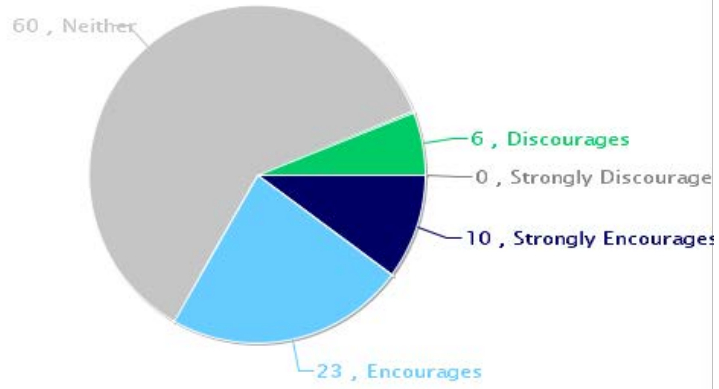
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

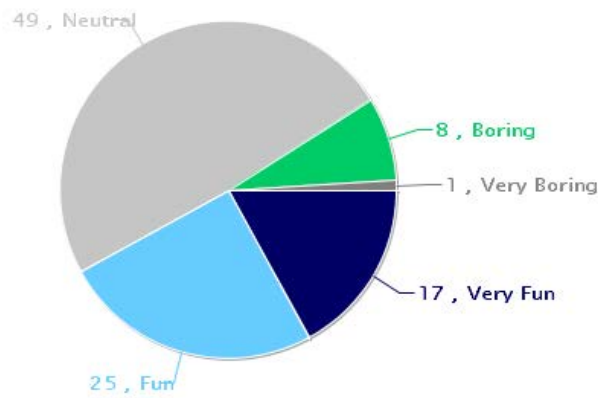
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

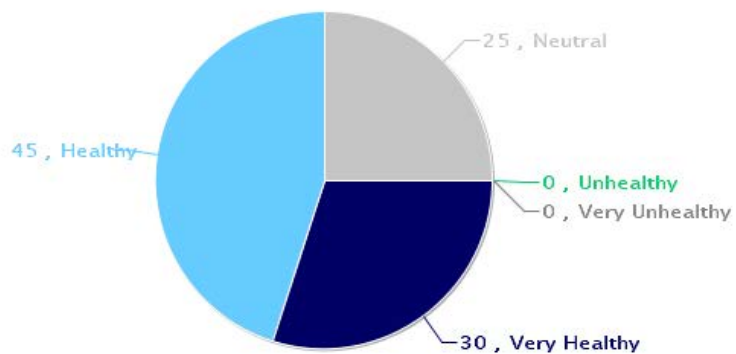
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1638360	When I work, I let my children walk home
1638369	Transportation to and from school: walking, family vehicle, or carpool
1638370	transportation to/from school: walking or school bus
1638372	transportation to/from school: school bus or family vehicle
1638375	There should be a crossing guard at the light
1638383	I think they need a side walk by East Lake so it could be more safe for the kids to walk
1638386	I think the sidewalks is too short in east lake street and is not safe for students to walk
1638398	I live too far to let my son walk to school and there are no sidewalks for him to walk on to safely walk to/from school
1638400	You would think middle school children would have more caution when crossing streets. I see it everyday, they just run across not following cross walk signs. Crossing guards would be nice. Safety for children and drivers
1638403	I would like for there to be a bus so students can be more safe when going to school
1638416	I would like for there to be more safety so my children can walk to school
1638422	transportation to/from school: school bus or family vehicle
1638428	It is very easy for teenagers to make poo decisions/mistakes when they are with friends and unsupervised. Walking home is not an option for my family. I've allowed it in the past as a "reward" or special circumstance but it is not the normal.
1638432	The distance between my home and school is too far and dangerous to let my students walk or ride their bikes
1638434	transportation to/from school: family vehicle or carpool
1638437	I have 2 students at 2 different schools. So driving them is convenient since its on the way. But in the future I would like to let them walk
1638438	I would like there to be more school buses because some street have too much traffic and can cause accidents. Thank you
1638441	Sometimes walking is the only option regardless of concerns I have such as not having adequate sidewalks, speed of traffic or weather
1638447	It is to dangerous for children to ride their bikes to school
1638454	We live too far for my student to go to school on bike. There is also lots of danger with cars and there are no sidewalks to safety get to school
1638457	I do not want to son to walk or ride his bike because it is not safe.
1650024	TRANS: I personally prefer taking her to school I feel more secure. --- Yo prefiero llevarla personal a la escuela me siento mas segura

## Parent Survey Reports - Live Oak Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Live Oak Elementary

**Set ID:** 18176

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/18/2019

**% Range of Students Involved in SRTS:** Don't Know

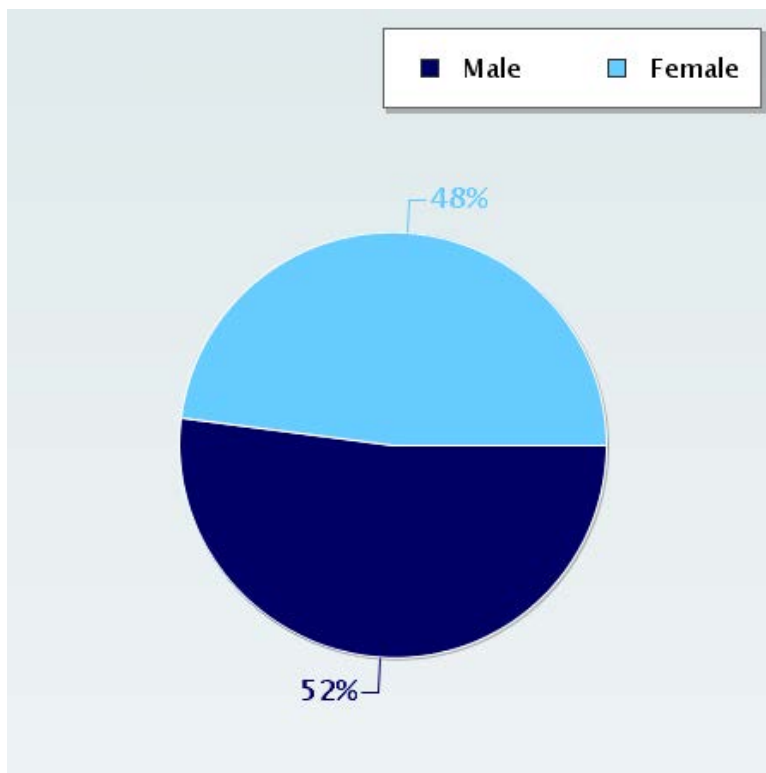
**Tags:** Elementary School

**Number of Questionnaires Distributed:** 0

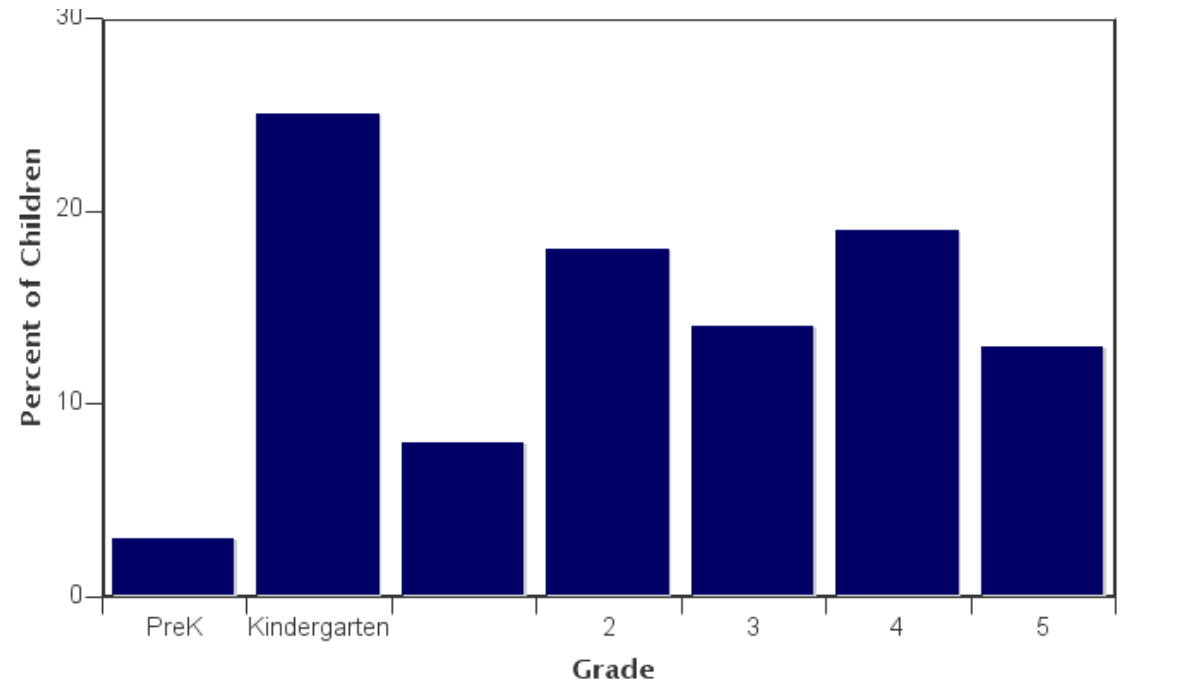
**Number of Questionnaires Analyzed for Report:** 75

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



Grade levels of children represented in survey



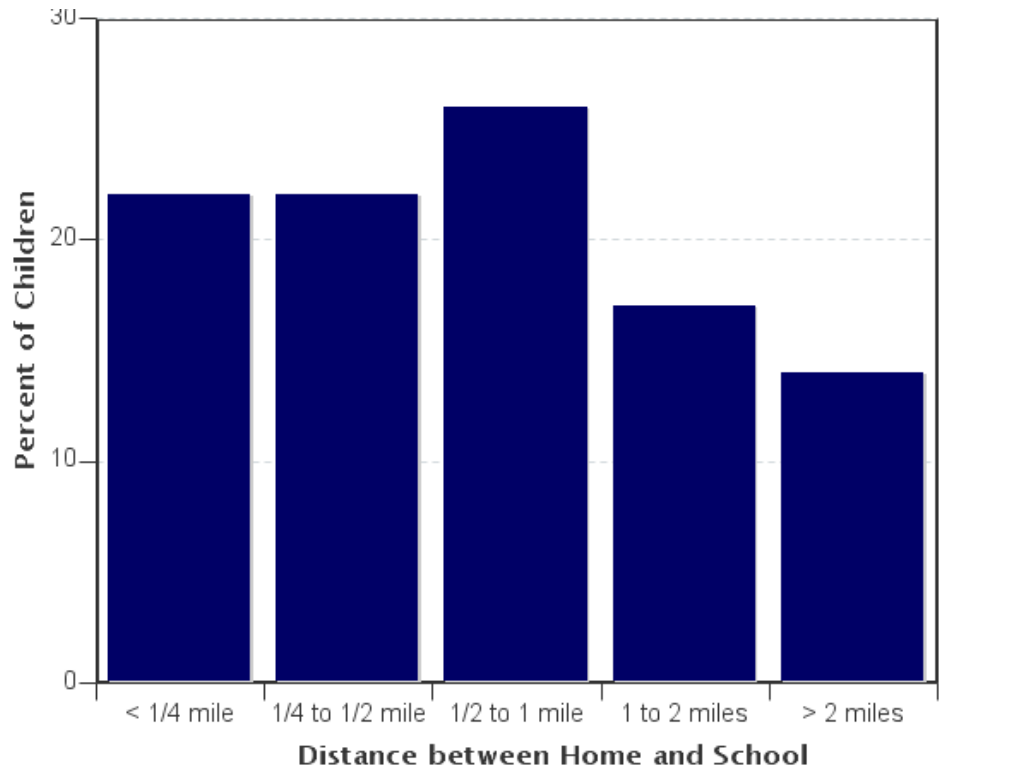
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	2	3%
Kindergarten	18	25%
1	6	8%
2	13	18%
3	10	14%
4	14	19%
5	9	13%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

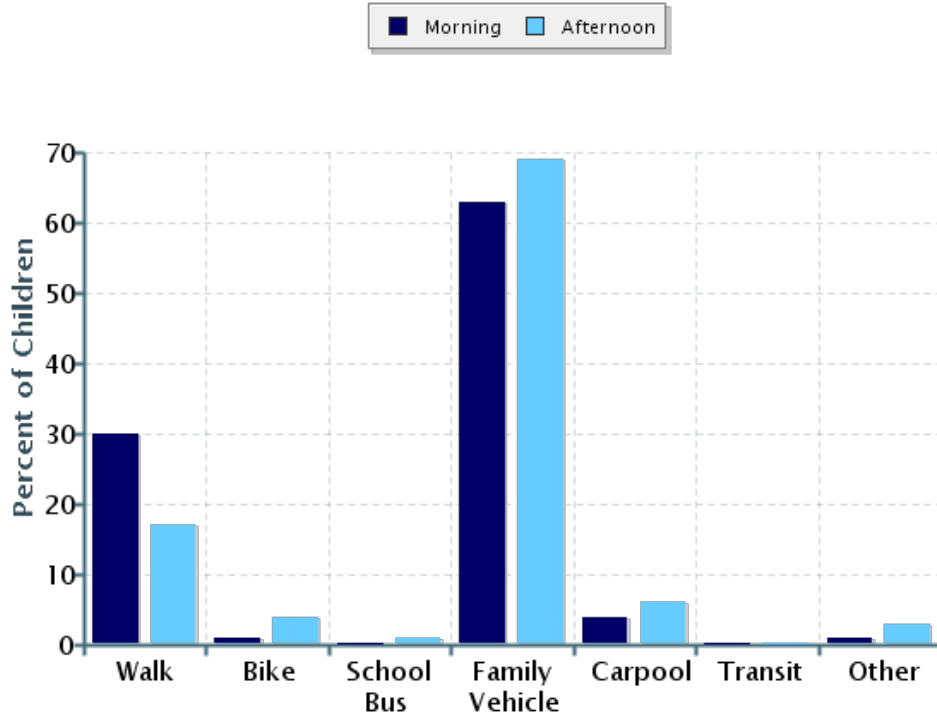


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	14	22%
1/4 mile up to 1/2 mile	14	22%
1/2 mile up to 1 mile	17	26%
1 mile up to 2 miles	11	17%
More than 2 miles	9	14%

Don't know or No response: 10  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	73	30%	1%	0%	63%	4%	0%	1%
Afternoon	71	17%	4%	1%	69%	6%	0%	3%

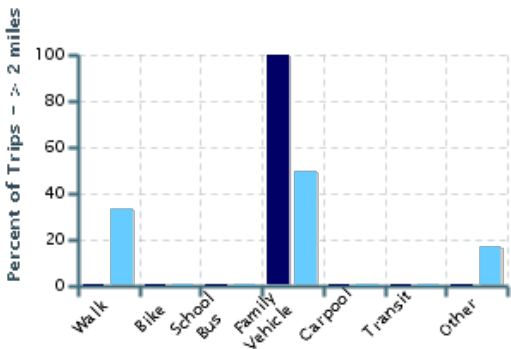
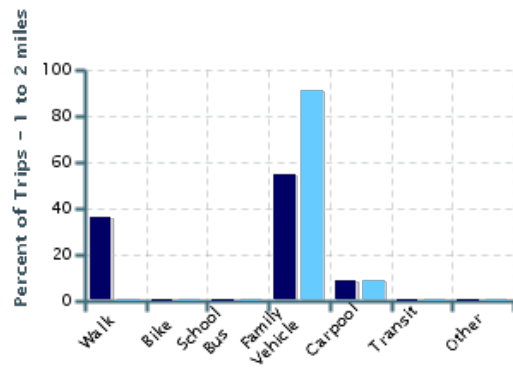
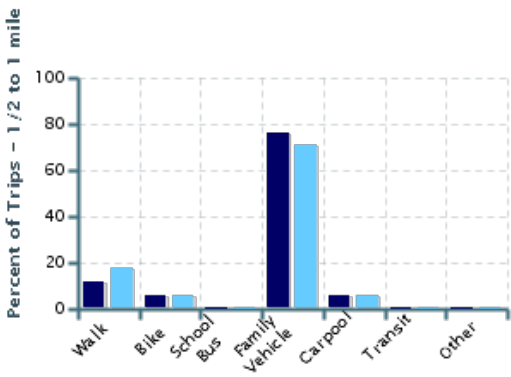
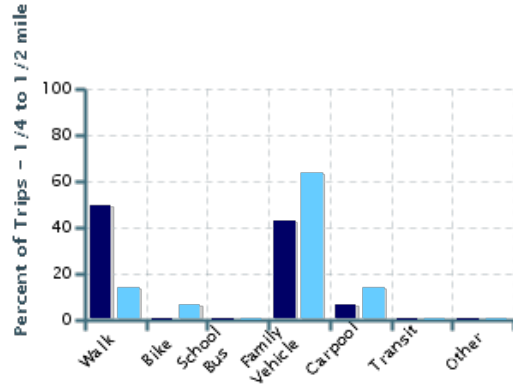
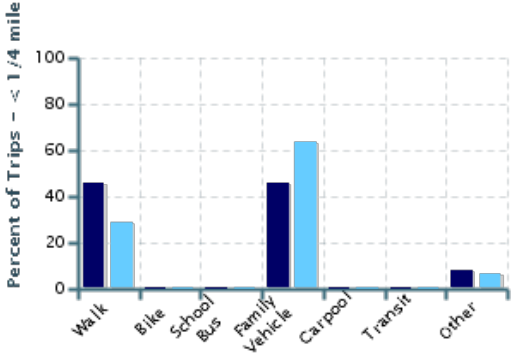
No Response Morning: 2

No Response Afternoon: 4

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	46%	0%	0%	46%	0%	0%	8%
1/4 mile up to 1/2 mile	14	50%	0%	0%	43%	7%	0%	0%
1/2 mile up to 1 mile	17	12%	6%	0%	76%	6%	0%	0%
1 mile up to 2 miles	11	36%	0%	0%	55%	9%	0%	0%
More than 2 miles	9	0%	0%	0%	100%	0%	0%	0%

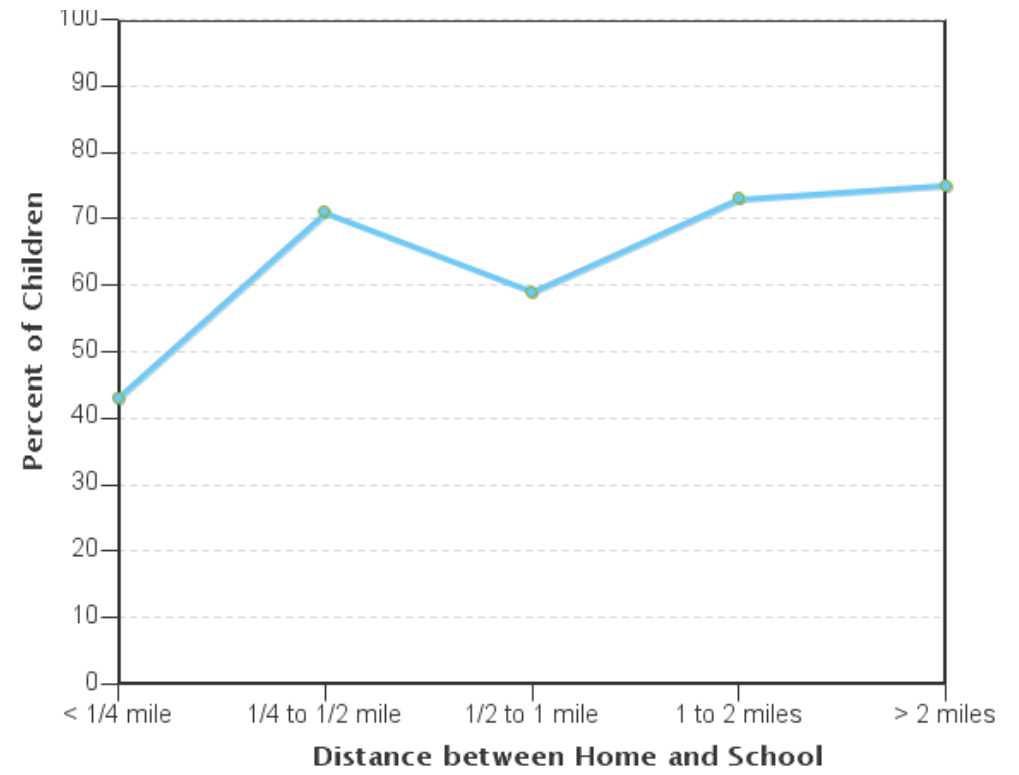
Don't know or No response: 11  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	29%	0%	0%	64%	0%	0%	7%
1/4 mile up to 1/2 mile	14	14%	7%	0%	64%	14%	0%	0%
1/2 mile up to 1 mile	17	18%	6%	0%	71%	6%	0%	0%
1 mile up to 2 miles	11	0%	0%	0%	91%	9%	0%	0%
More than 2 miles	6	33%	0%	0%	50%	0%	0%	17%

Don't know or No response: 13  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

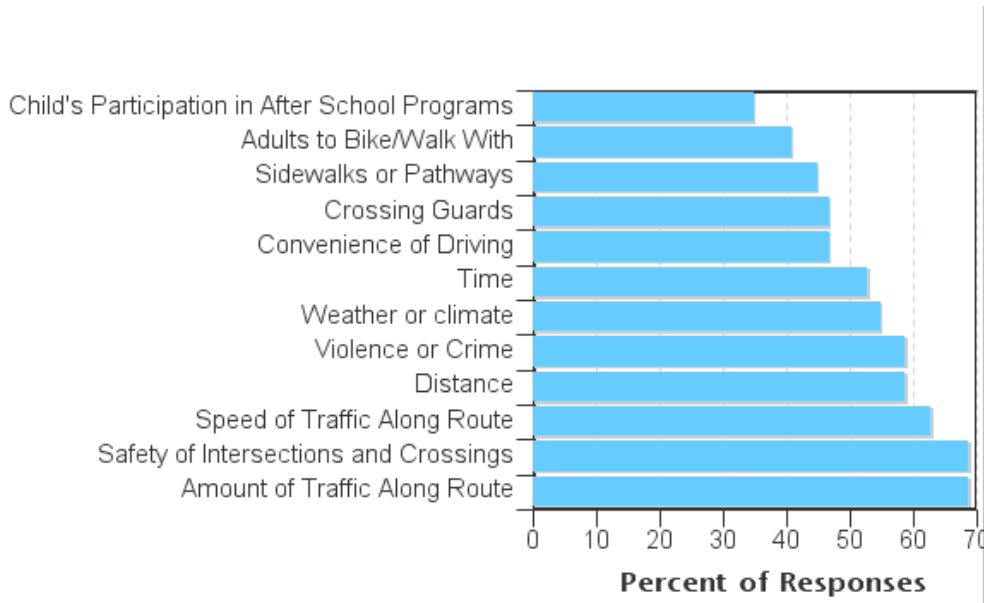


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

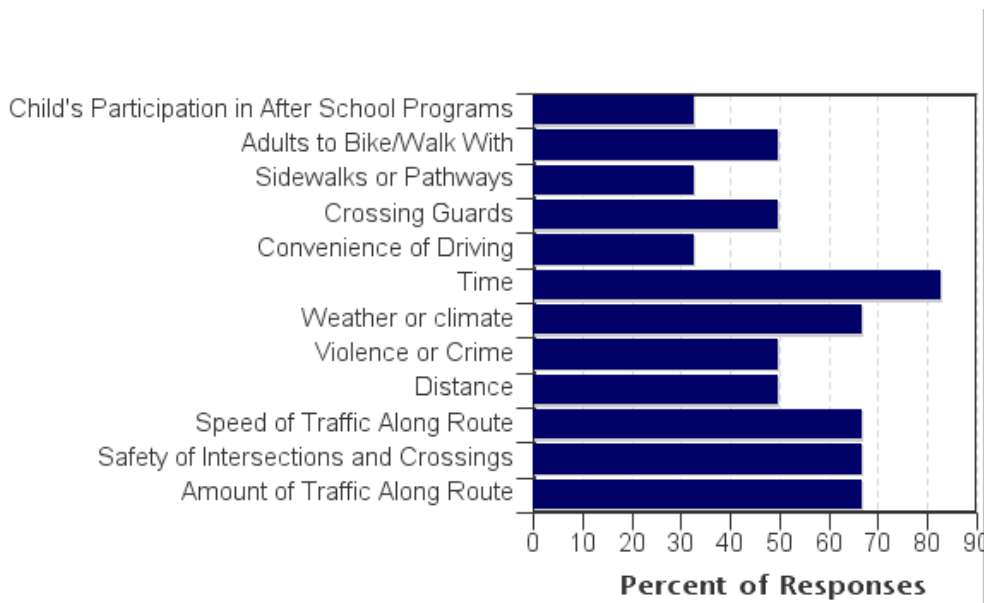
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	40	43%	71%	59%	73%	75%
No	24	57%	29%	41%	27%	25%

Don't know or No response: 11  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	69%	67%
Safety of Intersections and Crossings	69%	67%
Speed of Traffic Along Route	63%	67%
Distance	59%	50%
Violence or Crime	59%	50%
Weather or climate	55%	67%
Time	53%	83%
Convenience of Driving	47%	33%
Crossing Guards	47%	50%
Sidewalks or Pathways	45%	33%
Adults to Bike/Walk With	41%	50%
Child's Participation in After School Programs	35%	33%
<b>Number of Respondents per Category</b>	<b>51</b>	<b>6</b>

No response: 18

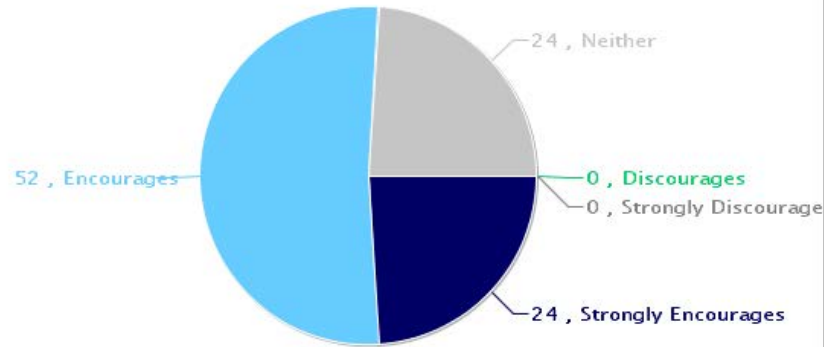
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

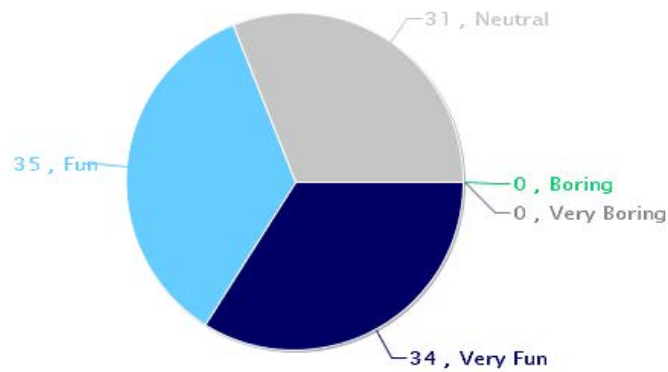
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

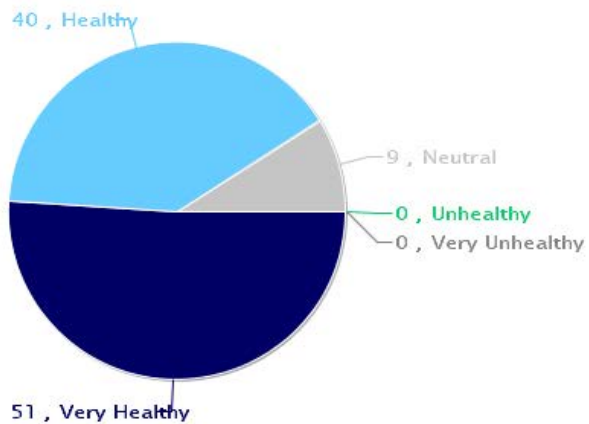
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1649720	For safety I can't let my girls walk nowhere with out adult. I would love to walk to school if I had enough time I work very early in the morning every day to support my family.
1649736	Lack of sidewalks along Harper (and cars above speed limit) and no light at the Harper 17th ave intersection are biggest concerns. I would be comfortable with having my kids (when a little older) walk along 17th on schoolside on sidewalk and around Capitola Rd corner to school.
1649749	TRANS: I would like if the children from the school Live Oak would note how a driver crosses sight with them and would make sure the child is looking at them so that the children can cross safely. The children need to also learn this. Megustaria que los ninos de la Escuela live oak. Seden cuenta como un conductor diri. Je la mirada con ellos y se asegure que el nino lo esta mirando para que cruce seguro los ninos tienen que aprender esto.
1649760	TRANS: I would like to try walking more times with my daughter so we can both exercise. We talk about picking up that nice habit. ---- Me gustaria tratar de caminar mas veces con mi hija para que ella y yo hagamos ejercicio. Platiquenos y fomentemos este benito habito.
1649818	How is #15 even relevant?
1649841	We need school buses. I see many parents walking their small children no matter the weather. Pushing babies in strollers 1/2 to 1 mile or more. I can't help because of car seats.
1649853	It starts with education to all parents that walking is safe. Until then, my wife will never allow our kids to walk.
1649855	The reason why we drive is because of the timing and because he is 4 years old, not old enough to walk alone.
1649862	TRANS: Our family likes walking and riding bikes but time and our jobs makes it almost impossible but there are times that we do it with great joy. Thank you for the encouragement. --- A nuestra familia le gusta hacer caminatas y andar en bicicleta pero el tiempo y nuestro trabito no es casi imposible pero hay veces que si lo hacenos con mucho gusto. Gracias por animinos.
1649879	Because we live on brommer there is too much traffic to go to school. If there was a cut through I would do it every day with my child.
1649884	TRANS: Yes I would like that my kids used their bicycles more to go to school but they're still too young and it's dangerous it's better walking. ---- Si me gustaria que mis nonos usaran mas la bicicleta para la escuela pero aun estan moy pequos y es peligroso es mejor caminando.
1650326	We walk to school in summer days mostly. But not in the winter time or raining days.
1649656	Crossing Capitola Rd is dangerous, especially in the morning.
1649661	Walk to Boys and Girls Club
1649667	Light and or crossing guard at Harper and 17th would be a great improvement.

## Parent Survey Reports - Main Street Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Main Street Elementary School

**Set ID:** 17382

**School Group:** Safe Routes To School

**Month and Year Collected:** April 2018

**School Enrollment:** 494

**Date Report Generated:** 11/20/2019

**% Range of Students Involved in SRTS:** 76-100%

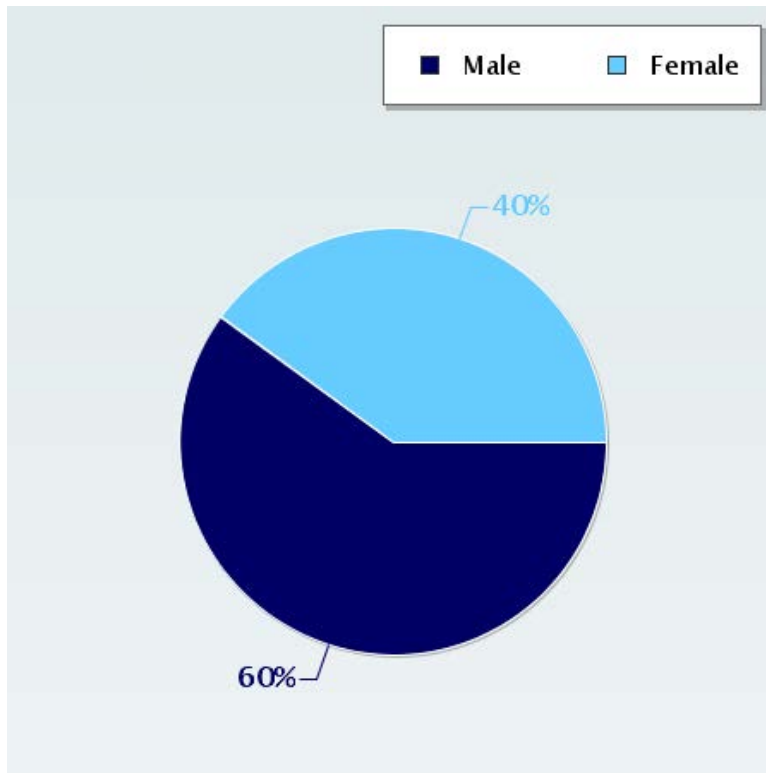
**Tags:** 2015/16 Fall Surveys - SRTS

**Number of Questionnaires Distributed:** 0

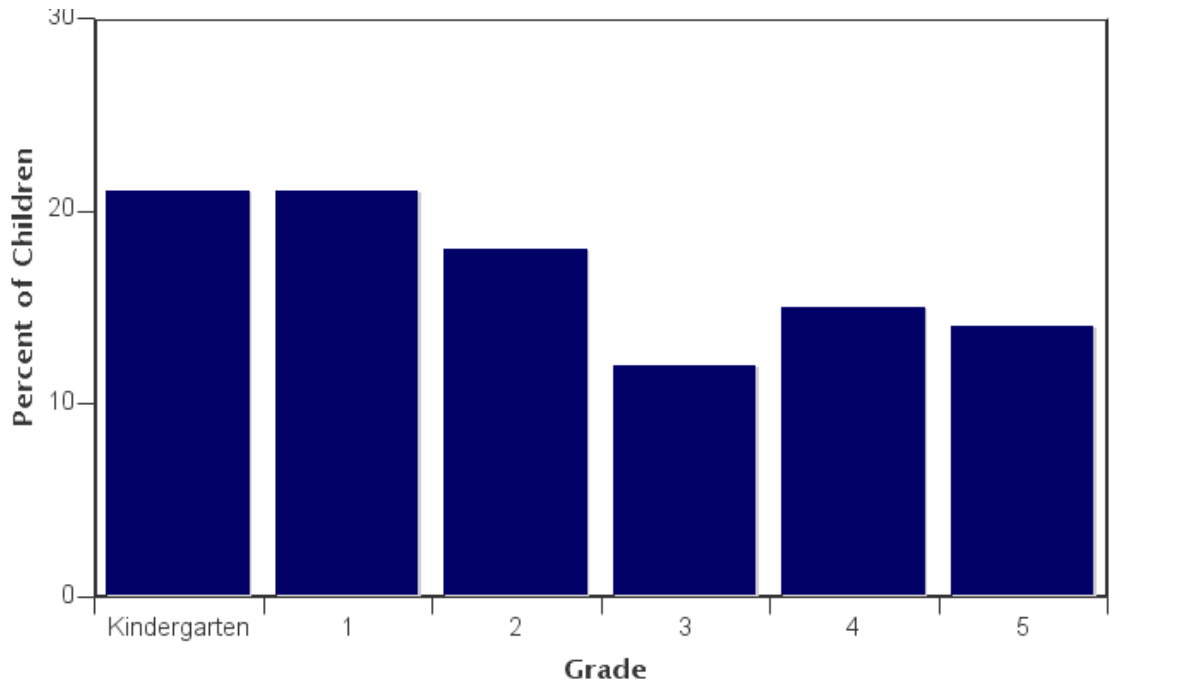
**Number of Questionnaires Analyzed for Report:** 107

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



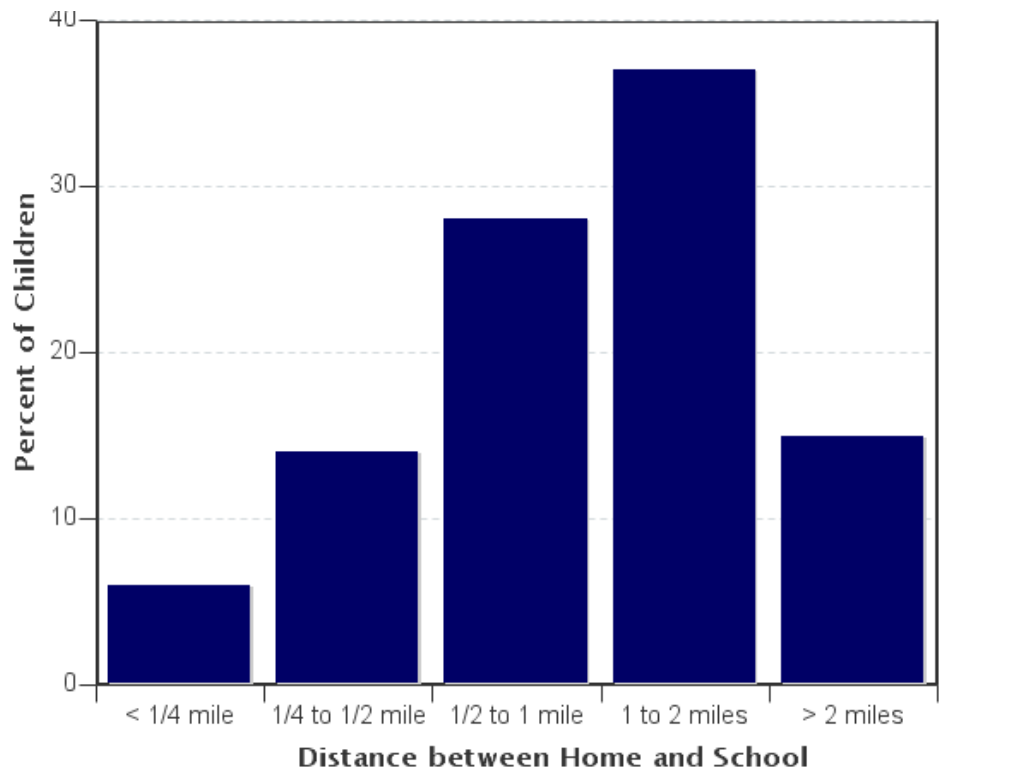
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	22	21%
1	22	21%
2	19	18%
3	13	12%
4	16	15%
5	15	14%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

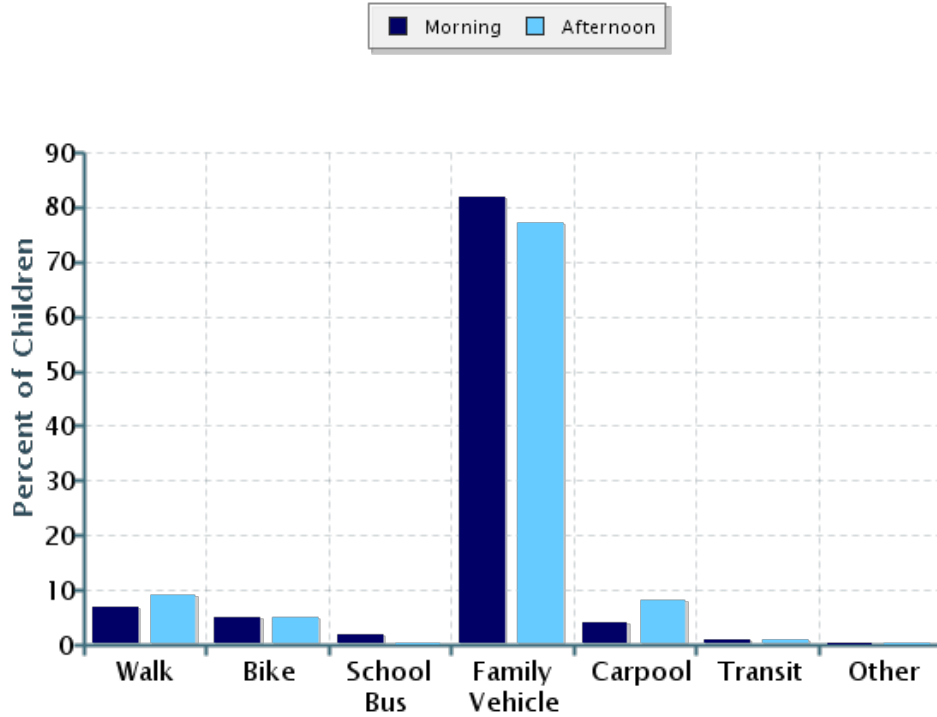


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	6	6%
1/4 mile up to 1/2 mile	14	14%
1/2 mile up to 1 mile	29	28%
1 mile up to 2 miles	38	37%
More than 2 miles	15	15%

Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	103	7%	5%	2%	82%	4%	1.0%	0%
Afternoon	100	9%	5%	0%	77%	8%	1%	0%

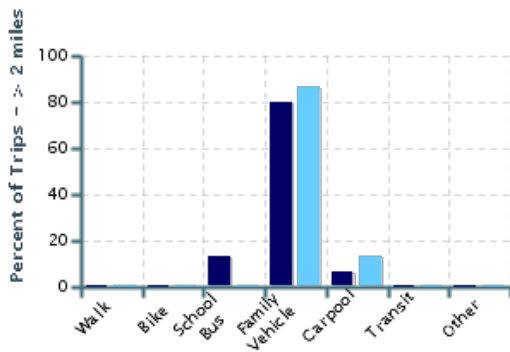
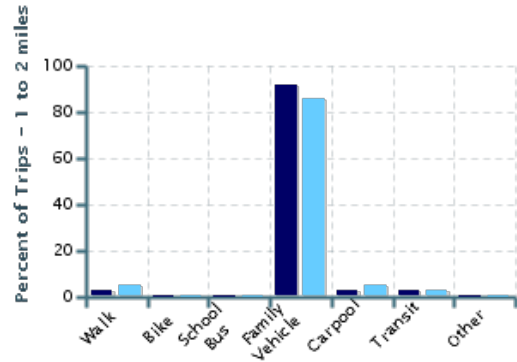
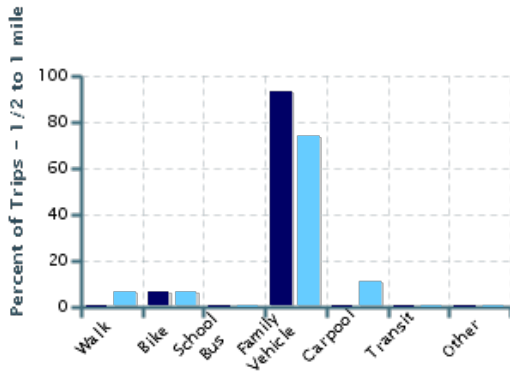
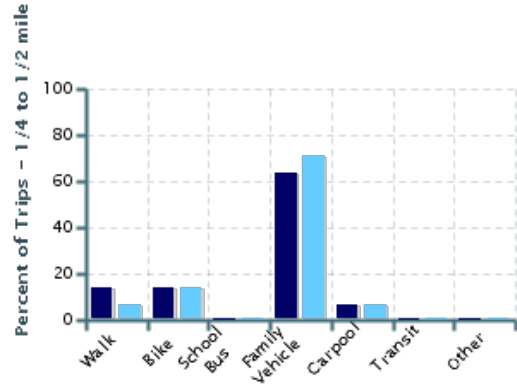
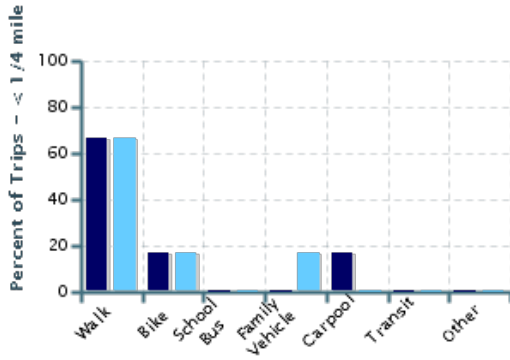
No Response Morning: 4

No Response Afternoon: 7

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	67%	17%	0%	0%	17%	0%	0%
1/4 mile up to 1/2 mile	14	14%	14%	0%	64%	7%	0%	0%
1/2 mile up to 1 mile	29	0%	7%	0%	93%	0%	0%	0%
1 mile up to 2 miles	38	3%	0%	0%	92%	3%	3%	0%
More than 2 miles	15	0%	0%	13%	80%	7%	0%	0%

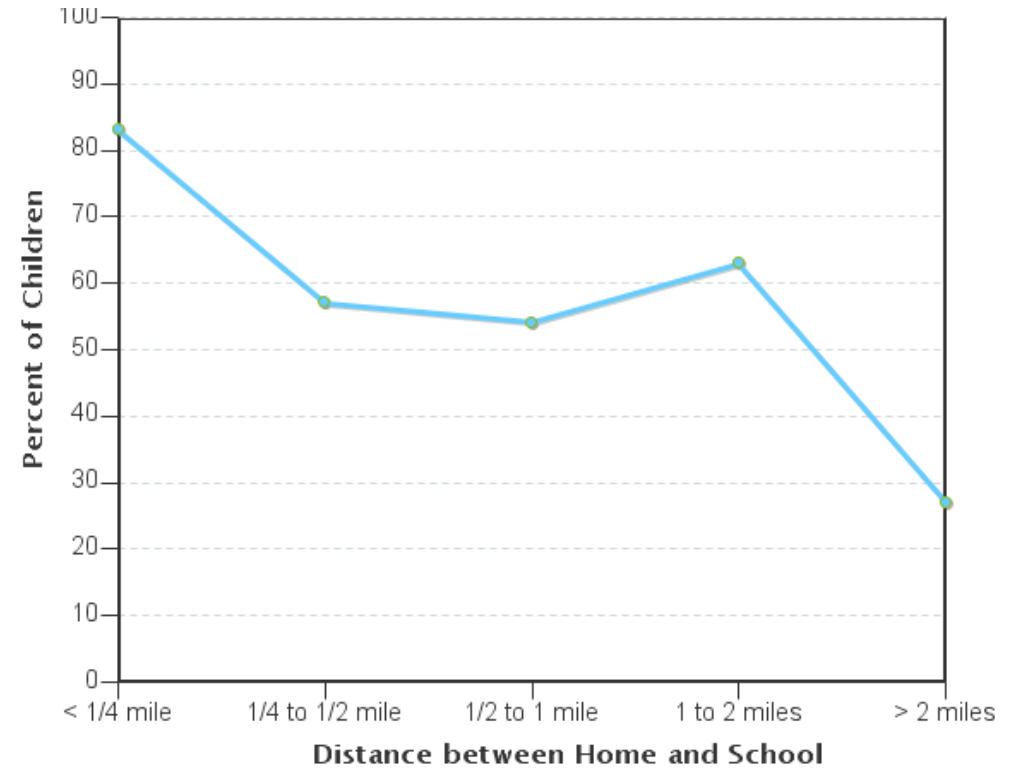
Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	67%	17%	0%	17%	0%	0%	0%
1/4 mile up to 1/2 mile	14	7%	14%	0%	71%	7%	0%	0%
1/2 mile up to 1 mile	27	7%	7%	0%	74%	11%	0%	0%
1 mile up to 2 miles	37	5%	0%	0%	86%	5%	3%	0%
More than 2 miles	15	0%	0%	0%	87%	13%	0%	0%

Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

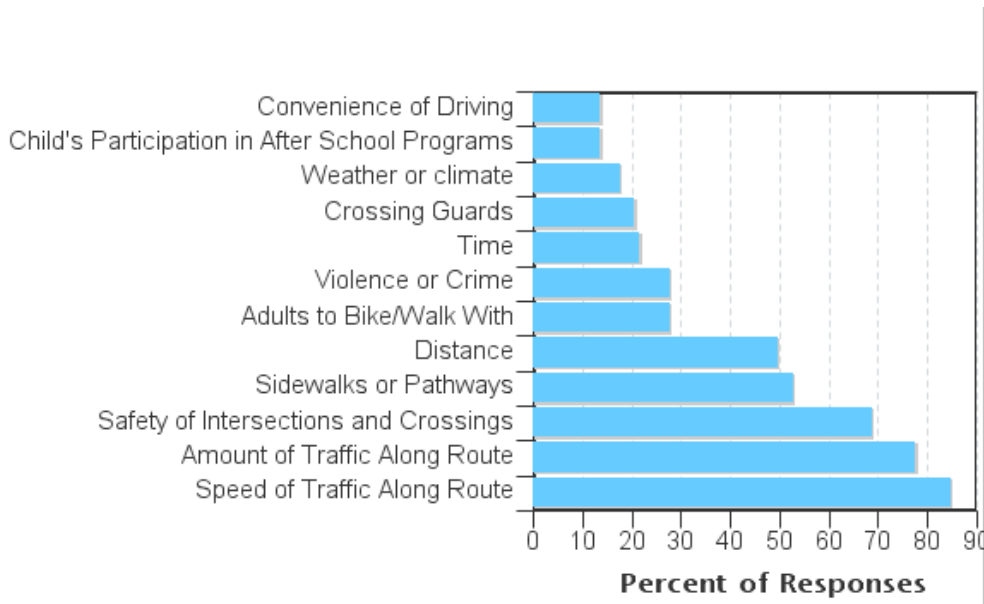


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

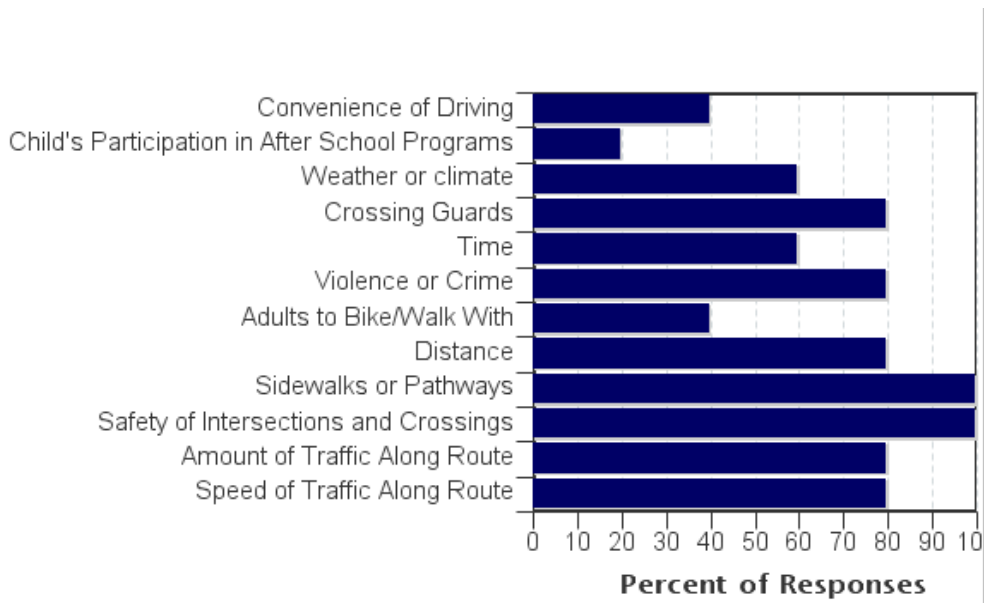
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	56	83%	57%	54%	63%	27%
No	45	17%	43%	46%	37%	73%

Don't know or No response: 6  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	85%	80%
Amount of Traffic Along Route	78%	80%
Safety of Intersections and Crossings	69%	100%
Sidewalks or Pathways	53%	100%
Distance	50%	80%
Adults to Bike/Walk With	28%	40%
Violence or Crime	28%	80%
Time	22%	60%
Crossing Guards	21%	80%
Weather or climate	18%	60%
Child's Participation in After School Programs	14%	20%
Convenience of Driving	14%	40%
<b>Number of Respondents per Category</b>	<b>72</b>	<b>5</b>

No response: 30

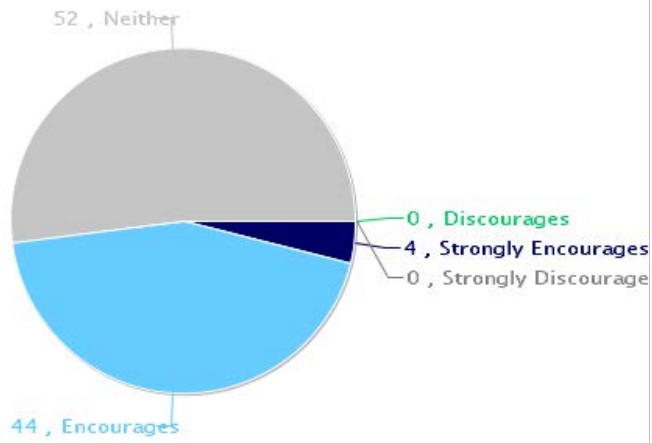
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

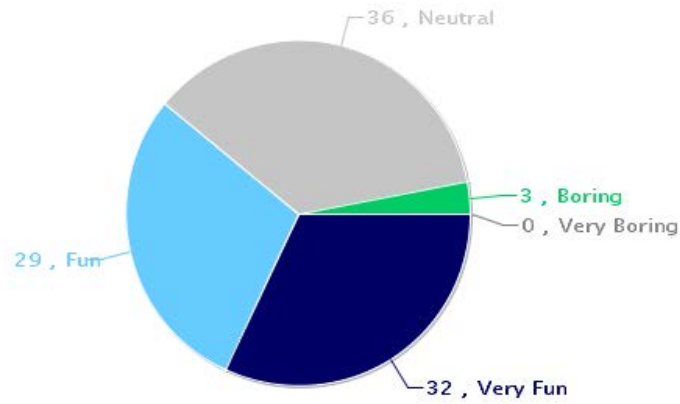
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

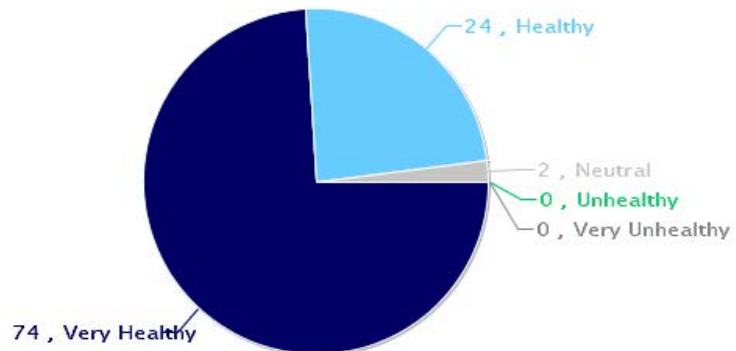
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1593899	We would love to have our kids bike to school when they are a bit older but we simply live too far away and the way the kids would have to go is not safe. They would have to cross one major intersections going underneath Highway 1 and a bunch of smaller ones. Maybe in Middle School!
1593901	Our road is a narrow, 2-lane road with no sidewalks or bike lanes. I would never be comfortable with my kids riding their bikes or walking to school on our road.
1593914	There is no illusion of safety in the Soquel School Distrct. There should be a security guard stationed in front of the school during business hours. If our local banks can do this, so should our local schools. There is no deterrent for crime.
1593916	I would be more likely to let my children walk to school if they had a friend to walk with.
1593920	We live too far away to walk or bike, but the traffic in the school parking lot is very prohibitive, and rules/traffic laws are NOT AT ALL ENFORCED. People leave their cars in the drop off/pick up lines, or wait for other children with different release times, preventing people from picking up their children who have already been released in a timely manner. People disobey the NO PARKING signs, or think that rules don't apply to them. PLEASE HAVE A SHERIFF'S DEPUTY patrolling the area, at least for a little while, so enough people will get tickets that maybe they will start obeying traffic signs and laws.
1593923	Soquel is simply too dangerous for children to bike on. Cars drive too fast and people dont pay attention.
1593925	I would love my child to walk to school if the school was closer and when she is older. She is in special ed so we have various considerations - given her various delays but could walk with her if the school was closer.
1593931	Soquel Dr. is not a safe street for bikers
1593932	There are no bike lanes or sidewalks on Main Street heading north towards Cherryvale. There is room for them on at least one side of the street. When cars stop at the glen haven stop sign heading south they increase speed while they go down hill. I see cars often going 50 in a 25. Its sad that we live so close in a fairly rural area but cannot have the kids ride their bikes to school.
1593933	There are no bike lanes or sidewalks on Main Street heading north towards Cherryvale. There is room for them on at least one side of the street. When cars stop at the glen haven stop sign heading south they increase speed while they go down hill. I see cars often going 50 in a 25. Its sad that we live so close in a fairly rural area but cannot have the kids ride their bikes to school.
1593937	The problem is not Main street, although it is a very narrow street without good bike lanes. The issue is soquel where the speed limit where we live is 35 miles per hour and people go 45 to 50mph. it is only 25 mph speed limit at main street. There is no way I would have my kids walk or bike to school on their own and barely with me as one wrong move and they are in speeding traffic
1593938	My son is very interested in walking home from school more often, with friends or on his own. We have let him do it a few times. Our main concern is the SPEED of traffic along Soquel Drive between Main St and our home near Cabrillo College. We would love there to be more safe routes home for kids, or to slow down the traffic. We definitely want to support our kid's walking or riding a bike home.

1593942	<p>People regularly drive dangerously fast (Well in excess of 50 MPH) on N. Main, particularly immediately above the school. The speed limit (which is always 25 MPH) is virtually never enforced by police/CHP/Sheriff, which is insane, given the lack of sidewalks through much of the area and the significant number of kids/families. walking and riding their bikes. I have called the county regarding this matter and was essentially blown off by the person I spoke to - told there was nothing that could be done about it, which of course is completely untrue. Another issue which needs to be addressed with the existing flashing speed signs is that they are only on during school hours, which is puzzling given that the speed limit is always 25 MPH whether children are present or not. Only having the lights on during school hours sends the message that it is okay to speed along the street at all other times - which also increases the rate of speeding during school hours as lots of cars come flying down the hill at dangerously high speeds only to hit the breaks when they come around the bend and see the sign next to the school. The signs need to be on 24 hrs a day and the speed limit needs to be regularly enforced above the school because cars coming down the hill are approaching school at dangerously high speeds and children are walking/riding above the school as well. In short, the county and law enforcement needs to get more involved in enforcing the speed limit in the surrounding neighborhood because it is dangerous for kids to walk/bike to school - particularly where there is no sidewalk or dedicated bike lane. And the FWIW the line of questioning provided in the above survey is at times completely pointless. "How healthy is walking or biking for your child?" "How fun it is?" First off, when something is impossible to quantify, why ask it? Secondly, you are asking the wrong questions - It doesn't matter how healthy it is if it isn't safe and with the number of cars speeding around the school, it isn't safe. Whatever health benefits may be associated with either activity would be completely lost if child is hit by a car.</p>
1593943	My kids are also too young to walk/bike to school.
1593950	If the safety of the roads increased I would feel more comfortable allowing my children to bike to school. Cars drive way to fast and we need another traffic light and/or other safety features!!!
1593952	<p>I currently walk our child 1.25 miles from Wharf/Clare's to Main Street School. We cross Wharf Road at Woolsey, Porter Street in front of Soquel Elementary and Soquel/Main Street. The traffic is very bad and the sidewalks are not adequate. People speed and are distracted. Our son has Autism and would not be able to walk to school without an adult. Wharf Road should be renamed Wharf Freeway. The sidewalk is not at all adequate and the sloped curb allows drivers to easily drive onto the sidewalk, which they do. We have had many close calls and had to stop walking home from school because the traffic is much worse in the afternoon. That crosswalk on Main Street prior to Maine street School needs a crossing guard or a stop sign. I've been in the crosswalk there, a car stopped for us, and the car behind him didn't stop, rear ending him and pushing the stopped vehicle into the crosswalk. Had I been 5 feet further in the crosswalk I would have been hit. Something really needs to be done.</p>
1593961	The main reason I wouldn't want my child to walk to/from school is that I need to make sure they get there & home safe. Vehicles are one thing, but my real concern is predators. It's not that I think there is a high probability of that happening, but as a mother, that is my fear.
1593967	Speeding cars
1593971	I would like both crosswalks to have crossing guards. The one that currently has a crossing guard does not have a sidewalk to the school, The kids cross and have to walk up the fire lane against oncoming traffic.
1594176	There aren't safe sidewalks all the to school from our house. There is also a huge thorough way where cars drive extremely fast that separates our house from school. Also parents are driving too fast. There also needs to be another flashing crossing sign at Bridge st. and Main Street in soquel. I've seen a car wreck and there are many students from the high school and elementary crossing there.

1594177	There aren't safe sidewalks all the way to school from our house. There is also a huge thorough way where cars drive extremely fast that separates our house from school. Also parents are driving too fast. There also needs to be another flashing crossing sign at Bridge st. and Main Street in Soquel. I've seen a car wreck and there are many students from the high school and elementary crossing there.
1596265	My child is nervous about riding his bike to school because of traffic and the steep hill in our neighborhood. He only rides if there are adults to ride with him and usually there aren't any. He may walk home when he's in 5th grade, but it's on the way to drop him off as I go to work in the morning. His grandmother picks him up after school.
1598172	Fairway is not safe for a young child to walk/bike. No sidewalks and dangerous traffic.
1596887	Cars drive so fast on Glen Haven and there are no sidewalks. It's really unfortunate because distance wise we do not live far from the school.
1597027	I would let my child walk or bike if we lived closer to the school.
1599279	If my schedule allowed I would love to walk or bike with my kids to school. But I have to be at work and do not have time to go round trip. If there were supervision along Soquel I would feel more comfortable with the traffic and the kids being on their own. There's a Tonna traffic which I know we can't do much about, but people go too fast and do not watch for kids. I do not want my kids riding in the street with the cars, though I know they are supposed to be in the bike lane rather than on the sidewalk. I would prefer my kids ride on the sidewalk along that busy street if they're going to ride.

