

Bay View Elementary School - 1231 Bay St.

Grades:	K-5th
Number of Students:	548
Free/Reduced Meal %:	50.5% (District is 42.4%)
Students residing within a mile of school:	73%
Students using active transportation:	38%
Bike/Pedestrian injury or fatal crashes within half mile of school 2007-2012:	106 19 Pedestrian and 87 Bicycle (3 fatalities and 7 severe injuries)

**Bike/Walk Audit - November 15th, 2013**

Participants: Principal Mary Anne Robb, Parents Dawn Baxter, Rebbie Higgins, Sara McLellan, Vivian Larkins, Neighbor Melissa Ott, Santa Cruz City Public Works Cheryl Schmitt, EA Staff Piet Canin, Jeanne LePage, Emily Glanville and Elise Earheart, Santa Cruz County Health Service Agency Staff Theresia Roberson and Amelia Conlen of People Power.

Overview

- Bay View school is situated adjacent to Mission Street (Highway 1) a 4-lane high volume arterial road.
- There currently are 3 crossing guards at this school (2 at Bay/Mission and 1 at Bay/Seaside).
- This school site has a significant percentage of students coming from the Beach Flats area.
- Parent survey results indicate the biggest barrier to students walking/biking to school is concerns regarding crime/violence.
- EA has a long-standing presence at this site conducting BikeSmart (bike safety classes) and active transportation encouragement programs. Biking rates are strong. In the fall of 2012 the Active4Me daily bike/walk incentive program was introduced and continues to run with volunteers.
- The closest municipal bus stop is directly in front of school on Bay St.

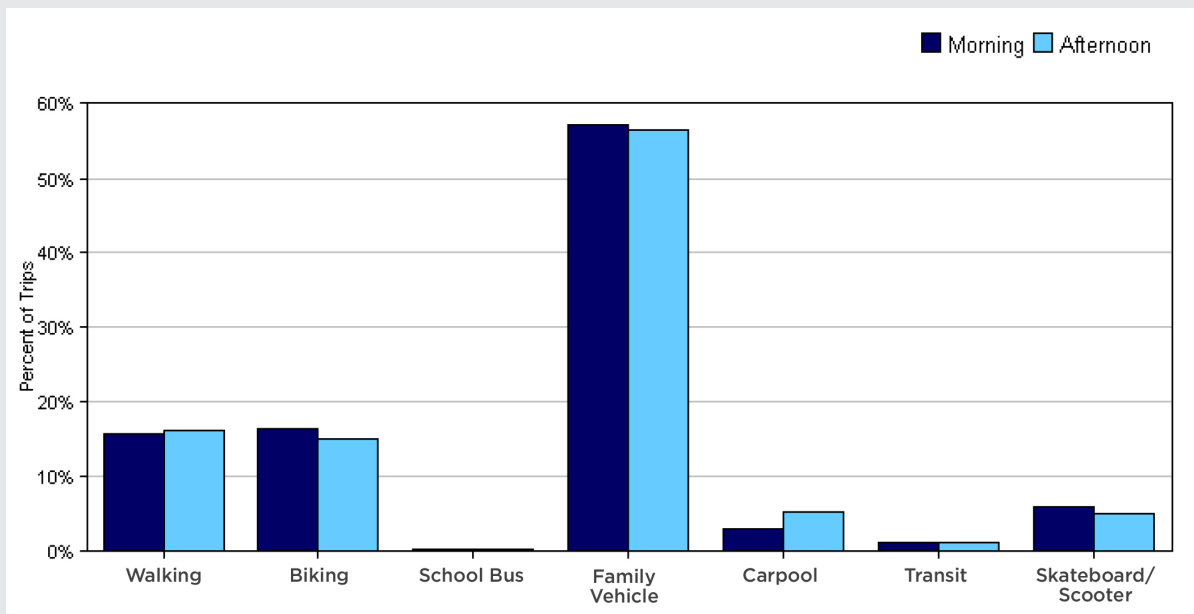


Analysis

- From 2007-2012 22 reported crashes occurred along Bay Street (the school frontage street) and 24 occurred along Mission Street – the major arterial along the side of the school. 1 bicycle fatality occurred in the morning commute at the Mission/Bay intersection.
- The crossing guard at Bay/Seaside reported high rates of speed on Bay Street to be his biggest challenge. He also expressed concern over wrong way cyclists on Bay Street using the sidewalk to avoid Bay Street traffic and the unsafe mix between cyclists and pedestrians. After student cyclists cross Bay Street using the crosswalk they must either walk their bikes a block or ride on the sidewalk as they do not have a safer way to enter the school lot from the southern direction of Bay.
- 7 total locations were recommended for improvements with a total of 13 recommendations.

