HCAOG Regional Safe Routes to Schools Prioritization Tool

Administrative Draft

October, 2012

Prepared for Humboldt County Association of Governments

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Executive Summary

As schools and communities face growing challenges of kids getting to school safely and meeting physical activity needs, Safe Routes to Schools (SR2S) projects and programs are thriving as a means to address traffic safety concerns, childhood obesity and rising transportation costs. A safe environment for children going to and from school is clearly a priority for schools and parents across both urban and rural communities.

The Humboldt County Association of Governments (HCAOG) has developed this Regional SR2S Prioritization Tool to help streamline decision-making around SR2S projects and increase the capacity for effective SR2S programs and grant applications. The project team was led by the Natural Resources Services Division of Redwood Community Action Agency and Alta Planning + Design in consultation with County of Humboldt Public Works.

The Regional SR2S Prioritization Tool is a tool for HCAOG and member jurisdictions to use to assess school readiness and need for SR2S programs and to identify which schools are best poised for SR2S projects or most competitive to apply for funding. The Tool includes a spatially explicit GIS-based component and a qualitative matrix framework that can be easily updated and sustained. The Tool includes criteria which evaluate school readiness for SR2S projects and programs, socioeconomic need and factors external to the school that influence equity and traffic safety.

This project includes the most comprehensive SR2S inventory for all public and charter schools in Humboldt County to date, providing a depth and breadth of SR2S information unparalleled with any previous regional effort. The inventory informed the development of the Prioritization Tool and provided insight into safety concerns and interest in SR2S from each school. The project also enabled the formation of the Humboldt County SR2S Task Force which guided the work on this project and supported expanding SR2S efforts throughout the County.

Kids walking to Washington Elementary on a SR2S Walking Wednesday

As part of this project, walkability audits were conducted at two schools selected through draft iterations of the Prioritization Tool. The walkability audits provided the chance for school administrators, parents, law enforcement, elected officials and SR2S advocates to analyze the walking environment at the selected schools

and recommend potential SR2S projects. A walkability audit report and recommendation map provided for each school will help to prepare these schools for future funding applications.

The Prioritization Tool ranks schools for HCAOG and each member jurisdiction to focus future SR2S projects and programs. The Tool offers an approach to prioritization that incorporates need, capacity, and equity in a format that also promotes efficiency. The Tool can be easily updated as new data emerges from year to year. HCAOG, as the regional transportation planning agency for Humboldt County, is well positioned to sustain the Regional SR2S Prioritization Tool and carry forward the recommendations from this Tool Report.

As SR2S funding opportunities have recently shifted with the passage of the new Federal Transportation Bill MAP-21, the Regional SR2S Prioritization Tool will remain crucial to equitably and robustly evaluate potential bicycle and pedestrian improvement projects around schools and neighboring communities. HCAOG should continue to support SR2S coordination in future Overall Work Plans and consider alternative funding allocations to sustain SR2S projects throughout the region.

1. Introduction

Purpose and Need for a Regional SR2S Tool

The number of children walking and bicycling to school has decreased more than three-fold over the past few decades. The distance families live from school, school-siting issues, budget cuts for transportation, and perceived safety dangers are just some of the reasons for this change. As more children are being driven to school instead of walking or biking, communities experience an increase in the number of cars on the road and traffic congestion in front of schools during arrival and dismissal times, further contributing to the problem. At the same time, children achieve less and less of the daily physical activity that they need to be healthy.

There is recognition that safety improvements around most schools are high priorities for improving community safety and livability. Safety issues must continue to be identified and addressed before children can be encouraged to walk and bicycle to many schools across Humboldt County. The Regional SR2S Tool is a much needed step to coordinate local SR2S efforts.

This project sought to increase capacity for Safe Routes to Schools (SR2S) programs and projects at all public and charter schools across Humboldt County and develop a prioritization tool to inform HCAOG and individual jurisdictions which schools are poised for SR2S funding and projects. Although Humboldt County has had success in implementing SR2S programs and attracting SR2S funding, there was no established method for evaluating prospective schools for SR2S grant applications. Statewide there has been recognition of the need for robust criteria to evaluate SR2S programs and to make prioritization decisions. The Prioritization Tool will help HCAOG and member jurisdictions better assess the schools with the greatest need and highest level of support to ensure that grant applications from our county will be more competitive and that programs will be successful.

The Prioritization Tool applies a set of criteria metrics to consider need, health and equity when selecting schools for SR2S projects. By addressing and prioritizing low income communities in this Tool we will enable more communities the opportunity to benefit from Safe Routes to Schools programs, particularly those that have disproportionately higher health and safety risks that could be mitigated through SR2S programs. The Tool also meets California's AB 516 requirements to promote the equitable distribution of funds through SR2S programs by prioritizing communities that are most in need of these infrastructure dollars. Limited funding at the County and City level makes it even more important to prioritize schools to maximize allocating scarce resources wisely.

Background of SR2S

SR2S is a unique program that integrates safety, community health, active living and transportation, traffic relief, socio-economic equity, and ecological awareness into schools and communities. A safe environment for children going to and from school is clearly a priority for parents, schools, and communities across the country. Safe Routes to Schools (SR2S) programs are working to identify the barriers that prevent children from walking or biking school. SR2S

educates and encourages children to walk, roll, and bus to school. It can help create safer streets and promote healthier lifestyles for children and other community members. When children can safely walk, bike, and roll to school, parents and caregivers can feel more comfortable letting their children get to school by their own power. Fewer car trips can also improve air quality by lowering greenhouse gas emissions from automobiles.

Rural areas, such as Humboldt County, face unique challenges in access to safe transportation and safe routes to school. Residents of small towns and rural communities often have multiple barriers to active and public transport and safe routes to schools, such as geography, failing infrastructure, distance, limited choices, and sharing the road with shipping and tourist traffic. State highways serve as “main streets” through many communities here in Humboldt County. Eight schools are located on state highway corridors and five other schools are directly adjacent to a state highway.

2. SR2S in Humboldt County

Humboldt County, a rural region on California's north coast, encompasses 2.3 million acres, has nearly 135,000 residents, and has 97 public and charter schools. The region faces many challenges around walking and bicycling because of its remote location, infrastructure, climate, and culture. Yet, Humboldt has been on the cutting edge of SR2S programming and policy-making.

Thriving SR2S Programs in Humboldt County

SR2S is an important funding program for installing infrastructure improvements and traffic calming measures, and it is also a movement that is familiar to Humboldt County. Since the first Walkability Audits were conducted here in 2005, schools districts and jurisdictions have been working towards creating safer walking and bicycling environments for students. Concerned parents, school administrators, teachers, neighbors, and advocates have been investigating the barriers to walking and biking locally. Together, they are working towards providing more opportunities for children to get physical activity by using active transportation to school.

Diverse partners coming together for environmental, social and policy change has been a key element of local SR2S successes. It takes parents, teachers, law enforcement officers, planners, engineers, and community members collaboratively identifying safety concerns and solutions in order to enhance the built environment and opportunities for walking and biking to school.

Safe Routes to Schools efforts in Eureka were bumped up in 2010 when the City of Eureka received a Cycle 8 SR2S grant to install traffic calming measures and lighted crosswalks and hold education and encouragement events at Washington Elementary School. The program kicked off with a safety workshop for all the students and families of Eureka City Schools. The 'Step into Safety Family Fun Day' was designed to provide a fun, interactive way for families to learn about transportation options and develop a safe, convenient, and affordable travel plan to and from school. The school coordinated International Walk to School Day as well as regular Walking Wednesdays on the first Wednesday of each month. This program encouraged students to walk or bike to school from home if safe to do so, or meet at a remote drop off location where they could walk the rest of the way to school with friends supervised by adult volunteers. Students who rode the bus who wished to participate could bring a signed permission slip to be dropped off at the remote drop off and walk to school with the other children. There was also an option for students dropped off directly at school to walk a lap around a track. Classroom participation was tracked and the classroom with the highest percentage of walkers and bikers each month received the 'Golden Sneaker' award for their classroom.

This grant with Washington School was also the impetus to form the Greater Eureka SR2S Task Force. Initially formed to help guide and oversee the education and encouragement program at Washington Elementary, it has since branched out to help spread the reach of SR2S to other Eureka schools.

Since the completion of the Cycle 8 SR2S grant at Washington, the Greater Eureka SR2S Task Force has been working with Alice Birney, Lafayette, and Grant Elementary Schools. A Walkability Audit at Grant led to the PTA receiving a $5000 mini-grant to begin a SR2S encouragement program that included coordinating regular Walking Wednesdays, painting a 'Bulldog Boulevard' to mark the safest crossing next to the school, and making improvements to a heavily used historic path to school. The Humboldt County Public Works Department applied for a Cycle 10 SR2S grant on behalf of Grant Elementary Schools which was recently awarded to install traffic calming measures and infrastructure improvements at and near the school to make walking and bicycling more accessible to students.

Alice Birney Elementary School in Eureka has also been positively affected by Safe Routes to Schools. The Greater Eureka Task Force performed a mini Walkability Audit that resulted in immediate quick fix improvements at the school such as increasing crossing visibility in front of the school, in the parking lot and in the adjacent neighborhood. Most impressively, a champion teacher started an afterschool bicycle club to teach students bicycle safety skills and basic mechanics, which has since been correlated with a reduction in bicycle collisions in the neighborhood.

Family Bike Rodeo event at Alice Birney Elementary

Outside of Eureka, Jacoby Creek Charter School and Arcata Elementary School have also been participating in International Walk to School Day. Several safety improvement projects were made possible there over the years thanks to SR2S funding, increasing the number of students walking and bicycling.

Freshwater and Garfield Elementary Schools, each in their own school districts have also received SR2S funding in the recent past. Located in a more rural setting with fewer opportunities for students to walk or bike, SR2S projects provided traffic calming measures which have made the environment more welcoming to those using active transportation to get to and from school.

The Rio Dell School District in the small city of Rio Dell has two schools, one elementary and one middle school. Their community is very compact and ideal for walking, therefore does not provide busing to any of its students. The City of Rio Dell also recently applied for and received a SR2S Cycle 10 grant to help make the community even more safe and inviting for pedestrians and cyclists. Rio Dell's SR2S award will improve walking and biking infrastructure and connectivity around the elementary and middle school.

3. Humboldt County SR2S Task Force

Roles, purpose, member representation

In 2012, the coordination of SR2S efforts expanded county-wide with the formation of the Humboldt County SR2S Task Force. The Task Force formed to help guide the creation of the Regional SR2S Prioritization Tool and increase capacity for addressing walking and bicycling concerns at rural schools throughout the county. The Task Force met monthly February – November 2012.

The Humboldt County SR2S Task Force is made up of County Public Health Education staff, a County Public Works Engineer, a California Highway Patrol Information Officer, Bus Transportation Managers, Redwood Community Action Agency planners, Humboldt County Office of Education Risk Manager, and various principals, teachers, and parents from throughout the county. A Task Force member contact list is provided in Appendix A.

The roles and responsibilities of the County-wide Task Force are as follows:

- Assist in developing SR2S information for each school in Humboldt County, including past funding history, parent surveys, walkability audits, plans for infrastructure improvements, and existing programs.
- Determine two pilot schools for school site walkability audits.
- Attend and assist at school site walkability audits.
- Assist with the creating a map that identifies all schools and relative safety risks.
- Help create a detailed walkability map of pilot schools.
- Come to consensus on prioritization criteria for Humboldt County SR2S projects.
- Come to consensus on weight assigned to criteria.
- Share announcements and information pertaining to SR2S
- Identify short- and long-term goals for specific Humboldt County schools as issues arise
- Act as liaisons to other schools, committees, community groups, or city/community departments/districts as applicable.
- Develop and/or provide assistance for a County-Wide Crossing Guard Program
- Develop relationships with other SR2S Task Forces and programs throughout Humboldt County

4. SR2S Inventory of Humboldt County Schools

School SR2S Inventory Calls

The project team relied on direct communication with school administrators and SR2S champions to understand schools' safety concerns and ongoing SR2S interest and activities. In addition SR2S parent surveys gave insight into parents' safety concerns and behavior around how their kids get to school. These school calls and parent surveys were the basis of the school readiness criteria component of the Prioritization Tool described in the next section.

Before this project, there had not been a comprehensive effort to survey transportation safety concerns and potential SR2S interest and capacity at all schools throughout Humboldt County. In the spring of 2011, the Greater SR2S Eureka Task Force distributed SR2S Parent Surveys to many schools across the County. The SR2S inventory calls conducted through this project yielded an even greater breadth of information from across the County.

The project team received school contact information through the Humboldt County Office of Education. The project team called school champions when known or identified or the school principal or the transportation manager.

Outreach was conducted via phone calls to the 97 public and charter schools in Humboldt County (including alternative schools). These SR2S inventory calls helped assess school readiness for SR2S programs. The school inventory calls utilized a SR2S inventory survey in order to collect consistent information from each school. The survey included questions on ongoing SR2S activities, safety concerns, presence of pedestrian and bicycling infrastructure near the school, and parent involvement. The survey and talking points used during the inventory calls are provided in Appendix B.

School SR2S Inventory Contacts

The project team was able to reach 78 of the 97 public and charter schools across the County – an 80% response rate! [1] The school SR2S inventory contact list in Appendix B details which schools responded to the SR2S inventory calls and with whom the contact was made. This contact list will inform future SR2S coordination efforts and identify SR2S champions across the County.

Nineteen schools were not reached because either their site had closed, their students were all utilizing independent study, the school was an alternative school located on the same campus as another school, or phone calls and emails from school contacts were not returned.

Many small schools did not express safety concerns or SR2S interest either because of the rural nature of the school's population area, transitional nature of a court or community school or a sense of the lack of relevance of SR2S to their particular school's situation.

[1] *Nineteen schools were not reached because their site had closed, their students were all utilizing independent study or phone calls and email were not returned*

School SR2S Inventory Findings

This project conducted the first comprehensive SR2S school inventory in Humboldt County. The information gleaned is invaluable. The SR2S school inventory calls were utilized to inform the Regional SR2S Prioritization Tool and will continue to assist SR2S advocates as further SR2S work or partnerships are pursued across the County. A summary of responses from each inventoried school is included in Appendix B.

Many schools have ongoing SR2S activities and support these programs that help their students get to school safely and engage in physical activity. SR2S activities are particularly active at schools in the micro-urban centers of Eureka, Fortuna and Arcata. Current SR2S activities include International Walk to School Day, Walking Wednesdays, Bike Rodeos, an after-school bicycling club, and pedestrian and bicycling safety education. Many rural schools also recognize the importance of SR2S as a tool to address safety concerns near their school, for example Trinity Valley Elementary in Willow Creek recently completed a gravel path along Highway 96 that connects the school with the center of Willow Creek.

How close a school is to students' homes greatly influences the numbers of kids who walk or bike to school. Neighborhood schools that serve a majority of students who live within one to two miles of the school see many more students walking or biking to school. Schools that attract students from across the district or that serve very rural communities with a low population density have few students who walk or bike to school. As an example, at Toddy Thomas Middle School in Fortuna, over half of the 300 students walk to school from nearby neighborhoods. In contrast, at Weitchpec School in eastern Humboldt, the majority of students live many miles away and are bussed and one student walks to school. SR2S projects and programs must recognize these diverse situations and be tailored to meet individual schools' needs.

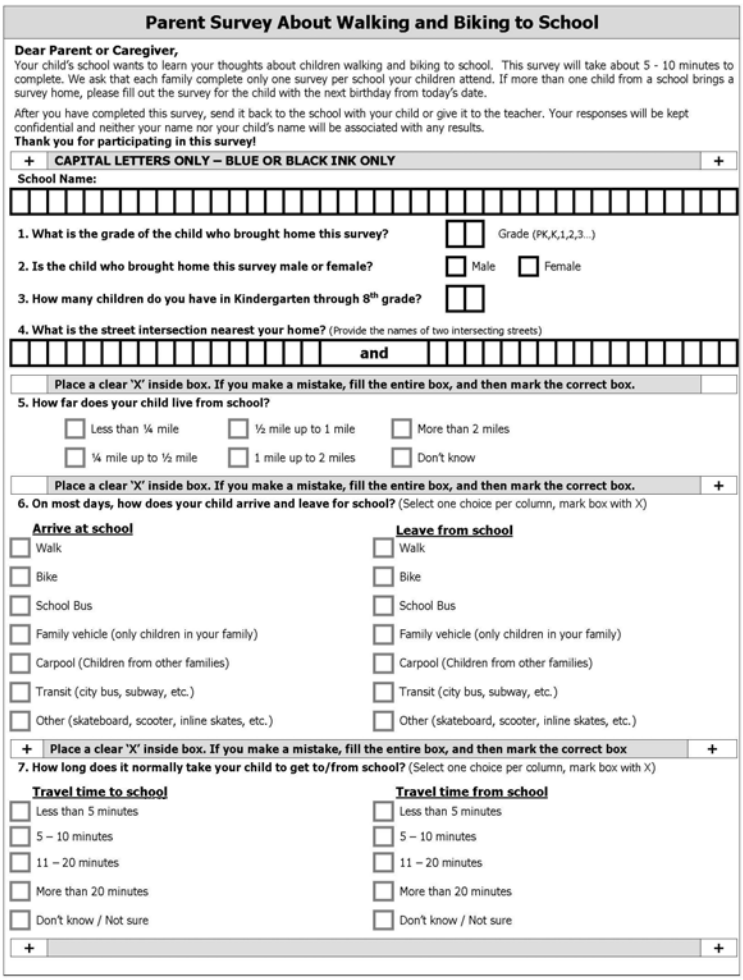
Bus transportation cuts are a major concern at many schools across the County - especially very rural schools where kids live far from school. Over 80% of students are bussed to many schools within the Klamath-Trinity Joint Unified School District, Southern Humboldt Unified School District, and many smaller districts. Effective SR2S programs in school districts like these will need to consider creative interventions to alleviate school transportation budget shortfalls.

SR2S Parent Surveys

In order to better assess the need for and capacity of ongoing or burgeoning SR2S programs at Humboldt County schools in the fall of 2011, SR2S Parent Surveys were distributed to all Humboldt County public and charter schools. The surveys went home with students, filled out by parents/caregivers and returned to school with students. Parent Surveys help examine school, district, and county-wide behavior patterns and safety issues in getting children to and from school. They also help evaluate programs before, during, and after implementation.

The project team determined which schools would be most apt to distribute and complete surveys. Several schools have multiple sites or off-campus locations to which few students physically travel. Thirty-two out of 75 schools returned surveys, a 43% return rate. We distributed surveys to schools through the Humboldt County Office of Education's (HCOE) courier service and were picked up from schools by various SR2S Task Force members and stakeholders. Completed surveys were then shipped to the National Center for Safe Routes to Schools for data entry and compilation. Figure 1 shows the first section of the SR2S Parent Survey.

Figure 1: SR2S Parent Survey



Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,
Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.
Thank you for participating in this survey!

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

1. What is the grade of the child who brought home this survey? Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female? Male Female

3. How many children do you have in Kindergarten through 8th grade?

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

Less than ¼ mile
½ mile up to 1 mile
More than 2 miles
¼ mile up to ½ mile
1 mile up to 2 miles
Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
Walk	Walk
Bike	Bike
School Bus	School Bus
Family vehicle (only children in your family)	Family vehicle (only children in your family)
Carpool (Children from other families)	Carpool (Children from other families)
Transit (city bus, subway, etc.)	Transit (city bus, subway, etc.)
Other (skateboard, scooter, inline skates, etc.)	Other (skateboard, scooter, inline skates, etc.)

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
Less than 5 minutes	Less than 5 minutes
5 – 10 minutes	5 – 10 minutes
11 – 20 minutes	11 – 20 minutes
More than 20 minutes	More than 20 minutes
Don't know / Not sure	Don't know / Not sure

SR2S Parent Survey Results

As a whole, SR2S parent surveys indicated that 12 percent of Humboldt County students are walkers, 3 percent bike, 26 percent ride the bus, and 59 percent are driven in private vehicles. More populated regions showed a higher percentage of walking and biking to and from school. The survey results were not surprising given the high number of inter-district transfer students, i.e. students that live outside the school district and are not within walking or biking distance. Many schools showed a higher percentage of students walking after school rather than to school. This is likely due to the fact that many families send their children to daycare facilities after school, many of which are located within walking distance of school.

While not always the case, survey results typically show a correlation between students who walk and the distance they live from school. For example, in the Eureka City Schools District where 1,924 surveys were distributed and 379 surveys returned, 44 percent of students living within a quarter mile of school walked to school and 48 percent walked home. Of students living within a half mile of school, 28 percent walked to school and 33 percent walked home. As the school district allows out-of-district transfers, there are significant numbers of students who live too far to walk or bike to school. Thus, distance to school is a barrier that affects the ability for many children to walk and bike. Other barriers are traffic volume and speed along the route, the perceived safety of intersections and crossings, and the fear of crime and/or violence.

Surveys returned from the Fortuna Union Elementary School District, another area of high population density in the county, shows that many students live close to school. In Fortuna, 178 surveys were returned out of 765 surveys distributed. Forty six percent of students living within a quarter mile of school walk to school and 68 percent walk home. Thirty five percent living less than a half mile from school walk there with 47 percent walking home. Four percent of students living less than a quarter mile are shown to bike to and from school. Students living one to two miles are typically bussed and those living more than two miles from school are driven in a family vehicle. Overall, 21 percent of students walk to school and 30 percent walk home.

In the Arcata Elementary School District, sixty-nine surveys were returned out of 660 surveys distributed, which indicated sixty-four percent of students live more than 2 miles from school. Seventeen percent live between one and two miles, 10 percent between a half mile and one mile, 3 percent between a quarter mile and a half mile and 6 percent live less than a quarter mile from school. While surveys show that 69 percent of students arrive and leave school via private vehicle, 67 percent of students living less than a quarter mile from campus walk to school and 78 percent walk home. Forty percent of students living within a half mile walk to school and back. Twelve percent of students living between a quarter and one mile walk to school and 18 percent walk home. Of students living between a half to one mile, 24 percent bike to school and 18 percent bike home. Of students living one to two miles from school, 15 percent bike to and from school. Again, distance is the main factor affecting if parents allow students to walk and bike to School. Other factors are weather and climate, amount and speed of traffic along the route, and duration of travel. Arcata School District's relatively high rate of students driven to school correlates to the high number of students who live outside the city.

At Blue Lake Union Elementary School, 31 surveys were returned out of 160 distributed. Forty percent of students who live less than a quarter mile away walk to school and 44 percent walk home. Here it is easy to see the connection between distance and parents permitting children to walk. But the surveys also indicated that for students living less than a quarter mile away from school, 50 percent travel to school by private vehicle and 44% travel home by car. Parents indicated that the amount and speed of traffic along the route, along with weather issues as the reason not to allow their children to walk or bike. No students were shown to bike the short distance, of less than ¼ mile yet 75 percent of students living ½ to 1 mile bike to and from school. One hundred percent of students living more than 2 miles get to school by private vehicle.

Survey results show that throughout the County the lack of crossing guards heavily influences parents' decisions throughout the County to not allow their children to walk where walking and bicycling is otherwise an option. The County of Humboldt will be addressing school district liability concerns as well as funding for crossing guard positions as part of a five-year SR2S non-infrastructure grant.

Survey results from smaller, more rural districts in the County such as Southern Humboldt and Klamath-Trinity, were not returned at a rate high enough to determine accurate rates of walking and bicycling. We recognize that it is a challenge connecting with smaller communities that struggle with barriers such as greater distances between school and home, less funding than larger districts, and budget cuts for transportation. These schools and districts often do not think Safe Routes to School is relevant to their schools and communities. It is not always clear exactly how SR2S can help schools until each unique school situation is analyzed.

Maple Creek School has fifteen K-8 students and is located on a remote two-lane road nestled in the mid-Mad River watershed and surrounded by pastureland, forest, and mountains. While the principal did respond to the inventory call, she was not interested in distributing parent surveys because she did not believe they were relevant to her school where the majority of students are driven to school. Because of this initial contact, however, the principal reached us later in the year to express her concerns that cars drive too fast on the narrow winding road in front of the school, and that there are no School Speed Zone signs posted next to the school. We contacted the Engineer with the County Public Works Department who was surprised to hear there were no signs. In less than a week, a very excited Maple Creek principal contacted us to say she was pleased to let us know the signs had been posted. She said she now sees how the program can make an impact even by just improving communication between agencies that can get safety improvements in place.

As we move forward with county-wide SR2S efforts, better communication and networking techniques need to be established in order to show partners and champions in the remote regions of the County that SR2S programs are diverse and creative, and that they can and do address the unique challenges rural communities face.

Survey results for participating schools in Humboldt County can be viewed on HCAOG's website (http://hcaog.net/humboldt-sr2s-local-data#overlay-context=documents/safe-routes-school-whats-happening-humboldt).

5. Prioritization Tool

The Prioritization Tool is used to understand the relative priority of schools so that HCAOG may apportion available funding to the highest priority schools. Schools that have the greatest needs based on safety and health concerns are identified as well as those that have existing support in the school community to ensure the programs or projects success. The Tool leads to a ranked list of schools to recommend priority schools for SR2S projects and programs.

Beyond the goal of understanding need and readiness, the Tool criteria were selected with two additional principles in mind – to ensure sustainability beyond this project and to prioritize schools with underserved populations.

In order to ensure sustainability, the Tool was developed with criteria that will be tracked on a regular basis, primarily by other entities such as Caltrans, California Department of Education and local jurisdictions through regular local plan update processes. It is expected that that rural counties throughout the state will continue to see little funding available for data collection. By selecting data that can be gathered from publicly available sources, HCAOG can use the Tool on an ongoing basis with minimal annual or biannual investment. The intent is a Tool that can be updated every two years to have schools' new priority projects and SR2S programs.

The Tool prioritizes schools with underserved populations and at-risk students. California state law now even requires equity be fully considered in evaluating SR2S applications. The Tool uses demographic indicators and safety data as proxies for understanding which student populations may benefit most from travel options and increased physical activity.

Schools that do not rank highly during the Prioritization process may still need support for Safe Routes to School programs or infrastructure improvements. The ranked list of schools should be considered a "living document."

