



Mission Hill Middle School - 425 King St.		 
Grades:	6th - 8th	
Number of Students:	569	
Free/Reduced Meal %:	33.5% (District is 36.5%)	
Students residing within a mile of school:	49%	
Students using active transportation:	43.6%	
Bike/Pedestrian injury or fatal crashes within half mile of school 2007-2012:	70 15 Pedestrian and 55 Bicycle (8 severe injuries and 1 fatality)	

Bike/Walk Audit - November 15th, 2013

Participants: Campus Supervisor Steve Arnold, Parents Brian Waters, Michelle Laskey, and Will Menchine, Health Services Staff Theresia Rogerson, City Councilman David Terrazas, GreenWays to School Staff Tawn Kennedy, Friday Night Live Representatives Jonathon Rank and Lauren Flores, Transportation Consultants Brett Hondorp and David Parisi. Santa Cruz City Public Works Staff Cheryl Schmitt and EA Staff Emily Glanville and Jeanne LePage.

Overview

- Mission Hill Middle School is set between a high volume collector street with no bike lanes and the busy 4-lane Highway One/Mission Street.
- The school has no on-site drop-off areas or circular drive through for vehicles. There is limited teacher parking.
- Mission Hill is a long-time Bike/Walk to School participant and has relatively high active transportation rates.
- Parent survey results indicate the biggest barrier to students walking/biking to school is concern regarding the safety of intersections and crossings.
- EA has conducted BikeSmart bicycle safety trainings at this school for multiple years and Greenways to School coordinates a student bike club.
- There is a long-standing community conversation about how to improve conditions for the variety of road users on King Street as it is a narrow two lane residential street with no bike lanes that is the preferred route for cyclists trying to avoid Highway One/Mission Street. In 2008 the City of Santa Cruz commissioned a study entitled, "The King Street Bikeway Concept Plan." The final report can be found at <http://www.cityofsantacruz.com/home/showdocument?id=2527>
- The closest municipal bus stop is two blocks away at Storey St. or at the Mission/Union St. intersection.

