

SCHOOL ZONE INFRASTRUCTURE AUDIT

PREPARED FOR THE

DEL NORTE LOCAL TRANSPORTATION COMMISSION

JANUARY, 2014



GREEN DOT
transportation solutions

117 Meyers Street
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Introduction

In August of 2013, transportation professionals audited 15 schools throughout Del Norte County in an effort to identify opportunities in the ongoing Safe Routes to School program. The audits provide a critical look at the physical infrastructure within and near school zones to help decision makers prioritize projects or seek further analysis of specific issues. While the audit is focused on function and safety of travel routes in the vicinity of each school, it also provides a cursory look at drop-off and pick-up zones on school grounds. This effort is a key component to the Safe Routes to School program that includes the 2013 Safe Routes to School Research and Policy Report and the 2013 Safe Routes to School Project Implementation Plan.

In addition to the physical school zone audits, our project team has been working with the Safe Routes to School Committee, the Technical Advisory Committee and canvassing school administration, staff, and other community members for input. From these discussions, we were guided toward the most apparent areas of concern and afforded the insight into behavioral patterns within the school zones. This information was a valuable component to the auditors and during the development of the contents of the audit report.

Methodology

The School Zone Infrastructure Audit consists of school site observations, mapping, photo log, a summary of the observations and a final audit report that defines projects. The following is a list of information critical to the audit:

- Signs identifying school zones
- Presence of sidewalks within a ¼ mile of school entrances
- Presence of crosswalks in and near the school zone
- Presence of bicycle facilities within a ¼ mile of school entrances
- Connectivity between schools and residential & commercial areas
- Lane configurations at critical school entrances
- Overall walkability and bike-ability based on guidance from the leading Safe Routes to School criteria.

School zone infrastructure data was collected in August 2013 and in subsequent months the data was mapped, improved, documented and verified for accuracy. Each school site was then graded based on the data and observations and given an “infrastructure grade.” This letter grade is meant to see how each school compares to others in the area. Due to the rural nature of some school sites, the audit team utilized modified criteria and did not provide an “infrastructure grade” for them. All school sites have different opportunities and the audits are meant to identify

the most critical concerns. Audit scores with a lower grade do not necessarily signify that the respective projects identified for that school are the highest priority projects of all the schools.

Using the Information

Information from the Audit is used to identify critical safety and, to some extent, walking/biking encouragement projects. Some of the recommendations require further investigation, planning and design work. Other recommendations are simple maintenance type projects. The Technical Advisory Committee (TAC) reviewed the information from the audit and selected two schools to receive further, technical evaluation. This decision was based on the most critical safety or encouragement need that would benefit from a detailed circulation study. The TAC utilized the criteria below as a guide to determine Bess Maxwell and Redwood schools had the most critical need for a circulation study.

	Criteria Weight	Bess Maxwell	Community Day	Crescent Elk	DW High School	Joe Hamilton	Margaret Keating	McCarthy Center	Mountain School	Redwood	Smith River	Sunset High	Uncolton Shores	Castle Rock	Mary Parcock	Pine Grove
Selection Criteria																
# of students benefiting	2	3	1	3	4	3	1	1	1	3	3	2	2	1	3	2
Multiple Schools Benefit	1	2	2	1	1	1	0	2	0	0	0	0	0	0	1	0
Severity of Safety Concerns	2	4	1	1	1	1	1	1	1	5	2	3	1	1	3	3
Existing Usage - # of Students Walking/Biking	1	3	1	3	2	3	1	2	1	2	3	1	2	1	4	3
Would Improvements Increase Usage	1	4	2	3	2	3	2	2	2	3	4	2	2	2	5	5
Non-Compliance / Legal Exposure	1	1	1	2	1	1	1	1	1	2	1	2	2	1	1	2
Population Proximity	1	5	5	5	5	5	1	5	1	1	3	1	5	5	3	3
Improvements align with Grant Goals	1	5	2	5	3	5	2	2	2	5	5	3	3	3	5	5
Grade Level	1	3	3	5	1	3	3	3	3	5	5	1	5	3	3	3
Infrastructure Grade	1	9	8	5	8	5	6	8	6	10	4	6	4	10	4	12
Total:		46	28	37	33	34	20	29	20	44	35	26	29	29	38	43

In addition to providing guidance on the circulation studies, the infrastructure audit provides guidance for projects at all the 15 schools in the audit program. Projects vary in nature from simple maintenance projects to major traffic calming and infrastructure development. It is recommended that the associated Del Norte County Safe Routes to School Project Implementation Plan be referenced when selecting projects and seeking funding.