Primary Criteria Overview

The Tool combines GIS-based spatial data and a qualitative matrix to understand a school's readiness to proceed with SR2S programs. The project team gathered information to assess three categories of criteria:

- **School readiness** for SR2S projects and programs (gathered through the school SR2S inventory calls and SR2S parent surveys)
- **School internal need** (demographic factors within the school that may indicate a need for SR2S programs, gathered via publicly available data on school enrollment, fitness testing scores and socioeconomic status of the school population)
- **School external need** (physical and socioeconomic factors in the immediate vicinity of the school that may influence safety or need for SR2S programs, compiled from spatial data available through publicly available spatial datasets and HCAOG jurisdictions)

The complete Tool criteria are included in Appendix C. The Tool itself is included in Appendix D.

School Readiness Criteria

Most of the data for the school readiness criteria was gathered during the SR2S inventory calls to each school. See Table 1 for school readiness criteria.

Table 1: Indicators for School Readiness Criteria

Data Source	Criteria Description	Measured by	Values	Maximum Score
School Readiness Criteria				
School Inventory Calls	School administration support	Presence/Absence	Present = 5 Absent = 0	5
School Inventory Calls	SR2S activities/discussions/interest	Presence/Absence	Ongoing = 10 Present = 5 Absent = 0	10
School Inventory Calls	SR2S champion present at the school	Presence/Absence	Present = 5 Absent = 0	5
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence	Present = 5 Absent = 0	5
School Inventory Calls	SR2S district or school policy adopted	Presence/Absence	Present = 5 Absent = 0	5
SR2S Parent Surveys	Completed SR2S parent surveys	Annual Reporting	Present = 5 Absent = 0	5

For schools with little detail about safety concerns or interest or awareness of Safe Routes to School, school readiness criteria were not scored.

Policy and administrative support at the school and district level are critical to the success of grant applications. Long-term success of projects and programs can be hindered by a lack of high-level support at the school. Administrative support is a baseline indicator that informs funders and planners about the level of resources that may be needed to the support the school in attaining a higher level of bicycling and walking.

Parent support, a SR2S champion and/or ongoing activities are also a key part of sustainability of programs in each school. Typically, Safe Routes to School projects provide start-up funding or programs for one to two years. Existing parent or teacher support of Safe Routes indicates the potential for programs to survive after the initial funding period. As with administrative support, a lack of existing interest does not mean the school would not be considered for Safe Routes to School support – but rather indicates a higher level of resources and outreach needed to the school.

School External Need Criteria

The Prioritization Tool was intended to assess and document spatial information relevant to external school need. Thus, a Geographic Information System (GIS) component is included to efficiently and accurately assess the external factors that may influence each school's need for SR2S projects and programs. GIS offers a cost-effective and accurate proxy for walkability audits at a range of spatial scales. In the case of a county-wide assessment, prioritization using only field verification would be prohibitively expensive, both in terms of time and financial cost. The GIS component is designed to assess schools' external need for SR2S based on a variety of roadway characteristic and demographic indicators.

The project team surveyed the available spatial data from public sources and individual jurisdictions that could help assess external school need. The project team and Task Force researched potential spatial data relating to schools' external need for SR2S programs and chose indicators show in Table 2.

Table 2: Indicators for School External Need

Data Source	Criteria Description	Measured by	Values	Maximum Score
External Need Criteria				
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 5	5
			Present but insufficient = 3	
			Present = 0	
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 10	5
			Intersects Over 35mph = 5	
			25 or under and no intersections = 1	
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.	Absent = 5	5
			Present = 0	
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	13-17% = 5	5
			9-12% = 4	
			6-8% = 3	
			3-5% = 2	
			0-2% = 1	
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	25-71 = 5	5
			6-24 = 3	
			1-5 = 1	
			0 = 0	

The project team initially collected additional spatial data from HCAOG member jurisdictions that were not included in the Tool because of difficulty in accurate data collection. The project team recognized the lack of comprehensive, spatially explicit Average Daily Traffic (ADT) volumes would hinder the Prioritization Tool being easily updated in the future. The project team and the Task Force decided traffic speeds could viably assess potential safety concerns along streets adjacent to schools and so did not utilized ADT. In addition, sidewalk connectivity was not assessed spatially due to the lack of digitized locations of sidewalks and other pedestrian infrastructure. Instead, the presence of pedestrian facilities connecting to the school was assessed during the SR2S school inventory calls.

The spatial component of the Tool and detailed instructions for updating this component are included in Appendix D.

External Need Indicator 1: Existing Pedestrian Facilities

A connected pedestrian network of sidewalks near schools ensures students and families have a safe route to walk to school. As noted above, pedestrian facilities were assessed during the SR2S inventory calls to schools as sidewalks and other pedestrian facilities were not spatially catalogued by HCAOG jurisdictions. The Tool scores the presence or absence of pedestrian facilities in proximity to the score as shown in Table 3.

Table 3: Existing Pedestrian Facilities

Pedestrian Facilities	Values
Pedestrian facilities absent	5
Pedestrian facilities present but insufficient	3
Pedestrian facilities present and sufficient	1

External Need Indicator 2: Posted Speed Limit

Speed has a direct impact on frequency and severity of pedestrian and bicycle collisions with motorized vehicles. According to the Federal Highway Administration, “reductions in vehicle speeds can have a very significant influence on pedestrian crashes and injuries,” and “pedestrians suffer much more serious injuries when struck by high-speed vehicles than when struck by vehicles going more slowly” (FHWA, 1999). There is much greater severity between a bicycle/pedestrian collision that occurs at 35 mph versus 25 mph. A pedestrian struck by a vehicle travelling at 25 mph or less has a 89% probability of survival; the survival rate drops to 11% when a pedestrian is hit by a vehicle traveling at 35 mph or higher (Wisconsin DOT, 2006).

A child’s ability to successfully judge walking and biking safety is limited by the following factors:

- Children’ have not yet developed judgment to assess traffic without help.
- Children’s peripheral vision is a third narrower than adults.
- Children have very acute hearing, but have difficulty identifying the direction sound is coming from.
- Children assume that if they can see a vehicle, it and its operator can see them.

- Children cannot judge a vehicle's speed, or even if a vehicle is moving or parked.
- Children have an underdeveloped sense of danger; they do not understand what a serious physical injury means.
- Children think motor vehicles can stop as fast as they can as pedestrians.

For the Posted Speed Limit indicator of the Prioritization Tool, break points were selected according to best available data correlating safety and speed limits. A spatial buffer of 660 feet (roughly 2 blocks) was mapped around each surveyed school, and posted speed limits were evaluated for adjacent and nearby roadways. The Tool scores three levels for this criteria:

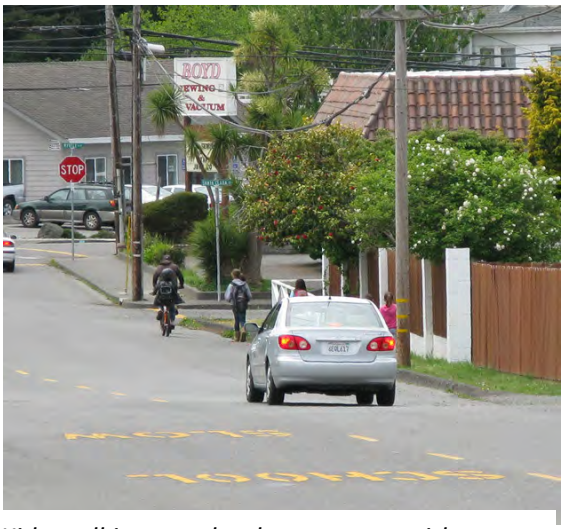
Table 4: Posted Speed Limit Criteria Scoring

Posted Speed Limit Criteria	Values
School on a 35+ MPH roadway	10
School within 660' of a 35+ MPH roadway	5
All roads under 35 MPH within 660' buffer, including adjacent roadways	1

The levels for this indicator was determined by the statistically significant survivability rate between 25 mph (and lower) and 35 mph (and higher), combined with driver reaction time and children's limited capacity to judge roadway safety.

External Need Indicator 3: Existing Bicycle and Trail Facilities

Indicator 3 measures school proximity to bicycle and trail facilities. The presence of bicycle and trail facilities increases the likelihood that children and adults will choose active transportation, such as bicycling or walking, for both recreation and commuting. A recent study indicates trails increase the likelihood that people will choose to walk as a mode of transportation in areas with available trails (Chin, 2008). Also, a study published in the journal *Preventative Medicine* found the availability of bicycle facilities directly correlates to increased bicycle ridership (Pucher, et al., 2010).



Kids walking to school on a street without sidewalks

The spatial component of bicycle and trail facilities led to the inclusion of Spatial Indicator 2 in the Prioritization Tool. As with Spatial Indicator 1, a 660 foot (2 block) buffer was used to score the presence of Class I/II bicycle facilities or trails. The score is determined solely by the presence or absence of one or more bicycle or trail facility within each school buffer zone.

Table 5: Existing Bicycle and Trail Facilities Scoring

Bicycle and Trail Facility Criteria	Values
Bicycle/Trail Facilities Absent	5
Bicycle/Trail Facilities Present	0

External Need Indicator 4: Percentage of Carless Households

Lack of access to a motorized vehicle indicates that children will travel to and from school by bicycle, walking, or transit.

The percentage of carless households is determined by creating a spatial data layer from the US Census Bureau's demographic data, and integrating it spatial data for Humboldt County census tracts (statistical geographic subdivisions within a county). The percentage scores are classified by natural breaks in the data, yielding the following scoring:

Kids walking to school on a street without sidewalks

Table 6: Percentage of Carless Households Scoring

Percentage of Carless Households Criteria	Values
13-17%	5
9-12%	4
6-8%	3
3-5%	2
0-2%	1

Indicator 5: Bicycle and Pedestrian Collision Frequency and Location

Collision data was downloaded from the Transportation Injury Mapping System (TIMS) website at the University of California, Berkeley. TIMS data is derived from the Caltrans Statewide Integrated Traffic Records System (SWITRS) database, a repository of all collision data collected in California. The TIMS project packages select SWITRS data into a georeferenced file suitable for use with GIS software. Bicycle and pedestrian collision data for Humboldt County was collected for 2005-2010 and added to the spatial component of the Prioritization Tool. A half-mile buffer around each school was mapped, and a count of bicycle and pedestrian collisions with motor vehicles was tallied. The resulting collision count was divided into three groups according to natural breaks, then manually reclassified into four groups to include a zero-point group for schools with no collisions in a half-mile radius between 2005-2010.

Table 7: Bicycle and Pedestrian Collision Scoring

Bicycle and Pedestrian Collision Criteria	Values
25-71 collisions	5
6-24 collisions	3
1-5 collisions	1
0 collisions	0

School Internal Need Criteria

The Tool's Internal Need Criteria are intended to be easily replicated in the future, thus the tool uses data sources that will be regularly updated and publicly available. The demographic indicators of the Internal Need Criteria help identify schools that may have greater need based on equity and health concerns. A school's total student enrollment is also considered as one potential factor indicating need for funding. All data sources used are updated annually and made available through the California Department of Education. Recent criteria for California State SR2S grant awards have emphasized the importance of equity in addressing safety concerns and SR2S need at schools. Therefore, data on school socioeconomic status was included as primary criteria for the Prioritization Tool.

Table 8: Indicators for School Internal Need Criteria

Data Source	Criteria Description	Measured by	Values	Maximum Score
Internal Need Criteria				
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported	80-100% or greater = 8	8
			60-79% = 6	
			40-59% = 4	
			20-39% = 2	
			0-19% = 0	
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level	70-100% = 0	5
			40-70% = 3	
			0-40% = 5	
Ed-Data	Student Enrollment	Schools are scored based total student enrollment	Above 300 = 5	5
			101-300 = 3	
			Under 100 = 1	

Internal Need Indicator 1: Percentage of Students Eligible for Free and Reduced Lunch

Children from low-income families are twice as likely to walk to school as children from higher-income families. In addition, children from low-income households have a higher risk of being injured or killed as pedestrians and are at greater risk of obesity[1].

Humboldt County has a diversity of land uses, and schools are located in urban contexts and very rural areas. Students in low-income urban areas of the county may encounter neighborhood barriers to physical activity, such as higher numbers of busy through-streets and poor pedestrian and bicycle infrastructure. Students in low-income rural communities are faced with challenges such as distance to school and a shortage of sidewalks and safe places to walk or bicycle. Given the risks to families with low income, it is important to identify and support schools that have a high percentage of low-income students.

[1] Low Income Resource Guide. Safe Routes to School National Center http://www.saferoutespartnership.org/resourcecenter/publications/low-income-guide

The Prioritization Tool does not use spatial data that tracks low-income school-aged populations near the schools for two primary reasons:

- Many schools in Humboldt County have open enrollment. Students may not be attending their neighborhood school and thus population characteristics directly adjacent to the school were not accurate.
- Rural schools draw from large areas. A sufficient analysis would require a school by school assessment of individual catchment areas. This was not efficient and or easily replicable in the future.

In the education system, family income is used to qualify for free and reduced prices in the Federal School Lunch Program. Free or reduced lunches are available to students with family incomes of up to 185 percent of the federal poverty limit. At the federal level, schools are often categorized as low-income when more than half of their students qualify for free and reduced school lunch. In this analysis, the schools are not classified as low or high income – rather allocated points based on the percentage of free and reduced lunch eligibility. The intent is to prioritize those schools with a very high percentage of low-income students.

The Free and Reduced Lunch eligibility criterion uses a broader range of scores to reflect the equity focus of this Tool. The intention is for schools with a higher socioeconomic need to be fully considered for SR2S projects. The latest evaluation criteria for California State SR2S proposals focuses on equity.

School free and reduced lunch statistics can be found at Ed-Data (http://www.ed-data.k12.ca.us).

Table 9: Free and Reduced Lunch Eligibility

Percentage of students eligible for Free and Reduced Lunch	80-100% = 8
	60-79% = 6
	40-59% = 4
	20-39% = 2
	0-19% = 0

Internal Need Indicator 2: Percentage of Students Meeting Healthy Fitness Zone Benchmarks

The FITNESSGRAM® uses Healthy Fitness Zones (HFZs) to evaluate fitness performance. These zones, established by The Cooper Institute of Dallas, Texas, represent minimum levels of fitness that can protect against the diseases caused by sedentary living. The California Department of Education considers a student who meets or exceeds a HFZ as meeting the desired performance goal.

Recent studies have found that walking to school is associated with higher overall physical activity throughout the day[23]. Additional research has shown that children who walk or bicycle to school are more likely than children who are driven to school to walk or bicycle to other places in their neighborhood. There are many potential benefits of increased physical activity for students, including:

- To control weight and blood pressure
- To maintain bone, muscle, and joint health
- To reduce in the risk of diabetes
- To improve psychological welfare

The Tool gives higher scores to schools with a low percentage of students meeting the basic Health Fitness Zone standards received higher scores. The intent is to identify those school populations that may benefit the most from increased physical activity from walking and biking to school.

Some schools did not have publicly available Healthy Fitness Zone results, either because of the desire to preserve anonymity in schools with small enrollment or because they did not participate in the testing. The Task Force decided this criterion was still important to include in the Tool. We developed an algorithm so schools without Healthy Fitness Zone data would still be competitive in the overall scoring.

School results for the Healthy Fitness Zone testing are located at http://www.cde.ca.gov/ta/tg/pf/pftresults.asp.

Table 10: Healthy Fitness Zone Scores

Percentage of students achieving the benchmark fitness level	70-100% = 0
	40-70% = 3
	0-40% = 5

Internal Need Indicator 3: Student Enrollment

With limited resources available for Safe Routes to School projects and programs, it is important that HCAOG and member jurisdictions consider where resources can reach the most people. As student enrollment varies widely across schools in the county, it is important to document student population.

[2] Centers for Disease Control and Prevention. The Importance of Regular Physical Activity for Children. Accessed 9/16/05 at http://www.cdc.gov/nccdphp/dnpa/kidswalk/health_benefits.htm.

[3] Cooper et al., Commuting to school: Are children who walk more physically active? American Journal of Preventative Medicine 2003: vol 25 no. 4

This indicator supports schools with larger populations that could potentially walk or bike to school. This indicator was not weighted heavily or used to normalize percentage scores. The scoring was developed to add points to those larger schools where improvement would likely benefit many students, while not discriminating against rural schools whose enrollment size will be lower.

School enrollment statistics can be found at Ed-Data (http://www.ed-data.k12.ca.us).

Table 11: Student Enrollment

Total Student Enrollment	Above 300 = 5
	101-300 = 3
	Under 100 = 1

Secondary Criteria

The Tool includes secondary criteria that are given a numeric value. The purpose of the secondary criteria is to provide a qualitative assessment to distinguish between high-ranking schools and determine where improvements and programs are most likely to have the desired impact. Each year, HCAOG and member jurisdictions will have only limited funding for Safe Routes projects. The secondary analysis adds information to deliver targeted support to schools. Table 12 outlines the Prioritization Tool secondary criteria.

Table 12: Secondary Prioritization Tool Criteria

Question?	Answer	Outcome	Notes
Has there been a previous walking audit at the school within 7 years?	Yes	Select another school for walk audit support. Also determine if anything was done as a result of the audit.	A previous audit does not mean that the school will never receive additional SR2S support - it just provides some context for providing geographic equity
	No	A good candidate for safe routes support	
Has the school been awarded a SR2S grant or had recent pedestrian safety improvements?	Yes	Consider selecting another high ranking school	If yes, and improvements have been made at the school, consider selecting another high ranking school. If no, the school may be good candidate to apply for funding on the basis of a walk audit. Determine what specfic support the school will need from program staff
	No	A good candidate for safe routes support	

Many schools may rank high in the primary criteria, indicating both a need and readiness for Safe Routes to School support. The secondary criteria helps define specific support needed at an individual school. For example, the first criterion notes whether there has been a walkability audit within 7 years. If a high ranked school has had a recent walkability audit they may be ready to apply for a grant for infrastructure improvements and walkability audit support can be

provided to another school. A high-ranking school may have had recent improvements – these schools can be monitored for improvement and another high ranking school selected for funding.

Field Testing the Tool: Humboldt's Pilot Prioritization

HCAOG and member jurisdictions will be able to use this Prioritization Tool to determine which schools in their jurisdiction are best poised for an SR2S project or program. To recap, the Prioritization Tool is based in an Excel spreadsheet, with a GIS component supporting the spatial criteria of the Tool. The spatial component of the Tool and detailed instructions for updating this component are included in Appendix D. The complete inventory of SR2S data relating to each Tool criteria was gathered for each school before scoring began.

The Tool testing iterations were utilized to select schools for the two walkability audits conducted through this project. Task Force members and the HCAOG TAC helped assess whether the scoring reflected what they saw as appropriate priorities. The scoring results demonstrated that many schools scored similarly to one another. The secondary criteria assessed which schools had already had a walkability audit or previous SR2S award. The highest ranking school in a city jurisdiction that had not yet had a walkability audit or SR2S award was Toddy Thomas Middle School in Fortuna. Redwood Preparatory Charter School, located a half-mile from Toddy Thomas, also ranked high. Thus these two schools were selected for a joint walkability audit.

Next, the project team assessed which school in an unincorporated area to select for the second walkability audit. Orick School and Weitchpec School both scored high. Project staff contacted each school to gauge their interest in a walkability audit. We learned that Orick recently had a walkability audit near the school. After we talked to Weitchpec School, we determined that the school's location, up a steep driveway off Highway 96, was infeasible for a successful walkability audit. The next highest ranking school in the unincorporated area was Dow's Prairie Elementary School. The principal was very receptive to having a walkability audit. The Fortuna and Dow's Prairie walkability audits are described further in the section below.

After the testing iterations were performed and the Task Force and TAC approved the draft Tool, a pilot ranking of schools with the Prioritization Tool was conducted.

In the pilot ranking of schools with the Tool, Grant Elementary and Alice Birney Elementary were the highest ranking schools. As Grant Elementary was recently awarded a Cycle 10 SR2S award, this Tool ranks schools that may be most competitive for funding. The Tool demonstrates that Alice Birney Elementary should be the priority school for the City of Eureka and HCAOG to implement SR2S improvements and promote SR2S programs.

Many schools in the City of Fortuna also ranked highly overall – South Fortuna Elementary, Toddy Thomas Middle School, Ambrosini Elementary and Redwood Preparatory Charter School. The City of Fortuna should look towards improvements at South Fortuna Elementary and Redwood Preparatory Charter School and Toddy Thomas Middle School, where the walkability audits were recently completed.

There were many schools in the unincorporated County that scored highly; Freshwater School and Hoopa Elementary School ranked as priorities. Freshwater School had a SR2S award several years ago to improve Freshwater Road, though the school remains concerned about traffic speeds. The Hoopa Tribe, in partnership with the County, has been planning pedestrian improvements near the Hoopa Valley schools. Lafayette Elementary School in Myrtletown also scored highly and has had clear recommendations developed following a walkability audit.

The City of Blue Lake has only one public school, which did rank relatively high by the Prioritization Tool. The City recently implemented crosswalk and sidewalk improvements near the school.

The City of Arcata has supported many SR2S programs at schools within its jurisdiction. Jacoby Creek Charter School continues to rank the highest of schools within the city limits and has many motivated SR2S champions. Additionally, Coastal Grove Charter School also scored highly. It is located on a campus with other schools, which means SR2S improvements there would impact multiple student bodies.

The City of Trinidad also has only one school, and the City recently found another funding source to implement SR2S-like improvements near the school.

The City of Rio Dell has two public schools within its jurisdiction and recently received a Cycle 10 SR2S award for improvements to benefit both schools. The proximity of Eagle Prairie Elementary and Monument Middle School makes these improvements have a double impact. SR2S encouragement programs at the schools could complement this recent SR2S infrastructure grant.

The City of Ferndale's two schools did not score highly in the Tool. Both schools have well-connected sidewalks in a walkable section of the city, and they did not express many safety concerns. SR2S encouragement programs could benefit these schools to take full advantage of the city's well-connected sidewalks.

For a complete scoring of schools please see Appendix C. Individual jurisdictions should review the school SR2S inventory summaries and SR2S parent survey results for the schools within their jurisdiction to be more informed of the challenges and opportunities at each school.

6. Pilot School Walkability Audits

Neighborhoods and school sites need to be safe and comfortable to foster vibrant communities and walking and biking to school. Walkability Audits are a powerful workshop tool used for redesigning school zones and envisioning communities to be safe and inviting for pedestrians and bicyclists. They are a fun, healthy, democratic, and inspirational way for communities to assess safety conditions around walking and bicycling and provide an opportunity for the public to participate in planning neighborhood improvements. Walkability Audits not only analyze safety conditions around a school, often they can also help garner further support for SR2S programs at a school, inspire additional SR2S champions in the community and make future SR2S funding applications more competitive.

Walkability Audits in Humboldt County

Many Walkability Audits have been successfully conducted throughout Humboldt County in the past five years, particularly around school communities. Many of these workshops have resulted in lasting improvements for the school and surrounding community. The Humboldt County Department of Health and Human Services Public Health Branch (DHHS, PHB), and the Humboldt Partnership for Active Living (HumPAL) have spearheaded efforts since 2005 to observe the walking and bicycling environments in Eureka, Arcata, Rio Dell, Manila, McKinleyville, Hoopa, and Redway. Walkability Audits helps makes grants more competitive by showing that local agencies and the public have collectively identified safety concerns and brainstormed potential solutions. The most recent Walkability Audits, prior to this project, were held at Lafayette and Grant Elementary Schools in Eureka. As a result, Grant Elementary received a $5000 community grant to begin an education and encouragement program around walking to school and a $300,000 Cycle 10 Safe Routes to Schools grant to install pedestrian safety improvements and traffic calming measures in the Grant neighborhood.

Recognizing the benefits of Walkability Audits, HCAOG included two Walkability Audits as part of this project, selecting one school within a city jurisdiction and one school in the unincorporated County. The draft Prioritization Tool criteria were tested initially to select the schools for the walkability audit. In testing the tool, schools were run through the criteria and those that received the highest scores were prioritized as pilot schools for Walkability Audits. As described in above, secondary criteria were established for the tool to determine whether or not schools have previously received SR2S funding or had a prior Walkability Audit within the past five years.

Walkability Audit participants work together to identify priorities and recommendations

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Fortuna Walkability Audit

Redwood Preparatory Charter School and Toddy Thomas Middle School are located within a half mile of each other and also in proximity to two private schools and another charter school. This area of Fortuna is a prime location for a walkability audit as many students and families will benefit from the event. The need for improvements was particularly evident by the lack of pedestrian and bicycle facilities on the 40 mph road on which Redwood Preparatory Charter School is located.

In preparation of the Walkability Audit, flyers and invitations were sent home to with students at both schools (see Appendix E). Additional invitations were sent out to the County-wide Safe Routes to Schools Task Force, Fortuna police department, Fortuna City Planners and City Engineers. A press release was distributed to local papers and PSAs were sent to local radio stations.

The audit was conducted on Monday, June 4, 2012 and began at Redwood Prep. The walkability audit then proceeded to Toddy Thomas, approximately a half-mile away in a residential neighborhood in which many students already walk and bike to school on a regular basis.

Many local officials, school staff and parents attended the Walkability Audit. (For a complete list of attendees please refer to the Fortuna Walkability Audit Report in Appendix E). The Audit helped forge strong relationships between city staff, school district personnel and community members.

At the beginning of the workshop, participants shared their visions for the workshop and the outcomes they wanted. Priorities included working with parents, safer routes for kids, improving the walking environment to reduce obesity rates and improve health, slowing traffic, reducing the number of private vehicles during arrival and dismissal, partnering and expanding relationships, and working together to make the best use of shrinking resources. The project team gave participants clipboards, pens, and Walkability Audit worksheets (see example in Appendix E) to take notes during the walk, and told participants what to look for during the walk itself.

As with most Walkability Audits, it was scheduled to take place during the morning arrival time so participants could observe the conditions students encounter when arriving at school. Most students arrived to Redwood Prep by private vehicle. The group then walked out to the road and along a route leading to Toddy Thomas Middle School, observing high rates of speed by vehicles, a lack of connected sidewalks, insufficient crosswalks, as well as sidewalk obstructions and out-of-date signage.

After the walk, participants returned to the classroom and learned strategies to slow traffic, educate students, parents, and community members, and involve law enforcement to make the streets safer for pedestrians and bicyclists. At that point, small groups worked with large maps on which they drew their suggestions for improvements around these Fortuna schools. Groups reported out on what concerns they identified and which engineering, enforcement, education, and encouragement strategies they propose to solve the issues. The workshop participants then worked together to categorize short term, mid term and long term recommendations.

Participants committed to take on short term recommendations to improve safety at the two schools.