## Parent Survey Reports - Mar Vista Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Mar Vista Elementary

**Set ID:** 18067

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/17/2019

**% Range of Students Involved in SRTS:** Don't Know

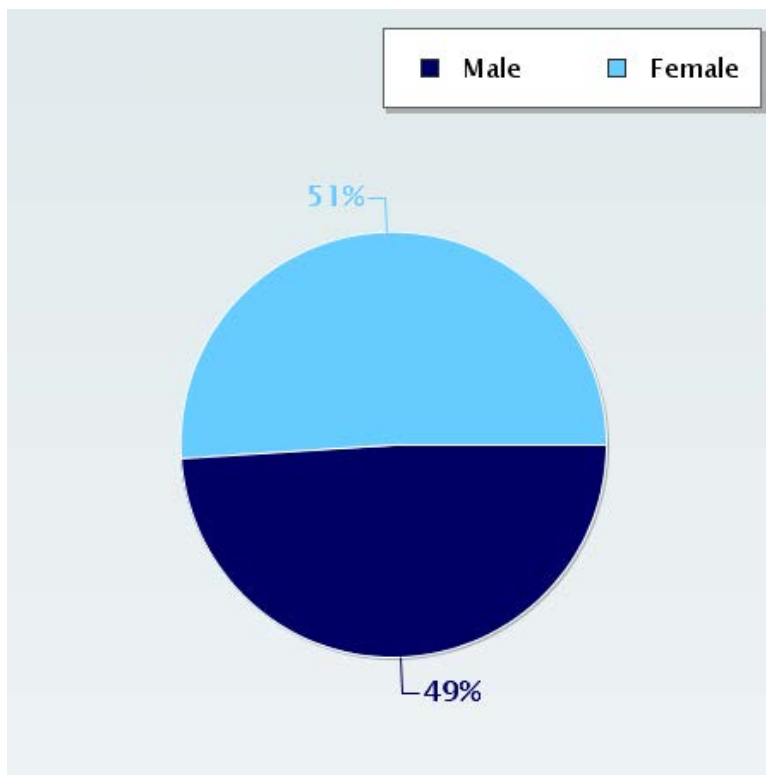
**Tags:** Elementary School

**Number of Questionnaires Distributed:** 0

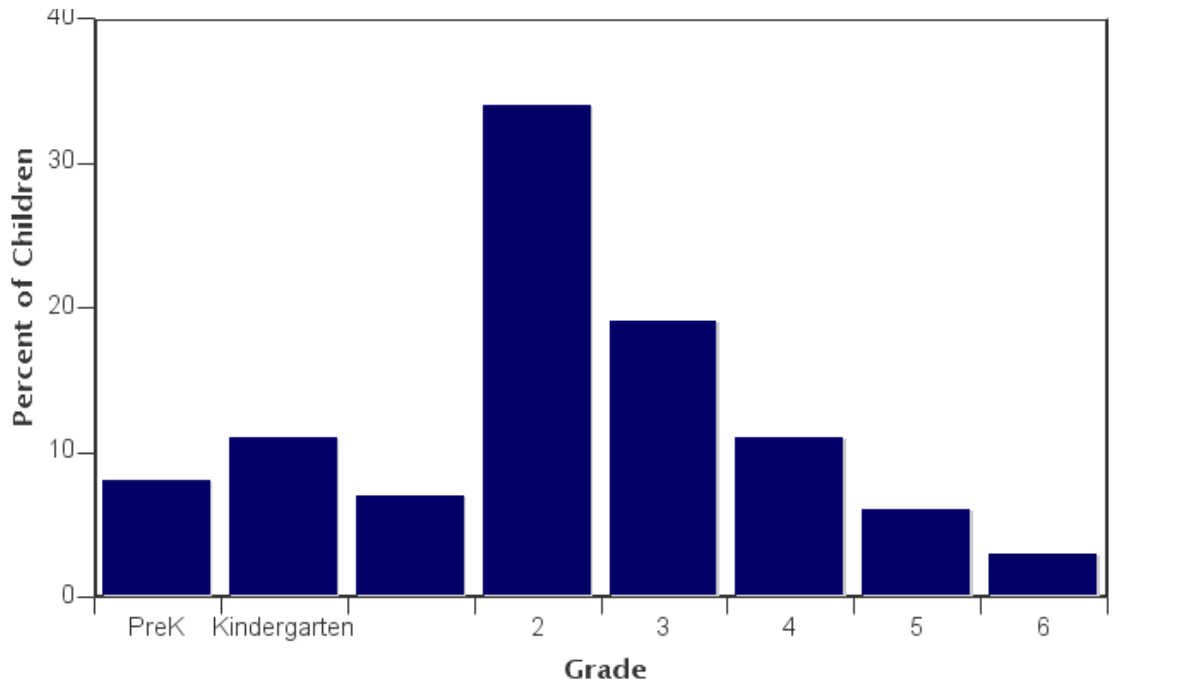
**Number of Questionnaires Analyzed for Report:** 88

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



Grade levels of children represented in survey



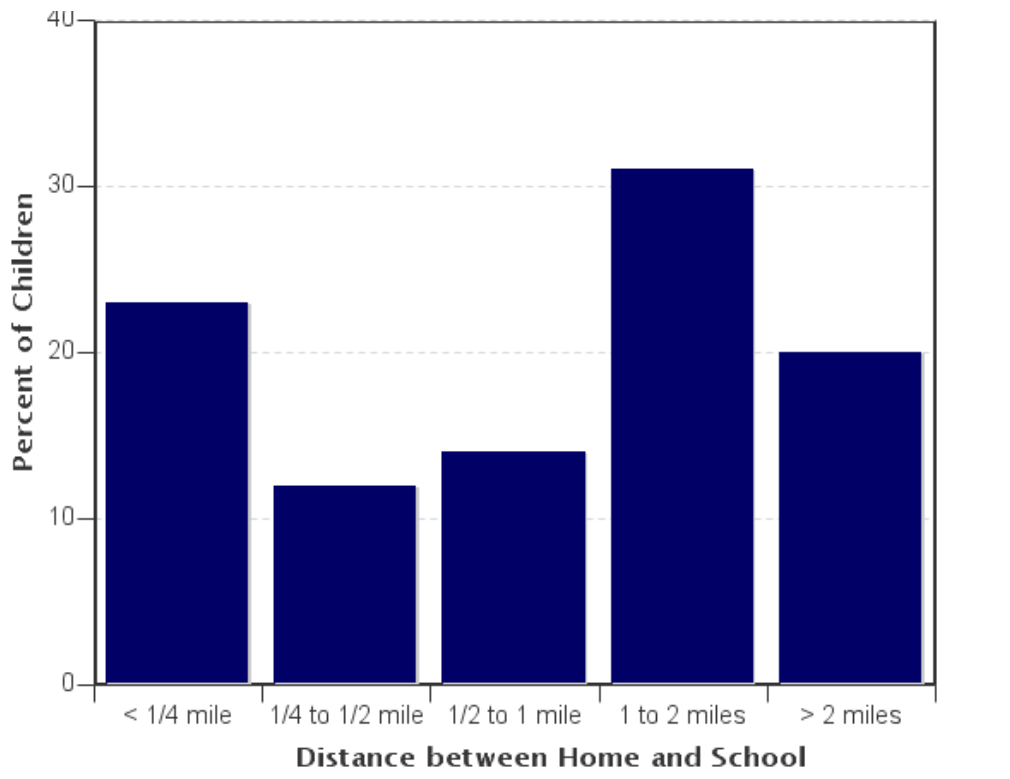
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	7	8%
Kindergarten	10	11%
1	6	7%
2	30	34%
3	17	19%
4	10	11%
5	5	6%
6	3	3%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

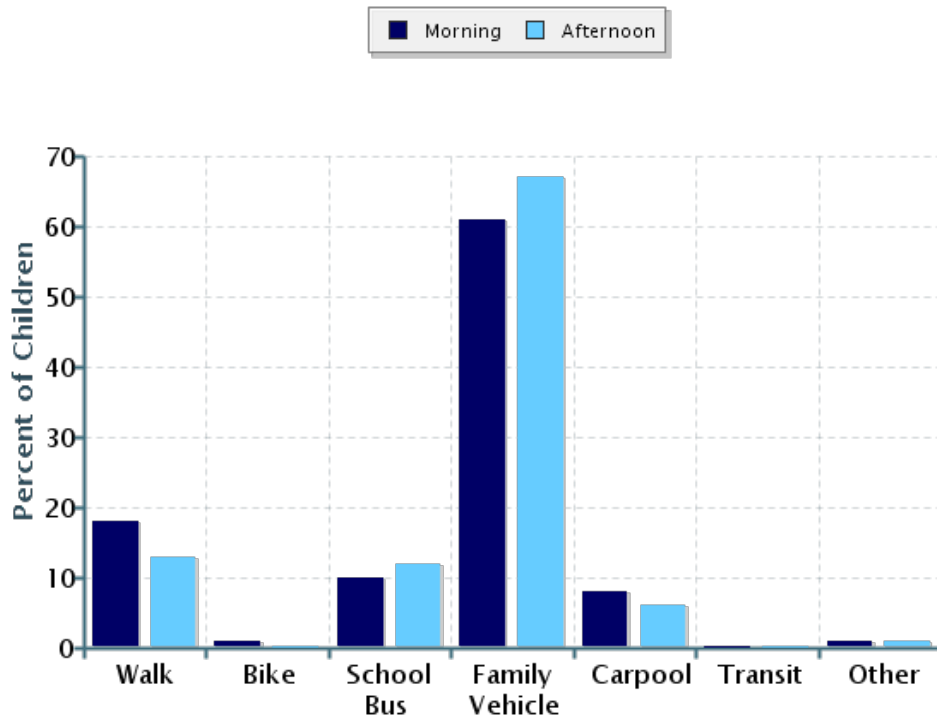


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	20	23%
1/4 mile up to 1/2 mile	10	12%
1/2 mile up to 1 mile	12	14%
1 mile up to 2 miles	27	31%
More than 2 miles	17	20%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	88	18%	1%	10%	61%	8%	0%	1%
Afternoon	82	13%	0%	12%	67%	6%	0%	1%

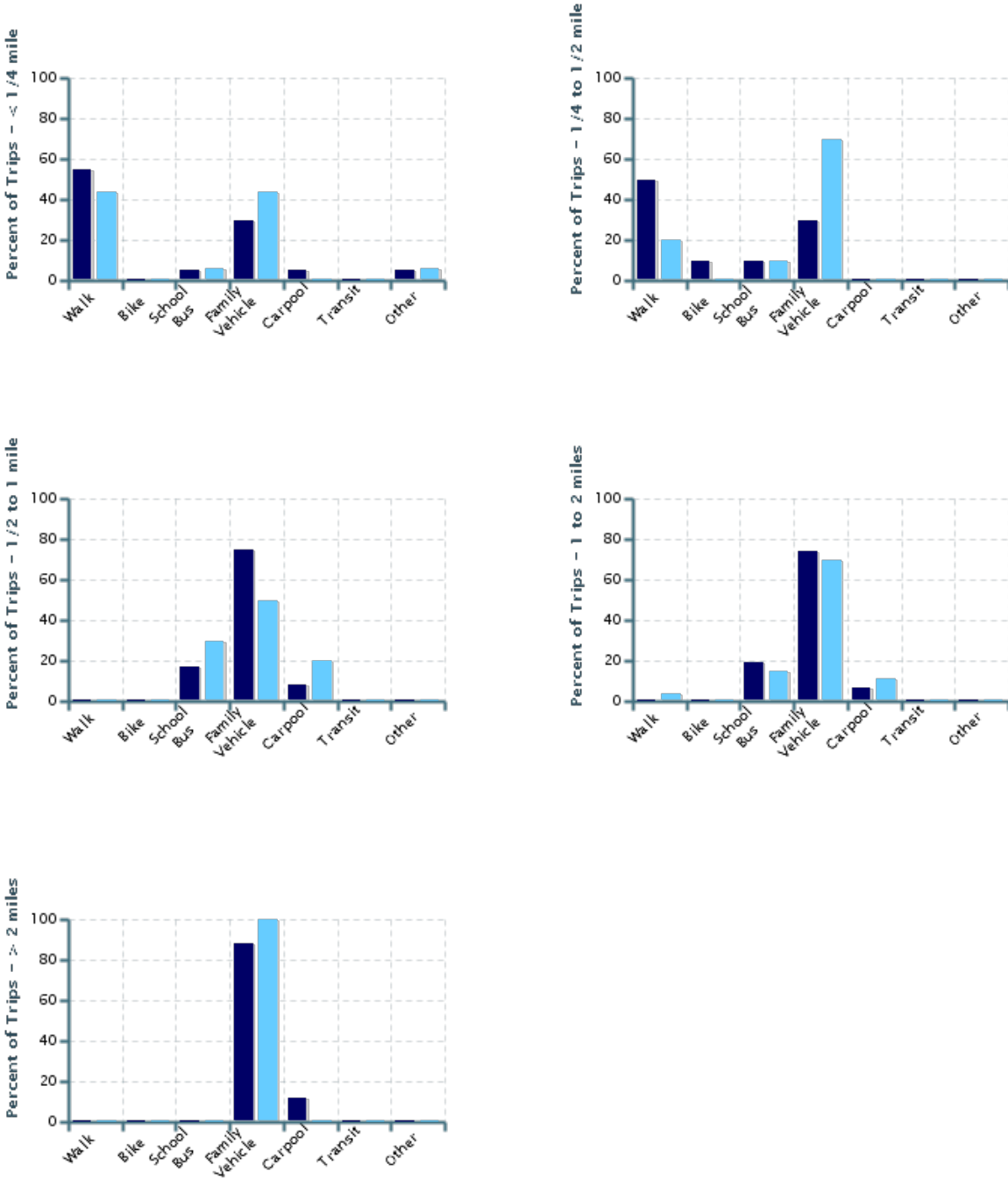
No Response Morning: 0

No Response Afternoon: 6

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	55%	0%	5%	30%	5%	0%	5%
1/4 mile up to 1/2 mile	10	50%	10%	10%	30%	0%	0%	0%
1/2 mile up to 1 mile	12	0%	0%	17%	75%	8%	0%	0%
1 mile up to 2 miles	27	0%	0%	19%	74%	7%	0%	0%
More than 2 miles	17	0%	0%	0%	88%	12%	0%	0%

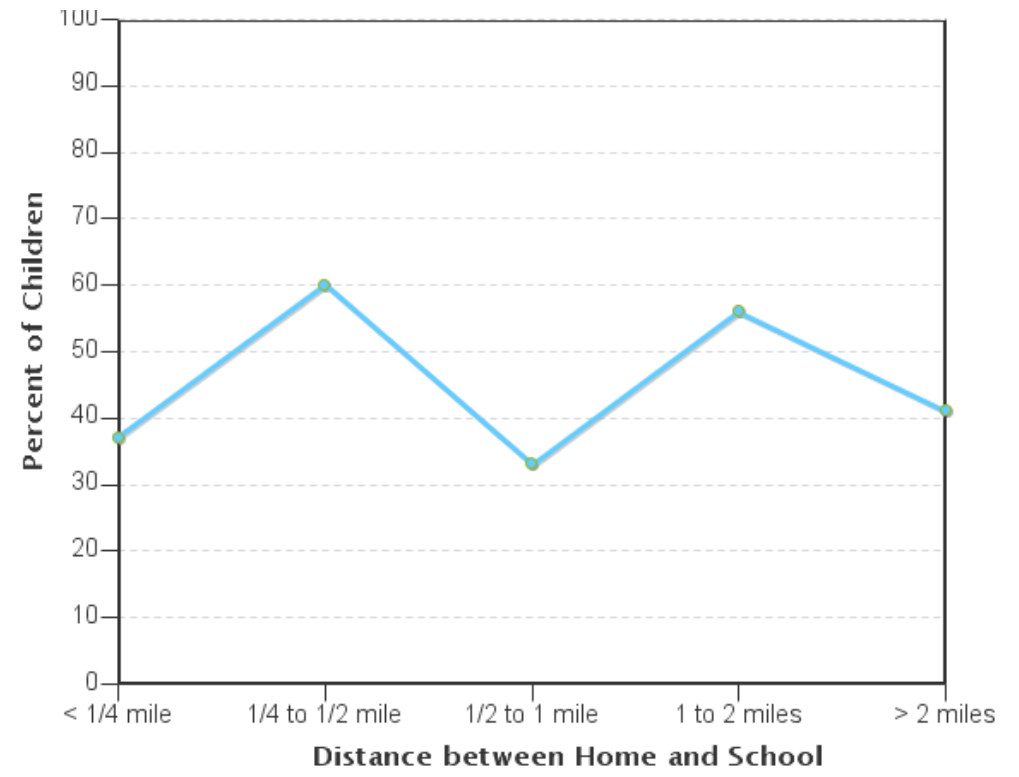
Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	44%	0%	6%	44%	0%	0%	6%
1/4 mile up to 1/2 mile	10	20%	0%	10%	70%	0%	0%	0%
1/2 mile up to 1 mile	10	0%	0%	30%	50%	20%	0%	0%
1 mile up to 2 miles	27	4%	0%	15%	70%	11%	0%	0%
More than 2 miles	15	0%	0%	0%	100%	0%	0%	0%

Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

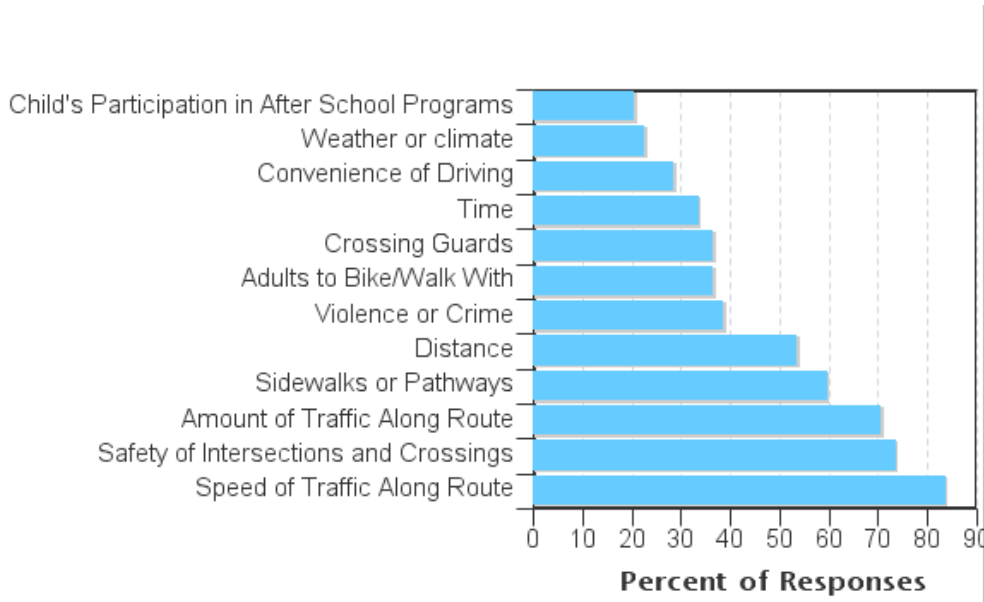


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

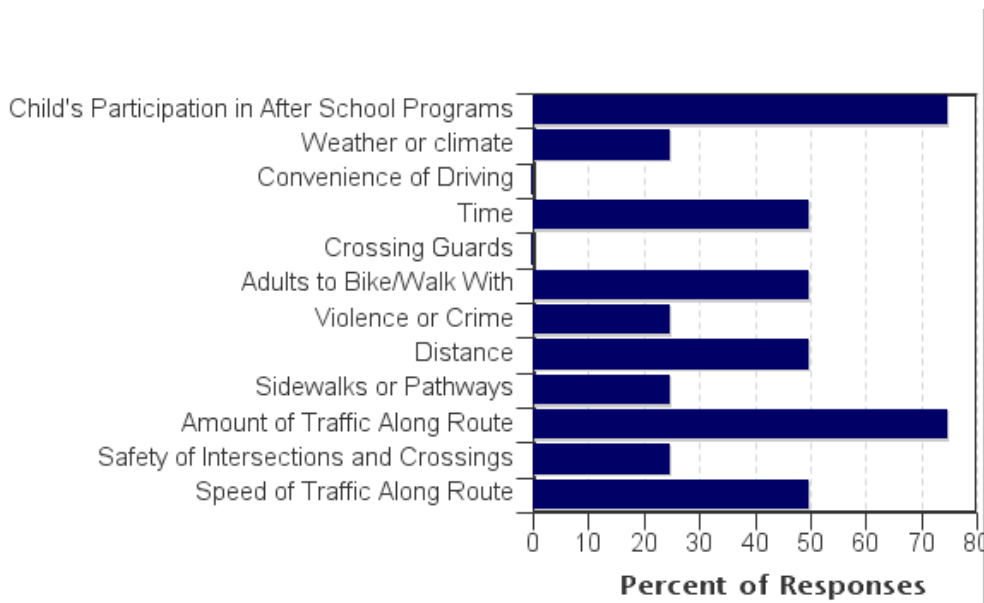
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	39	37%	60%	33%	56%	41%
No	46	63%	40%	67%	44%	59%

Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	84%	50%
Safety of Intersections and Crossings	74%	25%
Amount of Traffic Along Route	71%	75%
Sidewalks or Pathways	60%	25%
Distance	54%	50%
Violence or Crime	39%	25%
Adults to Bike/Walk With	37%	50%
Crossing Guards	37%	0%
Time	34%	50%
Convenience of Driving	29%	0%
Weather or climate	23%	25%
Child's Participation in After School Programs	21%	75%
<b>Number of Respondents per Category</b>	<b>70</b>	<b>4</b>

No response: 14

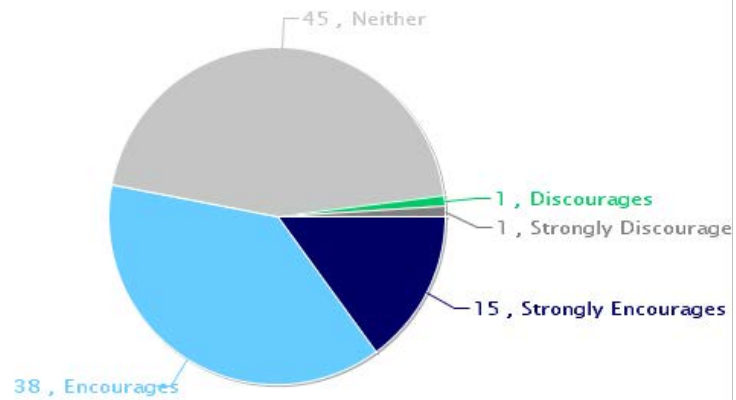
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

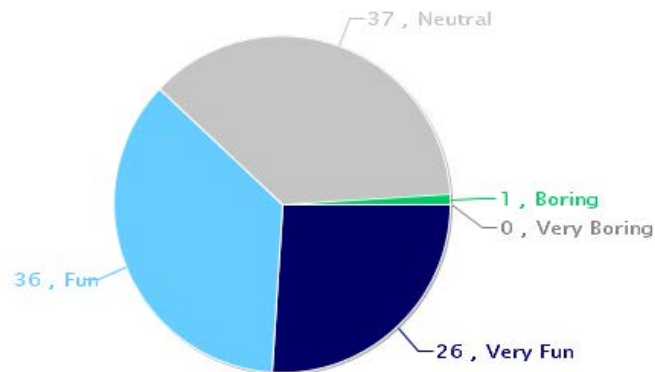
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

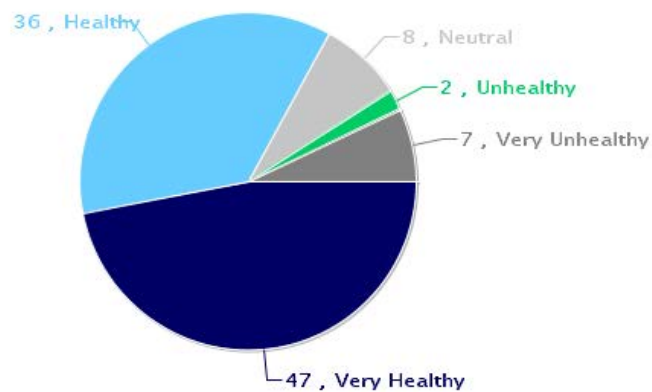
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1627106	Cars drive fast down Vienna and the sidewalk is just so narrow that I don't feel comfortable allowing my child to walk alone.
1627151	Build the pedestrian bridge over Highway 1, please!
1668701	Parent comment: "She is in 2nd grade"
1668702	With population growth, Soquel Drive is very dangerous. Cars often travel 50 MPH, living on the other side of highway one eliminates walking/riding option without a pedestrian bridge from Mar Vista Dr.
1668707	Fix or add sidewalks, catwalk from Mar Vista over the freeway. Seacliff exit overpass is the most dangerous in the county!
1668722	My son lives with me and separately with his mother. We are divorced. She lives 1.7 miles from school. She would answer this survey differently.
1668723	Comment from parent on violence or crime: Child Abductions. Comment to question 13: What kind of questions is this? I would encourage my child to walk or bike to school with an adult and if we lived closer. There are way too many child abductions/missing children for me to feel safe about kids walking without adults.
1668726	The intersection of Mesa and Vienna has no sidewalks or crosswalks. If this were made safer I would be more comfortable allowing my children to walk alone.
1668732	I have an 11-year-old and 5- year- old. The oldest could possibly ride to school but crossing the overpass is scary!! there are no bike lanes on Seacliff.
1668742	This area needs more sidewalks and crosswalks in better condition.
1668749	Do to trash day being on Thursday, I would suggest changing Bike to School day to a different weekday. The bikeways are not clear.
1668845	The intersection of Mesa and Vienna has no sidewalks or crosswalks. If this were made safer I would be more comfortable allowing my children to walk alone.
1668849	there are no sidewalks on Soquel to make it safe to get to school. There are very minimal crosswalks and Soquel is a freeway in the mornings!
1668857	If distance weren't a factor we would walk or bike to school daily (weather permitting). However, the speed of traffic on Soquel is a problem despite posted speed limits. No one obeys the signs and no one is there to enforce it.
1668093	When we moved, we started at Mar Vista, but have since found a different home in a different school zone. We asked to keep our kids at Mar Vista because of their previous relationships. It would be very hard to bike from our location.
1668858	Besides the areas of concern, I marked in section 10. We also have a route to school that is along a steep ravine and is a steep route itself. It is also somewhat rural /secluded.

1668876	Schools should never encourage elementary school children to travel alone. Parents should be responsible to get their children to school safely.
1668886	This form is missing the most significant box! A child walking or biking to Mar Vista is pulling a significant amount of exhaust from cars and buses deep into his or her lungs. The overwhelming number of asthma cases are induced by airborne exhaust and pollutants. Your advisory board needs to include a pediatric pulmonologist and an allergist. The air on Soquel (and US 1) is thick with exhaust during the hour children enter school.
1668888	It is a great exercise for kids to walk to school. The more kids that do it the safer.
1668893	Depending on how my child matures in the next couple of years I will allow him to bike to school. Mar Vista bridge! We have been waiting for the Mar Vista bridge as we live on the other side of the freeway. Our child's temperament does not make him a good candidate to safely bike to school alone, especially with how distracted drivers are along the current route.
1668896	Car speed on Soquel is very dangerous. No one stops at the stop sign @ Vienna and Mesa. Kids have to cross there to walk on the sidewalk then cross again at Vienna/Soquel it's very unsafe.
1668901	If we lived closer to school, our kids would bike/walk daily to school.
1668904	We have heard there is planned pedestrian bridge connecting Mar Vista Drive over HW1. When this bridge is completed (hopefully soon) we will use it daily.
1668906	The road up and down to the school from our house is windy and steep. Not much of a walkway for walking or biking. Soquel drive is always very busy.
1668909	It is not safe for children to bike up or down due to the steepness of the hill and cars drive very fast.

## Parent Survey Reports - Rio Del Mar Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Rio Del Mar Elementary

**Set ID:** 18184

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/17/2019

**% Range of Students Involved in SRTS:** Don't Know

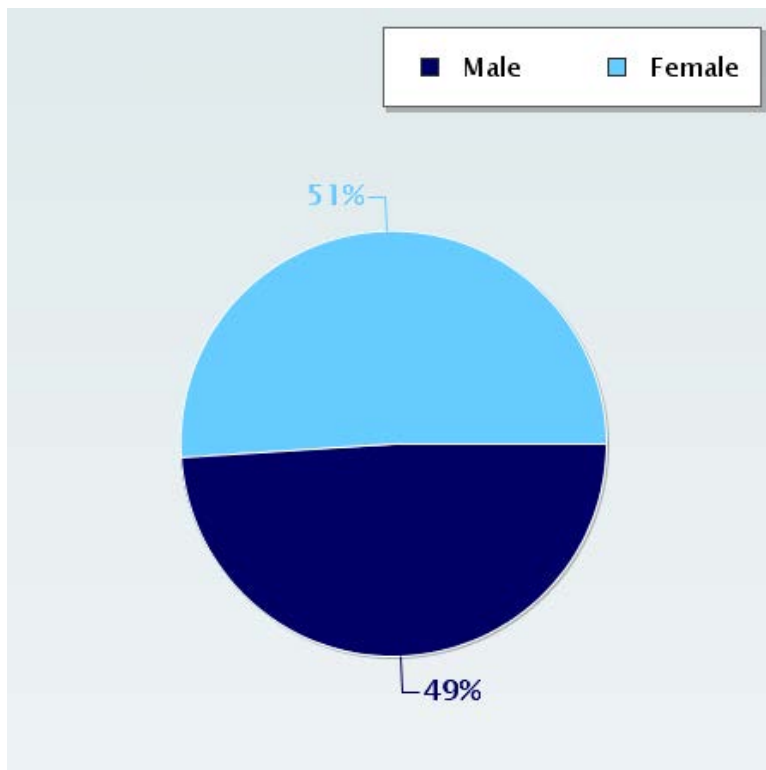
**Tags:** Elementary School

**Number of Questionnaires Distributed:** 0

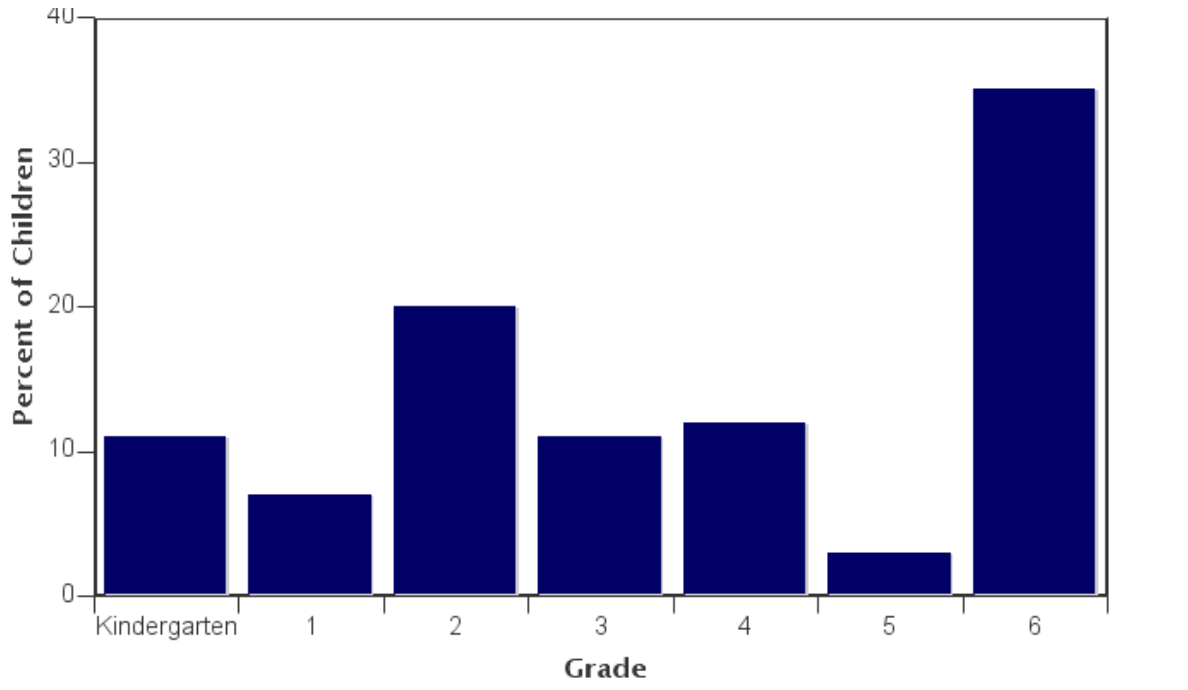
**Number of Questionnaires Analyzed for Report:** 98

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



Grade levels of children represented in survey



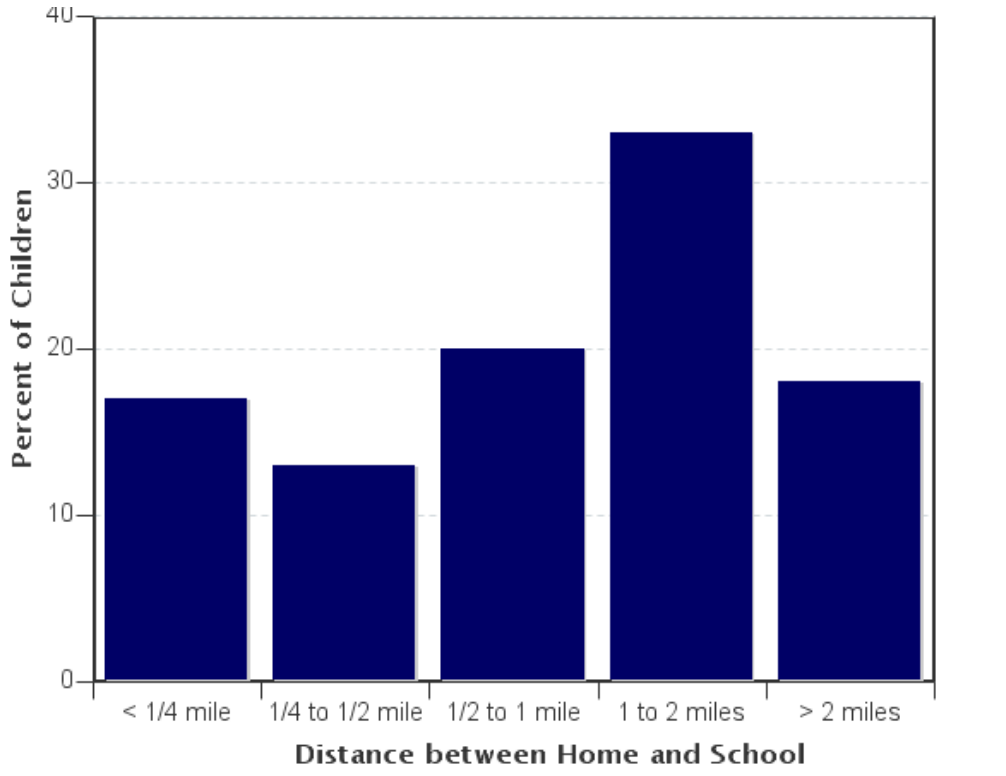
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	11	11%
1	7	7%
2	20	20%
3	11	11%
4	12	12%
5	3	3%
6	34	35%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

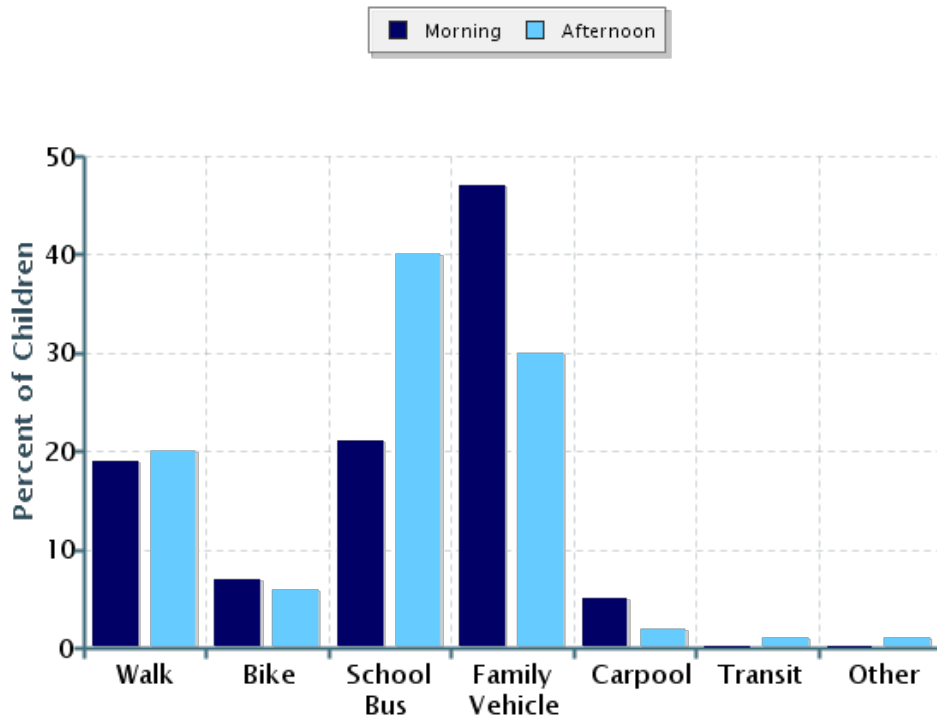


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	16	17%
1/4 mile up to 1/2 mile	12	13%
1/2 mile up to 1 mile	19	20%
1 mile up to 2 miles	32	33%
More than 2 miles	17	18%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	98	19%	7%	21%	47%	5%	0%	0%
Afternoon	98	20%	6%	40%	30%	2%	1%	1%

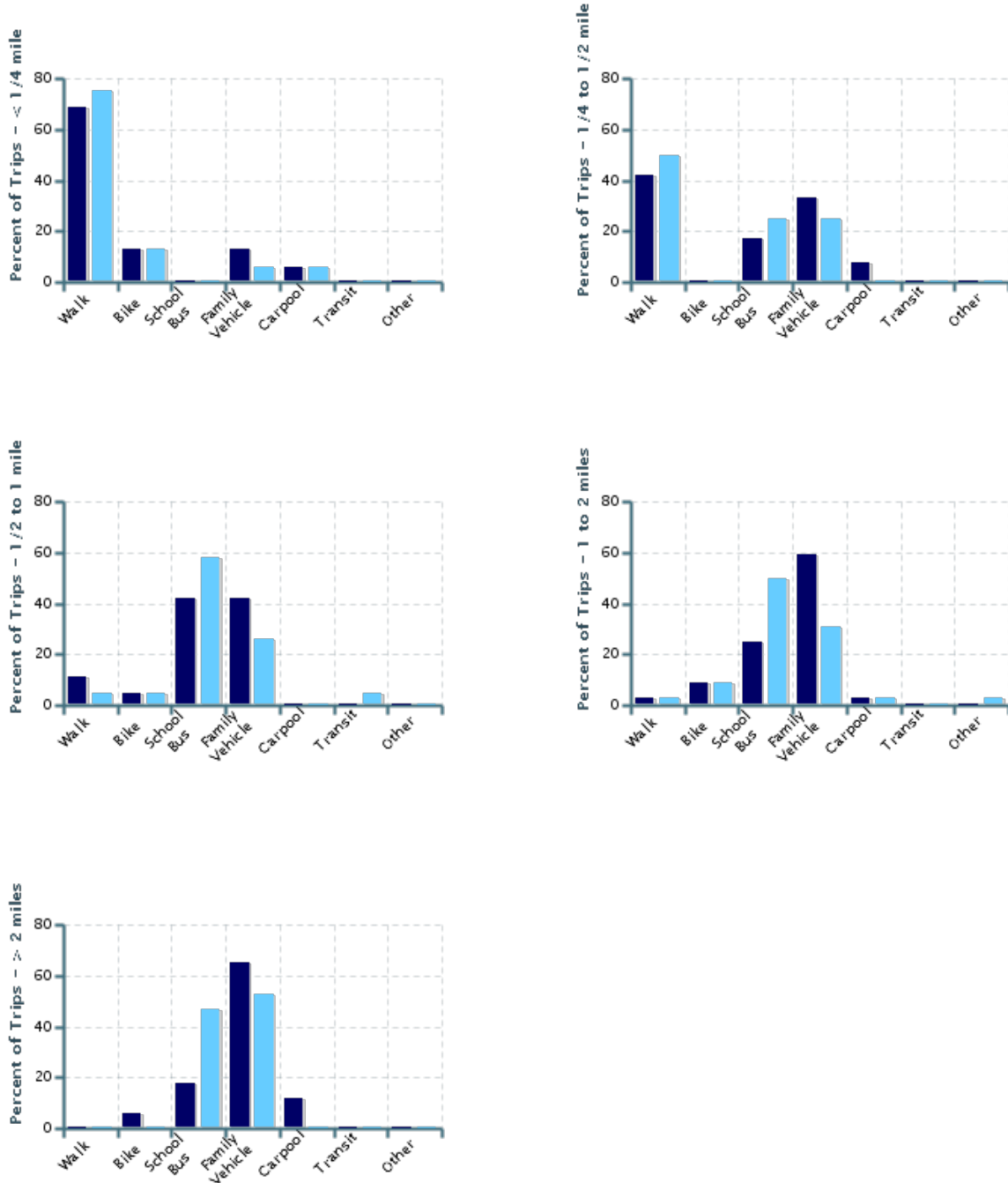
No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	69%	13%	0%	13%	6%	0%	0%
1/4 mile up to 1/2 mile	12	42%	0%	17%	33%	8%	0%	0%
1/2 mile up to 1 mile	19	11%	5%	42%	42%	0%	0%	0%
1 mile up to 2 miles	32	3%	9%	25%	59%	3%	0%	0%
More than 2 miles	17	0%	6%	18%	65%	12%	0%	0%

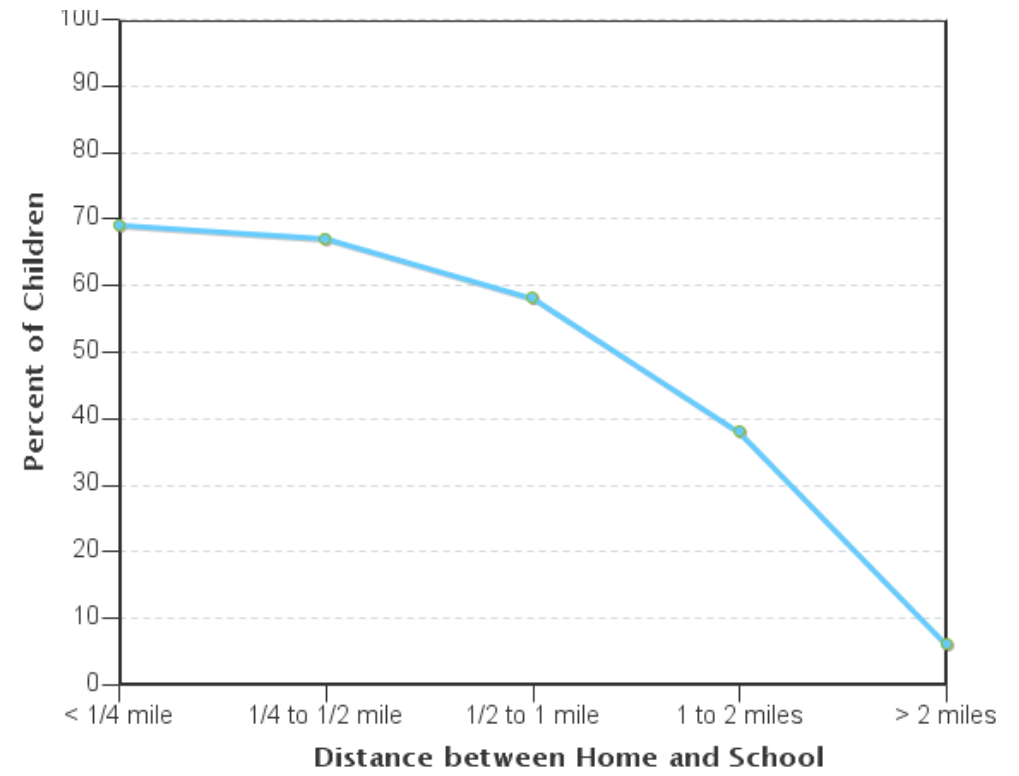
Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	75%	13%	0%	6%	6%	0%	0%
1/4 mile up to 1/2 mile	12	50%	0%	25%	25%	0%	0%	0%
1/2 mile up to 1 mile	19	5%	5%	58%	26%	0%	5%	0%
1 mile up to 2 miles	32	3%	9%	50%	31%	3%	0%	3%
More than 2 miles	17	0%	0%	47%	53%	0%	0%	0%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

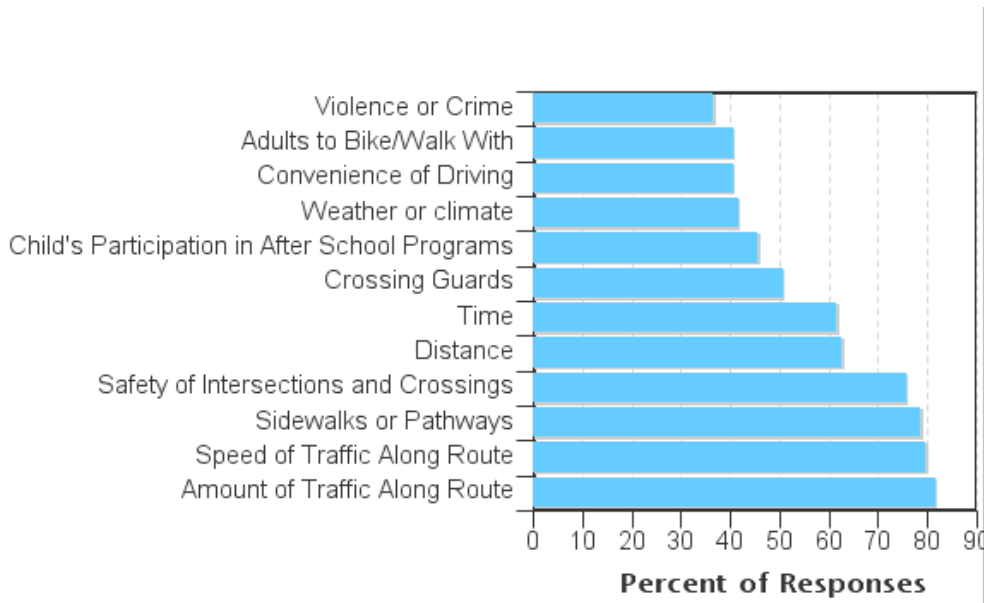


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

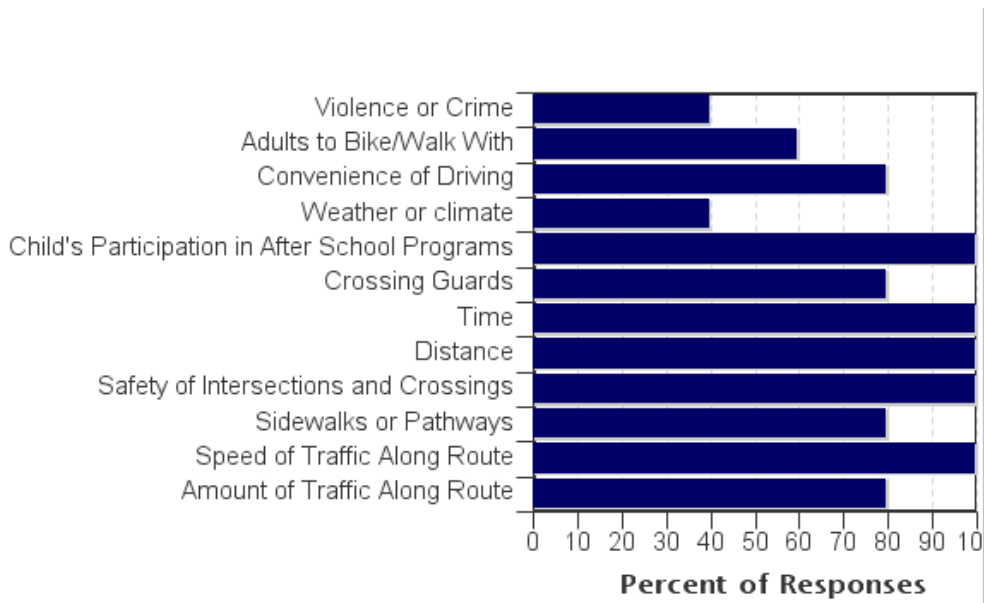
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	43	69%	67%	58%	38%	6%
No	53	31%	33%	42%	63%	94%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	82%	80%
Speed of Traffic Along Route	80%	100%
Sidewalks or Pathways	79%	80%
Safety of Intersections and Crossings	76%	100%
Distance	63%	100%
Time	62%	100%
Crossing Guards	51%	80%
Child's Participation in After School Programs	46%	100%
Weather or climate	42%	40%
Convenience of Driving	41%	80%
Adults to Bike/Walk With	41%	60%
Violence or Crime	37%	40%
<b>Number of Respondents per Category</b>	<b>76</b>	<b>5</b>

No response: 17

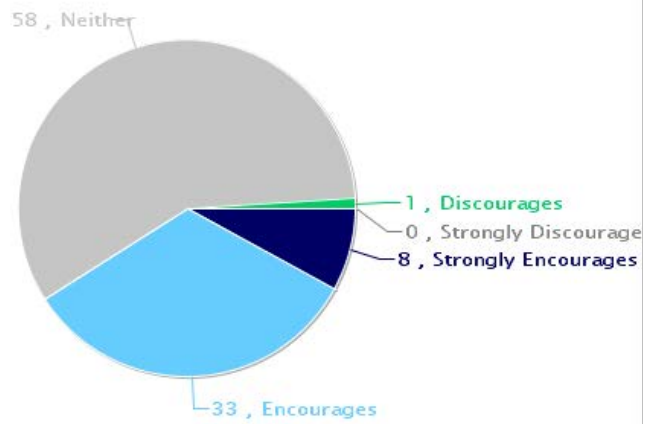
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

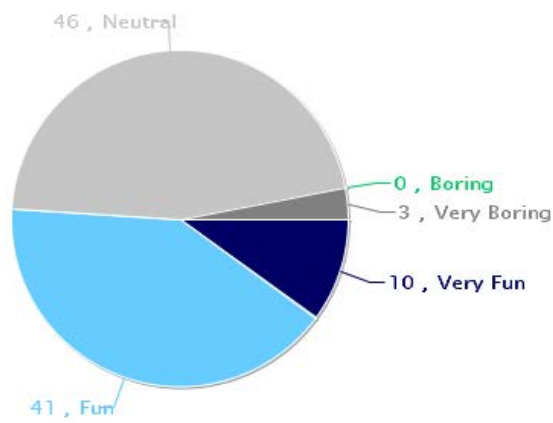
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

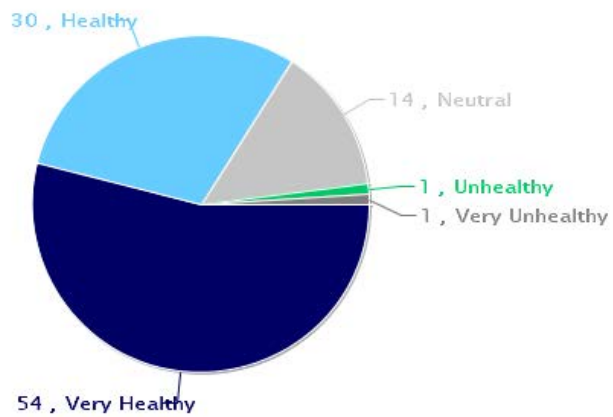
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1651617	#10 + #11 my child does walk/bike however waited till 4th grade till child + I where ready due to items X in #10. Plus child takes a backway off clubhouse to avoid some traffic. most times walks part + pick up in car away from traffic
1651625	I'm also concerned with kids not walking/biking safe. Crossing w/o looking to far in streets + speedig on down. Maybe a class on safeness.
1651626	I think that having more sidewalks and bikeline on pinehurst would help encourage more walking/biking. Crossing guard at clubhouse and pineherst
1651628	Biking or walking to school would be convenient and fun but it is VERY dangerous. Ther are no sidewalks & no paths & cars SPEED & glide through stop signs. It's ridiculous to consider. Sometime they bus but that takes a long time, is crowded and in the morning pick up times are incosistent & they are often late for school
1651638	Adult women are getting kidnapped in public parking lots, in broad daylight.
1651660	Traffic is no safe along my child's route. Many people speed and run stop signs on Summer (Aptos).
1652732	My 3rd grader does not like to ride bike. My 5 grader would love to ride his bike but I do not like the traffic on sumner.
1652757	We drive him over the highway then he bikes the rest of the way.
1652759	Don't encourage kids to walk alone - it ISN'T the same world out there anymore. period.
1652765	My child lives too far away to walk or bike to school (we live in Soqual)
1651980	Please add sidewalks along Clubhouse!! plus, the intersection at Rio Del Mar Blvd and Clubhouse is so dangerous. I would love to have my kids walk more-let's make Rio Del Mar safer! Thanks :)
1651982	Rio Del Mar favors drivers and does nothing to promote biking to school
1651026	My child has never asked me to go biking to school.
1651031	Used to walk to school daily by we had to move and now it is tooo far
1651037	We would walk to school bu we live too far away now.
1651041	Would be great to organize meet up spots so kids could ride together. Assign a 6th grader to lead group. provide training for 6th graders, traffic safety, bike maintenance etc.
1651206	There are no designated bike lanes and very few sidewalks along the routes my child could use to walk/bike to school. My child is bused to aftercare.
1651307	Parents driving on clubhouse can be erratic and in a hurry-which makes walking home dangerous sometimes.
1651309	No bus stop near our house for morning pick up

1651311	My child is a transfer student, which is why we are for to walk/bike
1651881	My child and I sometimes walk home from school, bu I usually drive.
1651886	My second grader was biking a little bit earlier this year with older neighbors but friend on the road said they would see the kids almost get hit by cars. He's too young still w/out adult. they do walk home and I pick up on route w/my car.
1651891	My child is sped and rides the bus because of that we also love more than 30 minutes away
1651904	I am a cyclist who has been hit by cars as an adult. People are too distrated- the kids have no protection. Having seperated protected bike route would be great.
1652561	We don't mind the distance to Rio Del Mar school! We love our home and we love our school! We don't mind our modes of transportation. If we ever lived close enough to walk/bike we would do it with them, not alone
1652564	My biggest concern is safety

## Parent Survey Reports - Scotts Valley High School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Scotts Valley High School

**Set ID:** 17880

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 12/04/2018

**% Range of Students Involved in SRTS:** Don't Know

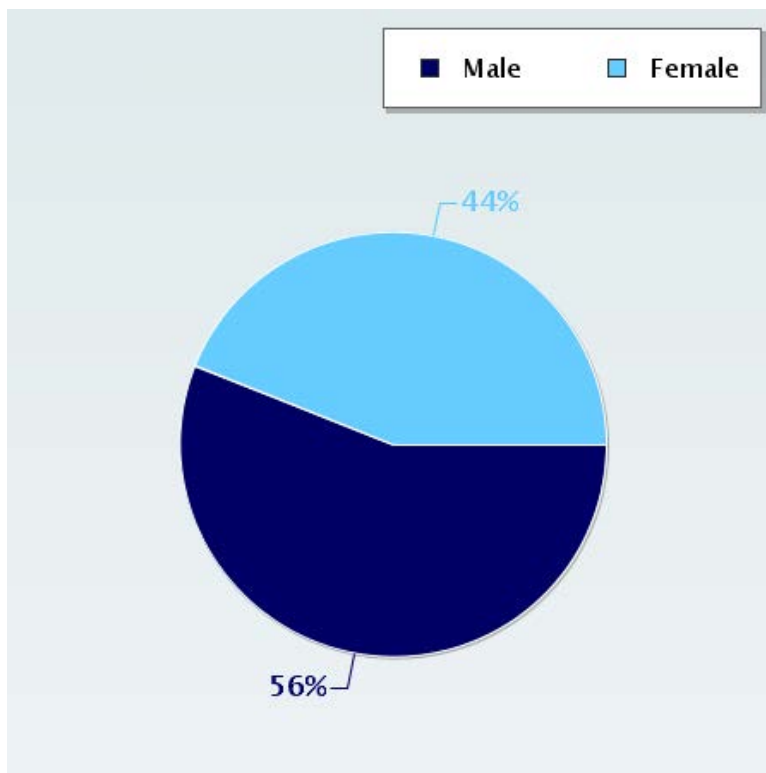
**Tags:**

**Number of Questionnaires Distributed:** 0

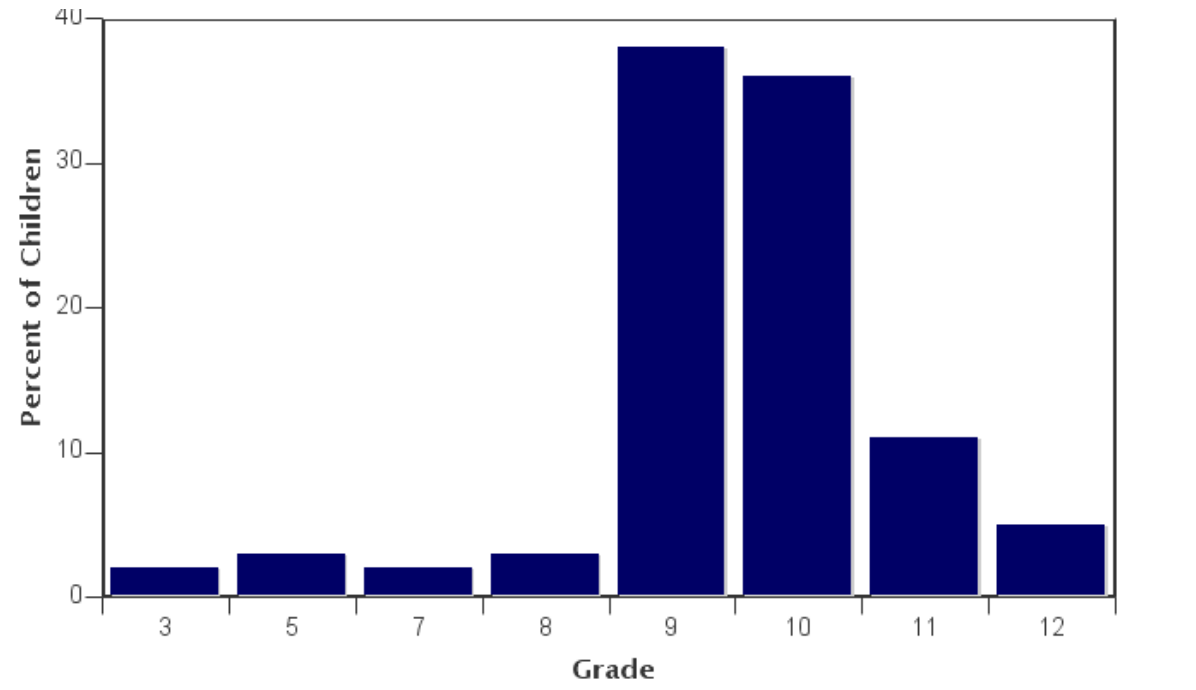
**Number of Questionnaires Analyzed for Report:** 61

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



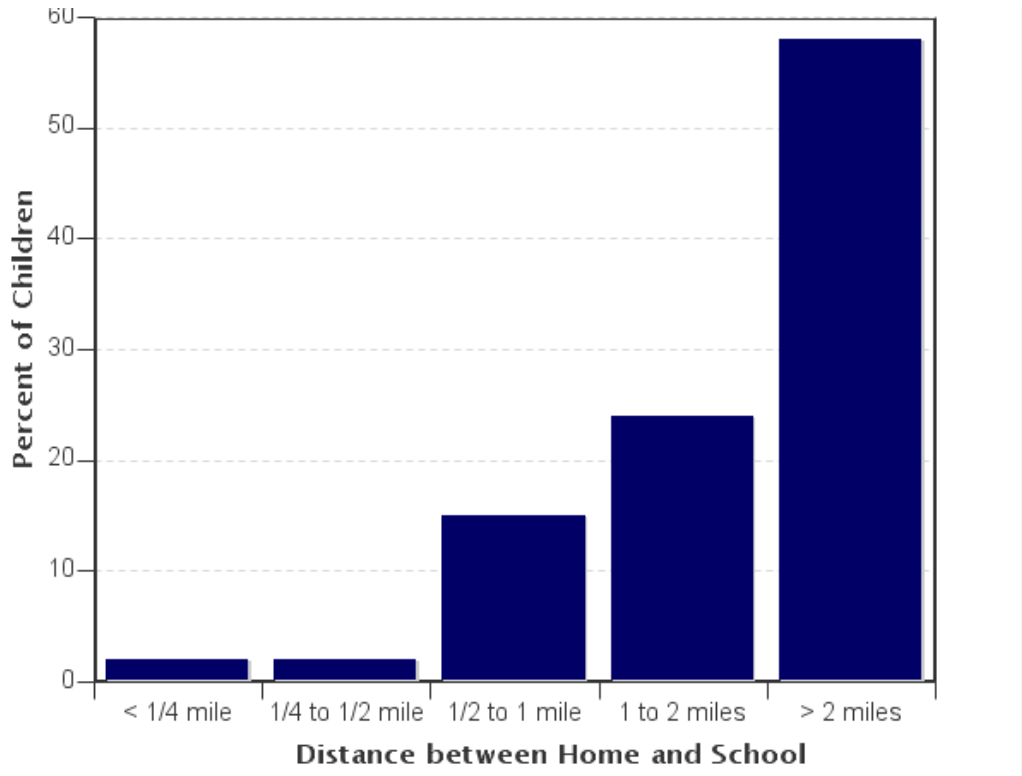
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
3	1	2%
5	2	3%
7	1	2%
8	2	3%
9	23	38%
10	22	36%
11	7	11%
12	3	5%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

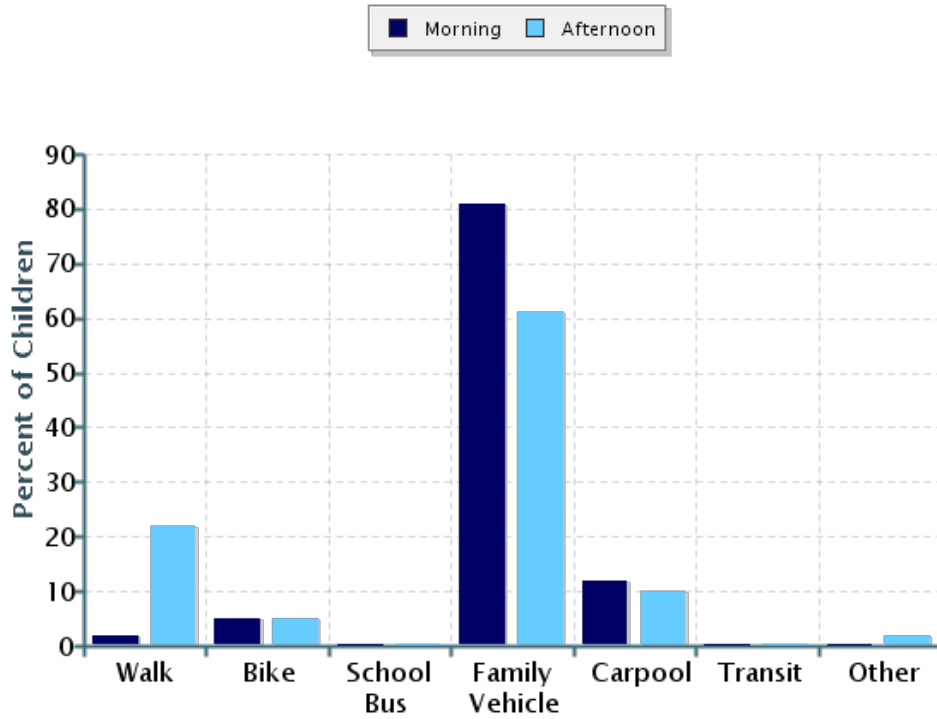


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	1	2%
1/4 mile up to 1/2 mile	1	2%
1/2 mile up to 1 mile	9	15%
1 mile up to 2 miles	14	24%
More than 2 miles	34	58%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	59	2%	5%	0%	81%	12%	0%	0%
Afternoon	59	22%	5%	0%	61%	10%	0%	2%

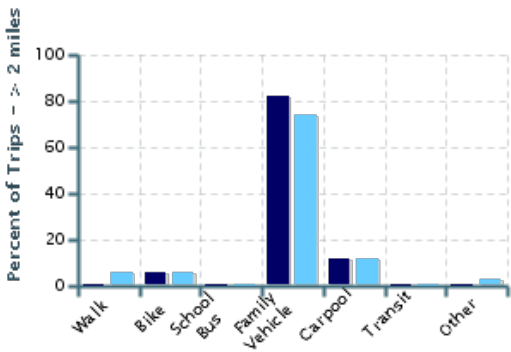
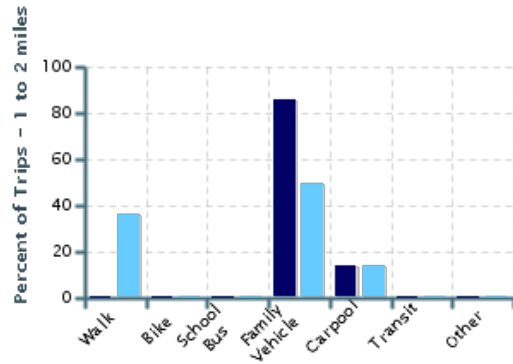
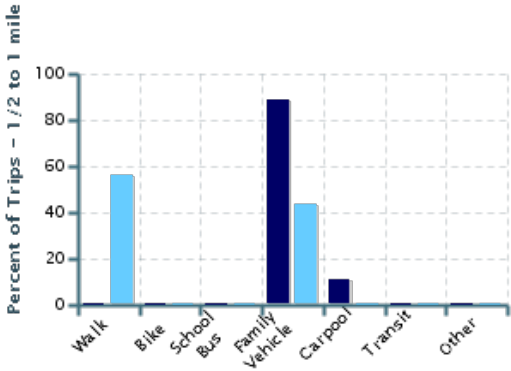
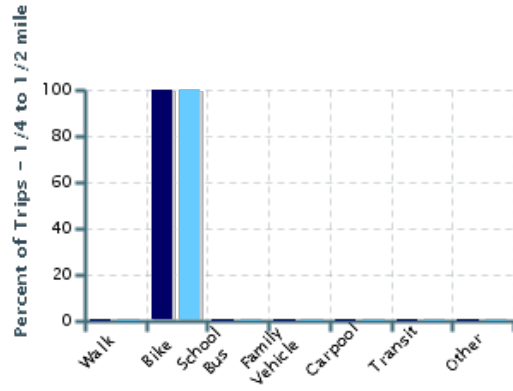
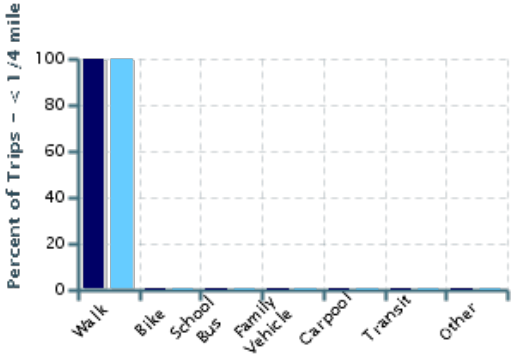
No Response Morning: 2

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	100%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	9	0%	0%	0%	89%	11%	0%	0%
1 mile up to 2 miles	14	0%	0%	0%	86%	14%	0%	0%
More than 2 miles	34	0%	6%	0%	82%	12%	0%	0%

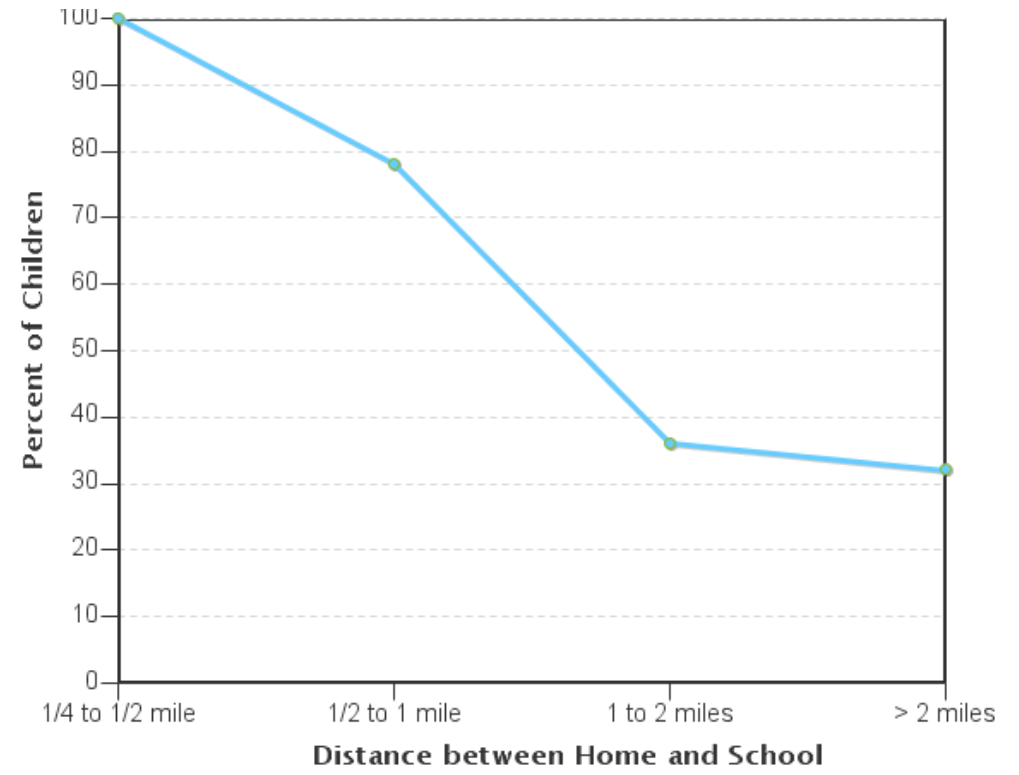
Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	100%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	9	56%	0%	0%	44%	0%	0%	0%
1 mile up to 2 miles	14	36%	0%	0%	50%	14%	0%	0%
More than 2 miles	34	6%	6%	0%	74%	12%	0%	3%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

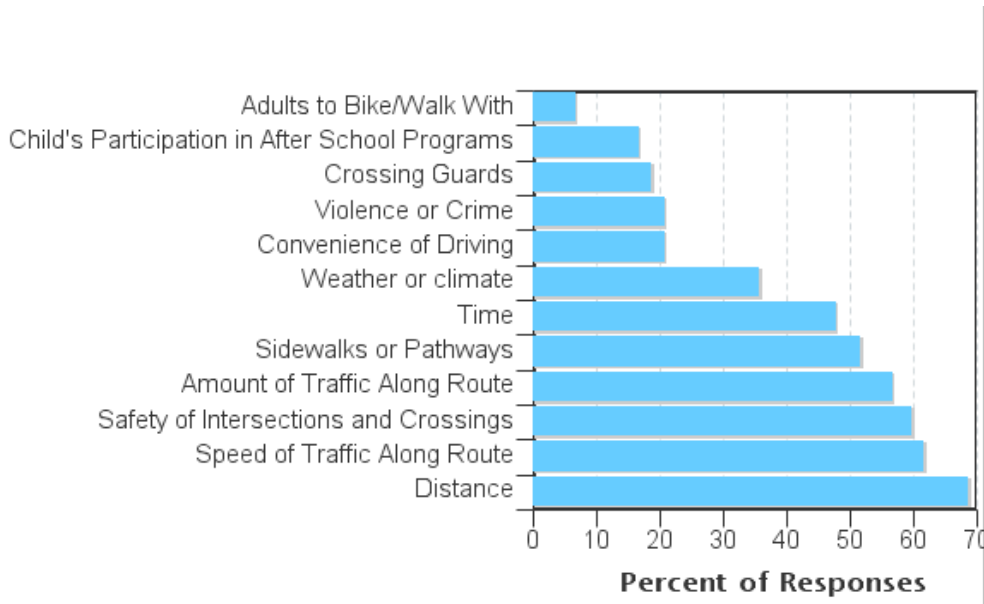


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

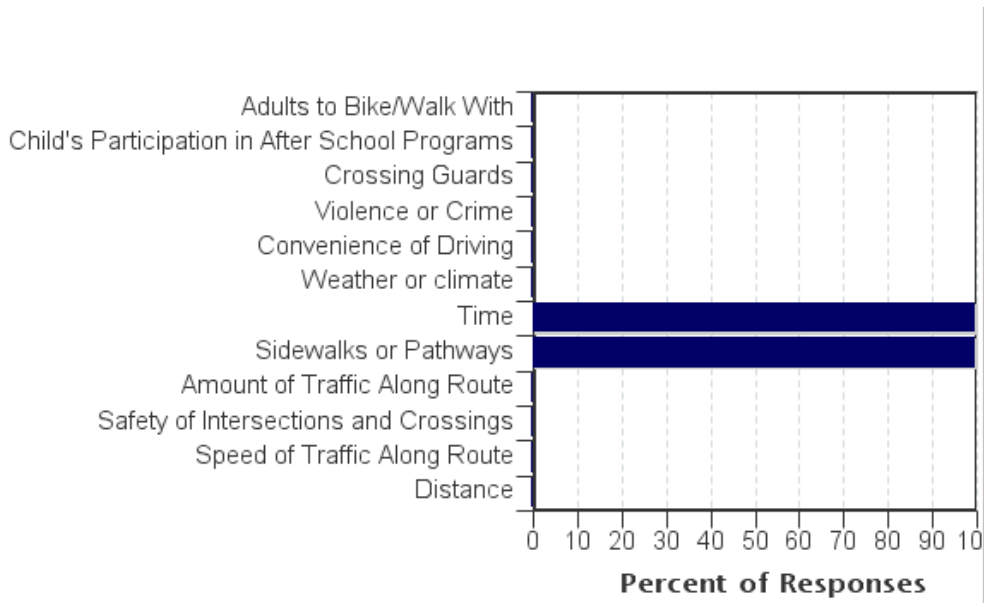
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	24	0%	100%	78%	36%	32%
No	35	100%	0%	22%	64%	68%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	69%	0%
Speed of Traffic Along Route	62%	0%
Safety of Intersections and Crossings	60%	0%
Amount of Traffic Along Route	57%	0%
Sidewalks or Pathways	52%	100%
Time	48%	100%
Weather or climate	36%	0%
Convenience of Driving	21%	0%
Violence or Crime	21%	0%
Crossing Guards	19%	0%
Child's Participation in After School Programs	17%	0%
Adults to Bike/Walk With	7%	0%
<b>Number of Respondents per Category</b>	<b>42</b>	<b>1</b>

No response: 18

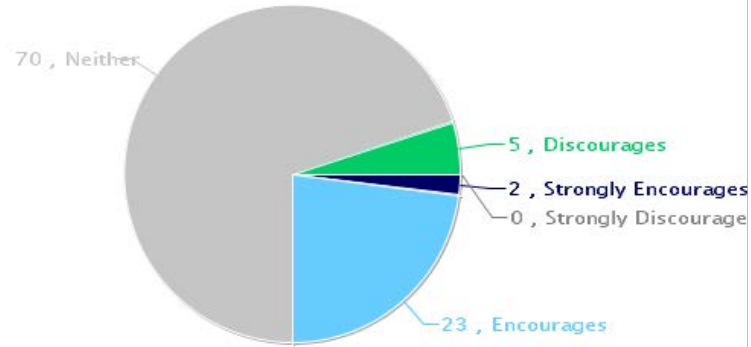
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

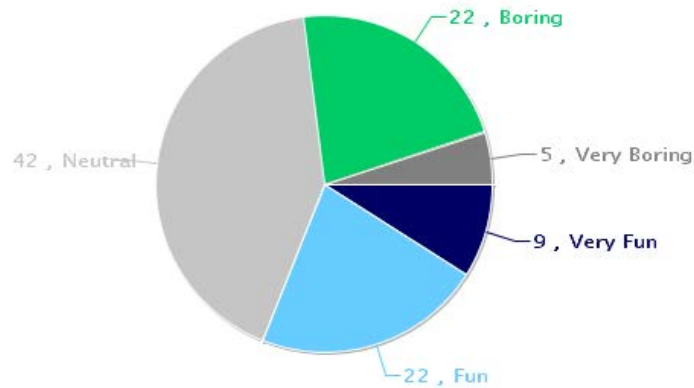
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

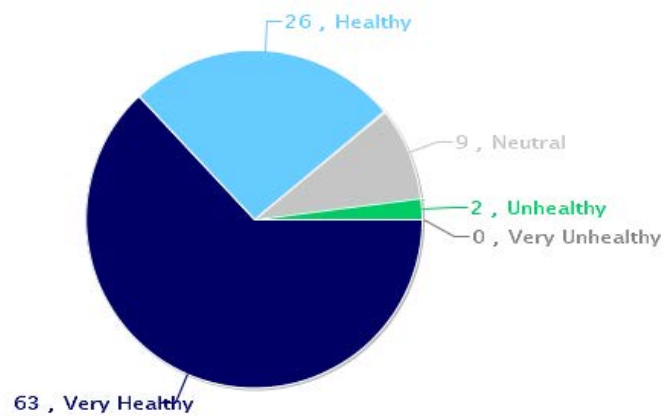
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1626289	I do not feel safe letting my 3rd grade daughter walk or ride alone. The intersection at Glenwood and Hacienda is awful and dangerous. The traffic from the High School is significant and I don't trust adults AND teen drivers in the morning to pay attention to kids on bikes or walking. I would love to see a crossing guard at that intersection. I worry about the road from the intersection of Glenwood to Vinehill on Vinehill School Road. While there are houses along there at one end, as you go towards the school I see that as prime location for a child to be abducted or approached. Having a police officer or some other official there from 7:30 a.m. to 8:10 am, and again when the kids get off of school would be hugely beneficial and would allow a lot more kids the opportunity to walk and/or ride.
1626291	I'm not sure the right questions were asked here. Does it really matter that the school encourages or discourages walking/biking to school? The real issue is that it is dangerous to do so. Best I can tell there is ZERO safety in the form of pathways and crosswalks at the high school to walk or bike. Why is there no path to walk from the street? Why is there no crosswalks? Why is there no place identified as walking with appropriate signage through the driving areas? How are kids supposed to get to the school from the street on foot? Was there any thought at all given to this? Why are the lights at Glenwood/SVD timed so poorly? The left turn lanes backup constantly so that people coming down Granite Creek and trying to get to those turn lanes) are forced to go straight through the light and then take a u-turn, which is dangerous. Why don't the police monitor traffic speeds on SVD? I drive from SVHS to SVMS each morning and each and every morning there are people exceeding the speed limit significantly, by 10 to 15 mph. Not once have I seen anyone pulled over for speeding. As a parent, all of this is terrifying and could be relatively easily solved.
1626695	I would have my son walk to school except that it would take about an hour to 1 hour 15 minutes at a very fast walk. The city bus would require 25-30 minutes of walking and a 56 minute bus ride. In the future, we will have only one car and one driver. This will become a problem if I have to be away during before or after school hours.
1626696	I would have my son walk to school except that it would take about an hour to 1 hour 15 minutes at a very fast walk. The city bus would require 25-30 minutes of walking and a 56 minute bus ride. In the future, we will have only one car and one driver. This will become a problem if I have to be away during before or after school hours.
1626785	We cannot walk or bike from our home...we live off the Hwy. And there is no path or sidewalk to town.
1626861	The Granite Creek rd Scotts Valley Drive intersection is very poorly designed, and is it a disaster waiting to happen. You get large clumps of kids crossing the street at the same time, and then some trickling in, Blended in with fast driving commuters, and other kids who drive to and from school very fast. It's more of a luck be with you kind of situation if you don't get hit. I do know a kid who was thrown over a fence by a car about 10 years ago walking to the high school.
1626892	The high school needs a pedestrian path from the main road up to the school to make it safe for all the walking students.
1626276	We need a traffic monitor at Glenwood Dr and Hacienda Dr every day to make biking safe. My daughter rides her bike on the sidewalk against traffic in the morning with lights on. If it's foggy or too dark in the morning, I drive her to school.
1626299	When my son was attending SVMS he tried to bike to school, but we had several instances that were concerning including high speed drivers on SV Dr and drivers pulling in and out of driveways/side streets on SV Dr without looking. Now he is at SVHS and the way cars are parked on both sides of Grace Way force bike riders to ride towards the middle of the road, then add the chaos of parents driving fast through the neighborhood as a "short cut" from SV Drive and Glenwood to take their kids to school, and you have the perfect storm for a disaster. We have seen more than once a child waking or riding almost hit on Grace.