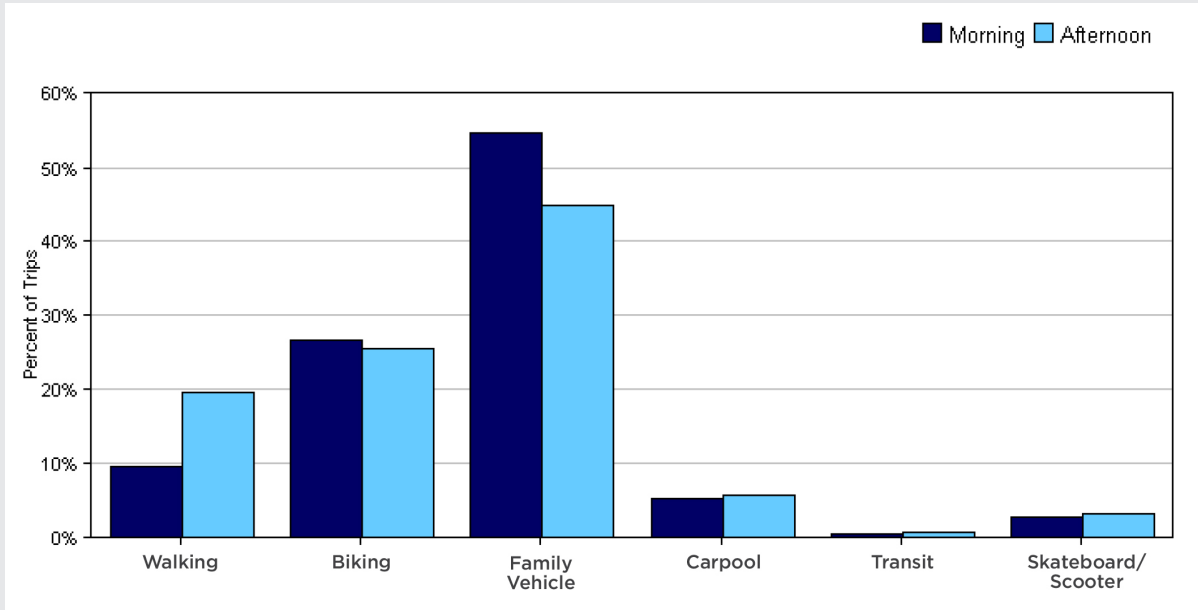


Analysis

- Approximately half of all students that live within a mile of the school reside south of Mission Street/Highway One. Many families are uncomfortable with students crossing this major arterial.
- Due to the lack of protected drop-off areas there is a heavy mix of different road users sharing King Street at the front of the school at peak drop-off and pickup times.
- Two separate injury crashes directly in front of the school -- one involving a teacher and the other a student -- exemplify that even though traffic moves slowly on King Street, there is potential for serious injury crashes. This section of King sees a variety of different road users jockeying for limited space within in a short time frame. According to state traffic safety maps 2007-2012 there were 9 crashes on King of which 1 was a fatality and 2 resulted in severe injury.
- 7 total locations were recommended for improvements with a total of 10 recommendations.

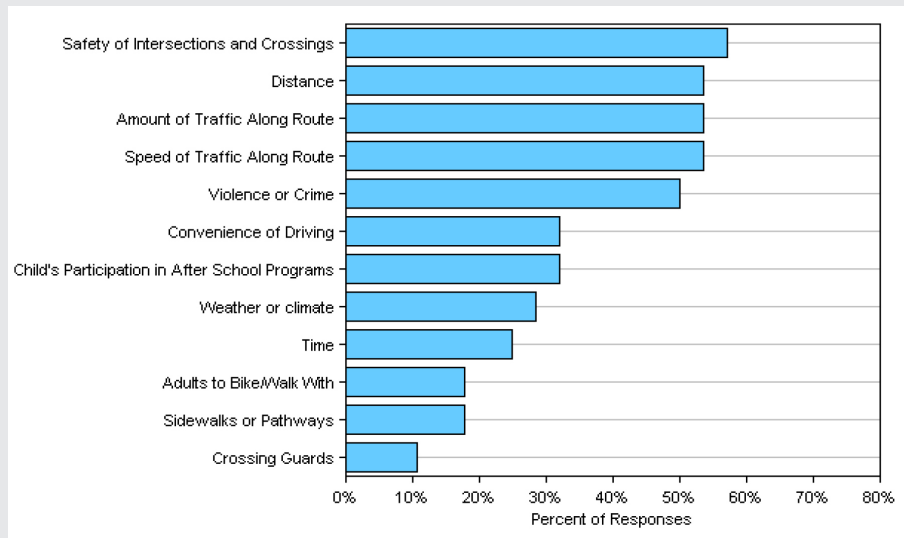
Student Mode Survey Results

In September of 2013 15 of the 6th-8th grade classrooms were surveyed by EA staff.



Parent Survey Results

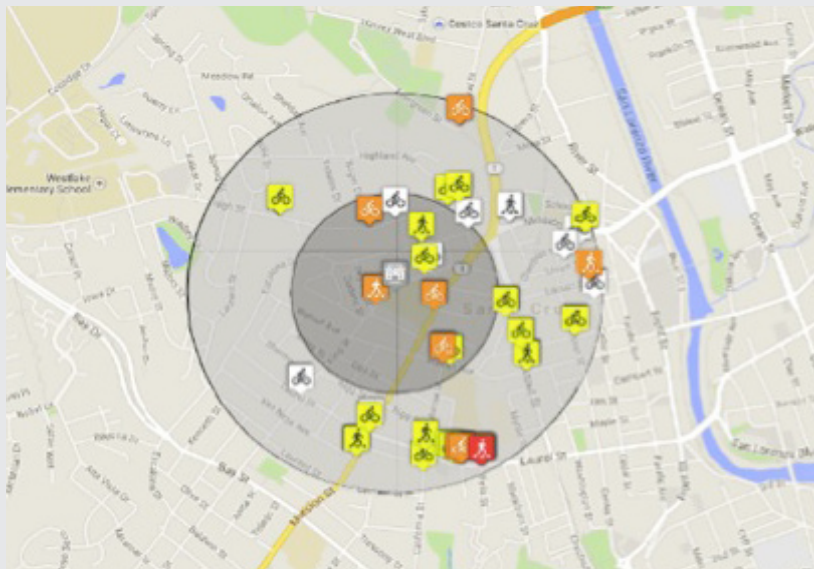
Survey administered in September 2013. 68 surveys were returned. Below are results from Question 8 of the survey. Respondents were asked to rank the issues affecting their decision to not allow a child to walk or bike to/from school. Number of respondents to this question –42.