Maps of suggested walking routes have been created for each school so that parents can choose the safest, most convenient way for their children to get to school. Additional maps highlighting the recommended safety improvements were also created for each school that highlight high priority improvements. These recommendation maps will be very useful to include with future grant applications for safety improvements.

Since the completion of the Walkability Audit, the Fortuna City Council adopted a programmatic School Speed Zone policy establishing 25 mph and 15 mph zones within 500 feet of all Fortuna schools. Fortuna City staff also acted quickly on the quick-fix solutions. Within a couple of weeks, City staff had removed out of date signage, extended a no parking red curb zone to improve visibility, and removed encroaching vegetation from a sidewalk. For details of the Fortuna Walkability Audit Report see Appendix E.

Dow's Prairie Walkability Audit

The Dow's Prairie Elementary Walkability Audit took place on Thursday, September 20′ 2012. The preparations, invites and workshop was conducted as described above for the Fortuna Walkability Audit. The Dow's Prairie Walkability Audit was led by project team members Emily Sinkhorn and Jenny Weiss of RCAA. A list of workshop participants is given in the Dow's Prairie Walkability Audit Report in Appendix E.

Participants of the Dow's Prairie Walkability Audit discuss crosswalk placement

During workshop visioning, participants established a desire to work with parents and community members to achieve the safety outcomes, and be competitive for grants. Participants also want neighborhood kids to be able to safely walk and bike, as many of the participants did when they were kids. The group also prioritized education, in particular to encourage safe bicycling behavior as well as parents and adults modeling good behavior as pedestrians, bicyclists and motorists.

This Walkability Audit took place in the afternoon to observe peak dismissal time. Participants shared initial safety issues they have observed near the school and discussed possible solutions. Many participants remarked about the congestion caused by parents dropping off their children in the morning. The parents who line up to drop children off in the morning often end up in a line of vehicles that wraps around the corner of Dow's Prairie Road onto Grange Road. The cars end up blocking the crosswalks on the corner and in the parking lot loading zone. Parents also remarked that motorists in the queue are in such a hurry that they do not follow drop-off protocol or consider the dangerous conditions created by their unsafe practices. Similar behavior is observed in the afternoon when parents pick-up their children. A courtesy and safety education campaign aimed at parents was among the top priorities following the field exercise. This campaign could focus on teaching parents time management techniques, a parking lot drop off protocol, being a good role model, as well as the health benefits of walking

and bicycling. The campaign could entail working with the PTO, involving kids in a slogan campaign, adding to the parent handbook, and encouraging carpooling and busing. The workshop participants also recommend a positive incentive campaign. Rewarding parents who exhibit good behavior with a raffle ticket for a prize could be a great way to encourage good driver behavior. Better yet, parents could be rewarded for good behavior by scoring “points” for their child’s classroom, turning it into a classroom competition that involves good parent behavior in order for classrooms to win!

Engineering suggestions resulting from the Walkability Audit ranged from quick fix /short-term solutions to mid and longer-term projects. Short-term recommendations such as painting both sides of the parking lot with a red curb in front of the office would help dissuade parking and improve visibility; it could possibly be done at no or low cost by the school district. The County will review an old traffic study on Dow’s Prairie Road to try and justify placing a stop sign at the corner of Grange Road. The County will also investigate whether or not they can mow vegetation to improve visibility along a segment of Dow’s Prairie Road that lacks a sidewalk. A letter to parents about parking procedures and common courtesy will be sent out with the hopes that a gentle safety reminder will be the impetus for improved behavior during drop off and dismissal times.

Mid- to long-term recommendations include installing better signage in the parking lot, shifting the center line west on Dow’s Prairie Road to allow more room on the east side, and filling in a crucial sidewalk gap on Dow’s Prairie Road (which has been recommended on a past SR2S application). For more details of the recommendations, please refer to the Dow’s Prairie Walkability Audit Report in Appendix E.

7. Sustainability of the Regional SR2S Prioritization Tool

Updating the Sustaining the Prioritization Tool through HCAOG

This Regional SR2S Prioritization Tool was developed in order to ensure coordination of SR2S programs across Humboldt County, increase capacity for Safe Routes to Schools programs at schools throughout the County and increase competitiveness across the region for scarce SR2S funding. The Prioritization Tool was developed to be easily utilized and updated to guide evaluation of potential SR2S projects and programs into the future.

HCAOG, as the regional transportation planning agency for Humboldt County jurisdictions, is well positioned to sustain the SR2S Tool and carry forward the recommendations from this Tool Report. As the Tool was originally intended, HCAOG jurisdictions would utilize the Tool in order to decide which schools and local jurisdictions would apply for SR2S funding. As SR2S funding opportunities have shifted at the Federal level, this Prioritization Tool will remain crucial in equitably allocating funding for bicycle and pedestrian improvement projects around schools and neighboring communities.

The HCAOG Board and TAC will be able to utilize the Regional SR2S Prioritization Tool in years to come in order to advise which schools would be most competitive for SR2S and other relevant funding sources. However, the Tool will need to be periodically updated in cooperation with HCAOG in order for the Tool to be sustained and relevant to the changing needs and capacity across all Humboldt County schools. Updates to the Tool will include the following:

- School internal need/demographic data via online, public data sources
- School external need data via the spatial database as school locations, road speed limits, collision data and Census data change
- School readiness data via school SR2S inventory calls

Fortunately, the school internal need data and spatial database are easily updateable through publicly available data sources. The spatial data comprised in the Tool will not change very often, and can be updated by a GIS specialist through HCAOG or individual jurisdictions.

As this online and GIS-based data are easily updateable, we recommend HCAOG staff undertake updating these components of the Tool every fall by allocating funds in the Overall Work Program to support a continued focus on SR2S in the region. HCAOG's website currently serves as the clearinghouse for local SR2S data and information (http://www.hcaog.net/documents/safe-routes-school-whats-happening-humboldt). This online clearinghouse for local SR2S information could be further expanded to include more SR2S contact lists, helpful tools developed throughout the region and the Regional SR2S Prioritization Tool itself. Including updates to the school need components of the Prioritization Tool would fit within the scope of HCAOG serving as the SR2S clearinghouse for all of Humboldt County.

The school SR2S inventory calls conducted for this project were very thorough and time-intensive, and revealed valuable information specific to each school and helped promote SR2S programs. Sustaining this level of SR2S inventory across all public and charter schools in

Humboldt County will be challenging. The benefit of this ongoing inventory will be to strengthen relationships with school administrators and school SR2S champions, and also gain updated information around school safety concerns and SR2S capacity and need.

It should be a priority to sustain these school SR2S inventories into the future as these are the data which will change the most frequently (e.g. school contacts, champions, school infrastructure needs, etc). Fortunately, Public Health and RCAA have funds to reinitiate these calls in 2013 via the SR2S-funded Redwood Crossing Guard Program. Beyond 2013, the school SR2S inventory calls could be more easily undertaken by adapting a subset of the original questions on the School SR2S Inventory Survey. HCAOG staff could then send these shortened surveys via email or online survey to schools and follow up via targeted phone calls. HCAOG could recommend school administrators must complete these questions and respond to a phone interview in order to apply for SR2S funding. As transportation decisions can affect safety concerns around schools, it would be proactive to encourage school administrators to connect with HCAOG.

Sustainability of Humboldt County SR2S Task Force and SR2S Parent Surveys

Although the Humboldt County SR2S Task Force was specifically formed ad-hoc to help create the Tool, the Task Force has interest and momentum to continue meeting about County-wide SR2S issues. The broad membership of the Task Force, including school administrators, law enforcement personnel, public works staff, Caltrans staff and more, will continue to facilitate close coordination of SR2S issues across disciplines.

Supporting the Task Force through HCAOG is currently not feasible past November 2012, so other options for sustaining the Task Force were examined. Fortunately, the Humboldt County Department of Health and Humans Services Public Health Branch has funding available through their Community Transformation Grant (CTG) to continue to coordinate the Humboldt County SR2S Task Force through 2013. The Task Force will continue to meet to support and expand ongoing SR2S programs and Walking Wednesdays programs coordinated through the CTG effort. Meeting frequency and times for the Task Force will be revaluated after the HCAOG project concludes.

The Greater Eureka SR2S Task Force has continued to focus on SR2S issues specific to Eureka beyond its initial SR2S project. The meetings have been sustained through in-kind support from many organizations and by rotating meeting facilitators. One idea arose during this Tool project to perhaps combine the Humboldt County SR2S Task Force and Greater Eureka Task Force as a way to further streamline SR2S coordination. The two SR2S Task Forces will discuss the possibility of combining meetings to focus County-wide for the first half of the meeting and then issues specific to Eureka for the second half of the meeting. Ongoing coordination of SR2S efforts through these Task Forces is vital to sustaining the energy and capacity for SR2S programs in Humboldt County.

Local SR2S advocates and the local Task Forces will continue to help distribute and complete the SR2S parent surveys as long as the National Center for SR2S maintains their survey data processing role. The parent surveys have been crucial to understand specific SR2S issues at

participating schools, encourage parent involvement in SR2S programs, and increase competitiveness in SR2S grant programs.

Recommendations for the Future of the Prioritization Tool

Fortunately, this project has greatly advanced the capacity for SR2S programs at many area schools through the SR2S inventory conversations, county-wide Task Force and sponsored walkability audits. In addition, the Prioritization Tool itself, while still in draft form, has already received much praise by the State of California SR2S oversight committee. The committee hopes to incorporate some of the Tool components into evaluating SR2S programs at the State level.

SR2S advocates throughout the Country recognize that the funding sources for SR2S-specific projects will be evolving with the newly authorized Federal Transportation Bill, which will begin October 1, 2012. In contrast to the last Federal Bill, SR2S is no longer a specific funding source. In the new bill nearly all funding for bicycle and pedestrian projects (besides the Recreational Trail Program which is not particularly relevant for SR2S projects) will now be clustered under the Transportation Alternatives program, which includes slightly updated eligibilities from the old Transportation Enhancements program and SR2S program.

HCAOG will retain local control of up to 50% of the Transportation Alternative funds available to Humboldt County jurisdictions, while decisions at the state level will allocate the remaining potential Transportation Alternative funds. HCAOG should recognize the importance of its decision-making to fund pedestrian and bicycle projects, particularly around schools and town centers. In order to meet the need and sustain the capacity across Humboldt County for SR2S projects and programs, we recommend HCAOG consider dedicating a small portion of Transportation Alternative funding under local control for pedestrian and bicycle improvement projects in the vicinity of schools. Such an allocation would be similar to that recently adopted by HCAOG that sets aside 2% of the region's Transportation Development Act (TDA) funds for bicycle and pedestrian projects. The Prioritization Tool developed here is a robust decision-making tool that together considers school need, readiness and equity – in contrast to other more informal evaluative processes often utilized for funding decisions.

The Regional SR2S Prioritization Tool has enabled a broader conversation around SR2S to emerge across the County and has created a robust mechanism with which to evaluate future projects. Sustaining the Tool will ensure continued coordination of SR2S programs and projects throughout the region.

Appendices

Appendix A

Humboldt County SR2S Task Force Member List

Humboldt County Safe Routes to Schools Task Force

Last Name	First Name	Organization	Email	Phone
Adams	Chase	CHP		707-822-5981
Cavinta	George	Humboldt County Sheriff	gcavinta@co.humboldt.ca.us	707-268-3641
Class	Doby	City of Arcata (& TAC)	dclass@cityofarcata.org	707-822-5957
Comet	Kimberly	HCOE	kcomet@humboldt.k12.ca.us	707-445-7067
Dahlen	Paul	California Highway Patrol	pdahlen@chp.ca.gov	707-822-5981
Eagles	Garry	Humboldt County Office of Education	geagles@humboldt.k12.ca.us	707-445-7030
Goodwin	Sarah	N.Humboldt Schools Transportation	sgoodwin@nohum.k12.ca.us	707-825-2434
Hafner	Patti	Fortuna Unified School District	phafner@humboldt.k12.ca.us	707-725-0514
Harvey	Matthew	CHP - Garberville	mharvey@chp.ca.gov	707-923-2155
Huff	Christina	Redway Family Resource Center	chuff@humboldt.k12.ca.us	707-923-1147
Hunter	Alyson	Caltrans	alyson_hunter@dot.ca.gov	707-445-6399
Jager	Lisa	Redwood Prep Charter, Director	ljager@redwoodprep.org	707-682-6149
Kessler	Morgan	City of Arcata (& TAC)	mkessler@cityofarcata.org	
Lane	Jennifer	Hoopa Valley Elementary	jlane@ktjusd.k12.ca.us	530-625-5600 x 2250
Levy	Joan	County Public Health	jlevy@co.humboldt.ca.us	707-268-2132
Lowry	Kate	Weitchpec Elementary	klowry@kyjusd.k12.ca.us	530-625-5600 x 4021
Lowry	Skip	Weichpec Community Organizer	lowryskip@yahoo.com	(530) 625-5147
Mattson	Tom	Humboldt County Public Works (& TAC)	tmattson@co.humboldt.ca.us	707-445-7491
Miller	Kevin	Sherriff in Dows Prairie area		707-839-6603 and 707-268-3606
Minton	Julia	Youth Alive liason with Mateel Community Center	julia@mateel.org	
Paine	Steve	Willow Creek CSD	willowcreekcsd@gmail.com	530-629-2136
Robbins	Margo	Hoopa Valley Elementary, Indian Education	mrobbins@ktjusd.k12.ca.us	530-625-5600 x 2335
Ryan	Meghan	HCAOG	meghan.ryan@hcaog.net	707-444-8208
Sinkhorn	Emily	RCAA	emily@nrsrcaa.org	707-269-2061
Smith	Jimmy	Humboldt County Board of Supervisors	jsmith@co.humboldt.ca.us	707-476-2391
Stanfield	Lareesa	Redwood Prep Charter, parent	jersreese@suddenlink.net	707-682-6149
Stewart	Jim	S. Humboldt School District	jimstewart@humboldt.k12.ca.u	707-943-1916
Weiss	Jennifer	RCAA	weiss@nrsrcaa.org	707-269-2062
Whitworth	Chris	County Public Works	cwhitworth@co.humboldt.ca.u	707-445-7377
Williams	Melanie	Bikes There	mwilliams@bikesthere.com	707-362-1131

Appendix B

School SR2S Inventory Documents

School SR2S Inventory Survey Questions
School SR2S Inventory Talking Points
School SR2S Inventory Contact List
School SR2S Inventory Summaries

2012 HCAOG SR2S School Inventory Questions

School and District Name:
School Contact Name and Information:

1. Is your school familiar with Safe Routes to Schools? *(y/n)*

2. Who in the school administration would be willing to work with us and other schools on these issues? (*We are simply looking for a contact person we can share information with and/or help with ped/bike safety questions and concerns.)*

3. Have you engaged in SR2S programs or had discussions as a school? *(y/n?)*
   If yes, describe program (i.e. Participate in Walk to School Days, Had traffic calming/infrastructure improvements)

4. Is there a SR2S (or walking/bicycling) champion at your school? (Is there a parent, teacher, or administrator who is active/enthusiastic about helping kids safely walk/bike to school? Can I have their contact information?

5. Have there been concerns around child health or kids getting enough physical activity?

6. *What types of activities in School PE address ways to get physical activity outside of school, or behaviors about walking or cycling to school? (Does PE address importance of getting PA outside of school?)* Are you aware of lessons/activities taught through P.E. or Health Education that focus on Physical Activity?

7. What are the safety concerns around kids traveling to school? *(Are there concerns around motor vehicle safety, lack of sidewalks, congestion, speeding, etc?)*

8. Are there safety or health concerns around the pick-up/drop-off zone? *(Are there concerns around motor vehicle safety, lack of sidewalks, congestion, speeding, etc?)*

9. Does your school have an active PTA/PTO or engaged parent group?
   If yes, what is his/her name? Do you have contact information?

10. Do you know how many kids walk or bike to your school?

11. What are the main walking routes to your school?

12. Does your school have bicycle parking? Is it covered/protected?

13. Does your school have a crossing guard? At which road crossing?

    If no, have you had a crossing guard in the past? At which road crossing?

14. Are you aware of school district, city, or informal policies around transportation of children to your school? *(i.e. Supportive SR2S policies, limits on car idling, pick-up/drop-off location procedures, limits to walking/bicycling/skateboarding,etc.)*

15. What afterschool programs occur at your school?

    Who runs the program/s?

    Is physical activity incorporated into this program (if not obvious, like basketball)

16. Did you encourage participation in completing SR2S parent surveys at your school last fall?

    - Surveys have been collected and sent to National Center – will receive results by school in 6 weeks
    - These surveys help each school understand the transportation needs and safety concerns of kids getting to school.
    - If your school did not have a high return rate of these surveys, we would love to work with you to distribute additional surveys

17. How many bus stops do you have?

18. Where are they located?

19. What is the percentage of the total school budget going towards bus transportation?

20. What is the percentage of students riding buses at each school?

21. What is the walking distance around the school without bus transportation?

22. Have you interfaced with CHP, city/county re: transportation issues at school?

23. What would you do to improve infrastructure around your school?

24. Is there anything else you would like to add?

School SR2S Inventory Calls: Talking Points

(Pull up school on Google Maps before conversation to have an idea of the transportation setting. Review HCAOG SR2S project overview and talking points. If no SR2S champion has been identified for a school, call the main school number on the HCOE list.)

My name is _____. I work for the Natural Resources Services Division of the Redwood Community Action Agency. I am working on a Safe Routes to Schools project and I am hoping to speak with someone there at the school about school transportation. Are you familiar with Safe Routes to Schools? It is a program that focuses on increasing child safety so they can get to school by walking and bicycling. Who would be the best person to speak with at your school regarding transportation safety and biking and walking to school? SR2S?

We are working with the Humboldt County Association of Governments to increase capacity at all public and charter schools in Humboldt County to engage in SR2S programs and projects and also create a tool that will help establish a method to identify and prioritize Safe Routes to Schools projects on a regional basis. The overall goal of the Regional Safe Routes to Schools Tool is to assist local jurisdictions in competing more successfully for funding that is awarded to projects that promote walking and bicycling around schools, such as grants for traffic calming and infrastructure improvements, education and encouragement campaigns and enforcement support. The HCAOG will be a clearinghouse for SR2S program information in Humboldt County and the tool will help jurisdictions demonstrate pro-active regional coordination so they can prioritize the need and readiness of schools to implement SR2S projects.

Optional: *The evaluation will be based on what we call the 6 E's of SR2S – engineering, education, encouragement, enforcement, and evaluation. The 6th E, equity, ensures criteria will consider the challenges that underserved communities often face in staying relatively competitive in their funding requests.*

The first step of this process is to create an inventory of SR2S related information for every public school in Humboldt County. The information will be used to create the criteria that will rank individual schools need and readiness for SR2S projects. Do you have time for me to ask you some questions? It should take about (10-15?) minutes. If not, would there be a time I can call back to speak further with you?

HCAOG School SR2S Inventory: School Contact Tracking

Key

School District or Sole District School
Individual School

Schools and School Districts	Grades	School Contact Reached for SR2S Inventory?	2011-2012 Contact Name (principal/director unless otherwise noted)	Contact Information
Arcata School District				
Arcata Elementary	K-5	Y	Carol, transportation coordinator and Margaret Flenner principal	822-4858
Sunny Brae Middle School	6-8	Y	Lynda Yeoman	822-5988
Coastal Grove Charter School	K-8	Y	Lori Dunn and Bettina Eipper is principal	825-8804; press 0
Fuente Nueva Charter School	K-6	Y	Beth Wylie	822-3348 ext 315
Union Street Charter School	K-5	Y	John Schmidt	822-4845 ext 8 or unionstreetcharter@sbcglobal.net
Big Lagoon Union School District	K-8	Y	Kim Blanc	677-3688
Blue Lake Union School District	K-8	Y	Paula Wyant-Kelso	668-5674
Bridgeville School District	K-8	Y	Mike Mullan	777-3311
Cuddeback Union School District	K-8	Y	Ronan Collver	768-3372
Cutten School District				
Cutten School	3-6	Y	Julie Osborne	441-3900
Ridgewood School	K-2	Y	Julie (superintendent) Susan Ivey principal	441-3900
Eureka City Schools				
Title IX Johnson-O'Mally Indian Education Programs	Alt	No contact available		
Alice Birney School	K-6	Y	Brad Albee teacher /Georgeanne principal	441-2495
Grant School	K-6	Y	Debbie Hart/Tracie Kern	441-2552
Lafayette School	K-6	Y	Jan Schmidt	441-2482
Washington School	K-6	Y	Kim Rhodes/Kathy Cloney-Gardiner	441-2547
Winship Education Center (Zoe Barnum Continuation High, Center for IS, Eureka Adult School)	11-12	No contact available	Sheri Jensen	441-2467
Catherine L. Zane Middle School	7-8	No contact available	Martin Goddi	441-2470
Eureka Senior High School	9-12	Y	Kathleen Honsal	441-2508
Ferndale Unified School District				
Ferndale Elementary School	K-8	Y	Tammy Saldana	786-5300
Ferndale High School	9-12	Y	Guy McCullen, bus driver and Jack Lakin, superintendent	786-5900
Fieldbrook School District	K-8	Y	Daria Lowry	839-3201
Fortuna Union Elementary School District		Y	Patti Hafner, superintendent	725-0514
Fortuna Middle School	6-8	Y	Shannon Lynch	725-3415
South Fortuna Elementary School	K-5	Y	Jeff Northern	725-2519
Fortuna Union High School District				
Fortuna High School	9-12	Y	Kevin Scheffler	725-4461
East High School	Alt	Y	Glen Senestraro	725-1673, district@fuhsdistrict.org
CR Academy of the Redwoods	Alt	Y	Matt Malkus	476-4203
Freshwater School District				
Freshwater School	K-6	Y	Thom McMahon	442-2969
Freshwater Charter School	7-8	Y	Thom McMahon	442-2969
Garfield School District	K-6	Y	Barbara McMahon	442-5471
Green Point School District	K-8	Y	Kathleen Wolfberg	668-5921
Hydesville School District	K-8	Y	John Blakely	768-3610

HCAOG School SR2S Inventory: School Contact Tracking

Key

School District or Sole District School
Individual School

Schools and School Districts	Grades	School Contact Reached for SR2S Inventory?	2011-2012 Contact Name (principal/director unless otherwise noted)	Contact Information
Jacoby Creek Charter School District	K-8	Y	Catherine Stone	822-4896
Klamath-Trinity Joint Unified School District		Y	Bev Stevens	530-625-5600, press 1, then press 2
Hoopa Valley Elementary School	K-8	Y	Jennifer Lane	530-625-5600 ext 2250
Jack Norton Elementary School	K-8	Y	Bev Stevens	530-625-5600, press 1, then press 2
Orleans Elementary School	K-8	Y	Bev Stevens	530-625-5600, press 1, then press 2
Trinity Valley Elementary School	K-8	Y	Sandra Moon	530-625-5600; press 2, then press 2, then press 5
Weitchpec Elementary School	K-3	Y	Kate Lowry	530-625-5600 ext 4021
Hoopa Valley High School	9-12	Y	Bev Stevens	530-625-5600, press 1, then press 2
Capt. John Continuation High School	Alt	No contact available	Mike Gorman	530-625-5600
River's Edge Comm. Day School	K-8	No contact available	Mike Gorman	530-625-5600
Two Rivers Comm. Day School	8-12	No contact available	Mike Gorman	530-625-5600
Kneeland School District	K-8	Y	Gretta, receptionist	442-5472
Loleta Union School District	K-8	Y	Sally Hadden	733-5705
Pacific View Charter School	K-12	Y	Virginia Hall	269-9490
Maple Creek School District	K-8	Y	Wendi Orlandi	668-5596
Mattole Unified School District				
Honeydew School	K-6	Y	Karen, teacher; Linda Lyons is principal listed	629-3230
Mattole School	K-8	Y	Glenda Short	629-3240
Mattole Triple Junction High School	9-12	No contact available	Gail Dube	629-3250
Mattole Valley Charter Schools				
Beginnings	K-6	Y	Peter Ryce	923-3617
Campus House	K-12	Y	Pam Lane, superintendent Mattole Valley	445-2660 ext. 12
North Coast Learning Academy	K-12	N	Diane Eannarino	442-6200
Redway Site (Independent Study)	1-12	N	Peggy Iris	923-9532
Redwood Coast Montessori	1-5	Y	Terri Little or Kim Bergel	832-4194
Willowbrook Learning Center	K-12	N	Rebecca Rybeck	725-7971, 616-6861
McKinleyville Unified School District		Y	Scott Oiler	839-2584
Dow's Prairie School	K-5	Y	Jane Rowland	839-1558
McKinleyville Middle School	6-8	Y	Wendy Pearcy	839-1508
Morris School	K-5	Y	Michael Davies-Hughes, principal Teri Waterhouse	839-1529
Northern Humboldt Union School District		Y	Sarah Goodwin	825-2434
Arcata High School	9-12	Y	Dave Navarre	825-2400
Pacific Coast High School	Alt	No contact available	Tom Pender	825-2442
McKinleyville High School	9-12	N	David Lonn	839-6400
Tsurai High School	Alt	No contact available	Sam Razo	839-6480
Six Rivers Charter High School	9-12	No contact available	Chris Hartley	825-2428
Laurel Tree Charter School	K-12	No contact available	Brenda Sutter	822-5626
Orick School District	K-8	Y	John Sutter	488-2821
Pacific Union School District				
Pacific Union School District	K-8	Y	Susan in Transportation Dept	822-4619 (school) or 822-2350 (transp dept)
Trillium Charter School	K-5	Y	Marianne Keller	822-4721

HCAOG School SR2S Inventory: School Contact Tracking

Key

School District or Sole District School
Individual School

Schools and School Districts	Grades	School Contact Reached for SR2S Inventory?	2011-2012 Contact Name (principal/director unless otherwise noted)	Contact Information
Peninsula Union School District	K-8	Y	Kathy Anderson (receptionist)	443-2731
Rio Dell School District				
Eagle Prairie Elementary	K-5	Y	Mary / Chris Byrne	764-5694
Monument Middle School	6-8	Y	Mary / Chris Byrne	764-3783
Rohnerville School District				
Norman G. Ambrosini School	K-4	Y	Amy Betts	725-4688
Toddy Thomas School	5-8	Y	Sharon Drumm	725-5197
Redwood Preparatory Charter School	K-5	Y	Lisa Jager	682-6149
Scotia Union School District	K-8	Y	Jaenelle Lampp	764-2212
South Bay Union School District				
Pine Hill School	K-3	Y	Kathy D'Or-Reid	443-4596
South Bay School	K-6	Y	Irene - Head of Transportation	498-0742
South Bay Charter School	7-8	Y	Paul Meyers	443-4828
Alder Grove Charter School	K-12	No contact available	Jenni Allen-San Giovanni	268-0854
Southern Humboldt Unified School District				
Agnes J. Johnson School	K-7	Y	Julie Johansen	946-2347
Casterlin School	K-8	Y	Jim Stewart	926-5402
Ettersburg School (closing next year)	K-3	Y	Julie Johansen	986-7677
Osprey Learning Center	9-12	No contact available	Jim Stewart	943-3168
Osprey Learning Center (alternative)	1-7	No contact available	Jim Stewart	
Redway School	K-7	Y	Julie Johansen	923-2526
South Fork High School	8-12	Y	Jim Stewart	943-3144
Whitethorn School	K-6	Y	Julie Johansen	986-7420
Trinidad Union School District (Trinidad Element	K-8	Y	Geoffrey Proust	677-3631
HCOE				
Court/Community School Program	7-12	Y	Tom McGinnis - District Transportation	445-7089
Cutten Community School	7-12	Y	Jennifer Fairbanks	445-7108
Eel River Community School	4-12	Y	Jennifer Fairbanks	725-0209
Blue Ox Community School	7-12	Y	Jennifer Fairbanks	441-3995
Eureka Community School	5-12	Y	Jennifer Fairbanks	445-7097
Southern Humboldt Community School	9-12	Y	Jennifer Fairbanks	923-2550
New Horizons (Court School)		No contact available	Jennifer Fairbanks	268-3382
Von Humboldt (Court School)		No contact available	Jennifer Fairbanks	445-7094
Glen Paul School	K-12	Y	Mindy Fattig, Tess Ives is Principal	445-7068
North Coast Preparatory & Performing Arts Academy Charter School	9-12	Y	Michael Bazemore or Dee Bridgefield	822-0861

Humboldt County Public and Charter School SR2S Inventory Summaries

Arcata School District

Arcata Elementary School serves grades K-5 in the City of Arcata. The school estimates that fewer than 20 students walk or bike to school out of about 300 students. The majority are bussed or dropped off. Streets around the school have sidewalks, but two nearby busy roads (Alliance Ave and HIGHWAY 101) present challenges to young students walking and biking.