1626335	The stretch of Glen Canyon that is under the freeway provides minimal safe bike lane for pedestrians with no sidewalk. I would have had my kids walk if there was a sidewalk. Stretch of road cars tend to speed and hug turns that worries me about having my child try it without supervision.
1626340	My son only walks to SV Market. He does not walk or cycle all the way home. I'm not comfortable with him walking or cycling on Granite Creek as there are no sidewalks and people drive way too fast.
1626342	There are several kids walking the same path on Glenwood towards Summerhill Drive. The bike path paint markings need to be repainted and additional signs and two places on curves need to be reinforced with pavement. Our family will volunteer if needed.
1626388	Aside from traffic and safety concerns, the biggest obstacle to my child walking or biking to school is her reluctance or disinterest in doing so.
1626419	Safety is my upmost concern.. people drive too fast, too distracted, and ignore basic traffic laws such as red lights!! Til the red light runners are dealt with NO CHILD walking or biking is safe. I have a teenage driver and I'm scared for him. It's a VERY Serious problem in Scotts Valley and has been for years. So let's talk again when that's addressed and in effect.
1626428	Would love some other transportation for the kids into Scott's Valley (city bus route??)
1626430	My child DID bike to school from 4-8th grade. He attended Vine Hill and SVMS. He enjoyed it most days and we felt the route was fairly safe. When it rained, we drove him. Now that he is at the high school, there are factors preventing him from biking: less convenient, longer distance away from where we live now, biking is encouraged less at the high school, and he will be driving soon!
1626451	Living on a rural, windy, sidewalk-less road means my kids will never walk or bike to school.
1626495	Scott's valley seems like both the high school and the elementary school have no safe entrance for pedestrians
1626509	Lockhart Gulch is TOO dangerous to ride bikes on, sadly. And I don't trust the drivers and the intersections along Mt. Hermon Rd. and Scotts Valley Dr. I wish my kids could bike, but just seems like too much of a risk.
1626553	the intersection for the high school road and scotts valley drive is terrible.
1626649	As needed, we drop my son off at school in the morning and he locks his bike. He then rides home. He did this maybe 4 times last year and none, so far, this year. The HS needs a safer place to lock bikes. We had concerns that his bike could be tampered with. The area to lock is somewhat hidden and just not visible to any adults who could keep an eye out. We don't love him biking from school as we don't feel it's that safe. There are no bike paths along Glenwood and so many kids walking, and so much car traffic. It's hard to see bikes and we saw one kid get hit at Glenwood and Casa. Crossing Hacienda is a nightmare and not safe for a biker. The whole intersection at Glenwood/Hacienda/SV Drive is absolutely not safe and is the main reason we don't encourage him to bike ride more. Once he's on SV Drive, I feel good about him getting to Lockwood. He used to ride daily to SVMS, but the HS is farther and not nearly as safe. My son is an advanced mountain bike rider, races, and participates on a team. So, he's really good on a bike and we still don't feel biking to/from school is the safest for him.
1626923	Separate walk/bike paths away from the roads would be great
1626926	Taking Scotts Valley Dr from our home to SVHS is not safe for my child because of the amount of traffic and speed of cars on the street. Also, there are so many large trucks driving on our streets that I don't feel my child is safe biking next to them.

## Parent Survey Reports - Scotts Valley Middle School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Scotts Valley Middle School

**Set ID:** 17881

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 06/19/2019

**% Range of Students Involved in SRTS:** Don't Know

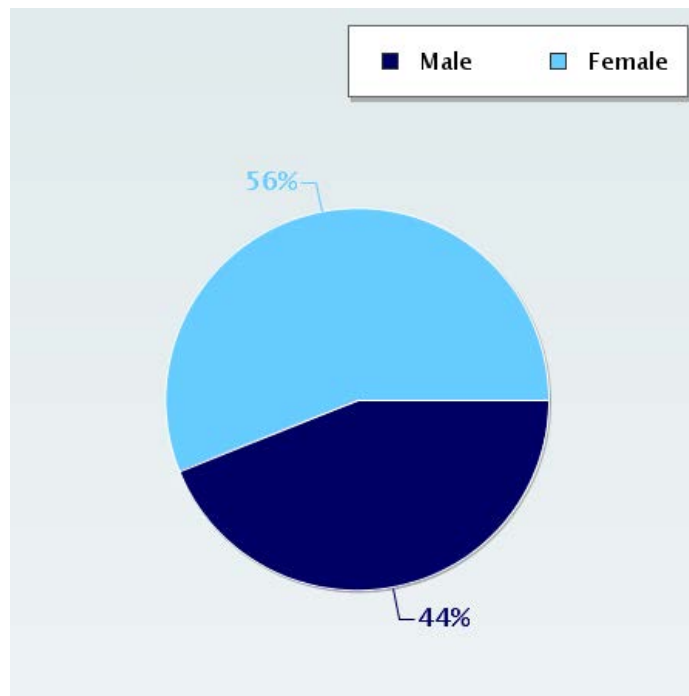
**Tags:**

**Number of Questionnaires Distributed:** 0

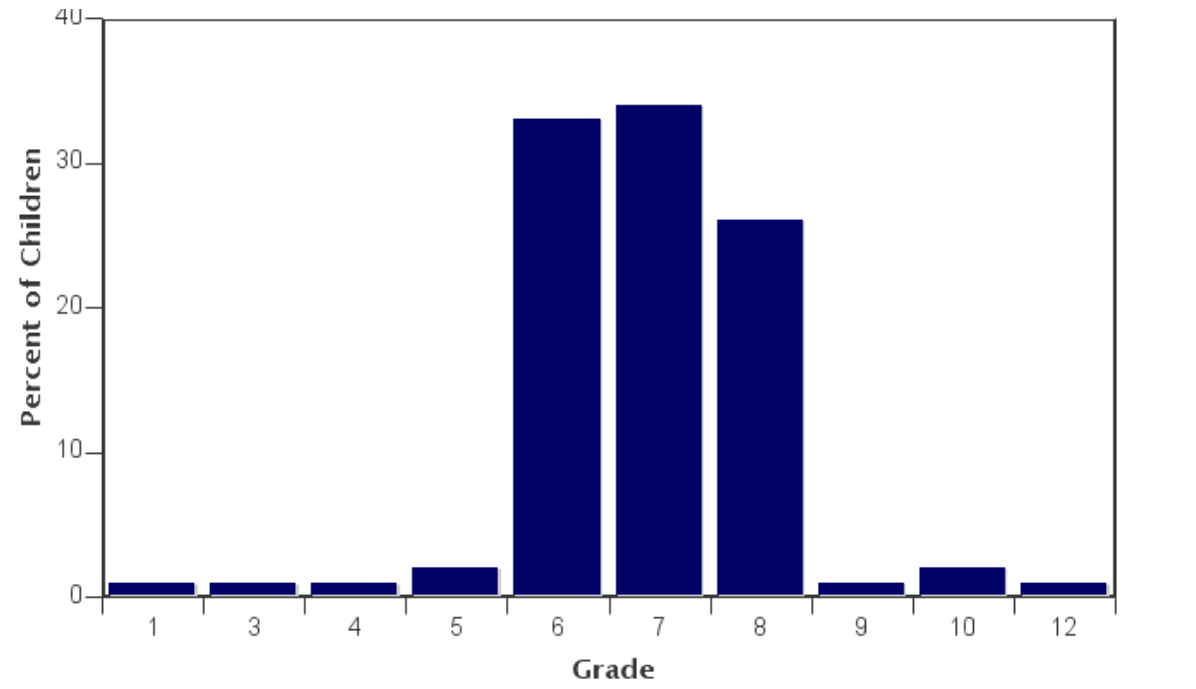
**Number of Questionnaires Analyzed for Report:** 183

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



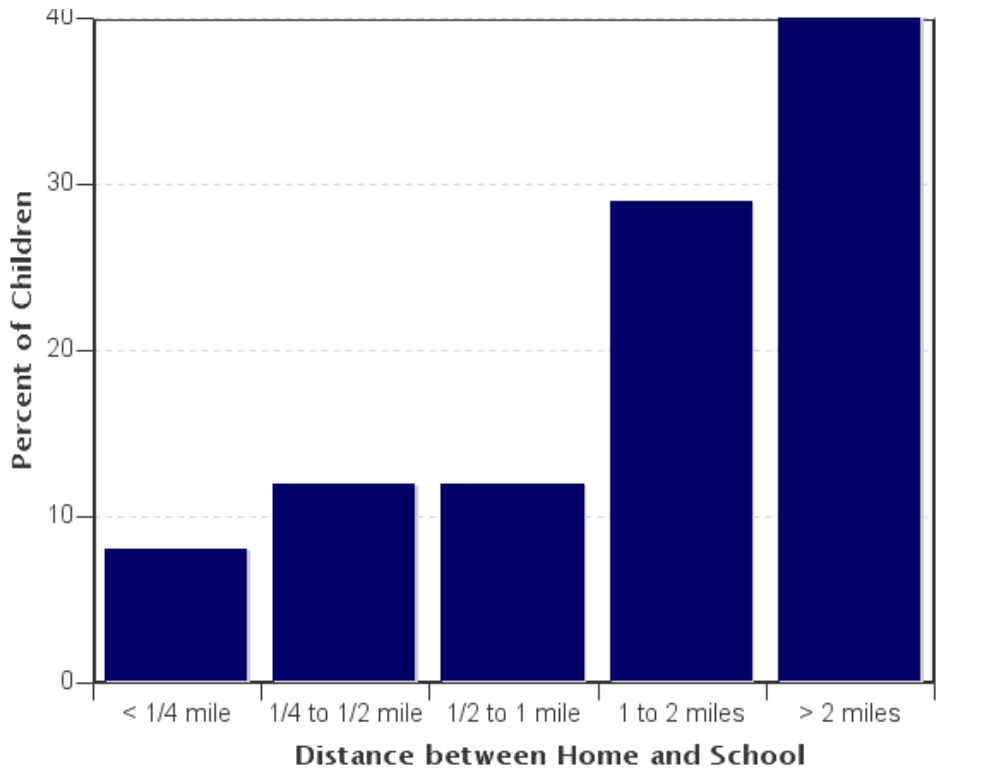
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	1	1%
3	1	1%
4	2	1%
5	4	2%
6	60	33%
7	62	34%
8	47	26%
12	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

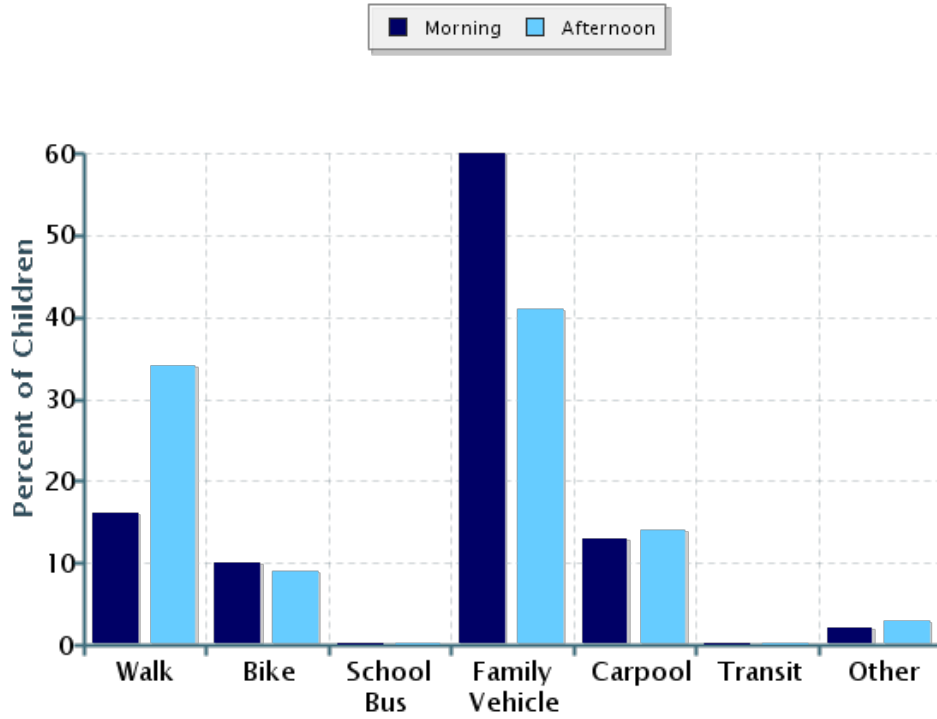


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	14	8%
1/4 mile up to 1/2 mile	21	12%
1/2 mile up to 1 mile	22	12%
1 mile up to 2 miles	53	29%
More than 2 miles	72	40%

Don't know or No response: 1  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	178	16%	10%	0%	60%	13%	0%	2%
Afternoon	181	34%	9%	0%	41%	14%	0%	3%

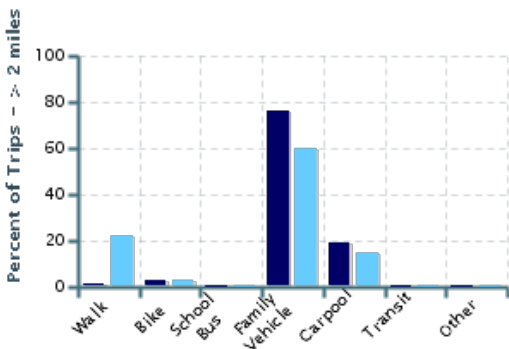
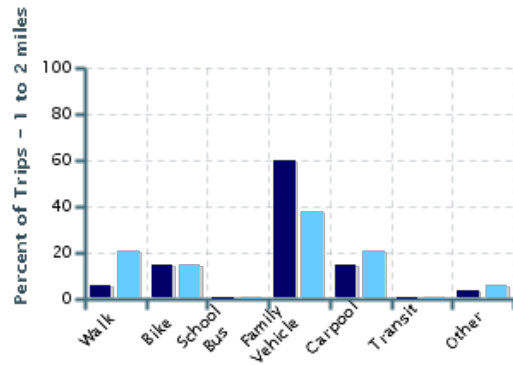
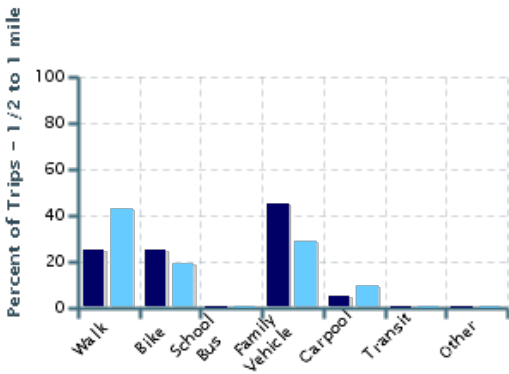
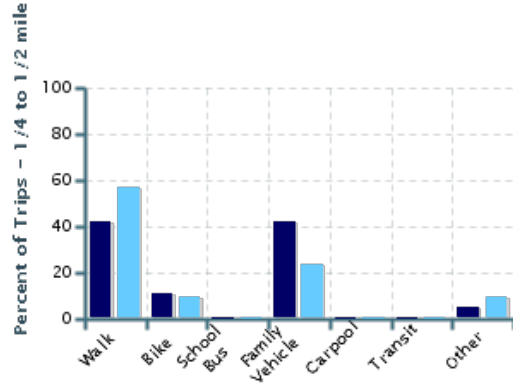
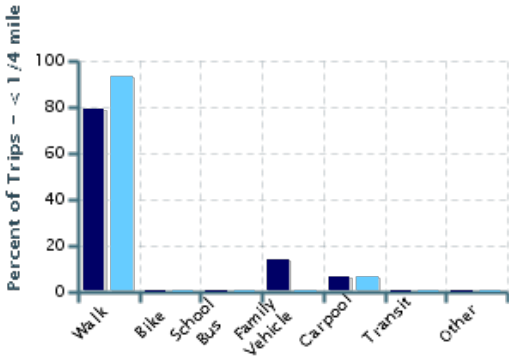
No Response Morning: 5

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	79%	0%	0%	14%	7%	0%	0%
1/4 mile up to 1/2 mile	19	42%	11%	0%	42%	0%	0%	5%
1/2 mile up to 1 mile	20	25%	25%	0%	45%	5%	0%	0%
1 mile up to 2 miles	53	6%	15%	0%	60%	15%	0%	4%
More than 2 miles	72	1%	3%	0%	76%	19%	0%	0%

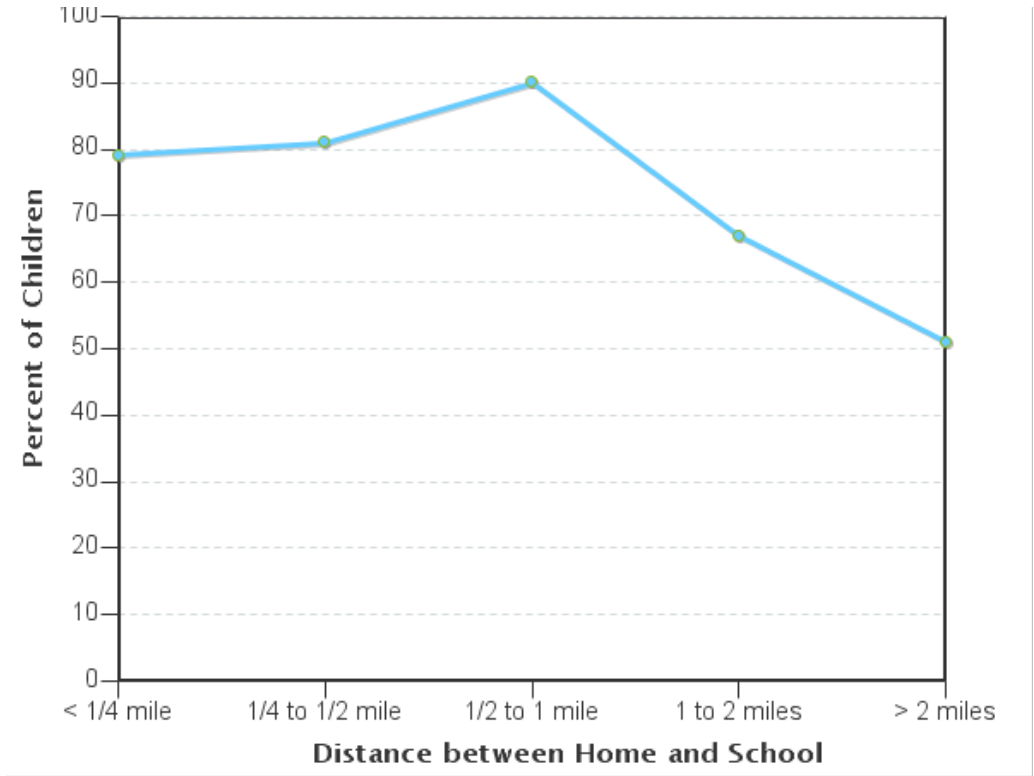
Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	93%	0%	0%	0%	7%	0%	0%
1/4 mile up to 1/2 mile	21	57%	10%	0%	24%	0%	0%	10%
1/2 mile up to 1 mile	21	43%	19%	0%	29%	10%	0%	0%
1 mile up to 2 miles	53	21%	15%	0%	38%	21%	0%	6%
More than 2 miles	72	22%	3%	0%	60%	15%	0%	0%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

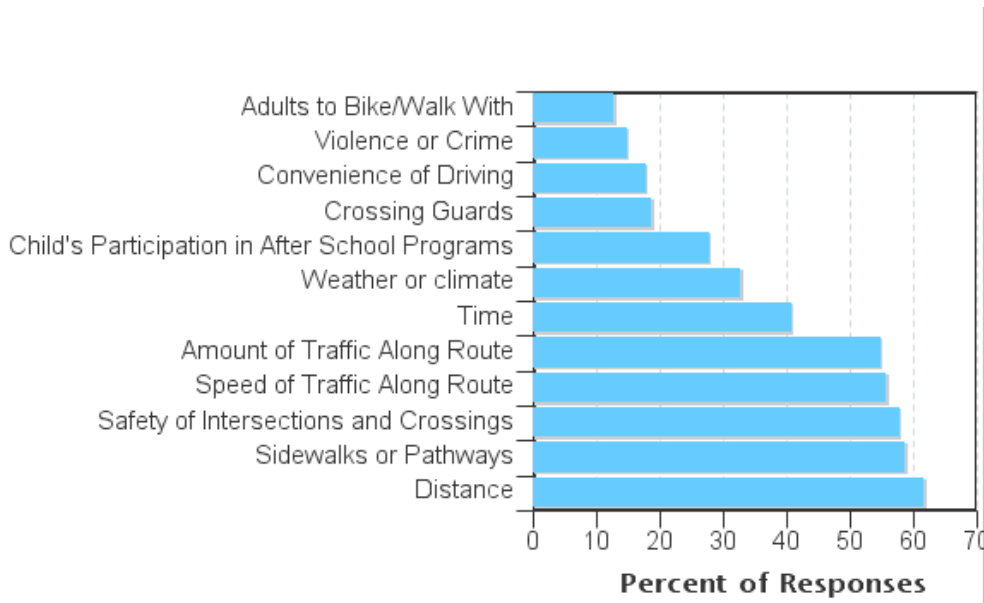


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

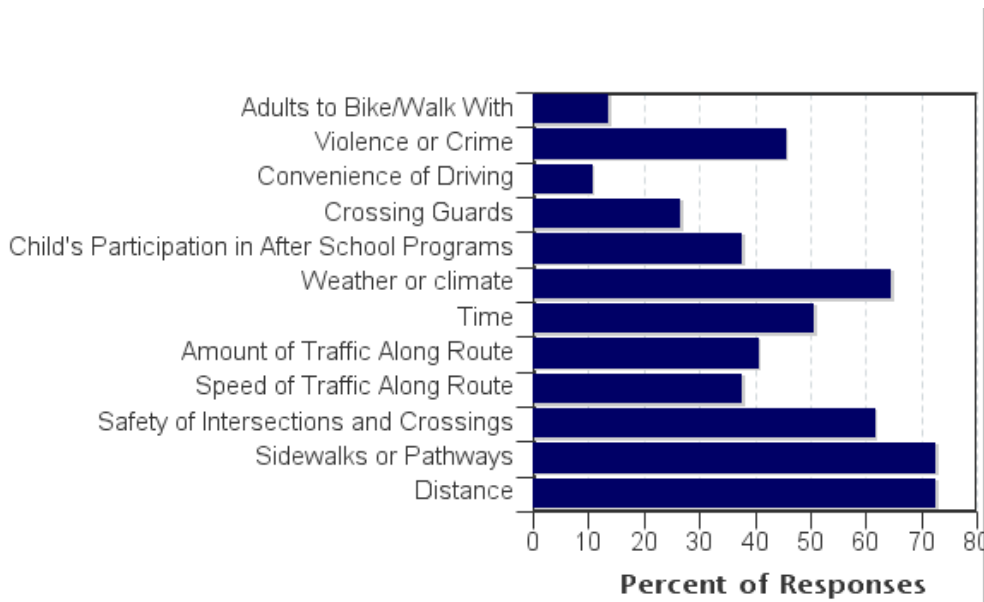
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	117	79%	81%	90%	67%	51%
No	60	21%	19%	10%	33%	49%

Don't know or No response: 6  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	62%	73%
Sidewalks or Pathways	59%	73%
Safety of Intersections and Crossings	58%	62%
Speed of Traffic Along Route	56%	38%
Amount of Traffic Along Route	55%	41%
Time	41%	51%
Weather or climate	33%	65%
Child's Participation in After School Programs	28%	38%
Crossing Guards	19%	27%
Convenience of Driving	18%	11%
Violence or Crime	15%	46%
Adults to Bike/Walk With	13%	14%
<b>Number of Respondents per Category</b>	<b>93</b>	<b>37</b>

No response: 53

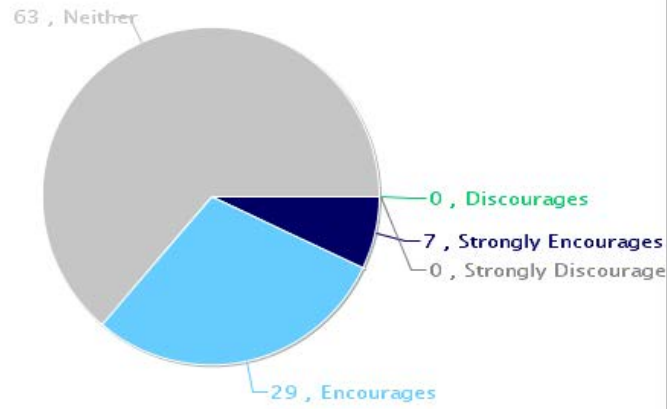
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

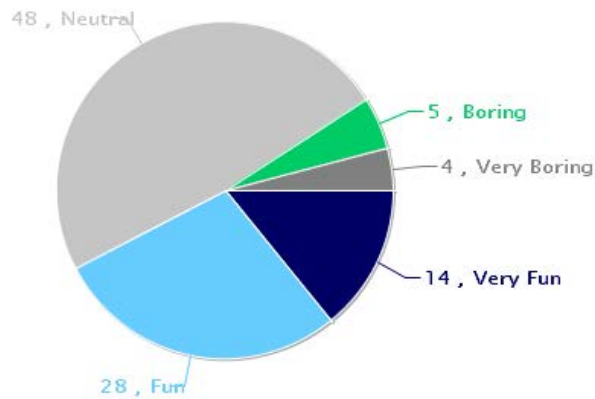
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

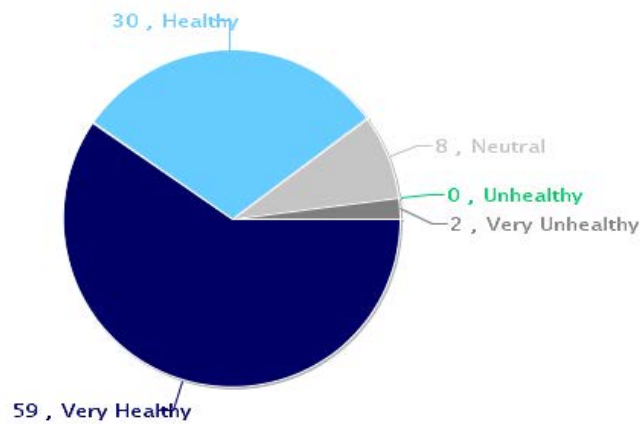
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1626318	Biked more to school at beginning of the year but now less with homework and after school activities
1626420	Thank you for checking on safety measures. It would be great if more kids felt safe walking to and from school.
1626595	We also live up very steep mountains. This is a tough climb for an excellent cyclist. Plus no school buses in our area.
1626678	School Bus system would be useful- save a lot of energy and take cars off the road
1626687	The house is in the woods along the HW17. There is NO any option to walk, and no future option to walk.
1626779	Would love to have my kids walk if we lived in town...but there is no walking or biking path from Hwy. 17 to town.
1626870	We live on green hills road. Driving under The freeway is the most dangerous part of the ride to SVMS. There is no safe place to ride And it is so dark there
1626872	We live off a freeway. It is not practical to walk or bike to school.
1626891	Graham Hill is our biggest hindrance of riding a bike to SVMS. There are no sidewalks or bike lanes and drivers are crazy on that road. It is unfortunate as we would love to have our kids bike to school.
1627206	The intersection of Granite Creek Road, Scotts Valley Drive and HWY 17 has always been a great concern due to drivers behaviors and other risk factors. With the new housing developments, these risks will be worse in the future. Any possibility of a pedestrian bridge across HWY 17 to accommodate the higher population on the Granite Creek side of Hwy 17??
1627210	There is no safe path from our house to the middle school. We go down Graham Hill or La Madonna. Neither of those roads are safe for anyone traveling on a bike. And they are way too far for a child to have to walk to.
1627211	We live so close to Brook Knoll, that getting in a car would be ridiculous. So we walk rain or shine. My issue with walking is the people who don't stop at the stop sign on Treetop and Oak Knoll that just come flying down. Also in the morning, no one stops for us to cross the road. It would be AWESOME if you could put in a cross walk at the intersection of oak knoll and treetop and have a crossing guard there to stop cars. However, that person make take their life into their hands since people fly through that stop sign.
1627217	The only reason my kids don't ride their bikes to and from school is that there are no routes that are safe from traffic. No bike lanes or shoulder on Graham Hill Road or on La Madrona. They probably the sketchiest roads to walk or ride on in the county and there is no reasonable alternative route.
1627227	Please bring back the crosswalk on Glenwood at Casa!!
1627862	My 7th grader at SVMS feels it is too far to walk or ride his bike so we drive him to/from. We often carpool with friends. My 5th grader who is still at VH rides his bike to school.

1626616	<p>Honestly I would feel a whole lot safer if there was a bus system in Scotts Valley. I work from home and it is a disruption to my work day to have to go pick up from school and now I have a new job which will allow me to drop off my child at school but not pick up from school. Now I have to arrange for her to get a ride with another family or make sure she has a friend to walk with either to our home or somewhere else where they can do homework and stay until I can pick them up. I grew up back east and school buses are provided as transportation for children to and from school. My feeling is it is the school's responsibility to provide transportation to and from school to ensure the safety of the children, and it is the parent's option to provide their own transportation to and from school. Having a school bus experience is something that is missing from this community and one that I feel should be mandatory as it is in other school districts and states nationwide, so make it happen in the school budget. It adds more stress and restriction for parents that need to work in this overpriced county to try and make ends meet. I have made personal sacrifices from my work schedule and will continue to do so to ensure my daughter gets to and from school without encouraging her that walking to and from school alone is the best option. I mean really? Unless the school wants to provide chaperones to walk each kid home well, even though are community may be considered safe, it's only as safe in that a risk is taken and that your child does arrive home safely that day...anything can happen in a "safe" community. Please think about trying to budget for school bus transportation. I am all for it! We live close enough for my child to walk to school but not to do it alone as there are some questionable areas. So they are allowed to walk only if with a friend.</p>
1627119	<p>because we're close and because traffic dropping kids off/picking up is hectic, much easier to allow my middle schooler to walk to school. Also, friends in neighborhood she walks with. Absence of violence/crime makes me feel safe and fact that she has a cell phone now. Path to school is relatively safe (crosswalks/sidewalks)</p>
1626313	<p>Rode bike more At the beginning of the year. Harder with after school activities.</p>
1626317	<p>Glenwood Road needs sidewalks past the high school for at least two more miles.</p>
1626321	<p>It is not safe for students to walk or bike on Graham Hill or La Madrona. There is no sidewalk or bike lane on either road. That is the only way into sv from Rolling Woods.</p>
1626322	<p>I used to walk and/or bike from the house we live in now TO Brook Knoll. All safe paths have been fenced or closed by housing and development and Sims Road and Graham Hill are not safe. I would love for them to be able to do this safely.</p>
1626323	<p>We usually drop him off on Quien Sabe to meet up with a friend and they both walk from there.</p>
1626325	<p>She walks to my office from school. We live too far from school.</p>
1626327	<p>From where we live, walking/biking to the middle school isn't a big deal. The issue is the traffic when the kids get to the school. Cars just don't pay attention. For my elementary schooler (at Vine Hill) I will NOT allow her to walk or bike to school. Its too far to walk. SV Drive is too unsafe for her to bike. Too many unsafe intersections and cars not paying attention. We allow her to ride on the bike to school days where adults and SVPD are monitoring the riders.</p>
1626329	<p>SVMS seems very vulnerable in terms of any individuals being able to enter the school without being checked in.</p>
1626332	<p>Bluebonnet Lane / Bean Creek Rd is a major route for kids going to/from the middle school. The crosswalk where Bluebonnet hits Bean Creek is not safe due to foliage blocking the view of the crosswalk for cars coming down Bean Creek toward Scotts Valley Drive. The bushes need to be cut back. Most children walk in the bike lane on Bluebonnet so they don't have to use this crosswalk and are closer to the library. There is no sidewalk on this side of Bluebonnet and there really should be so that kids are not walking in the street.</p>

1626341	Cars block the bike lane at pick up on Bean Creek waiting to enter the school. Very unsafe as I've seen kids on bikes ride in the lane as they are a car, then in a dangerous situation near the crosswalk where cars trying to turn left into the school, cars leaving the school in both directions and cars illegally going around other cars because they are in a hurry. Should have a crossing guard at that crosswalk after school to help, and warn parents to NOT block the bike lane for kids to be able to use the bike lane for that portion that gets blocked. Usually around 15-20 cars waiting to turn right into the school as kids are on way home.
1626346	For the middle school there is only one way to walk in and out of the school. Wish they would open a side gate again on bean creek for mornings and afternoons. Also seems as far as safety if needing to escape the school for a disaster having only one walk in and out place seems unsafe.
1626347	My main concern is safety on the busy Scott's Valley Drive
1626356	From where we live there really isn't a good path for walking/riding a bike. My daughter would need to walk on the road under highway 17. In addition, the intersection at Mt. Herman and Scotts Valley Drive is not safe. When driving my daughter, and also when I drive my son to school a bit later, I consistently see vehicles run the red light when turning left from Mt. Herman to Scotts Valley Dr. I can't see letting my daughter cross that intersection. Yes, she can go to the intersection at Bean Creek Rd, but she could still cross at the other intersection. I had a neighbor whose child was hit at that intersection a few years ago, and would rather not chance it with my child. If it was safer for her to get to school while not driving it would be great to let her bike/walk. I think she'd like that too.
1626358	Children are picked-up near school (public library or Skypark) on days when they can be or when they have extra-curricular activities. They ride their bikes home on other days (1-2 days per week).
1626366	We live on a fairly steep hill with no sidewalks. If we lived where it was flatter, my kids would ride their bikes to school often.
1626369	living off of Graham Hill I don't feel that it would ever be safe to let my children bike into Scotts Valley; if there was a safe route, I would let them.
1626373	We allow our children to walk part way and then must pick up due to distance from school (middle school) and then crazy traffic and drivers between our elementary school and home. Also, later start times would be make walking to school much more appealing.
1626382	My children have to ride their bikes home from school on certain days of the week due to family scheduling issues.
1626385	When my child walks with friends it is much more fun. He prefers to not walk alone. I will not allow him to cross the street at the crosswalk in the middle of Bean creek. I have been a driver and haven't seen kids crossing there before so I feel that is a dangerous place to cross. Where there is a crosswalk and not a stoplight is a recipe for disaster. I feel more comfortable when there is a crossing guard present at the light on Bean creek and Scott's valley drive but if he has an after school activity he must cross alone and that is more scary for me as a parent and I prefer to pucker him up in the car those days when I can.
1626389	Kids walk to vine hill and will walk to high school. SVMS is only time we drive. Kids do walk on occasion
1626395	We need more sidewalks and bike paths NOT in the street
1626413	No bike lane on El Rancho Drive and through intersection of Mt Hermon and Hwy 17 on ramps. The intersection is too dangerous for bicyclers.

1626422	We live off Bean Creek, which is a one way road and very isolated/remote, so I don't feel comfortable with her walking/riding a bike without an adult due to traffic and abduction reasons. She does enjoy walking to local businesses after school to enjoy lunch or a snack or do homework at the library and I feel comfortable with her doing that (especially in a group of friends).
1626427	We live in Santa Cruz. I might allow them to walk to SVHS for sports related events once they are a bit more acclimated.
1626433	A secure place to keep scooters at SVMS would be helpful. They are hard to lock up and we just cross our fingers that no one takes them which really doesn't feel great.
1626436	I drive my children in the morning so they can get an extra half hour of sleep due to either later evening homework or sport activities but they almost always walk home. There are some risks to walking or riding home due to high volume of traffic, and parents on cell phones while driving but by age 10 kids should learn how to navigate traffic, be alert to unsafe drivers and have a sense of self reliance to be able to walk home safely. It is also a good form of exercise and many kids could really use it.
1626437	Would love to have more biking options, we do the bike to vine hill (over 3 miles) with out kids every month since they were in kindergarten, but the many driveways/busy road does not feel safe on a regular day. Wish there was a bike path for the route, or a school bus we could take to vine hill.
1626439	We are on the other side of Highway 17, so we really need bus service.
1626442	My son has soccer practice year round 3-4 days a week w/ a pretty intense exercise routine. When he rides his bike to school due to the distance & hills especially on way home he complains it's too much exercise & cramps up. I'm also concerned cuz Grace Way has no sidewalks & many high school kids use this road as a back way speeding down the hill as they text & talk on their phones making it unsafe for my child during the time he would be riding home.
1626452	We drive our child because we need to take the freeway to get her to school.
1626453	We drive our child because we need to take the freeway to get her to school.
1626455	Many areas of Scotts Valley are pedestrian-unfriendly. Lady Gaga for mayor.
1626466	there is a big hill that would be hard to bike up afterschool with a backpack
1626479	I wish we had school busses.
1626499	My biggest concern is my son crossing Mt. Hermon (from Lockwood to Skypark and reverse on way home). I have seen SO many cars run that light and they are going 40+ mph. Also, both of my kids have almost been hit several times when cars turn in front of them while they are in the crosswalk; they either don't see the bike or are trying to cut in front. Crossing Mt. Hermon can be very unsafe and I constantly worry about them. My older son, now in 10th, rode all 3 years in Middle School as well.
1626503	11 answer: yes, I would allow my sons to walk, bike or ride skateboards if there was a safe route to and from school.
1626504	11 answer: yes I would!
1626531	We need a better crossing solution for getting to vine hill elementary, especially with the high speed drivers going to/from the high school. On Scotts Valley Drive a green lane is needed.

1626538	I would allow my child to walk or bike to and from school every day but we live at the top of a large 3 mile incline. He has walked to and from school and friends' houses, the library etc once we come "down from the mountain."
1626542	If more parents would allow their kids to bike or scooter to school even from a shorter distance if they lived too far away ( down the street ) it would help with the traffic in town and around the school
1626549	We live too far away for biking/walking. Some days they walk to the library to wait for us to be able to come get them.
1626556	I wish that there were better bike paths or sidewalks that would allow our younger daughter to bike to Brook Knoll Elementary. Our older daughter does walk to/from SVMS because we live very close to the school and it is extremely convenient for her. There are also sidewalks that make it safe and friends for her to walk with.
1626569	I would let my child bike to school if there was a better overpass from Granite Creek to Scotts Valley drive. The current overpass is very narrow and the intersection at Scott Valley drive and Granite Creek is very busy. With all the new development, it would be really nice to have a pedestrian overpass to go from the Enterprise center over HW 17 to Vine Hill. It would avoid having to navigate all that traffic. Green Hills road is also another way to get to the middle school, but it is really narrow and there really isn't much of a bike lane under the freeway.
1626586	We live up a steep hill making cycling a challenge. The distance is beyond walking distance. It is hard to see a better solution than car pool at the moment.
1626633	My son goes to Brook Knoll. There is no safe walking or biking route there from Scotts Valley.
1627244	Our family would love to ride to school but we live off Lockard Gulch which is completely unsafe for kids to ride on. If there was ever a trail some way possible through to SkyPark we'd be delighted!!
1627248	My daughter walks to nearby after school programs within 1 mile of school, and with other children, most days. It is too far and no routes to/from our house.
1626944	My son shares time between his Mother's house and mine. He could easily bike to school from his Mother's house, but, not mine. It is no inconvenience for me to drive him to school, as it is directly on my route to work.
1627376	Main issue with biking is after school activities and having the time and energy to bike back home after school, since we are across town from SVMS.
1627000	In my specific case it is virtually impossible for me children to walk or bike to school because we live off of hwy 17 so it is difficult to answer these questions as it would be different if we lived in walking or biking distance .

## Parent Survey Reports - Shoreline Middle School

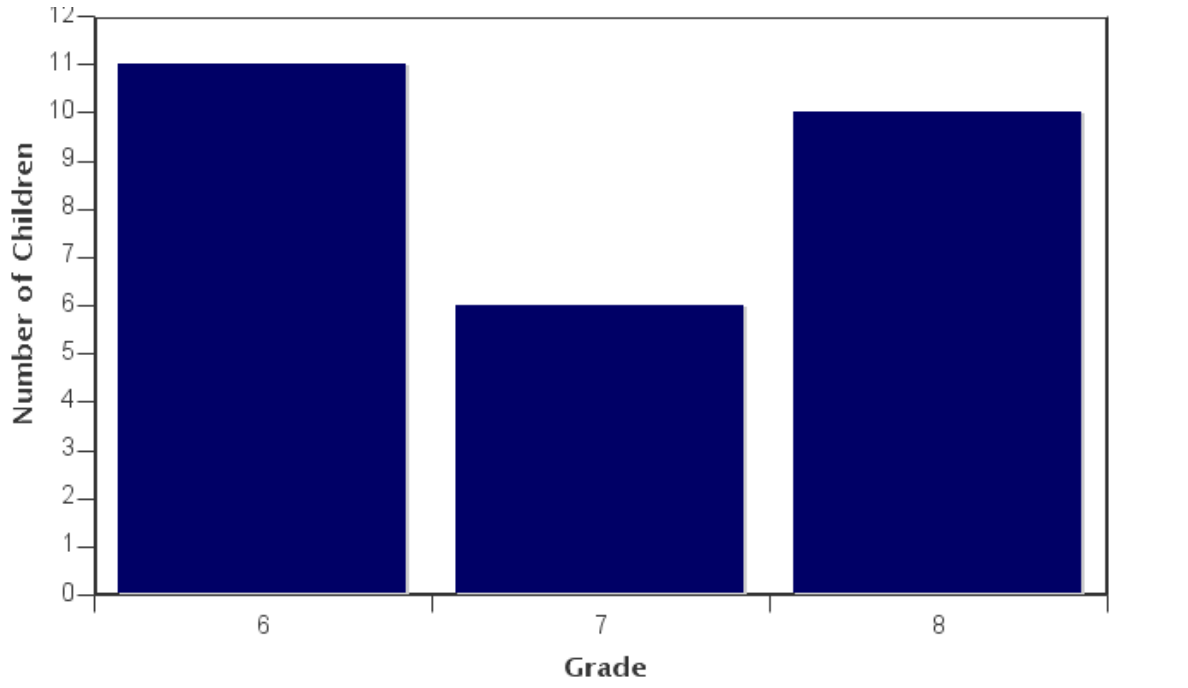
## Parent Survey Report: One School in One Data Collection Period

**School Name:** Shoreline Middle**Set ID:** 18178**School Group:** CTPG2018\_HSA**Month and Year Collected:** October 2018**School Enrollment:** 0**Date Report Generated:** 03/28/2019**% Range of Students Involved in SRTS:** Don't Know**Tags:****Number of Questionnaires Distributed:** 0**Number of Questionnaires  
Analyzed for Report:** 27

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey



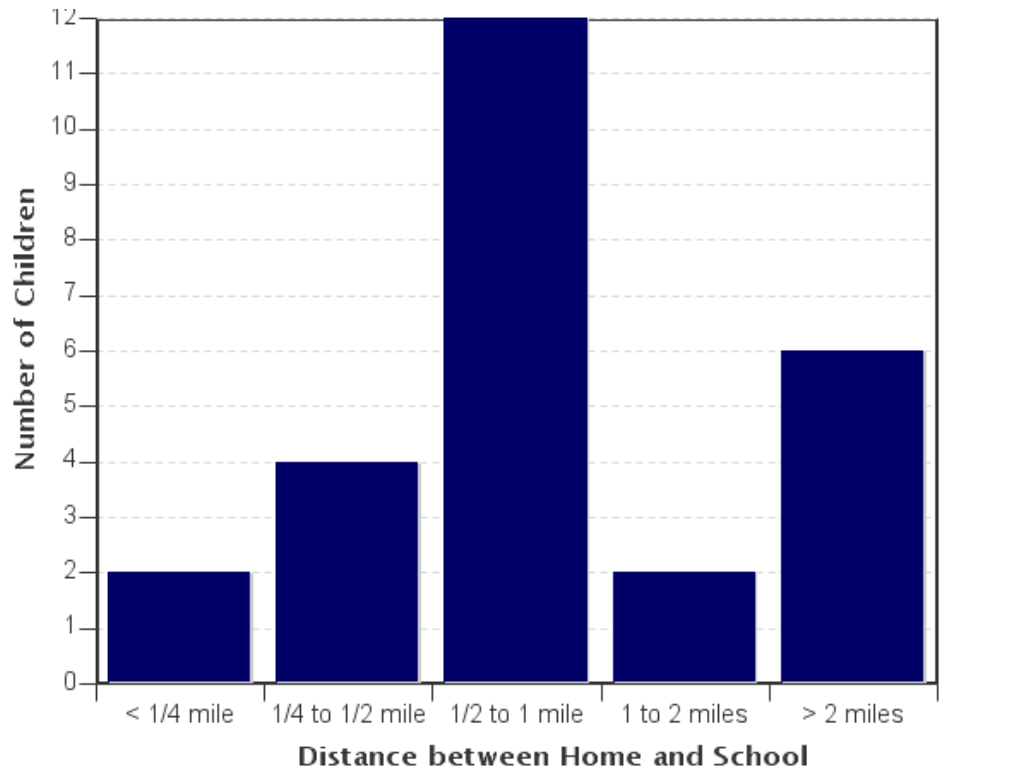
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
6	11
7	6
8	10

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school

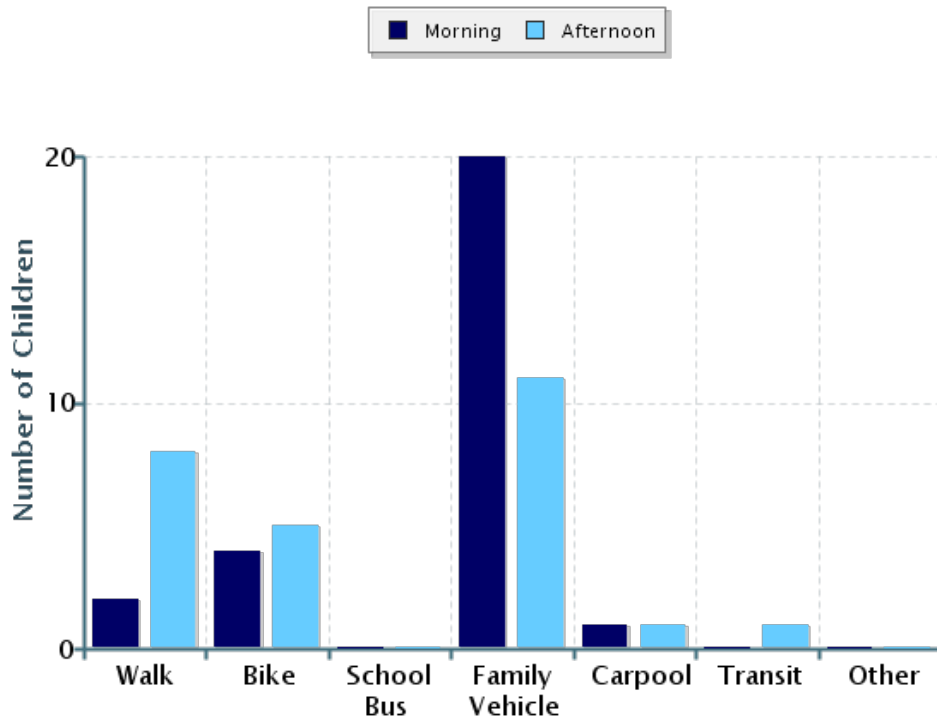


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	2
1/4 mile up to 1/2 mile	4
1/2 mile up to 1 mile	12
1 mile up to 2 miles	2
More than 2 miles	6

Don't know or No response: 1  
 Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	27	2	4	0	20	1	0	0
Afternoon	26	8	5	0	11	1	1	0

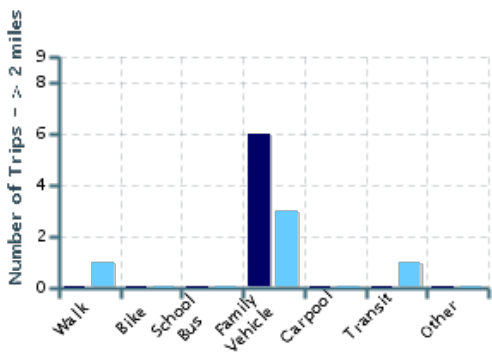
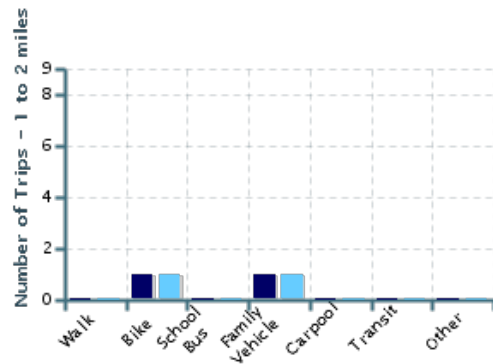
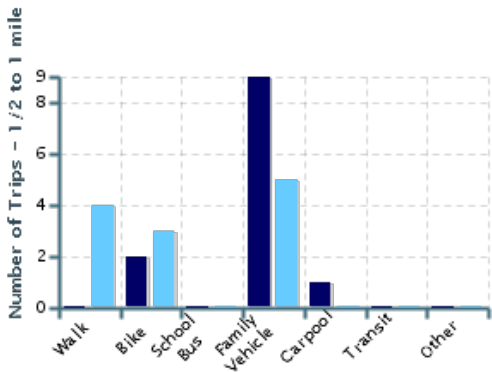
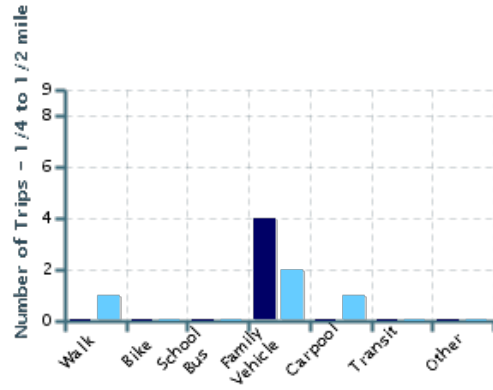
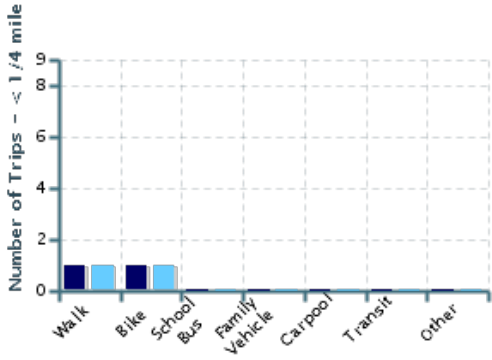
No Response Morning: 0

No Response Afternoon: 1

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



## Typical mode of school arrival and departure by distance child lives from school

## School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	1	1	0	0	0	0	0
1/4 mile up to 1/2 mile	4	0	0	0	4	0	0	0
1/2 mile up to 1 mile	12	0	2	0	9	1	0	0
1 mile up to 2 miles	2	0	1	0	1	0	0	0
More than 2 miles	6	0	0	0	6	0	0	0

Don't know or No response: 1

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

## School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	1	1	0	0	0	0	0
1/4 mile up to 1/2 mile	4	1	0	0	2	1	0	0
1/2 mile up to 1 mile	12	4	3	0	5	0	0	0
1 mile up to 2 miles	2	0	1	0	1	0	0	0
More than 2 miles	5	1	0	0	3	0	1	0

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

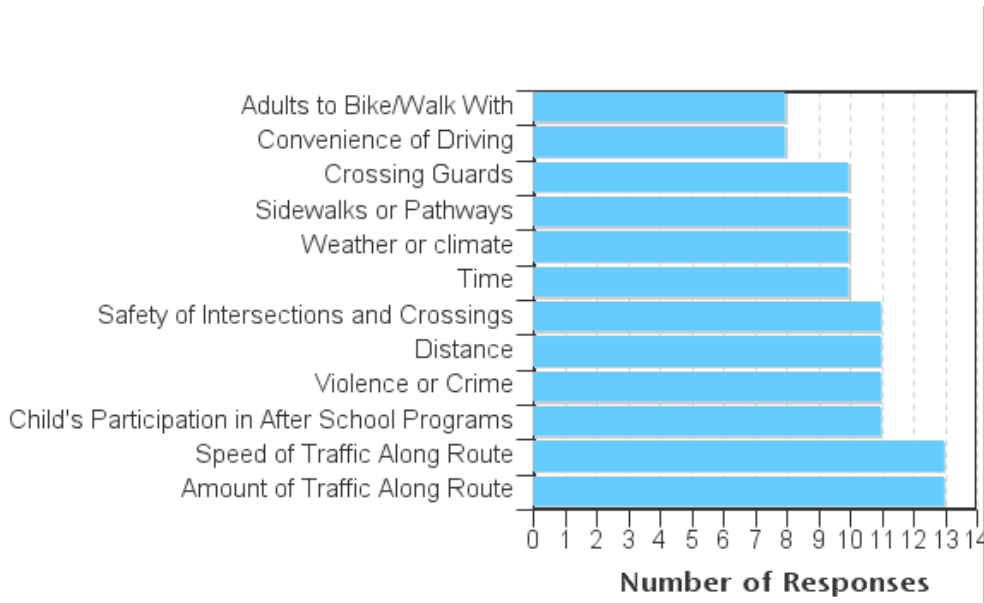
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	14	1	3	6	0	4
No	11	1	1	5	2	2

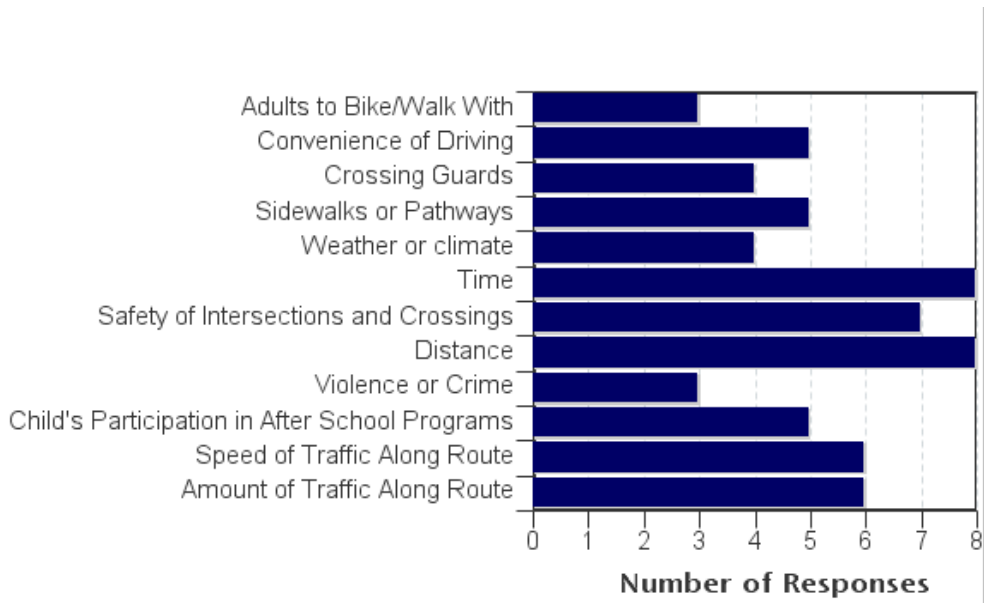
Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	13	6
Speed of Traffic Along Route	13	6
Child's Participation in After School Programs	11	5
Violence or Crime	11	3
Distance	11	8
Safety of Intersections and Crossings	11	7
Time	10	8
Weather or climate	10	4
Sidewalks or Pathways	10	5
Crossing Guards	10	4
Convenience of Driving	8	5
Adults to Bike/Walk With	8	3
<b>Number of Respondents per Category</b>	<b>15</b>	<b>10</b>

No response: 2

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	6
Encourages	11
Neither	9
Discourages	0
Strongly Discourages	0

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	6
Fun	10
Neutral	8
Boring	3
Very Boring	0

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	16
Healthy	10
Neutral	0
Unhealthy	1
Very Unhealthy	0

## Comments Section

SurveyID	Comment
1656015	Automobile drivers in this town are terrible, they park on curbs, sidewalks, it is not safe.
1656036	I heard about bikes being stolen, that's the main reason why my son doesn't ride to school. Same with skateboard or scooter.