Summary

The following page contains a summary of projects derived from the observations and analysis of the infrastructure audit and the 2 school zone circulation studies. For a more comprehensive description of individual schools, please refer to the attached, school specific, audit sheets, photo logs and infrastructure maps.

FIGURE 1-PROJECT SUMMARY BY SCHOOL

Bess Maxwell Elementary
o Improve lane markings on El Dorado St. along school front.
o Install bike lane along east side of El Dorado St.
o Implement recommendations from School Zone Circulation Study.
Castle Rock Charter School
o Maintain vegetation and debris east side of Glenn St. in pedestrian area.
o Repaint existing and install new crosswalks at Glenn St. and Small Ave.
Crescent Elk Middle School
o Replace thermoplastic school zone marking.
o Install new curb ramps on both sides of G St. crosswalks.
Del Norte Community Day School
o Install Sidewalk and Bike Lane to fill gap 200 ft. east on W. Harding
o Install bike lane on El Dorado St. to connect W. Harding and Hamilton
Del Norte High School
o Install bike lane along east side of El Dorado St. (Hamilton to high school parking lot)
o Install sidewalk along El Dorado, from north parking lot to intersection of Washington.
o Improve pavement markings along school frontage (including traffic calming markings).
Joe Hamilton Elementary
o Trim vegetation encroaching onto sidewalks.
o Relocate School Xing sign at north end of E St. sidewalk for ADA compliance.
o Install curb ramps at 10 th and E St. crosswalks.
Margaret Keating Elementary
o Install School Zone signs on Minot Creek Rd.
o Install school zone pavement markings on Minot Creek Rd.
Mary Peacock Elementary
o Install new thermoplastic roadway markings at intersect in front of school.
o Trim bushes encroaching on sidewalks along Madison Ave.
o Install curb ramp at Madison Ave. and Arlington Dr. intersection.
McCarthy Center
o Install Sidewalk and Bike Lane to fill gap 200 ft. east on W. Harding
o Install bike lane on El Dorado St. to connect W. Harding and Hamilton
Mountain School
o Sweep debris from shoulders areas along Gasquet Flat Rd.
o Clear shoulder vegetation on Gasquet Flat Rd. on Smith River Bridge
o Further analysis of school drop off area circulation.
Pine Grove
o Remove excess asphalt mound in bike lane and general sweeping.
o Install additional traffic calming measures on Northcrest Drive.
o Implement foot gate monitoring policy for access off Carole and Northcrest.
Redwood Elementary
o Improve striping at intersection of Moorehead and Lake Earl Dr.
o Redesign ingress/egress.
o Implement recommendations from School Zone Circulation Study.
Smith River
o Remove vegetation blocking school zone and speed limit signs.
o Replace thermoplastic at crosswalk and school zone markings.
Sunset High School
o Resurface and repaint parking area.
o Install turn pockets at school entrance.
o Identify school zone on EVC directly in front of school.
Uncharted Shores Academy
o Remove vegetation growing up through sidewalk and pavement.
o Install curb ramps at crosswalks adjacent to school grounds.

Attachment A-School Zone Audit Sheets, Photo Logs and Maps

School Grade Level K-5
School Name Bess Maxwell Elementary
Principal Einman
School Address 1124 El Dorado Street
Crescent City, CA 95531
707-464-0310

Audit Date 5/9/2013
Audit Time 5:21 AM
Auditor Name Jeff Schwein/Loren Chilson

C-
Infrastructure Grade

General Observations

The school zone is signed in compliance with regulations. What makes this school site unique is its proximity to the high school to the north. The school zone has good pedestrian facilities directly in front of the school along El Dorado Street, but lacks pedestrian facilities in the surrounding neighborhoods. There is a designated bike lane along the southern school boundary as well as leading east directly across from the main school entrance. However the connecting components that get students from those bike lanes to the school entrance are absent. The drop off zone in front of the school fosters dangerous turning movements from El Dorado Street. The intersection of El Dorado and W. Harding Ave as well as the roadway directly in front of the school entrance have relatively undefined travel lanes and pavement markings.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	25%	
Presence of Crosswalks	30%	
Lane Configurations	40%	
Signage	85%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		Y
Walkability	65%	
Bikeability	60%	
Connectivity	90%	
Average Grade	56%	

Projects Identified:

- o Improve lane markings on El Dorado St. along school front.
- o Install bike lane along east side of El Dorado St.
- o Implement recommendations from School Zone Circulation Study.