Sunnybrae Middle School serves grades 6-8 in the greater Arcata area, including Sunnybrae. Less than 10 students bike to school on average. Between 25 and 70 students walk regularly, with more walking home than to school. Some walk to a nearby location for pick up there. Many of the 235 students are bussed. Congestion and speeding on Buttermilk Road and Old Arcata Road pose safety concerns, and the school discourages biking on sidewalks. Teacher Lynn Jones has led Walk to School events.

Coastal Grove Charter School serves grades K-8 in the Arcata area. Many students walk or bike to school, and no bus currently serves the school. Several nearby busy streets, congestion, and speeding pose challenges to safe walking and biking. Iverson Street sees much speeding and residents want speedbumps. Crosswalks are needed on 11th Street. A student was hit last year near Alliance and Foster Ave, prompting the school's Parent Teacher Organization to work with the City of Arcata to implement sidewalks, speedbumps, crosswalks, and signage reminding cars to slow down. Not all plans were funded, and the school feels more signage, speedbumps, and and crosswalks are needed. Many other schools in the same neighborhood (including Fuente Nueva, Arcata Elementary, Arcata High school, and Trillium Charter School) have similar start/end times, which add to congestion. One teacher from Coastal Grover Charter School participated in Walk and Bike Month.

Fuente Nueva Charter School serves grades K-6 in the Arcata area. Approximately five out of 95 students regularly walk or bike to school; the rest are driven as the school has no bus. Speeding around the school is a safety concern. More and better signage (including "Slow School" sign) would help, as would re-painting the crosswalk. Recent improvements (see Coastal Grove Charter School) have helped. The school has participated in a Walk/Bike/Roll to School Day.

Union Street Charter School serves grades K-5 in the Arcata area. A handful of the 99 students walk to school, and a few bike with parents. Most are driven, as no bus serves the school. A group of parents is advocating for traffic calming measures around Union Street and Samoa Boulevard. The school feel a crosswalk is needed, as are speedbumps. The school has participated in Bike and Walk to School events.

Big Lagoon Union School District

Big Lagoon Union School serves grades K-8 in the Big Lagoon area north of the City of Trinidad. Little information was gathered on the District as the Superintendent is adamant that no student will ever walk or bike to school in the District due to proximity to Highway 101. Highway 101 has high speeds, high traffic volume, and no sidewalks.

Blue Lake Union School District

Blue Lake Union School serves grades K-8 in the Blue Lake area. About a quarter of the approximately 160 students walk or bike to school. Roughly 40% of the students are bussed. Challenges to safe walking and biking are posed by two factors: the speed limit near the school and the turn into the school. The high speed limit on Blue Lake Boulevard and lack of stop signs make it dangerous for pedestrians and bikers. The turn into the school needs to be redone so it is compliant with roadway standards for amount of space a car needs to do turn. The current configuration not only creates congestion but also causes traffic accidents, making it an unsafe place for students to cross. Crosswalks at Blue Lake Boulevard and Greenwood Boulevard would help; some work done on crosswalks in the past few years. The City is planning to apply for SR2S funding, and working with the school.

Bridgeville Union School District

Bridgeville Union School serves students K-8 in the Bridgeville area. Due to proximity to busy road Highway 36, only one student regularly walks to school out of approximately 40 students. The student who walks lives across the street from the school. The schools' main concern is that cuts to their transportation budget would affect their ability to bus students. Bussing is the primary means of transportation to school for many students.

Cuddeback Union School District

Cuddeback Union School serves grades K-8 in the Carlotta area. Out of approximately 133 students, four students regularly walk. When the weather is nice, four students bike to school. Most of the rest are bussed. Nearby Highway 36 presents safety concerns. The school tries to encourage walking and biking where feasible, and each year discusses with students safe choices for doing so (ie rules of the road, etc). Caltrans was working on a road-widening project in the town of Carlotta, but residents were not supportive. They were concerned that too much of their properties were being subsumed by the project. A turn lane is also being added to the street the school is on (Wilder Street).

Cutten School District

Cutten School serves grades 3-6 in the greater Eureka area. Out of approximately 300 students, around 30 walk and 10 bike regularly. Over half of the students live out of the district, making walking impossible. Nearby busy and congested roads, including Walnut Drive, Cypress Street, and Holly Street, present safety concerns. County has done work at intersection of Cypress and Walnut, which improved congestion and speeding. More speedbumps/speed signs may help. A rough guess is that 1/3 of students are bused. The school employs a crossing guard at the crosswalk at Walnut Drive and Primrose Avenue.

Ridgewood School serves grades K-2 in the greater Eureka area. None of the approximately 250 students regularly walk to school, though there were two regular walkers in the past. Over 1/3 of the students are bussed. Proximity to busy streets like Ridgewood Drive and Avalon Drive pose safety challenges. California Highway Patrol (CHP) presence has helped reduce speeding in the area.

Eureka City Schools District

Eureka City Schools District serves the greater Eureka area, and contributes 1.8% of the total district budget ($641,000) toward bus transportation for its schools. The district is also part of a bus co-op with Kneeland School District and Freshwater School District to reduce redundant routes. Kneeland School District picks up kids living along Greenwood Heights Road, Freshwater School District picks up kids south of Freshwater Road, and Eureka School District picks up kids north of Freshwater Road. All three buses then converge at Freshwater school, and the students split up to go to respective schools. The district also has a supportive SR2S policy.

Alice Birney Elementary serves about 470 students in grades K-6 in the Eureka area. Many of the students walk to school, some bike, and less than 10 percent are bussed. School closings nearby mean students are coming from farther away, like the old Jefferson and Lincoln School neighborhoods north of Harris and Henderson Streets. Many students also walk from motels located on HIGHWAY 101 (Broadway Street). Principal Georgeanne Fulstone-Pucillo is on the Greater Eureka SR2S Task Force. The school has participated in Bike and Walk to School Days as well as hosted bike education classes. The school also has a Bike Club, facilitated by teacher Brad Albee.

Grant School serves approximately 350 students in grades K-6 in the south Eureka area. About 30-49 students regularly walk and bike, and nearly 20% are bussed. The school had a Walkability Audit conducted in February of 2011. They also received a mini-grant from Humboldt Community for Activity and Nutrition which enabled the school to participate in International Walk to School Day (IWTSD) in 2011 and hold regular Walking Wednesdays. It also funded pedestrian education for 2nd & 3rd graders and helped the Parent Teacher Association make improvements to a walking path behind the school. The school the street is on, F Street, has gaps in connectivity of sidewalks near the school and few safe crossing spots. The school employed a crossing guard for a couple years until concerns about liability from the County surfaced. Grant School recently received in 2012 a Cycle 10 SR2S infrastructure grant for significant improvements on F Street and Oak Street in front of the school which will connect sidewalk gaps, reduce traffic speeds and improve the safety of an important crosswalk.

Lafayette School serves more than 400 students in grades K-6 in the Myrtletown area of greater Eureka. Nearly a quarter of the students are bussed. In the winter three students bike. A handful more bike or walk in nicer weather, totaling 8 to 10 students. In June 2011 a Walkability Assessment was conducted at the school. The school is familiar with SR2S programs but has not yet initiated a Walk to School Day. Safety concerns around walking and biking

include sidewalk gaps, speed of traffic, and crossings of two busy streets: Myrtle Avenue and Park Street.

Washington School serves over 500 students in grades K-6 in the southeast Eureka area. Six percent of the students are bussed. Some walk and bike, and the school has noticed more bikes in the bike racks. The school saw infrastructure improvements from a 2010-2011 SR2S grant received by the City of Eureka, including sidewalk infill, raised crosswalks, pedestrian-activated light on raised crosswalks, and ADA curbs. The school has participated in numerous programs supporting SR2S, including pedestrian safety education for 2nd graders, a Pedometer Power program to help kids gauge their physical activity levels, a classroom competition called the Golden Sneaker Award to reward the classroom with highest percentage of walking/biking to school each month, an International Walk to School Day (IWTSD), and regular Walking Wednesdays.

Winship Education Center coordinates several school programs for students in grades 11-12 in the Eureka area. About 40% of Winship's students are bussed to its three different sites: Zoe Barnum Continuation High, Center for Independent Study, and Eureka Adult School. *Limited contact was made with the school to assess safety issues around student transportation.*

Catherine L. Zane Middle School serves approximately 680 students in grades 7-8 in the east Eureka area. A bus transports about 35% of the students. *Limited contact was made with the school to assess safety issues around student transportation.*

Eureka Senior High School serves grades 9-12 in the Eureka area. Of the approximately 1,350 students, 13% are bussed to school. Many students walk and some bike—around 15 students on average in nicer weather. A primary safety concern is nearby J Street, in which two students have been hit in a crosswalk in the spring of 2012. Stop signs may help slow traffic.

Title IX Johnson-O'Mally Indian Education Programs

Limited contact was made with Title IX Johnson-O'Mally Indian Education Programs to assess safety issues around student transportation.

Ferndale Unified School District

Ferndale Elementary School serves grades K-8 in the Ferndale area. Some of the approximately 350 students are bussed; others are driven, or walk and/or bike to school. The school has no specific safety concerns at this time with transportation to/from the school.

Ferndale High School serves grades 9-12 in the Ferndale area. Some of the approximately 150 students are bussed and others walk and/or bike. Still others drive or are driven to school. Only those students living outside the district are bussed. The school does not have any major safety concerns at this time.

Fieldbrook School District

Fieldbrook School serves grades K-8 in the Fieldbrook area. Between 50 and 60 students out of approximately 130 walk or bike; the rest are driven as the school does not have a bus. Fieldbrook Road, on which the school is located, was recently widened and repaved, including in front of the school. Bike lanes were also added. Speeding on Fieldbrook Road is a safety concern. California Highway Patrol comes to school regularly to discuss walking and biking safety with students.

Fortuna Union Elementary School District

South Fortuna Elementary School serves grades K-5 in the Fortuna area. Approximately 40% of the approximately 450 students walk or bike to school. Around 23% ride the bus. The school has participated in Walk to School days. Last year the pick-up/drop-off zone was reconfigured to separate lanes for bus and parent drop-off, but congestion is still a concern. They have had a crossing guard for years, and used to have another one at the intersection of Fortuna Boulevard and Newberg Road. Flashing lights in the ground could help, as could a higher presence of senior patrol cars (which has been successful in the past). The school would like to work with a Student Issues Officer to review bike/walking safety with students.

Fortuna Middle School serves grades 6-8 in the Fortuna area. Of the approximately 240 students, about 50 walk or bike regularly and about 36 are bussed. A new parking lot was recently opened, with one-way traffic and a designated drop-off area. A main safety concern is getting older students to wear helmets while biking and skateboarding.

Fortuna Union High School District

Fortuna Union High School serves grades 9-12 in the Fortuna area. The school has over 800 students, and most of them are bussed to school. No pressing safety concerns reported.

East High School is an alternative high school serving the Fortuna area. The school busses about 2/3 of the students. The rest walk and none bike (which is reported as being “uncool”). The school’s biggest challenge is constantly updating and maintaining the buses on which so many students rely to get to school.

Academy of the Redwoods serves grades 9-12 on the campus of the College of the Redwoods south of Eureka. About 1/3 of the approximately 230 students are bussed to school. Very few walk or bike. Many take public transit, which involves walking to a transit stop from campus. A congested parking/drop-off area poses safety concerns. The school has a safety committee, which may be interested in working to address these issues.

Freshwater School District

Freshwater School serves approximately 280 students in grades K-6 at Freshwater School, and approximately 50 students in grades 7-8 through Freshwater Charter School (located at the same site). About 20% of all the students are bussed, and around 60 students walk or bike. The school has a "bus co-op" with Eureka City and Kneeland School Districts to help eliminate redundant bus routes (see "***Eureka City Schools District***" for more information). Freshwater School District received a SR2S grant, in conjunction with Garfield School District, to address safety concerns at the school. Both schools have added striping foglines, crosswalks, and signs for school zone and speed with flashing lights. Freshwater School received a new parking lot, and also uses staggered pick-up times to ease congestion. The schools have also done outreach about safety issues to parents and the broader community.

Garfield School District

Garfield School serves grades K-6 in the greater Eureka area. The school has no bus. About 10% of the approximately 60 students walk and the rest are driven to school. Freshwater Road is a busy street, and presents challenges to safe walking and biking. Some students come from far, so distance is also a challenge to walking/biking. The district has one supportive SR2S policy, and four years ago received a SR2S grant, along with Freshwater School District, for adding signage to slow speeders and ease congestion. The changes have helped some, especially for parent drivers, but speeding on Freshwater Road is still a concern.

Green Point School District

Green Point School serves grades K-8 in the Redwood Valley area. The school offers a bus to transport its seven students to school.

Hydesville School District

Hydesville School serves grades K-8 in the Hydesville area. Most of the approximately 150 students are driven to school, in part due to proximity to Highway 36. Speeding and lack of sidewalks or even shoulders poses safety challenges for students walking or biking. They have tried to work with Caltrans on SR2S projects in the past, and Caltrans added several signs near the school. California Highway Patrol presence has improved safety of the roads near the school.

Jacoby Creek Charter School District

Jacoby Creek Charter School serves approximately 430 students in grades K-8 in the greater Arcata area (Bayside and Sunnybrae neighborhoods). On average, 50-60 students walk or bike to school. About 10% are bussed to school (the school contracts with Northern Humboldt

Unified School District for bus service) and the rest of the students are driven. The district has supportive SR2S policies, participates in Walk ‘n Roll to School Day, and has worked with the City of Arcata to add signage to slow and alert drivers. A crossing guard helps students cross Old Arcata Road, on which the school is located. Portions of Old Arcata Road poses safety challenges due to high speed (45 mph speed limit) and a lack of connected sidewalks.

Klamath-Trinity Joint Unified School District

The Klamath-Trinity Joint Unified School District serves northern Humboldt County, where winding, narrow, mountain roads present obvious challenges to safe walking and biking. This is especially true for several of its elementary schools including Jack Norton, Orleans, and Weitchpec. In many places there are no shoulders much less sidewalks. Where there are shoulders, keeping them graded would help.

Hoopa Valley Elementary School serves grades K-8 in the Hoopa area. Over 95% of the 420 students are bussed to school. About 20 students walk, and the main walking routes of Highway 96 and Loop Road pose safety challenges due to high speeds, lack of sidewalks, "crazy drivers," and trucks. They redid the parking lot to designate a bus lane. This has helped some with congestion but congestion remains an issue. School is located right off the Highway. Another main concern with transportation is cuts to schools' transportation budgets, on which the school relies to bus so many students.

Jack Norton Elementary School serves about 25 students in grades K-8 in the Hoopa area. Nearly all of the students are bussed and few if any walk or bike. Nearby roads are windy, and lack sidewalks or even proper shoulders. Therefore, walking or biking is extremely unsafe. There is not much room for expansion on either side, but it would be great if Caltrans kept shoulders graded where they exist. No safety issues with pick-up/drop-off reported.

Orleans Elementary School serves about 45 students in grades K-8 in the Orleans area. About 90% of the students are bussed. Some walk or bike from an adjacent tribal housing complex. No safety issues with pick-up/drop-off reported.

Trinity Valley Elementary School serves roughly 215 students in grades K-8 in the Willow Creek area. The Willow Creek Community Services District recently got funding to create and gravel a pathway to the school, which is located off Highway 96. Some congestion occurs at the school due to buses and private vehicles turning into the same entryway. Proximity to two state highways, Highway 299 and Highway 96, poses challenges to safe walking and biking for young students.

Weitchpec Elementary School serves grades K-3 in the Weitchpec area. Nearly all of the students are bussed to school. One student walks regularly; some students walk when they miss the bus, and many students walk a far distance (even miles) just to reach bus stop. Busy, windy roads with no sidewalks challenge young bikers and walkers. The school relies on a bus to transport students to school, and is concerned with proposed budget cuts to transportation funding. The school is part of a Building Healthy Communities grant initiative out of Del Norte, which focusses community organizing work around local transportation issues. They are trying to create a school safety zone starting at the Weitchpec store and crossing the bridge to where Highway 96 meets Highway 169. There is a blind corner turning onto Highway 169 off of Highway 96, which is a major safety concern needing signage and a flashing light. A bus stop near the High School and Head Start program has no crosswalk and no "slow" signs. Busing policies pose challenges to students' safety. Students are dropped off even if no parent is present, in bad weather, and next to a bridge that several must walk across to get home. No

teacher is allowed to ride the bus, even though one lives en route. Disciplining students on the 1.5-hour long bus ride is an issue. If they are kicked off the bus they have no ride, and parents must come pick them up at the police station. Kids who rely on the bus cannot participate in afterschool programs, which require that students are picked up.

Hoopa Valley High School serves grades 9-12 in the Hoopa area. Of the approximately 250 students, 75% are bussed. Most of the remainder of students are driven, and few walk. Bureau of Indian Affairs funding allowed the school to install sidewalks in the back of the school. The few students that do walk come from behind the school, where there is an old Bureau of Indian Affairs campus.

Capt. John Continuation High School is an alternative high school serving about 35 students.

River's Edge Community Day School serves a handful of students in grades K-8. *Limited contact was made with the school to assess safety issues around student transportation.*

Two Rivers Community Day School serves a handful of students in grades 8-12. *Limited contact was made with the school to assess safety issues around student transportation.*

Kneeland School District

Kneeland School serves approximately 35 students in grades K-8 in the Kneeland area. The majority of students are bussed; two live close enough to the school to walk. One of them bikes in nice weather. No major safety concerns other than winding mountain roads. The district is part of a "bus co-op" with Eureka City and Freshwater School Districts (please see **"*Eureka City School District*"** above for more information).

Loleta Union School District

Loleta Elementary School serves around 100 students in grades K-8 in the Loleta/Table Bluff region. Roughly 80% of students rode the bus and about 10 kids walked to school consistently. The school employs a crossing guard in the morning to help slow down traffic on Loleta Drive, on which there are no sidewalks. The school district has a recommended walking route from downtown Loleta but no supportive SR2S policies. The Community Resource Center put on a Bike Rodeo at the school in June of 2012, at which free helmets were given away.

Pacific View Charter School serves grades K-12 in the greater Eureka area. Of the 160 students, two are dropped off in the morning and then bike home after school. About 60% are driven, and a number (15-20 students) ride the public bus, and walk from the bus stop to the school. The school has no bus, and walkers are challenged by a lack of sidewalks on Moore Avenue.

Maple Creek School District

Maple Creek School serves grades K-8 in the Korbel area. The majority of the 15 students are bussed. One child does bike, but safe walking and biking is challenged by fast drivers, encounters with bears and mountain lions, and narrow, almost one-lane roads. A sidewalk would be great but is not very feasible. Adding speed limit, speed zone, school zone, and advance alert signs could help.

Mattole Unified School District

Honeydew School serves five students, grades K-6, in the Petrolia area. Most of the kids are driven to school; one who lives nearby walks. The school currently has no bus service, but high school students attending Mattole School pick up their bus from Honeydew School. A bus used to transport students to Honeydew School. There is a dangerous intersection nearby--turning right onto Wilder Ridge Road off of Mattole Road, which lacks even a stop sign.

Mattole School serves approximately 50 students in grades K-8 in the Petrolia area. About 60% of the students are bussed. Only a handful regularly walk or bike, due to both distance from the school as well as poor road conditions. Nearby roads are narrow and overgrown. They also lack stop signs, sidewalks, and bike lanes. The school has concerns about speeding near the school, and is interested in speedbumps, speed signs, and/or flashing lighted signs. The school is also concerned about cuts to transportation budgets, which would affect their ability to bus students.

Mattole Triple Junction High School serves approximately 10 students in grades 9-12 in the Petrolia area. Most of these students are bussed to school. Some pick up the bus at Honeydew School.

Mattole Valley Charter Schools

Beginnings serves grades K-6 in the Briceland area. The school has no buses, and no current walkers. (Students have walked in the past, and one even came by horse.) Walkers cut across meadows and fields to avoid busy, narrow, and winding Briceland Road, which has no sidewalks. Speeding on Cemetery Road, despite a 10mph limit due to the school, poses safety concerns. Speed bumps here may help. Many students do cross-country biking on trails in the mountains.

Campus House serves grades 7-12 (mostly 9-12) at a site located at Humboldt State University. Of the approximately 40 students, a handful walks and one bikes. The school has no bus, but some students ride public transit, including one who comes from Hoopa, which has multiple stops on the University campus.

North Coast Learning Academy serves grades K-12 in the Eureka area. *Limited contact was made with the school to assess safety issues around student transportation.*

Redway Site (Independent Study Learning Center) serves students in grades 1-12 who are doing independent study projects. The school does not have any buses, and most students are driven to the site in Redway. *Limited contact was made with the school to assess safety issues around student transportation.*

Redwood Coast Montessori serves grades 1-5 in the greater Eureka area. No bus serves the school. Of the approximately 25 students, most are driven and a handful walk or bike. One student comes by public transit from McKinleyville. The school reports no major concerns with safety issues.

Willowbrook Learning Center serves grades K-12 in the Fortuna area. *Limited contact was made with the school to assess safety issues around student transportation.*

McKinleyville Unified School District

McKinleyville Unified School District serves schools in the McKinleyville area, and transports about ½ of the district's students (around 550 students) by bus. The buses run twice in the morning and twice in the afternoon, to pick up grades K-3 and then grades 4-8.

Dow's Prairie Elementary School serves grades K-5 in the McKinleyville area. An estimated 60% of the approximately 475 students are bussed to school. A handful of kids walk regularly and no one currently bikes. Nearby streets lack connected sidewalks, and even shoulders in some places, making it difficult to walk or bike. Congestion in the school parking area was addressed with a remodel in the summer of 2011, as well as staggered start/end times. The school applied for but did not receive a SR2S grant to address infrastructure improvements (namely adding sidewalks).

McKinleyville Middle School serves grades 6-8 in the McKinleyville area. Of the approximately 375 students, 125 regularly walk and around 25 regularly bike. Around 1/3 of the students are bussed. Nearby Railroad Avenue is not paved on both sides of the street, posing safety concerns for walking and biking. A crossing guard is employed in the afternoon to help students cross Central Avenue. Congestion at the school around pick-up/drop-off poses safety concerns, even after the school remodeled the grounds ingress/egress to separate bus and parent drop-off from teacher parking. The short duration of a stop light at Railroad and Central Avenue causes congestion around the school. A nearby, pending, development project has offered to finance a new turn lane, and the County has offered to pay to adjust the sensor which determines the light's length. Better signage alerting traffic to the nearby school could also help. In 2012, the school applied for SR2S funding for infrastructure improvements at the Middle School but that portion of the grant was not funded.

Morris Elementary School serves grades K-5 in the McKinleyville area. Of the approximately 300 students, 60% are bussed and fewer than 15% walk or bike. Nearby streets are busy and some lack sidewalks. There is no crosswalk on Murray Road between McKinleyville Ave and Central Ave, making crossing a challenge. A crossing guard helps students cross McKinleyville

Avenue and Bates Street in the afternoon. The school remodeled grounds three years ago, which significantly improved pick-up/drop-off areas.

Northern Humboldt Union School District

Northern Humboldt Union School District mainly serves high school (grades 9-12) students in the Arcata area. The exception is Laurel Tree Charter School, which serves grades K-8. The district transports roughly 600 students per day by bus. The Transportation Coordinator for the district, Sarah Goodwin, is on the HCAOG County-wide SR2S Task Force.

Arcata High School serves students in grades 9-12 in the Arcata area. It appears that a significant number of students walk, though some are driven close to the school and dropped off (then walk short distance) to avoid congestion in drop-off/pick up area. Safety concerns have arisen by students walking through the congested traffic areas. New student drivers also present safety concerns, including speeding. Approximately 250 out of 809 students are bussed on five buses that serve the school.