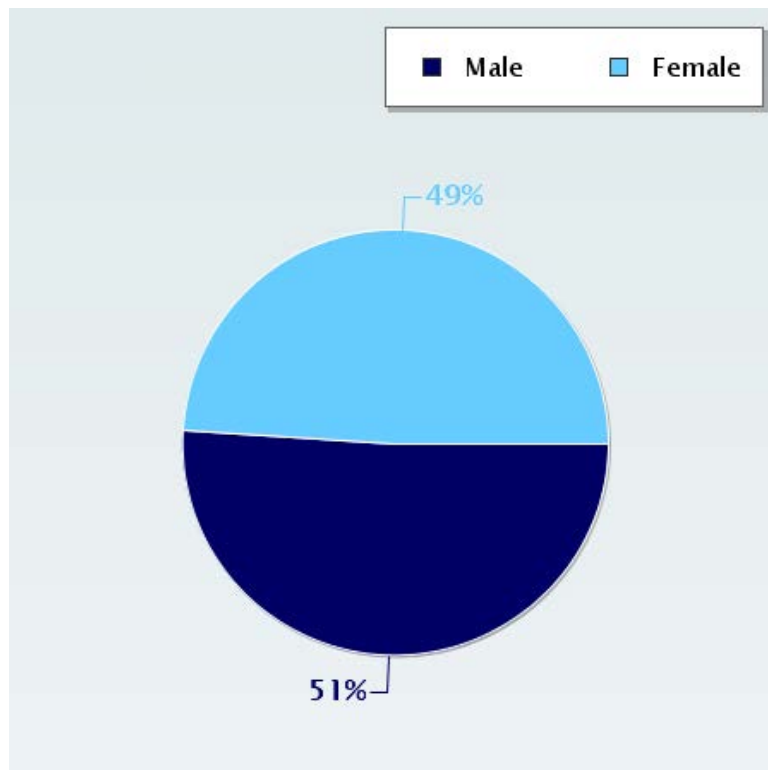
### Parent Survey Reports - Soquel Elementary School

#### Parent Survey Report: One School in One Data Collection Period

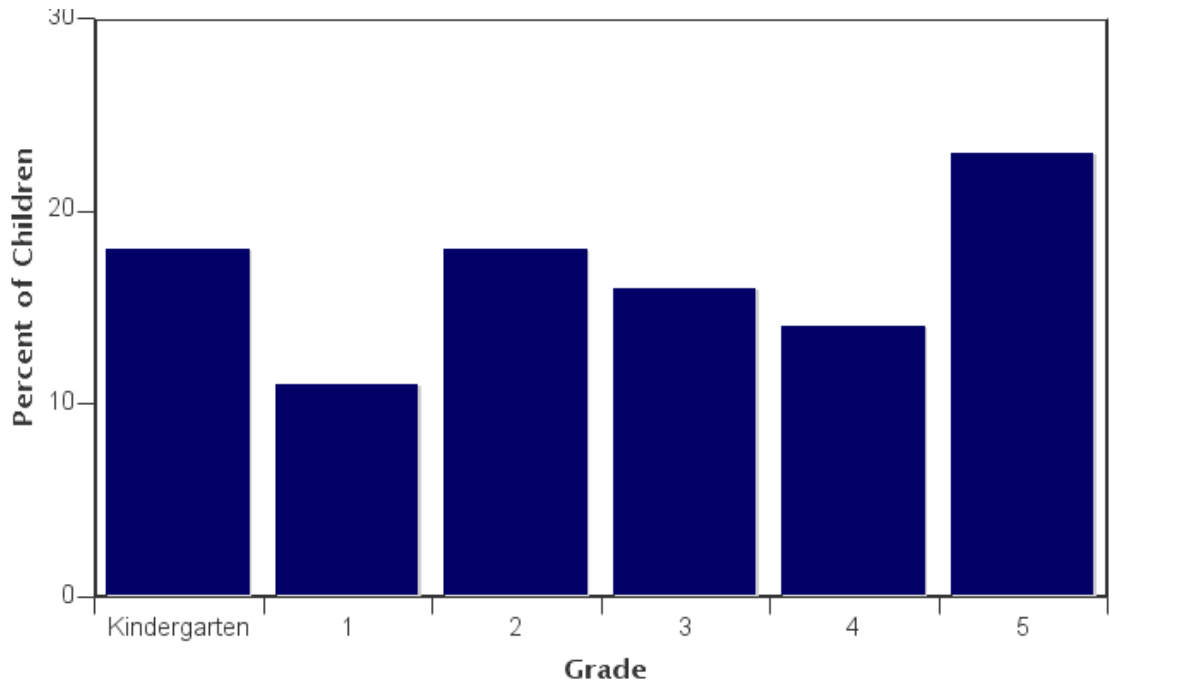
<b>School Name:</b> Soquel Elementary School	<b>Set ID:</b> 15703
<b>School Group:</b> Safe Routes To School	<b>Month and Year Collected:</b> March 2016
<b>School Enrollment:</b> 0	<b>Date Report Generated:</b> 11/20/2019
<b>% Range of Students Involved in SRTS:</b> Don't Know	<b>Tags:</b> 2015/16 Fall Surveys - SRTS,2016 Spring Student Travel Survey
<b>Number of Questionnaires Distributed:</b> 0	<b>Number of Questionnaires Analyzed for Report:</b> 122

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



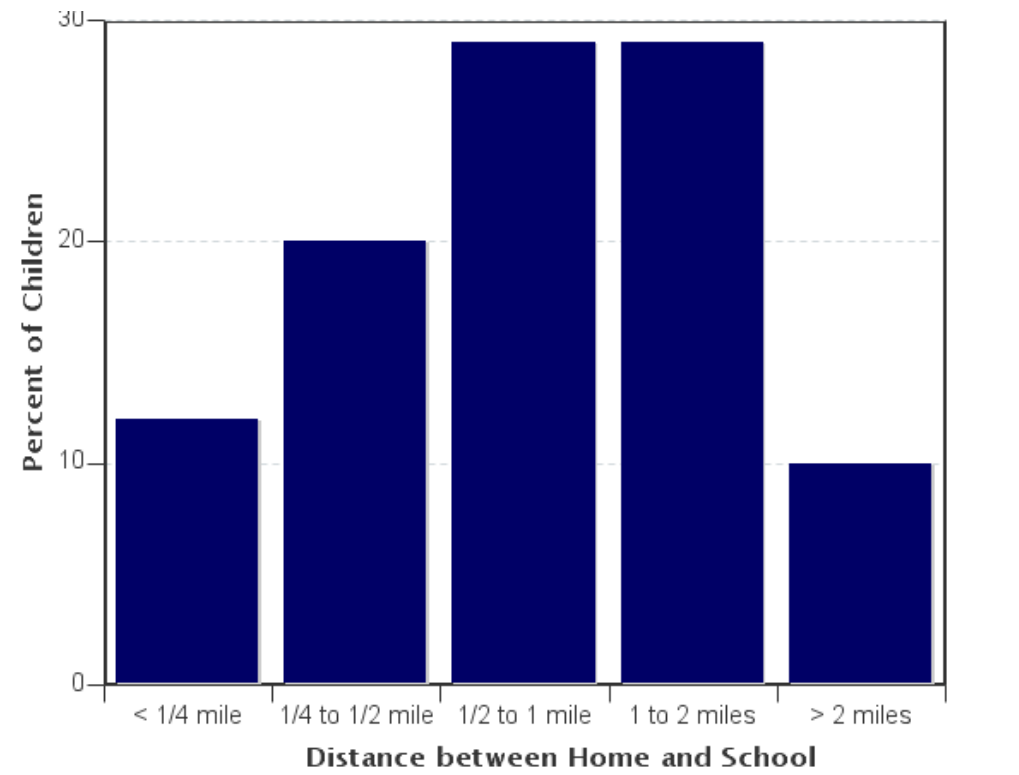
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	21	18%
1	13	11%
2	22	18%
3	19	16%
4	17	14%
5	27	23%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

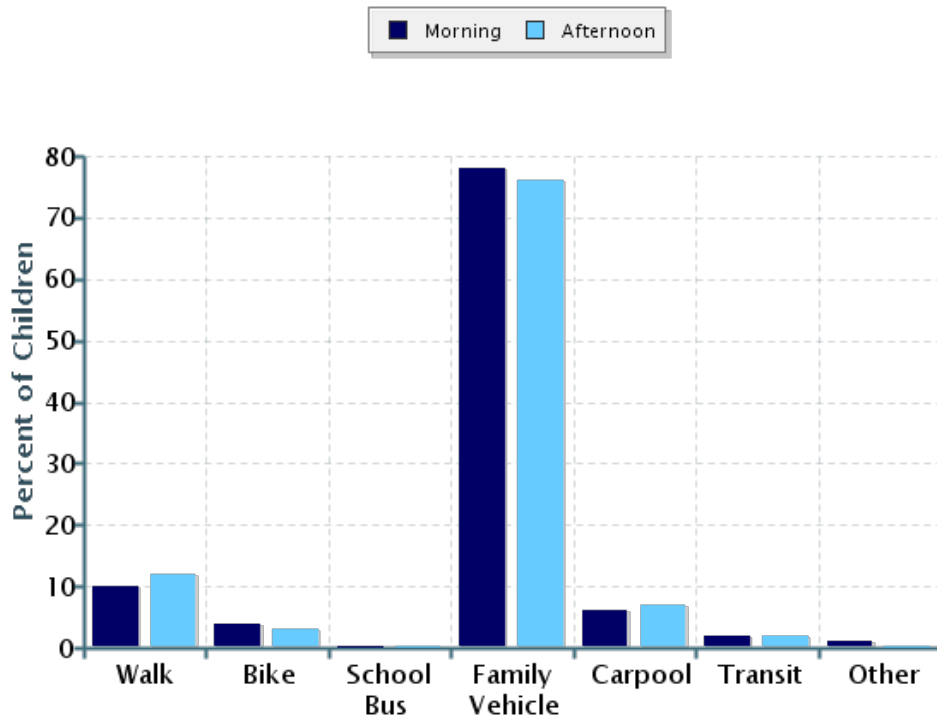


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	14	12%
1/4 mile up to 1/2 mile	23	20%
1/2 mile up to 1 mile	34	29%
1 mile up to 2 miles	34	29%
More than 2 miles	12	10%

Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	108	10%	4%	0%	78%	6%	2%	0.9%
Afternoon	98	12%	3%	0%	76%	7%	2%	0%

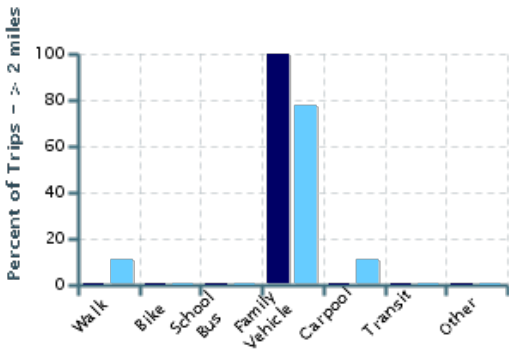
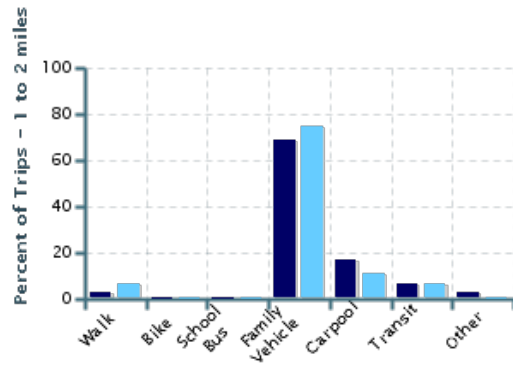
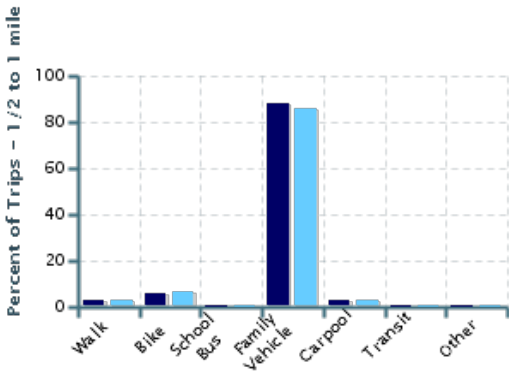
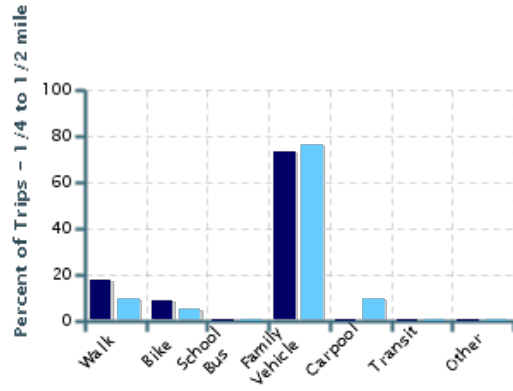
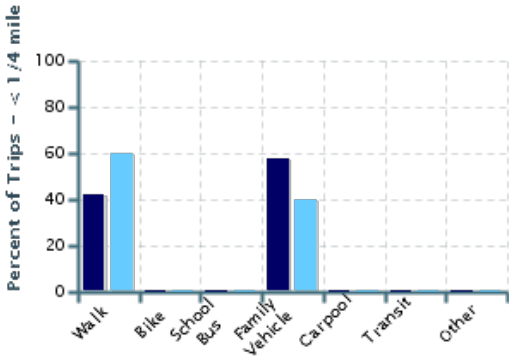
No Response Morning: 14

No Response Afternoon: 24

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	42%	0%	0%	58%	0%	0%	0%
1/4 mile up to 1/2 mile	22	18%	9%	0%	73%	0%	0%	0%
1/2 mile up to 1 mile	32	3%	6%	0%	88%	3%	0%	0%
1 mile up to 2 miles	29	3%	0%	0%	69%	17%	7%	3%
More than 2 miles	11	0%	0%	0%	100%	0%	0%	0%

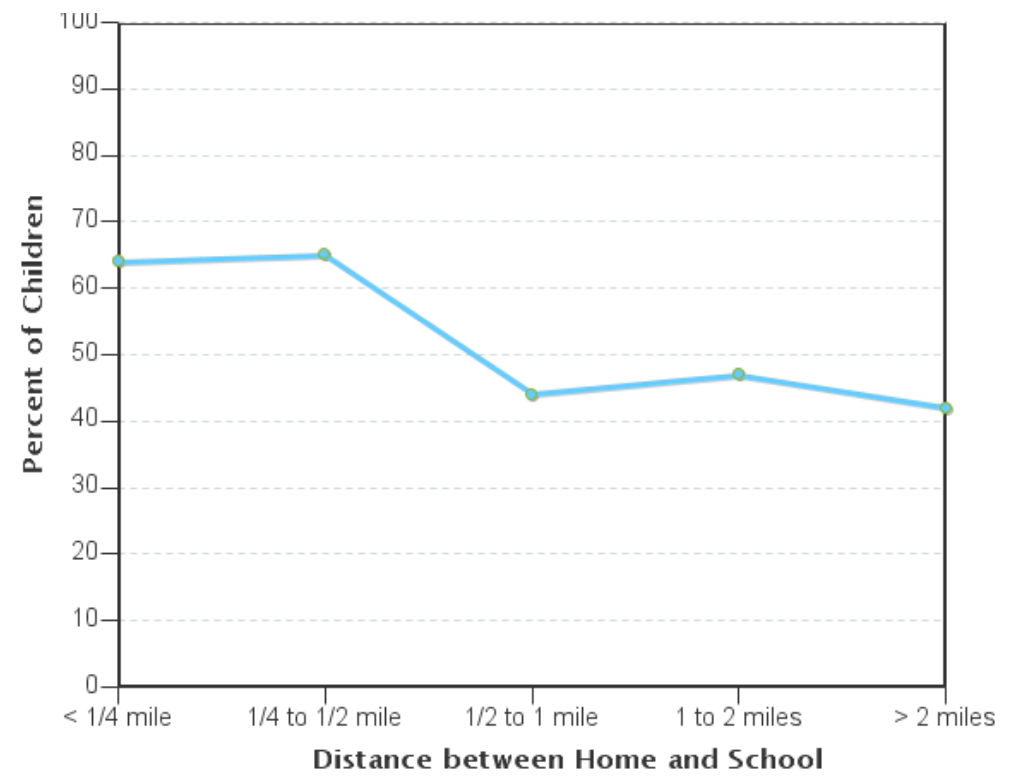
Don't know or No response: 16  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	60%	0%	0%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	21	10%	5%	0%	76%	10%	0%	0%
1/2 mile up to 1 mile	29	3%	7%	0%	86%	3%	0%	0%
1 mile up to 2 miles	28	7%	0%	0%	75%	11%	7%	0%
More than 2 miles	9	11%	0%	0%	78%	11%	0%	0%

Don't know or No response: 25  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

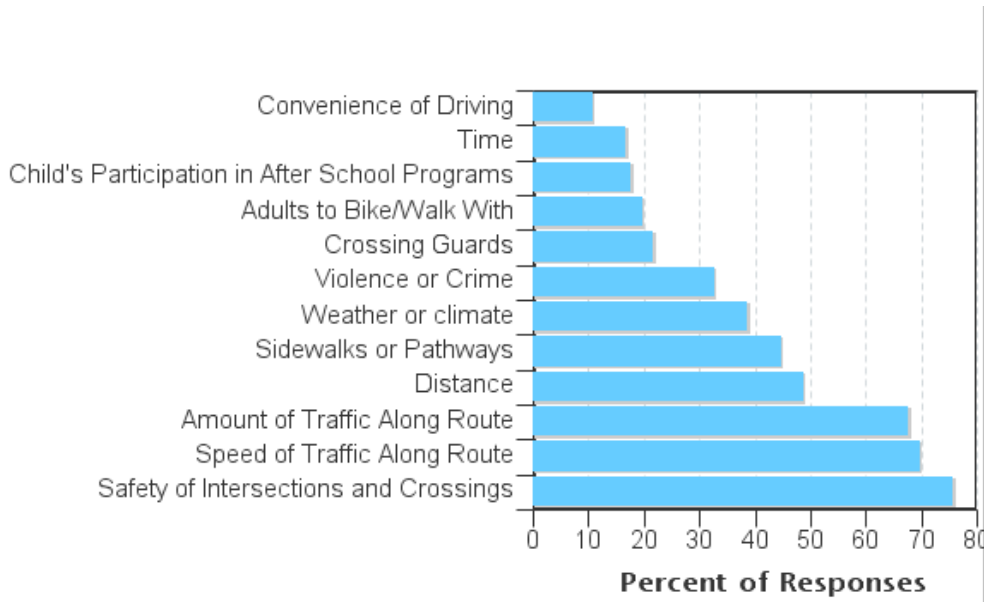


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

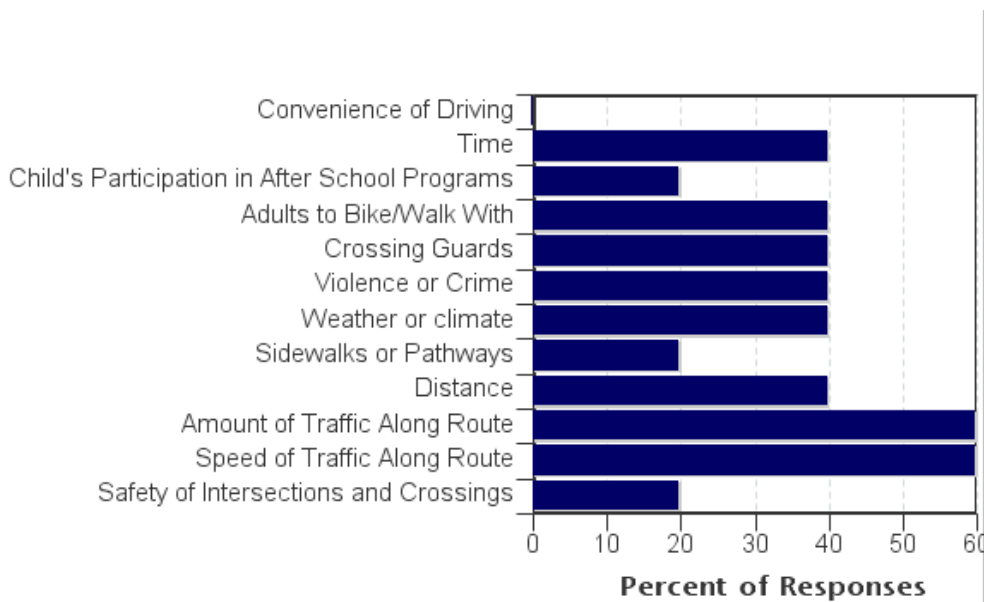
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	60	64%	65%	44%	47%	42%
No	57	36%	35%	56%	53%	58%

Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	76%	20%
Speed of Traffic Along Route	70%	60%
Amount of Traffic Along Route	68%	60%
Distance	49%	40%
Sidewalks or Pathways	45%	20%
Weather or climate	39%	40%
Violence or Crime	33%	40%
Crossing Guards	22%	40%
Adults to Bike/Walk With	20%	40%
Child's Participation in After School Programs	18%	20%
Time	17%	40%
Convenience of Driving	11%	0%
<b>Number of Respondents per Category</b>	<b>76</b>	<b>5</b>

No response: 41

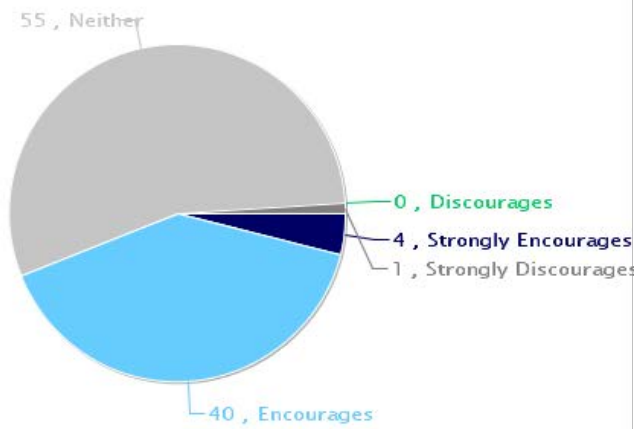
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

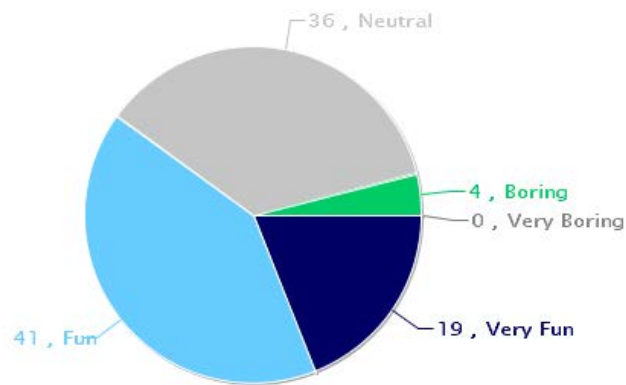
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

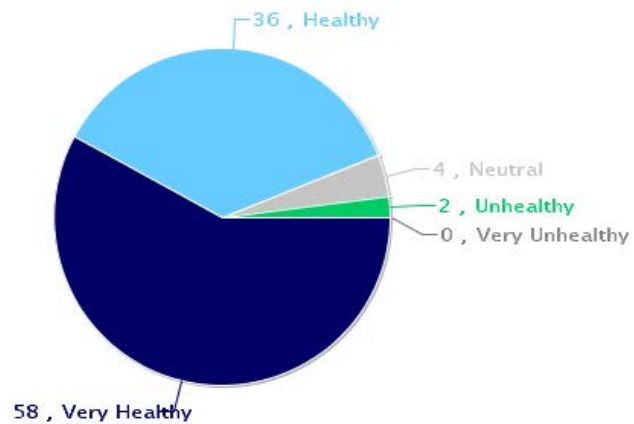
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1511504	BETWEEN THE FREEWAY AND SOQUEL AVENUE AND LACK OF CONTINUOUS SIDEWALKS SOQUEL EL IS TOUGH FOR A CHILD TO WALK AND/OR BIKE TO. MY CHILD IS 6. THERE IS NOTHING THAT COULD BE DONE FOR MY CHILD TO WALK TO SCHOOL WITHOUT SUPERVISION.
1511505	CROSSWALK ON MAIN ST RARELY HAS CARS STOP. VERY UNSAFE INTERSECTION EVEN WITH CROSSING GUARD! HOMELESS PEOPLE ON RIVER PEOPLE SLEEPING IN CARS ON ST TO LACK OF PEOPLE STOPPING AT POORLY SEEN SIGNS!!
1511508	I'VE ALMOST BEEN HIT CROSSING ON WALNUT SEVERAL TIMES IT ISN'T A SAFE STREET.
1511514	THE INTERSECTION AND LACK OF SIDEWALK CROSSING GUARD AND SAFE CROSSING/INTERSECTIONS ON WHARF RD MAKE WALKING/BIKING DIFFICULT FOR US.
1511515	I AM MORE CONCERNED ABOUT THE SECURITY AROUND THE SCHOOL. CAMPUS SEEN AN EASY ACCESS FOR ANYONE WALKING BY.
1511517	ON WARM DAYS I WALK MY DAUGHTER TO SCHOOL. I DON'T TRUST PEOPLE SO I TAKE / OR WALK WITH HER TO KEEP HER SAFE.
1511520	MY CHILD IS TOO TIMID TO WALK ALONE. ELEMENTARY SCHOOL IS TOO YOUNG OF AN AGE FOR HIM TO DO SO.
1511528	I AM CONCERNED BECAUSE SOMETIMES THE CROSSING GUARD DOES NOT TURN ON THE SIGNAL LIGHTS WHEN THEY CROSS WITH STUDENTS. I AM AFRAID THAT A DRIVER MAY BE DISTRACTED AND NOT SEE THE PEOPLE CROSSING.
1511531	BAY AV. SI FUERA & ANCHA ME ANIMORA A DEJARLO ANDAR EN BICICLETA A PORTA EDAD. Y SOLO. SUS ACERAS SON MUY ANGOSTAS. PARA EL PEATON.
1511532	ES MUY BUENA IDEA AYUDA A LA ESCUELA PARA PROPORCIONARLES MAS SERVICIOS PARA SEGURIDAD DE LOS ESTUIANTES.
1511533	ME GUSTARIA QUE UBIERA UN PUENTE PARA EL CRUZE DELOS DOS CALLES. Y LOS NINOS NO TUBIERAN QUE CRUZAR LA CALLE.
1511536	ALTERNATIVAMENTE USAMOS CON FRECUENCIA OTRAS CALLES: CAPITOLA AVE & HILL ST / BAY AVE / PORTER ST & AUNQUE SIEMPRE HAY MUCHO TRAFIC PARA LA LLEGADA Y SALIDA DE LA ESCUELA.
1511537	ESTE PROYECTO ESTA MUY BIEN PARA EL BIENESTAR DE LOS NINOS
1511541	MIS HIJOS SI ME PIDEN QUE LOS LLEVE Y TREIGA COMINADO EN SU PATIN O SU BICICLETA PERO LA VERDAD SE ME HACE MUY PELIGROSOS LOS CRUCES DE ENTRE LA AVENIDA SOQUEL DR.
1511543	REALMENTE CADA VEZ QUE PUEDO LLEVO A MI HIJA EAN LA BICICLETA
1511547	I DON'T UNDERSTAND WHY IT MATTERS HOW MUCH SCHOOLING I HAVE HAD OR WHETHER MY CHILDREN ARE BOYS OR GIRLS?!?

1511548	MY DAUGHTER HAS A FORM OF MUSCULAR DYSTROPHY SO I WOULD NOT LIKELY HAVE HER WALK THAT FAR DUE TO FATIGUE ISSUES. MIDDLE SCHOOL IS MUCH CLOSER TO OUR HOME SO SHE COULD WALK WITH AN ADULT THERE NEXT YEAR.
1511551	MY OLDER CHILD STARTED BIKING DAILY IN THE 6TH GRADE. I ALLOW MY 4TH GRADER TO BIKE HOME W/ HIM. BUT SHE ISN'T WILLING TO BIKE!!
1511553	MY CHILD'S IN KINDERGARDEN - I'M NOT SURE AT WHAT AGE I'D FEEL COMFORTABLE LETTING HER RIDE/WALK ON HER OWN REGARDLESS OF IMPROVEMENTS & SAFETY PROCAUTIONS TAKEN IT WOULD DEPEND ON HER TRUSTABILITY & MATURITY LEVEL @ THE TIME.
1511558	I WISH THAT THERE WERE SAFER BIKE PATHS. THEY ARE TOO NARROW AND CARS ARE OFTEN SPEEDING. THE CITY PLANNING DID NOT DO A GOOD JOB WITH THIS (THIS OF COURSE IS MY OPINION).
1511559	HILL ST NOT SUITABLE FOR WALKING OR BIKING AND CAPITOLA AVE. NOT SUITABLE FOR ELEM. SCHOOL BIKING.
1511561	*CHILDREN CURRENTLY WALK TO AND FROM SCHOOL EVERY DAY BUT WITH PARENT SUPERVISION AT ALL TIMES.
1511564	QUESTION #9 - ONLY WITH A FRIEND
1511566	WE WOULD FEEL SAFER ABOUT OUR KIDS WALKING TO SCHOOL AND MORE LIKELY TO ENCOURAGE OTHER PARENTS TO DO THE SAME IF RADAR SPEED SIGNS WERE IN PLACE.
1511570	I'D FEEL MORE COMFORTABLE LETTING MY KIDS WALK TO SCHOOL/HOME IF THERE WERE MORE KIDS THAT DID -
1511571	MULTIPLE DEATHS AND CRASHES @ OUR INTERSECTION. WE ENJOY WALKING TO SCHOOL WHEN WEATHER PERMITS. STILL THERE ARE ISSUES OF SPEEDING & BLIND SPOTS.
1511572	CROSSWALK @ ROBERTSON & STARBOARD COURT NEEDS TO BE MORE NOTICEABLE. HAVE TO WALK OUT HALF WAY INTO CROSSWALK FOR CARS TO SEE YOU!! ALMOST BEEN HIT A FEW TIMES!!
1511573	CROSSWALK AT ROBERTSON & STARBOARD COURT NEEDS TO BE MORE NOTICEABLE. HAVE TO WALK OUT HALF WAY FOR CARS TO SEE YOU! ALMOST BEEN HIT A FEW TIMES!!
1511574	WE RODE OUR BIKE EVERYDAY IN A ROW FOR 3 MOS. IT'S SUCH A GREAT WAY FOR SCARLETT TO GET A BOOST OF ENERGY IN THE A.M. BEFORE SITTING IN CLASS. WE DO RIDE ON THE SIDEWALK ON WHARD RD AND TURNING RIGHT OFF OF WHARF MAKES ME SO NERVOUS.
1511575	MY SON HAS SPECIAL NEEDS AND REQUIRES AN ADULT TO TARVEL BY FOOT BIKE ETC. MAY CHANGE WHEN HE IS OLDER.
1511581	WE OCCASIONALLY WALK WITH OUT CHILD TO/FROM SCHOOL WHEN NICE. IT IS MORE CONVENIENT TO DRIVE BUT TRAFFIC IS TERRIBLE! PLUS THERE ARE TOO MANY CREEPY PEOPLE OUT THERE TO LET HER WALK ALONE.
1511584	MY OLDEST IN 7TH GRADE BIKED TO AND FROM NBMS SCHOOL THROUGH THE CAPITOLA VILLAGE WHERE IN THAT PARTICULAR ARE SHE HAS ALMOST BEEN HIT BY A CAR 3 TIMES NOW. I NOW DRIVE HER.
1511586	I WAS WORKING ON SENDING MY CHILD TO SCHOOL (WALKING) W/ YOUNGER SIBLING THIS YEAR. I SAW A BAG OF DRUG NEEDLES ON MY WAY TO SCHOOL WITH THEM & THIS MADE ME NERVOUS ABOUT SENDING THEM ALONE WITHOUT ME THIS YEAR.

1511587	SOQUEL ELEMENTARY ONLY ENCOURAGES THE CHILDREN TO BIKE TO SCHOOL ON THE NATIONAL RIDE YOUR BIKE DAY. I WOULD LIKE TO SEE RIDING OR WALKING TO SCHOOL DISCUSSED AND ENCOURAGED FOR ALL FAMILIES.
1511595	THE CROSSING AREA BEHIND THE SCHOOL IS VERY BUSY AND OFTEN UNSAFE. BETTER SAFETY PRECAUTIONS ARE NEEDED FOR THE SAFETY OF THE KIDS & CROSSING GUARD.
1511597	WHARF RD SIDEWALKS ARE TERRIBLE! THE CROSSWALK @ WHARF/ROBERTSON/SOQUEL WHARF IS SCARY AND THE SPEED/BIKE LINES ON SOQUEL WHARF RD ARE NOT SAFE. LOTS OF CARS - DRIVING FAST - LIMITED VISIBILITY.
1511598	I WOULD LOVE TO SEE FLASHERS CONSIDERED AT THE CROSSWALK AT 41ST AVE AND REPOSA AVENUE. THIS IS AT THE END OF OUR STREET AND CROSSING 41ST THERE CAN BE VERY DANGEROUS BECAUSE OF SPEEDING TRAFFIC MERGING LANES AND A CROSSWALK ALL AT THE SAME INTERSECTION.
1511600	HAVING IMPROVED SINAGE/TRAFFIC CONTROL WOULD GREATLY IMPROVE MY OUTLOOK ON SCHOOL SAFETY.
1511604	I WOULD BIKE MORE OFTEN WITH PROPER SAFETY CONTROLS IT'S A HEALTHY LIFESTYLE
1511607	IT IS VERY DANGEROUS OUT IN FRONT OF OUR SCHOOL WITH ALL OF THE STUDENTS GOING TO SOQUEL HIGH AND PEOPLE SPEEDING PAST THE SCHOOL TO GET ON THE FREEWAY. PLEASE HELP!!
1511611	THE TIMING OF THE SCHOOL DAY & TRAFFIC CONGESTION AT & AROUND THE SCHOOL MAKE IT VERY DIFFICULT TO DRIVE THERE. I WISH MORE KIDS WOULD WALK OR RIDE BIKES WITH MY KID.
1511612	JAMES LIVE 1.5 MILES UP OLD SAN JOSE RD. IT WOULD BE VERY UNSAFE FOR HIM TO WALK/BIKE TO SCHOOL.
1511616	THE LIGHTS NEED TO BE READJUSTED FROM RAMP OFF 1 N BAY AVE/PORTER AND MAIN ST. IT IS A MESSY CONGESTION AND DOESN'T COORDINATE W/ CROSSING OF STUDENTS OR FLOW OR TRAFFIC NEEDED.
1511617	LOTS OF CARS SPEEDING ON WHARF RD AND ON BAY IN FRONT OF THE SCHOOL.
1511618	QUESTION #9 - GRADE 5 IF CLOSER
1511620	TRYING TO EXIT SOQUEL ELEMENTARY SCHOOL'S PARKING LOT IS VERY FRUSTRATING. THE LOT IS TOO SMALL TRAFFIC IS ALWAYS CONGESTED WITH KIDS CUTTING ACROSS THE LOT.

## Parent Survey Reports - Soquel High School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Soquel High

**School Group:** CTPG2018\_HSA

**School Enrollment:** 0

**% Range of Students Involved in SRTS:** Don't Know

**Number of Questionnaires Distributed:** 0

**Set ID:** 18175

**Month and Year Collected:** October 2018

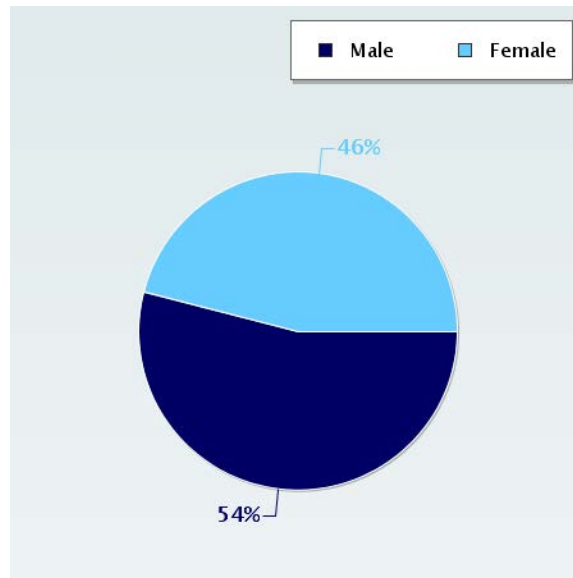
**Date Report Generated:** 08/16/2019

**Tags:** High School

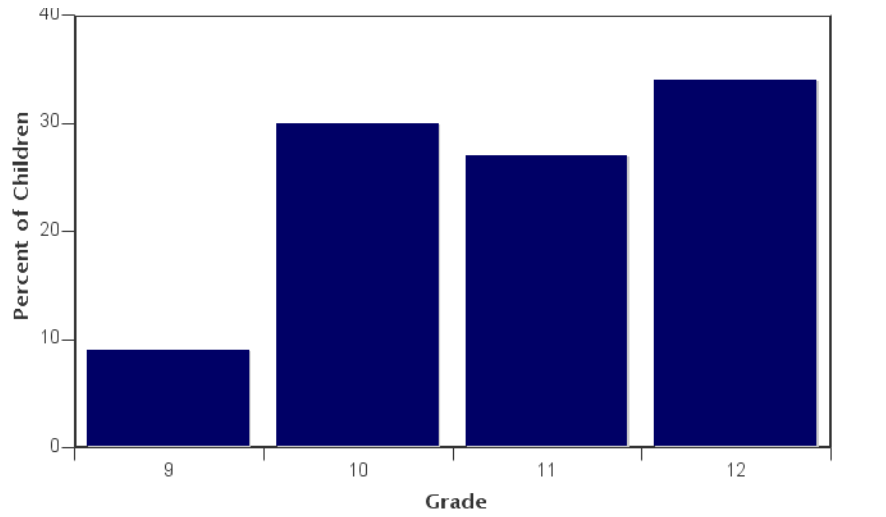
**Number of Questionnaires Analyzed for Report:** 56

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



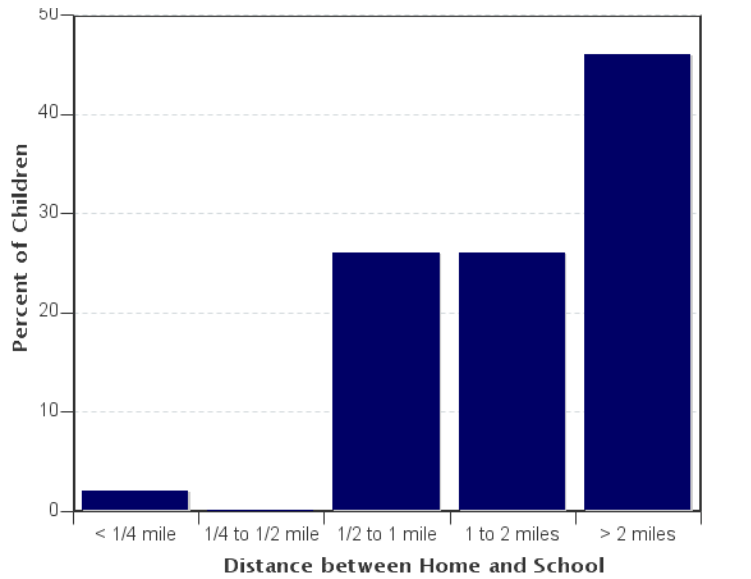
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
9	5	9%
10	17	30%
11	15	27%
12	19	34%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

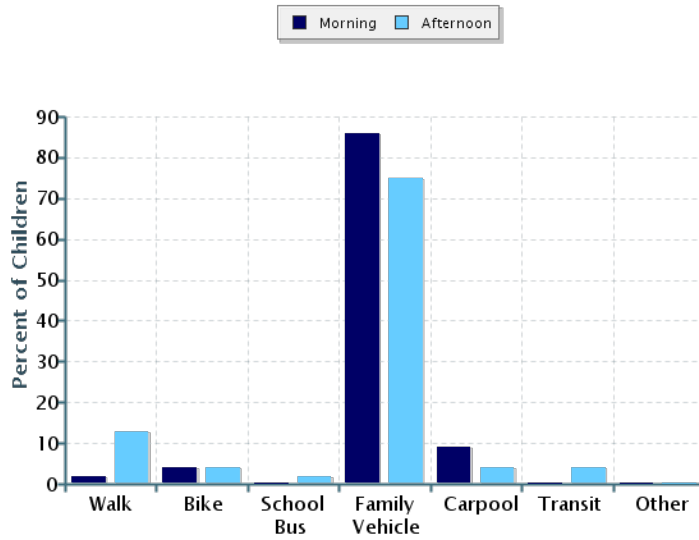


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	1	2%
1/4 mile up to 1/2 mile	0	0%
1/2 mile up to 1 mile	14	26%
1 mile up to 2 miles	14	26%
More than 2 miles	25	46%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

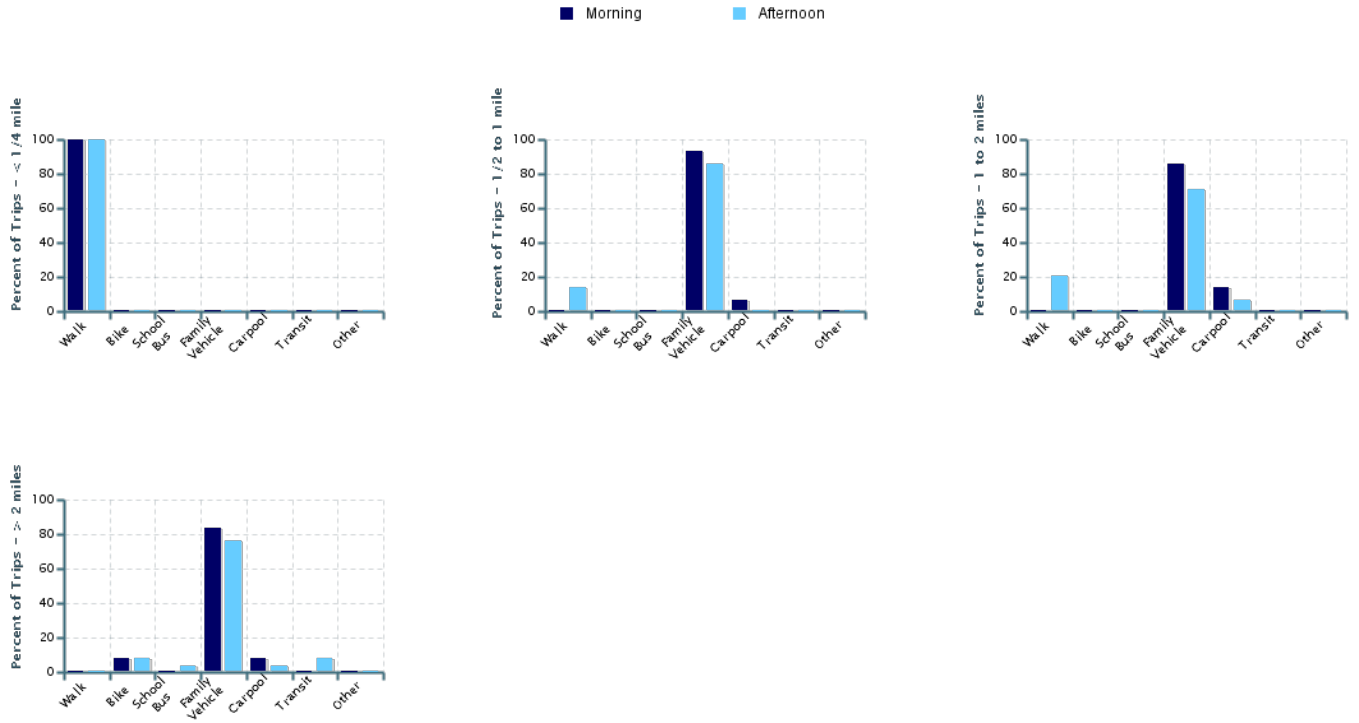


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	56	2%	4%	0%	86%	9%	0%	0%
Afternoon	56	13%	4%	2%	75%	4%	4%	0%

No Response Morning: 0  
 No Response Afternoon: 0  
 Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	0	0%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	14	0%	0%	0%	93%	7%	0%	0%
1 mile up to 2 miles	14	0%	0%	0%	86%	14%	0%	0%
More than 2 miles	25	0%	8%	0%	84%	8%	0%	0%

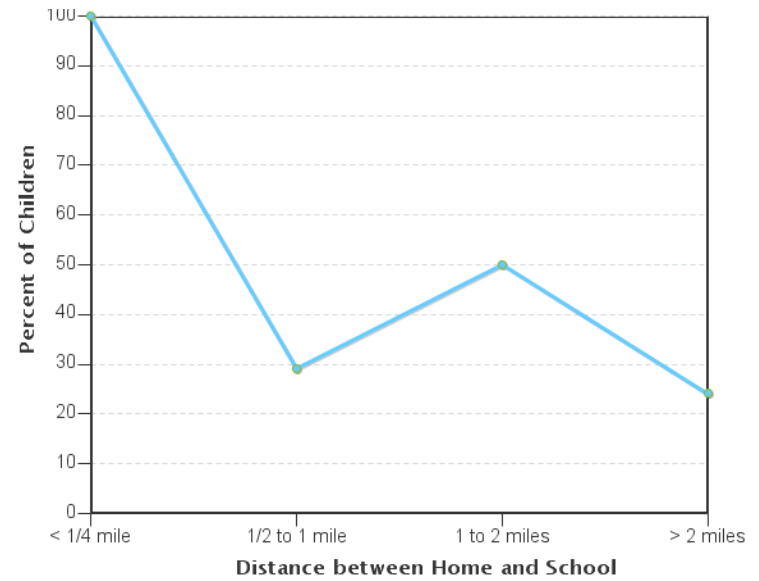
Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	0	0%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	14	14%	0%	0%	86%	0%	0%	0%
1 mile up to 2 miles	14	21%	0%	0%	71%	7%	0%	0%
More than 2 miles	25	0%	8%	4%	76%	4%	8%	0%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

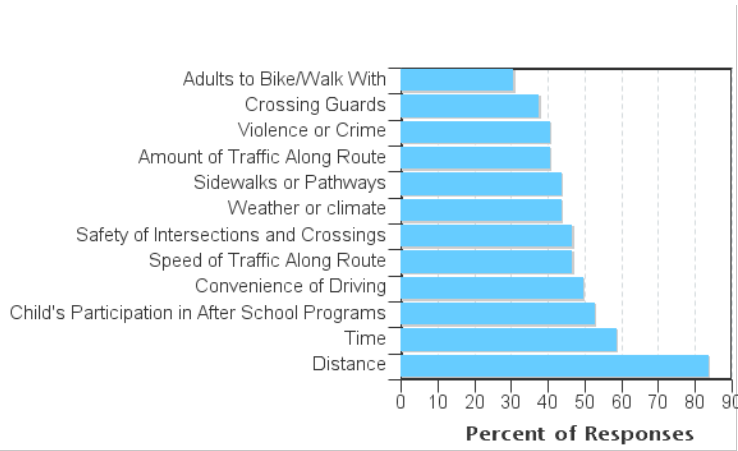


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

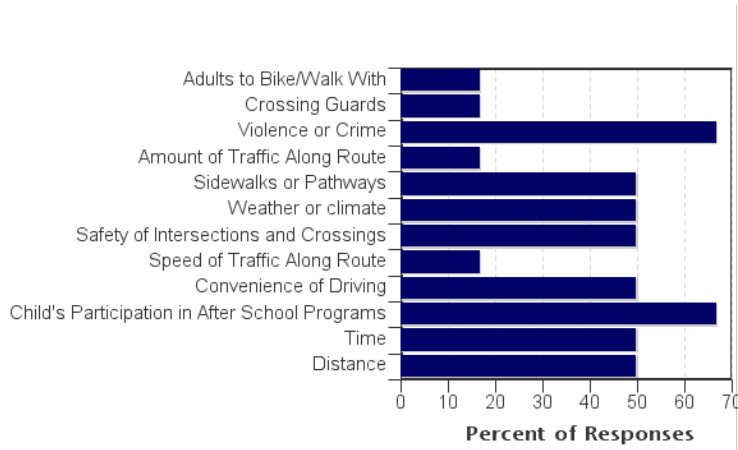
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	18	100%	0%	29%	50%	24%
No	36	0%	0%	71%	50%	76%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	84%	50%
Time	59%	50%
Child's Participation in After School Programs	53%	67%
Convenience of Driving	50%	50%
Speed of Traffic Along Route	47%	17%
Safety of Intersections and Crossings	47%	50%
Weather or climate	44%	50%
Sidewalks or Pathways	44%	50%
Amount of Traffic Along Route	41%	17%
Violence or Crime	41%	67%
Crossing Guards	38%	17%
Adults to Bike/Walk With	31%	17%
<b>Number of Respondents per Category</b>	<b>32</b>	<b>6</b>

No response: 18

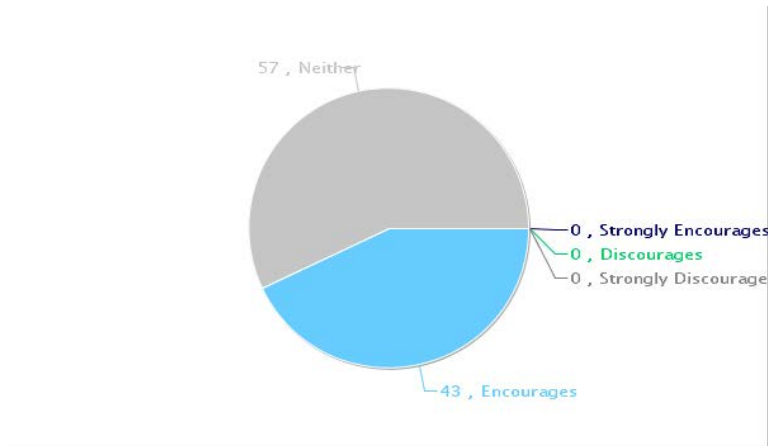
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

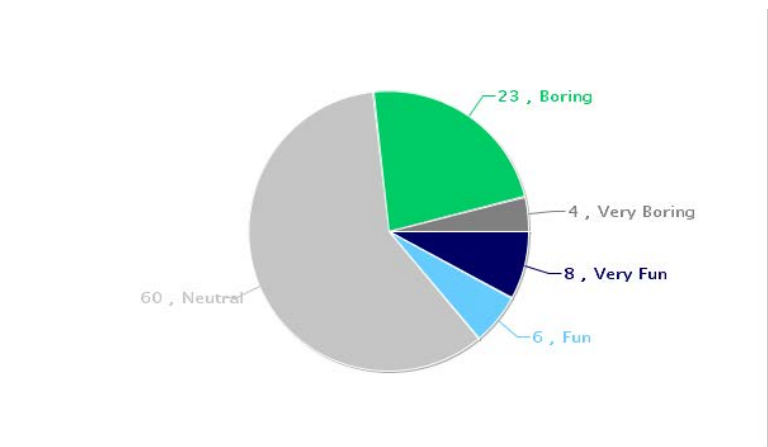
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

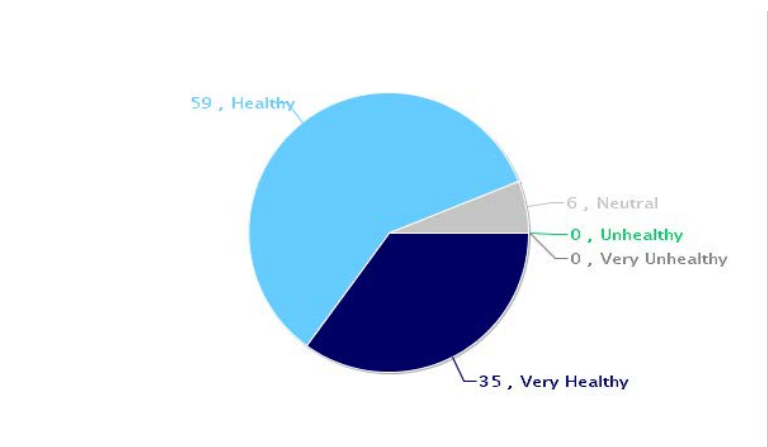
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1672463	Bike theft is a big problem at Soquel High. 2 of our bikes got stolen down the hill from campus at the hope church parking lot. There are no security cameras.

### Parent Survey Reports - Tierra Pacifica Charter

#### Parent Survey Report: One School in One Data Collection Period

**School Name:** Tierra Pacifica Charter

**Set ID:** 18181

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 04/26/2019

**% Range of Students Involved in SRTS:** Don't Know

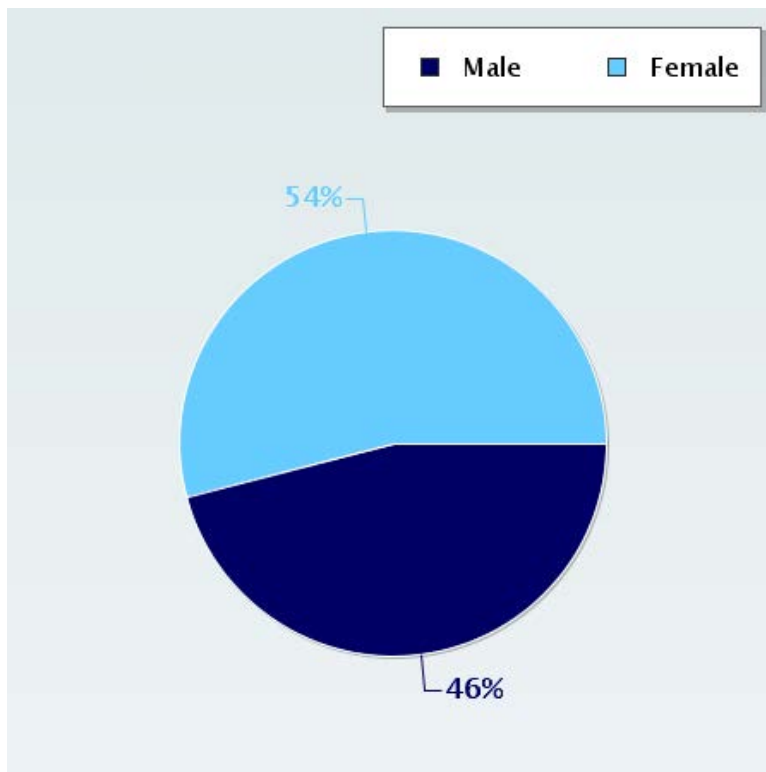
**Tags:** PVUSD

**Number of Questionnaires Distributed:** 0

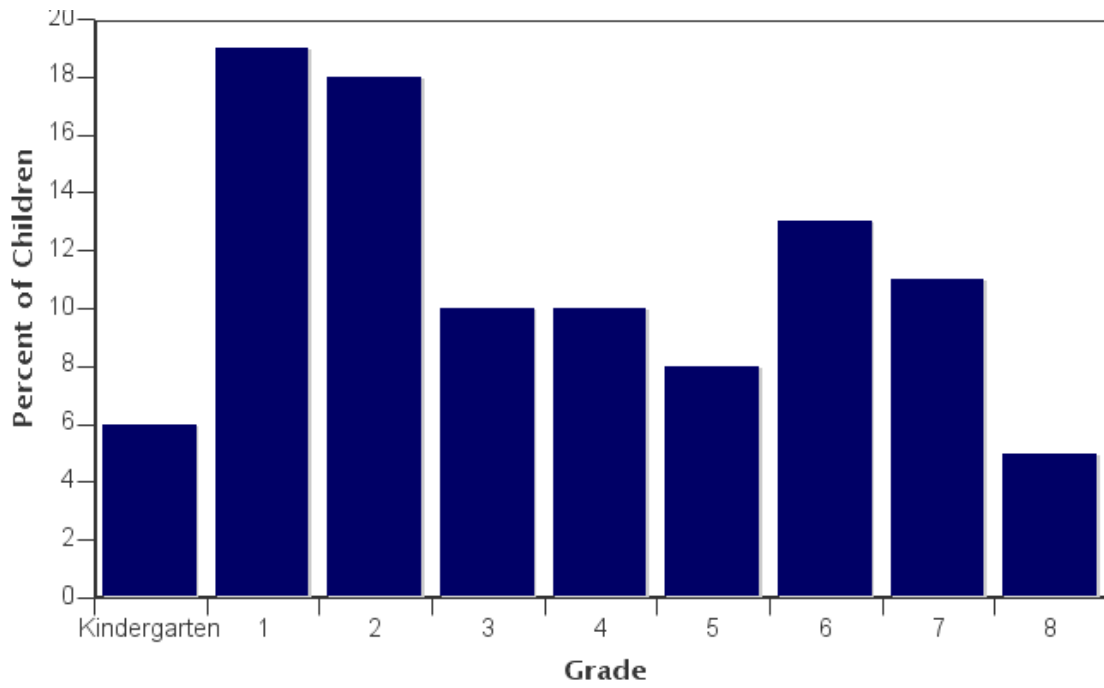
**Number of Questionnaires Analyzed for Report:** 66

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

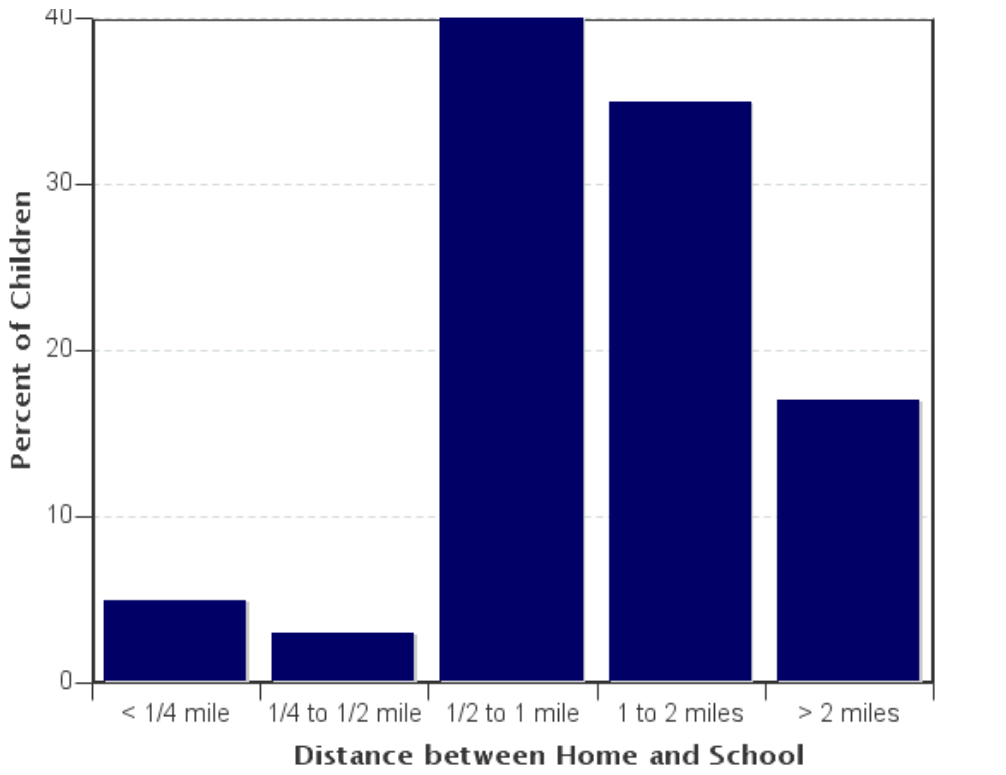


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	4	6%
1	12	19%
2	11	18%
3	6	10%
4	6	10%
5	5	8%
6	8	13%
7	7	11%
8	3	5%

No response: 0  
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

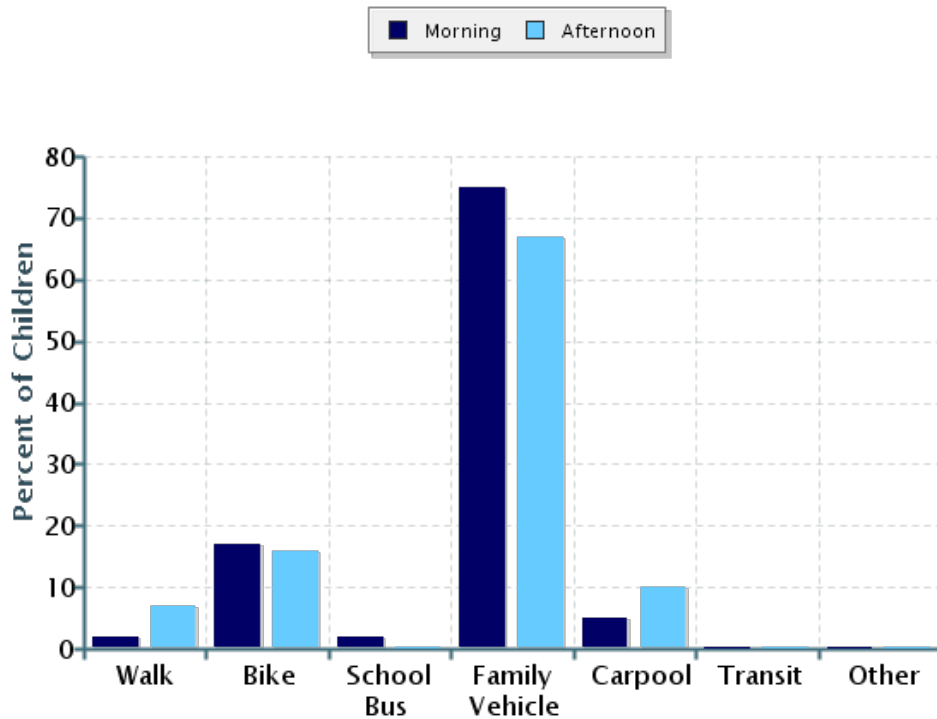


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	5%
1/4 mile up to 1/2 mile	2	3%
1/2 mile up to 1 mile	25	40%
1 mile up to 2 miles	22	35%
More than 2 miles	11	17%

Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	64	2%	17%	2%	75%	5%	0%	0%
Afternoon	61	7%	16%	0%	67%	10%	0%	0%

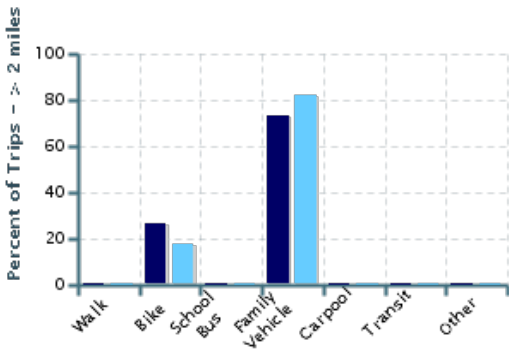
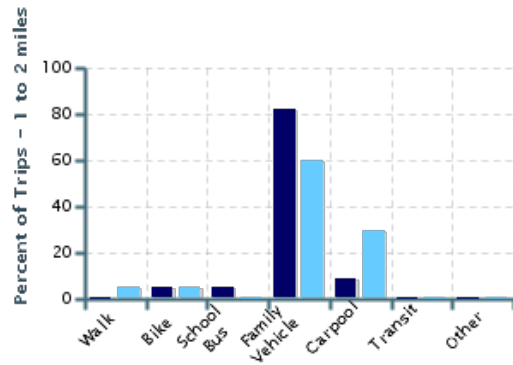
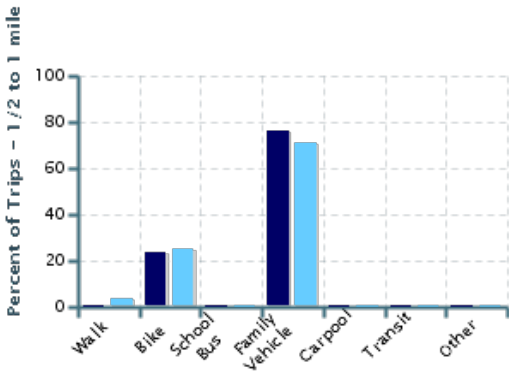
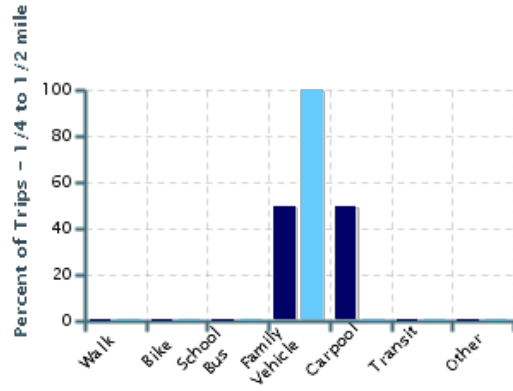
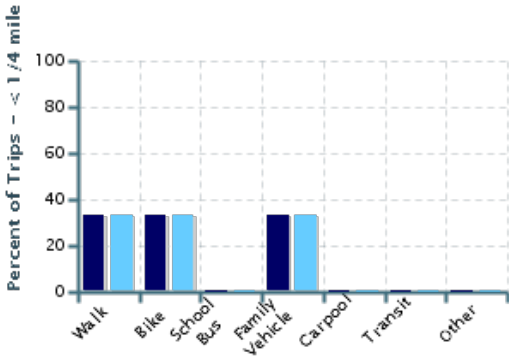
No Response Morning: 2

No Response Afternoon: 5

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	33%	33%	0%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	0%	50%	50%	0%	0%
1/2 mile up to 1 mile	25	0%	24%	0%	76%	0%	0%	0%
1 mile up to 2 miles	22	0%	5%	5%	82%	9%	0%	0%
More than 2 miles	11	0%	27%	0%	73%	0%	0%	0%

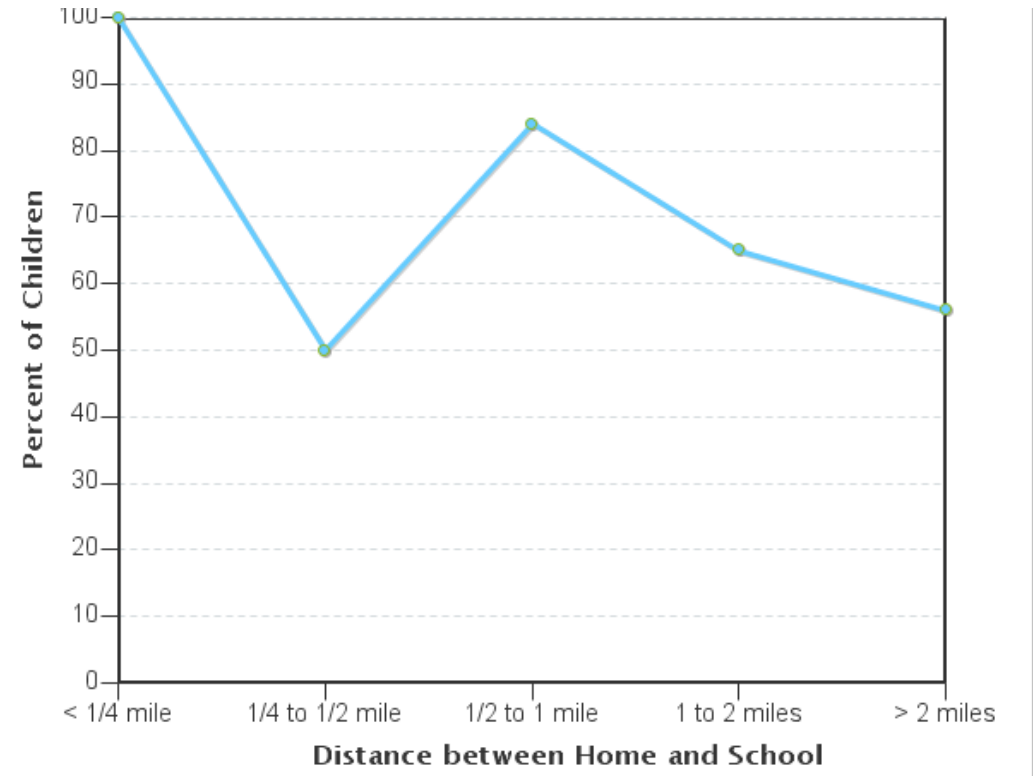
Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	33%	33%	0%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	24	4%	25%	0%	71%	0%	0%	0%
1 mile up to 2 miles	20	5%	5%	0%	60%	30%	0%	0%
More than 2 miles	11	0%	18%	0%	82%	0%	0%	0%

Don't know or No response: 6  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

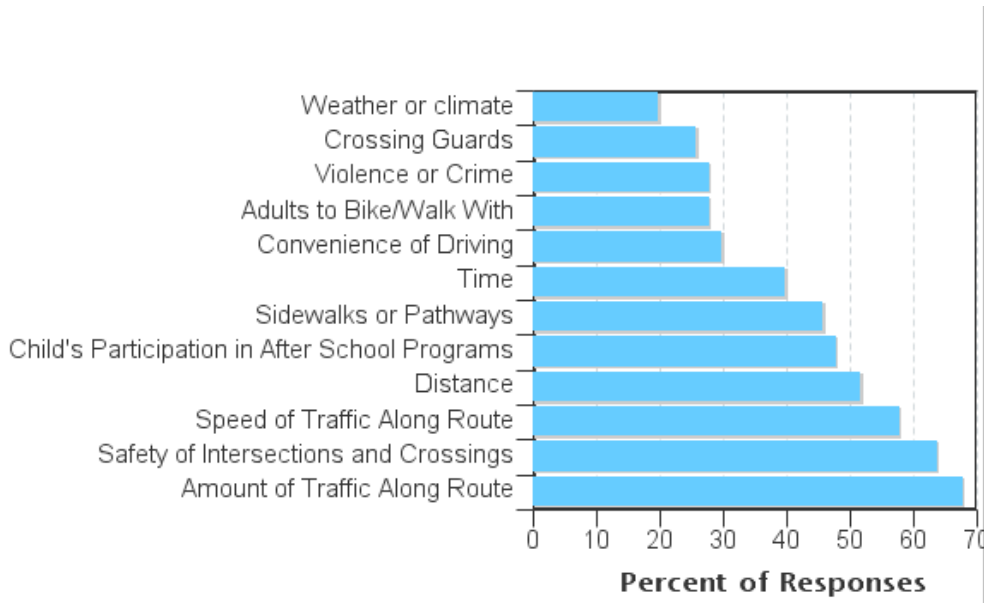


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

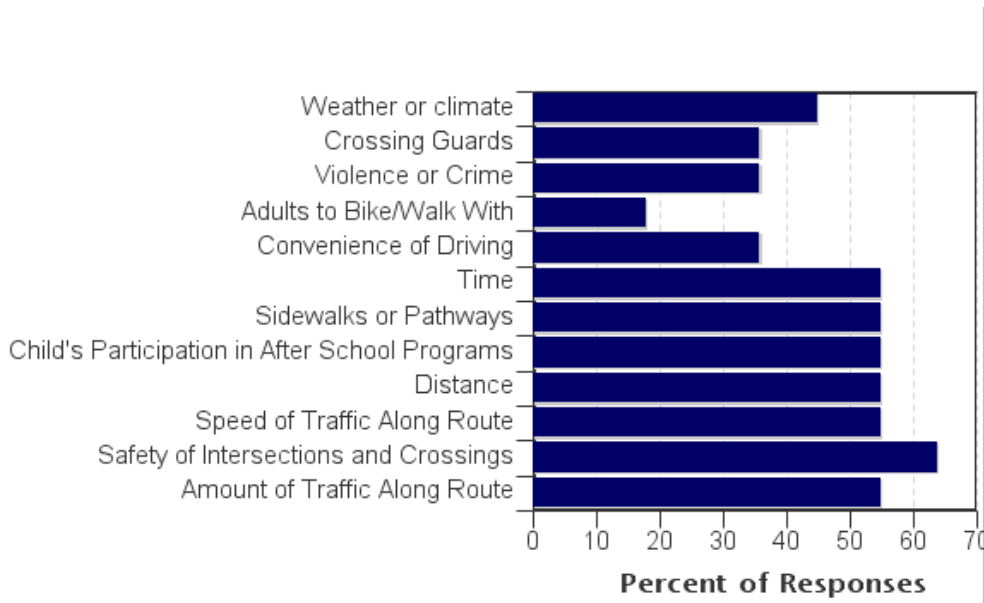
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	42	100%	50%	84%	65%	56%
No	16	0%	50%	16%	35%	44%

Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	68%	55%
Safety of Intersections and Crossings	64%	64%
Speed of Traffic Along Route	58%	55%
Distance	52%	55%
Child's Participation in After School Programs	48%	55%
Sidewalks or Pathways	46%	55%
Time	40%	55%
Convenience of Driving	30%	36%
Adults to Bike/Walk With	28%	18%
Violence or Crime	28%	36%
Crossing Guards	26%	36%
Weather or climate	20%	45%
<b>Number of Respondents per Category</b>	<b>50</b>	<b>11</b>

No response: 5

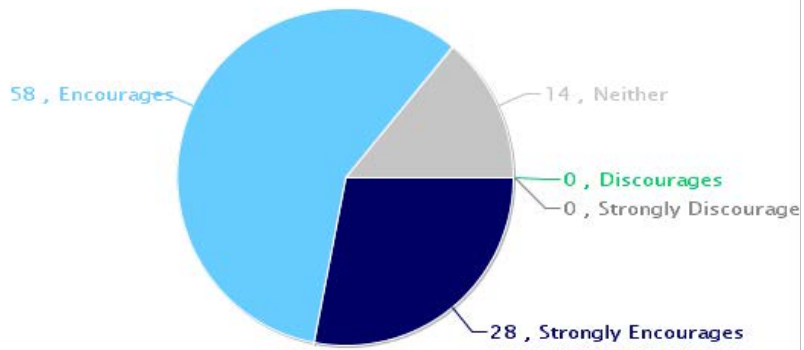
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

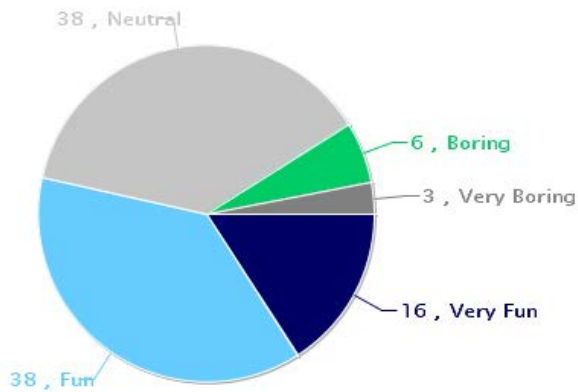
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

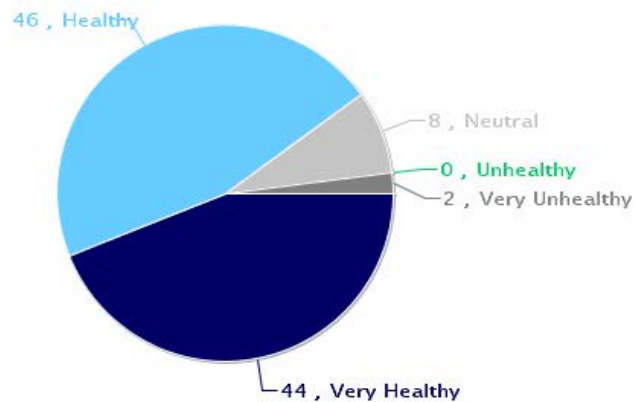
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1659873	The intersections at 7th and capitola or jose ave and capitola road are where my kids would need to cross , frequently, cars don't stop here for pedestrians or bikes.
1659878	We hope to organize a group of kids to bike together sometime. I'd like my kinds to walk to my work on Soquel frontage but there are no sidewalks and there is a strong transient presence on the gulch.
1659883	This parent underlines the word:pathways , when selecting sidewalks&pathways as a reason effecting decition on form of transportation their child uses (question 10. on survey)
1659928	My daughter bikes to school every day its only with a parent to and with brother from because traffic is dangerous we are not comfortable with her being on her own
1659909	Many people ride their biked on Paul Minnie to school and back...AND THERE ARE NO BIKE LANES! and a lot of traffic :( -Some ride bikes on sidewalk because of this ..but kids and adults are trying to walk there too.
1659913	ick
1659954	My daughter is too young to do it on your own and we dont live very close to her school, when shes older i will arrange for her to walk or bike but only with a friend/classmate.
1659876	My concern is the lack of bike lanes and the unsafe intersection crossings. My son would love to ride his bike. I'm not comfortable.
1659888	WHY DO YOU NEED TO KNOW THIS IT SEEMS IRRELEVANT AND INAPPROPRIATE
1659911	My kids are too young but i do have concerns about sidewalk access on some of the roads and traffic if they were old enough
1659923	Speed of traffic way too fast !
1659933	We allow our kids to walk or bike when weather and time permit otherwise we drive
1659904	We bike together once a week!
1659926	I am an avid cyclist and would love for my kids to be but the traffic near our home is horrible. My older two boys ride to harbor high school , drivers do not pay attention and everyone is looking at their phones
1659877	driving is already necessary because i drop off other siblings at further distances.
1663397	The street "Paul Minnie Ave" has a lot of cars and no designated bike path.
1659879	Healthy, but dangerous!
1659940	No bike lanes on paul minnie road
1659966	no place for bikes on paul minnie road

1659950	Having no crossing guards at brommer and 7th and 7th and capitola are large reason for my family not walking or biking, too many distracted drivers
1659955	Freedom blvd is a main commute road, very busy with cars traveling up to 50mph narrow road, very dangerous for cyclist especially beginners
1659945	I ride with my kids on a 4 caroo bike, they do not ride themselves, i would love to let them in a world where i could feel comfortable with them riding on their own.
1659897	This parent wrote "jose and Capitola" referring to the crossing at those two roads on question 10. next to "crossing gaurds" , (suggesting this area for a crossing guard.)