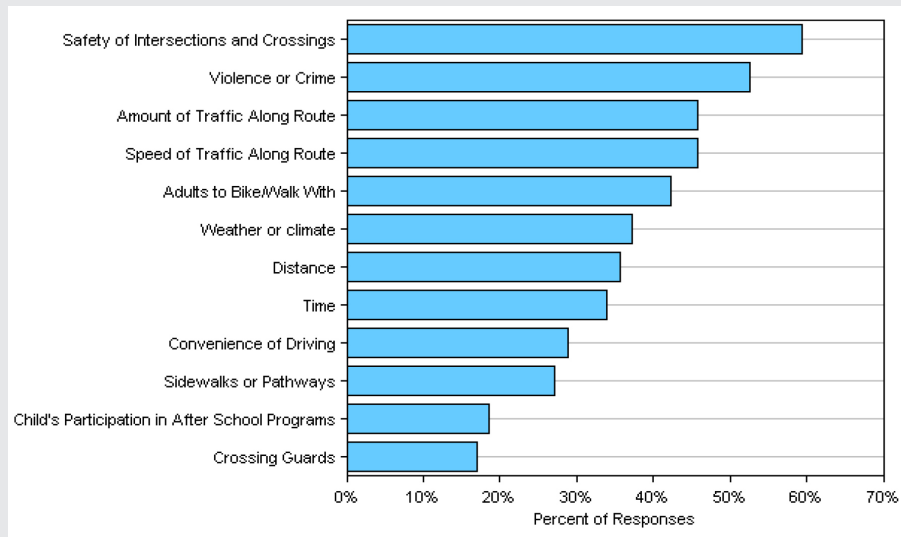
Student Mode Survey Results

In September of 2013, 14 of the 1st-5th grade classrooms were surveyed by EA staff.



Parent Survey Results

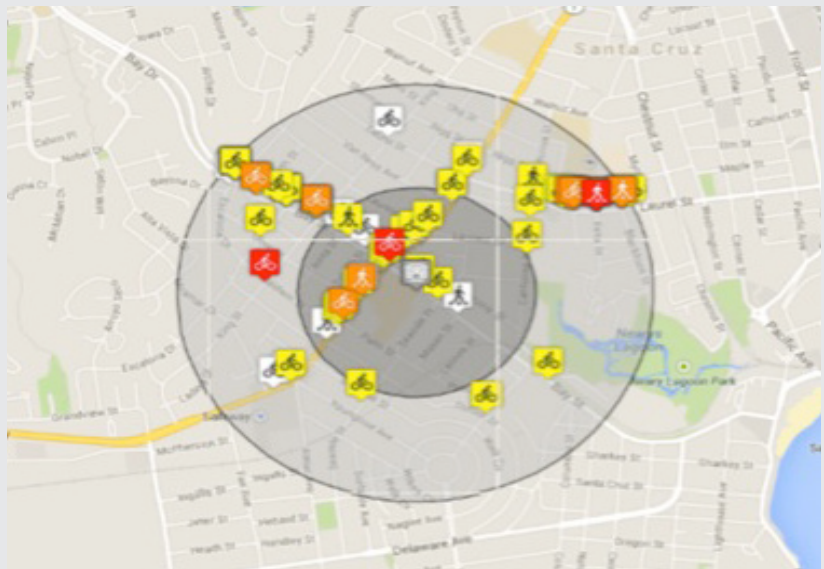
Survey administered in May of 2012. 150 surveys were returned. Below are results from Question 8 of the survey. Respondents were asked to rank the Issues affecting their decision to not allow a child to walk or bike to/from school. Number of respondents to this question – 106.



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







106 (19 Pedestrian; 87 Bicycle - 3 fatalities and 7 severe injuries)

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





Bay View Elementary School Recommendations

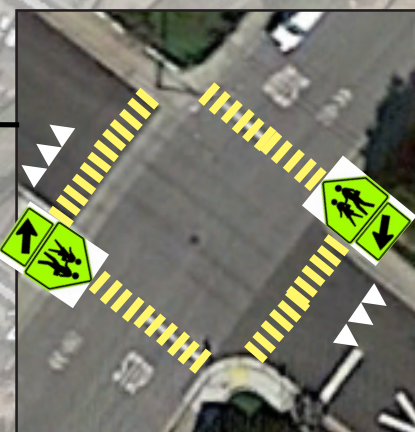
	Location	Recommendation
1	Mid-Block Parking Lot on Bay St.	<p>A. Install “Keep Clear” roadway marking at entrance and exit of mid-block parking lot</p> <p>B. Install sign at exit for drivers “Watch for Pedestrians”</p>  
2	Back Entrance of School	<p>A. Install additional sharrow markings on Palm Street and Seaside Street to achieve recommended CA MUTCD spacing of approximately 250 feet between markings; to alert drivers to the presence of bicyclists; for shorter blocks (like Seaside) there should be a minimum of 2 sharrows per direction per block</p> <p>B. Install “Share the Road” signs to remind drivers to the presence of bicyclists</p> <p>C. Formalize the bike entrance: Install curb ramp, widen pathway to accommodate bicyclists</p> <p>D. Install “Enforced During School Drop Off and Pick Up Times” sign and paint white “3 Minute Limit” curb designating loading zone on Palm Street to discourage parents from parking while they walk their students to class</p>   
3	Palm Street and Seaside Street	<p>A. Paint high visibility crosswalk on northern-most leg of intersection crossing Palm Street; install pedestrian crossing signs (W16-7p) in advance of crosswalk; repaint all crosswalks high visibility yellow</p> <p>B. Repair sidewalks on Palm Street to address cracking and uneven surface</p> 