Site Sketch

Del Norte Safe Routes to School Infrastructure Audit Bess Maxwell Elementary School



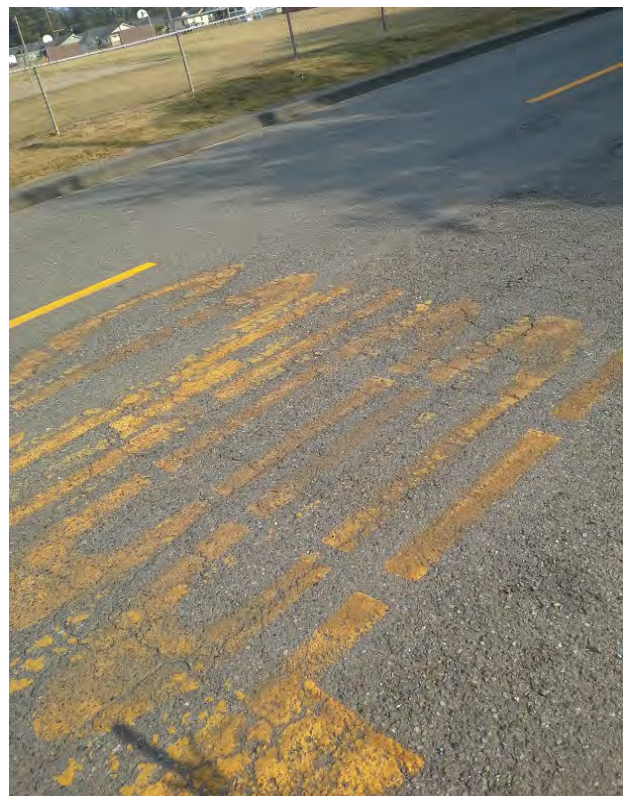
Pedestrian Access Gate NW Corner



Absent Pedestrian Facilities



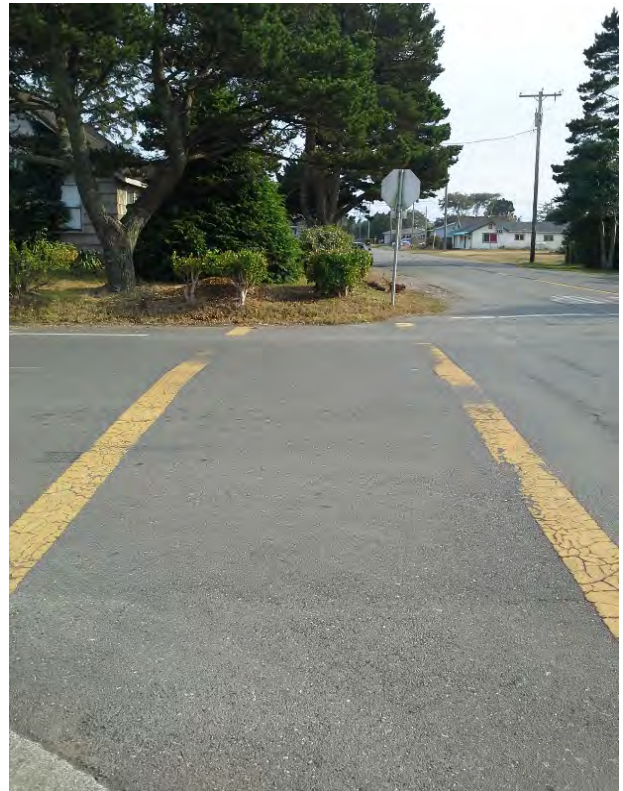
Unfinished sidewalk-Not compliant with ADA and poses a tripping hazard.