## Parent Survey Reports - Vine Hill Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Vine Hill Elementary

**Set ID:** 17882

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 12/04/2018

**% Range of Students Involved in SRTS:** Don't Know

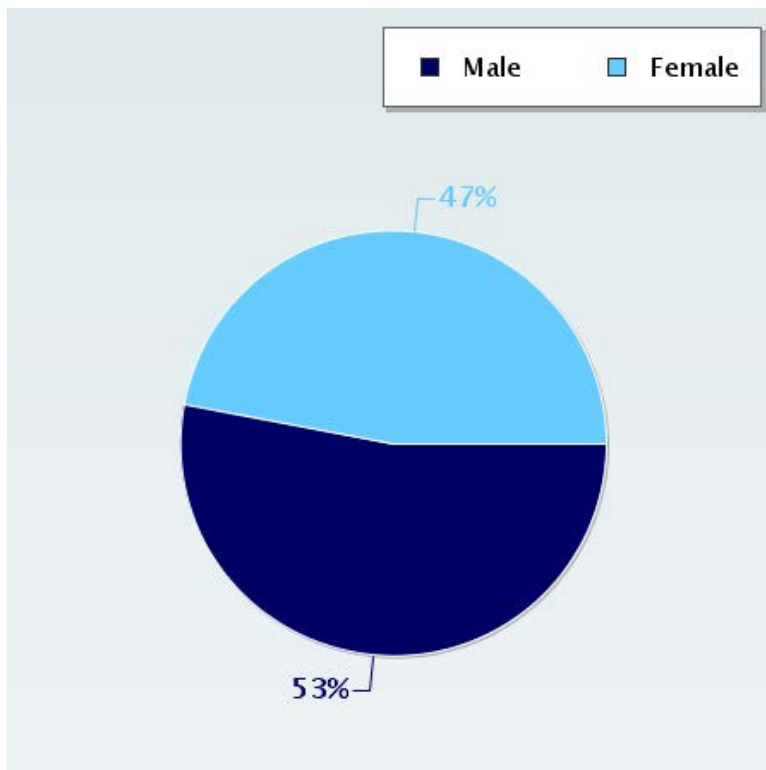
**Tags:** Coronado SRTS 2015-2016

**Number of Questionnaires Distributed:** 0

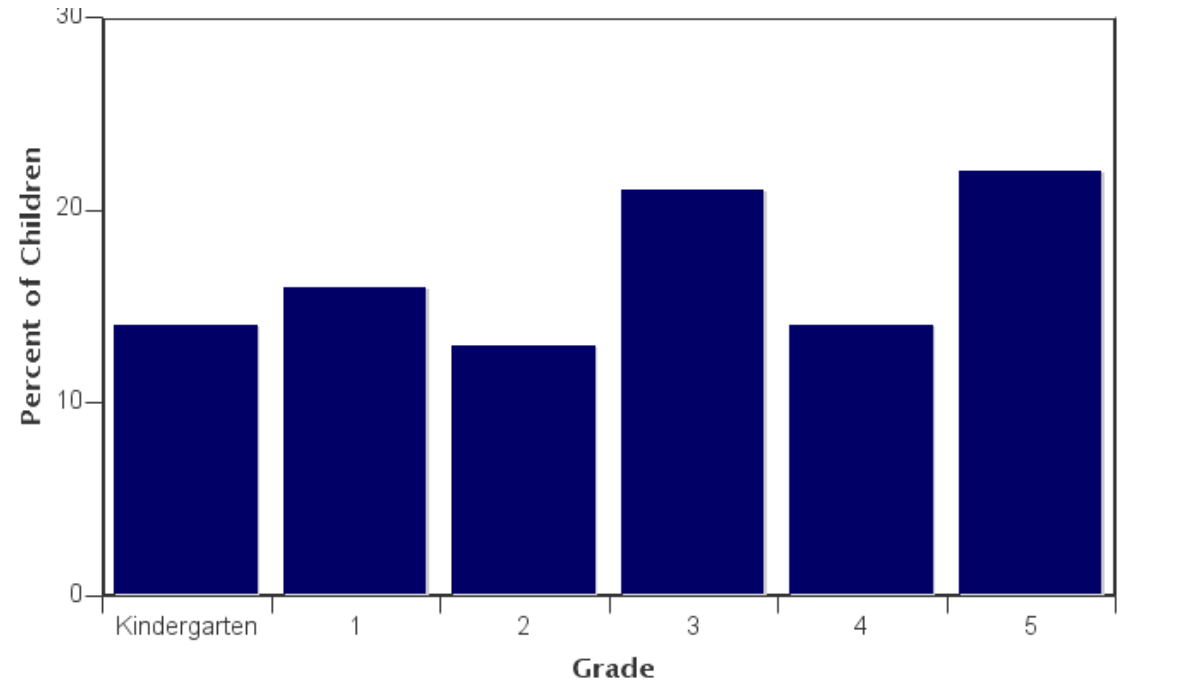
**Number of Questionnaires Analyzed for Report:** 78

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



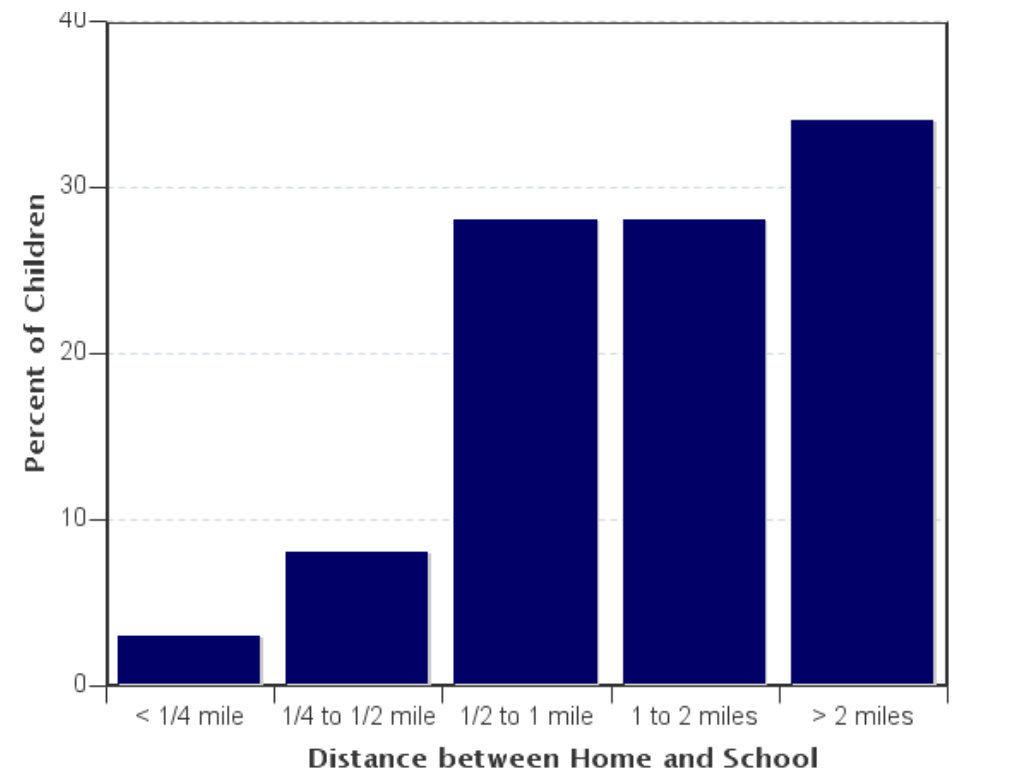
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	11	14%
1	12	16%
2	10	13%
3	16	21%
4	11	14%
5	17	22%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

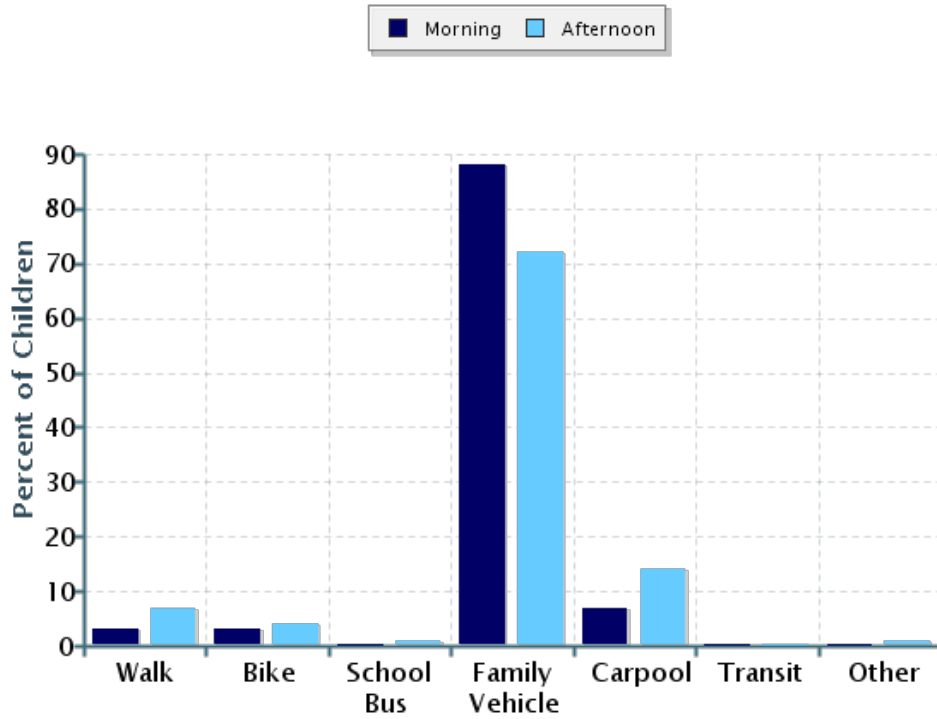


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	2	3%
1/4 mile up to 1/2 mile	6	8%
1/2 mile up to 1 mile	21	28%
1 mile up to 2 miles	21	28%
More than 2 miles	26	34%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	73	3%	3%	0%	88%	7%	0%	0%
Afternoon	76	7%	4%	1%	72%	14%	0%	1%

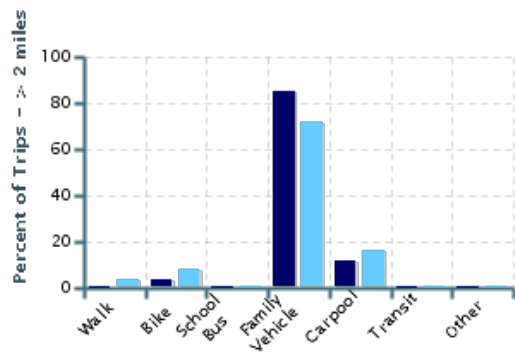
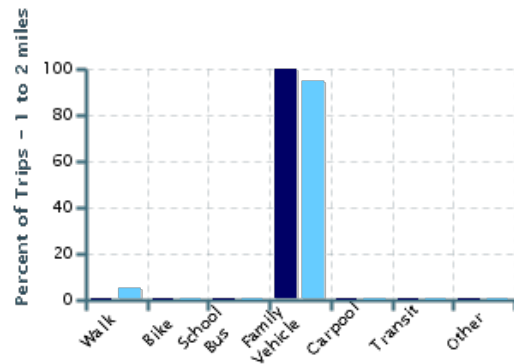
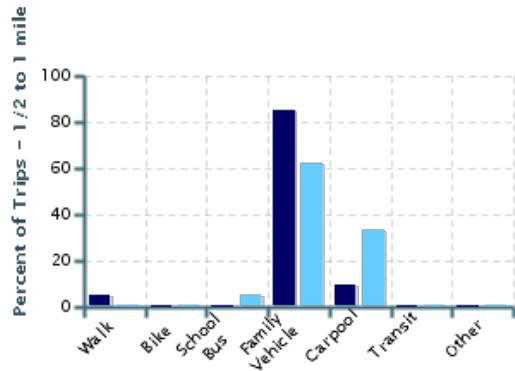
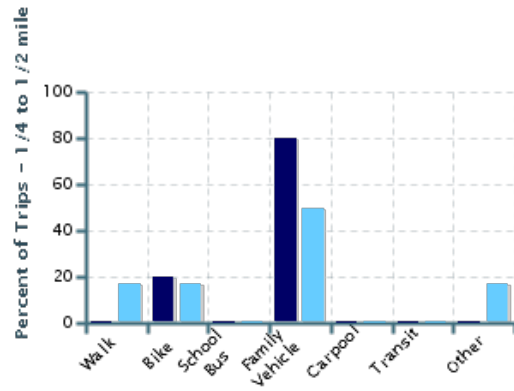
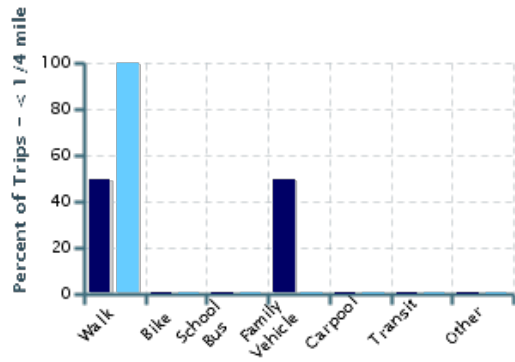
No Response Morning: 5

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	50%	0%	0%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	20%	0%	80%	0%	0%	0%
1/2 mile up to 1 mile	20	5%	0%	0%	85%	10%	0%	0%
1 mile up to 2 miles	19	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	26	0%	4%	0%	85%	12%	0%	0%

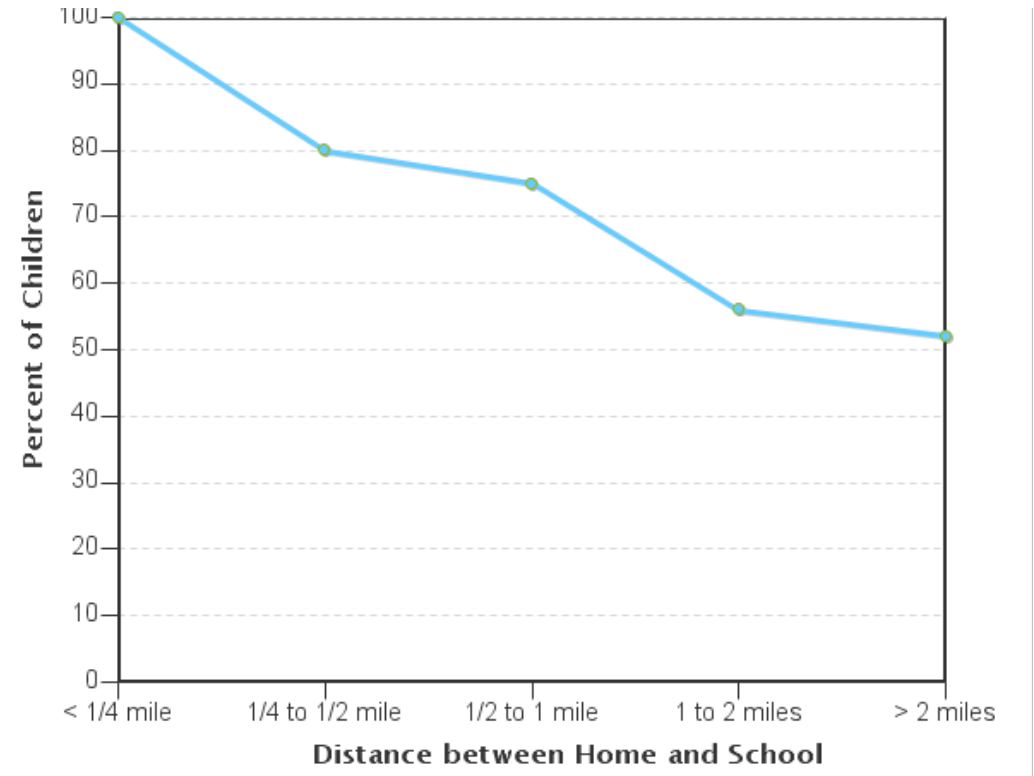
Don't know or No response: 6  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	17%	0%	50%	0%	0%	17%
1/2 mile up to 1 mile	21	0%	0%	5%	62%	33%	0%	0%
1 mile up to 2 miles	21	5%	0%	0%	95%	0%	0%	0%
More than 2 miles	25	4%	8%	0%	72%	16%	0%	0%

Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

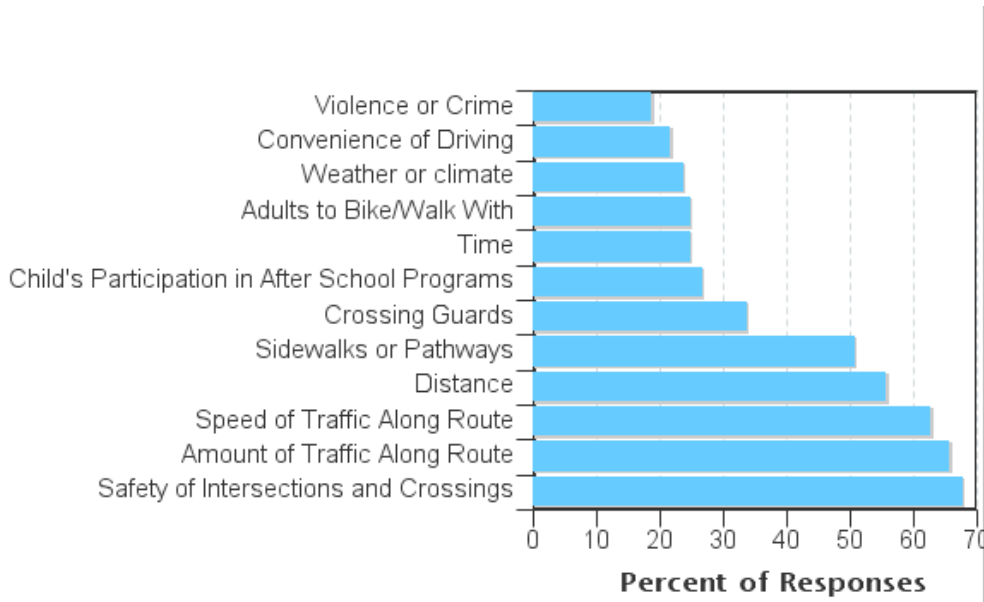


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	44	100%	80%	75%	56%	52%
No	26	0%	20%	25%	44%	48%

Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	68%	0
Amount of Traffic Along Route	66%	0
Speed of Traffic Along Route	63%	0
Distance	56%	0
Sidewalks or Pathways	51%	0
Crossing Guards	34%	0
Child's Participation in After School Programs	27%	0
Time	25%	0
Adults to Bike/Walk With	25%	0
Weather or climate	24%	0
Convenience of Driving	22%	0

Violence or Crime	19%	0
<b>Number of Respondents per Category</b>	<b>59</b>	<b>0</b>

No response: 19

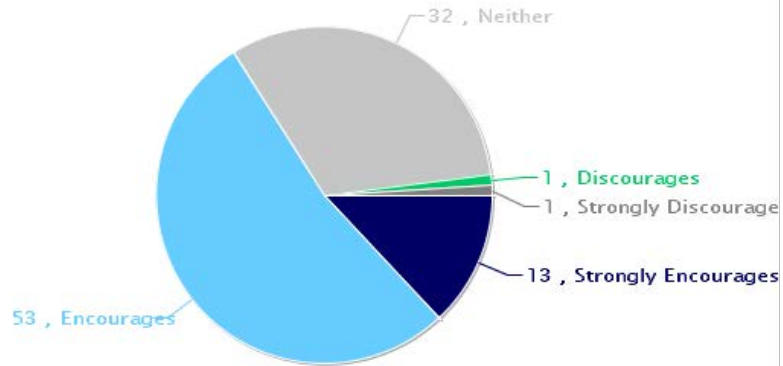
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

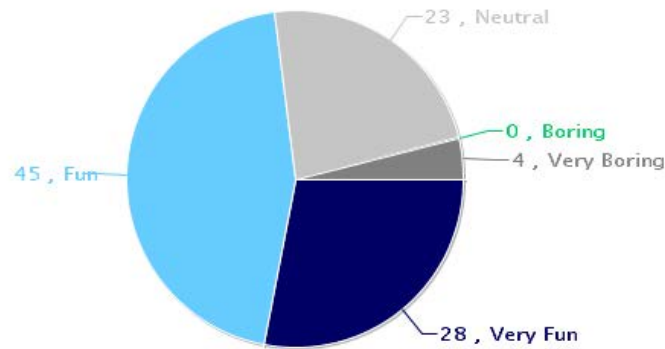
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

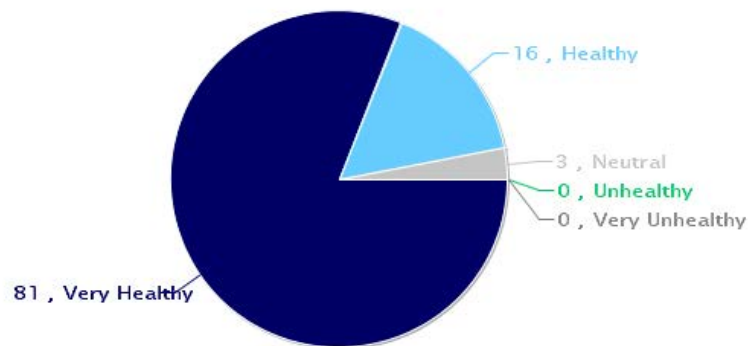
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1630422	My 2 kids bike about once a week together with an adult family member. Will let the kids bike by themselves in 4th grade with current infrastructure but would allow earlier if there were protective bike lanes and intersections designed with bikes in mind (adding green paint on the street will not make me allow my children to bike by themselves).
1630433	Scotts valley drive is lacking the bike lane around the intersection with granite creek road. The lack of lane happens right at a 5 way intersection combined with on/off ramps for 17. It's harder to navigate even when I'm biking with my kids. The side walk along the scotts valley market side has some poles that make it skinnier as well. Also as scotts valley drive is developed this will also impact the safety for kids to be biking along that road with more driveways and roads that kids need to be aware of. Thanks for looking into this!
1630441	I teach at the same school, so my son rides with me.
1630448	The intersection of Scotts Valley Drive/Granite Creek/Glenwood is very dangerous. I walk with my kids at least 2 times a week and there is a car every time that fails to follow safe drivin with pedestrians around. Turning right from Glenwood to SV Dr is the worst.
1630449	Mostly waiting on him to be a little older before biking or riding himself. On days when I'm not working we ride our bikes to school and have utilized the rolling school bus for the first time today and will continue to do so.
1630451	The four cross walks do not appear safe right before and right after school. Too many cars coming from every direction. I've noticed near misses from kids using the crosswalk without adults. The kids are very small and drivers can get easily distracted with the high traffic volume. Crossing guards would make a big difference in assuring safety. Not just at the school parking lots but also by Glenwood and SV drive.
1630464	the glenwood/scotts valley drive intersection is a 5-way disaster in the morning. if a guard were there, i think more parents would encourage kids to walk. i don't want my daughter, a petite 8 yo to walk when there aren't others walking. as a kid, we walked in clumps and we ALL walked unless pouring.
1627742	The reason our son currently does not bike or walk is we drive by the school to get to work. All the schools we could drive by on the way. After school he is at aftercare and next year with middle school this will change so maybe he will bike. The intersection at the 17 entrances are a mess for bikes and walkers and drivers. I wish these could be cleaned up before he would have to bike.
1630426	I have witnessed some of the high school students driving at very unsafe speeds and with reckless behavior, which is along the same path that my child would be walking or biking.
1630429	I would love for my son to be able to ride his bike to school eventually but I would want protected bike lanes if possible.
1630431	My son in 5th grade has biked for at least 2 years. I am ok with that. He is a strong biker and I feel (slightly) more comfortable sending him out on his bike than I do my 3rd grade daughter. I worry about someone trying to approach her. It's a worry for both of my children, but I feel that girls are targeted more. The intersection at the bottom of Hacienda is awful. It is so busy and with teen drivers headed to the high school and the amount of traffic from the high school, it is a very dangerous intersection. Where we live the kids have the option of getting to Glenwood via another route, which is encouraged to avoid the intersection. Also, the road from Glenwood to the school (On Vine Hill School Road) is somewhat isolated and I don't feel safe having my daughter ride that solo. If there were people posted perhaps at the large corner right by the field that could see and then another posted at the crosswalk I would feel comfortable. Just having an adult supervise those 2 stretches of road would be helpful. A lot of kids cut thru the area by the housing development across from the high school and thru Siltanen. Again, if there was a set of eyes on that route I would feel much more comfortable.

1630434	My child is not competent enough to ride to school at her age , although a designated bike path off the road would be the only way I would ever let her ride to school.
1630443	Starting this year I purchased a used cargo bike with pedal assist and I take and pickup both my kids to/from school on this bike. It is awesome! The only reason my kids will probably not be able to ride their own bikes to school is that the road we have to travel on, Glenwood, has no shoulder, lots of blind corners, and fast traffic especially with Waze so it's just not safe. If the route to school was safe I'd let my kids ride their own bikes right now (they are K and 1st). I did when I was little and I loved it.
1630487	I think it would be easier to let my child walk/bike to school if there was a safe route to take or if she could go with a group of other children/have a responsible chaperone to walk/ride with. Also having a little later school start time would help so my child isn't walking/riding while most drivers are in a rush for their morning commute. The amount of distracted/rushed drivers and traffic at that time in the morning creates a more dangerous environment that is not very conducive to walking/riding to school. Also having a secure place to store bikes and/or scooters on school property would be helpful
1631183	We enjoy riding bikes to school on rolling bus days but too far and too much traffic for kids to do on there own
1630960	Good option to avoid traffic will be a school bus!
1630508	My biggest issue with biking to school is crossing over the highway. There is no safe way to cross. I usually ride with my kids on the pedestrian path which I don't feel good about because it isn't teaching them proper bicycle riding rules. The other issue is that they go home with different family members on different days. Maybe there could be bike lockers to leave bikes in overnight and they could ride home the following day? I also know B&G Club walks to their clubhouse but it would be great if they could provide bicycling as an option for kids who ride to school
1630517	We live at the top of a steep hill, this is the main factor of not biking to/from school.
1630519	We live 3.5 miles from Vine Hill. Mt. Hermon and SV Drive are very busy roads.
1630644	The choices for how my child leaves school didn't include afterschool program vehicles, which applies to my child. An additional factor for biking to school in the morning would be the light. Riding bike to before school on dark roads would be unsafe, even with a headlight.
1631316	Steepness of Granite Creek is also a factor
1630655	When we lived in Scotts Valley I let my daughter walk home beginning in 4th grade. I got so many negative comments from other parents that it wasn't responsible. I even had parents ask her if they could drive her home as she walked. It was such a negative experience for her that I finally hired someone to drive her home after school. I don't think it's responsible to instill fear in our children that they are not safe walking home from school. Scotts Valley is a safe community. If you can't feel safe here where can you feel safe?
1630512	The issue for me is really the crossing of HWY17 and the traffic on and off. I used to walk to/from school as a child starting in kindergarten and wish my kids could as well. Maybe if we had friends for them to walk with.

## Parent Survey Reports - Valencia Elementary School

### Parent Survey Report: One School in One Data Collection Period

**School Name:** Valencia Elementary

**Set ID:** 18180

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

**% Range of Students Involved in SRTS:** Don't Know

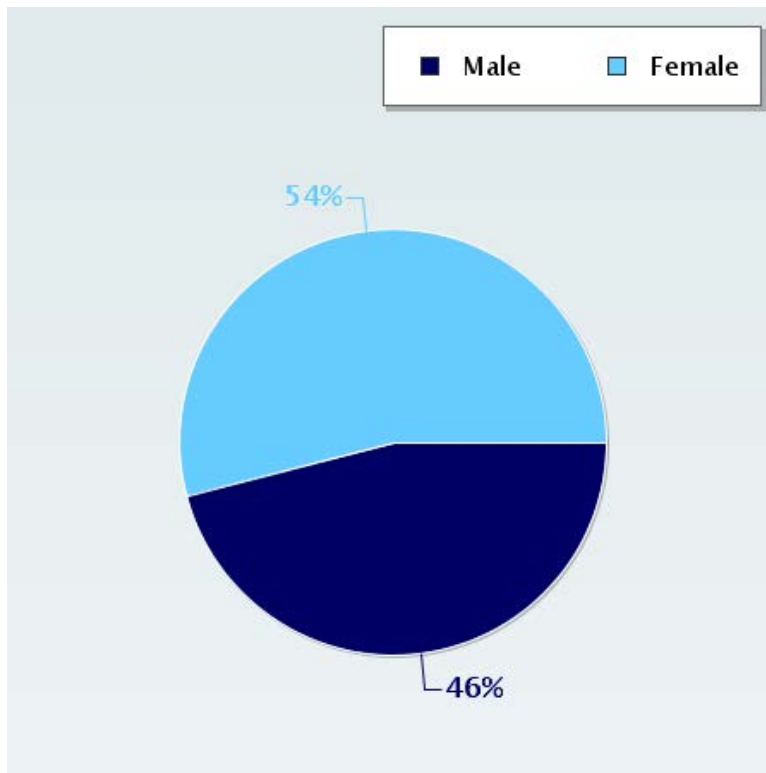
**Tags:** Elementary School,PVUSD

**Number of Questionnaires Distributed:** 0

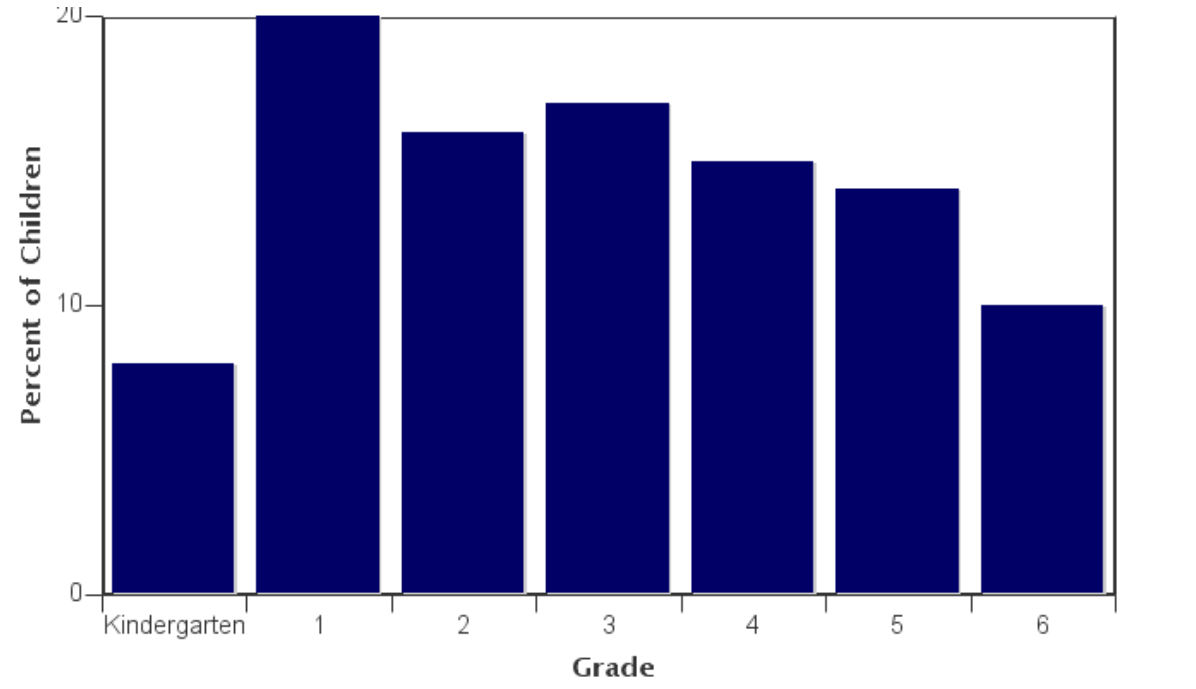
**Number of Questionnaires Analyzed for Report:** 206

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

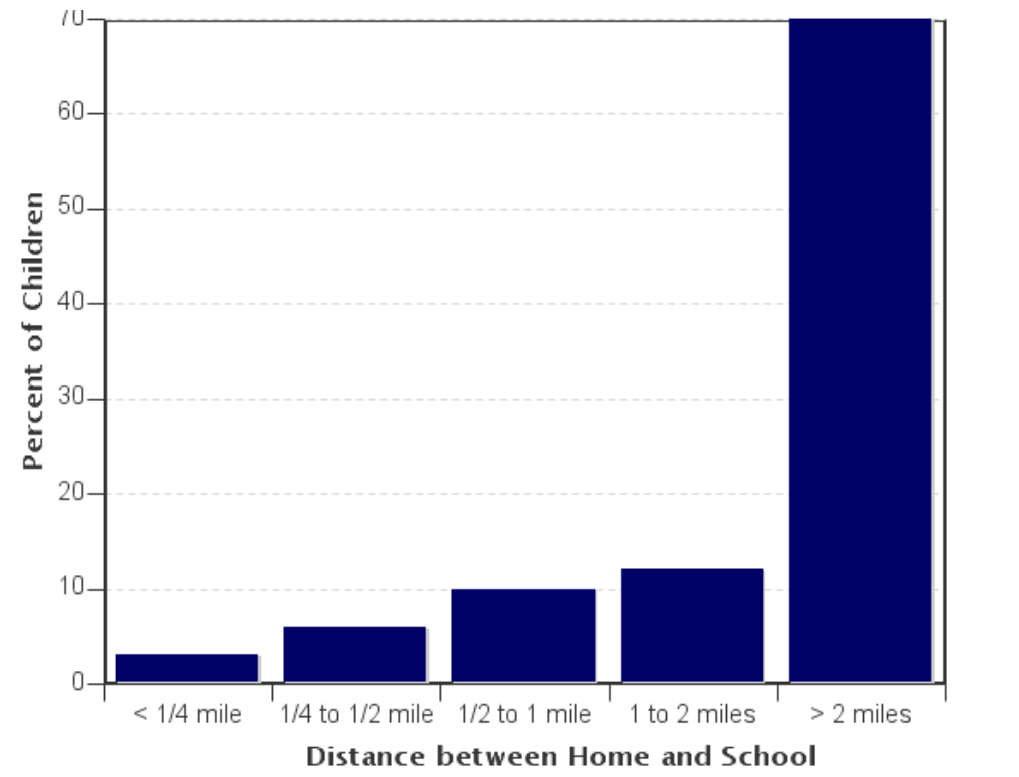


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	17	8%
1	42	20%
2	32	16%
3	35	17%
4	31	15%
5	28	14%
6	20	10%

No response: 0  
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

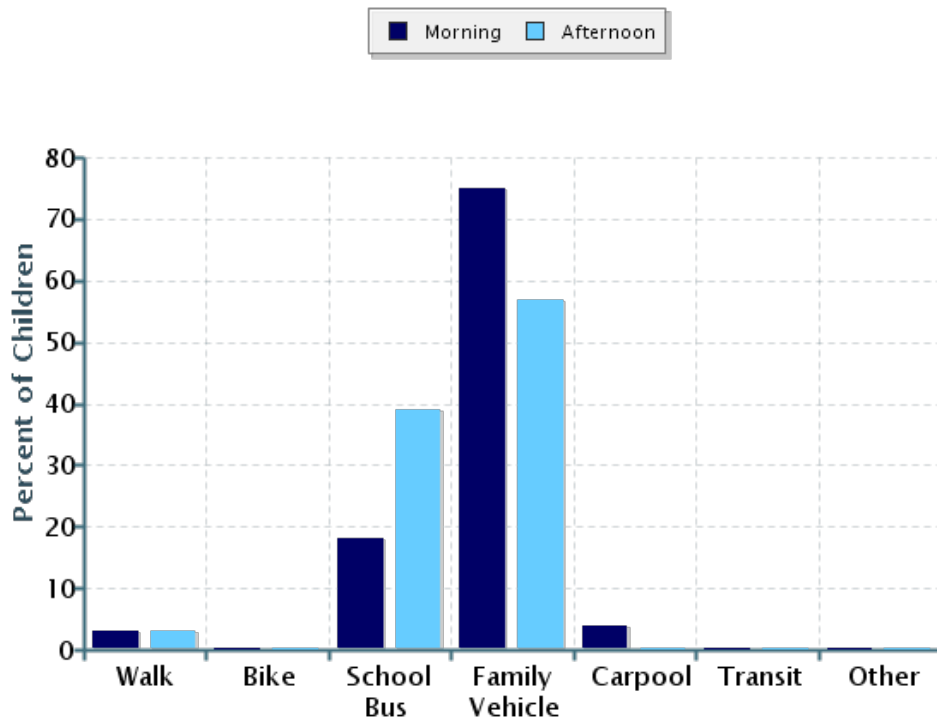


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	3%
1/4 mile up to 1/2 mile	12	6%
1/2 mile up to 1 mile	19	10%
1 mile up to 2 miles	23	12%
More than 2 miles	139	70%

Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	206	3%	0%	18%	75%	4%	0%	0%
Afternoon	206	3%	0%	39%	57%	0.5%	0%	0%

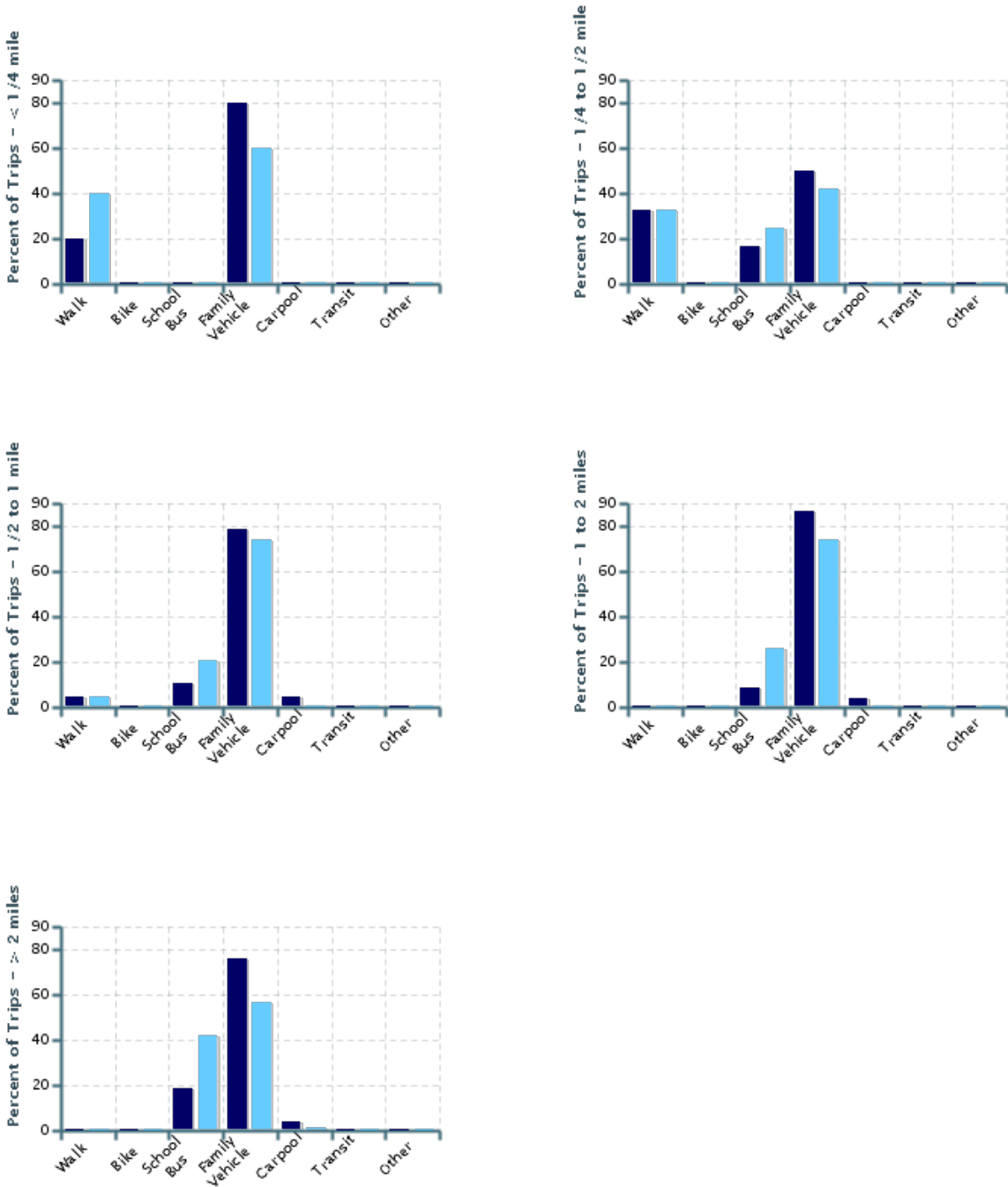
No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	20%	0%	0%	80%	0%	0%	0%
1/4 mile up to 1/2 mile	12	33%	0%	17%	50%	0%	0%	0%
1/2 mile up to 1 mile	19	5%	0%	11%	79%	5%	0%	0%
1 mile up to 2 miles	23	0%	0%	9%	87%	4%	0%	0%
More than 2 miles	139	0%	0%	19%	76%	4%	0%	0%

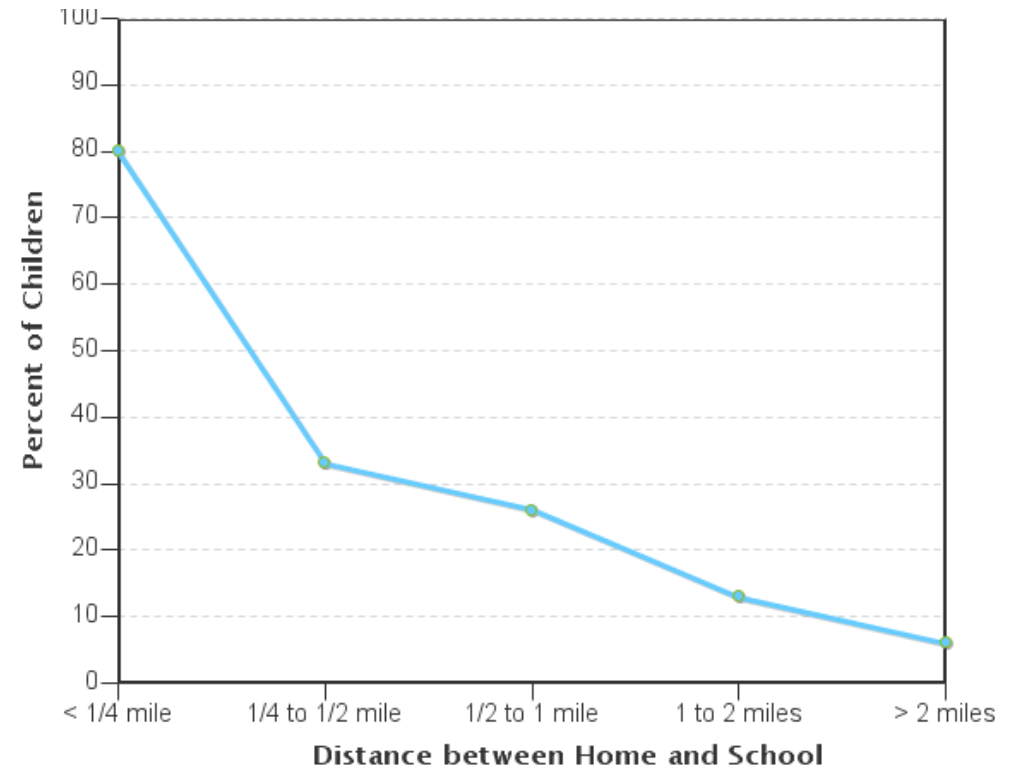
Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	40%	0%	0%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	12	33%	0%	25%	42%	0%	0%	0%
1/2 mile up to 1 mile	19	5%	0%	21%	74%	0%	0%	0%
1 mile up to 2 miles	23	0%	0%	26%	74%	0%	0%	0%
More than 2 miles	139	0%	0%	42%	57%	1%	0%	0%

Don't know or No response: 8  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

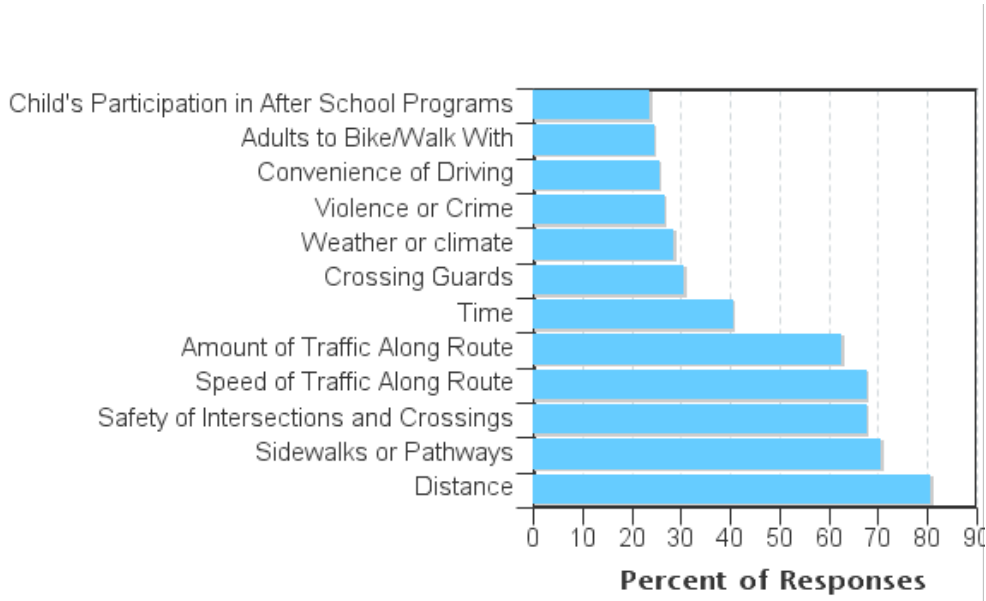


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

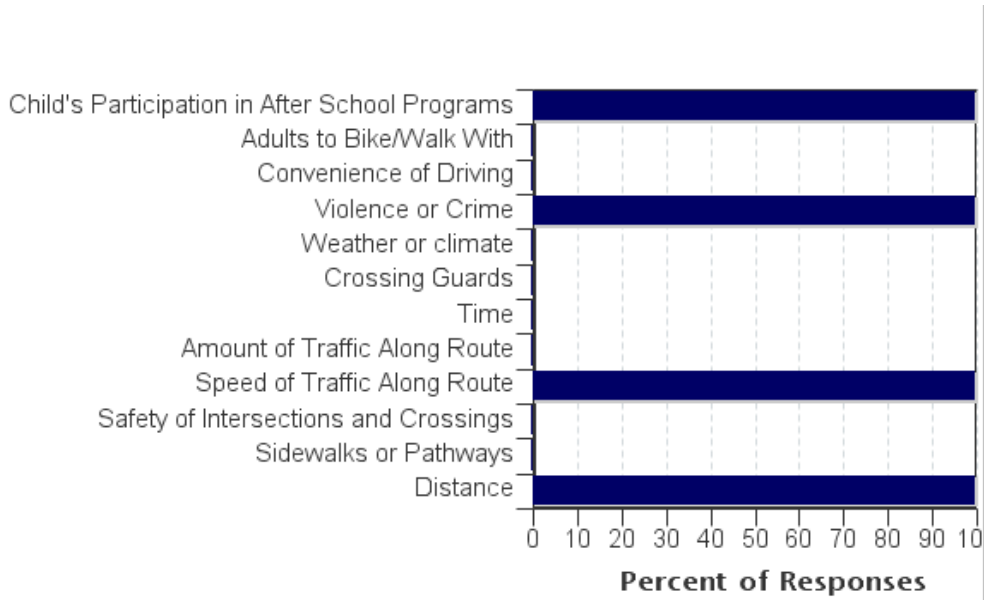
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	24	80%	33%	26%	13%	6%
No	171	20%	67%	74%	87%	94%

Don't know or No response: 11  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	81%	100%
Sidewalks or Pathways	71%	0%
Safety of Intersections and Crossings	68%	0%
Speed of Traffic Along Route	68%	100%
Amount of Traffic Along Route	63%	0%
Time	41%	0%
Crossing Guards	31%	0%
Weather or climate	29%	0%
Violence or Crime	27%	100%
Convenience of Driving	26%	0%
Adults to Bike/Walk With	25%	0%
Child's Participation in After School Programs	24%	100%
<b>Number of Respondents per Category</b>	<b>194</b>	<b>1</b>

No response: 11

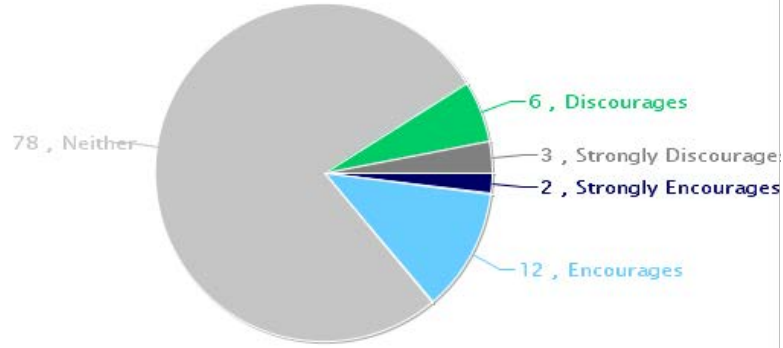
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

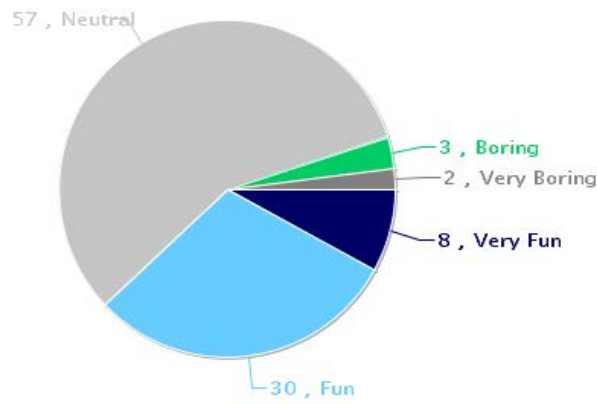
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

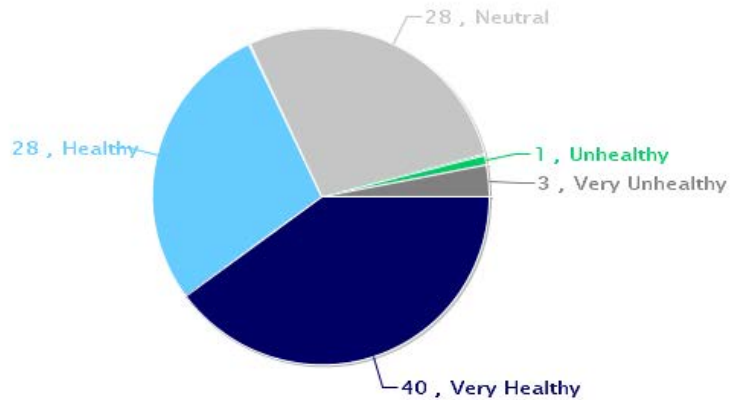
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1669124	May consider letting my son bike or walk to school in 3rd/4th grade.
1669142	At this point, our child is too young to walk on their own.
1669151	We cross Valencia @aptos school rd and it is incredibly dangerous. I cannot use the staircase on siesta as we have a stroller. Please consider a traffic light at Valencia and Aptos school Rd. with a crosswalk for pedestrians. To get from home in Seacliff through Aptos Village safely and down. Aptos School Rd. seems hard to imagine without an adult or chaperone. Construction, intensity of northbound traffic in am/s bound pm, and unsafe intersections + pathways add up to big obstacles.
1669178	I don't believe there are improvements that could be made to Soquel Drive that would make me think it's safe for biking. A rail trail might be ok if it had connections to schools and did not become a homeless encampment.
1669186	My child doesn't own a decent bike and it's too far to walk. I am not aware of the school's efforts to encourage biking/walking but the school is located in a very hilly area with few sidewalks and fast-moving cars. It's a tough bike ride!!!
1669192	My child will not walk/ride due to narrow shoulders on the road, cliffs, one complete lane erosion in 2 places which makes the road narrower and many blind curves.
1669197	I would not feel comfortable to let my child bike to and from school because we don't live close enough.
1669200	It is RIDICULOUS that there is only one entrance to the school. There needs to be a footbridge from Soquel Dr. across the ravine to Valencia Elementary.
1669206	Why does the highest grade or year of school the parent completed matter?
1669208	Our home is 5.5 miles away from school.
1669220	College between our house and school are way too dangerous and the bus comes in the morning
1669671	There is no crossing guard from the stairs across Aptos school road. This is the primary reason my child does not walk to school.
1669672	The school is too far and my child cannot go to school by bike.
1669676	Drivers often fail to stop at the Trout Gulch/Valencia intersection. Drivers often fail to stop at the crosswalk. Filed complaint but the CHP has not done anything.
1669679	We live in the mountains and the road is not safe for riding daily, in addition to the distance.
1669696	Very nice and fun to walk to school and healthy.
1669464	Soquel Drive doesn't have sidewalks for the kids to walk on and right before trout Gulph Rd. People have to walk on the street with cars. I do not feel it's safe for students to walk through.
1669701	I would LOVE my children to walk/bike to school, but it's just not safe. We have no sidewalks and very narrow streets in some sections with commuters speeding through in the morning.

1669712	I would bike with my children to/from school now if there were sidewalks and safe bike paths in place.
1669718	Location of the school and sidewalks along the way are probably a major factor in discouraging walking/biking to Valencia.
1669720	I think Valencia should forbid walking or biking to school. WAY TOO DANGEROUS ROADS.
1669726	Although we live close, our road is too narrow and winding etc. Trout Gulch people speed too much.
1669754	Our school is fairly far from our house on busy, heavily used streets. It would never be safe enough for her to walk or bike to school.
1669473	There are no sidewalks.
1669493	We live in an area that is very unsafe for pedestrians and I am fairly uncomfortable with child on child violence and adult predators
1669761	If I had the time in the morning (I commute 1 hr. to work) we would definitely ride bikes to school. My only issue is time constraints and may change in the future.
1669772	We would love to walk to school but there is no sidewalk. I feel the shoulder is too dangerous even with a parent.
1669778	We live in Watsonville and recently it seems as though pedestrians have been getting hit more than ever before. We take back roads through Corralitos (Aptos hills), its busy.
1669623	Someone on a bike was killed on our road last year. There are no sidewalks on our windy, mountain road and it's very unsafe to walk or bike even for adults!
1669631	Thank you for caring.
1669633	Safety is a big issue if there were safety plans in place, there would be a slight chance I would let my child ride his bike. This said I don't want my child riding to school.
1669636	Aptos is not a safe community for children to bike or walk to school. This survey should not have been sent to families who's school route continues to be affected by the road conditions left from storms during winter '16-'17!
1670041	We live too far away, down the freeway, in La Selva Beach, to walk or bike.
1670050	We don't live in an appropriate area to walk/bike, nor are there any safe ways to get into the school
1670054	We walk to bus stop (15 mins). I would bike with them if it was safe.
1670057	We do not have a safe way for our kids to walk/bike
1670066	We would love for our children to be able to walk/bike to school, but lack of sidewalks, crazy speeding drivers and blind curves make it impossible for us to feel comfortable - too risky :/
1670069	I am extremely frustrated with the dangerous drivers who fail to stop at the stop sign on Trout Gulch Road and Valencia Drive. Drivers often fail to stop at crosswalk.
1670100	If there were adequate bike lanes more people would cycle. Public awareness campaigns work to increase awareness and safety for cyclists.

1670103	This survey is the same each year. Until Santa Cruz County changes the country roads in Aptos or Corralitos, our position will not change. Maybe they could fix the damaged roads first.
1670105	Drop off and pick up are difficult at Valencia. Walking or riding for a 1st grader is not an option for us.
1670243	We live too far to walk/bike to school
1670250	I would allow my kids to walk or bike to school if it was safe. It is not safe for anyone (even adults) to walk or bike on our neighborhood streets.
1670255	I would love for my kids to walk to school but our house is too far away and the walk is not safe.
1670263	For an elementary student there are many factors as to why we don't bike to school. Distance, crossing guard and child's age are the main ones.
1670267	We live on a difficult, long mountain road 6 miles from school. Not even adults bike on it. Too dangerous.
1670276	Regarding #14: the reason these activities would be unhealthy for my child is that too much sleep would be lost due to time and distance.
1670279	Our road is very dangerous, even for cars.
1670283	There are not safe sidewalks or easements in this community to make walking or biking safe. People drive way too fast as well.
1670285	Traffic is horrible and parking is worse. If we could easily walk it would make our lives easier and healthier.
1670296	I consider children AND adults at considerable risk walking or biking to school WITHOUT sidewalks, bike lanes, and fences along the way to help protect from the forest edges. Sidewalks, security fences, and cross guards are all mandatory for best safety procedures walking and biking to school.