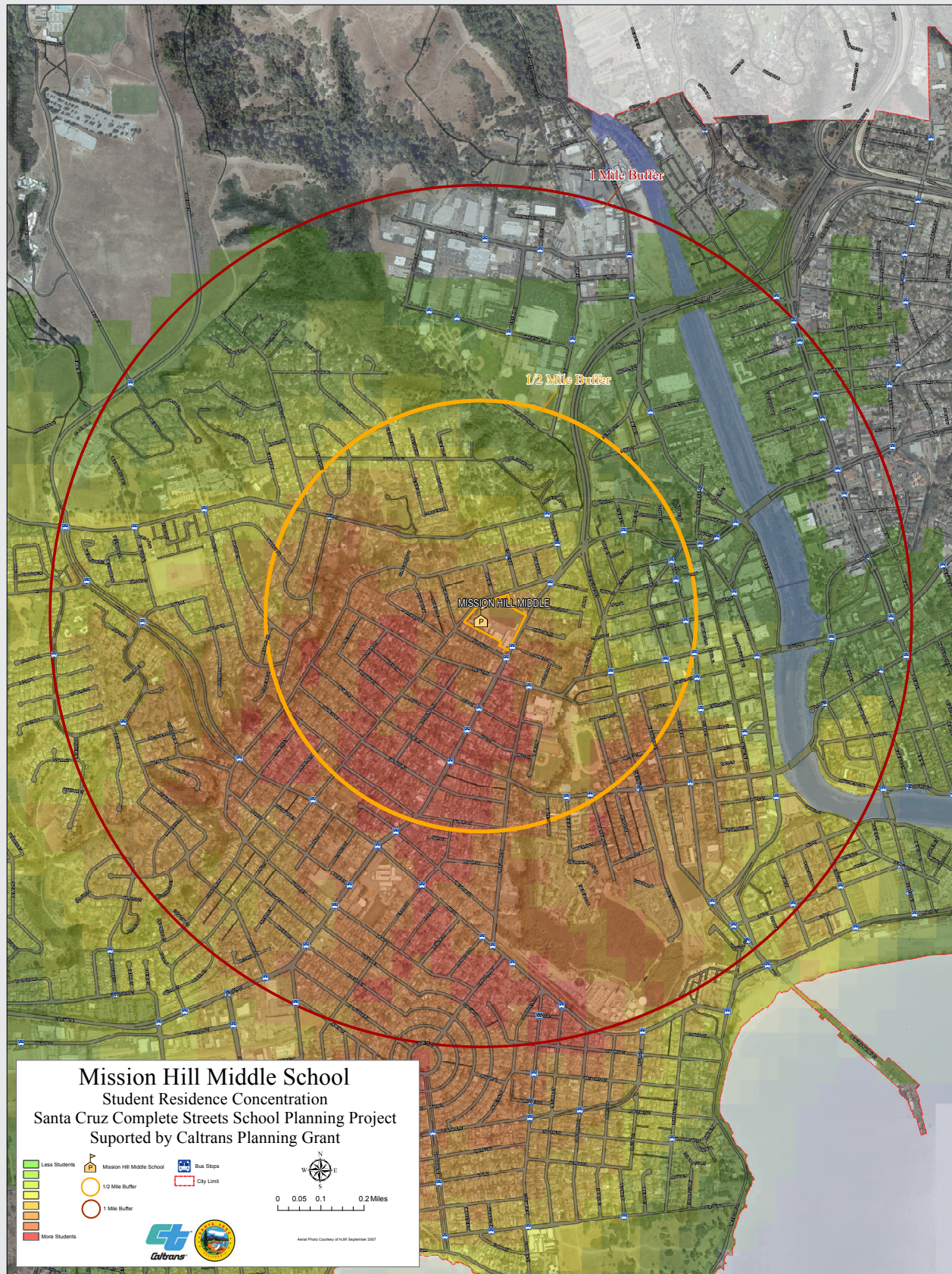


Pedestrian and Bicycle Collisions Within a Half-Mile Radius of Mission Hill Middle School 2007-2012:



70; 15 Pedestrian; 55 Bicycle (8 severe injuries and 1 fatality)

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





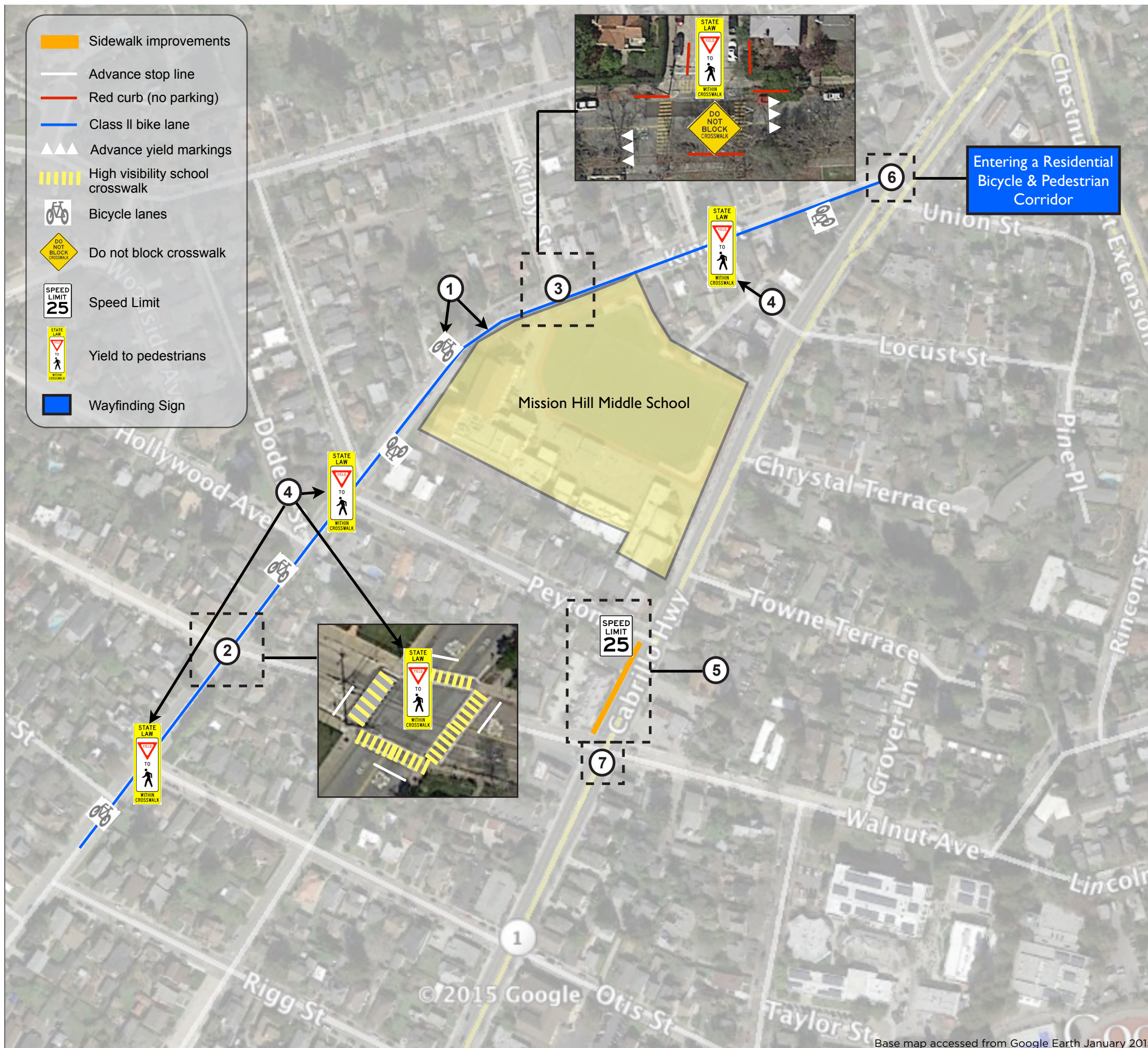
Mission Hill Middle School Recommendations