Laurel Tree Charter School serves students in grades K-8. There are no buses for the school, and some safety concerns with speeding on nearby Valley West Boulevard. The school has asked the City of Arcata for signage and a crosswalk, but neither has been implemented. *Limited contact was made with the school to assess safety issues around student transportation.*

McKinleyville High School serves over 600 students in grades 9-12 in the McKinleyville area. About 1/3 of the students are bused to school. For those who are driven, the parking lot configuration works well to avoid congestion. *Limited contact was made with the school to assess safety issues around student transportation.*

Pacific Coast High School is an alternative high school serving about 50 students in grades 9-12 in the Arcata area. *Limited contact was made with the school to assess safety issues around student transportation.*

Tsurai High School is an alternative high school serving about 35 students in grades 9-12 in the McKinleyville area. *Limited contact was made with the school to assess safety issues around student transportation.*

Six Rivers Charter High School serves about 100 students in grades 9-12 in the Arcata area. *Limited contact was made with the school to assess safety issues around student transportation.*

Orick School District

Orick School serves grades K-8 in the Orick area. Over half of the 24 students walk or bike to school. No bus has served the school for the past two years. There are numerous safety concerns, primarily associated with nearby Highway 101. The school has worked with Caltrans to put in a new crosswalk and better signage, including a florescent green sign alerting drivers

of the upcoming crosswalk. The town of Orick has a grant to plan improvements along the Highway 101 corridor to include safety islands and other architectural features to slow traffic down. There are speedbumps in front of the school, as well as a “5mph” school zone sign. An underpass crossing the Highway is considered unsafe as it is not well lit. Also the intersection of Drydens Road in front of the school has a blind corner, and there are safety concerns there for students crossing the street.

Pacific Union School District

Pacific Union School serves grades K-8 in the Arcata area. Fewer than 100 out of about 485 students walk or bike to school; about 100 are bussed. Several busy streets nearby present safety concerns for students walking/biking, including Giuntoli, Janes Road, and Spear Ave. There was a crosswalk put in years ago on Janes Road, and the school has been trying to work with the City of Arcata to address safety concerns. The city says a development project underway in the Giuntoli area must be completed before more changes are implemented. Improvements could be made to the crosswalk in front of the school. The school has participated in Walk to School days, where parents dropped off students at a restaurant near the school from which they could safely walk.

Trillium Charter School serves grades K-5 from Trinidad to Eureka and is located in northern Arcata. About three students out of 40 regularly walk to school. The rest are driven as the school has no bus (they could contract with district but do not have funds to do so). Busy streets including Spear Ave and Alliance present challenges to young students walking and biking. The school got a “slow school” sign for the front of the school, and it was run over within six months. The school is too close to the corner to have a crosswalk. They are interested in group rates for riding the City bus for occasional field trips, and wonders if the City is aware there is interest from schools in doing so.

Peninsula Union School District

Peninsula Union School serves grades K-8 in the Samoa area. Approximately 24 of the 39 students are bussed. The district has no busses, but contracts with Northern Humboldt Union School District. Very few students walk, and the school reports few safety concerns around students traveling to/from school.

Rio Dell School District

Eagle Prairie Elementary serves grades K-5 and **Monument Middle School** serves grades 6-8 in the Rio Dell. About half of the total students walk or bike to school. The rest of the approximately 500 students are driven as the school has no bus. Safety concerns around walking and biking include streets without sidewalks, crossing streets, and narrow unpaved streets. A crossing guard helps students cross Wildwood and Center Streets. The City of Rio Dell

received funding a few years ago, which redesigned the drop-off/pick-up area of the school. This has increased safety for students walking and biking, and the City is interested in applying for more funding this year for sidewalks and a lighted crossing area with a button for pedestrians on Wildwood Ave. The City of Rio Dell received a SR2S grant in 2012 for pedestrian improvements around the two schools.

Rohnerville School District

Norman G Ambrosini Elementary School serves grades K-4 in the Fortuna area. Of the approximately 350 students, only five walk to school regularly and a handful bike. Some are bussed and the rest are driven. Nearby Rohnerville Road has no sidewalks, high traffic volume, and no dedicated bike lane. Traffic from the school backs up onto Rohnerville Road. The school now has two release times to address this congestion. There is a 35mph speed limit in front of the school, and a "school zone when children present" sign. A blinking light would help make the sign more visible. The school has participated in SR2S programs, including Walking Wednesdays and Walk to School Days. A few years ago, the Parent Teacher Organization designed a "golden sneaker award" for the class who walked to school the most days. The school also has a Walking Club.

Toddy Thomas Middle School serves grades 5-8 in the Fortuna area. Of the approximately 300 students, half walk or bike on average. Between 60 and 70 students ride the bus; the other 80 students are driven. There are safety concerns with walking and biking as a student was hit by a car on his bike on Fortuna Boulevard en route to school. Making Headway Center for Brain Injury Recovery came for a school assembly to discuss the importance of wearing helmets, and brought coupons for helmets. The addition of a crosswalk and signs has helped address other safety concerns near the school. A flashing lighted sign would help even more, as would a crosswalk at the intersection of School and Wood Streets. The Parent Teacher Organization has led SR2S events, such as Walk to School Day, and put up posters to raise awareness about safety concerns. The school also has a Running Club.

Redwood Preparatory Charter School serves grades K-5 in the Fortuna area. A handful of the students walk or bike to school with a parent. The rest are driven as the school has no buses. Parents, including the Parent Council, desire to promote active transportation. But a City of Fortuna policy prohibits walking on Ross Hill Road, on which the school is located. Parent Council is hesitant to push the City, as their Conditional Use Permit allowing operation of the school ends in two years. No supportive SR2S policies exist. To ease congestion around the school and back-up onto Ross Hill Road, the school staggers pick-up and drop-off times and configured the parking lot in a horseshoe shape.

Scotia Union School District

Scotia Union School serves approximately 220 students in grades K-8 in the Scotia area. Roughly 50 are transported by bus, and at least 150 walk or bike to school. Students are

educated annually about safety on buses. A crossing guard is employed at the corner of First and Church Streets, and also First and B Streets. Few safety concerns were reported.

South Bay Union School District

Pine Hill School serves grades K-6 in the Eureka area. No more than 10% of the nearly 300 students walk or bike to school. There were more walkers last year, when the school included older students in grades 4-6. Some walk to catch a bus to South Bay School. Nearby Herrick Avenue poses safety concerns due to congestion. A left-hand turn lane on Herrick for cars turning into/out of school would help. The County conducted a feasibility study for this, but it has not been implemented. A crossing guard helps students cross Herrick Ave and Vance Street. Around 50 students are bussed. In 2011 the County implemented sidewalk improvements near the school through Transportation Enhancement funds. The school is familiar with SR2S and has attended several meetings in the past.

South Bay School serves grades K-6 in the Eureka area and **South Bay Charter School**, located on the same site, serves grades 7-8. A bus serving the school picks up at Pine Hill School; most students are bussed. The majority of students who walk come from a neighborhood very near the school. The school has had assemblies about wearing helmets and safe walking/biking to school. The sheriff department also came to discuss transportation safety with students.

Alder Grove Charter School works with about 235 homeschooled students doing independent study projects. Due to the unique situation, transportation to and from school is a non-issue.

Southern Humboldt Unified School District

Southern Humboldt Unified School District serves schools in rural southern Humboldt. Approximately 550 out of 750 total students are transported to and from school by bus. Many of the schools have completed parent surveys and some have participated in Walk to School Days. Teachers have also surveyed students about how they get to school. Julie Johansen, Principal of several schools in the district, including Agnes J. Johnson School, Ettersburg School, Redway School, and Whitethorn School, is very supportive of active transportation. Julie also attended a community forum in 2010 that addressed SR2S and active transportation.

Agnes J. Johnson School serves grades K-7 in the Weott area. Of the approximately 60 students enrolled, seven walk or bike to school. Newton Road is the main walking route to the school. The rural area and proximity to busy roads (Avenue of the Giants, Highway 101) with no sidewalks may pose challenges to walking and biking.

Casterlin School serves approximately 30 students in grades K-8 in the Blocksburg area. *Limited contact was made with the school to assess safety issues around student transportation.*

Ettersburg School serves grades K-3 in the Ettersburg area. Of the approximately 10 students, none walk or bike to school. *Limited contact was made with the school to assess safety issues around student transportation.*

Osprey Learning Center serves grades 9-12 in the Miranda area. They have an alternative program serving grades 1-7. Between 15 and 20 students are enrolled in the school. Nearby Avenue of the Giants lacks sidewalks and shoulders, and may challenge safe walking and biking. *Limited contact was made with the school to assess safety issues around student transportation.*

Redway School serves grades K-7 in the Redway area. Of the approximately 315 students, 20-25 walk or bike to school. Nearby streets lack sidewalks and bike lanes. Congestion at the school, particularly around pick-up/drop-off times, poses safety challenges for students walking and biking. The school worked with the County to apply for a grant which allowed them to change a mis-marked speed limit in the school zone, move a crosswalk to the correct location, and change the speed marked on the street after repaving it. The parking lot is being reconfigured to reduce congestion by designating a drop-off area for parents and one for buses. In the past, a crossing guard helped students cross Humboldt Avenue and Briceland Road, but no funds exist to sustain the position.

South Fork High School serves grades 8-12 in southern Humboldt County. Of the approximately 275 students, only ten students regularly walk to school and none bike. Proximity to Avenue of the Giants, with no sidewalks and narrow shoulders, poses safety challenges for walking and biking.

Whitethorn School serves grades K-7 in the Whitethorn area. Of the approximately 80 students, none walk or bike to school. Narrow, windy roads with no sidewalks and high speeds challenge safe walking and biking.

Trinidad Union School District

Trinidad School serves nearly 200 students in grades K-8 in the greater Trinidad area. About 25 students regularly walk to school, and between 15 and 20 students are bussed. The school contracts with Northern Humboldt Unified School District for bus transportation. The rest of the students, around 150, are driven to school. Speeding and congestion near the school, especially at pick-up/drop-off times, present safety challenges. The school applied with the City of Trinidad for SR2S funding, and was not funded. The process instigated much discussion and planning around potential infrastructure improvements. The City found funding through the Trinidad Gateway Project to construct bump outs to slow traffic, widen sidewalks in some areas, and add signage alerting drivers to crosswalks. Despite these changes, they are limited to streets within the town. Many students come from outside of City limits and traverse windy narrow roads unsafe for biking or walking. The school also lobbied for speedbumps, but did not get them. The school has participated in Walk to School Days involving both the City and a nearby Rancheria, which has provided security personnel for crosswalk safety on Trinity Street. Their presence helps slow traffic down, and they continue to work with the school. The school

has tried student volunteer crossing guards in the past (with staff to monitor). The program was not very safe and was terminated.

Humboldt County Office of Education

Glen Paul School serves children and youth ages 3-22 that are diagnosed with severe developmental delays. They have a bus to serve the approximately 125 students. Some students are driven by parents, and one student biked in the past. They have off-site classrooms located on other campuses. Also, Cutten Community School is on the same site as Glen Paul, but those students do not ride the same bus as Glen Paul students.

North Coast Preparatory and Performing Arts Academy Charter School serves grades 9-12 in the Arcata area. The school has no buses, and most of the approximately 125 students are driven to school. A few students who live nearby walk to school. The school only uses buses for fieldtrips, in which case they work with Northern Humboldt Unified District or Humboldt County Office of Education. No pressing safety concerns around transportation were reported. They considered purchasing their own bus prior to cuts to transportation budgets.

Court Schools:

New Horizons and Von Humboldt are court schools in the Eureka area with students living on site. Because of this, transportation to/from school is a non-issue.

Community Schools:

Community Schools include Eel River, Cutten, Blue Ox, Southern Humboldt, and Eureka Community School/Education Resource Center. None of the community schools have a bus system; some schools or programs pay for students to ride public transit. They are able to utilize Humboldt County Office of Education's special education bus (which transports one student to Eel River Community School), but most students do not want to ride the "small bus." Of the total student population enrolled in community schools, about 30% walk, 10% bike, and the rest are driven or ride public transportation. They may utilize more vans for transportation in the future, as they do not get a discount on transit fares.

Cutten Community School serves grades 7-12 in the greater Eureka area. Most of the approximately 20 students ride public transit, and a few walk on Walnut Drive. High traffic volume and speed on Walnut Drive presents challenges to students safely walking and biking. The school is located on the same campus as Glen Paul, which has adequate signage and space to avoid congestion.

Eel River Community School serves grades 4-12 in the Fortuna area. Many of the approximately 65 students walk to school. Newberg Avenue, Fortuna Boulevard, and Rohnerville Road are all main walking routes, as well as busy streets presenting safety challenges to walking and biking. One student rides a Special Education bus through the Humboldt County Office of Education.

Southern Humboldt Community School in Garberville serves grades 9-12 in the southern part of the county. There are only 12 students, and staggered start times avoid congestion in the school's small parking lot. No one walks to school and instead are driven by parents.

Blue Ox Community School is an alternative high school program serving grades 7-12 in the Eureka area. A number of students walk, and main walking routes include 2nd Street, X Street, and Broadway St (Highway 101).

Eureka Community School/Education Resource Center in Eureka serves grades 5-12 in the Eureka area. Students who walk travel on Myrtle Avenue, 6th Street, and Broadway St (Highway 101)—all of which have high traffic volume and present safety concerns. To build the Educational Resource Center, they were required to put in a light and crosswalk at Myrtle Avenue.

Appendix C

Prioritization Tool Matrix and School Scores

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool

Data Source	Criteria Description	Measured by	Values	Maximum Score
School Readiness Criteria				
School Inventory Calls	School administration support	Presence/Absence	Present = 5 Absent = 0	5
School Inventory Calls	SR2S activities/discussions/interest	Presence/Absence	Ongoing = 10 Present = 5 Absent = 0	10
School Inventory Calls	SR2S champion present at the school	Presence/Absence	Present = 5 Absent = 0	5
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence	Present = 5 Absent = 0	5
School Inventory Calls	SR2S district or school policy adopted	Presence/Absence	Present = 5 Absent = 0	5
SR2S Parent Surveys	Completed SR2S parent surveys	Annual Reporting	Present = 5 Absent = 0	5
Internal Need Criteria				
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported	80-100% or greater = 8 60-79% = 6 40-59% = 4 20-39% = 2 0-19% = 0	8
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level	70-100% = 0 40-70% = 3 0-40% = 5	5
Ed-Data	Student Enrollment	Schools are scored based total student enrollment	Above 300 = 5 101-300 = 3 Under 100 = 1	5

Data Source	Criteria Description	Measured by	Values	Maximum Score
External Need Criteria				
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 5 Present but insufficient = 3 Present = 0	5
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 10 Intersects Over 35mph = 5 25 or under and no intersections = 1	5
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.	Absent = 5 Present = 0	5
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	13-17% = 5 9-12% = 4 6-8% = 3 3-5% = 2 0-2% = 1	5
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	25-71 = 5 6-24 = 3 1-5 = 1 0 = 0	5
			Total Readiness Score	**35**
			Total Need Score	**43**
			Total Possible Score	**78**
		Adjusted score for schools without Fitness Data	**Total Adjusted Score**	**73**

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool Secondary Criteria

Secondary Criteria: Many schools will have high or similar scores. Given limited funding it may be helpful to use a few additional criteria to determine how best to serve the schools on regional basis in the given year.

Question?	Answer	Outcome	Notes
Has there been a previous walking audit at the school within 5-10 years?	Yes	Select another school for walk audit support. Also determine if anything was done as a result of the audit.	A previous audit does not mean that the school will never receive additional SR2S support - it just provides some context for providing geographic equity
	No	A good candidate for safe routes support	
Has the school been awarded a SR2S grant or had recent pedestrian safety improvements?	Yes	Consider selecting another high ranking school	If yes, and improvements have been made at the school, consider selecting another high ranking school. If no, the school may be good candidate to apply for funding on the basis of a walk audit. Determine what specfic support the school will need from program staff
	No	A good candidate for safe routes support	

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool

Data Source	Criteria Description	Measured by	Values	Maximum Score	Grant Elementary	Alice Birney Elementary	South Fortuna Elementary	Freshwater School and Charter School	Hoopa Valley Elementary School	Toddy Thomas Middle School	Lafayette Elementary	Norman G. Ambrosini School	Redwood Preparatory Charter School	Blue Lake School	Redway School	Garfield School	Orick School	Weitchpec Elementary School	Dow's Prairie School	South Fork High School	Washington Elementary	Jacoby Creek Charter School	Trinity Valley	Coastal Grove Charter School	South Bay School and Charter School	Cutten School	Fuente Nueve	Pine Hill	Trinidad Elementary School	McKinleyville Middle School
School Readiness Criteria																														
School Inventory Calls	School administration support	Presence/Absence	Present = 5 Absent = 0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
School Inventory Calls	SR2S activities/discussions/interest	Presence/Absence	Ongoing = 10 Present = 5 Absent = 0	10	10	10	5	5	5	10	5	5	5	5	10	5	0	5	5	0	5	10	0	5	5	0	5	5	5	0
School Inventory Calls	SR2S champion present at the school	Presence/Absence	Present = 5 Absent = 0	5	5	5	5	5	5	5	0	0	5	5	5	5	0	5	5	0	0	5	0	5	0	5	5	0	5	0
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence	Present = 5 Absent = 0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
School Inventory Calls	SR2S district or school policy adopted	Presence/Absence	Present = 5 Absent = 0	5	5	5	5	0	0	0	5	0	5	0	0	5	5	0	0	0	5	5	0	0	0	0	0	0	0	0
SR2S Parent Surveys	Completed SR2S parent surveys	Annual Reporting	Present = 5 Absent = 0	5	5	5	5	5	0	5	5	5	0	5	5	5	0	0	5	5	5	5	0	5	5	5	5	5	5	5
Internal Need Criteria																														
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported	80-100% or greater = 8 60-79% = 6 40-59% = 4 20-39% = 2 0-19% = 0	8	8	8	6	2	4	4	6	4	0	4	6	2	8	8	4	4	4	0	6	4	6	4	2	4	6	4
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level	70-100% = 0 40-70% = 3 0-40% = 5	5	5	5	3	3	5	3	3	NA	NA	3	3	3	NA	NA	3	3	3	0	5	0	3	3	NA	3	0	3
Ed-Data	Student Enrollment	Schools are scored based total student enrollment	Above 300 = 5 101-300 = 3 Under 100 = 1	5	5	5	5	5	3	5	5	5	1	3	5	1	1	1	5	3	5	5	3	3	5	5	1	3	3	5
Data Source	**Criteria Description**	**Measured by**	**Values**	**Maximum Score**																										
External Need Criteria																														
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 5 Present but insufficient = 3 Present = 0	5	3	3	0	5	5	0	3	5	5	0	3	5	5	5	5	5	0	3	5	0	3	0	0	0	0	0
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 10 Intersects Over 35mph = 5 25 or under and no intersections = 1	5	5	1	5	10	10	5	1	5	10	10	5	1	10	5	1	10	1	1	10	1	1	5	1	5	1	5
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.	Absent = 5 Present = 0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	5	5	5	5	5	5	5	0
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	13-17% = 5 9-12% = 4 6-8% = 3 3-5% = 2 0-2% = 1	5	3	3	4	1	4	2	3	4	2	1	1	3	3	3	1	3	2	2	3	5	2	2	5	2	3	3
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	25-71 = 5 6-24 = 3 1-5 = 1 0 = 0	5	1	5	3	1	0	1	1	1	1	0	0	0	0	0	0	0	3	1	0	3	1	1	3	1	0	1
			Total Readiness Score	**35**	35	35	30	25	20	30	25	20	25	25	30	30	15	20	25	15	25	35	10	25	20	20	25	20	25	20
			Total Need Score	**43**	35	35	31	32	36	25	27	29	24	26	21	20	32	27	24	33	23	12	37	21	26	25	17	23	18	21
			Total Possible Score	**78**	70	70	61	57	56	55	52	49	49	51	51	50	47	47	49	48	48	47	47	46	46	45	42	43	43	41
		Adjusted score for schools without Fitness Data	**Total Adjusted Score**	**73**								52	52				50	50									45			

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool

Data Source	Criteria Description	Measured by	Values	Maximum Score	Loleta Union Elementary School	Pacific Union School	Fortuna Middle School	Eagle Prairie Elementary	Eureka High School	Hoopa Valley High School	Peninsula Union School	Ridgewood School	Two Rivers Community Day School	Cuddeback School	Morris School	Scotia Union	Union Street Charter	Ferndale High School	Monument Middle School	Honeydew	Arcata Elementary	Agnes J. Johnson School	North Coast Prepratory Academy	Eel River Community School	Redwood Coast Montessori	Casterlin School	Hydesville School	Trillium Charter School	Southern Humboldt Community School	Academy of the Redwoods
School Readiness Criteria																														
School Inventory Calls	School administration support	Presence/Absence	Present = 5 Absent = 0	5	0	5	5	5	0	NA	5	5	NA	5	5	5	5	5	5	0	0	5	5	0	5	0	5	5	NA	5
School Inventory Calls	SR2S activities/discussions/interest	Presence/Absence	Ongoing = 10 Present = 5 Absent = 0	10	5	5	5	5	0	NA	0	0	NA	5	5	0	10	0	5	0	0	0	0	0	0	0	0	0	NA	0
School Inventory Calls	SR2S champion present at the school	Presence/Absence	Present = 5 Absent = 0	5	0	5	0	0	0	NA	0	0	NA	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	NA	0
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence	Present = 5 Absent = 0	5	5	5	0	5	5	NA	5	5	NA	5	5	5	0	5	5	5	5	5	5	5	5	0	5	5	NA	5
School Inventory Calls	SR2S district or school policy adopted	Presence/Absence	Present = 5 Absent = 0	5	0	0	5	0	5	NA	0	0	NA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA	0
SR2S Parent Surveys	Completed SR2S parent surveys	Annual Reporting	Present = 5 Absent = 0	5	5	0	5	5	5	NA	0	5	NA	0	5	5	5	5	5	5	0	0	0	0	0	5	0	0	NA	0
Internal Need Criteria																														
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported	80-100% or greater = 8 60-79% = 6 40-59% = 4 20-39% = 2 0-19% = 0	8	8	4	6	6	4	4	8	4	8	4	4	4	2	4	6	8	6	6	4	8	NA	6	2	6	8	4
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level	70-100% = 0 40-70% = 3 0-40% = 5	5	NA	NA	NA	3	3	5	NA	NA	NA	0	3	0	0	NA	3	NA	3	NA	NA	NA	NA	NA	3	NA	NA	NA
Ed-Data	Student Enrollment	Schools are scored based total student enrollment	Above 300 = 5 101-300 = 3 Under 100 = 1	5	1	3	3	3	5	3	1	3	1	3	3	3	1	1	1	1	5	1	3	1	1	1	3	1	1	1
Data Source	**Criteria Description**	**Measured by**	**Values**	**Maximum Score**																										
External Need Criteria																														
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 5 Present but insufficient = 3 Present = 0	5	5	3	0	0	3	5	5	3	5	5	0	0	3	5	0	5	0	5	0	3	3	5	5	3	5	5
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 10 Intersects Over 35mph = 5 25 or under and no intersections = 1	5	1	1	1	1	1	10	1	1	10	1	1	5	1	1	1	1	1	1	1	1	1	5	1	1	5	1
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.	Absent = 5 Present = 0	5	5	0	0	0	0	5	5	5	5	5	0	5	0	5	0	5	0	5	5	5	0	5	5	0	5	5
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	13-17% = 5 9-12% = 4 6-8% = 3 3-5% = 2 0-2% = 1	5	2	5	2	3	2	4	3	2	4	2	3	3	5	2	3	2	5	3	5	4	5	3	2	5	5	2
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	25-71 = 5 6-24 = 3 1-5 = 1 0 = 0	5	1	1	3	0	3	0	1	1	1	0	1	0	3	0	0	0	3	0	3	3	5	0	0	3	0	0
			Total Readiness Score	**35**	15	20	20	20	15	0	10	15		15	20	15	20	15	20	10	10	10	10	5	15	5	10	10	0	10
			Total Need Score	**43**	23	17	15	16	21	36	24	19	34	20	15	20	15	18	14	22	23	21	21	25	15	25	21	19	29	18
			Total Possible Score	**78**	38	37	35	36	36	36	34	34	34	35	35	35	35	33	34	32	33	31	31	30	30	30	31	29	29	28
		Adjusted score for schools without Fitness Data	**Total Adjusted Score**	**73**	41	40	37				36	36	36					35		34		33	33	32	32	32		31	31	30