### Student Tally Reports - Brook Knoll Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Brook Knoll Elementary School

**Set ID:** 29136

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

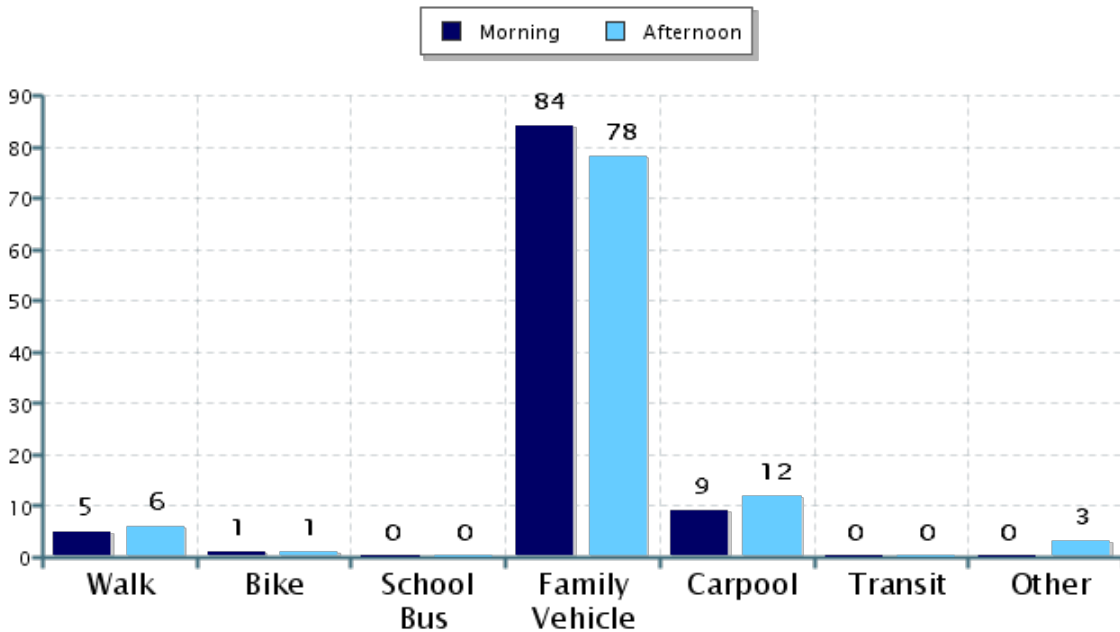
**% of Students reached by SRTS activities:**

**Tags:** Elementary School

**Number of Classrooms  
Included in Report:** 17

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



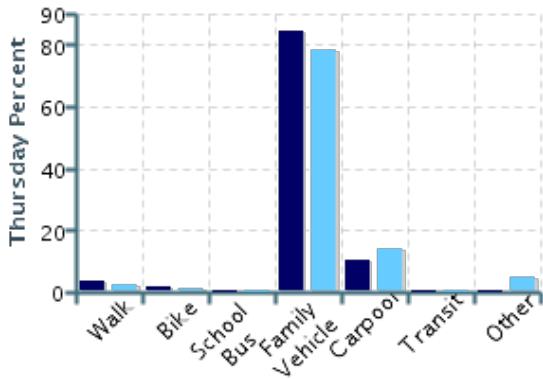
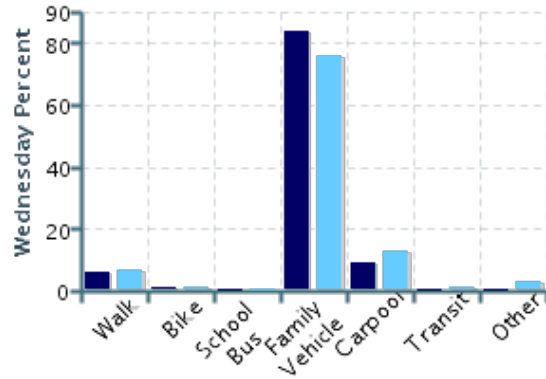
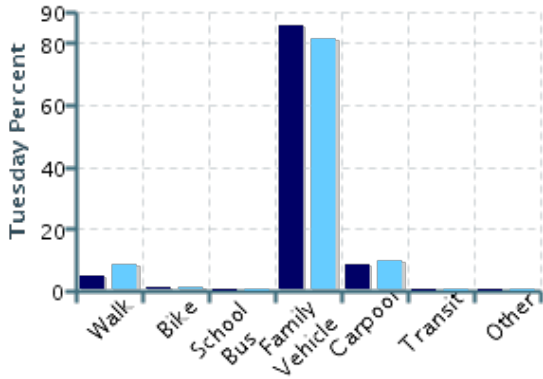
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	756	5%	1%	0%	84%	9%	0%	0%
Afternoon	703	6%	0.7%	0%	78%	12%	0.1%	3%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

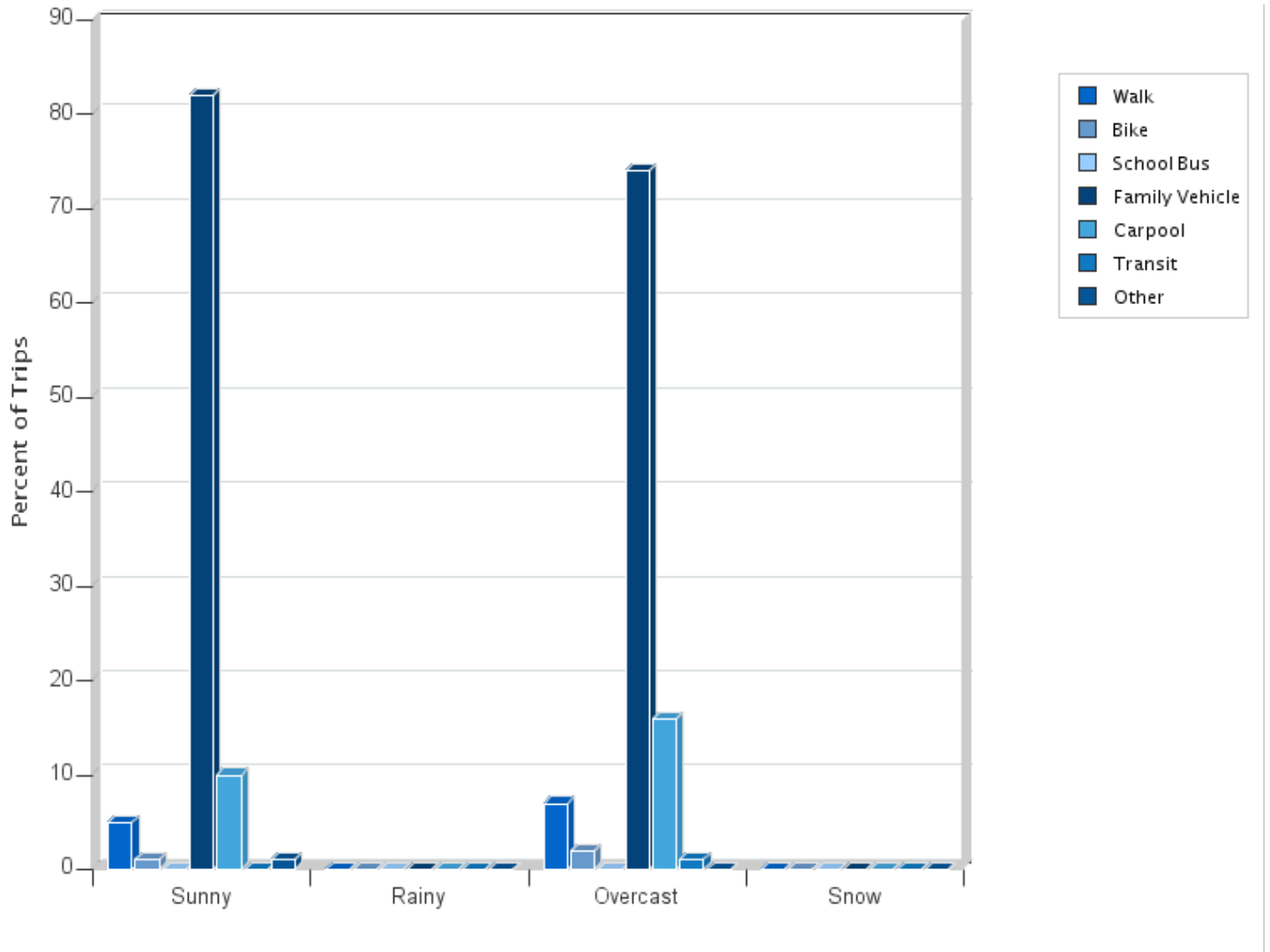


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	195	5%	0.5%	0%	86%	9%	0%	0%
Tuesday PM	176	9%	0.6%	0%	81%	10%	0%	0%
Wednesday AM	331	6%	0.9%	0%	84%	9%	0%	0%
Wednesday PM	343	7%	0.9%	0%	76%	13%	0.3%	3%
Thursday AM	230	3%	2%	0%	84%	10%	0%	0%
Thursday PM	184	2%	0.5%	0%	78%	14%	0%	5%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1336	5%	0.8%	0%	82%	10%	0%	1%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	123	7%	2%	0%	74%	16%	0.8%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Calabasas Elementary School

**I Name:** Calabasas Elementary

**Set ID:** 29088

**I Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**I Enrollment:** 0

**Date Report Generated:** 07/09/2019

**tudents reached by SRTS activities:**

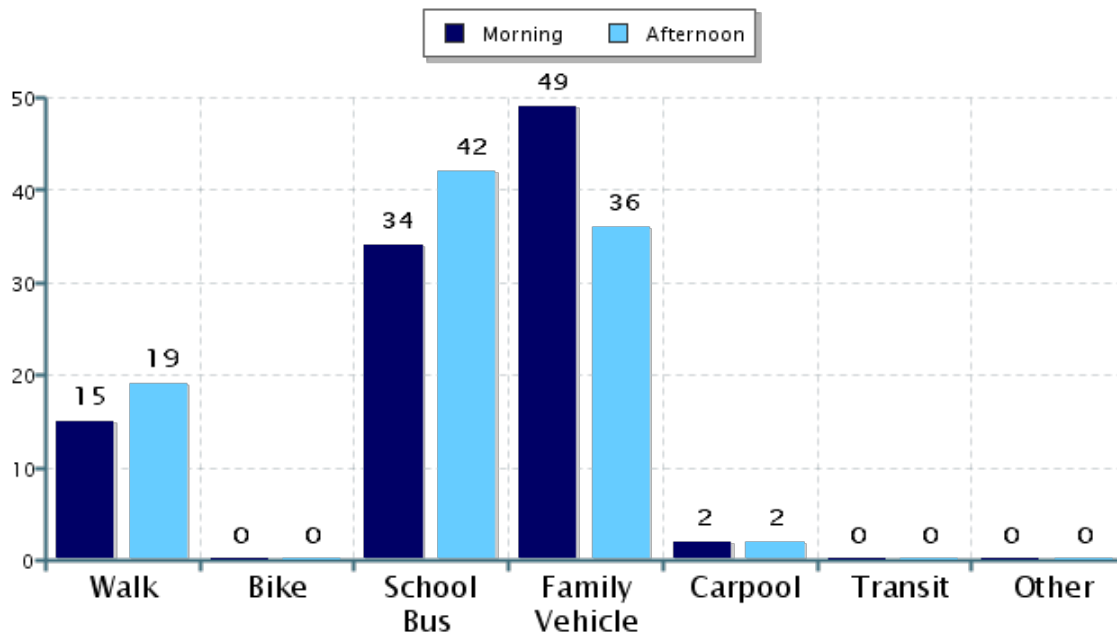
**Tags:** Elementary School

**er of Classrooms**

**ed in Report:** 4

ort contains information from your school's classrooms about students' trip to and from school. The data used in this were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison

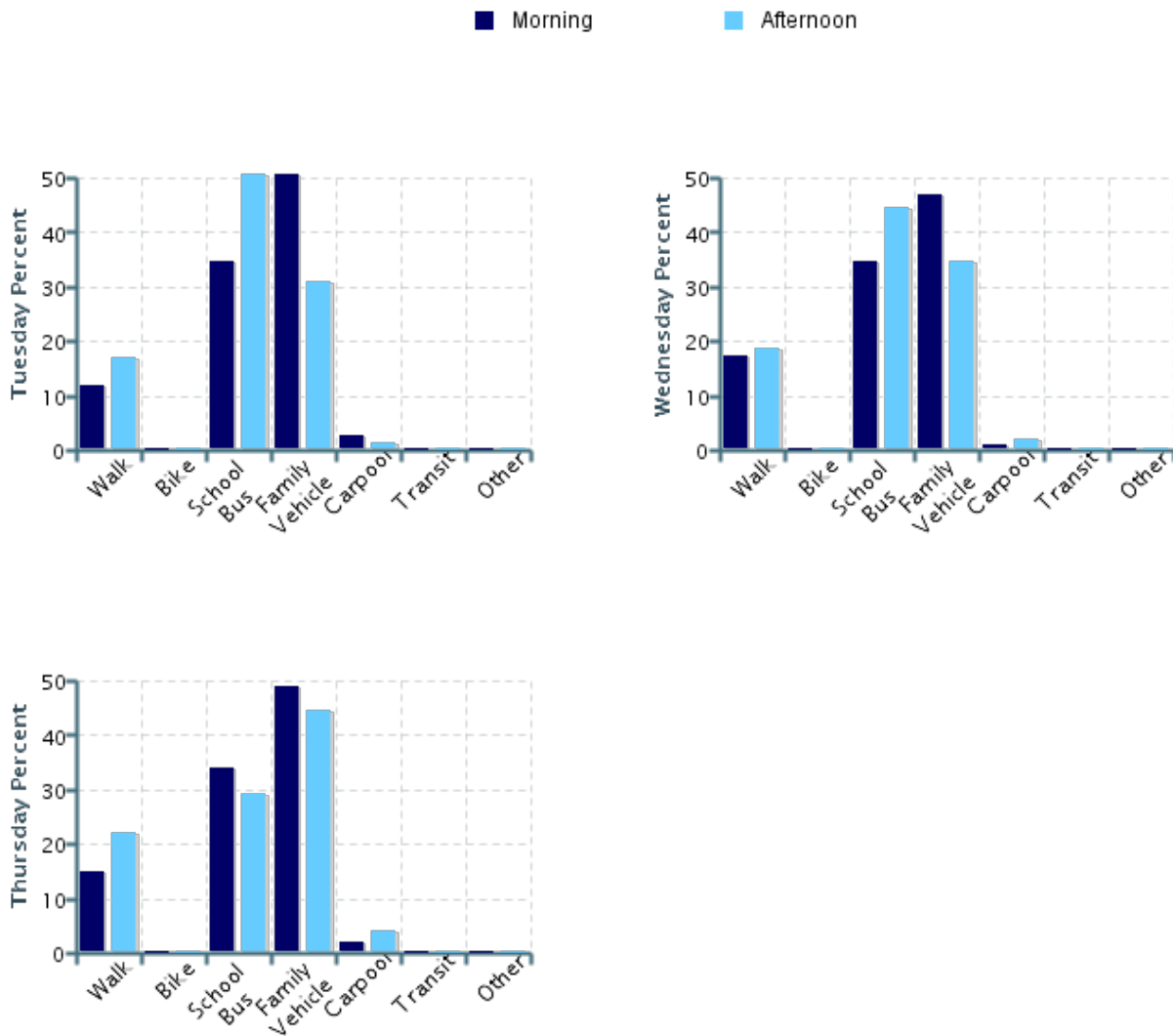


#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	273	15%	0%	34%	49%	2%	0%	0%
Afternoon	244	19%	0%	42%	36%	2%	0%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

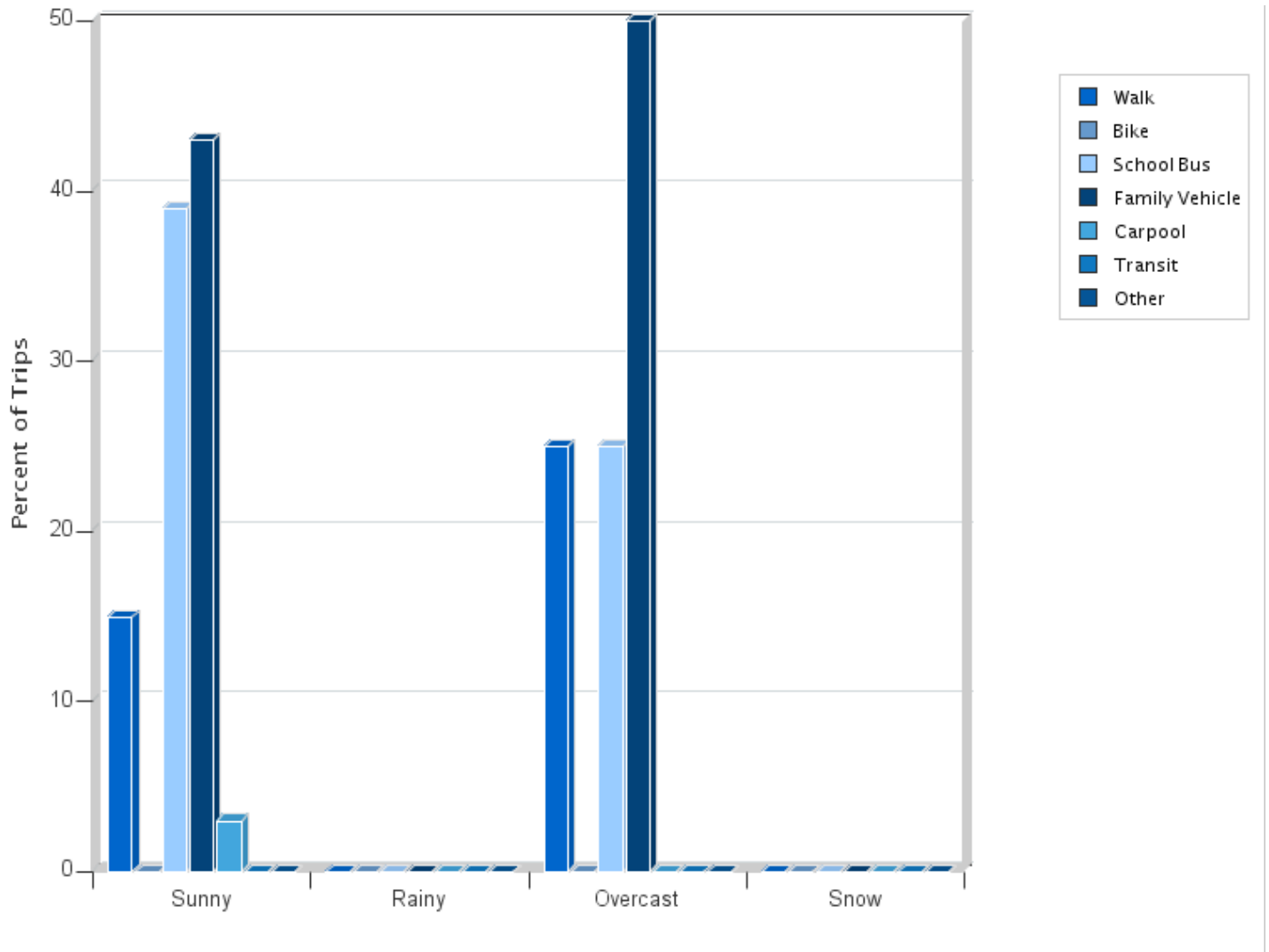


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	75	12%	0%	35%	51%	3%	0%	0%
Tuesday PM	71	17%	0%	51%	31%	1%	0%	0%
Wednesday AM	98	17%	0%	35%	47%	1%	0%	0%
Wednesday PM	101	19%	0%	45%	35%	2%	0%	0%
Thursday AM	100	15%	0%	34%	49%	2%	0%	0%
Thursday PM	72	22%	0%	29%	44%	4%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	436	15%	0%	39%	43%	3%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	32	25%	0%	25%	50%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Del Mar Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Del Mar Elementary

**Set ID:** 29065

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** November 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

**% of Students reached by SRTS activities:**

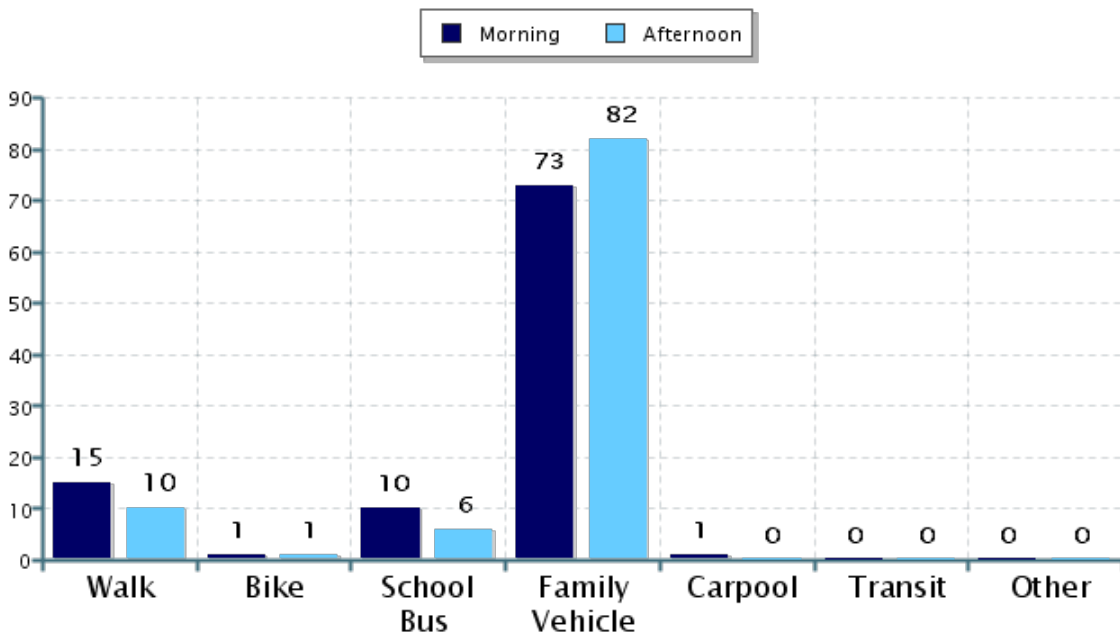
**Tags:** Elementary School,LOSD

**Number of Classrooms**

**Included in Report:** 5

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison

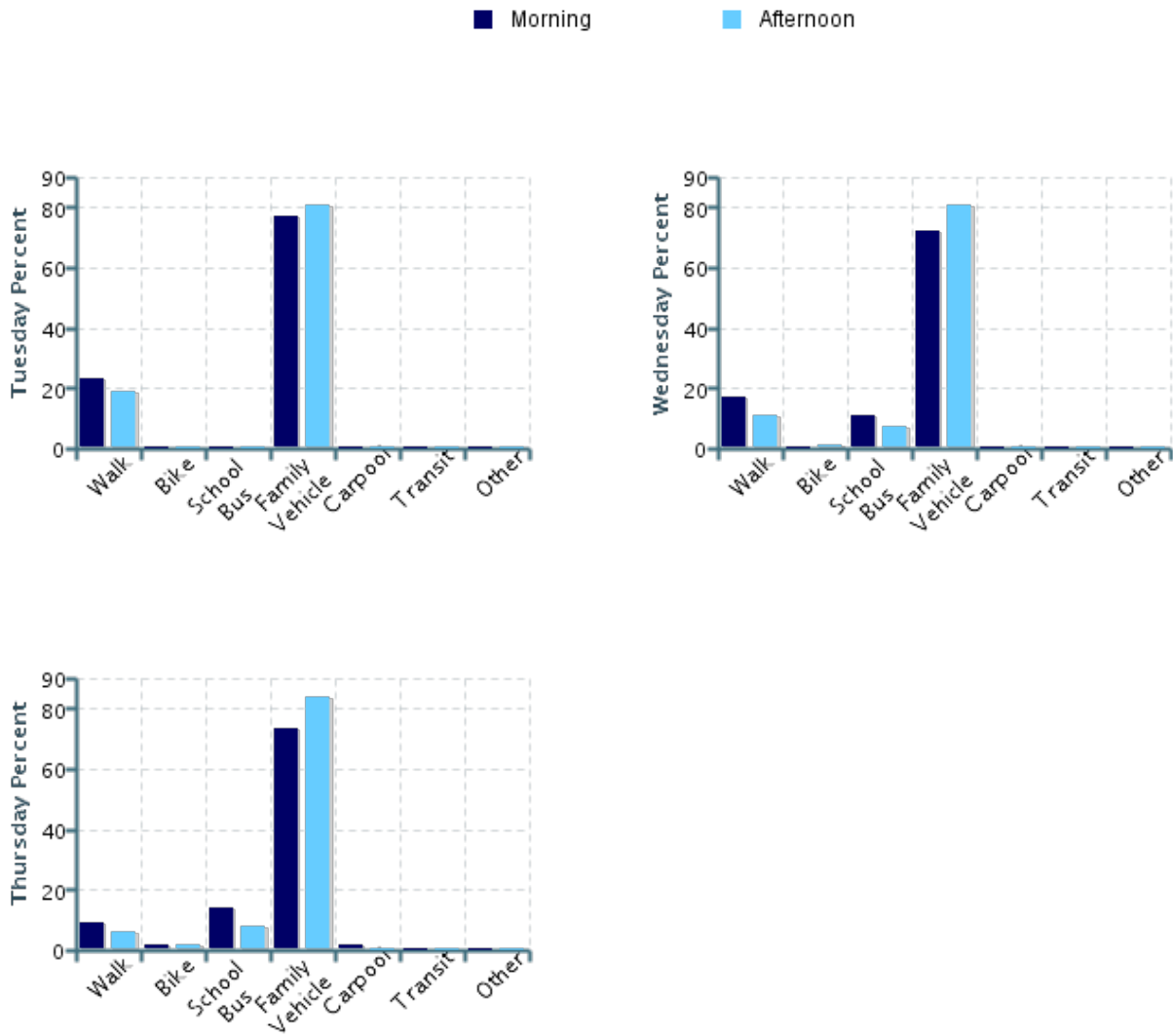


#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	172	15%	0.6%	10%	73%	0.6%	0%	0%
Afternoon	173	10%	1%	6%	82%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

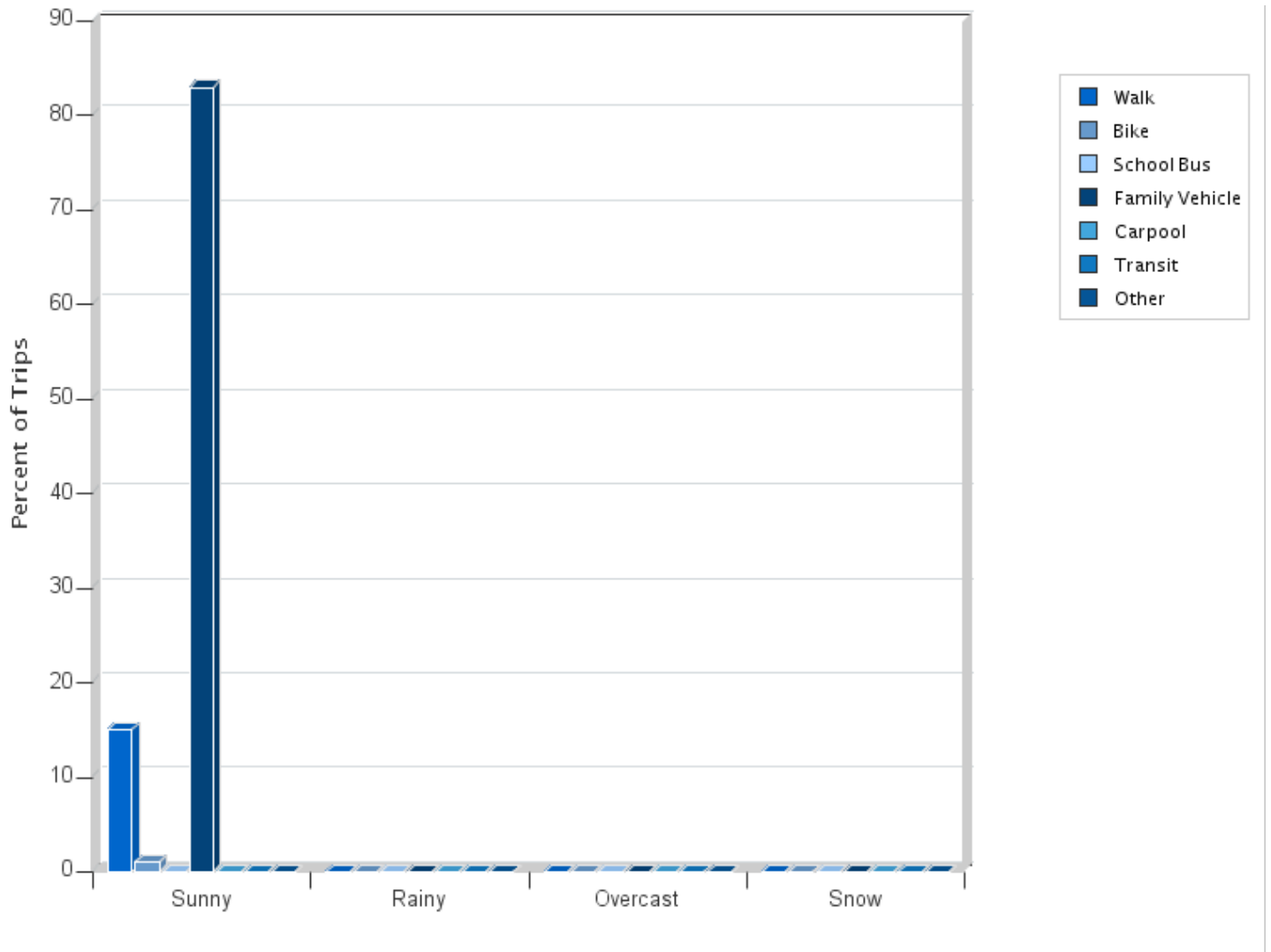


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	26	23%	0%	0%	77%	0%	0%	0%
Tuesday PM	26	19%	0%	0%	81%	0%	0%	0%
Wednesday AM	82	17%	0%	11%	72%	0%	0%	0%
Wednesday PM	84	11%	1%	7%	81%	0%	0%	0%
Thursday AM	64	9%	2%	14%	73%	2%	0%	0%
Thursday PM	63	6%	2%	8%	84%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	285	15%	1%	0%	83%	0.4%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Green Acres Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Green Acres Elementary

**Set ID:** 29173

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

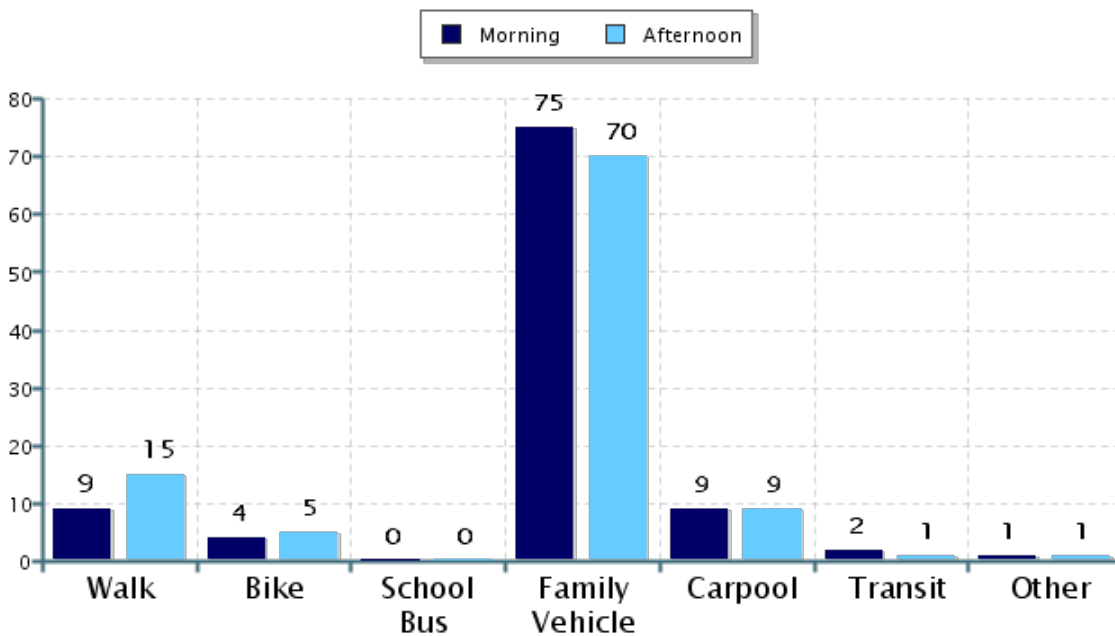
**% of Students reached by SRTS activities:**

**Tags:** Elementary School,LOSD

**Number of Classrooms  
Included in Report:** 5

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison

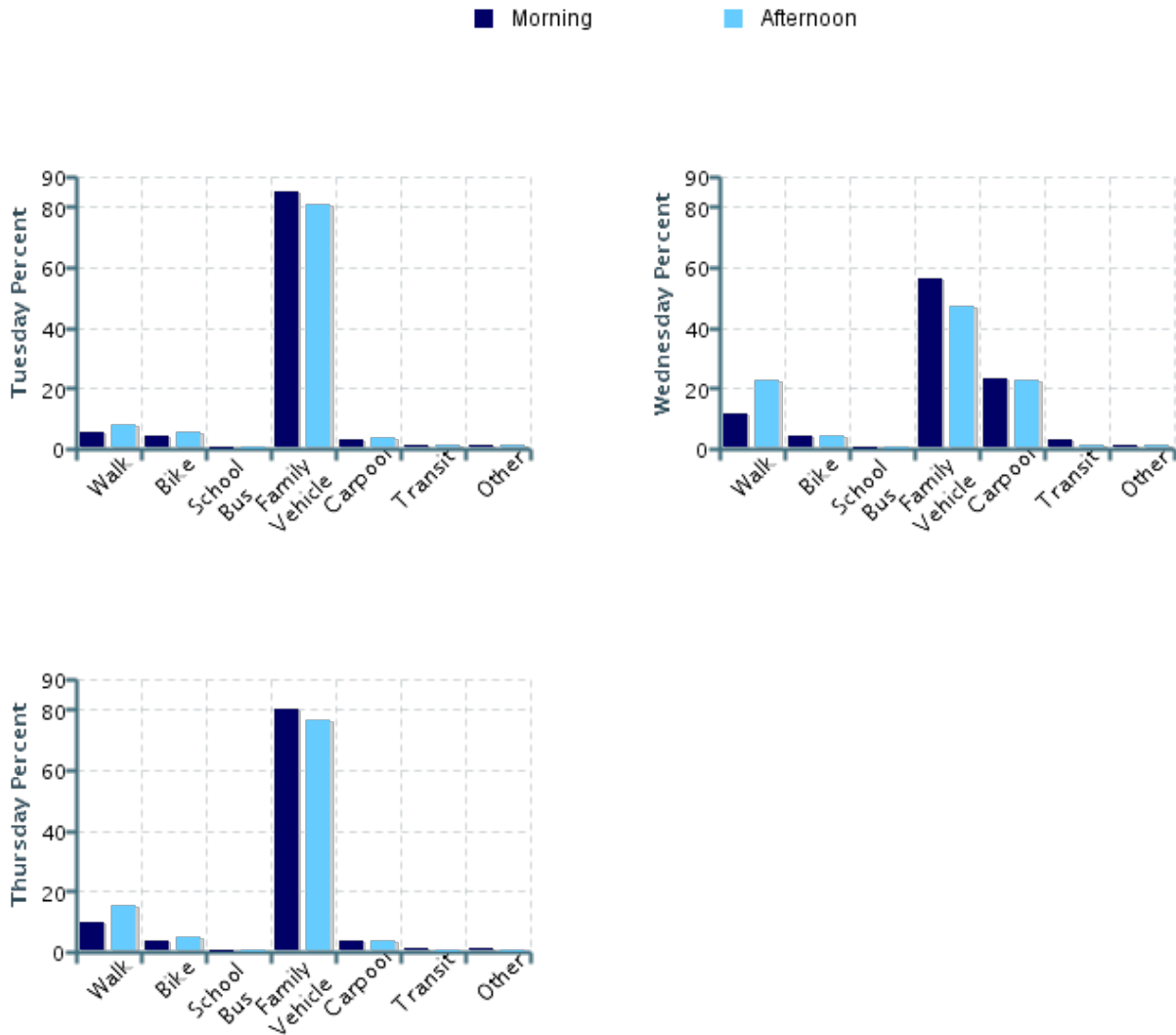


#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	243	9%	4%	0%	75%	9%	2%	1%
Afternoon	240	15%	5%	0%	70%	9%	0.8%	0.8%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

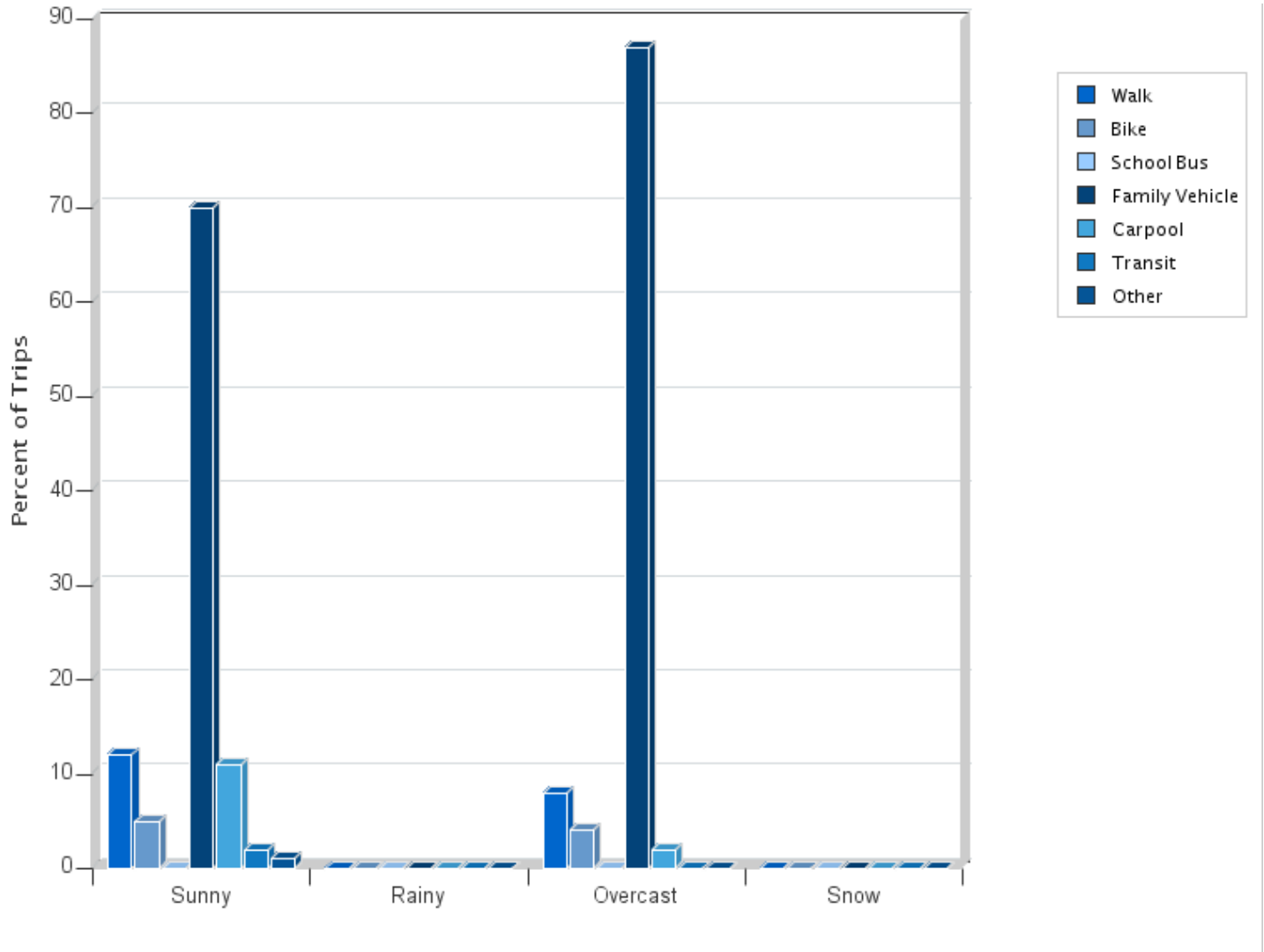


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	94	5%	4%	0%	85%	3%	1%	1%
Tuesday PM	89	8%	6%	0%	81%	3%	1%	1%
Wednesday AM	69	12%	4%	0%	57%	23%	3%	1%
Wednesday PM	66	23%	5%	0%	47%	23%	2%	2%
Thursday AM	80	10%	4%	0%	80%	4%	1%	1%
Thursday PM	85	15%	5%	0%	76%	4%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	387	12%	5%	0%	70%	11%	2%	1%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	52	8%	4%	0%	87%	2%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Lakeview Middle School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Lakeview Middle

**Set ID:** 29087

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

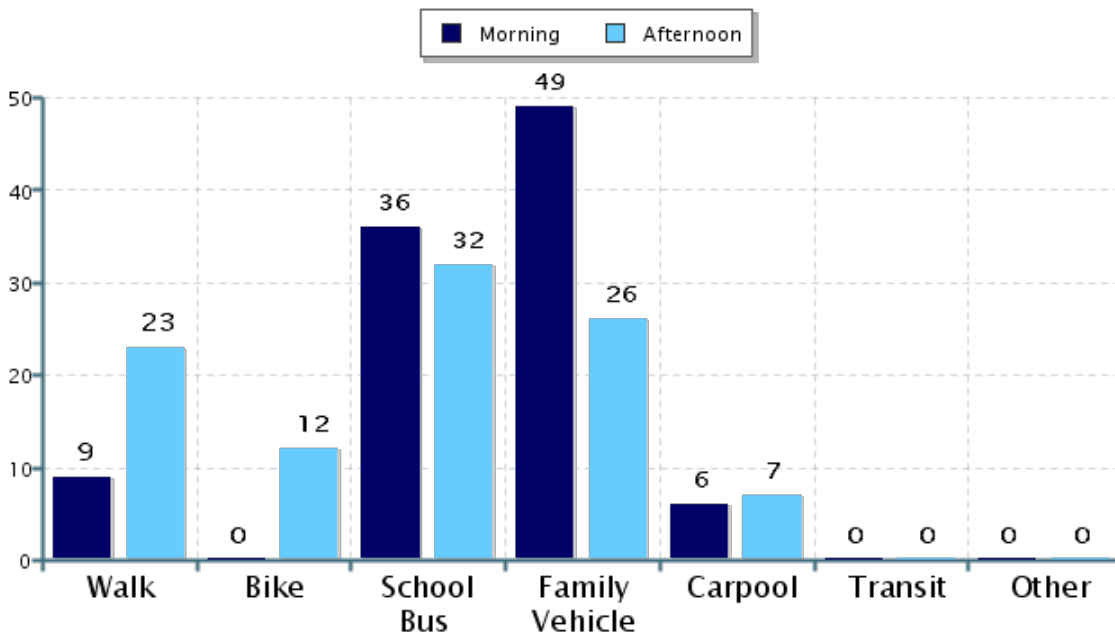
**% of Students reached by SRTS activities:**

**Tags:** Middle School,PVUSD

**Number of Classrooms  
Included in Report:** 2

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



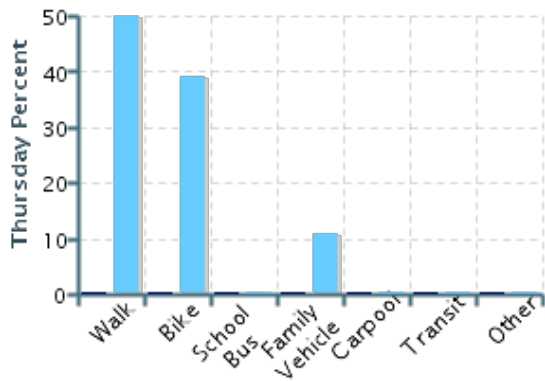
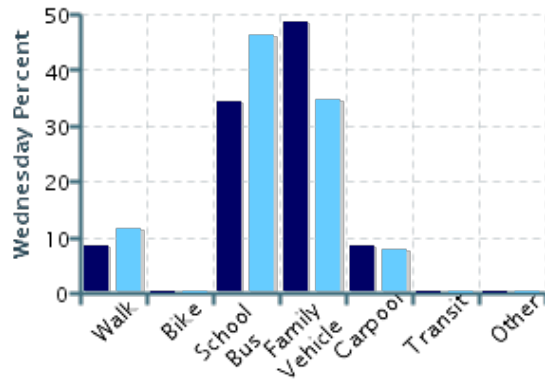
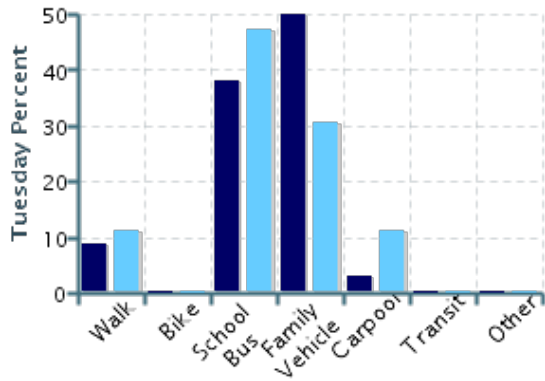
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	69	9%	0%	36%	49%	6%	0%	0%
Afternoon	90	23%	12%	32%	26%	7%	0%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

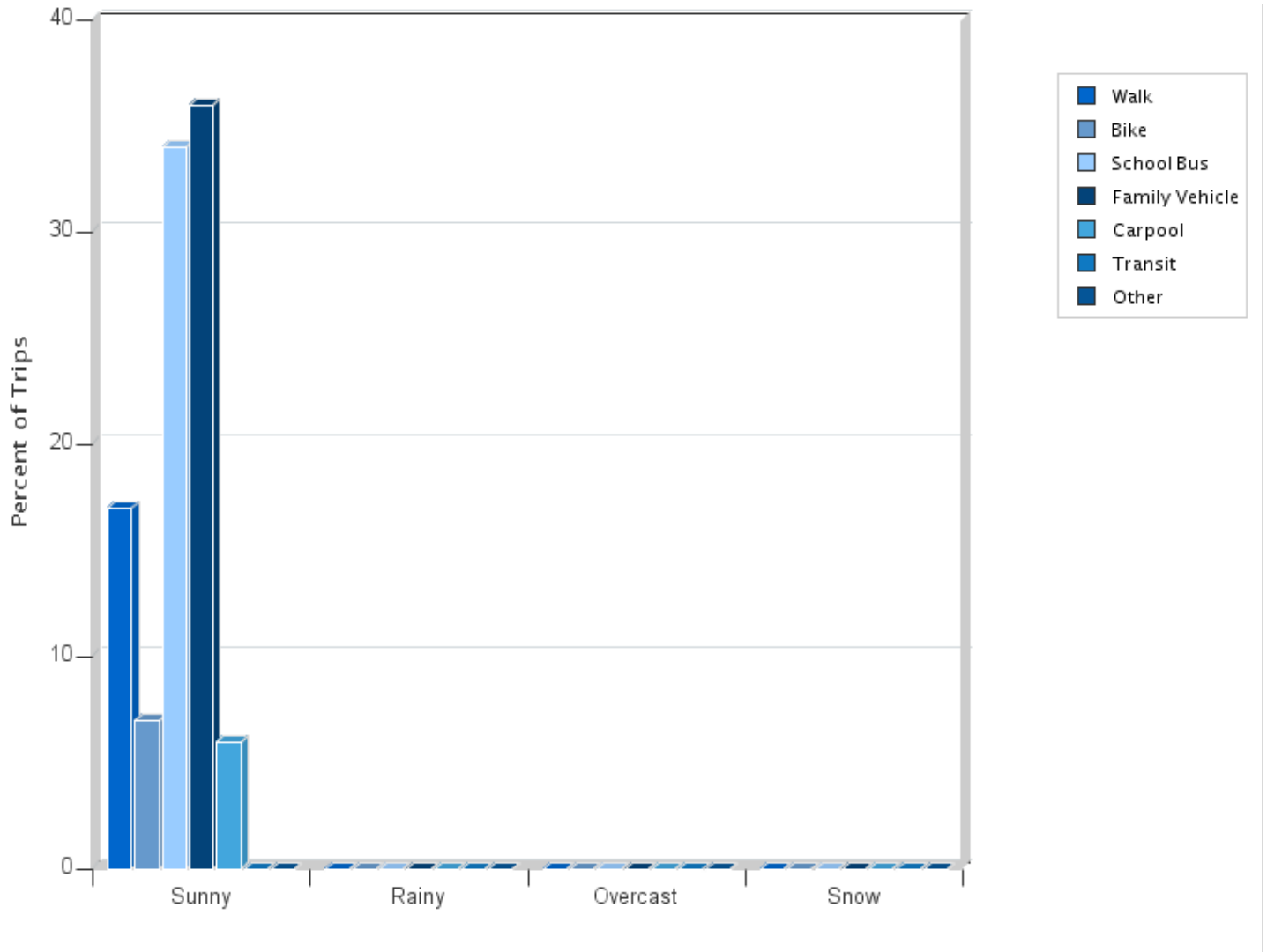


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	34	9%	0%	38%	50%	3%	0%	0%
Tuesday PM	36	11%	0%	47%	31%	11%	0%	0%
Wednesday AM	35	9%	0%	34%	49%	9%	0%	0%
Wednesday PM	26	12%	0%	46%	35%	8%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM	28	50%	39%	0%	11%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	159	17%	7%	34%	36%	6%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Live Oak Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Live Oak Elementary

**Set ID:** 29171

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

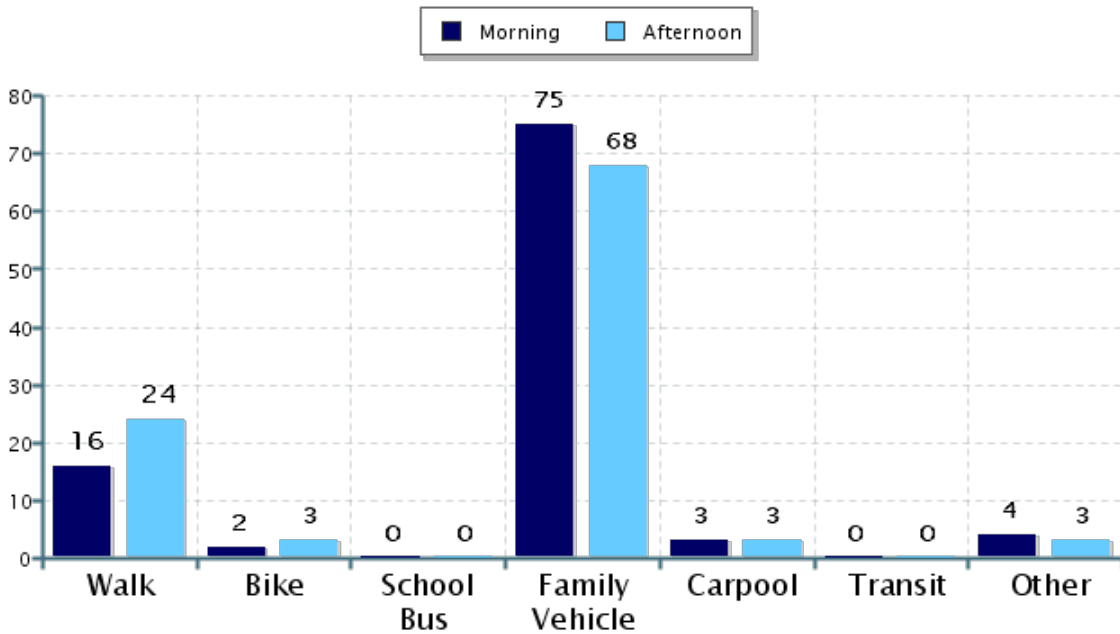
**% of Students reached by SRTS activities:**

**Tags:** Elementary School,LOSD

**Number of Classrooms  
Included in Report:** 8

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



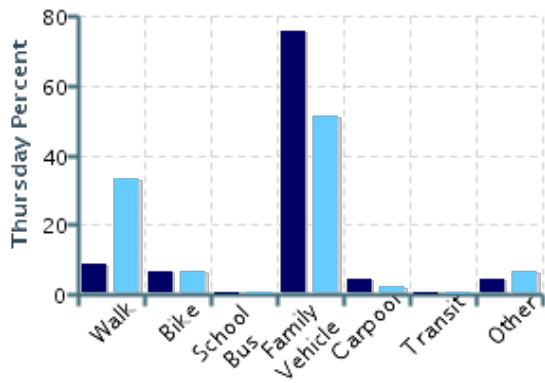
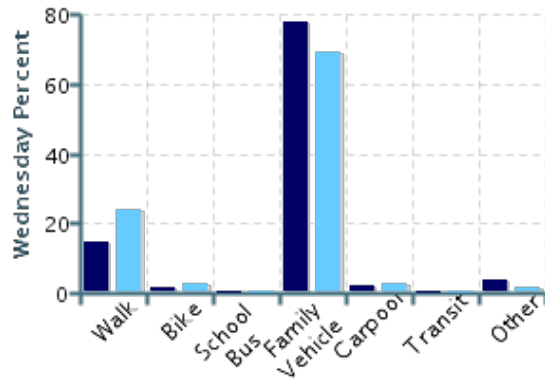
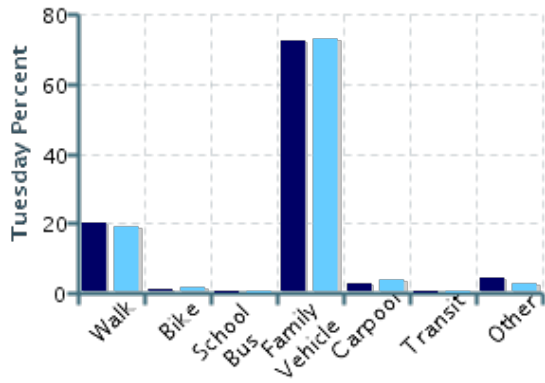
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	373	16%	2%	0%	75%	3%	0%	4%
Afternoon	313	24%	3%	0%	68%	3%	0%	3%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning      ■ Afternoon

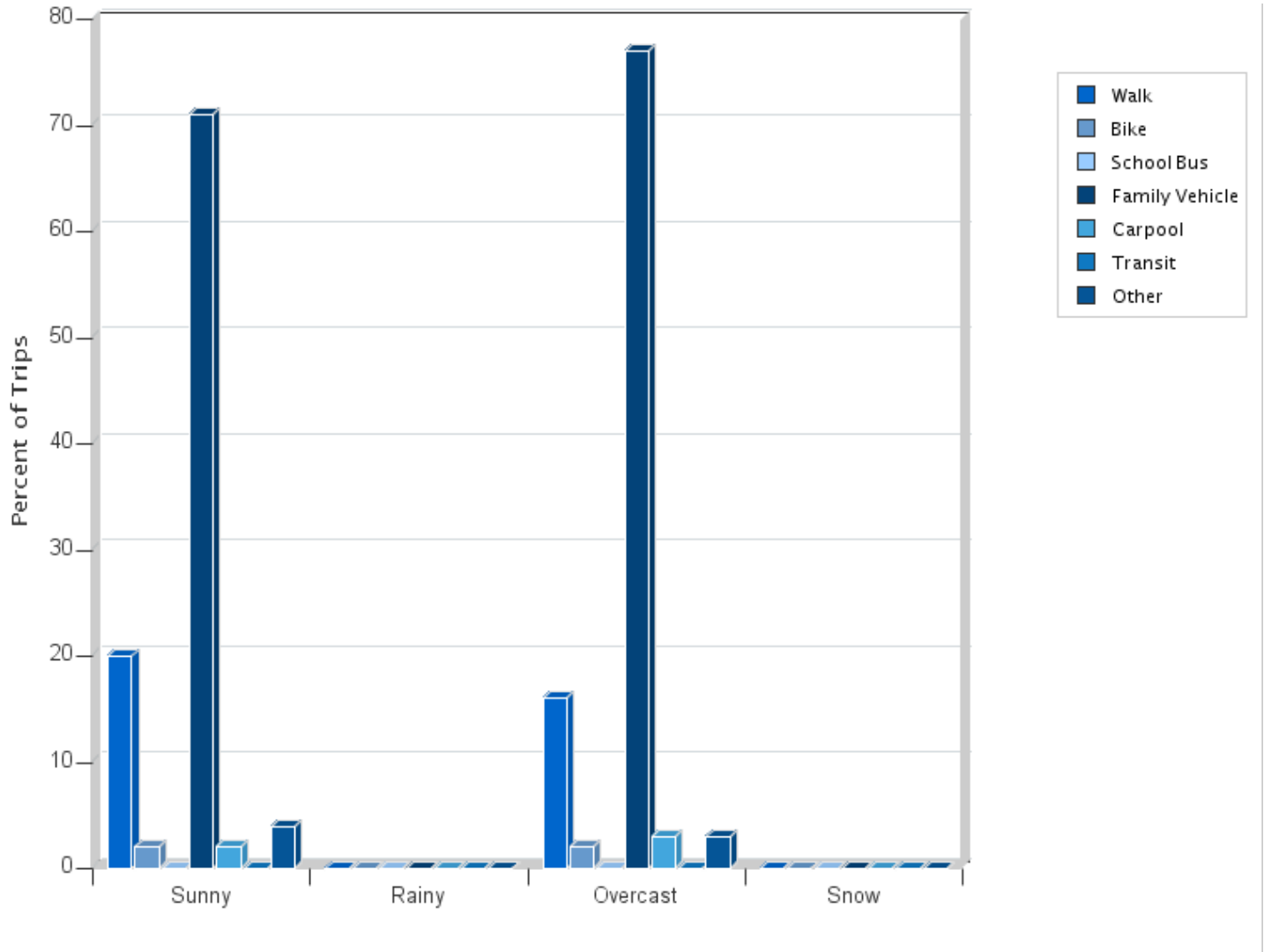


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	140	20%	0.7%	0%	72%	3%	0%	4%
Tuesday PM	110	19%	2%	0%	73%	4%	0%	3%
Wednesday AM	188	15%	2%	0%	78%	2%	0%	4%
Wednesday PM	158	24%	3%	0%	69%	3%	0%	2%
Thursday AM	45	9%	7%	0%	76%	4%	0%	4%
Thursday PM	45	33%	7%	0%	51%	2%	0%	7%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	482	20%	2%	0%	71%	2%	0%	4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	133	16%	2%	0%	77%	3%	0%	3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Mar Vista Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Mar Vista Elementary

**Set ID:** 29057

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** November 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

**% of Students reached by SRTS activities:**

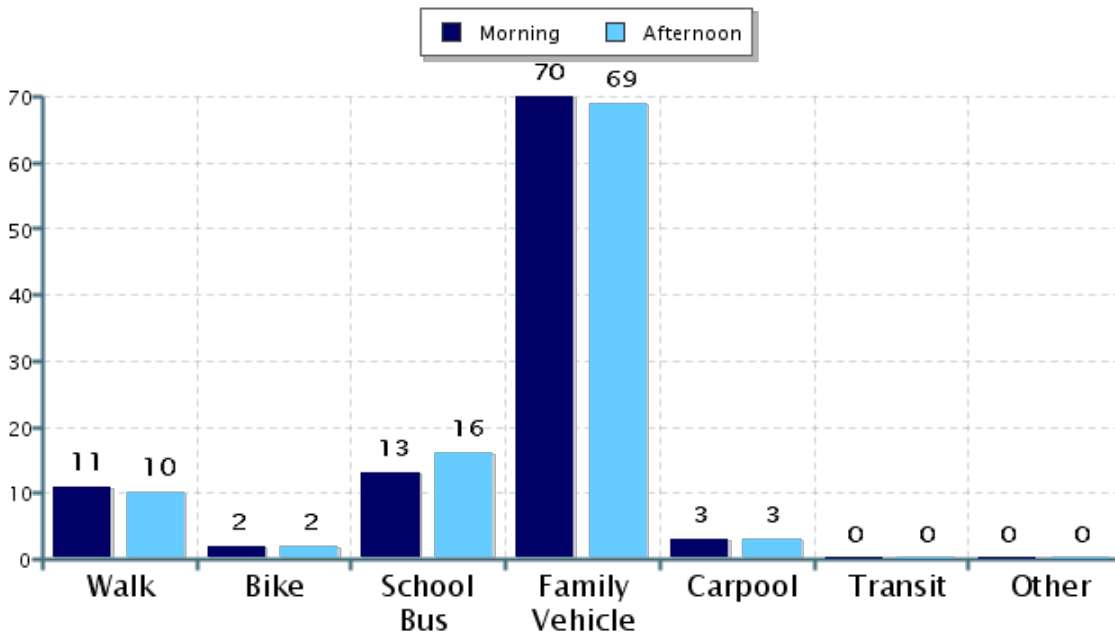
**Tags:** Elementary School,PVUSD

**Number of Classrooms**

**Included in Report:** 6

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



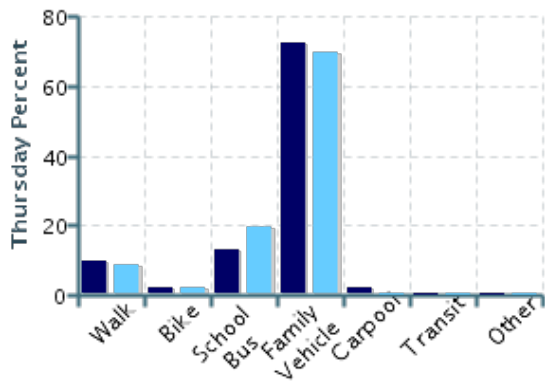
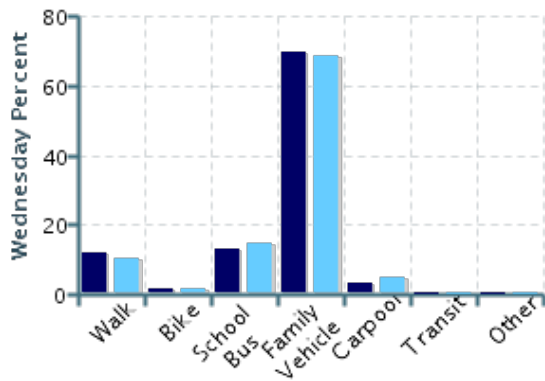
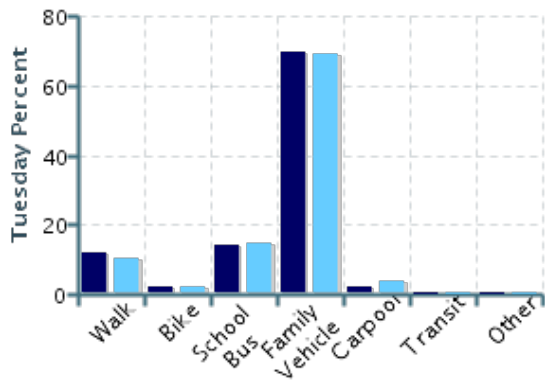
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	298	11%	2%	13%	70%	3%	0%	0%
Afternoon	314	10%	2%	16%	69%	3%	0%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

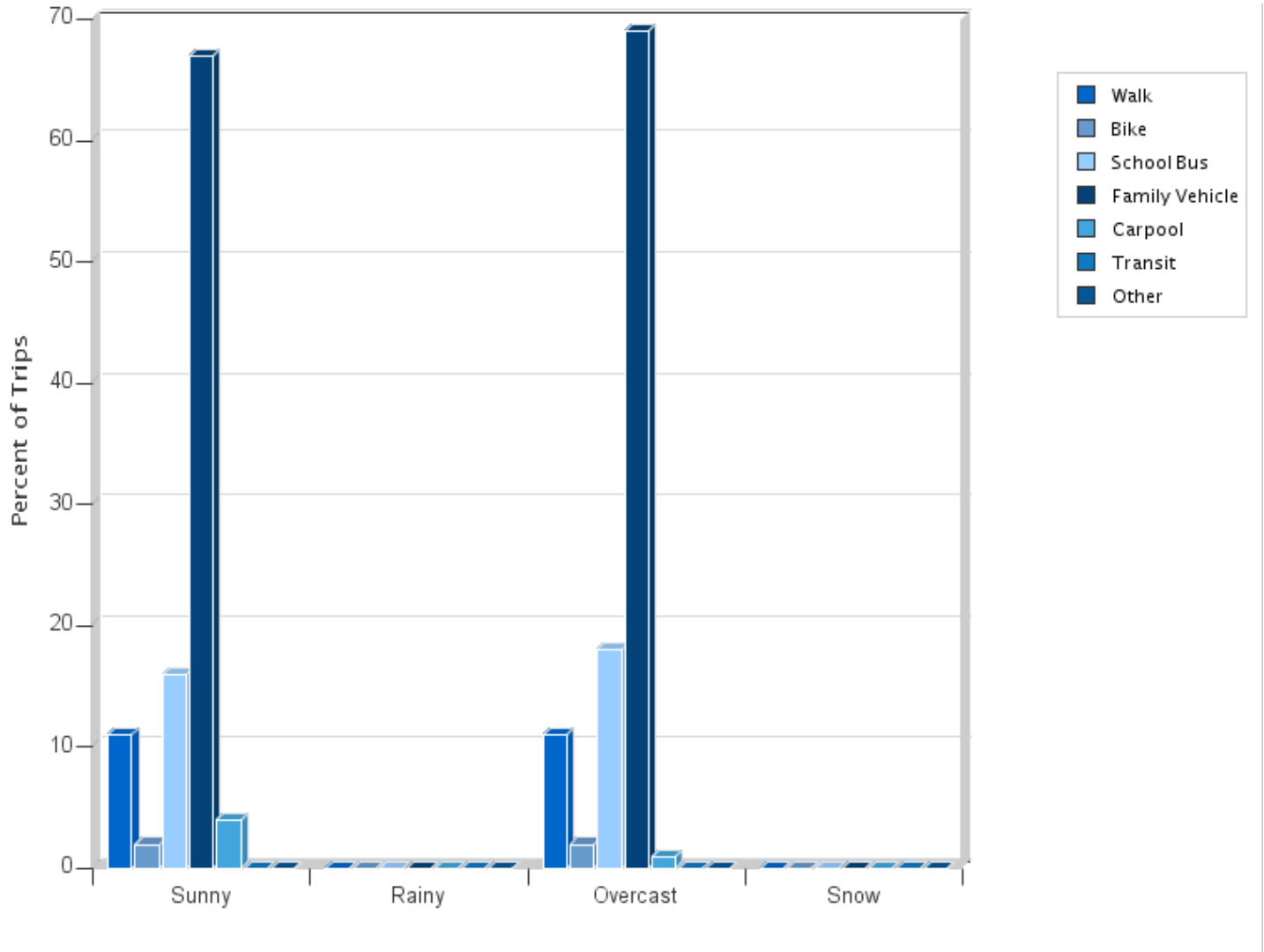


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	85	12%	2%	14%	69%	2%	0%	0%
Tuesday PM	104	11%	2%	14%	69%	4%	0%	0%
Wednesday AM	123	12%	2%	13%	70%	3%	0%	0%
Wednesday PM	117	10%	2%	15%	68%	5%	0%	0%
Thursday AM	90	10%	2%	13%	72%	2%	0%	0%
Thursday PM	93	9%	2%	19%	70%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	340	11%	2%	16%	67%	4%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	122	11%	2%	18%	69%	0.8%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Rio Del Mar Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Rio Del Mar Elementary

**Set ID:** 29172

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

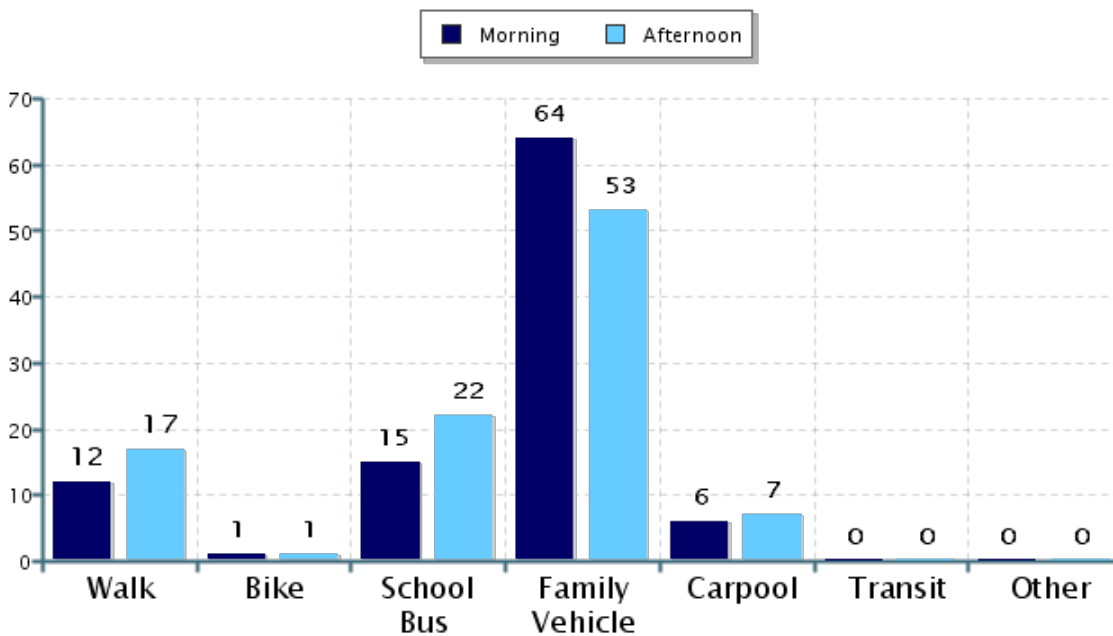
**% of Students reached by SRTS activities:**

**Tags:** Elementary School,PVUSD

**Number of Classrooms  
Included in Report:** 4

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



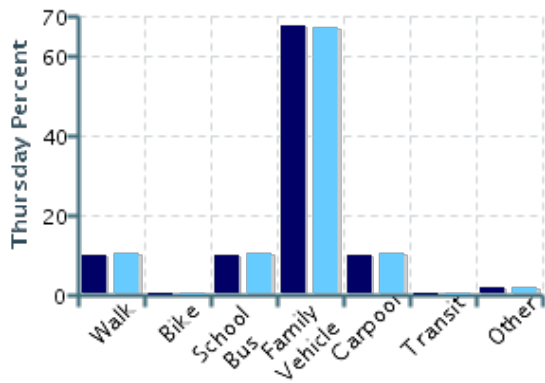
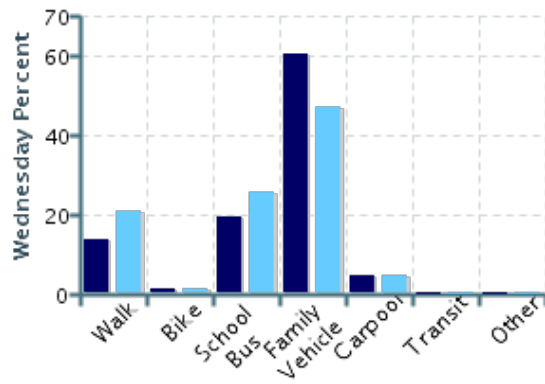
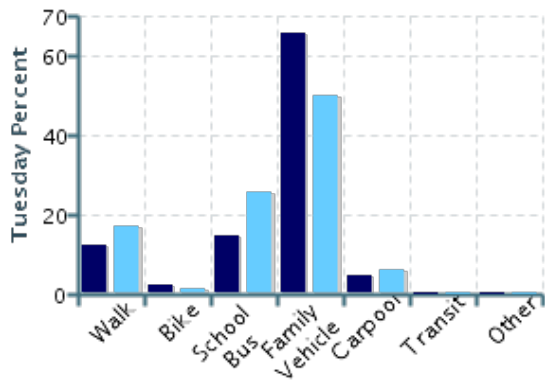
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	222	12%	1%	15%	64%	6%	0%	0.5%
Afternoon	221	17%	0.9%	22%	53%	7%	0%	0.5%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