4	Seaside Street and Dufour Street	<ul style="list-style-type: none"> A. Install high visibility yellow crosswalks on all four legs with advance yield markings on Dufour Street B. Install pedestrian crossing signs (W16-7p) in advance of Dufour Street crosswalks
5	Mission Street Entrance	<ul style="list-style-type: none"> A. Consider creating a school pedestrian / bike entrance gate on Mission Street just south of the basketball courts
6	California Ave. and Dufour Street	<ul style="list-style-type: none"> A. Convert California Avenue crosswalk at Dufour Street to high visibility crosswalk; install bulbouts and study for potential Rectangular Rapid Flashing Beacon (RRFB)
7	Bay Street and Seaside Street	<ul style="list-style-type: none"> A. Install RRFB on Bay Street where crossing guard is currently positioned

Bay View Elementary School Recommendations

Santa Cruz City Schools Complete Streets Master Plan
February 2015

- 1 Mid-block Parking Lot on Bay St.**
 - Install "Keep Clear" roadway marking at entrance and exit of mid-block parking lot
 - Install sign at exit for drivers "Watch for Pedestrians"
- 2 Back Entrance of School**
 - Install additional sharrow markings on Palm Street and Seaside Street to achieve recommended CA MUTCD spacing of approximately 250 feet between markings, to alert drivers to the presence of bicyclists; for shorter blocks (like Seaside) there should be a minimum of 2 sharrows per direction per block
 - Install "Share the Road" signs to remind drivers to the presence of bicyclists
 - Formalize the bike entrance: Install curb ramp, widen pathway to accommodate bicyclists
 - Install "Enforced during school drop off and pick up times" sign and paint white "3 Minute Limit" curb designating loading zone on Palm Street to discourage parents from parking while they walk their students to class
- 3 Palm St. and Seaside St.**
 - Paint high visibility crosswalk on northern-most leg crossing Palm street and install pedestrian crossing signs (W16-7p) in advance of crosswalks; repaint all crosswalks high visibility yellow
 - Repair sidewalks on Palm Street to address cracking and uneven surface
- 4 Seaside St. and Dufour St.**
 - Install high visibility yellow crosswalks on all four legs with advance yield markings on Dufour Street
 - Install pedestrian crossing signs (W16-7p) in advance of Dufour Street crosswalks
- 5 Mission St. Entrance**
 - Consider creating a school pedestrian/bike entrance gate on Mission Street just south of the basketball courts
- 6 California Ave. and Dufour St.**
 - Convert California Avenue crosswalk at Dufour Street to high-visibility crosswalk; install bulbouts, and study for potential Rectangular Rapid Flash Beacons (RRFBs)
- 7 Bay St. and Seaside St.**
 - Install RRFB on Bay St. where crossing guard is currently positioned



- High visibility crosswalk
- Sidewalk Improvements
- Curb extensions
- Rapid Flash Beacon (RRFB)
- High visibility School crosswalk
- Shared bicycle lanes
- Advance yield markings
- Pedestrian crossing
- Pedestrian/Bike Path
- Enforced during school
- Slow pedestrian exit
- Proposed/existing school entrance
- Share the road

Base map accessed from Google Earth January 2015



Bay View Elementary School Non-Infrastructure Recommendations

1. Conduct annual student bike and pedestrian safety education.

Bay View is adjacent to two busy streets with a high volume of fast moving traffic. This site has the highest number of close proximity ped/bike crashes as compared to the other schools. We recommend annual pedestrian and bicycle safety courses taught to multiple grade levels. The Santa Cruz County Health Service Agency offers pedestrian and bike safety for younger students and Ecology Action offers presentations and on-the-bike safety training for older students. Both programs are only provided when short term funding is available. Designated PTA funds, district supported funds and outside public traffic safety grants could cover these costs.

2. Increase participation in Active4Me program to encourage more biking/walking/scooter/skateboard at school site.

Currently program is volunteer led. Bay View could embrace program to be included in other rewards programs to gain more participation. Compared to other County Active4Me sites Bay View has lower numbers that could be improved with revitalized reward program and technical troubleshooting.

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

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

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

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

5. Consider expanding afterschool Walking School Bus program

Currently the afterschool program has a Walking School Bus that travels from Bay View to the Boys and Girls Club in downtown Santa Cruz 5 days a week with 20-25 student participating. The principal is interested in expanding this effort to include Beach Flats families in a morning program. Either the district would have to create a contract position to escort children or parents could be recruited to volunteer.