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool

Data Source	Criteria Description	Measured by	Values	Maximum Score	Big Lagoon School	Osprey Learning Center	Fieldbrook School	Zane Middle School	Jack Norton Elementary School	Eureka Community School	Blue Ox Community School	Ferndale Elementary	Fortuna High School	Pacific View Charter School	River's Edge Community Day School	Alder Grove Charter School	Sunny Brae Middle School	Kneeland School	Orleans Elementary School	Captain John Continuation High School	Willowbrook Learning Center	Mattole School	Bridgeville School	Arcata High School	Maple Creek Elementary	Whitethorn School	Beginnings	East High School	Winship Education Center
School Readiness Criteria																													
School Inventory Calls	School administration support	Presence/Absence	Present = 5 Absent = 0	5	0	NA	0	0	0	0	0	0	0	5	NA	NA	5	0	0	NA	NA	NA	0	0	0	5	0	0	NA
School Inventory Calls	SR2S activities/discussions/interest	Presence/Absence	Ongoing = 10 Present = 5 Absent = 0	10	0	NA	0	0	0	0	0	0	0	0	NA	NA	5	0	0	NA	NA	NA	0	0	0	0	0	0	NA
School Inventory Calls	SR2S champion present at the school	Presence/Absence	Present = 5 Absent = 0	5	0	NA	0	0	0	0	0	0	0	0	NA	NA	0	0	0	NA	NA	NA	0	0	0	0	0	0	NA
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence	Present = 5 Absent = 0	5	0	NA	5	5	0	5	5	5	5	0	NA	NA	0	5	0	NA	NA	NA	5	5	5	0	5	5	NA
School Inventory Calls	SR2S district or school policy adopted	Presence/Absence	Present = 5 Absent = 0	5	0	NA	0	5	0	0	0	0	5	0	NA	NA	0	0	0	NA	NA	NA	0	0	0	0	0	0	NA
SR2S Parent Surveys	Completed SR2S parent surveys	Annual Reporting	Present = 5 Absent = 0	5	0	NA	0	0	0	0	0	5	0	0	NA	NA	5	5	0	NA	NA	NA	0	0	0	0	0	0	NA
Internal Need Criteria																													
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported	80-100% or greater = 8 60-79% = 6 40-59% = 4 20-39% = 2 0-19% = 0	8	8	6	2	4	8	8	NA	2	4	6	NA	6	4	0	8	8	NA	4	NA	0	8	4	NA	4	6
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level	70-100% = 0 40-70% = 3 0-40% = 5	5	3	NA	0	3	NA	NA	NA	3	NA	NA	NA	3	0	NA	NA	NA	NA	NA	NA	3	NA	NA	NA	NA	NA
Ed-Data	Student Enrollment	Schools are scored based total student enrollment	Above 300 = 5 101-300 = 3 Under 100 = 1	5	1	1	3	5	1	3	1	5	1	3	1	3	3	1	1	1	1	1	1	5	1	1	1	1	1
Data Source	**Criteria Description**	**Measured by**	**Values**	**Maximum Score**																									
External Need Criteria																													
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 5 Present but insufficient = 3 Present = 0	5	5	5	3	3	5	0	3	0	0	5	5	3	0	5	5	5	5	5	5	0	0	5	5	0	3
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 10 Intersects Over 35mph = 5 25 or under and no intersections = 1	5	5	10	10	1	5	1	5	1	1	1	10	1	1	1	1	1	10	5	5	1	1	1	5	1	1
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.	Absent = 5 Present = 0	5	5	5	5	0	5	0	5	5	5	0	5	0	0	5	5	5	5	5	5	0	5	5	5	5	5
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	13-17% = 5 9-12% = 4 6-8% = 3 3-5% = 2 0-2% = 1	5	3	3	1	2	3	5	5	2	2	3	4	5	2	2	3	4	2	3	2	5	2	1	1	2	2
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	25-71 = 5 6-24 = 3 1-5 = 1 0 = 0	5	0	0	0	1	0	5	3	0	3	3	1	5	1	0	1	0	1	0	0	5	0	0	0	3	1
			Total Readiness Score	**35**	0	0	5	10	0	5	5	10	10	5	0	0	15	10	0	0	0	0	5	5	5	5	5	5	0
			Total Need Score	**43**	30	30	24	19	27	22	22	18	16	21	26	26	11	14	24	24	24	23	18	19	17	17	17	16	19
			Total Possible Score	**78**	30	30	29	29	27	27	27	28	26	26	26	26	26	24	24	24	24	23	23	24	22	22	22	21	19
		Adjusted score for schools without Fitness Data	**Total Adjusted Score**	**73**					29	29	29		28	28	28			26	26	26	26	25	25		24	24	24	22	20

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool

Data Source	Criteria Description	Measured by	Values	Maximum Score	Cutten Community School	McKinleyville High School	Glen Paul School	Green Point School	Redway Site IS Learning Center	Six Rivers Charter High School	Von Humboldt and New Horizons (Court Schools)	Pacific Coast High School	Ferndale High School	Tsurai High School	Campus House	Laurel Tree Charter School	North Coast Learning Academy
School Readiness Criteria																	
School Inventory Calls	School administration support	Presence/Absence	Present = 5 Absent = 0	5	0	NA	0	0	NA	NA	NA	NA	0	NA	0	NA	NA
School Inventory Calls	SR2S activities/discussions/interest	Presence/Absence	Ongoing = 10 Present = 5 Absent = 0	10	0	NA	0	0	NA	NA	NA	NA	0	NA	0	NA	NA
School Inventory Calls	SR2S champion present at the school	Presence/Absence	Present = 5 Absent = 0	5	0	NA	0	0	NA	NA	NA	NA	0	NA	0	NA	NA
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence	Present = 5 Absent = 0	5	5	NA	0	0	NA	NA	NA	NA	0	NA	0	NA	NA
School Inventory Calls	SR2S district or school policy adopted	Presence/Absence	Present = 5 Absent = 0	5	0	NA	0	0	NA	NA	NA	NA	0	NA	0	NA	NA
SR2S Parent Surveys	Completed SR2S parent surveys	Annual Reporting	Present = 5 Absent = 0	5	0	NA	0	0	NA	NA	NA	NA	0	NA	0	NA	NA
Internal Need Criteria																	
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported	80-100% or greater = 8 60-79% = 6 40-59% = 4 20-39% = 2 0-19% = 0	8	NA	0	2	4	NA	2	NA	2	0	2	NA	NA	NA
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level	70-100% = 0 40-70% = 3 0-40% = 5	5	NA	3	NA	NA	NA	3	NA	NA	3	NA	NA	NA	NA
Ed-Data	Student Enrollment	Schools are scored based total student enrollment	Above 300 = 5 101-300 = 3 Under 100 = 1	5	1	5	3	1	1	1	1	1	3	1	1	NA	NA
Data Source	**Criteria Description**	**Measured by**	**Values**	**Maximum Score**													
External Need Criteria																	
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 5 Present but insufficient = 3 Present = 0	5	3	3	3	5	NA	0	3	0	0	3	0	3	3
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 10 Intersects Over 35mph = 5 25 or under and no intersections = 1	5	1	1	1	1	10	1	1	1	1	1	1	5	1
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.	Absent = 5 Present = 0	5	5	0	5	5	5	0	5	0	5	0	0	0	5
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	13-17% = 5 9-12% = 4 6-8% = 3 3-5% = 2 0-2% = 1	5	2	3	2	1	1	5	2	5	2	3	5	2	2
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	25-71 = 5 6-24 = 3 1-5 = 1 0 = 0	5	1	3	1	0	0	5	3	5	0	3	5	1	0
			Total Readiness Score	**35**	5	0	0	0	0	0	0	0	0	0	0	0	0
			Total Need Score	**43**	13	18	17	17	17	17	15	14	14	13	12	11	11
			Total Possible Score	**78**	18	18	17	17	17	17	15	14	14	13	12	11	11
		Adjusted score for schools without Fitness Data	**Total Adjusted Score**	**73**	19		18	18	18		16	15		14	13	12	12

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool
Secondary Criteria

Question?	Answer	Outcome	Notes	Grant Elementary	Alice Birney Elementary	South Fortuna Elementary	Freshwater School and Charter School	Hoopa Valley Elementary School	Toddy Thomas Middle School	Lafayette Elementary	Norman G. Ambrosini School	Redwood Preparatory Charter School	Blue Lake School	Redway School	Garfield School	Orick School	Weitchpec Elementary School	Dow's Prairie School	South Fork High School	Washington Elementary	Jacoby Creek Charter School	Trinity Valley	Coastal Grove Charter School	South Bay School and Charter School	Cutten School	Fuente Nueve	Pine Hill
Has there been a previous walking audit at the school within 5-10 years?	Yes	Select another school for walk audit support. Also determine if anything was done as a result of the audit.	A previous audit does not mean that the school will never receive additional SR2S support - it does provide some context for providing geographic equity	Yes	Yes, in 2006	Yes, in 2007		Yes, in 2006		Yes						Yes		Yes		Yes	Yes				Yes, 2006		
	No	A good candidate for safe routes support					No		No		No	No	No	No	No		No		No			No	No	No		No	No
Has the school been awarded a SR2S grant or had recent pedestrian safety improvements?	Yes	Consider selecting another high ranking school	If yes, and improvements have been made at the school, consider selecting another high ranking school. If no, the school may be good candidate to apply for funding on the basis of a walk audit. Determine what specfic support the school will need from program staff	Yes, SR2S grant 2012	Some recent pedestrian improvements, no grant awarded	Some improvements made, no SR2S application	Yes SR2S award in 2004						Improvements in 2011 funded through TE$	Improvements in 2012 funded through TE$	Yes SR2S award in 2004			Improvements by School District		Yes, SR2S grant awarded and programs implemented	Yes	Yes, Willow Creek CSD path 2012					Yes, sidewalks 2011
	No	A good candidate for safe routes support						No	No	No	No	No				No	No		No				No	No	No	No	
		Total Possible Score	78	70	70	61	57	56	55	52	49	49	51	51	50	47	47	49	48	48	47	47	46	46	45	42	43
	Adjusted score for schools without Fitness Data	Total Score									52	52				50	50									45	

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool
Secondary Criteria

Question?	Answer	Outcome	Notes	Trinidad Elementary School	McKinleyville Middle School	Loleta Union Elementary School	Pacific Union School	Fortuna Middle School	Eagle Prairie Elementary	Eureka High School	Hoopa Valley High School	Peninsula Union School	Ridgewood school	Two Rivers Community Day School	Cuddeback School	Morris School	Scotia Union	Union Street Charter	Ferndale High School	Monument Middle School	Honeydew	Arcata Elementary	Agnes J. Johnson School	North Coast Prepratory Academy	Eel River Community School	Redwood Coast Montessori	Casterlin School
Has there been a previous walking audit at the school within 5-10 years?	Yes	Select another school for walk audit support. Also determine if anything was done as a result of the audit.	A previous audit does not mean that the school will never receive additional SR2S support - it does provide some context for providing geographic equity						Yes, 2006											Yes, 2006							
	No	A good candidate for safe routes support		No	No	No	No	No		No	No	No	No	No	No	No	No	No	No		No	No	No	No	No	No	No
Has the school been awarded a SR2S grant or had recent pedestrian safety improvements?	Yes	Consider selecting another high ranking school	If yes, and improvements have been made at the school, consider selecting another high ranking school. If no, the school may be good candidate to apply for funding on the basis of a walk audit. Determine what specfic support the school will need from program staff	Improvements funded through different $ souce					Yes, 2012 SR2S grant											Yes, 2012 SR2S grant							
	No	A good candidate for safe routes support			No	No	No	No		No	No	No	No	No	No	No	No	No	No		No	No	No	No	No	No	No
		Total Possible Score	**78**	43	41	38	37	35	36	36	36	34	34	34	35	35	35	35	33	34	32	33	31	31	30	30	30
	Adjusted score for schools without Fitness Data	**Total Score**				41	40	37				36	36	36					35		34		33	33	32	32	32

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool
Secondary Criteria

Question?	Answer	Outcome	Notes	Hydesville School	Trillium Charter School	Southern Humboldt Community School	Academy of the Redwoods	Big Lagoon School	Osprey Learning Center	Fieldbrook School	Zane Middle School	Jack Norton Elementary School	Eureka Community School	Blue Ox Community School	Ferndale Elementary	Fortuna High School	Pacific View Charter School	River's Edge Community Day School	Alder Grove Charter School	Sunny Brae Middle School	Kneeland School	Orleans Elementary School	Captain John Continuation High School	Willowbrook Learning Center	Mattole School	Bridgeville School	Arcata High School
Has there been a previous walking audit at the school within 5-10 years?	Yes	Select another school for walk audit support. Also determine if anything was done as a result of the audit.	A previous audit does not mean that the school will never receive additional SR2S support - it does provide some context for providing geographic equity																								
	No	A good candidate for safe routes support		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Has the school been awarded a SR2S grant or had recent pedestrian safety improvements?	Yes	Consider selecting another high ranking school	If yes, and improvements have been made at the school, consider selecting another high ranking school. If no, the school may be good candidate to apply for funding on the basis of a walk audit. Determine what specfic support the school will need from program staff																								
	No	A good candidate for safe routes support		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
		Total Possible Score	**78**	31	29	29	28	30	30	29	29	27	27	27	28	26	26	26	26	26	24	24	24	24	23	23	24
	Adjusted score for schools without Fitness Data	**Total Score**			31	31	30					29	29	29		28	28	28			26	26	26	26	25	25	

HCAOG SR2S Regional Tool - SR2S School Prioritization Tool
Secondary Criteria

Question?	Answer	Outcome	Notes	Maple Creek Elementary	Whitethorn School	Beginnings	East High School	Winship Education Center	Cutten Community School	McKinleyville High School	Glen Paul School	Green Point School	Redway Site IS Learning Center	Six Rivers Charter High School	Von Humboldt and New Horizons (Court Schools)	Pacific Coast High School	Ferndale High School	Tsurai High School	Campus House	Laurel Tree Charter School	North Coast Learning Academy
Has there been a previous walking audit at the school within 5-10 years?	Yes	Select another school for walk audit support. Also determine if anything was done as a result of the audit.	A previous audit does not mean that the school will never receive additional SR2S support - it does provide some context for providing geographic equity					Yes, 2006													
	No	A good candidate for safe routes support		No	No	No	No		No	No	No	No	No	No	No	No	No	No	No	No	No
Has the school been awarded a SR2S grant or had recent pedestrian safety improvements?	Yes	Consider selecting another high ranking school	If yes, and improvements have been made at the school, consider selecting another high ranking school. If no, the school may be good candidate to apply for funding on the basis of a walk audit. Determine what specfic support the school will need from program staff																		
	No	A good candidate for safe routes support		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
		Total Possible Score	**78**	22	22	22	21	19	18	18	17	17	17	17	15	14	14	13	12	11	11
	Adjusted score for schools without Fitness Data	**Total Score**		24	24	24	22	20	19		18	18	18		16	15		14	13	12	12

Appendix D

Prioritization Tool Spatial Database and Spatial Component Instructions

Regional SR2S Prioritization Tool: Spatial Component Instructions

These instructions for updating and utilizing the spatial component of the Tool was prepared for a user with moderate GIS experience and relies on Excel to perform some tasks that can also be accomplished by a more advanced GIS user in the ArcMap environment. These instructions assume basic understanding of core GIS concepts and tools, including data management, fundamentals of projections and rudimentary geoprocessing functions such as geocoding, buffering, merging and joining spatial and tabular data.

Software and Data Requirements

Software:

- ESRI ArcGIS ArcMap, ArcView license (version 9.0 or higher)
- MS Excel

Data, Data Source and Projection:

Data Layer	Data Source	Projection
School.shp	Geocoded list obtained from Humboldt County Office of Education; locations confirmed via Google Earth and contacting principal	UTM, Zone 10N
BikePed_Facilities.shp	RTMP (Regional Trails Master Plan)	UTM, Zone 10N
Street_Centerline.shp	Humboldt County GIS	UTM, Zone 10N
BikePed_Collisions.shp	CHP SWITRS database http://www.tims.berkeley.edu/	UTM, Zone 10N
CensusTracts_2010.shp	US Census http://www.census.gov/cgi-bin/geo/shapefiles2010/main	UTM, Zone 10N
Household Vehicle Inventory, ACS Table B08201	US Census, American Community Survey	N/A

Prior to starting, add the following fields to Schools.Shp

- RTMPVal
  - Short integer, scale = 5
- TotColl
  - Long integer, scale = 8
- TIMSVal
  - Short integer, scale = 5

- SpdLmtVal
    - Short integer, scale = 5
- PctCarless
    - Double intger, scale = 10; precision = 12
- CarlessVal
    - Short integer, scale = 5
- SRTSVal
    - Short integer, scale = 5

Geoprocessing Steps

Existing Bike Paths and Lanes from RTMP Data Sets

- Use the Select by Location tool to select which schools are within 660' of existing class 1 and 2 facilities.
- Switch the selection.
- Open Schools.shp attribute table and use the field calculator to populate the selected schools with a 5. These are the schools that do not have class 1 and 2 facilities near them.

Collisions History

- Create a half mile buffer around Schools.shp called SchoolBuff_HalfMile.shp
- Create a Spatial Join between SchoolBuff_HalfMile.shp (target) and BikePed_Collisions.shp (join features).
    - Join type = one-to-one
    - Output = SchoolBuff_Coll_SpJ.shp
    - Using the school name as the common field between School.shp and SchoolBuff_Coll_SpJ.shp, join the table of SchoolBuff_Coll_SpJ.shp to School.shp
    - With the join in tact, use the field calculator to populate TotColl with the SchoolBuff_Coll_SpJ.shp.JoinCount field (Join Count contains the total collision events per buffer as a result of the spatial join)
    - Remove join
- Display schools by proportional symbols or color ramp using the TotColl field

    - Use four intervals with the Natural Breaks classification method (manually change the lowest value to 0 so as to have a range of three classes)

- Reopen the School.shp attribute field
- Select the schools containing the highest number of collisions and populate TIMSVal with 5
- Select the schools containing the mid-range collision totals and populate TIMSVAL with 3
- Select the schools containing the least amount of collisions (sans 0) and populate TIMSVal with 1

Speed Limit

- Use the Select by Location tool to select which schools are located on or near streets with speeds of 35 MPH or higher (First select all streets that are 35 MPH or higher and select schools based on this selection of street)
    - To select schools that are on 35 MPH streets, select schools that intersect with selected streets (you may need to use a short distance proxy of approximately 50 or 100 feet to capture this criteria as schools on such streets may not be snapped to the centerline)
    - Open the Schools.shp attribute table
    - Use the field calculator to populate SpdLmtVal with 5
    - Select schools that are within 660' of selected street
    - Use the field calculator to populate SpdLmtVal with 3
    - For all remaining schools that have not been populated, select them and assign a 1 to SpdLmtVal. These are schools that are not on or near 35 MPH streets

Vehicle Inventory

- Add the following fields to CensusTracts2010.shp:
    - TotHH = long integer, scale = 10
    - TotNoVeh = long integer, scale = 10

    - PctNoVeh = double integer, scale = 20; precision = 20

- Perform a tabular join between ACS table B08201 and CensusTracts2010.shp, using the GEOID as the common field for the basis of the join
- Use the field calculator to populate TotHH and TotNoVeh with total households and total househoulds with no vehicles, respectively.
- Calculate percentage of carless households in PctNoVeh with the following equation: (TotNoVeh/TotHH)*100
- Remove join
- Create a Spatial Join between Schools.shp (target) and CensusTracts2010.shp (join features).
    - Join type = one-to-one
    - Output = School_NoVeh_SpJ.shp
    - Using the school name as the common field between School.shp and School_NoVeh_SpJ.shp, join the table of School_NoVeh_SpJ.shp to School.shp
    - With the join in tact, use the field calculator to populate PctCarless with the School_NoVeh_SpJ.shp.PctNoVeh field
    - Remove join
- Display schools by proportional symbols or color ramp using the PctCarless field
    - Use five intervals with the Natural Breaks classification method
- Reopen the School.shp attribute field
- Select the schools containing the highest interval and populate PctCarless with 5
- Select the schools containing the second highest interval and populate PctCarless with 4
- Repeat for the remaining intervals, assigning scores of 3, 2 and 1 for the lowest interval

Percent Carless Indicator Footnotes:

1: Many of the schools will occur in the same census tracts, and thus will have the same percentage of carless households. Geometric intervals are ideally suited to classifying data sets that share many similar numbers. See http://blogs.esri.com/esri/arcgis/2007/10/18/about-the-geometrical-interval-classification-method/ for further explanation.

Calculating the SR2SVal (total points)

- Each of the four indicators are added together for each school to yield the total point score for the prioritization tool. This value is the SR2S value, or SR2SVal, and will be added to the quantitative and spatial score totals for each school.
- Use the field calculator on SR2SVal and enter the following equation:
    - [CarlessVal] + [RTMPVal] + [SpdLmtVal] + [TIMSVal]

- Export the SR2SVal column and school names to Excel for inclusion with the qualitative and spatial tool values.

Appendix E

Walkability Audit Products

Fortuna Walkability Audit Report
Toddy Thomas Middle School and Redwood Preparatory Charter School Recommendation Maps
Dow's Prairie Elementary School Audit Report
Dow's Prairie Elementary School Recommendation Maps
Walkability Audit Form
Walkability Audit Outreach Materials

Fortuna Walkability Audit & Workshop Outcomes
Redwood Preparatory Charter School
and Toddy Thomas Middle School

June 4, 2012

Humboldt County Association of Governments &
Natural Resources Services Division of Redwood Community Action Agency

Overview: A Walkability Audit and Workshop was held in Fortuna on Monday, June 4th, 2012 to observe the peak student arrival time at two schools and identify concerns and solutions to safety issues. This region houses several public, charter, and private schools in a small area including Redwood Preparatory Charter School (charter), Willowbrook Learning Center (charter), Fortuna Jr. Academy (private), and Toddy Thomas Middle School (public). Participants included neighbors, parents, school principals, California Highway Patrol, Fortuna Fire Chief, Fortuna planners and engineering department, Fortuna City Council, County Board of Supervisors, County engineering department, NRS/RCAA staff, and County Public Health. The Audit took place as the result of a County-Wide Safe Routes to Schools (SR2S) Task Force effort funded through the Humboldt County Association of Governments (HCAOG). HCAOG is working to increase capacity at local schools to develop and implement safety programs and encourage children to safely walk and bike to and from school.

Attendees*:*

The Audit was attended by the principals of both schools Lisa Jager and Sharon Drumm, City Councilmember Ken Zanzi, City Engineer Dennis Ryan, Engineering Technician II Kevin Carter, General Services Superintendent Mike Johnson, County Supervisor Clif Clendenen, Associate Planner Stephen Avis, Fire Chief Lon Winburn, CHP Public Information Officer Paul Dahlen, County Deputy Director of Engineering Chris Whitworth, HCAOG Assistant Transportation Planner Meghan Ryan, and County Public Health Staff Joan Levy and Michelle Postman. Pedestrian and bicycling advocates, teachers, parents, and neighbors were also in attendance. The Audit helped forge strong relationships between city staff, school district personnel and community members.

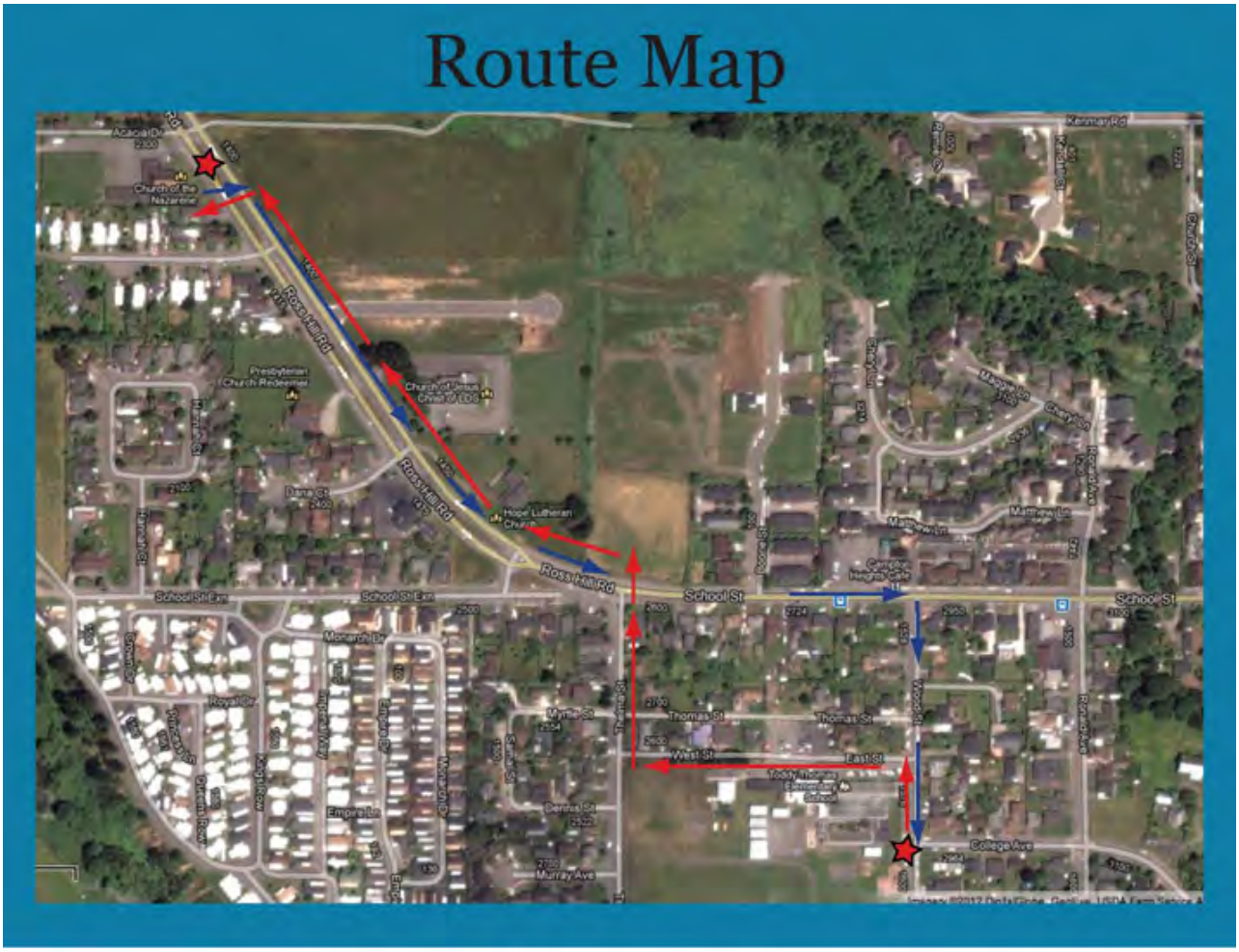
Visioning*:* At the beginning of the workshop, participants were asked to share their vision for the workshop and the outcomes they would like to see:

- Safer routes for kids
- Expand relationships
- Improve intersection at Campton Heights store
- Work with parents
- Improve walking environment to fight obesity and improve community
- Lots of support
- Work together with shrinking resources
- Partner with bike park group
- Crosswalks and sidewalks
- Slow traffic
- Parents are key!
- Utilize opportunity of new development at Thelma and Ross Hill Rd.
- Coordinate with programmatic school zone study soon to be adopted (City Council meeting June18)
- Get Walk Audit to Council before June 18th
- Access for emergency response vehicles
- Lower demand on roads during pick up/drop off to school
- Attend workshop on designing for bicycle and pedestrian safety on June 20th at River Lodge

Background: Because Redwood Prep is a new Charter School and it is located at a church it does not have a typical drop-off zone. All but a few students arrive at school by private vehicle. The school was discouraged by the City to encourage children to walk or bike to school and there is a 'Pedestrians and Bicyclists Prohibited' sign on the southbound lane of Ross Hill Road. Toddy Thomas has a high percentage of students who walk and bike to school. Recent improvements at Wood and School Street, the location of Toddy Thomas, multiple access areas, and teachers volunteering as Crossing Guards on Wood Street help make it a walkable school but the drop off area on Wood, the bus loading zone, and Ross Hill Road continue to be challenging for students. Both schools have hosted assemblies and events to encourage safe walking and biking behavior and the community would like to support this effort.

Observation of School Environment: Participants first observed the main drop off point in front of Redwood Preparatory Charter School for approximately 15 minutes. A section of the parking lot is off limits to parking and parents loop around to let their children out. The school has done a lot of education with students and parents for this drop-off protocol and it works well for them. Students are trained to walk immediately to the edge of the parking lot and walk along the sidewalk to the school entrance. The principal greets each student as they arrive and sees that they get inside the school safely.