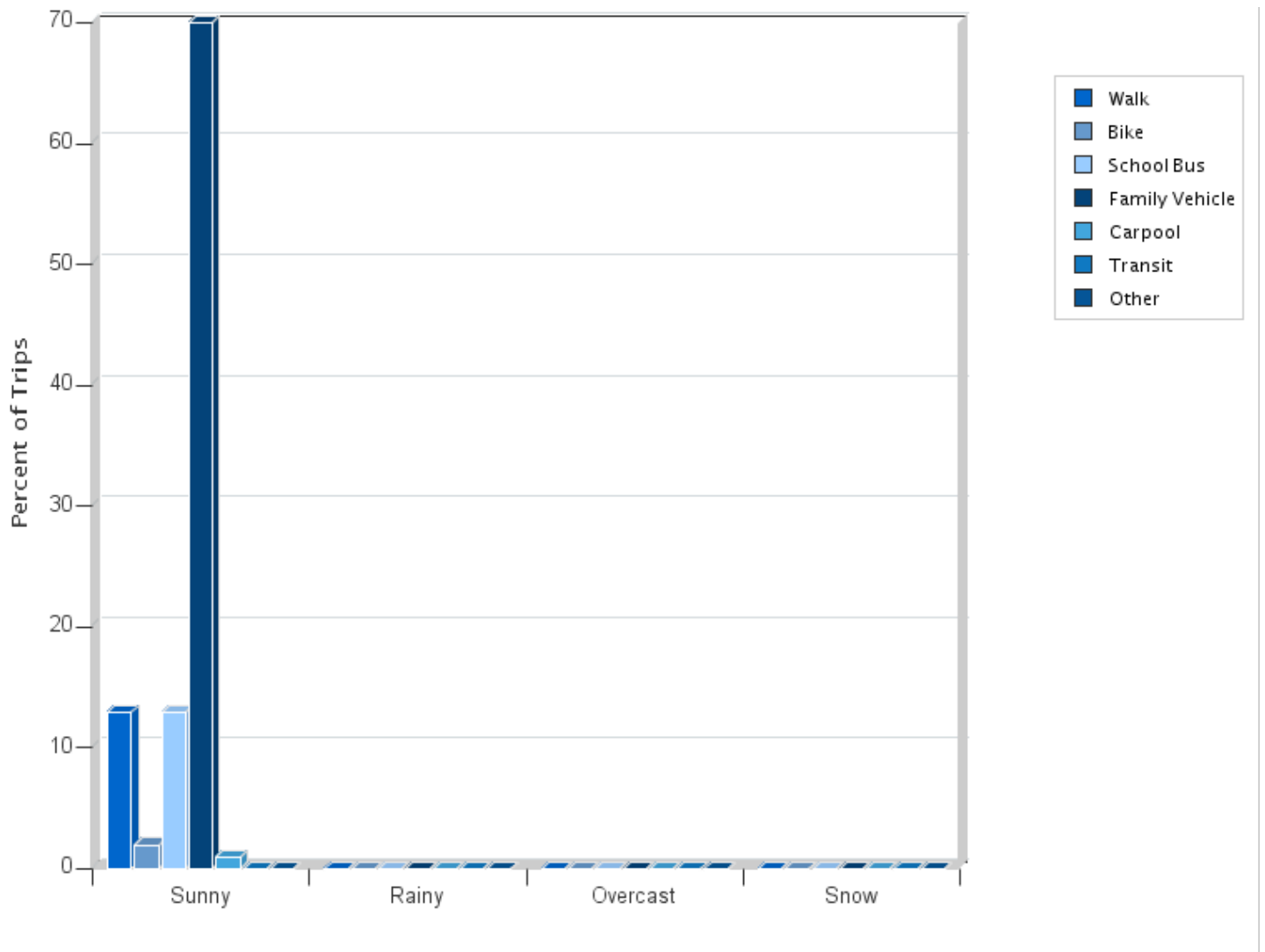


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	82	12%	2%	15%	66%	5%	0%	0%
Tuesday PM	82	17%	1%	26%	50%	6%	0%	0%
Wednesday AM	81	14%	1%	20%	60%	5%	0%	0%
Wednesday PM	81	21%	1%	26%	47%	5%	0%	0%
Thursday AM	59	10%	0%	10%	68%	10%	0%	2%
Thursday PM	58	10%	0%	10%	67%	10%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	231	13%	2%	13%	70%	1%	0%	0.4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Scotts Valley High School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Scotts Valley High School

**Set ID:** 29089

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

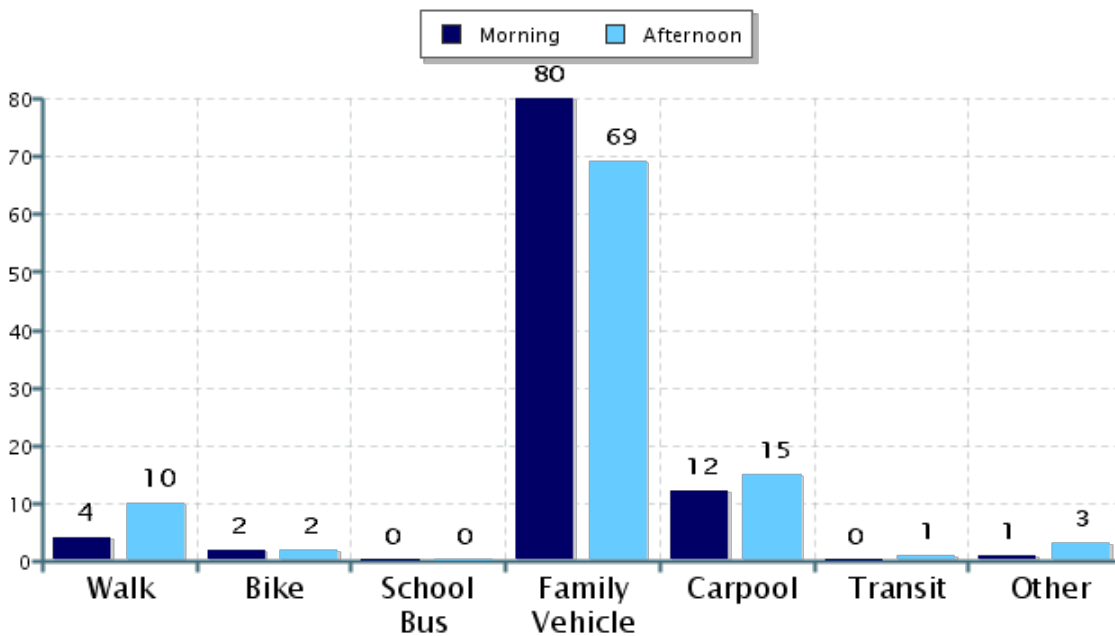
**% of Students reached by SRTS activities:**

**Tags:** High School

**Number of Classrooms  
Included in Report:** 12

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



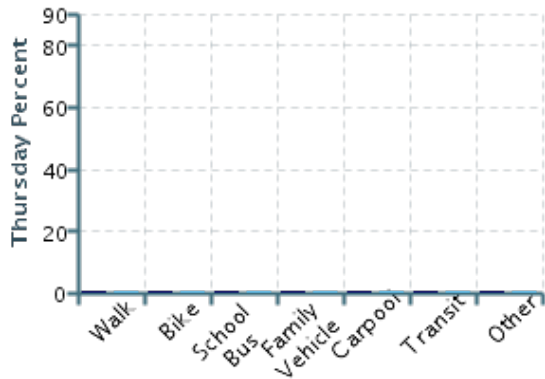
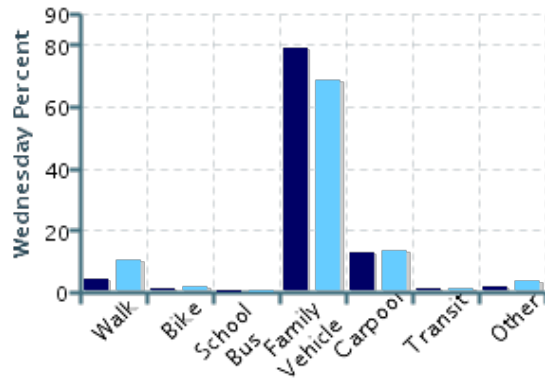
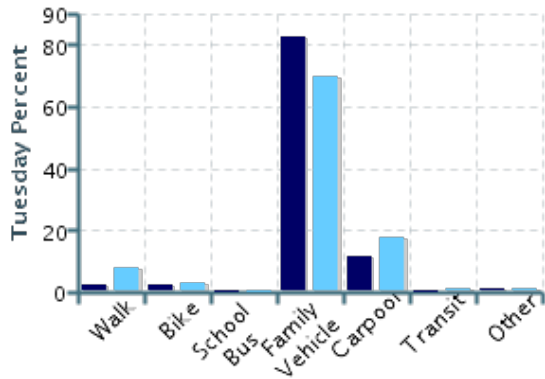
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	430	4%	2%	0%	80%	12%	0.5%	1%
Afternoon	374	10%	2%	0%	69%	15%	1%	3%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

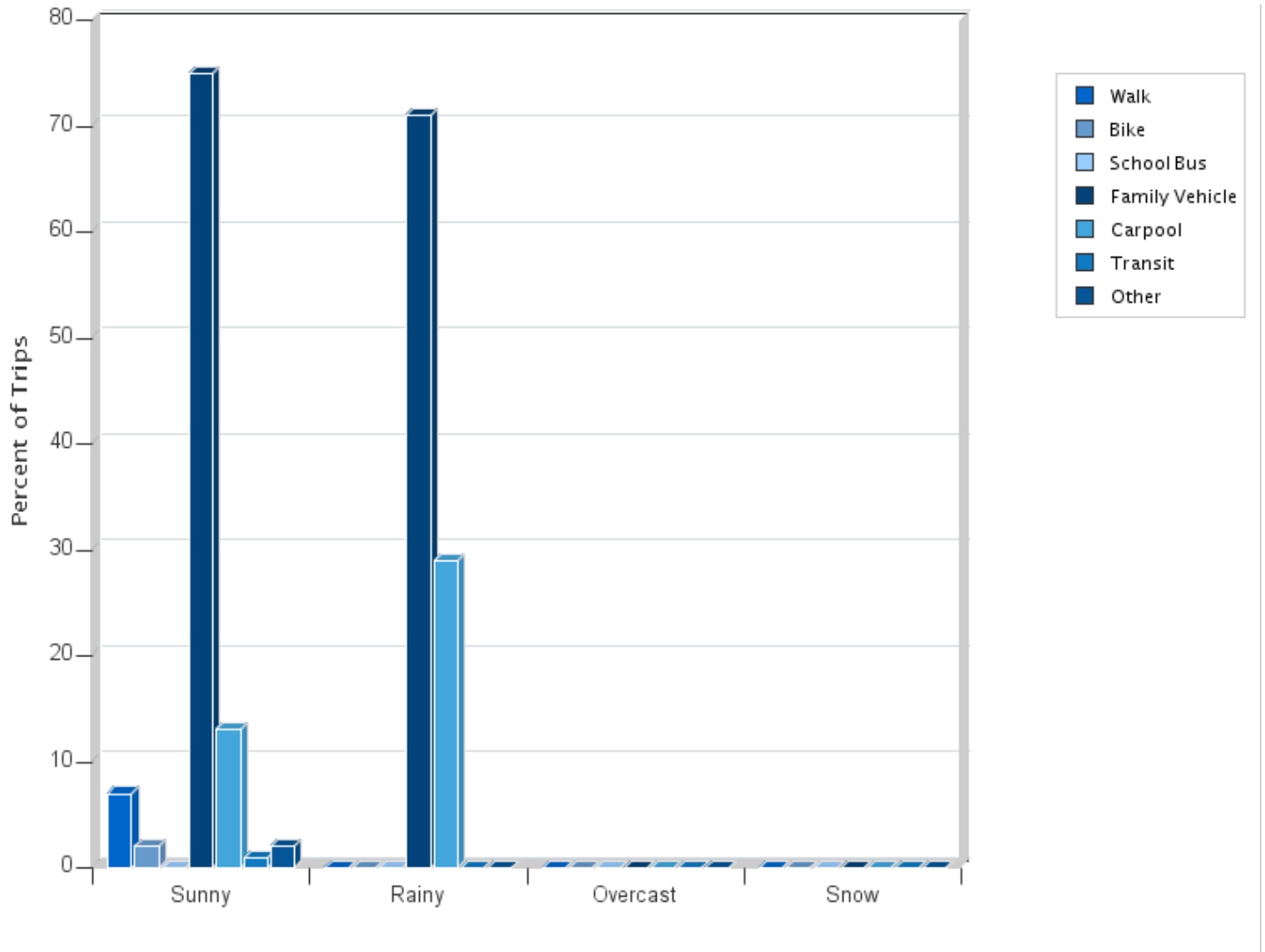


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	154	3%	3%	0%	82%	12%	0%	0.6%
Tuesday PM	137	8%	3%	0%	70%	18%	0.7%	0.7%
Wednesday AM	276	4%	1%	0%	79%	13%	0.7%	2%
Wednesday PM	237	11%	2%	0%	69%	14%	1%	4%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	699	7%	2%	0%	75%	13%	0.6%	2%
Rainy	48	0%	0%	0%	71%	29%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Scotts Valley Middle School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Scotts Valley Middle School

**Set ID:** 29134

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

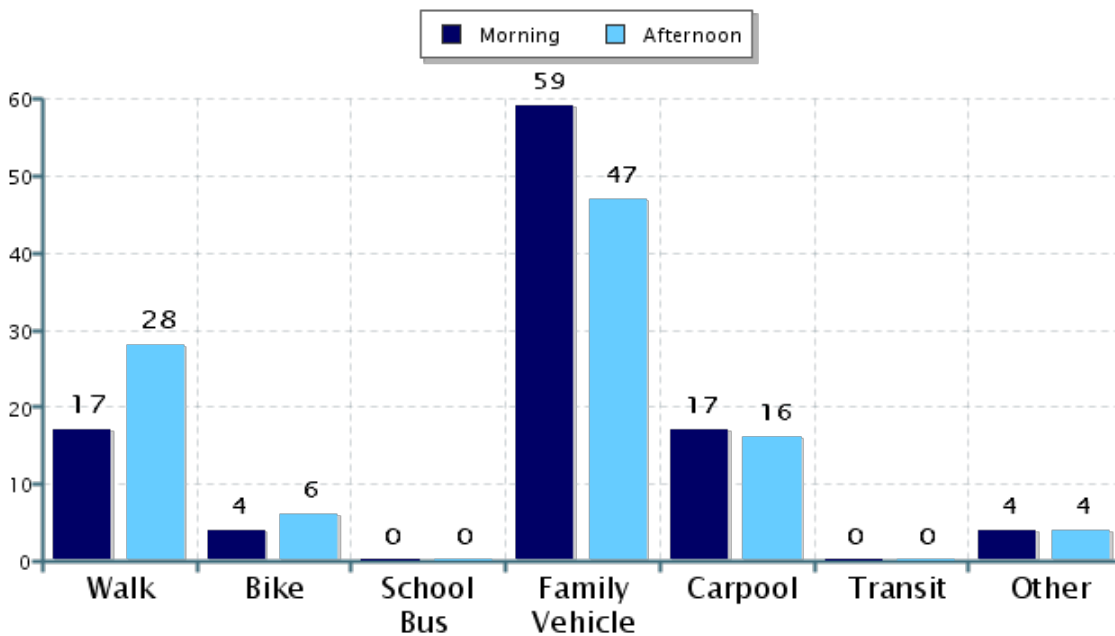
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 11

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison

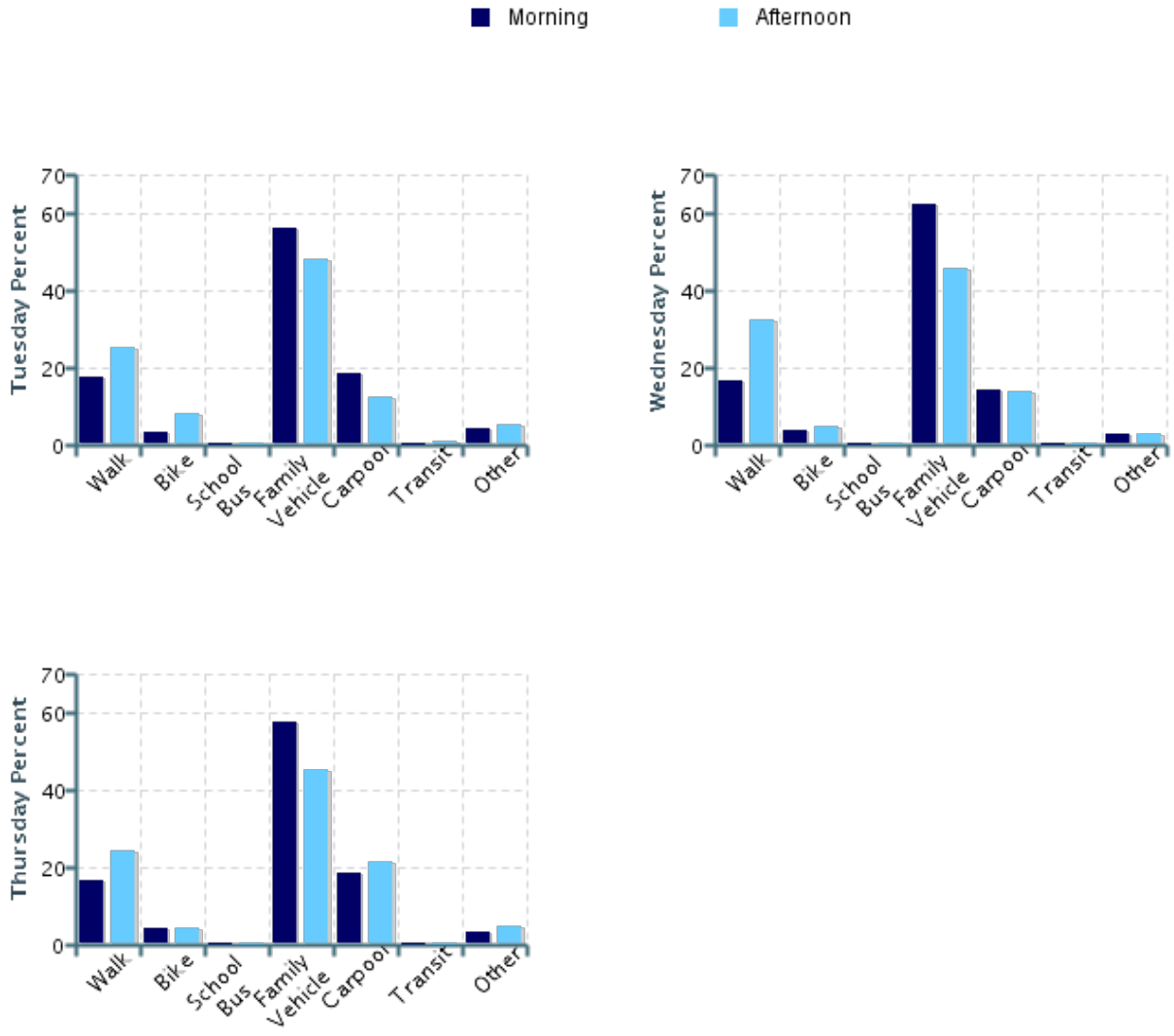


#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	612	17%	4%	0%	59%	17%	0%	4%
Afternoon	603	28%	6%	0%	47%	16%	0.2%	4%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

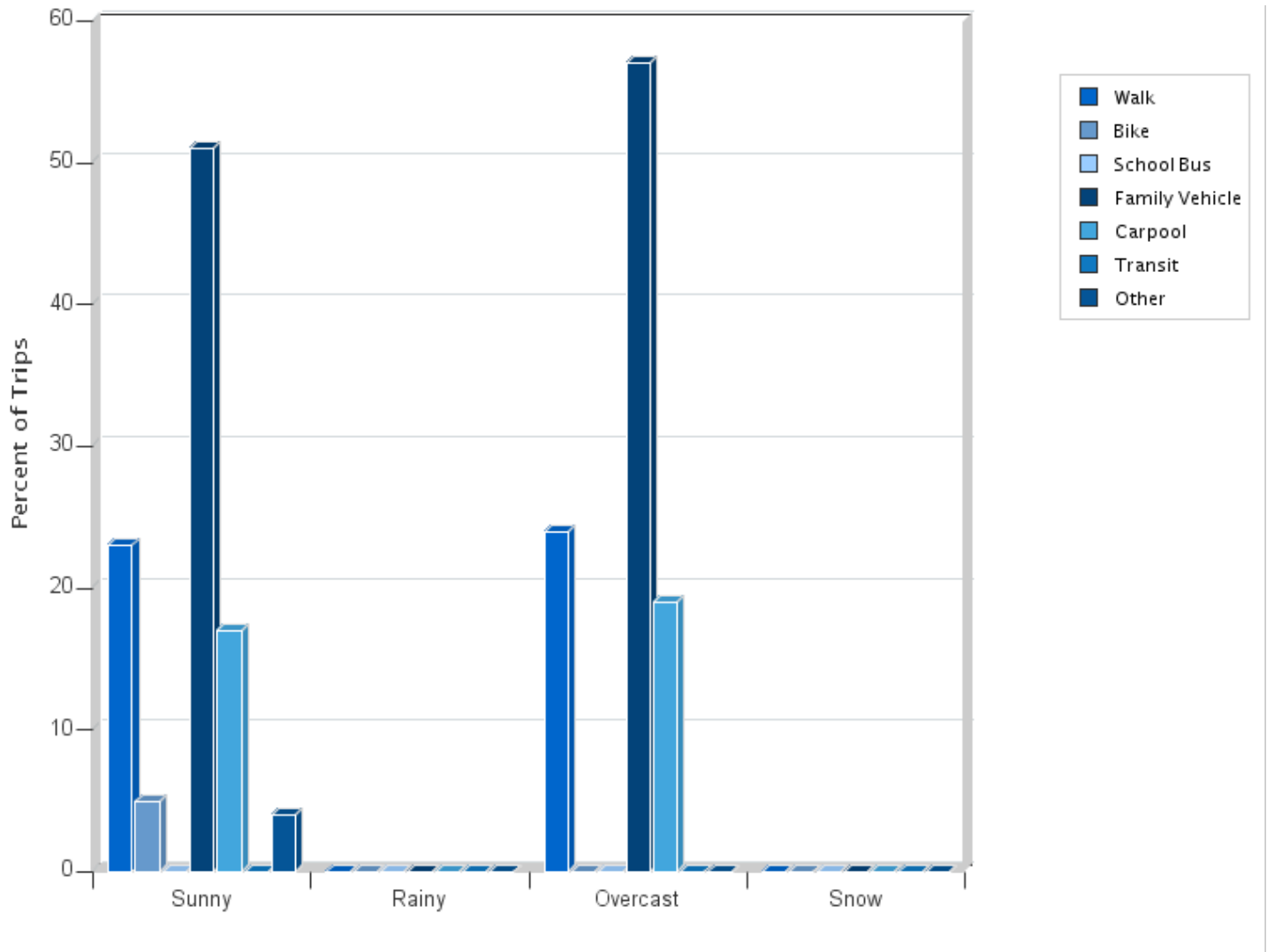


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	230	17%	3%	0%	56%	19%	0%	4%
Tuesday PM	222	25%	8%	0%	48%	13%	0.5%	5%
Wednesday AM	213	17%	4%	0%	62%	14%	0%	3%
Wednesday PM	209	33%	5%	0%	46%	14%	0%	3%
Thursday AM	169	17%	4%	0%	57%	18%	0%	4%
Thursday PM	172	24%	4%	0%	45%	22%	0%	5%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1017	23%	5%	0%	51%	17%	0.1%	4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	21	24%	0%	0%	57%	19%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Shoreline Middle School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Shoreline Middle School

**Set ID:** 29170

**School Group:** SRTS - Santa Cruz

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 11/20/2019

**% of Students reached by SRTS activities:**

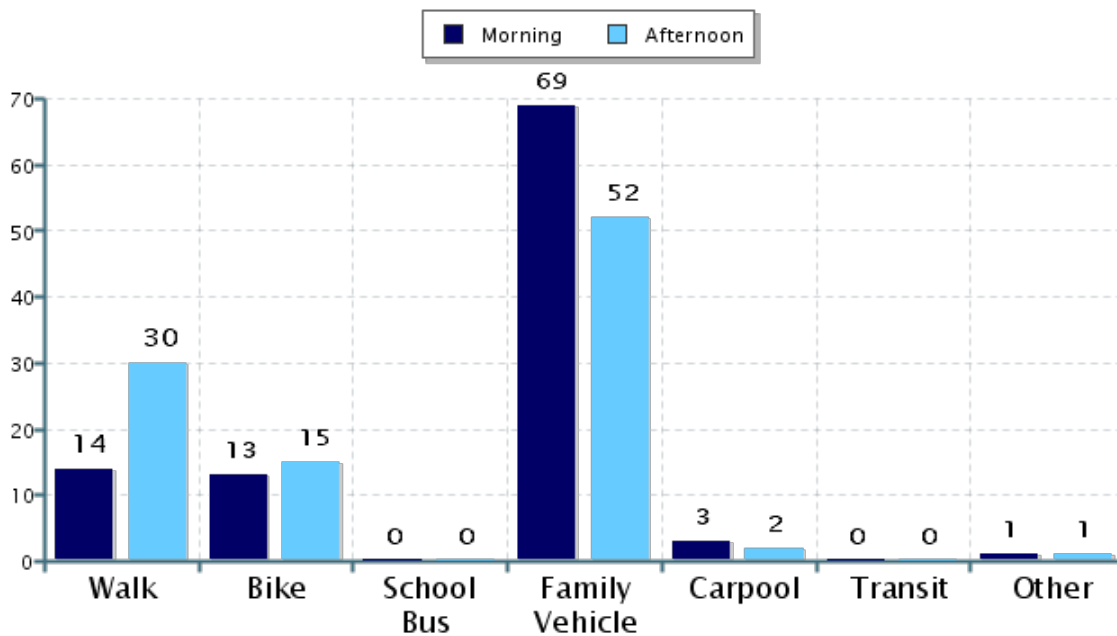
**Tags:**

**Number of Classrooms**

**Included in Report:** 4

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



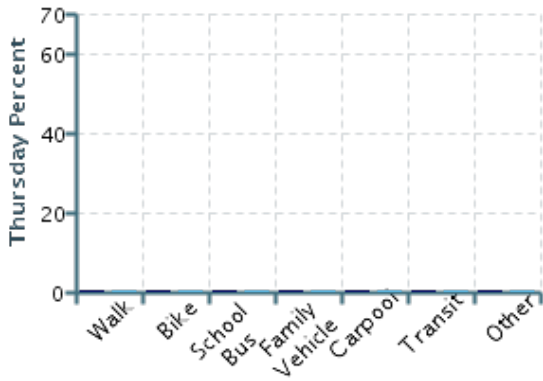
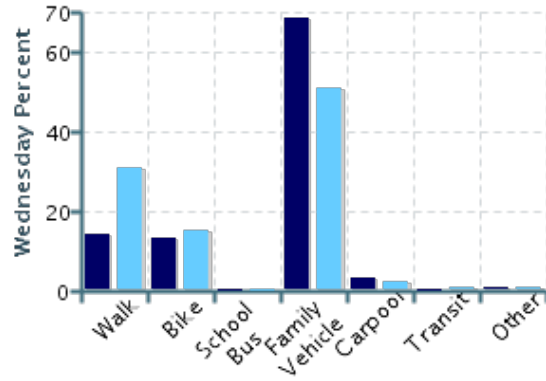
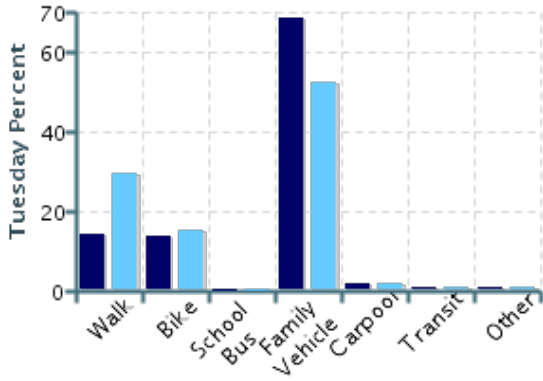
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	912	14%	13%	0%	69%	3%	0.1%	0.9%
Afternoon	904	30%	15%	0%	52%	2%	0.3%	0.7%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

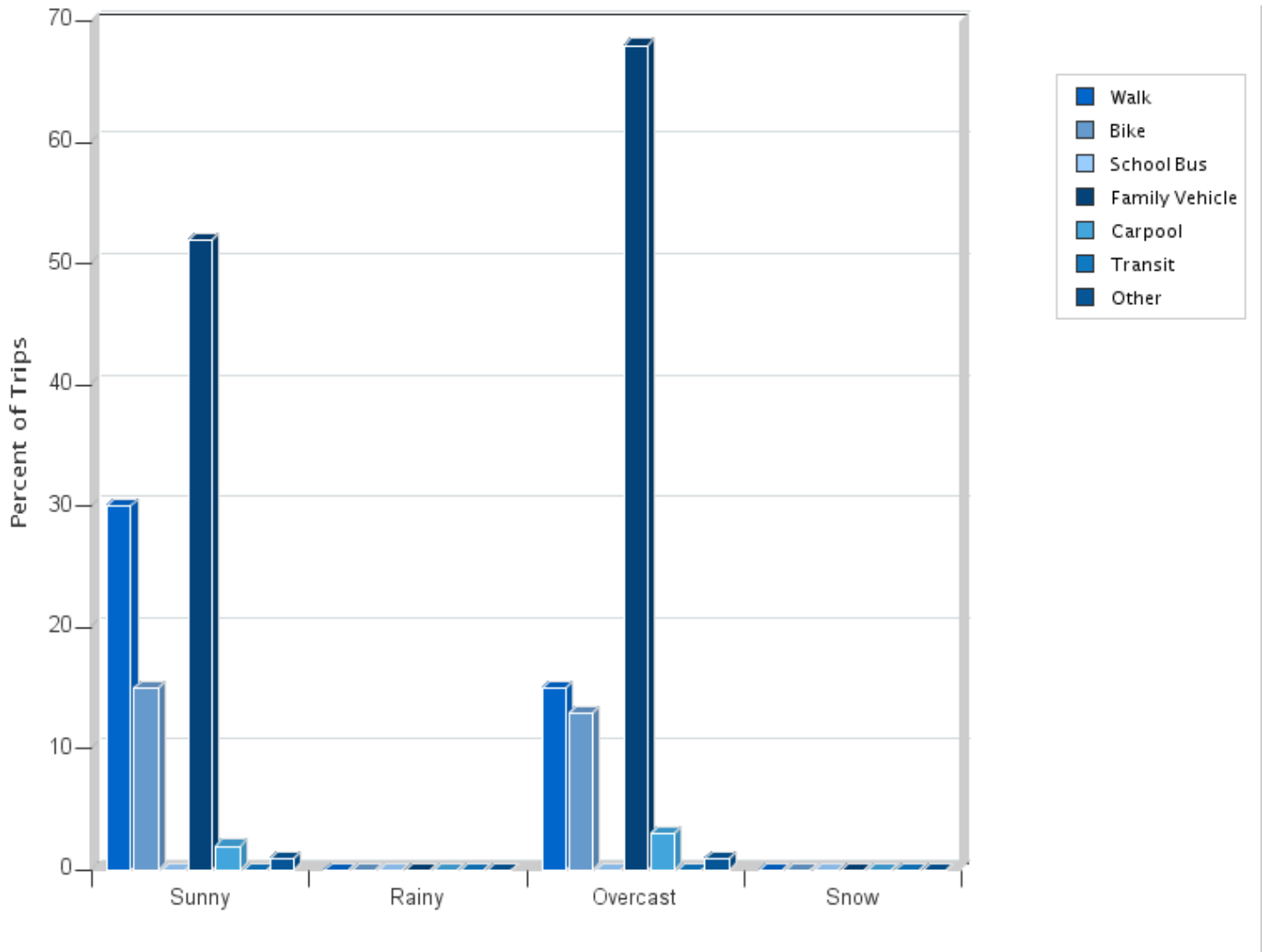


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	462	15%	14%	0%	69%	2%	0.2%	0.9%
Tuesday PM	453	29%	15%	0%	53%	2%	0.2%	0.7%
Wednesday AM	450	14%	13%	0%	69%	3%	0%	0.9%
Wednesday PM	451	31%	15%	0%	51%	2%	0.4%	0.7%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	793	30%	15%	0%	52%	2%	0.4%	0.9%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	631	15%	13%	0%	68%	3%	0.2%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Soquel High School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Soquel High School

**Set ID:** 29086

**School Group:** SRTS - Santa Cruz

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 01/28/2020

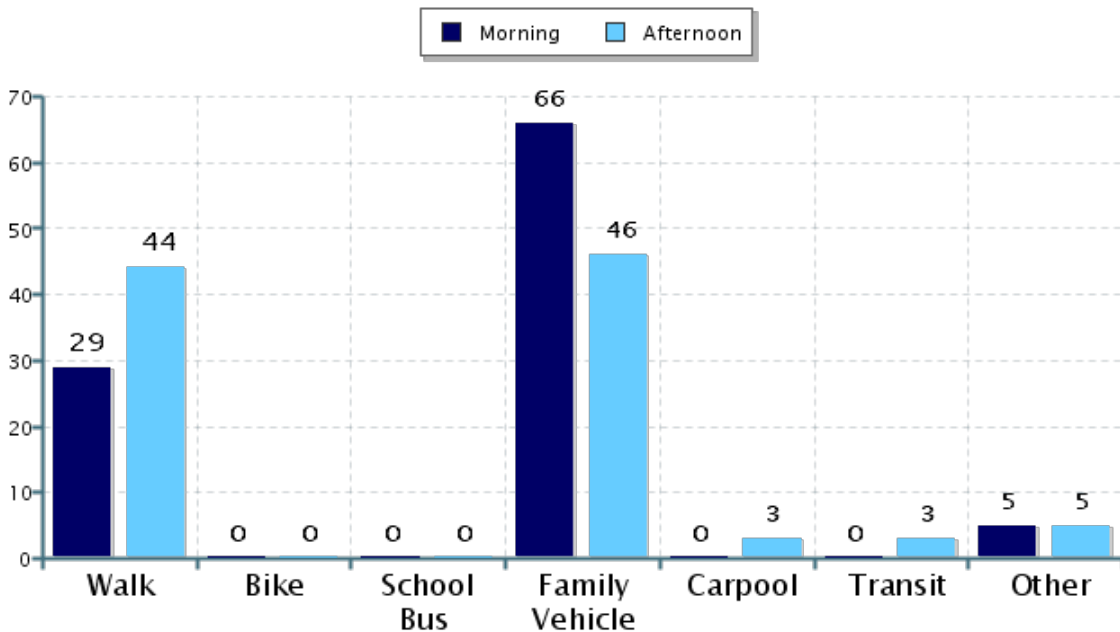
**% of Students reached by SRTS activities:**

**Tags:** 2015/16 Fall Surveys - SRTS

**Number of Classrooms  
Included in Report:** 1

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison

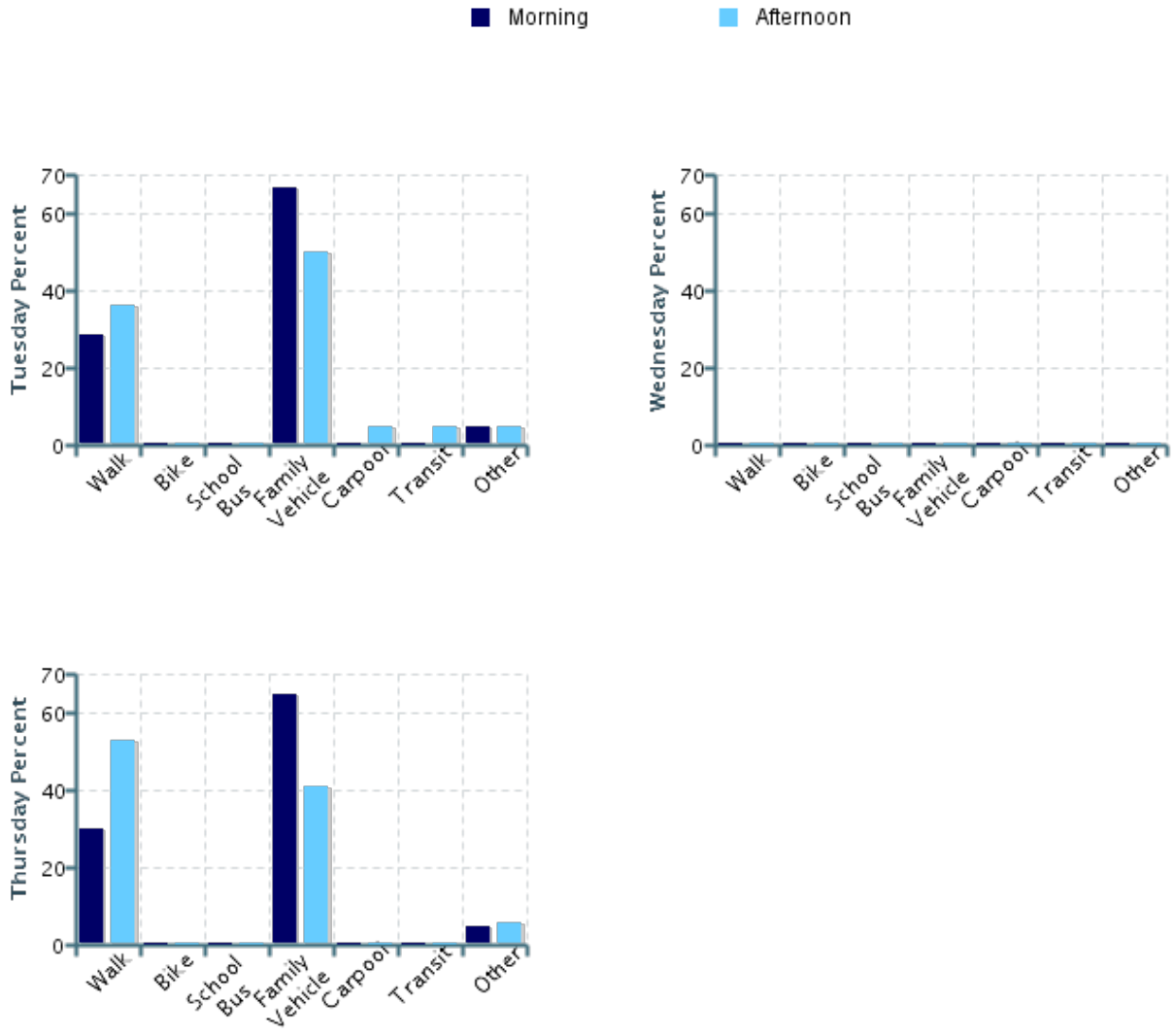


#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	41	29%	0%	0%	66%	0%	0%	5%
Afternoon	39	44%	0%	0%	46%	3%	3%	5%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

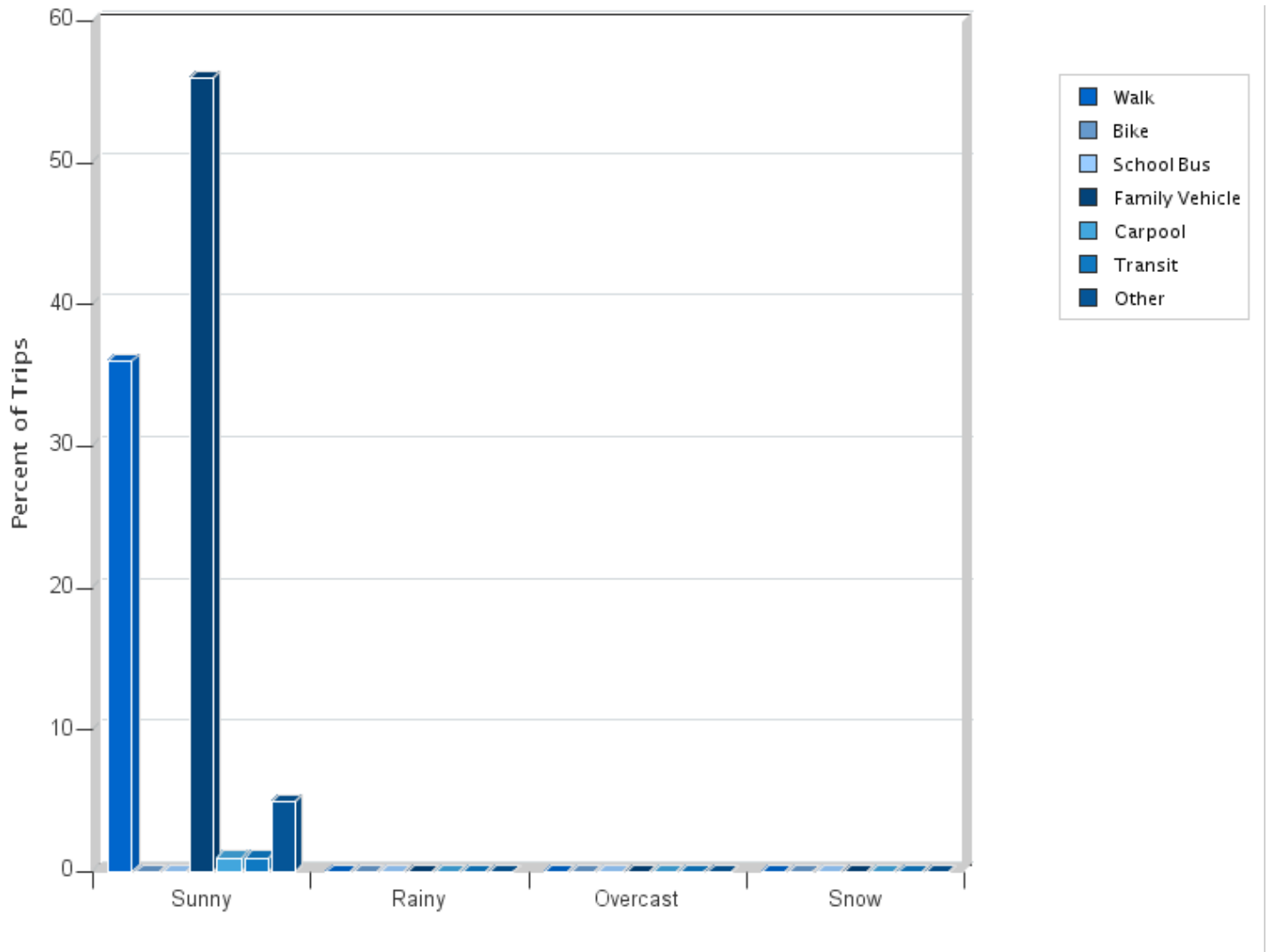


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	21	29%	0%	0%	67%	0%	0%	5%
Tuesday PM	22	36%	0%	0%	50%	5%	5%	5%
Wednesday AM		0%	0%	0%	0%	0%	0%	0%
Wednesday PM		0%	0%	0%	0%	0%	0%	0%
Thursday AM	20	30%	0%	0%	65%	0%	0%	5%
Thursday PM	17	53%	0%	0%	41%	0%	0%	6%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	80	36%	0%	0%	56%	1%	1%	5%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Valencia Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Valencia Elementary

**Set ID:** 29208

**School Group:** CTPG2018\_HSA

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

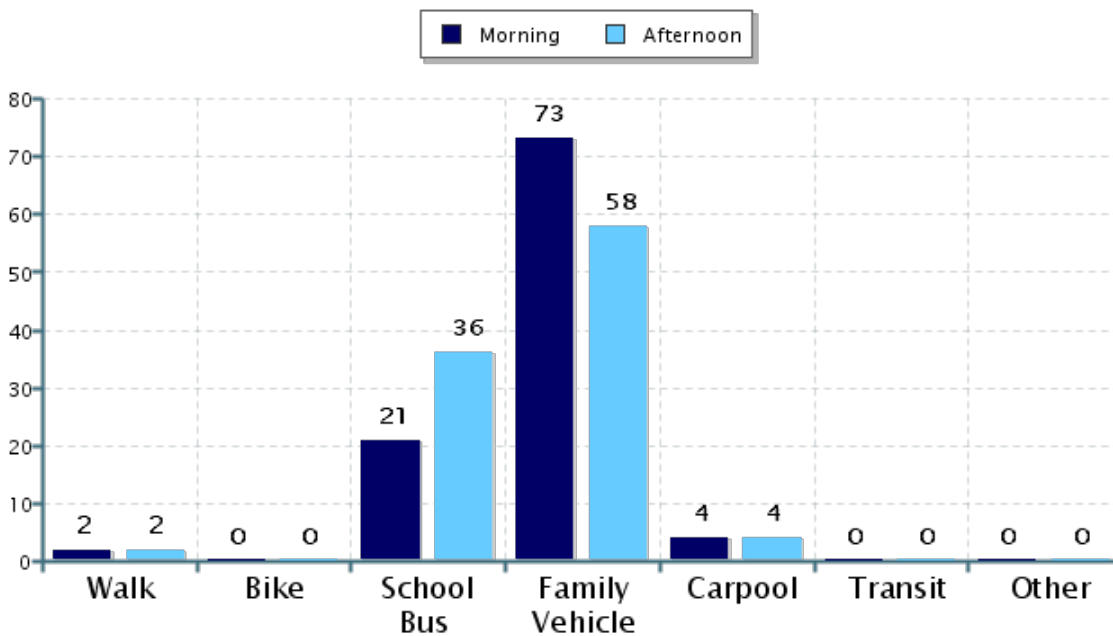
**% of Students reached by SRTS activities:**

**Tags:** Elementary School,PVUSD

**Number of Classrooms  
Included in Report:** 11

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison



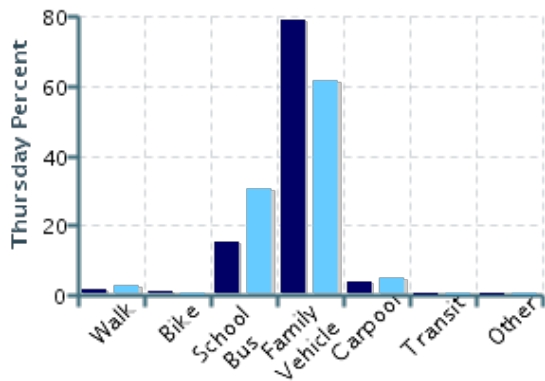
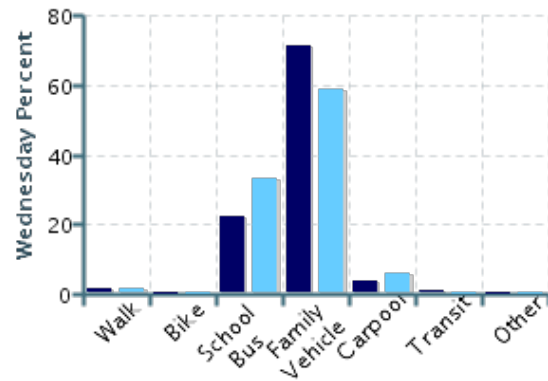
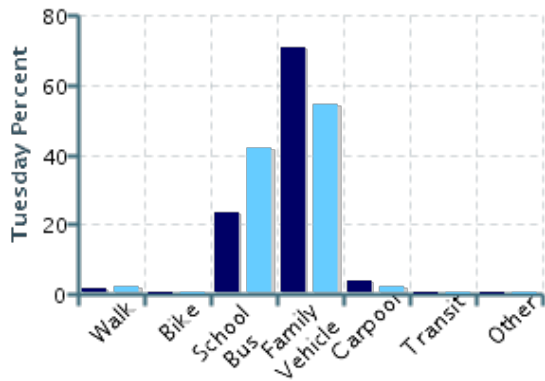
#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	553	2%	0.2%	21%	73%	4%	0.2%	0%
Afternoon	575	2%	0%	36%	58%	4%	0%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

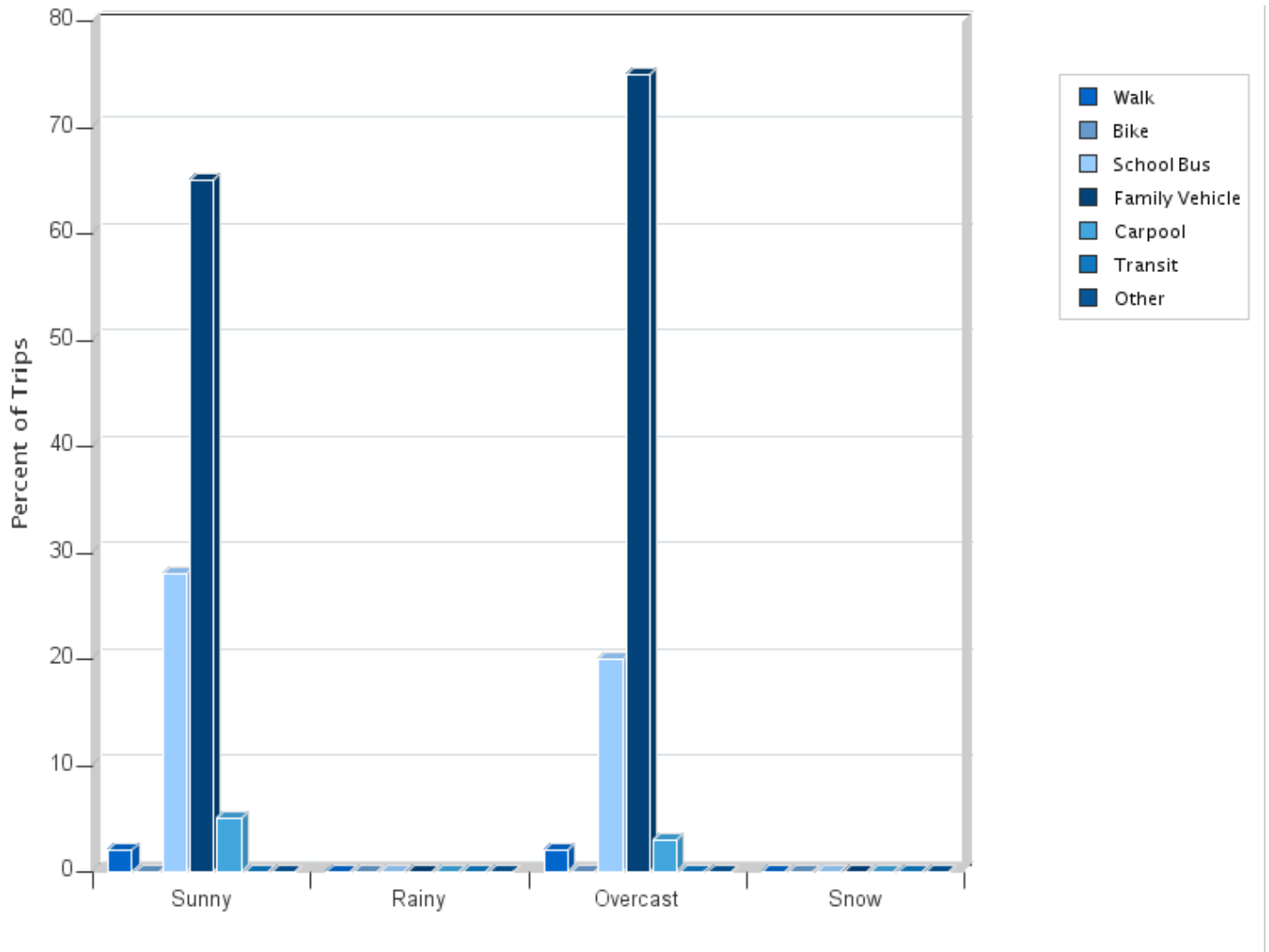


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	182	2%	0%	24%	71%	4%	0%	0%
Tuesday PM	206	2%	0%	42%	54%	2%	0%	0%
Wednesday AM	232	2%	0%	22%	72%	4%	0.4%	0%
Wednesday PM	228	2%	0%	33%	59%	6%	0%	0%
Thursday AM	139	1%	0.7%	15%	79%	4%	0%	0%
Thursday PM	141	3%	0%	30%	62%	5%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	650	2%	0%	28%	65%	5%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	307	2%	0.3%	20%	75%	3%	0.3%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Student Tally Reports - Vine Hill Elementary School

#### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Vine Hill Elementary

**Set ID:** 28198

**School Group:** CTPG2018\_SVUSD

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 07/09/2019

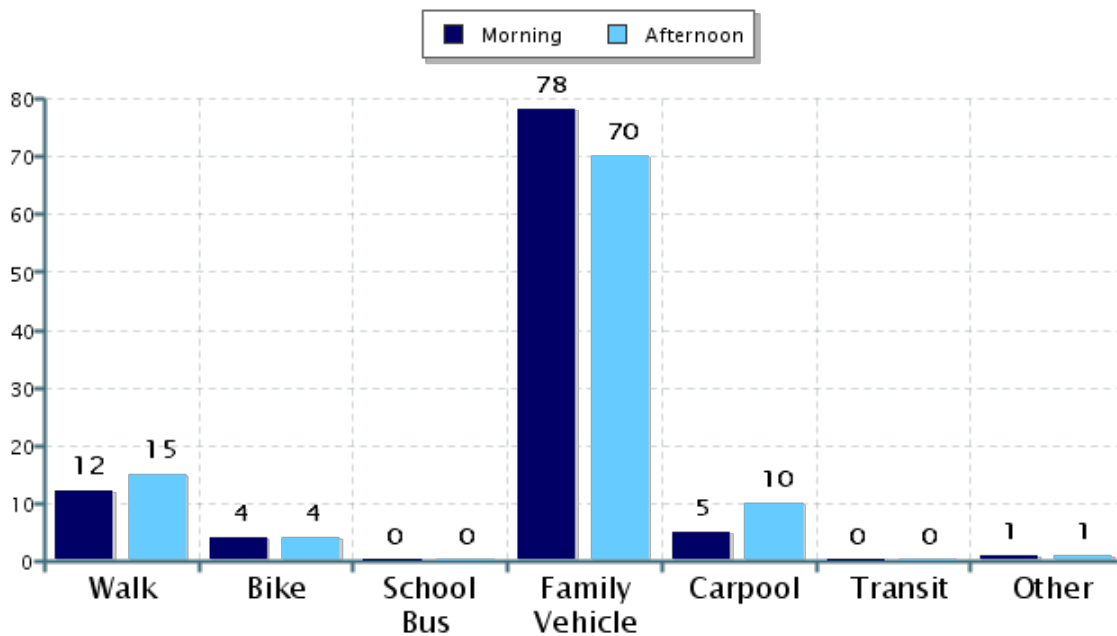
**% of Students reached by SRTS activities:**

**Tags:** Coronado SRTS 2015-2016,Elementary School

**Number of Classrooms  
Included in Report:** 17

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

#### Morning and Afternoon Travel Mode Comparison

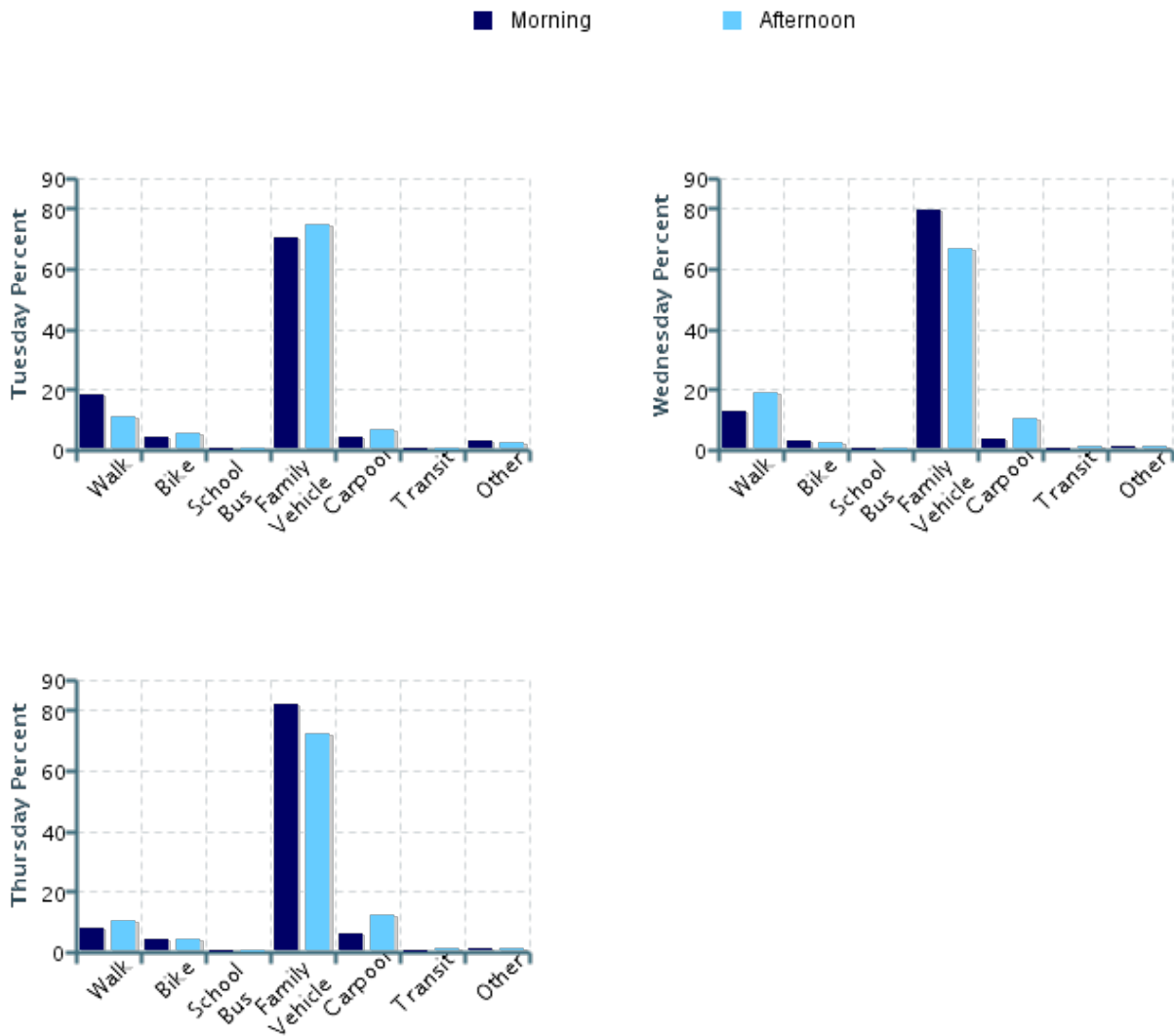


#### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	816	12%	4%	0%	78%	5%	0%	1%
Afternoon	789	15%	4%	0%	70%	10%	0.4%	1%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

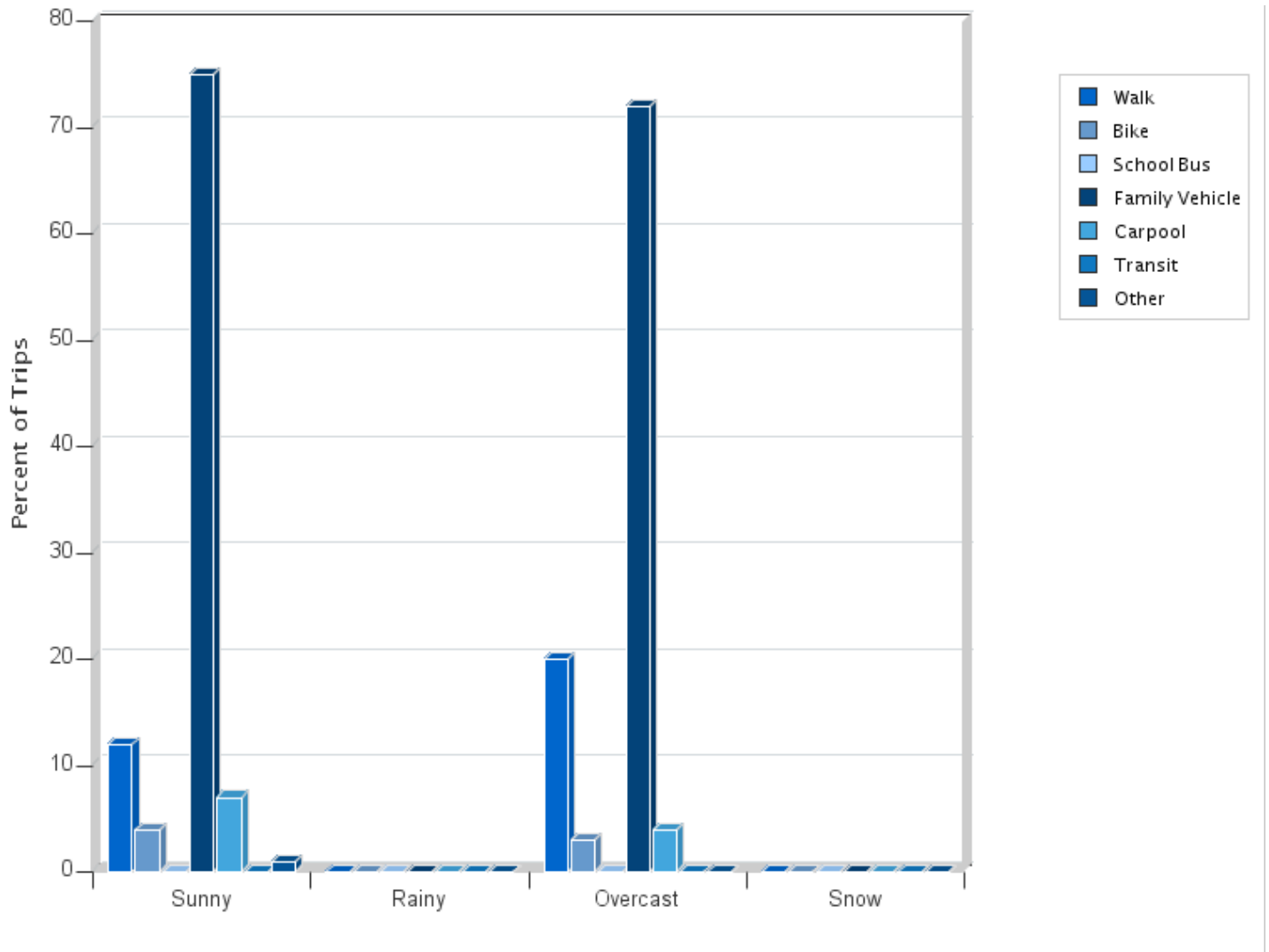


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	170	18%	4%	0%	71%	4%	0%	3%
Tuesday PM	149	11%	5%	0%	74%	7%	0%	3%
Wednesday AM	372	13%	3%	0%	80%	3%	0%	1%
Wednesday PM	373	19%	3%	0%	67%	10%	0.5%	0.8%
Thursday AM	274	8%	4%	0%	82%	6%	0%	0.4%
Thursday PM	267	10%	4%	0%	72%	12%	0.4%	0.7%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1302	12%	4%	0%	75%	7%	0.2%	1%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	211	20%	3%	0%	72%	4%	0%	0.5%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Evaluation Criteria

The table below shows the draft evaluation criteria for the Safe Routes to School reports for Unincorporated Santa Cruz County/Scotts Valley.