Markings need Updating



Compliant School Zone Signs



No Destination for Crosswalk



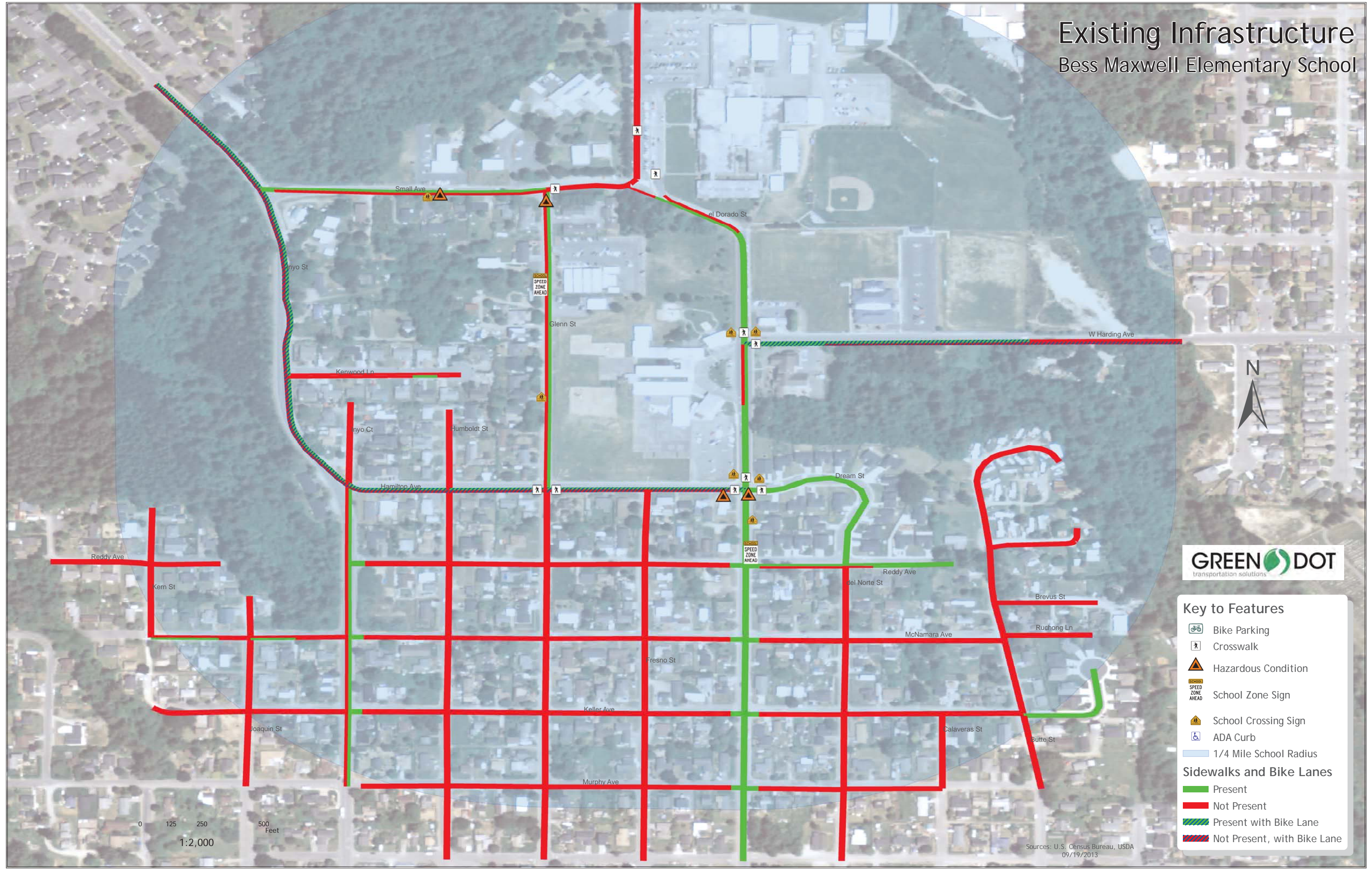
Acceptable Crosswalk



Compliant School Zone Signs-Leaning

Existing Infrastructure

Bess Maxwell Elementary School



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius
- Sidewalks and Bike Lanes**
- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane

0 125 250 500 Feet
1:2,000

Sources: U.S. Census Bureau, USDA
09/19/2013

School Grade Level K-12
School Name Castle Rock Charter School
Principal Jeff Napier
School Address 1260 Glenn St
Crescent City, CA 95531
707-464-0390