	Location	Recommendation	
1	King Street between Bay Street and school campus	A. Install Class 2 bike lanes between Bay Street and Mission Hill Middle School; this would require removal of on-street residential parking, street widening or a combination of both. To minimize parking impacts consider time-of-day / peak directional bike lanes.	
2	Walnut Avenue and King Street	A. Add advance stop bars in front of crosswalks B. Repaint as high visibility yellow	
3	King Street and Kirby Street	A. Remove parking (red paint) a distance of one car length upstream of intersection at all corners to improve visibility for pedestrians; remove parking entirely between crosswalks on south (school) side of King Street opposite Kirby Street B. Add advance yield markings ahead of the crosswalks C. Install "Yield to Pedestrians" paddle sign in centerline of each uncontrolled crosswalk on King Street	
4	King Street and Peyton Street	A. Install "Yield to Pedestrians" paddle sign in centerlines of uncontrolled King Street crosswalks	
5	Mission Street between Walnut St and Peyton St	A. On north sidewalk relocate speed limit sign post to provide better clear path, and ensure that vegetation is kept trimmed; consider widening sidewalk through this area which sees usage by bicyclists and pedestrians in both directions going to/from Mission Hill	
6	King Street at Mission Street	A. Provide signage for vehicles turning onto King Street from Mission to indicate they are entering a residential neighborhood and major bicycle / pedestrian corridor	
7	Mission Street and Walnut Street	A. Study signal timing to ensure sufficient crossing time for pedestrians	

Mission Hill Middle School

Recommendations

Santa Cruz City Schools Complete Streets Master Plan
February 2015



- ① **King Street between Bay Street and school campus**
 - Install Class II bike lanes on King Street between Bay Street and Mission Hill Middle School; this would require removal of on-street residential parking, street widening, or a combination of both
- ② **Walnut Avenue and King Street**
 - Add advance stop bars in front of crosswalks
 - Repaint as high visibility yellow
- ③ **King Street and Kirby Street**
 - Remove parking (red paint) a distance of one car length upstream of intersection at all corners to improve visibility for pedestrians; remove parking entirely between crosswalks on south (school) side of King Street opposite Kirby Street
 - Add advance yield marking ahead of the crosswalks
 - Install "Yield to Pedestrians" paddle sign in centerline of each uncontrolled crosswalk on King Street
- ④ **King Street and Peyton Street**
 - Install "Yield to Pedestrians" paddle sign in centerlines of uncontrolled King Street crosswalks
- ⑤ **Mission Street between Walnut St and Peyton St**
 - On north sidewalk relocate speed limit sign post to provide better clear path, and ensure that vegetation is kept trimmed; consider widening sidewalk through this area which sees usage by bicyclists and pedestrians in both directions going to/from Mission Hill
- ⑥ **King Street at Mission Street**
 - Provide signage for vehicles turning onto King Street from Mission to indicate they are entering a residential neighborhood and major bicycle / pedestrian corridor
- ⑦ **Mission Street and Walnut Street**
 - Study signal timing to ensure sufficient crossing time for pedestrians



Base map accessed from Google Earth January 2015

Mission Hill Middle School Non-Infrastructure Recommendations

1. Conduct annual student bike and pedestrian safety education.

Ecology Action offers presentations and on-the-bike safety training for older students when short term funding is available. Safety education is fundamental to improving bike and pedestrian safety. This seems particularly important for incoming 6th graders who may be biking for the first time.

2. Consider Carpool Reward Program for incoming 6th graders to increase carpooling.

Program does not currently exist. School could pair incoming 6th graders that live near one another to encourage carpooling throughout student middle school experience.

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

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

4. Consider creation of bike train – group of students biking together with an adult.

There are no formal bike train programs but middle school is a good age for this type of adult supervised bike safety and encouragement effort. A bike train would require parent volunteers and perhaps agency coordination.

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

At the beginning of the school year bike safety and advocacy resources could be promoted and offered to the entire student body to increase ridership. Currently, Green Ways to School coordinates a Middle School Bike Club at Mission Hill. A more formal effort could be launched to encourage joining the club, using the existing bike cage and consulting with experienced cyclists on route selection and gear choice. This could be offered through 6th grade assembly and/or through student Core classes.