The Walkability Audit group then crossed to the opposite side of Ross Hill Road and walked along the shoulder as there are no through sidewalks on either side. Ross Hill Road turns into School Road and the group walked along School until they got to Wood Street. They crossed School and walked on Wood to Toddy Thomas where they observed the drop off and school bus zone before walking on East to Thelma, and back along Ross Hill Road to Redwood Prep.



Ross Hill Road sign prohibits pedestrians and bicyclists and encourages wrong-way riding.


Ross Hill Road between Redwood Prep and Toddy Thomas lacks bike lanes.

Ross Hill Road near Redwood Prep lacks crosswalks.

Cars speed on Ross Hill Road, a 40mph zone.

Sidewalks on Ross Hill Road are missing or not connected

Pedestrians don’t feel safe when cars drive quickly around this curve on Ross Hill Rd.

Drivers, bicyclists, and pedestrians need safety education. (This car is stopped in the middle of a crosswalk.)

Parents need education about being good role models and teaching proper riding behavior. (This family is riding on the wrong side of the road).


Vegetation is encroaching upon the sidewalk on Wood Street.

This fence location results in poor visibility next to the crosswalk on Wood and Thomas Streets.

These cars are forced to pull onto the crosswalk in order to see around the fence.

There is poor visibility at this crosswalk on Wood Street in front of Toddy Thomas.

Google Street view photo

Parked car completely blocks view of child crossing the street.

Extending the red curb (No Parking Zone) could increase visibility at this crosswalk.

A pedestrian crossing sign in the middle of the road could cause cars to slow and make the crosswalk more visible in front of Toddy Thomas.

Identifying Concerns and Solutions: After the Observation and Walk, participants viewed a PowerPoint presentation highlighting different SR2S engineering, education, and encouragement strategies that could potentially help solve some of the safety concerns encountered on the walk.

Participants then broke into small groups to identify and discuss their concerns and using street view maps, they came up with potential engineering, education, enforcement, and encouragement strategies which they drew onto their maps. The following are the identified concerns of participants and recommendations:

AREAS OF PRIMARY CONCERN:

Redwood Prep:

- No clear signage for 'Drop-Off Zone' and 'No Parking'
- School sign not very visible to show this is a school
- Behavior for walking across parking lot
- High speed on Ross Hill Road
- No school zone in front of school
- No sidewalks, bike lanes or crosswalks on Ross Hill Road
- 'Peds/Bikes Prohibited' sign on east bound Ross Hill Road

Toddy Thomas:

- Poor visibility on Wood Street crosswalk in front of school
- Parking along Wood in front of school impeding visibility of kids in crosswalks
- Speeding through school zone on Wood
- Lack of regulatory 'School Zone' signs on School Street
- Poor visibility pulling out of Toddy Thomas parking lot
- Lack of crosswalks on Ross Hill Road
- Vegetation impeding sidewalks and visibility of school zone signage on Thelma and Wood
- Gaps in sidewalks in neighborhoods around Toddy Thomas
- Speeding on Ross Hill Road without adequate walking or biking infrastructure
- Poor connectivity for bikes/peds throughout Fortuna

Recommendations and Action Items: Groups reported out on what concerns they identified and which engineering, education and encouragement strategies they propose to solve the issues. The workshop participants then worked together to group recommendations into short term, mid term and long term categories. Participants have committed to taking on actions to move forward short term recommendations to improving safety at the two schools.

Next Steps - Short term plans

	Action	Who	Timeline
1.	Encourage completion of SR2S parent surveys	Lisa , Jenny, Joan	Fall 2012
2.	Talk to property owner re: fence on Thomas and Wood	Dennis	Summer 2012
3.	Parent education re: drop-off/pick-up, safety for peds/bikes, benefits of walking/biking	Lisa & Jenny, Sharon	Fall 2012
4.	Remove 'Pedestrians/Bicyclists Prohibited' sign	Mike	Complete
5.	Encourage City Council to attend June 20 ped/bike safety workshop	Emily	Complete
6.	Remove 'Bus Loading' sign on Wood at Toddy Thomas	Sharon (& Mike)	Summer 2012
7.	Educate students on ped/bike safety; award kids 'doing the right thing' with incentives	Lisa, Melanie, Michelle, Lareesa	Now,Summer,Fall
8.	Cones at Toddy Thomas to extend to center median in bus zone	Joan	Summer 2012
9.	Support Redwood Prep kids at June 18 Council meeting	Jenny, Emily, Lisa	Complete
10.	Register Fortuna schools on SR2S websites	Jenny, Lisa	Complete
11.	Work with neighbors to clear sidewalks of vegetation on Wood, Ross Hill and in front of school zone sign on Thelma	Sharon, Dennis	Complete
12.	Kick off safety program at beginning of school year: parent pledge for students who walk or bike, write safe articles for school newsletters	Lisa, Sharon	Fall 2012

Next Steps – Mid term plans

	Action	Who	Timeline
1.	Extend red curb no-parking	Mike	Complete
2.	Install regulatory 'Loading Only' signage at Toddy Thomas drop off zone	Mike	Fall 2012
3.	Add regulatory No Parking signage at Toddy Thomas drop off zone	Sharon, School District	Mid-term goal
4.	Install drop off zone signage at Redwood Prep	Lisa	Mid-term goal
5.	Install larger sign out front Redwood Prep	Lisa	Mid-term goal
6.	Attend public meetings to advocate for ped/bike facilities	All	Ongoing
7.	Establish right-turn only out of Toddy Thomas driveway	Sharon, School District	Mid-term goal
8.	Work with Police Dept to have presence at beginning of school year	Lisa and Sharon	Fall 2012
9.	Involvement in new Crossing Guard training program	Joan, Michelle	Spring 2013
10.	Define roles and responsibilities between City and school districts	Lisa, Sharon, Dennis	Fall 2012
11.	Adopt lower speed school zone on Ross Hill Road and Wood Street	City	Complete
12.	Install regulatory School Zone speed limit signage and pavement markings	City	Mid-term goal
13.	Add center striping on Wood Street	City	Mid-term goal
14.	Install mobile radar speed sign on Ross Hill Road	City	Mid-term goal

Next Steps – Long term plans

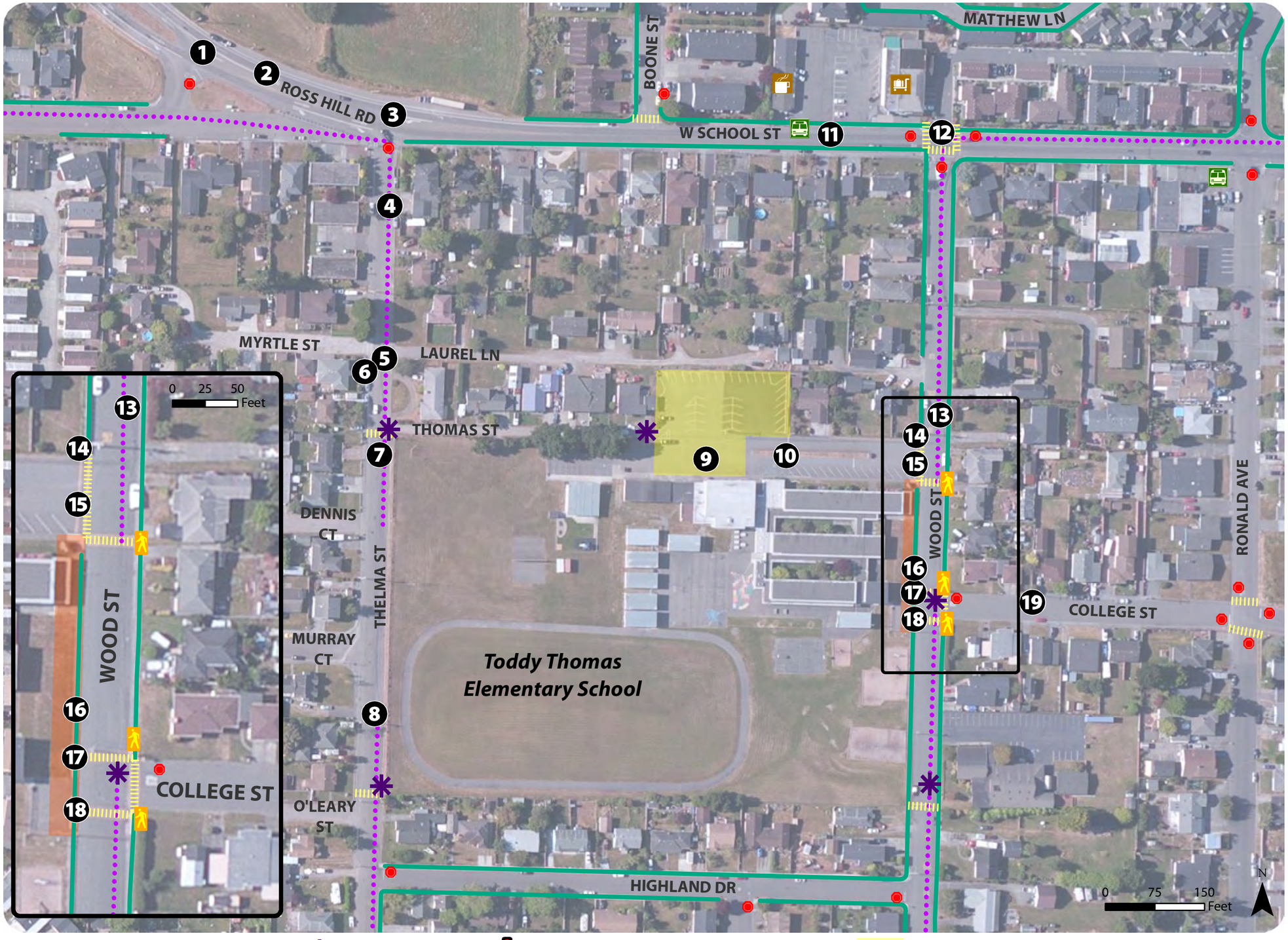
	Action	Timeline
1.	Add sidewalks to Ross Hill Rd, Thelma, College Streets	Long-term goal
2.	Adopt road diet on Ross Hill Rd (narrow to one driving lane each way, add bike lanes)	Long-term goal
3.	Cooperatively pursue grants between the City and School Districts	Long-term goal
4.	Include controlled intersection at Thelma and Ross Hill Road with new development	Long-term goal
5.	Integrate options for walking and biking in plans and designs while preserving rural character of Fortuna	Long-term goal
6.	Develop more robust mitigation for walking/biking connectivity in new developments	Long-term goal
7.	Ensure connectivity for pedestrians and cyclists between Fortuna neighborhoods	Long-term goal
8.	Install bulbouts and better signage at crosswalk in front of school on Wood Street to shorten crossing distance and increase visibility	Long-term goal
9.	Create controlled intersection for new development at Thelma and Ross Hill Road with crosswalk	Long-term goal
10.	Rework bus loading zone at Toddy Thomas. Move bus loading to far end to drop off closer to gym. Paint crosswalk and walking paths on pavement in parking lot.	Long-term goal
11.	Install crosswalk on Ross Hill Road in front of Redwood Prep.	Long-term goal

The following safety concerns are the main priorities:

- Slow traffic speeds on Ross Hill Road by narrowing to one lane each direction
- Add bike lanes on Ross Hill Road
- Install Crosswalks on Ross Hill Road near Redwood Prep and at Thelma
- Create controlled intersection at Thelma and Ross Hill Road
- Create connectivity from new developments to Ross Hill Road by installing bike/ped path
- Extend red curb near crosswalk in front of Toddy Thomas

Recommended Improvements

Toddy Thomas Elementary School



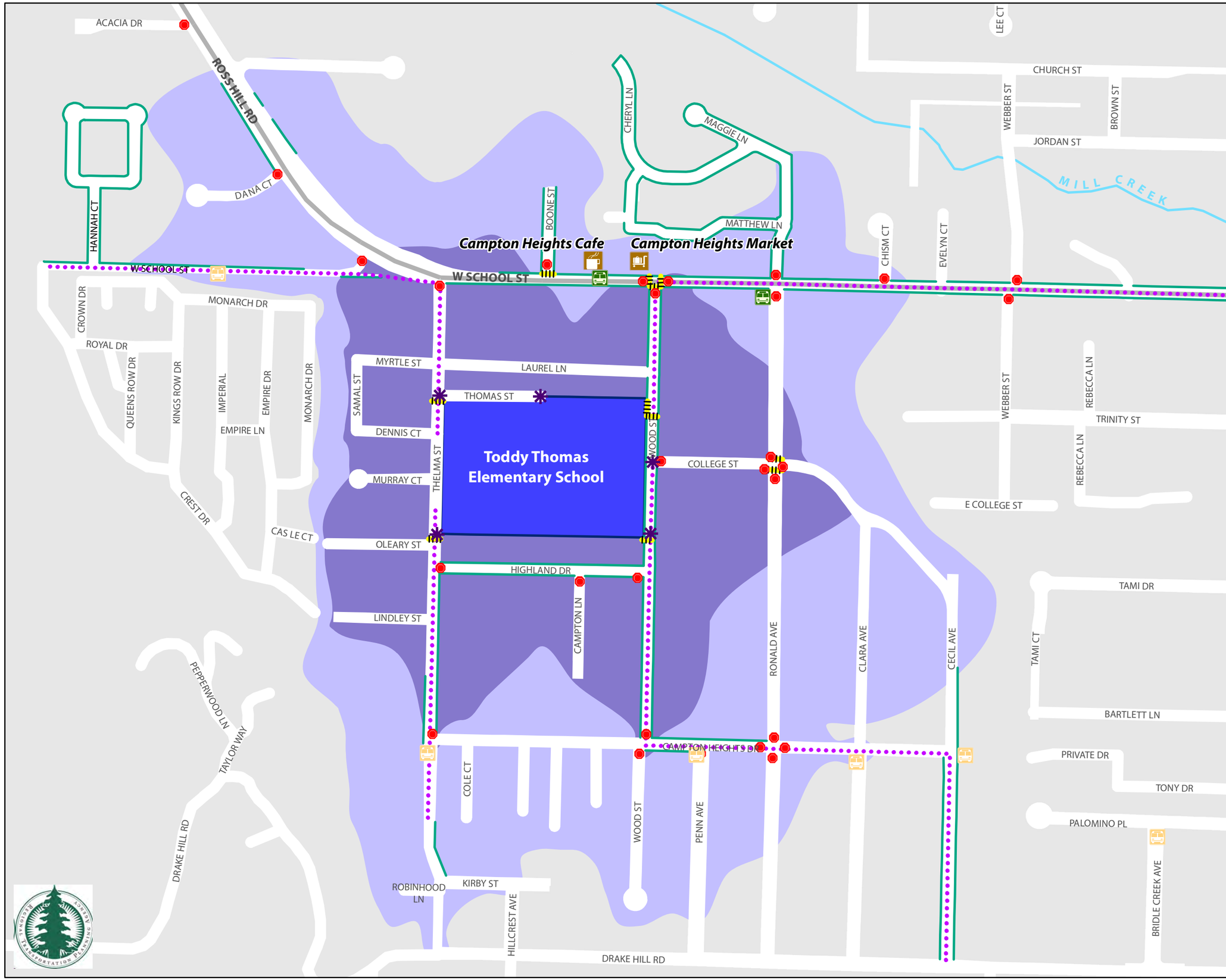
1. Change angle of curve to allow greater visibility and encourage slower driving speeds
2. Add bike lanes on Ross Hill Road
3. Install controlled intersection (stop signs, crosswalks, etc.) to make it safer for pedestrians to cross
4. Install 'School Zone' signage
5. Repaint crosswalks or install speed tables
6. Fill in sidewalk gaps on Thelma Street
7. Repaint pavement
8. Install 'School Zone' signage
9. Re-design bus-loading zone so that buses are loaded and unloaded in rear of parking area and cars can drop off in front
10. Paint pavement in parking lot with clear crosswalk/walking path
11. Add bike lanes on School Road
12. Add ped-activated lighted crosswalk
13. Paint center striping on Wood Street
14. Work with home owner to lower fence and improve visibility on corner next to crosswalk
15. Create 'right-turn only' for cars traveling in and out of parking lot
16. Designate 'loading zone' by painting curb white and installing signage
17. Install stopsigns on both sides of crosswalks
18. Install bulbouts at crosswalk to shorten crossing distance
19. Add sidewalks on College Ave

School Access Points
Walking Route
Sidewalk
Stop light Controlled Intersection
Stop Sign
Crossing Guard
Crosswalk
RTS
Cafe
Market
Bus loading zone
Car drop-off zone

Map prepared by Alta Planning+Design, June 2012

Suggested Walking and Biking Routes to School

Toddy Thomas Elementary School (Draft)



Points of Interest

- Cafe
- Market

Public Transportation

- RTS
- School Bus Stop

Traffic Control

- Stop Sign
- Crosswalk

Walkways, Streets and Rail

- Walking Route
- Sidewalk
- Street 35 MPH or Higher
- Railroad
- School Access Points

Walking and Biking Distances to School

- 5 Minute Walk
- 10 Minute Walk, 4 Minute Bike Ride
- School Ground

HCAOG and the School Districts cannot guarantee the safety of the suggested routes. All parents are encouraged to inspect the routes on their own to ensure that the routes are as safe as possible.

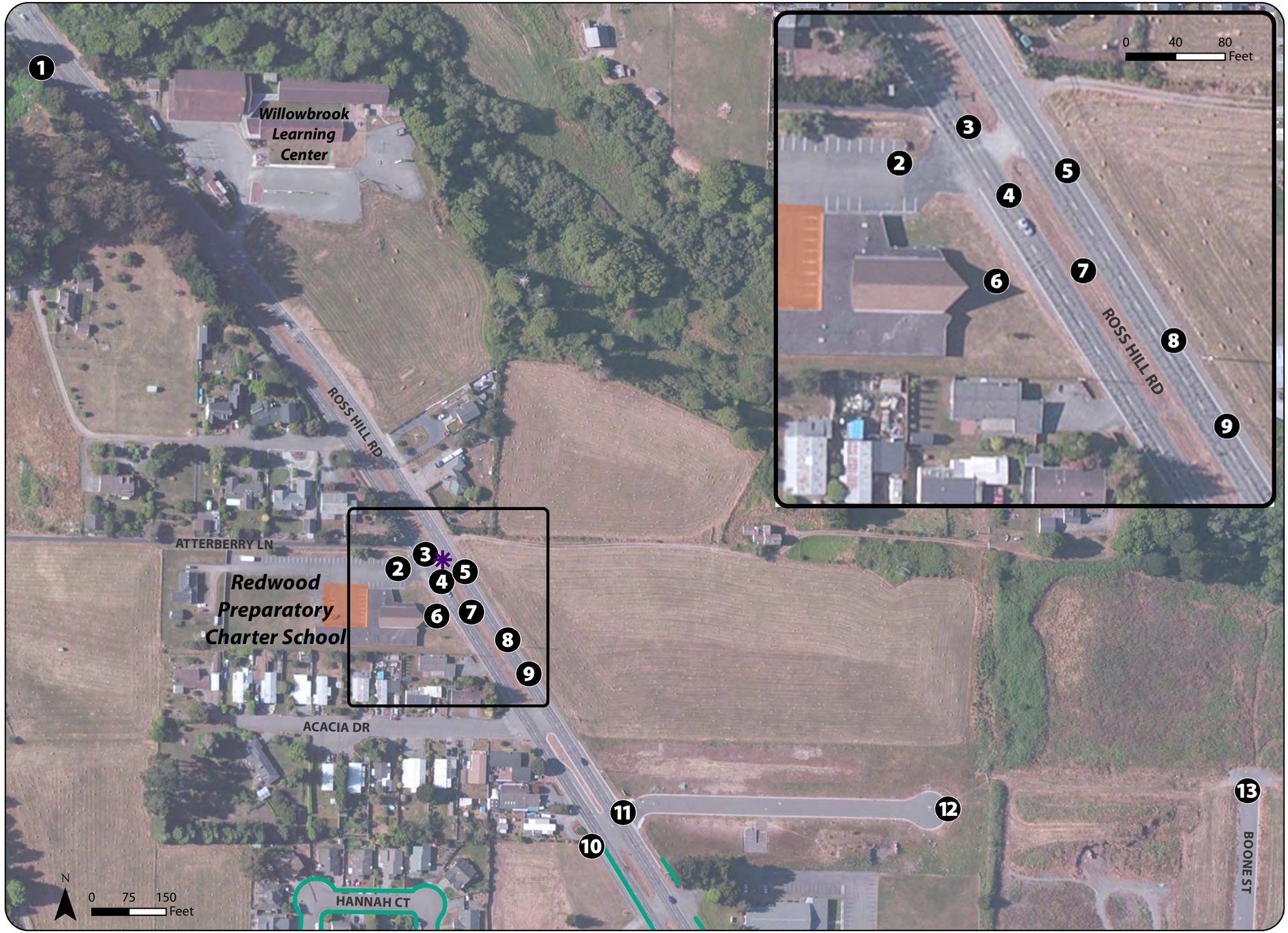
0 350 700 Feet

N

Map prepared by Alta Planning+Design, June 2012

Recommended Improvements

Redwood Preparatory Charter School



1. Remove 'Pedestrians/Bicyclists Prohibited' sign
2. Install clear signage in drop-off zone. Mark parking/no parking areas
3. Install crosswalk near Redwood Prep
4. Adopt road diet on Ross Hill Road and reduce Ross Hill Road to 1 driving lane each direction
5. Add bike lanes in each direction on Ross Hill Road
6. Install larger school sign to increase awareness
7. Create 25 mph 'School Zone' with signage, flashing lights, and pavement markings
8. Place mobile speed radar signs on Ross Hill Road
9. Add connected sidewalks on both sides of Ross Hill Road
10. Remove 'Pedestrians/Bicyclists Prohibited' sign
11. Install crosswalk
12. Provide walking/biking connectivity through new
13. developments

School Access Points — Sidewalk — Car Drop-off Zone

Map prepared by Alta Planning+Design, June 2012

Suggested Walking and Biking Routes to School

Redwood Preparatory Charter School (Draft)

Points of Interest

- Cafe
- Market

Public Transportation

- RTS
- School Bus Stop

Traffic Control

- Stop light Controlled Intersection
- Stop Sign
- Crosswalk

Walkways, Streets and Rail

- Walking Route
- Sidewalk
- Street 35 MPH or Higher
- Railroad
- School Access Points

Walking and Biking Distances to School

- 5 Minute Walk
- 10 Minute Walk, 4 Minute Bike Ride
- School Ground

HCAOG and the School Districts cannot guarantee the safety of the suggested routes. All parents are encouraged to inspect the routes on their own to ensure that the routes are as safe as possible.

0 300 600 Feet

N

Map prepared by Alta Planning+Design, June 2012

Walkability Audit and Workshop Outcomes
Dow's Prairie Elementary School

September 20, 2012

Humboldt County Association of Governments, Humboldt County DHHS Public Health Branch & Natural Resources Services Division of Redwood Community Action Agency

Overview: A Walkability Audit and Workshop was held in McKinleyville on September 20th, 2012 to observe the primary grades dismissal time at Dow's Prairie Elementary School and identify concerns and solutions to safety issues. Participants included parents, neighbors, the school principal, California Highway Patrol, Arcata Fire District Chief, Humboldt County Public Works Department, HCOE's California Joint Powers Authority Risk Manager, Caltrans staff, NRS/RCAA staff, and County Public Health. The Audit was supported through a Community Transformation Grant as well as a County-Wide Safe Routes to Schools (SR2S) Task Force effort funded through the Humboldt County Association of Governments (HCAOG). HCAOG is working to increase capacity at local schools to develop and implement safety programs and encourage children to safely walk and bike to and from school.

Attendees*:*

The Audit was attended by Dow's Prairie principal Kevin Sheffler, Arcata Fire District Chief Desmond Cowan, CHP Public Information Officer Chase Adams, County Deputy Director of Engineering Chris Whitworth, California Joint Powers Authority Risk Manager Kimberly Comet, Caltrans Associate Transportation Planner Alyson Hunter, Bicycling Advocate Melanie Williams, and County Public Health Staff Joan Levy and Michelle Postman. Pedestrian and bicycling advocates, teachers, parents, and neighbors were also in attendance.