Audit Date 8/20/2013
Audit Time 5:48 PM
Auditor Name Jeff Schwein

D+

Infrastructure Grade

General Observations

Castle Rock Charter School takes access from Glenn Street and shares the neighborhood with multiple schools. The nearside of Glenn Street has pedestrian facilities in the form of a class I pathway that functions like a sidewalk. Pedestrian facilities at the school's nearest intersection at Small and Glenn are challenging. Some of the challenge is from overgrown vegetation, but 2 of the three legs of the intersection lack crosswalks. Additionally, the one crosswalk that transects Small Ave lacks a defined landing zone and certainly ADA compliant facilities. There is adequate room for bicycles to ride within the makeshift pedestrian area, but this is not recommended due to potential conflicts. Automobile circulation at this school site is expected to be safe and efficient due to two directions of access from Short Ave and Off Hamilton Ave. Additionally, the small student population does not constitute an impacted auto circulation zone.

Projects Identified:

- o Maintain vegetation and debris east side of Glenn St. in pedestrian area.
- o Repaint existing and install new crosswalks at Glenn St. and Small Ave.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	39%	
Presence of Crosswalks	25%	
Lane Configurations	30%	
Signage	70%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	60%	Y
Bikeability	60%	
Connectivity	90%	
Average Grade	53%	