Criteria	Description	Max Points
Safety	If a project is located within 250 feet of more than one bicycle- or pedestrian-related collision, 30 points	30
	If a project is located within 250 feet of a bicycle- or pedestrian-related collision, 20 points	
	If a project is located within 500 feet of a bicycle- or pedestrian-related collision, 10 points	
Roadway Type	Project on state highway or arterial, 10 points	10
	Project on collector, 5 points	
Connectivity and Access	If a project closes a gap in the existing bicycle or pedestrian network, or installs new ADA infrastructure, 15 points	15
Implementation	Low cost / complexity, 20 points	20
	Medium cost / complexity, 10 points	
	High cost / complexity, 0 points	
Equity	If a project serves a school in which 80-100% of students are eligible for free/reduced meals, 15 points	15
	If a project serves a school in which 60-80% of students are eligible for free/reduced meals, 10 points	
	If a project serves a school in which 40-60% of students are eligible for free/reduced meals, 5 points	
Community Identified Need	If a project or location was identified by 2+ comments from members of the community, 10 points	10
	If a project or location was identified by one comment, 5 points	
TOTAL		100

Infrastructure Improvements for Santa Cruz County

School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Aptos Jr High	Rio Del Mar Boulevard overpass over Highway 1	Caltrans	AJ4	Narrow vehicle lanes to widen bike lanes. Install bicycle conflict markings across on- and off-ramps	20	30	5	10	0	5	70
Aptos Jr High	Stairway at Polo Drive at Soquel Drive	PVUSD	AJ1	Widen stairway	10	30	10	10	0	5	65
Aptos Jr High	Polo Drive at Soquel Drive/ Rio Del Mar Boulevard - short term	Caltrans	AJ3	Update crosswalks to high-visibility. Install curb extension on northwest corner. Install Lead Pedestrian Interval.	10	30	10	10	0	5	65
Aptos Jr High	Rio Del Mar Boulevard between Palmer Ave and Highway 1 ramps	Caltrans/County	AJ5	On south side of Highway 1, install buffered bike lanes or separated bikeway by narrowing vehicle lanes. On north side of Highway 1, upgrade bike lanes to buffered bike lanes or separated bikeway by narrowing vehicle lanes.	10	20	5	10	15	5	65
Aptos Jr High	Soquel Drive at Monroe Avenue		AJ8	Install RRFB at existing crossing	10	30	10	10	0	5	65
Aptos Jr High	Polo Drive at Soquel Drive/ Rio Del Mar Boulevard - long term	Caltrans	AJ2	Consider roundabout to improve traffic flow and safety of pedestrian crossings	0	30	10	10	0	5	55
Aptos Jr High	Bonita Drive at Rio Del Mar Boulevard/ Clubhouse Drive/ Loma Prieta Drive - short term		AJ7	Reconfigure intersection to shorten crossings and improve pedestrian access. Install sidewalks on southern side of the intersection to connect to sidewalk on Clubhouse Drive.	0	20	5	10	15	5	55
Aptos Jr High	Bonita Drive at Rio Del Mar Boulevard/ Clubhouse Drive/ Loma Prieta Drive - long term		AJ6	Consider roundabout to improve traffic flow and safety of pedestrian crossings	0	20	5	10	0	5	40

APPENDIX 3 - PRIORITIZED PROJECT LIST

School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Aptos Jr High	South side of campus	PVUSD	AJ9	Study feasibility for an ADA-compliant pathway to connect to Soquel Drive/ Monroe Avenue/Huntington Drive	0	10	0	10	15	5	40
Aptos Jr High	Huntington Drive at Wallace Avenue		AJ10	Install curb extension on northeastern corner to decrease crossing distance on Wallace Avenue. Upgrade crossing to high visibility	10	0	5	0	15	5	35
Aptos Jr High	Drop-off loop at main campus	PVUSD	AJ12	Add sidewalk or pathway to drop-off loop. Reconfigure to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school	0	0	5	0	15	5	25
Aptos Jr High	School driveway at Huntington Drive	PVUSD	AJ11	Reconfigure driveway entrance/exit to better accommodate turning buses	0	0	10	0	0	5	15
Brook Knoll Elem	Graham Hill Road at Treetop Drive	State Parks	BK10	Improve connection between west end of crosswalk and hiking trail.	10	0	10	10	15	0	45
Brook Knoll Elem	Drainage culvert near exit driveway	SVUSD	BK4	Formalize pedestrian pathway or establish an alternate designated pedestrian route onto school from Brook Knoll Drive. Install crosswalks in parking lot to connect path to school frontage.	20	0	5	0	15	0	40
Brook Knoll Elem	Treetop Drive at Oak Knoll Drive		BK7	Install additional stop sign for westbound traffic to increase visibility of stop.	20	0	5	0	15	0	40
Brook Knoll Elem	Sims Road between Graham Hill Road and La Madrona Drive		BK14	Install sidewalk	0	10	10	5	15	0	40
Brook Knoll Elem	Between school and Sims Road, approximately 400 feet south of Brook Knoll Drive (in vacant property)	Private property owner	BK15	Work with property owner to install Class I shared-use path	10	0	10	5	15	0	40
Brook Knoll Elem	Graham Hill Road south of Treetop Drive		BK11	Close sidewalk gap on east side of Graham Hill Road, connecting to Graham Hill Plaza, Nepenthe Drive and Sims Road	0	0	10	10	15	0	35

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Brook Knoll Elem	Treetop Drive/ Brook Knoll Drive between Graham Hill Road and Sims Road		BK8	Install speed feedback sign. Study options for traffic calming measures.	20	0	10	0	0	0	30
Brook Knoll Elem	Oak Knoll Drive or Orchard Drive	Private property owner	BK12	Work with property owners to identify and install pedestrian path to connect Sims Road to Treetop Drive	0	0	10	0	15	0	25
Brook Knoll Elem	Brook Knoll Drive at north side of school campus - short term	SVUSD	BK2	Open gate to allow to allow additional pedestrian entrance.	20	0	0	0	0	0	20
Brook Knoll Elem	Entry driveway	SVUSD	BK5	Narrow driveway entrance. Replace sidewalk/driveway pan	10	0	10	0	0	0	20
Brook Knoll Elem	Graham Hill Road at Treetop Drive		BK9	Conduct stop light warrant. If warrant is not met, install pedestrian hybrid beacon at crosswalk across Graham Hill Road. Install speed feedback sign near this intersection.	0	0	10	10	0	0	20
Brook Knoll Elem	School parking lot	SVUSD	BK6	Consider reversing the flow of travel to increase visibility of drivers exiting. Relocate City Parks and Recreation portable to create more efficient flow in loop.	10	0	5	0	0	0	15
Brook Knoll Elem	Exit driveway	SVUSD	BK3	Remove double yellow centerline stripe. Reconfigure exit driveway to T-up driveway with roadway and tighten curb radii	0	0	10	0	0	0	10
Brook Knoll Elem	Brook Knoll Drive at north side of school campus - long term	SVUSD	BK1	Move retaining wall back to create new drop-off area on school property	0	0	5	0	0	0	5
Brook Knoll Elem	Brook Knoll Drive		BK13	Repair/widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris	0	0	5	0	0	0	5

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Calabasas Elem	Buena Vista Drive between Freedom Boulevard and Calabasas Road		CA7	Study options to install sidewalk on north side of roadway or Class 1 facility on south side.	0	30	10	5	15	15	75
Calabasas Elem	Bowker Road between Calabasas Road and Buena Vista Drive		CA8	Install slotted speed humps per County's Speed Bump Procedure.	20	30	5	0	0	15	70
Calabasas Elem	On campus or in front of school between parking lot and drop-off loop	PVUSD	CA1	Install bike parking area	20	20	5	0	0	15	60
Calabasas Elem	Staff parking lot, east side, north of crosswalk	PVUSD	CA3	Install hatched markings and/or berm to prevent drivers from parking on the crosswalk	20	20	0	0	0	15	55
Calabasas Elem	Bradford Road at Calabasas Road		CA4	Install curb extensions at two corners to decrease crossing distance on Bradford Road. Refresh crosswalks	10	20	10	0	0	15	55
Calabasas Elem	Calabasas Road between Buena Vista Drive and Bradford Road.		CA5	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install "no stopping/bike lanes" signs to south side of road	10	30	0	0	0	15	55
Calabasas Elem	Drop-off loop	PVUSD	CA2	Reconfigure loop to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school. Allocate one curb frontage to bus, one to parent drop-off. Terminate sidewalk before curves entering and exiting driveway. Stripe exit driveway to show vehicle entry for staff parking lot. Install separate entrance for staff parking	0	20	5	0	0	15	40
Calabasas Elem	Calabasas Road at Barbara Way		CA6	Install curb extension at northeast corner	10	10	5	0	0	15	40
Calabasas Elem	Buena Vista Drive between Freedom Boulevard and Bowker Road		CA9	Restripe crosswalks at Calabasas Road and Miller Avenue. Install speed feedback sign.	20	30	10	5		15	80

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Countywide	Freedom Boulevard between Bowker Road and Airport Boulevard		C3	Close sidewalk gaps on south side of street between Bowker and Buena Vista, and both sides of street between Buena Vista and Airport. Study options to improve pedestrian crossing of Buena Vista Drive.	0	30	5	10	15	15	75
Countywide	Soquel Drive between Santa Cruz city limits and Aptos Rancho Road		C9	Narrow vehicle travel lanes to install Class IV separated bikeway. Lane widths must meet County's Design Criteria standards. Where possible, consolidate or narrow driveways.	0	30	10	10	15	5	70
Countywide	Graham Hill Road between Highway 9 and Ocean Street - long term		C1	Install Class I shared-use path. Lockwood to Treetop is high priority segment.	0	30	10	10	15	0	65
Countywide	17th Avenue between Highway 1 and Portola Drive/ East Cliff Drive		C4	Remove or reduce width of center turn lane to install Class IV separated bikeway in non-residential blocks and buffered bike lanes in residential blocks. Lane widths must meet County's Design Criteria standards. Install green lane conflict markings at intersections.	0	30	10	10	0	15	65
Countywide	Felt Street between 17th Avenue and Paget Avenue		C5	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install no stopping/bike lanes signs on south side of road	20	30	5	5	0	5	65
Countywide	Railroad tracks between 17th Avenue and 30th Avenue	SCCRTC	C6	Study feasibility for pedestrian/bicycle overcrossing	0	30	10	0	15	5	60
Countywide	Graham Hill Road between Lockwood and Treetop - short term	State Parks/ County	C2	Explore partnership with State Parks to construct continuous path on west side of Graham Hill Road.	0	20	10	10	15	0	55
Countywide	Rodriguez Street between 7th Avenue and Chanticleer Avenue		C7	Install green conflict markings and second bike lane stripe to separate parking aisles and bike lanes. Consider speed humps/speed tables per County's Speed Bump Procedure.	10	30	5	5	0	5	55

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Countywide	Clubhouse Drive between Rio Del Mar Boulevard and Sumner Avenue, and Rio Del Mar Boulevard between Murray and the Esplanade		C11	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school. Repair broken sidewalks and close sidewalk gaps	0	30	5	5	15	0	55
Countywide	Aptos Beach Drive		C12	Consider sharrows and striped edge line	20	30	0	5	0	0	55
Countywide	Capitola Road between Soquel Avenue and 45th Avenue		C8	Consider buffered or protected bike lanes in upcoming project to reconstruct Capitola Road.	0	30	5	10	0	5	50
Countywide	Porter Street/ Bay Avenue between Center Street and Soquel Drive		C10	Narrow vehicle lanes to widen bike lanes or add buffers to bike lanes. Lane widths must meet County's Design Criteria standards.	10	30	0	10	0	0	50
Del Mar Elem	Alice Street at Corcoran Avenue		DM3	Upgrade existing crosswalk to high visibility. Install high-visibility crosswalk across Corcoran Avenue. Install sidewalk/ path between apartment complex driveway and new crosswalk. Conduct stop sign warrant in northbound direction or consider RRFB at new crossing. Trim vegetation on northwest corner	10	20	10	5	15	10	70
Del Mar Elem	17th Avenue at E Cliff Drive/ Portola Drive		DM7	Install bicycle intersection crossing markings through the intersection. Study options to realign crosswalks to increase pedestrian visibility, install curb extensions at northeast and southwest corners and remove slip lanes	10	30	10	10	0	10	70
Del Mar Elem	Corcoran Avenue at Portola Drive		DM4	Install curb extension on northeast corner to shorten crossing distance on Corcoran Avenue. Upgrade crosswalk across Corcoran Avenue to high visibility	10	30	5	5	0	10	60
Del Mar Elem	17th Street at Merrill Street		DM1	Install curb extensions on northwest, southwest and southeast corners to shorten crossing distance on Merrill Street.	0	20	10	10	0	10	50

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Del Mar Elem	Jami Lane at Alice Street		DM2	Upgrade crosswalk to high visibility	20	0	10	5	0	10	45
Green Acres Elem	Bostwick Lane - east	LOSD	GA2	Remove contra flow bike lane striping. Install bike lanes	20	10	10	0	15	5	60
Green Acres Elem	Paul Minnie Avenue		GA4	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	20	20	10	5	0	5	60
Green Acres Elem	Vacant lot between school and Rodriguez Street	LOSD	GA9	Include path from Rodriguez Street to school as part of future development. If path is installed, consider crosswalk across Rodriguez at Koopmans.	20	10	5	5	15	5	60
Green Acres Elem	Rodriguez Street at Paul Minnie Avenue		GA5	Daylight intersection.	20	20	5	5	0	5	55
Green Acres Elem	17th Avenue at Rodriguez Street		GA10	Consider neighborhood traffic circle	10	20	10	10	0	5	55
Green Acres Elem	Paul Minnie Avenue at Bostwick Lane		GA3	Conduct stop sign warrant.	20	10	10	5	0	5	50
Green Acres Elem	Bostwick Lane - west	LOSD	GA1	Install slotted speed humps per County's Speed Bump Procedure. Remove bollards in pathway entrances to school. Daylight parking lot entrance and exit	20	10	10	0	0	5	45
Green Acres Elem	Rodriguez Street path and gate to school	LOSD?	GA7	Pave path. Open gate for Tierra Pacifica students	10	20	5	5	0	5	45
Green Acres Elem	Jose Avenue at Rodriguez Street		GA12	Install RRFB	10	20	5	5	0	5	45
Green Acres Elem	School grounds	LOSD	GA8	Pave/upgrade path from Rodriguez Street path to bike corral	10	10	5	5	0	5	35
Lakeview Middle	School Driveway/East Lake Avenue/ Hwy 152	Caltrans/PVUSD	LM8	Install sidewalk on north side of school driveway between East Lake Avenue / Hwy 152 and faculty lot driveway. Install high visibility crosswalk across faculty lot driveway with additional 'staff parking only/'no pick up or drop off' signs.	20	20	10	10	15	15	90

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Lakeview Middle	Holohan Road between Green Valley Road and Lake Avenue/ Hwy 152 - short term		LM3	Repair speed feedback sign. Install school zone signage and pavement markings as appropriate.	20	30	5	10	0	15	80
Lakeview Middle	Holohan Road at East Lake Avenue/Hwy 152	Caltrans	LM1	Expand pedestrian landing at southeast corner, considering existing drainage in design. Refresh high visibility crosswalk paint. Install limit lines for all vehicle approaches that are set back from crosswalks. Install button-operated pedestrian countdown timers and push button at each traffic signal with lead pedestrian intervals	10	30	10	10	0	15	75
Lakeview Middle	Holohan Road between Green Valley Road and Lake Avenue - long term		LM2	Install Class IV separated bikeways or a Class I shared-use path along Holohan Road.	0	30	5	10	15	15	75
Lakeview Middle	East Lake Avenue/Hwy 152 between Holohan Road and school driveway	Caltrans/ PVUSD	LM7	Retrofit eastern sidewalk/path to be Class I shared-use path. Paint red curb on East Lake Avenue /Hwy 152 outside of school driveway. Pave path from East Lake Avenue /Hwy 152 to sidewalk south of bus loop	10	30	10	10	0	15	75
Lakeview Middle	College Road between Lake Avenue/ Hwy 152 and Lakeview Road		LM6	Install sidewalk or Class I shared-use path	0	30	0	10	15	15	70
Lakeview Middle	School Dropoff Zone - short term	PVUSD	LM10	Paint vehicle lanes directing vehicles through the school loop. Refresh pavement markings along driveway and through loading zone loop. Include directional arrows for the vehicle through lane and a painted curbside loading zone. Install larger 'Do Not Enter' and 'Except Buses' signage at bus driveway. Install crosswalk and ramp to connect ADA parking spaces with school campus. Look at relocating ADA spaces to avoid crossing dropoff loop.	20	10	10	0	15	15	70

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Lakeview Middle	Holohan Road at Laken Drive		LM4	Install sidewalk on Holohan Road between Laken Drive and East Lake Avenue /Hwy 152. Paint high visibility crosswalk across Laken Drive (both intersections)	10	10	0	10	15	15	60
Lakeview Middle	School Dropoff Zone - long term	PVUSD	LM9	Reconfigure loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school	0	10	10	0	0	15	35
Live Oak Elem	Capitola Road at Chanticleer Avenue		LO1	Install lead pedestrian interval and No Right on Red LED blank-out signs during school pick-up/drop-off times	20	30	10	10	0	15	85
Live Oak Elem	Capitola Road between 17th Avenue and Chanticleer		LO2	Repair sidewalk and work with property owners to clear debris. Relocate utility poles/cabinet if possible	10	30	10	10	0	15	75
Live Oak Elem	17th Avenue at Harper Street		LO7	Install high-visibility crosswalks on both legs of Harper Street. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install RRFB for 17th Avenue crossing.	10	30	10	10	0	15	75
Live Oak Elem	Chanticleer Avenue at school driveway		LO5	Remove one additional angled parking space to improve visibility when exiting the school driveway	20	20	10	0	0	15	65
Live Oak Elem	School parking lot	LOSD	LO4	Widen sidewalk/path on south side of parking lot between Chanticleer Avenue and school	20	10	10	0	0	15	55
Live Oak Elem	School drop-off loop	LOSD	LO3	Reconfigure loop to have staff parking on the north side of the loop and lot on the east side of the loop adjacent to the school. Install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school. Remove angled parking in school parking lot. Narrow exit driveway	0	10	10	0	0	15	35
Live Oak Elem	Harper Street at Chanticleer Avenue		LO6	Install curb extensions on northeast and southwest corners to narrow crossing distance across Harper Street	0	0	10	0	0	15	25

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Main Street	Bridge Street at north leg of intersection of Soquel and Center		MS12	Refresh crosswalk paint for the north leg crosswalk at Soquel Drive and Center Street. Make the northeast corner a tighter turning radius and expand the pork-chop in the northwest corner	10	30	5	0	15	0	60
Main Street	Soquel Drive		MS16	Conduct speed survey	20	30		10	0	0	60
Main Street	Bridge Street		MS11	Install School Zone Sign	20	30	5	0	0	0	55
Main Street	Main Street in front of school	SESD	MS3	Instate crossing guard at the Rectangular Rapid Flashing Beacon crossing in front of school.	20	0		5	0	0	25
Main Street	Main Street		MS4	Install Hatching and move Stop Bar	20	0		5	0	0	25
Main Street	School drop-off loop	SESD	MS5	Install 'Entry Only' and 'Exit Only' Signs	20	0		0	0	0	20
Main Street	School campus	SESD	MS13	Do not convert faculty/staff parking lot to a parent/guest parking lot. Removal of faculty/staff would most likely cause more all-day parking on adjacent streets.	20	0		0	0	0	20
Main Street	School drop-off loop	SESD	MS15	Consider a pickup procedure by grade that better utilizes the smaller loop during pickup to more efficiently move vehicles through the parking lot	20	0		0	0	0	20
Mar Vista Elem	School Entrance Driveway	PVUSD	MV1	Install a protected shared-use path from driveway to front of school. Move School Speed Limit sign away from vegetation	10	20	10	0	15	0	55
Mar Vista Elem	School Exit Driveway	PVUSD	MV4	Install MUTCD-compliant "No Left Turn" signage. Refresh markings. Install shared-use path from driveway to front of school	10	10	10	0	15	0	45
Mar Vista Elem	Main Parking Lot/Loop - short term	PVUSD	MV3	Refresh markings and restripe parking lot for better traffic flow. Install high visibility crosswalk across main drive aisle. Install pavement markings to delineate passenger loading lane and through lane.	20	10	10	0	0	0	40
Mar Vista Elem	Soquel Drive between Calabria Street and Lomita Court		MV6	Trim vegetation to clear speed feedback sign	20	10	0	10	0	0	40

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Mar Vista Elem	Soquel Drive at Borregas Drive		MV7	Install curb extensions on both sides of Borregas Drive crossing and upgrade crosswalk to high visibility. Refresh STOP pavement marking. Trim vegetation near stop sign. Install green bike lane conflict markings on Soquel at the bus stop and across Borregas Drive	10	10	10	10	0	0	40
Mar Vista Elem	Soquel Drive at Mar Vista Drive		MV9	Install high-visibility crosswalk across Soquel at Mar Vista. Install RRFB or overhead pedestrian hybrid beacon	0	20	10	10	0	0	40
Mar Vista Elem	Soquel Drive at Calabria Street		MV5	Install high visibility crosswalk across Calabria Street and install curb extension on eastern corner. Install pedestrian island in Soquel Drive crosswalk with mountable curb, push limit line back 5', and install 'Keep Clear' markings through intersection with Calabria. Install green bike lane conflict markings at the bus stop and across Calabria Street	10	10	0	10	0	0	30
Mar Vista Elem	Estates Drive and Borregas Drive		MV8	Install Class III bike route road markings and signage. Install traffic calming measures per County's Speed Bump Procedure.	10	10	10	0	0	0	30
Mar Vista Elem	Mar Vista Drive		MV10	Explore opportunities to create pedestrian connection between the two sections of Mar Vista Drive north of Soquel Drive, through Water District property	0	0	5	5	15	0	25
Mar Vista Elem	Main Parking Lot/Loop - long term	PVUSD	MV2	Reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school	0	10	10	0	0	0	20
Mar Vista Elem	Soquel Drive between Wisteria Way and Twin Palms Drive		MV11	Fill sidewalk gaps.	10	20	10	10	15	0	65
Pajaro Valley High	Harkins Slough Road westbound		PV2	As the bike lane terminates approaching the school entrance, install green conflict markings in the transtion area. Install green-backed sharrows in the right turn lane	20	0	10	5	0	15	50

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Pajaro Valley High	Harkins Slough Road between school driveway and Silver Leaf Drive		PV1	Trim branches that encroach onto sidewalk. Remove bike lane on south side of Harkins Slough Road and install two-way Class IV facility on north side with flexible delimiters. Install pedestrian-scale lighting.	10	0	10	5	0	15	40
Rio Del Mar Elem	School grounds at northern school driveway	PVUSD	RDM3	Install sidewalk between Pinehurst Drive and crosswalk across staff parking entrance. Widen crosswalk and restripe as high visibility.	20	0	5	0	15	0	40
Rio Del Mar Elem	Pinehurst Drive between Pinehurst Way and Clubhouse Drive		RDM6	Close sidewalk gaps. Install No Stopping Anytime (R26 (S)) signs in red zones	10	0	10	5	15	0	40
Rio Del Mar Elem	Sumner Avenue between Dolphin Drive and Clubhouse Drive		RDM8	Install sidewalk. Study feasibility of bicycle boulevard treatments along the corridor	0	0	10	10	15	0	35
Rio Del Mar Elem	School grounds, south of drop-off loop	PVUSD	RDM1	Install pedestrian path between school and path that connects to Pinehurst Drive. Consider incorporating a bioswale into design	10	0	5	0	15	0	30
Rio Del Mar Elem	Pinehurst Drive at Greenbrier Drive		RDM4	Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Drive on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Drive between 901 Pinehurst Drive and pedestrian path to school drop-off loop entrance. Repair curb and gutter at northwest corner of intersection.	0	0	10	5	15	0	30
Rio Del Mar Elem	School drop-off loop	PVUSD	RDM2	Make staff entrance only on north side of loop (new/upgrade signage). Trim vegetation at driveway exit. Reconfigure parking lot if needed to accommodate changes to entrances/exits. Install ADA-compliant ramp at eastern leg of high-visibility crosswalk through parking lot	0	0	5	0	15	0	20
Rio Del Mar Elem	Dolphin Drive at Pinehurst Drive		RDM7	Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations	10	0	5	5	0	0	20

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Rio Del Mar Elem	Pinehurst Drive at Pinehurst Way		RDM5	Remove gate/fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks	0	0	5	5	0	0	10
Santa Cruz Gardens	Winkle Avenue and Cabrillo Avenue		SCG4	Install ADA ramp on northwest corner of Winkle Ave and Cabrillo Ave.	10	20		0	15	0	45
Santa Cruz Gardens	School Parking Lot	SESD	SCG13	Install extruded curb 1' offset from existing and pylons every 100'	10	20		0	15	0	45
Santa Cruz Gardens	Winkle Avenue and Cabrillo Avenue		SCG2	Install Red Curb Striping 25' from each corner.	20	20		0	0	0	40
Santa Cruz Gardens	North side of Winkle Avenue, East of school gate		SCG5	Install red curb and "No Parking" sign	20	20		0	0	0	40
Santa Cruz Gardens	School Parking Lot	SESD	SCG10	Widen vehicle gate to align with curb on north sidewalk	20	20		0	0	0	40
Santa Cruz Gardens	School Parking Lot	SESD	SCG11	Remove second fence at pedestrian gate and widen first gate to full width of crosswalk. Include swing gate.	20	20		0	0	0	40
Santa Cruz Gardens	School Parking Lot	SESD	SCG12	Refresh crosswalk markings.	20	20		0	0	0	40
Santa Cruz Gardens	School Parking Lot	SESD	SCG14	Remove "No Parking" signs and install hatching to prevent parking	20	20		0	0	0	40
Santa Cruz Gardens	Winkle Avenue and Thurber Lane		SCG1	Install Red Curb Striping 15' from each corner.	20	10		5	0	0	35
Santa Cruz Gardens	Winkle Avenue and Thurber Lane		SCG3	Upgrade crosswalks to high visibility.	20	10		5	0	0	35
Santa Cruz Gardens	Cabrillo Ave., 500' from school north and south		SCG6	Install school speed limit sign	20	10		0	0	0	30
Santa Cruz Gardens	General		SCG15	Update school signage to MUTCD guidelines	20	10		0	0	0	30

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Santa Cruz Gardens	School Drop-off Loop	SESD	SCG16	Consider parking lot redesign for a more efficient flow and provide additional parking	10	20		0	0	0	30
Santa Cruz Gardens	Thurber Lane, 500' from school north and south		SCG7	Install school speed limit sign	20	0		5	0	0	25
Santa Cruz Gardens	Thurber Lane, 500' south of Winkle and north of Kenny Ave		SCG8	Install Speed Feedback Sign	20	0		5	0	0	25
Santa Cruz Gardens	Germaine Ave and Pestana Ave / Germaine Ave and Cabrillo		SCG9	Install high visibility crosswalks at south leg of Germaine Ave and Pestana Ave and east leg of Germaine and Cabrillo	20	0		0	0	0	20
Shoreline Middle	17th Avenue at Simpkins Swim Center entrance - long term		SM8	Install marked crossing across 17th Avenue. This crossing will connect future rail trail segments	10	30	10	10	15	5	80
Shoreline Middle	17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)		SM5	Raise sidewalk to be even with rest of the sidewalk	20	30	0	10	0	5	65
Shoreline Middle	17th Avenue at Felt Street		SM12	Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in/out of school.	20	30	5	10	0	5	70
Shoreline Middle	Brommer Street between 17th Avenue and Darlene Drive		SM2	Remove landscaping in shopping center at 1710 Brommer to install sidewalk on south side of street. Narrow vehicle lanes to widen bike lanes and install line between parking aisle and bike lane on north side of street	0	30	5	10	15	5	65
Shoreline Middle	17th Avenue at Ledyard Trucking facility		SM6	Restripe crosswalk across driveway	20	20	10	10	0	5	65

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Shoreline Middle	17th Avenue between Brommer and Simpkins Driveway		SM7	Relocate retaining wall to widen sidewalk on west side of street	10	30	10	10	0	5	65
Shoreline Middle	17th Avenue at Simpkins Swim Center entrance - short term		SM9	Stripe bike lane to 17th Avenue	20	20	10	10	0	5	65
Shoreline Middle	Brommer Street at Chanticleer Avenue		SM1	Install curb extensions on northeast and northwest corners	10	30	5	10	0	5	60
Shoreline Middle	17th Avenue at Brommer Street		SM3	Install lead pedestrian interval	0	30	10	10	0	5	55
Shoreline Middle	El Dorado Avenue at railroad tracks	SCCRTC	SM10	Install path and rail crossing between El Dorado Avenue and Simpkins parking lot	10	0	10	5	15	5	45
Shoreline Middle	Brommer Street at El Dorado Avenue		SM11	Install RRFB at Brommer Street crossing. Upgrade signage and striping to improve visibility of crosswalk.	10	10	0	10	0	5	35
Soquel Elementary	Porter Street		S2	Install 'Yield to Pedestrian' signs north and south of crosswalk.	20	30		10	0	5	65
Soquel Elementary	Porter Street and Main Street		S5	Install high visibility yellow crosswalk and crossing flags at intersection	20	30		10	0	5	65
Soquel Elementary	Porter Street and SR-1	Caltrans	S6	Install 'Yield to Pedestrian' signs at intersection of Porter Street and SR-1 eastbound off-ramp and the intersection of Porter Street and SR-1 westbound on-ramp.	20	30		10	0	5	65
Soquel Elementary	Soquel Drive and Walnut Street		S12	Install pedestrian crosswalk on the west leg of Soquel Drive and Walnut Street.	20	30		10	0	5	65
Soquel Elementary	Main St North of River Street and South of Walnut Street		S8	Install School Speed Limit Sign 500' away from the school along Main Street. For northbound traffic, the sign should be installed south of Walnut Street and north of River Street for southbound traffic	20	30		5	0	5	60
Soquel Elementary	Main Street		S9	Clear vegetation on east side of Main Street near curb.	20	30		5	0	5	60

APPENDIX 3 - PRIORITIZED PROJECT LIST

School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Soquel Elementary	School Driveway	SESD	S3	Install 'do not enter' and 'exit only' signs to clearly mark the exit driveway.	20	30		0	0	5	55
Soquel Elementary	School Driveway	SESD	S4	Install Wayfinding Sign to make school driveway entrance and exit more clear	20	30		0	0	5	55
Soquel Elementary	SR-1 underpass		S7	Improve lighting at freeway underpass. Turn on during school morning drop-off period.	10	30		10	0	5	55
Soquel Elementary	Main Street and Walnut Street		S10	Install high visibility yellow crosswalk	20	10		5	0	5	40
Soquel Elementary	Walnut Street and Main Street		S11	Install 'No U-turn' sign near the intersection of Main Street and Walnut Street	20	10		5	0	5	40
Soquel Elementary	Soquel Wharf Road (East to West)		S13	Install 'Left Lane Must Turn Left' Sign, extend median, and redesign the existing pork chop island.	10	30		5	0	5	50
Soquel Elementary	Soquel Wharf Road (East to West)		S14	Allow left and right turns at Soquel Wharf Rd and Porter Rd	20	30		5	0	5	60
Soquel Elementary	Soquel Wharf Road (East to West)		S15	Extend median to 4'	10	30		5	0	5	50
Soquel Elementary	Soquel Wharf Road (East to West)		S16	Install pavement markings indicating left turn only in the left lane and "Left Lane Must Turn Left" sign	20	30		5	0	5	60
Soquel Elementary	Soquel Wharf Road (East to West)		S17	Redesign right turn corner to 90 degrees.	10	30		5	0	5	50
Soquel Elementary	Soquel Wharf Road (East to West)		S18	Install Enhanced Pedestrian Crossing	20	30		5	0	5	60
Soquel Elementary	West leg of Soquel Wharf Road and Porter Street		S19	Move Stop Bar on the west leg of the intersection of Soquel Wharf Road and Porter with up to 5 feet offset from the intersection.	20	30		5	0	5	60
Soquel Elementary	Soquel Wharf Road		S20	Install School Speed Limit Sign 500' away from the school along Soquel Wharf Road.	20	30		5	0	5	60
Soquel Elementary	School Zones		S21	Update school signage to MUTCD standards.	20	30		10	0	5	65

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Soquel High	Porter Street between Soquel Drive and Paper Mill Road		SH5	Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in the future reconfiguration of the Soquel–Porter intersection (ROW acquisition and property redevelopment required).	10	30	10	10	15	0	75
Soquel High	Soquel Drive at Daubeniss Avenue		SH2	Install yellow high-visibility crosswalks. Install lead pedestrian intervals. Remove one pedestrian push button from northeast corner.	10	30	10	10	0	0	60
Soquel High	Soquel at Porter		SH4	Install lead pedestrian intervals. Install bicycle intersection crossing markings through intersection in east/west directions	10	30	10	10	0	0	60
Soquel High	Pedestrian entrance/pathway off Porter Street at Paper Mill Road	County/ SCCS	SH6	Install landing at west end of crossing. Reconfigure east side of crossing to create additional pedestrian space. Install pedestrian-scale lighting at crosswalk and along pathway	10	0	10	10	15	0	45
Soquel High	Pedestrian entrance near Santa Cruz Hope Church	SCCS	SH1	Widen pathway, install lighting, and install trash receptacle	10	20	10	0	0	0	40
Soquel High	Soquel San Jose Road at Oneil Lane		SH7	Install curb extensions at northeast and southwest corners to decrease crossing distance on Oneil Lane. Install lead pedestrian intervals.	10	0	5	10	0	0	25
Soquel High	Oneil Lane between student parking lot and Soquel San Jose Road	SCCS	SH8	Install left turn pocket for student parking lot entrance	20	0	5	0	0	0	25
Soquel High	School drop-off loop	SCCS	SH9	Reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school	0	0	10	0	0	0	10
Tierra Pacifica Ch	School drop-off loop	LOSD	TP2	Shift parking on north side of loop south to build sidewalk to connect school entrance to existing sidewalk in driveway	20	10	10	0	15	0	55

APPENDIX 3 - PRIORITIZED PROJECT LIST

School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Tierra Pacifica Ch	Vacant lot between school and Rodriguez Street	LOSD	TP9	Include path from Rodriguez Street to school as part of future development. If path is installed, consider crosswalk across Rodriguez at Koopmans.	20	10	5	5	15	0	55
Tierra Pacifica Ch	17th Avenue at Rodriguez Street		TP12	Consider neighborhood traffic circle	10	20	10	10	0	0	50
Tierra Pacifica Ch	Bostwick Lane - east	LOSD	TP4	Remove contra flow bike lane striping. Install bike lanes. Vehicle lanes would be 10 feet with 4 foot bike lanes.	20	0	10	0	15	0	45
Tierra Pacifica Ch	Paul Minnie Avenue		TP6	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	20	10	10	5	0	0	45
Tierra Pacifica Ch	Rodriguez Street at Paul Minnie Avenue		TP7	Daylight intersection.	20	20	0	5	0	0	45
Tierra Pacifica Ch	Paul Minnie Avenue at Bostwick Lane		TP5	Conduct stop sign warrant.	20	10	5	5	0	0	40
Tierra Pacifica Ch	Rodriguez Street path and gate to schools	LOSD?	TP10	Pave path. Open gate for Tierra Pacifica students (may not be needed if path in vacant lot is built)	10	20	5	5	0	0	40
Tierra Pacifica Ch	Jose Avenue at Rodriguez Street		TP14	Install RRFB	10	20	5	5	0	0	40
Tierra Pacifica Ch	School/office driveway	LOSD	TP1	Upgrade pedestrian facilities to be ADA compliant	0	10	10	0	15	0	35
Tierra Pacifica Ch	Bostwick Lane - east	LOSD	TP3	Repair sidewalk east of Tierra Pacifica driveway	20	0	10	0	0	0	30
Tierra Pacifica Ch	School grounds	LOSD	TP11	Pave/upgrade path from Rodriguez Street path to bike corral (may not be needed if path in vacant lot is built)	10	10	0	0	0	0	20
Valencia Elem	Aptos School Road Crosswalk		V4	Install landing on east side of crosswalk to staircase. Install advance yield lines at crosswalk. Consider RRFB. Repaint Slow School markings	10	20	10	0	15	0	55
Valencia Elem	Siesta Drive		V5	Install standard sidewalks and fill sidewalk gaps along Siesta Drive. Trim back bushes and trees impeding on pedestrian pathway. Install lighting at the staircase and at crosswalk on Aptos School Road	10	20	10	0	15	0	55

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School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Valencia Elem	Valencia Road/ Trout Gulch Road - short term		V7	Upgrade crosswalks to high visibility. Install advance yield lines prior to crosswalks. Upgrade curb ramps to be ADA-compliant. Refresh Slow School Xing pavement markings	10	10	10	5	15	0	50
Valencia Elem	Aptos School Road		V3	Widen sidewalks.	10	20	10	0	0	0	40
Valencia Elem	Valencia Road/ Trout Gulch Road - long term		V6	Consider reconfiguring intersection to install traffic circle (STOP Controlled).	10	10	10	5	0	0	35
Valencia Elem	Trout Gulch Road between Cathedral Drive and Valencia Road		V8	Construct raised sidewalk on south side of Trout Gulch Road. Install school zone speed limit sign with flashing beacon	10	0	5	5	15	0	35
Valencia Elem	School Drop-off zone - short term	PVUSD	V2	Repaint lane delineation white for higher visibility. Replace painted sidewalks next to buildings with raised sidewalks. Install loading zone/loading loop signage. Install flexible bollards along roadway centerline to prevent u-turns. Install a painted mini traffic circle east of the gate entrance near private driveway entrances.	10	0	0	0	15	0	25
Valencia Elem	School Drop-off zone - long term	PVUSD	V1	Install permanent traffic circle east of gate entrance.	10	0	0	0	0	0	10

Infrastructure Improvements for Scotts Valley

School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Citywide	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps - short term	Caltrans	C2	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches.	10	30	10	10	0	0	60
Citywide	Scotts Valley Drive + Whispering Pines Drive between Vine Hill School Road and Lundy Lane - short term		C4	Upgrade bike lanes to buffered bike lanes	20	30	0	10	0	0	60
Citywide	Lockewood Lane		C5	Fill sidewalk gaps on south side of street	20	20	0	5	15	0	60
Citywide	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps - long term	Caltrans	C1	Consider roundabout design.	0	30	10	10	0	0	50
Citywide	Scotts Valley Drive + Whispering Pines Drive between Vine Hill School Road and Lundy Lane - long term		C3	Upgrade bike lanes to Class IV separated bikeway and widen sidewalks. Could be accomplished by narrowing center turn lane.	10	30	0	10	0	0	50
Scotts Valley High	Hacienda Way at Glenwood Drive - short term		SVH16	Work with property owner to trim vegetation and improve visibility.	20	30	10	5	0	0	65
Scotts Valley High	Hacienda Way at Glenwood Drive - long term		SVH15	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection.	10	30	10	5	0	0	55

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School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Scotts Valley High	Glenwood Drive between Meadow View Drive and Scotts Valley Drive		SVH11	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.	0	30	10	5	0	0	45
Scotts Valley High	Secondary driveway at south of campus - long term	SVUSD	SVH5	Install wide sidewalk or path at sidewalk level on south side of drive aisle, connecting to proposed drop-off loop sidewalk. Upgrade crosswalk to high visibility	10	0	10	0	15	0	35
Scotts Valley High	Secondary driveway at south of campus - short term	SVUSD	SVH6	Install delineators to create protected bike/pedestrian space in driveway.	10	0	10	0	15	0	35
Scotts Valley High	Casa Way at Glenwood Drive		SVH12	Upgrade crosswalk to high visibility	20	0	10	5	0	0	35
Scotts Valley High	Sandraya Heights Road at Glenwood Drive - short term		SVH14	Install high-visibility crosswalk	20	10	0	5	0	0	35
Scotts Valley High	Main driveway at Meadow View Drive - long term	SVUSD	SVH1	Construct sidewalk and stripe bike lane on each side of the driveway. For driveway into campus, maintain two vehicle lanes and consider narrowing lanes and/or using landscaped space to install bike lane and sidewalk. For driveway exiting campus, reduce to one travel lane to create space for bike lanes and sidewalk.	10	0	5	0	15	0	30
Scotts Valley High	Main driveway at Meadow View Drive - short term	SVUSD	SVH2	Install delineators to create protected bike/pedestrian space in driveway.	10	0	5	0	15	0	30
Scotts Valley High	Parking lot	SVUSD	SVH7	Wayfinding signage for drop-off loop, parking areas, etc	20	0	10	0	0	0	30

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School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Scotts Valley High	Drop-off loop	SVUSD	SVH4	Relocate drop-off to area adjacent to field on west side of parking lot. Construct sidewalk with awning adjacent to new drop-off area. Reevaluate ADA parking requirements and relocate ADA spaces to provide more space for drop-off. Consider directing parents to enter from the southern driveway and exit through the northern driveway.	0	0	10	0	15	0	25
Scotts Valley High	School bike cage	SVUSD	SVH8	Move bike cage to more visible location	20	0	5	0	0	0	25
Scotts Valley High	Sandraya Heights Road at Glenwood Drive - long term		SVH13	Install curb extension on northwest corner to shorten crossing.	10	10	0	5	0	0	25
Scotts Valley High	School parking lot on west side by field entrance between lower parking lot and staff parking/ existing drop-off loop	SVUSD	SVH3	Install pedestrian path in landscaping or widen fence entrance and install more landscaping to discourage pedestrians from walking through dirt	10	0	10	0	0	0	20
Scotts Valley High	Glenwood Drive at Meadow View Drive - long term		SVH9	Depending on driveway re-design, install curb extensions to shorten crossing distance.	10	0	5	5	0	0	20
Scotts Valley High	Glenwood Drive at Meadow View Drive - short term		SVH10	Upgrade crosswalks to high visibility and install LED flashing stop signs.	10	0	5	5	0	0	20
Scotts Valley Middle	Bean Creek Road and Scotts Valley Drive intersection		SVM1	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval	10	30	10	10	0	0	60
Scotts Valley Middle	Dirt paths at southwest extent of Bean Creek Drive	Private property owner	SVM2	Pave (asphalt or concrete) existing dirt paths	10	30	0	5	0	0	45
Scotts Valley Middle	Bean Creek Road at school driveway		SVM3	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility	10	0	10	5	15	0	40

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School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Scotts Valley Middle	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		SVM5	Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane	20	0	10	5	0	0	35
Scotts Valley Middle	Bluebonnet Lane between Kings Village Road and Bean Creek Road		SVM6	Close sidewalk gaps on south side of the street	10	0	10	0	15	0	35
Scotts Valley Middle	School driveway	SVUSD	SVM4	Install sidewalk/path on school side of driveway around baseball field to connect Bean Creek Road and school entrance	10	0	5	0	15	0	30
Scotts Valley Middle	Scotts Valley Transit Center/Community Center	SVUSD	SVM7	Promote off-site drop-off in Transit Center and Community Center parking lots	20	0	0	0	0	0	20
Vine Hill Elementary	Vine Hill School Road at Tabor Drive/Scotts Valley Drive - short term		VH5	Upgrade crosswalks to high visibility.	20	20	10	10	0	0	60
Vine Hill Elementary	Vine Hill School Road at Tabor Drive/Scotts Valley Drive - long term	SVUSD	VH4	Install pedestrian/bicycle entrance from intersection or Tabor Drive	10	20	10	0	15	0	55
Vine Hill Elementary	Highway 17	Caltrans	VH8	Consider installing bike/ped bridge over highway as a long term project	0	20	10	10	15	0	55
Vine Hill Elementary	Vine Hill School Road between Glenwood Drive and Tabor Drive		VH6	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.	10	30	10	0	0	0	50
Vine Hill Elementary	School driveway - short term	SVUSD	VH2	Install high-visibility crosswalk across driveway	20	10	0	0	0	0	30
Vine Hill Elementary	School driveway - long term	SVUSD	VH1	Narrow driveway. Construct official ped entrance at west side of driveway entrance with stairs, ramps, and monument signage.	0	10	0	0	15	0	25

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School Site	Location	Jurisdiction (County unless otherwise noted)	Project Number	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Equity	Total Score
Vine Hill Elementary	School parking lot/loop	SVUSD	VH3	Remove bollards from pedestrian path between school and loop. Consider reconfiguring loop to be more efficient after driveway reconfiguration	0	20	0	0	0	0	20
Vine Hill Elementary	Siltanen Community Park		VH7	Study options to improve paths to school campus.	10	0	0	0	0	0	10

## Project Costs - Countywide

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Graham Hill Road between Highway 9 and Ocean Street	Install Class I shared-use path. Lockwood to Treetop is high priority segment.	Short-term: Potential to work with State Parks to construct path on west side of Graham Hill Road.	\$5,175,000.00
Freedom Boulevard between Bowker Road and Airport Boulevard	Close sidewalk gaps on south side of street between Bowker and Buena Vista, and both sides of street between Buena Vista and Airport. Study options to improve pedestrian crossing of Buena Vista Drive.		\$726,750
17th Avenue between Highway 1 and Portola Drive/East Cliff Drive	Remove or reduce width of center turn lane to install Class IV separated bikeway in non-residential blocks and buffered bike lanes in residential blocks. Install green lane conflict markings at intersections.	Class IV between Highway 1 and Westhaven Court and between Kinsley and Merrill. Class IIB between Westhaven Court and Kinsley and between Merrill and E Cliff Drive	\$366,041.67
Felt Street between 17th Avenue and Paget Avenue	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install no stopping/bike lanes signs on south side of road		\$18,348.48
Railroad tracks between 17th Avenue and 30th Avenue	Study feasibility for pedestrian/bicycle overcrossing		Not known at this time
Rodriguez Street between 7th Avenue and Chanticleer Avenue	Install green conflict markings and second bike lane stripe to separate parking aisles and bike lanes. Consider speed humps/speed tables per County's speed control devices procedure.		\$61,303.03
Capitola Road between Soquel Avenue and 45th Avenue	Consider buffered or protected bike lanes in upcoming project to reconstruct Capitola Road.		\$666,000.00
Soquel Drive between Santa Cruz city limits and Aptos Rancho Road	Narrow vehicle travel lanes to install Class IV separated bikeway	Where possible, consolidate or narrow driveways	\$1,500,000
Porter Street/Bay Avenue between Center Street and Soquel Drive	Narrow vehicle lanes to widen bike lanes or add buffers to bike lanes		\$114,583.33
Clubhouse Drive between Rio Del Mar Boulevard and Sumner Avenue, and Rio Del Mar Boulevard between Murray and the Esplanade	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school. Repair broken sidewalks and close sidewalk gaps		\$1,225,500.0
Aptos Beach Drive	Consider sharrows and striped edge line		\$16,524.62

## Project Costs - Aptos Junior High School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Stairway at Polo Drive at Soquel Drive	Widen stairway		Not known at this time
Polo Drive at Soquel Drive/ Rio Del Mar Boulevard	Short term: Update two crosswalks to high-visibility. Install curb extensions on three corners. Install Lead Pedestrian Interval		\$196,000
Polo Drive at Soquel Drive/ Rio Del Mar Boulevard	Long term: Consider roundabout		\$1,500,000
Rio Del Mar Boulevard overpass over Highway 1	Narrow vehicle lanes to widen bike lanes. Install bicycle conflict markings across on- and off-ramps		\$5,000
Rio Del Mar Boulevard between Palmer Ave and Highway 1 ramps	On south side of Highway 1, install buffered bike lanes or separated bikeway by narrowing vehicle lanes. On north side of Highway 1, upgrade bike lanes to buffered bike lanes or separated bikeway by narrowing vehicle lanes.	Need to check widths between Murray and Dorsey. Pending question to Caltrans regarding free right turns at on-ramps	\$126,193.18
Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/ Loma Prieta Drive	Short term: Reconfigure intersection to shorten crossings and improve pedestrian access. Install sidewalks on southern side of the intersection to connect to sidewalk on Clubhouse Drive		\$1,506,600
Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/ Loma Prieta Drive	Long term: Consider roundabout		\$1,500,000
Soquel Drive at Monroe Avenue	Install RRFB at existing crossing		\$40,000
South side of campus	Study feasibility for an ADA-compliant pathway to connect to Soquel Drive/Monroe Avenue/Huntington Drive	If pathway is not feasible, install bikeable ADA-compliant path on school property between Polo Drive and school campus	Not known at this time
Huntington Drive at Wallace Avenue	Install curb extension on northeastern corner. Upgrade crossing to high visibility	This project also serves Valencia Elementary bus stop at this location	\$53,000
School driveway at Huntington Drive	Reconfigure driveway entrance/exit to better accommodate turning buses	Cost may be lower depending on design	\$1,500,000
Drop-off loop at main campus	Add sidewalk or pathway to drop-off loop. Reconfigure to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school		\$1,500,000

## Project Costs - Brook Knoll Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Brook Knoll Drive at north side of school campus	Open gate to allow to allow additional pedestrian entrance.	Long term: move retaining wall back to create new drop-off area on school property	N/A
Exit driveway	Remove double yellow centerline stripe. Reconfigure exit driveway to T-up driveway with roadway and tighten curb radii		\$1,500,000
Drainage culvert near exit driveway	Formalize pedestrian pathway or establish an alternate designated pedestrian route onto school from Brook Knoll Drive. Install crosswalks in parking lot to connect path to school frontage.		\$9,000
Entry driveway	Narrow driveway entrance. Replace sidewalk/driveway pan	Sidewalk/driveway pan has severe cracking	Not known at this time
School parking lot	Consider reversing the flow of travel to increase visibility of drivers exiting. Relocate City Parks and Recreation portable to create more efficient flow in loop.		Not known at this time
Treetop Drive at Oak Knoll Drive	Install additional stop sign for westbound traffic to increase visibility of stop.		\$500
Treetop Drive/Brook Knoll Drive between Graham Hill Road and Sims Road	Install speed feedback sign. Install traffic calming measures on Treetop.	County policy is to locate speed humps 200' from intersections	\$256,000
Graham Hill Road at Treetop Drive	Improve connection between west end of crosswalk and hiking trail. Conduct stop light warrant - if warrant is not met, install pedestrian hybrid beacon across Graham Hill Road. Install speed feedback sign near this intersection.		\$217,250
Graham Hill Road south of Treetop Drive	Close sidewalk gap on east side of Graham Hill Road, connecting to Graham Hill Plaza, Nepenthe Drive, and Sims Road		\$225,000
Oak Knoll Drive or Orchard Drive	Work with property owners to identify and install pedestrian path to connect Sims Road to Treetop Drive		\$168,000
Brook Knoll Drive	Repair/widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris		\$240,000
Sims Road between Graham Hill Road and La Madrona Drive	Install sidewalk		\$408,000
Between school and Sims Road, approximately 400 feet south of Brook Knoll Drive (in vacant property)	Work with property owner to install Class I shared-use path		\$68,181.82
		See Countywide recommendations for Graham Hill Road	

## Project Costs - Calabasas Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
On campus or in front of school between parking lot and drop-off loop	Install bike parking area		\$15,000
Drop-off loop	Reconfigure loop to have two drop-off lanes with sidewalk median and high-visibility crosswalk to connect to the school. Allocate one curb frontage to bus, one to parent drop-off. Terminate sidewalk before curves entering and exiting driveway. Stripe exit driveway to show vehicle entry for staff parking lot. Long term: install separate entrance for staff parking		Not known at this time
Staff parking lot, east side, north of crosswalk	Install hatched markings and/or berm to prevent drivers from parking on the crosswalk		\$5,000
Bradford Road at Calabasas Road	Install curb extensions at all corners. Refresh crosswalks	Narrow intersection sufficiently to discourage U-turns	\$156,000
Calabasas Road between Buena Vista Drive and Bradford Road.	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install "no stopping/bike lanes" signs to south side of road		\$33,727.27
Calabasas Road at Barbara Way	Install curb extension at northeast corner		\$50,000
Buena Vista Drive between Freedom Boulevard and Calabasas Road	Install sidewalk on north side of roadway		\$267,300
Bowker Road between Calabasas Road and Buena Vista Drive	Install slotted speed humps		\$15,000
		See Countywide recommendations for Freedom Boulevard	

## Project Costs - Del Mar Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
17th Street at Merrill Street	Install curb extensions on all corners.		\$204,800
Jami Lane at Alice Street	Upgrade crosswalk to high visibility		\$3,000
Alice Street at Corcoran Avenue	Upgrade existing crosswalk to high visibility. Install high-visibility crosswalk across Corcoran Avenue. Install sidewalk/path between apartment complex driveway and new crosswalk. Conduct stop sign warrant in northbound direction or consider RRFB at new crossing. Trim vegetation on northwest corner		\$55,000
Corcoran Avenue at Portola Drive	Install curb extension on northeast corner. Upgrade crosswalk across Corcoran Avenue to high visibility		\$53,000
Portola Drive at 26th Avenue	Install traffic circle to slow traffic speeds	Short term: install curb extensions on all crosswalk legs	\$40,000
17th Avenue at E Cliff Drive/Portola Drive	Install bicycle intersection crossing markings through the intersection. Install curb extensions at northeast and southwest corners and remove slip lanes		\$105,000
		See Countywide recommendations for 17th Avenue, Felt Street and rail line	

## Project Costs - Green Acres Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Bostwick Lane - west	Install slotted speed humps. Remove bollards in pathway entrances to school. Daylight parking lot entrance and exit		\$10,000
Bostwick Lane - east	Remove contra flow bike lane striping. Install bike lanes	Vehicle lanes would be 10 feet with 4 foot bike lanes	\$3,787.88
Paul Minnie Avenue at Bostwick Lane	Conduct stop sign warrant.		\$1,000
Paul Minnie Avenue	Install S1-1 with W16-9P School Advance Crossing signs as appropriate		\$2,000
Rodriguez Street at Paul Minnie Avenue	Daylight intersection.		\$500
Rodriguez Street between Jose Avenue and Paul Minnie Avenue	Fill sidewalk gaps		\$110,250
Rodriguez Street path and gate to school	Pave path. Open gate for Tierra Pacifica students	May not be needed if path in vacant lot is built	\$29,250
School grounds	Pave/upgrade path from Rodriguez Street path to bike corral	May not be needed if path in vacant lot is built	\$54,000
Vacant lot between school and Rodriguez Street	Include path from Rodriguez Street to school as part of future development. If path is installed, consider crosswalk across Rodriguez at Koopmans.		\$3,000
17th Avenue at Rodriguez Street	Consider neighborhood traffic circle		\$40,000
Jose Avenue at Rodriguez Street	Install RRFB		\$40,000
		See Countywide recommendations for Rodriguez	

## Project Costs - Lakeview Middle School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Holohan Road at East Lake Avenue/Hwy 152	Install curb extensions to reduce pedestrian crossing distances at all corners. Refresh high visibility crosswalk paint. Install limit lines for all vehicle approaches that are set back from crosswalks. Install button-operated pedestrian countdown timers and push button at each traffic signal with lead pedestrian intervals		\$249,000
Holohan Road between Green Valley Road and Lake Avenue/Hwy 152	Install Class IV separated bikeways or a Class I shared-use path along Holohan Road. Repair speed feedback sign. Install school zone signage and pavement markings as appropriate.		\$1,339,000.00
Holohan Road at Laken Drive	Install sidewalk on Holohan Road between Laken Drive and East Lake Avenue/Hwy 152. Paint high visibility crosswalk across Laken Drive (both intersections)	There are two intersections of Laken Drive at Holohan Road	\$47,250
East Lake Avenue/Hwy 152 between Wagner Avenue and Holohan Road	Install sidewalk on both sides of East Lake Avenue/Hwy 152 . Install pedestrian bridge over Corralitos Creek on east side of existing bridge. Install high visibility crosswalks across Beverly Drive (both approaches) and Bridge Street.	Caltrans project to construct sidewalk currently in process. Pedestrian bridge to be constructed in 2022.	\$9,000
College Road between Lake Avenue/Hwy 152 and Lakeview Road	Install sidewalk or Class I shared-use path		\$529,500
East Lake Avenue/Hwy 152 between Holohan Road and school driveway	Retrofit eastern sidewalk/path to be Class I shared-use path. Paint red curb on East Lake Avenue/Hwy 152 outside of school driveway. Pave path from East Lake Avenue/Hwy 152 to sidewalk south of bus loop		\$145,636.36
School Driveway/East Lake Avenue/Hwy 152	Install sidewalk on north side of school driveway between East Lake Avenue/Hwy 152 and faculty lot driveway. Install high visibility crosswalk across faculty lot driveway with additional staff parking only/no pick up or drop off signs.		\$11,050
School Dropoff Zone	Paint vehicle lanes directing vehicles through the school loop. Refresh pavement markings along driveway and through loading zone loop. Include directional arrows for the vehicle through lane and a painted curbside loading zone. Install larger 'Do Not Enter' and 'Except Buses' signage at bus driveway. Install crosswalk and ramp to connect ADA parking spaces with school campus. Look at relocating ADA spaces to avoid crossing dropoff loop.	Long term: reconfigure loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school	\$4,500

## Project Costs - Live Oak Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Capitola Road at Chanticleer Avenue	Install curb extensions on all corners. Install lead pedestrian interval and No Right on Red LED blank-out signs during school pick-up/drop-off times		\$241,200
Capitola Road between 17th Avenue and Chanticleer	Repair sidewalk and work with property owners to clear debris. Relocate utility poles/cabinet if possible		\$92,250
School drop-off loop	Reconfigure loop to have staff parking on the north side of the loop and lot on the east side of the loop adjacent to the school. Install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school. Remove angled parking in school parking lot. Narrow exit driveway		Not known at this time
School parking lot	Widen sidewalk/path on south side of parking lot between Chanticleer Avenue and school		\$15,000
Chanticleer Avenue at school driveway	Remove one additional angled parking space to improve visibility when exiting the school driveway		N/A
Harper Street at Chanticleer Avenue	Install curb extensions on northeast and southwest corners to narrow crossing distance across Harper Street		\$100,000
17th Avenue at Harper Street	Install high-visibility crosswalks on all four legs of intersection. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install RRFB.		\$149,000
		See Countywide recommendations for 17th Ave and Capitola Road	

## Project Costs - Mar Vista Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
School Entrance Driveway	Install a protected shared-use path from driveway to front of school. Move School Speed Limit sign away from vegetation	School is constructing sidewalk into campus this summer	\$56,250
Main Parking Lot/Loop	Refresh markings and restripe parking lot for better traffic flow. Install high visibility crosswalk across main drive aisle. Install pavement markings to delineate passenger loading lane and through lane. Long-term: reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school		Not known at this time
School Exit Driveway	Install MUTCD-compliant "No Left Turn" signage. Refresh markings. Install shared-use path from driveway to front of school	School is constructing sidewalk along exit driveway this summer	\$36,636.36
Soquel Drive at Calabria Street	Install high visibility crosswalk across Calabria Street and install curb extension on eastern corner. Install pedestrian island in Soquel Drive crosswalk with mountable curb, push limit line back 5', and install 'Keep Clear' markings through intersection with Calabria. Install green bike lane conflict markings at the bus stop and across Calabria Street		\$78,000
Soquel Drive between Calabria Street and Lomita Court	Trim vegetation to clear speed feedback sign		N/A
Soquel Drive at Borregas Drive	Install curb extensions on both sides of Borregas Drive crossing and upgrade crosswalk to high visibility. Refresh STOP pavement marking. Trim vegetation near stop sign. Install green bike lane conflict markings on Soquel at the bus stop and across Borregas Drive		\$108,000
Estates Drive and Borregas Drive	Install Class III bike route road markings and signage. Install traffic calming measures.		\$135,696.02
Soquel Drive at Mar Vista Drive	Install high-visibility crosswalk across Soquel at Mar Vista. Install RRFB or overhead pedestrian hybrid beacon	Connects to future Hwy 1 pedestrian overcrossing.	\$203,000
Mar Vista Drive	Explore opportunities to create pedestrian connection between the two sections of Mar Vista Drive north of Soquel Drive, through Water District property		Not known at this time
Soquel Drive between Wisteria Way and Twin Palms Drive	Fill sidewalk gaps.		\$127,500
		See Countywide recommendations for Soquel Drive	

## Project Costs - Rio Del Mar Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
School grounds, south of drop-off loop	Install pedestrian path between school and path that connects to Pinehurst Drive. Consider incorporating a bioswale into design		\$28,875
School drop-off loop	Make staff entrance only on north side of loop (new/upgrade signage). Trim vegetation at driveway exit. Reconfigure parking lot if needed to accommodate changes to entrances/exits. Install ADA-compliant ramp at eastern leg of high-visibility crosswalk through parking lot		Not known at this time
Pinehurst Drive at northern school driveway	Install sidewalk between Pinehurst Drive and crosswalk across staff parking entrance. Widen crosswalk and restripe as high visibility.		\$7,500
Pinehurst Drive at Greenbrier Drive	Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Drive on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Drive between 901 Pinehurst Drive and pedestrian path to school drop-off loop entrance. Repair curb and gutter at northwest corner of intersection.		\$231,500
Pinehurst Drive at Pinehurst Way	Remove gate/fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks		\$150,000
Pinehurst Drive between Pinehurst Way and Clubhouse Drive	Close sidewalk gaps. Install No Stopping Anytime (R26 (S)) signs in red zones		\$127,250
Dolphin Drive at Pinehurst Drive	Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations		\$100,000
Sumner Avenue between Dolphin Drive and Clubhouse Drive	Close sidewalk gaps. Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor	Long term: rail trail will be installed adjacent to rail line/ Sumner Ave.	\$243,243.18
		See Citywide recommendations for Clubhouse and Rio Del Mar	

## Project Costs - Shoreline Middle School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Brommer Street at Chanticleer Avenue	Install curb extensions on all corners		\$200,000
Brommer Street between 17th Avenue and Darlene Drive	Remove landscaping in shopping center at 1710 Brommer to install sidewalk on south side of street. Narrow vehicle lanes to widen bike lanes and install line between parking aisle and bike lane on north side of street		\$316,265.15
17th Avenue at Brommer Street	Install lead pedestrian interval		\$20,000
17th Avenue between Kinsley Street and Brommer Street	Install speed feedback sign		\$6,000
17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)	Raise sidewalk to be even with rest of the sidewalk		\$3,750
17th Avenue at Ledyard Trucking facility	Restripe crosswalk across driveway		\$3,000
17th Avenue between Brommer and Simpkins Driveway	Relocate retaining wall to widen sidewalk on west side of street		\$106,500
17th Avenue at Simpkins Swim Center entrance	Install curb extension on north side to narrow driveway entrance/exit.	Long term: install marked crossing at 17th to connect rail trail segments	\$50,000
El Dorado Avenue at railroad tracks	Long term: Install path and rail crossing between El Dorado Avenue and Simpkins parking lot		\$32,250
Brommer Street at El Dorado Avenue	Install RRFB at Brommer Street crossing. Upgrade signage and striping to improve visibility of crosswalk.		\$44,000
17th Avenue at Felt Street	Install curb extensions to provide more sidewalk space on northeast and northwest corners. Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in/out of school.		\$104,000
		See Countywide recommendations for 17th, Felt, and rail line	

## Project Costs - Soquel High School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Pedestrian entrance near Santa Cruz Hope Church	Widen pathway, install lighting, and install trash receptacle.	Lighting is higher priority here than at Paper Mill Road pathway.	Not known at this time
Soquel Drive at Daubeniss Avenue	Install yellow high-visibility crosswalks. Install lead pedestrian intervals. Remove one pedestrian push button from northeast corner.		\$52,000
Soquel at Porter	Install lead pedestrian intervals. Install bicycle intersection crossing markings through intersection in east/west directions.		\$45,000
Porter Street between Soquel Drive and Paper Mill Road	Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in future reconfiguration of intersection.		\$126,000
Pedestrian entrance/pathway off Porter Street at Paper Mill Road	Install landing at west end of crossing. Reconfigure east side of crossing to create additional pedestrian space. Install pedestrian-scale lighting at crosswalk and along pathway.	Lower priority lighting project. Costs for lighting not known at this time.	\$100,000
Soquel San Jose Road at Oneil Lane	Install curb extensions at northeast and southwest corners. Install lead pedestrian intervals.		\$140,000
Oneil Lane between student parking lot and Soquel San Jose Road	Install left turn pocket for student parking lot entrance.		N/A
School drop-off loop	Reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school.		Not known at this time
		See Countywide recommendations for Soquel Drive, Bay/Porter.	

## Project Costs - Tierra Pacifica Charter School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
School/office driveway	Upgrade pedestrian facilities to be ADA compliant		\$300,000
School drop-off loop	Shift parking on north side of loop south to build sidewalk to connect school entrance to existing sidewalk in driveway	May require also shifting parking in center of loop south	\$18,750
Bostwick Lane - east	Repair sidewalk east of Tierra Pacifica driveway		\$18,750
Bostwick Lane - east	Remove contra flow bike lane striping. Install bike lanes	Vehicle lanes would be 10 feet with 4 foot bike lanes	\$1,183.71
Paul Minnie Avenue at Bostwick Lane	Conduct stop sign warrant.		\$1,000
Paul Minnie Avenue	Install S1-1 with W16-9P School Advance Crossing signs as appropriate		\$2,000
Rodriguez Street at Paul Minnie Avenue	Daylight intersection.		\$500
Rodriguez Street between Jose Avenue and Paul Minnie Avenue	Fill sidewalk gaps		\$77,175
Vacant lot between school and Rodriguez Street	Include path from Rodriguez Street to school as part of future development. If path is installed, consider crosswalk across Rodriguez at Koopmans.		\$97,500
Rodriguez Street path and gate to schools	Pave path. Open gate for Tierra Pacifica students	May not be needed if path in vacant lot is built	\$500
School grounds	Pave/upgrade path from Rodriguez Street path to bike corral	May not be needed if path in vacant lot is built	\$5,000
17th Avenue at Rodriguez Street	Consider neighborhood traffic circle		\$200,000
Jose Avenue at Rodriguez Street	Install RRFB		\$5,000
		See Countywide recommendations for Rodriguez	

## Project Costs - Valencia Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
School Drop-off zone	Repaint lane delineation white for higher visibility. Replace painted sidewalks next to buildings with raised sidewalks. Install loading zone/loading loop signage. Install flexible bollards along roadway centerline to prevent u-turns. Install a painted mini traffic circle east of the gate entrance near private driveway entrances. Long term: Install permanent traffic circle east of gate entrance.	Mini traffic circle will allow vehicles dropping off in front of the school to loop out of the loading zone and will allow for a better flow from vehicles leaving and entering the parking/loading area beyond the gate.	Not known at this time
Aptos School Road	Widen sidewalks.		\$118,050
Aptos School Road Crosswalk	Install landing on east side of crosswalk to staircase. Install advance yield lines at crosswalk. Consider RRFB. Repaint Slow School markings		\$90,000
Siesta Drive	Install standard sidewalks and fill sidewalk gaps along Siesta Drive. Trim back bushes and trees impeding on pedestrian pathway. Install lighting at the staircase and at crosswalk on Aptos School Road	Lighting costs not known at this time	\$80,250
Valencia Road/Trout Gulch Road	Consider reconfiguring intersection to install traffic circle (STOP Controlled). Upgrade crosswalks to high visibility. Install advance yield lines prior to crosswalks. Upgrade curb ramps to be ADA-compliant. Refresh Slow School Xing pavement markings		\$93,000
Trout Gulch Road between Cathedral Drive and Valencia Road	Construct raised sidewalk on south side of Trout Gulch Road. Install school zone speed limit sign with flashing beacon		\$61,200

## Project Costs - Citywide

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Scotts Valley Drive/ Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps	Short term: install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches	Caltrans cannot install or maintain green lane markings - City would need to install and sign a maintenance agreement.	\$207,000
Scotts Valley Drive/ Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps	Long term: Consider roundabout design		\$1,500,000
Scotts Valley Drive + Whispering Pines Drive between Vine Hill School Road and Lundy Lane	Short term: Upgrade bike lanes to buffered bike lanes		\$506,000.00
Scotts Valley Drive + Whispering Pines Drive between Vine Hill School Road and Lundy Lane	Long term: Upgrade bike lanes to Class IV separated bikeway and widen sidewalks. Could be accomplished by narrowing center turn lane.		\$2,762,760.00
Lockewood Lane	Fill sidewalk gaps on south side of street		

## Project Costs - Scotts Valley Middle School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Bean Creek Road and Scotts Valley Drive intersection	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval	Housing development planned across this intersection from school	\$149,000
Dirt paths at southwest extent of Bean Creek Drive	Pave (asphalt or concrete) existing dirt paths		\$21,000
Bean Creek Road at school driveway	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility		\$53,000
School driveway	Install sidewalk/path on school side of driveway around baseball field to connect Bean Creek Road and school entrance	Need to maintain parking in first portion of driveway. 38' right of way - room for two 12' travel lanes, one lane of parking, and sidewalk	\$86,250
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane		N/A
Bluebonnet Lane between Kings Village Road and Bean Creek Road	Close sidewalk gaps on south side of the street	Project in process now to install sidewalk at corner of Bean Creek Road/Bluebonnet Lane	\$63,750
Scotts Valley Transit Center/Community Center	Promote off-site drop-off in Transit Center and Community Center parking lots		N/A
		See Citywide recommendations for Scotts Valley Drive and Lockwood Lane	

## Project Costs - Scotts Valley High School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Main driveway at Meadow View Drive	Construct sidewalk and stripe bike lane on each side of the driveway. For driveway into campus, maintain two vehicle lanes and consider narrowing lanes and/or using landscaped space to install bike lane and sidewalk. For driveway exiting campus, reduce to one travel lane to create space for bike lanes and sidewalk.	Short term: install delineators to create protected bike/pedestrian space in driveway.	\$90,998
School parking lot on west side by field entrance between lower parking lot and staff parking/existing drop-off loop	Install pedestrian path in landscaping or widen fence entrance and install more landscaping to discourage pedestrians from walking through dirt		Not known at this time
Drop-off loop	Relocate drop-off to area adjacent to field on west side of parking lot. Construct sidewalk with awning adjacent to new drop-off area. Reevaluate ADA parking requirements and relocate ADA spaces to provide more space for drop-off. Consider directing parents to enter from the southern driveway and exit through the northern driveway.		Not known at this time
Secondary driveway at south of campus	Install wide sidewalk or path at sidewalk level on south side of drive aisle, connecting to proposed drop-off loop sidewalk. Upgrade crosswalk to high visibility	Reconstruct median if needed to construct sidewalk and allow entry and exit.	\$50,250
Parking lot	Wayfinding signage for drop-off loop, parking areas, etc		\$5,000
School bike cage	Move bike cage to more visible location		N/A
Glenwood Drive at Meadow View Drive	Upgrade crosswalks to high visibility and install LED flashing stop signs. Depending on driveway re-design, install curb extensions to shorten crossing distance.		\$16,800
Glenwood Drive between Meadow View Drive and Scotts Valley Drive	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.	"Existing curb to curb width = 34' Proposed Cross Section: 2-11' Travel Lanes, 2-1' Buffers, 2-5' Bike Lanes"	\$103,409.09
Casa Way at Glenwood Drive	Upgrade crosswalk to high visibility		\$3,000
Sandraya Heights Road at Glenwood Drive	Install curb extension on northwest corner to shorten crossing. Install high-visibility crosswalk		\$53,000
Hacienda Way at Glenwood Drive	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection and work with property owner to trim vegetation and improve visibility.		\$100,000
		See Citywide recommendations for Scotts Valley Drive and five-way intersection	

## Project Costs - Vine Hill Elementary School

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
School driveway	Narrow driveway. Construct official ped entrance at west side of driveway entrance with stairs, ramps, and monument signage. Install high-visibility crosswalk across driveway		Not known at this time
School parking lot/loop	Remove bollards from pedestrian path between school and loop. Consider reconfiguring loop to be more efficient after driveway reconfiguration		Not known at this time
Vine Hill Road at Tabor Drive/Scotts Valley Drive	Upgrade crosswalks to high visibility. Install pedestrian/bicycle entrance from intersection or Tabor Drive		\$25,950
Vine Hill School Road between Glenwood Drive and Tabor Drive	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.	"Existing Curb to Curb width = 34' Existing Cross Section = 2-12' Travel Lanes, 2-5' Bike Lanes"	\$44,318.18
Siltanen Community Park	Study options to improve paths to school campus.		N/A
Highway 17	Consider installing bike/ped bridge over highway as a long term project		Not known at this time
		See Citywide recommendations for Scotts Valley Drive and five-way intersection	