Visioning*:* At the beginning of the workshop, participants were asked to share their vision for the workshop and the outcomes they would like to see:

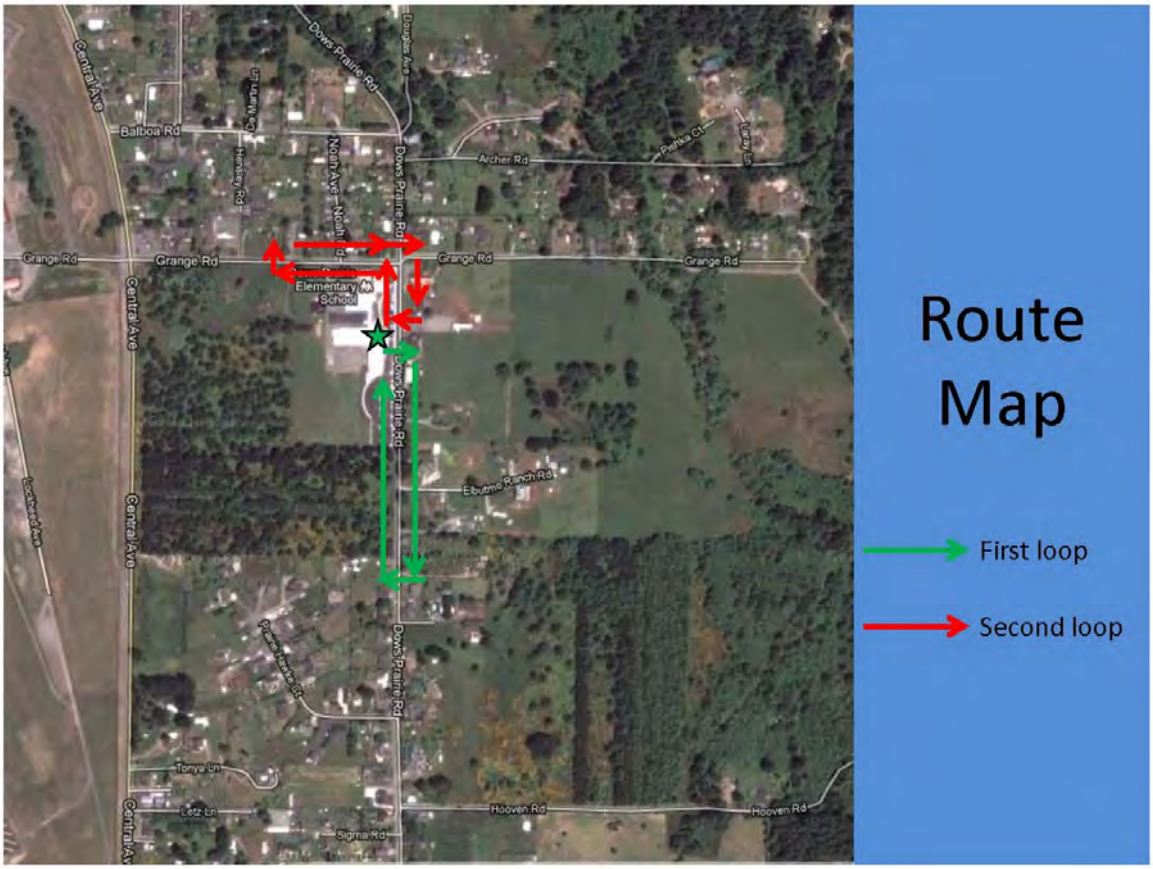
- Collaboration with parents
- Learn to see with 'new eyes' (of children)
- Community involvement to be competitive for grants
- Kids walking/biking daily to Dow's Prairie
- Safety liability issues addressed
- Safe bicycling behavior education
- Reach Spanish speaking families
- Safety getting to school
- Understand enforcement and education opportunities
- Expand understanding of the benefits of walk audits

Background: Dow's Prairie is located at the north end of McKinleyville in unincorporated Humboldt County. It is a K-5 school in a rural area where the majority of students ride the bus or travel by private family vehicle to school. There is limited pedestrian and bicycle infrastructure near the school; however, recent school improvements by the school district included the installation of a sidewalk in front of the school on the west side of Dow's Prairie Road and improvements to the loading zone and parking area. Initial concerns/comments expressed by participants prior to the field exercise include:

- Lack of a sidewalk north to connect with neighborhoods north of school
- Need for a separated pathway adjacent to Central Ave
- Vegetation encroaching on signage on Central Avenue
- 'End of School Zone' signs are helpful in making motorists award of the School Speed Zone
- Cars line up and block crosswalks at Dow's Prairie and Grange Roads in the morning
- Cars lined up to drop off kids also block the crosswalks in the school parking lot loading zone
- A courtesy campaign and safety education for parents is needed
- Educating kids on safety at loading zone is necessary
- Parking lot outside of office needs clearer signage/no parking red curb
- Bus stops should be located where kids don't need to cross streets
- Parents are often smoking at bus stops when waiting for children
- Create signage (and incorporate into wellness policy) No Smoking at bus stops
- Coordinate and develop relationships with neighbors as allies
- Establish alternate trails/entrances to Dow's Prairie
- Grange Road needs pedestrian facilities
- Central Ave is a 45 mph zone but cars travel at 55 mph
- Central Ave needs to be narrowed to slow cars and install sidewalks/bike paths

Observation of School Environment: Participants gathered in the front of Dow's Prairie Elementary to observe the behavior of students, parents and motorists during dismissal of the primary grades at 2:15 p.m. A new protocol has been established where parents waiting for students are instructed to park and gather outside the school fence and students are then released to parents/caregivers. Several parents were observed parking in the 'Loading Zone' where motorists are instructed not to leave their cars unattended. There were multiple discussions about parking lot traffic flow improvements that could be made as well as providing clearer signage and parking restrictions in the parking lot.

Many students at Dow's Prairie line up to ride the bus home or to an afterschool program at Morris Elementary. The group observed the bus loading area before walking further down Dow's Prairie Road. The sidewalk ends at the end of the school parking lot, so participants crossed the street at the marked (but barely visible) crosswalk and walked south down Dow's Prairie Road facing traffic. After observing safety concerns on Dow's Prairie, the group crossed the street and walked back along the sidewalk until it ended and from there walked in the road to the next sidewalk segment. From there the group walked to the intersection of Dow's Prairie and Grange Road to observe the existing infrastructure and discuss potential improvements to help pedestrians and bicyclists as well as ways to improve drainage and visibility. The group then reconvened in a classroom to discuss the observed safety concerns and begin brainstorming ways to address the concerns.



FINDINGS:

Dismissal for the primary grades is at 2:15pm.
Cars begin lining up in the 'Loading Zone' shortly after 2 pm.

Many motorists disregard the 'No Parking/Loading Zone'. One parent, when asked why she parked there, remarked because she is lazy.

Families are asked to wait for students outside the gate.

This parent was observed doing the right thing -- parking then walking to greet her children.

Many students line up to ride the bus home or to an afterschool program at Morris Elementary School.

Better pavement markings to direct pedestrians as well as motorists would improve clarity and safety in the parking lot.

The sidewalk in front of the school ends at the south end of the parking lot. Without sidewalks on the east side of the street, this crosswalk leads to a ditch.

The overgrowth of brush contributes to poor sight visibility and forces pedestrians to walk further out into the street.

Pavement markings indicate it is a school zone, but the lack of sidewalks on Dow's Prairie Road is hazardous for pedestrians.

Many parents park on the east side of Dow's Prairie Road across from the school and dart across the road to get to their vehicles.

In addition to a lack of sidewalks on the east side of Dow's Prairie Road, there are no gutters and poor drainage making this street difficult to navigate on foot.

This power pole (left) blocks half the sidewalk making it difficult for wheelchairs and strollers to navigate. This sidewalk extension (right) was part of a school improvement project and was an innovative solution that allowed more space to get around the pole.

Grange Road, which is adjacent to Dow's Prairie School, also lacks sidewalks.

For students who live within walking distance, the lack of sidewalks is a huge barrier in getting to school safely.

The two main crosswalks on Dow's Prairie Road and Grange Road are not very visible. Additionally, there is no stop sign on Dow's Prairie Road at this intersection.

Central Avenue is a 45 mph zone but most vehicles travel faster. Narrowing the lane width and making shoulder improvements such as adding bicycle lanes and/or a separated walking path would increase safety on this route.

Identifying Concerns and Solutions: After the Observation and Walk, participants discussed different SR2S engineering, education, and encouragement strategies that could potentially help solve some of the safety concerns encountered on the walk. Participants identified that a top priority should be communicating safety concerns and arrival and dismissal protocol with parents. The group then brainstormed ideas for a safety and courtesy campaign aimed at parents.

Parent Education Needs:

- Establishing and communicating parking and drop-off protocol
- Exhibiting good behavior as positive role models
- Education on the health benefits of walking
- Learning to keep eyes and ears on places kids' walk
- Assistance with time management recommendations
- Providing second hand smoke education

Parent Education Actions:

- Add safety and pick up/drop off information to parent handbook
- Create a school campaign; incorporate into a contest
- Work with PTO/parent club or Site Council/Wellness Committee on the campaign
- Create a kids slogan campaign
- Establish goals for International Walk to School Day in October 2013
- Focus on education and improvements in drop-off/pick-up area
- Create parent-led carpooling network (parents can lead – school can't)
- Encourage more kids to ride on the buses
- Establish a safety patrol established by parent club with clear, concise duties
- Create incentive program for drivers
    - Give drivers prizes, or raffle tickets towards a prize for good behavior
    - Ask local merchants to donate prizes, i.e. coffee cards
    - For good drivers, award points to their child's class and turn into school-wide classroom competition
    - Distribute stickers such as "My parent is a safe driver", "I drive safely for my child", "I brake for Cougars".

Participants then broke into small groups to identify and discuss their concerns. Using street view maps, participants came up with engineering, education, enforcement, and encouragement strategies which they noted on the maps. The following are the identified concerns of participants and recommendations:

PRIMARY CONCERNS:

- Parking lot directly outside office is congested with unattended vehicles
- West side of Dow's Prairie Road has a large sidewalk gap just south of the school
- Drainage issues on east side of Dow's Prairie Road creates puddles and mud
- Crosswalks at Dow's Prairie Road and Grange Road need repainting for better visibility
- Intersection of Dow's Prairie Road and Grange Road lacks a stop sign or other traffic control device on Dow's Prairie Road
- Drop-off protocol in parking lot needs to be better communicated to drivers
- Parent drivers are not courteous
- 'Loading Zone/No Parking Area' may not be visible or clear enough
- Traffic flow in parking lot needs improvement

Recommendations and Action Items: Groups reported out on what concerns they identified and which engineering, education and encouragement strategies they propose to solve the issues. The workshop participants then worked together to group recommendations into short term, mid term and long-term categories. Participants have committed to taking on actions to move forward short-term recommendations to improving safety at the two schools.

Next Steps - Short term plans

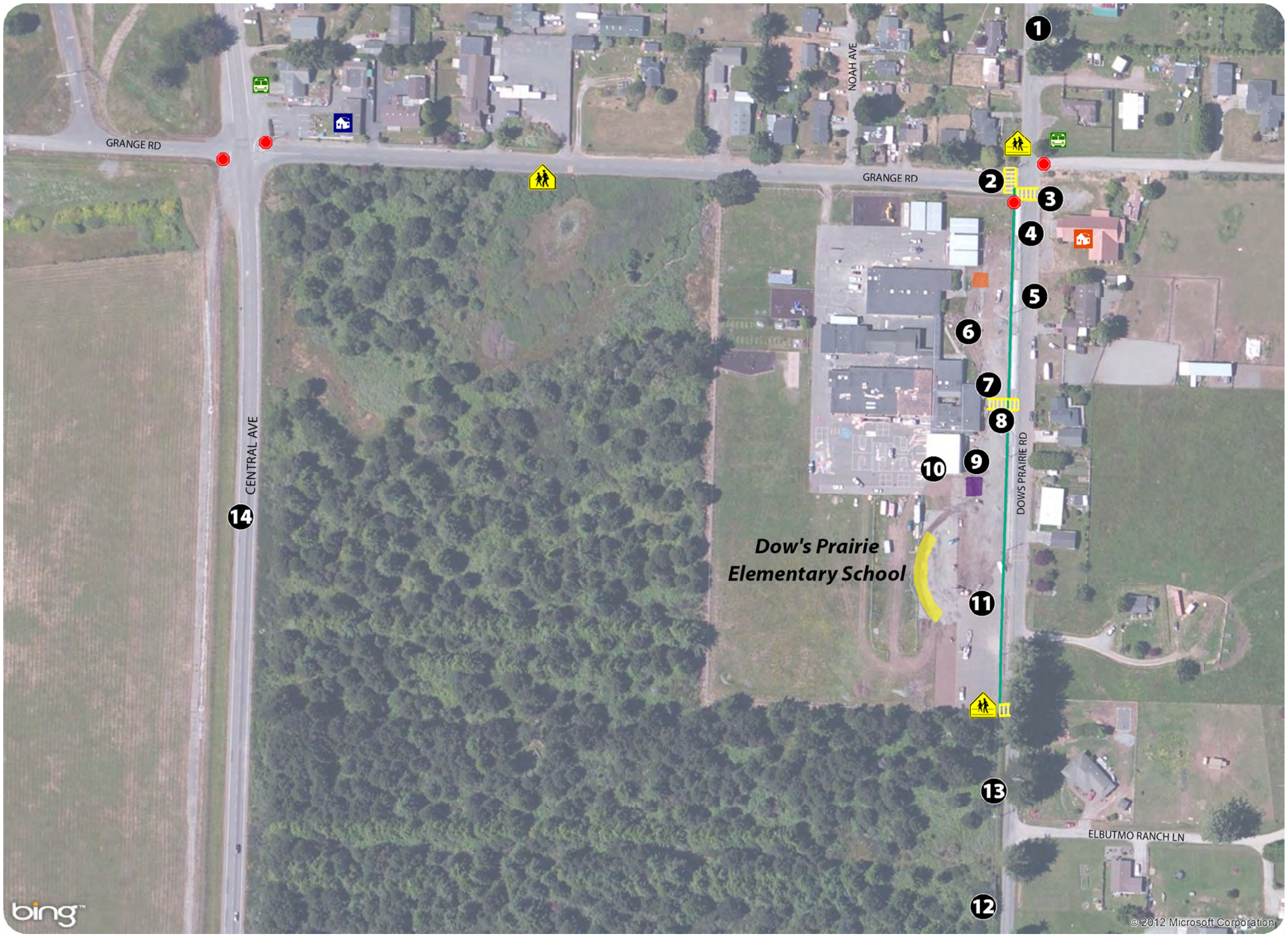
	Action	Who?	Timeline
1.	Encourage completion of SR2S parent surveys	Jenny, Emily, Kevin	ASAP
2.	Compose a letter to parents re: courtesy and protocol	Kevin/Parent Club	ASAP
3.	Paint red curb zone in front of office	Kevin	Will check with maintenance
4.	Compose a letter to parents about red curb changes	Kimberly	If change is made
5.	Research traffic study for a potential stop sign and/or other relevant traffic control devices at Dow's Prairie & Grange roads	County Public Works	ASAP
6.	Determine if County can mow or grade along sidewalk gap on Dow's Prairie Road south of the school	County Public Works	ASAP

Next Steps – Mid term plans

	Action	Who?
1.	Pitch to Parent Club idea of launching safety campaign	Parents + Kevin
2.	Re-paint both crosswalks at Dow's Prairie and Grange 'ladder-style'	County Public Works
3.	Install more clear directional signage in parking lot	School District
4.	Re-establish parking lot to one-way traffic	School District
5.	Create more visible paint markings in Loading Zone or install barrier with signs to indicate no parking/loading only	School District
6.	Install temporary 'pylons' or tall, floppy cones in drop off/loading zone	School District
7.	Paint safety graphic on cement near office	School District
8.	Shift center line on Dow's Prairie Road to allow more room on east side	County Public Works
9.	Research establishing afterschool program on Dow's Prairie campus for primary grades	Kevin
10.	Incentivize good parent behavior by giving prizes or points to child of driver	Parent Club

Next Steps – Long term plans

	Action	Who?
1.	Connect sidewalk gap southward on west side of Dow's Prairie Road	County Public Works
2.	Stop sign or other traffic control at Dow's Prairie and Grange intersection	County Public Works
3.	Drainage improvements on east side of Dow's Prairie	County Public Works
4.	Install sidewalks on Grange Road to connect with Children's Center and HTA bus stop	County Public Works
5.	Add center path crosswalk in parking lot that extends in between parked cars facing each other	School District
6.	Central Ave shoulder improvements	County Public Works
7.	Encourage more bussing	Parent Club + Kevin
8.	Allow rear access to school led by adult volunteer Walking School Bus leaders	School District + Parent Club
9.	Install covered bike parking	School District
10.	Coordinate with Children's Center for rideshare program	Parents



Recommended Improvements

Dow's Prairie Elementary School

1. Create improved, wider shoulder for safer walking and bicycling
2. Paint both crosswalks at Dow's Prairie and Grange 'ladder-style'
3. Conduct new traffic study to research the potential for a stop sign and/or other relevant traffic control devices
4. Install curb and gutter to improve drainage. Install sidewalk
5. Have more CHP presence at school especially during arrival and dismissal
6. Install temporary pylons or tall, floppy cones in drop off/loading zone
7. Paint red curbs on both sides to mark a No Parking Zone near the crosswalk outside the school office
8. Re-establish parking lot to one-way traffic
9. Create more visible paint markings or install barrier with signs to indicate no parking zone
10. Create covered bike racks
11. Install crosswalk from dismissal gate to south parking lot. Install crosswalk/walking path pavement markings between lines of parked cars to create a walking path so kids do not have to walk behind parked cars.
12. Connect sidewalk gap on west side of Dow's Prairie Road
13. Mow vegetation and/or grade to make this stretch flat and clear
14. Improve Central Ave for bicyclists and pedestrians by installing bike lanes, paths, and/or sidewalks

Stop Sign
School Zone Sign
School Crossing Sign
Bus Stop
Dow's Prairie Children's Center
Dow's Prairie Grange
Crosswalk
Sidewalk
Bus Loading Zone
Primary Grade Drop-Off Area
Upper Grade Drop-Off Area

0 200 400 Feet

N

Map prepared by Alta Planning+Design, June 2012

SCHOOL SITE WALKABILITY AUDIT FORM

Date: _____ Day: _____ Time: _____ Weather Conditions: _____

1. Student Drop-Off Area	YES	NO	NA
a. Are they designed so that students exiting or entering cars are protected from other vehicles?	☐	☐	☐
b. Do they have a continuous raised curb separating vehicles from pedestrians?	☐	☐	☐
c. Are there accessible curb ramps for wheel chair access?	☐	☐	☐
d. Do the ramps have tactile warning strips or textured concrete?	☐	☐	☐
e. Are there posted vehicular signs?	☐	☐	☐
f. Are there posted pedestrian signs?	☐	☐	☐
g. Is the area lighted?	☐	☐	☐
h. Does traffic seem to move freely without congestion and backup?	☐	☐	☐

i. Please describe additional problems within the student drop-off area in the space provided below. What improvements would alleviate the problems?

2. Bus Loading Zones	YES	NO	NA
a. Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	☐	☐	☐
b. Are bus driveways physically separated from parent pick-up/drop-off areas?	☐	☐	☐
c. If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	☐	☐	☐
d. Is traffic in the bus loading zone one-way?	☐	☐	☐
e. Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	☐	☐	☐
f. Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	☐	☐	☐
g. Is the bus loading/unloading zone lighted?	☐	☐	☐

h. Please describe additional problem areas regarding the bus loading zone in the space provided below.

3. Sidewalks and Bicycle Routes	YES	NO	NA
a. Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	☐	☐	☐
b. Are the bicycle routes designated by signage?	☐	☐	☐
c. Are marked bicycle lanes present?	☐	☐	☐
d. Are sidewalks and bicycle paths regularly maintained? (free of debris, cracks and holes)?	☐	☐	☐
e. Are there accessible ramps for wheel chair access?	☐	☐	☐
f. Are the sidewalks continuous and without gaps?	☐	☐	☐
g. Do the ramps have tactile warning strips or textured concrete?	☐	☐	☐
h. Are the sidewalks lighted?	☐	☐	☐
i. Are the sidewalks used regularly?	☐	☐	☐

j. Please describe additional problem areas regarding the school's sidewalk system and existing bicycle routes in the space provided below.

4. Adjacent Intersections (intersections near school property)	YES	NO	NA
a. Are there high volumes of automobile traffic?	☐	☐	☐
b. Are there high volumes of pedestrian traffic?	☐	☐	☐
c. Are there painted crosswalks for all crossing directions?	☐	☐	☐
d. Are there curb ramps located at all adjacent intersections?	☐	☐	☐
e. Is there appropriate vehicle signage?	☐	☐	☐
f. Is there traffic control, such as a stoplight or stop signs?	☐	☐	☐
g. Are there pedestrian walk signals?	☐	☐	☐

h. Please describe additional problem areas regarding these intersections in the space provided below.

5. Sight Distance (clear views between motorists and pedestrians)	YES	NO	NA
a. Are desirable sight distances (visibility is free of obstructions) provided at all intersections within the walking zone?	☐	☐	☐
b. Do cars park or wait blocking the vision of other motorists, bicyclists and pedestrians?	☐	☐	☐
c. Have the placement of fences, walls, dumpsters and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	☐	☐	☐
d. Are there any barriers present that block the viewing of pedestrians and bicyclists (i.e. dumpsters, utility boxes, landscaping, parking areas, ground mounted signage, building walls)?	☐	☐	☐

e. Please describe additional problem areas that have sight distance obstructions in the space provided below.

6. Traffic Signs, Speed Control, Signals and Pavement Markings	YES	NO	NA
a. Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	☐	☐	☐
b. Is there an effective school targeted program of traffic enforcement?	☐	☐	☐
c. Is there a designated school zone?	☐	☐	☐
d. Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	☐	☐	☐
e. Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables .	☐	☐	☐

f. Please describe additional information regarding adjacent traffic signs, speed control, signals and pavement markings in the space provided below.

Form modified by Redwood Community Action Agency for Humboldt County Association of Governments from the Florida Safe Ways to School Toolkit

Let's WALK it out!

Neighborhoods need to be safe to encourage active commuting to school ~ help us create strategies!

Monday, June 4, 2012

7:15am - 11am

Redwood Prep Charter School's Annex

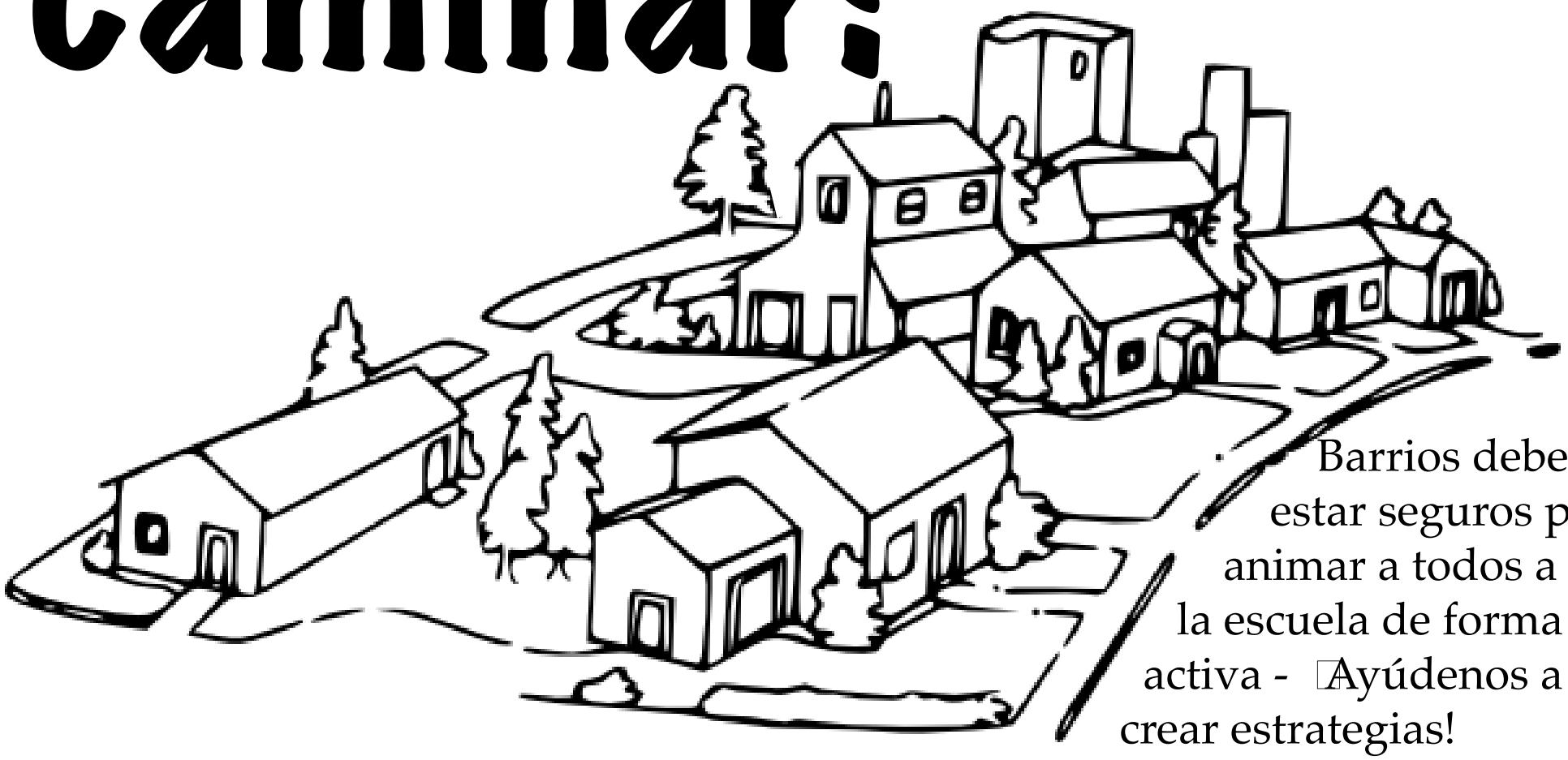
1355 Ross Hill Road Fortuna

Please join parents, teachers, neighbors, and city and county officials for a school site walkability assessment and workshop to identify issues students face walking to Redwood Prep and Toddy Thomas schools. We will discuss the important connection between the built environment, student health, and walking. Please wear comfortable shoes. The event will take place **rain or shine.**

This project is made possible through the Humboldt County Association of Governments with coordination from the Redwood Community Action Agency.

For more information contact:
Jenny Weiss of RCAA at 269-2062 or weiss@nrsrcaa.org.

Vamos a caminar!



Barrios deben estar seguros para animar a todos a ir a la escuela de forma activa - ¡Ayúdenos a crear estrategias!

lunes 04 de junio 2012

7:15am - 11am

Redwood Preparatoria Charter School Anexo

1355 Ross Hill Road Fortuna

Por favor únase con padres, maestros, vecinos y funcionarios de la cuidad y del condado para realizar una evaluación de transitabilidad del sitio y un taller para identificar los problemas que enfrentan los niños caminando a las escuelas de Redwood Prep y Toddy Thomas. Vamos a hablar de la importancia de hacer conexión entre nuestro ambiente, la salud de los estudiantes y caminar. Por favor use zapatos comodos.

El evento se llevará a cabo llueve o truene.

Este proyecto es posible gracias a La Asociación de Gobiernos del condado de Humboldt (HCAOG), con la coordinación de la Redwood Coast Action Agency (RCAA).

Para más información comuniquese:
Jenny Weiss de la RCAA 707-269-2062 o weiss@nrsrcaa.org.

Let's WALK it Out!

Neighborhoods need to be safe to encourage active commuting to school ~ help us create strategies!

Thursday September 20, 2012

1pm – 5pm

Dow's Prairie Elementary School

3940 Dow's Prairie Road, McKinleyville

Please join parents, teachers, neighbors, and county officials for a school site walkability assessment and workshop to identify issues students face walking to Dow's Prairie Elementary School. We will discuss the important connection between the built environment, student health, and walking.

Please wear comfortable shoes. The event will take place **rain or shine.**

This project is made possible through the Humboldt County Association of Governments and Humboldt County Public Health Branch with coordination from the Redwood Community Action Agency.

For more information contact:
Jenny Weiss of RCAA at 269-2062 or weiss@nrsrcaa.org.