School Site Image



Cars parked along Small Ave



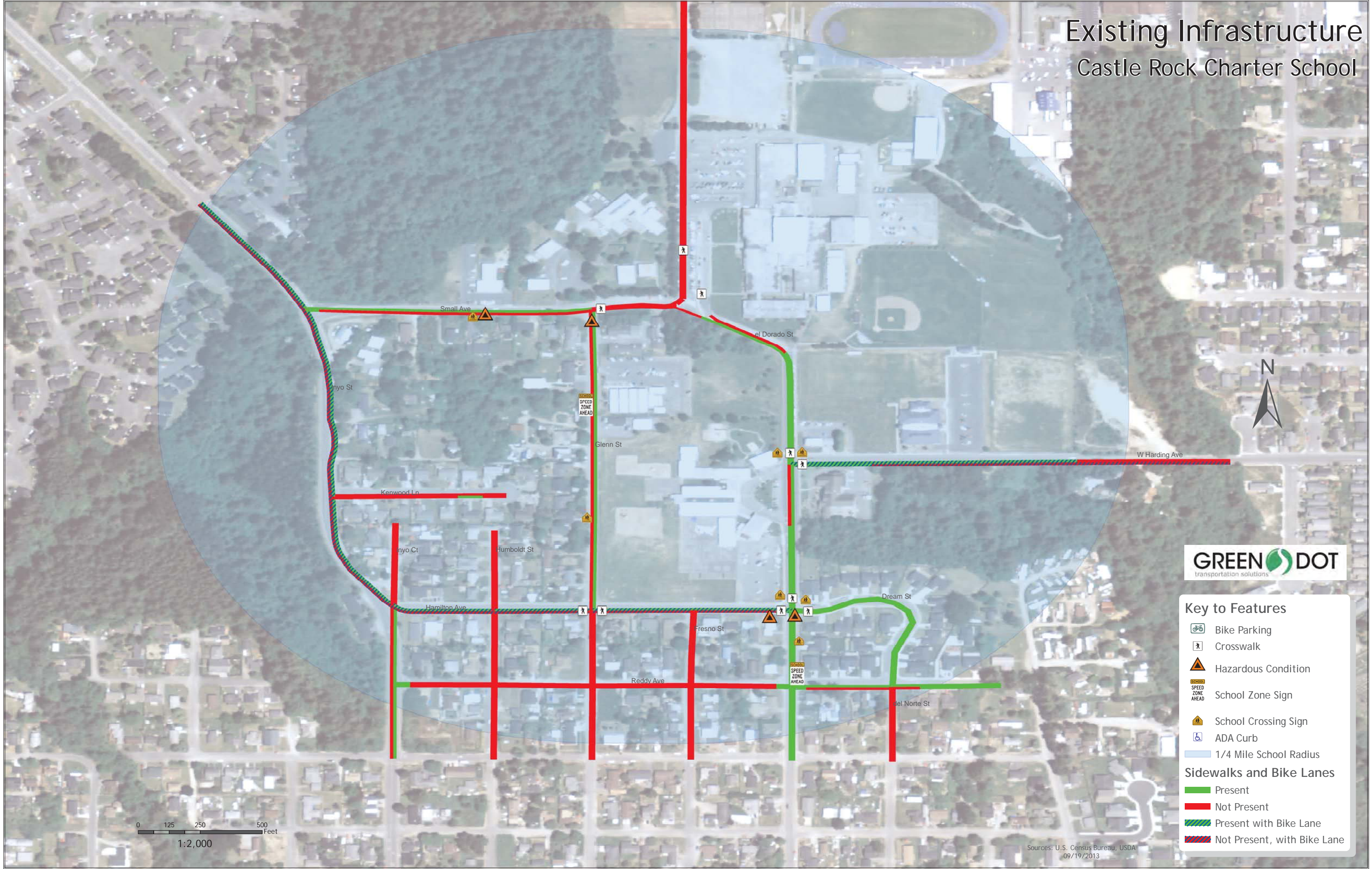
Vegetation blocking walkway



No walkway or bikeway along road

Existing Infrastructure

Castle Rock Charter School



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius

Sidewalks and Bike Lanes

- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane

Sources: U.S. Census Bureau, USDA
09/19/2013

School Grade Level 6-8
School Name Crescent Elk School
Principal William Hartwick
School Address 994 G St
Crescent City, CA 95531
707-464-0320

Audit Date 8/20/2013
Audit Time 5:49 PM
Auditor Name Jeff Schwein

B

Infrastructure Grade

General Observations

The perimeter of Crescent Elk is surrounded by pedestrian facilities in the form of sidewalks, but many have no ramps at the intersections and crossings and challenge the ADA. There are no designated bicycle facilities approaching or within the school zone area and on street parking leaves little choices for bikers. The school zone is signed in accordance with design standards.

Projects Identified:

- o Replace thermoplastic school zone marking.
- o Install new curb ramps on both sides of G St. crosswalks.

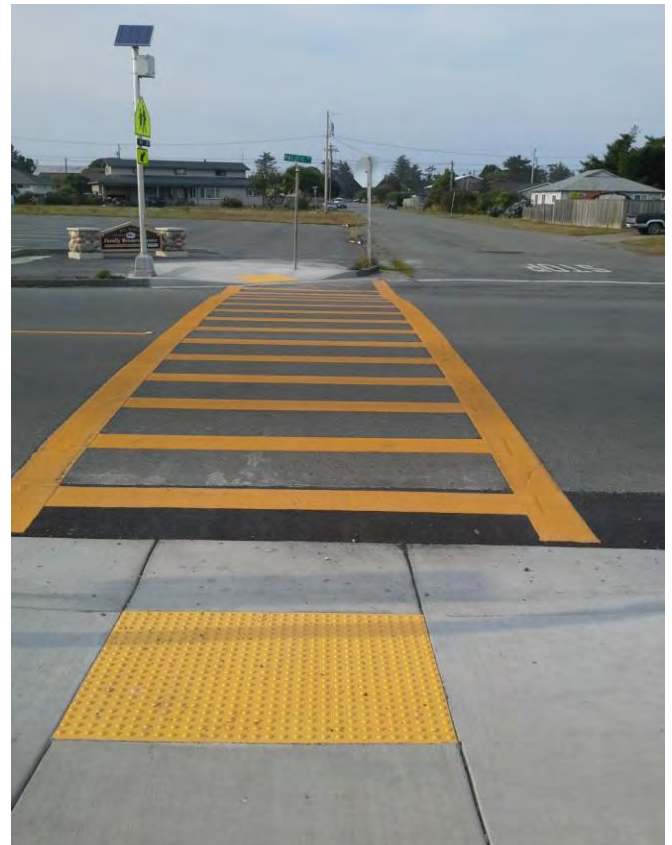
Item	Percent of Optimum	Yes/No
Presence of Sidewalks	65%	
Presence of Crosswalks	80%	
Lane Configurations	80%	
Signage	70%	
ADA Compliance		Y
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	75%	
Bikeability	70%	
Connectivity	95%	
Average Grade	76%	



School Site Image



Flashing pedestrian crossing signs with updated ADA curb ramp and crosswalk provide better visibility



Enhanced visibility crosswalks on the north side of the school across Pacific Ave



Crosswalk lacks curb ramp



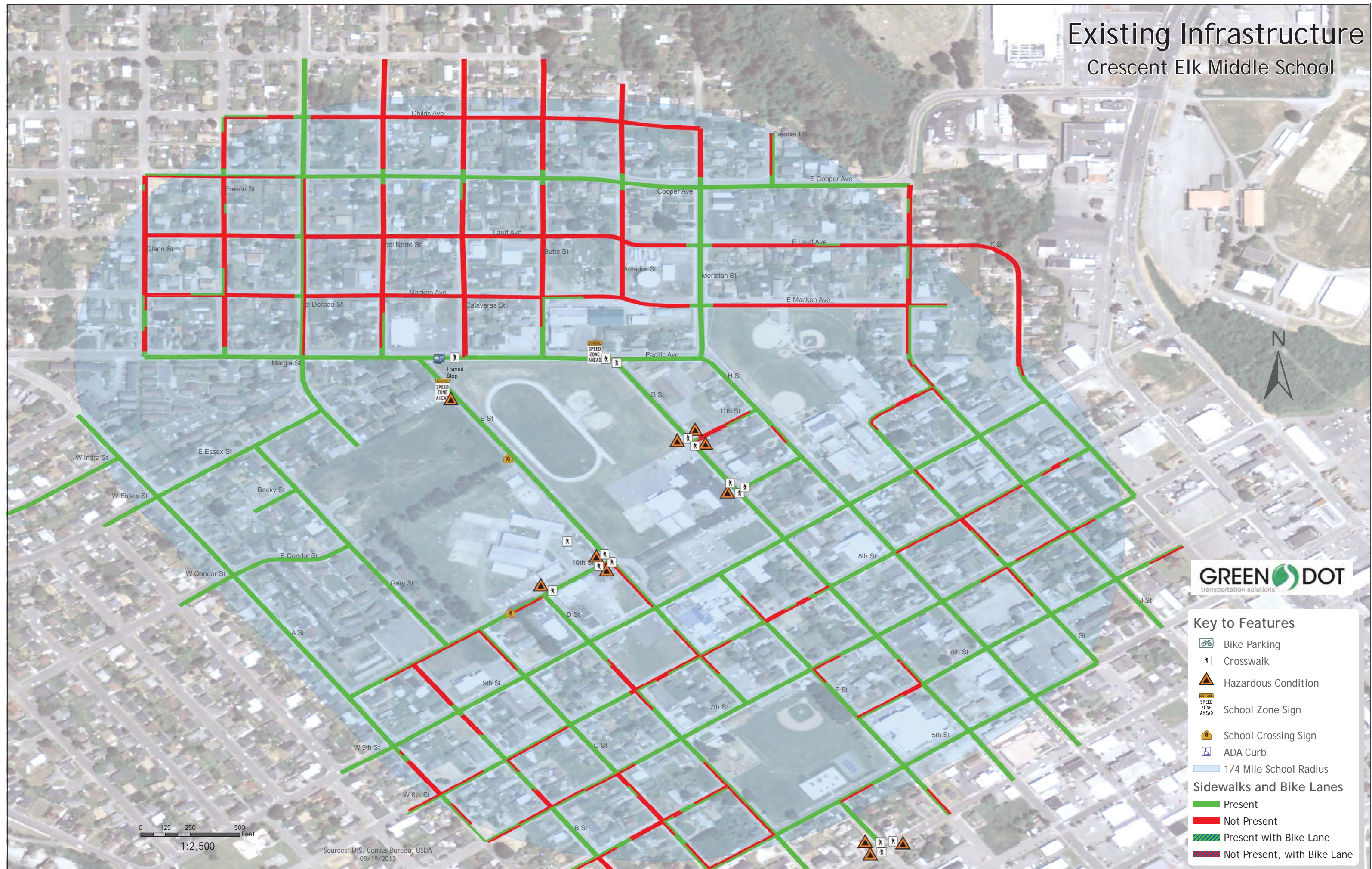
New transit shelter on the north side of Crescent
Elk School along Pacific Ave



Pavement marking needs repainting

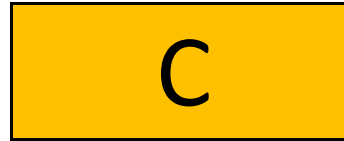
Existing Infrastructure

Crescent Elk Middle School



School Grade Level 1-12
School Name Community Day School
Principal Tony Fabricius
School Address 400 West Harding St
Crescent City, CA 95531

Audit Date 8/20/2013
Audit Time 5:32 PM
Auditor Name Jeff Schwein



General Observations

West Harding Avenue has class II bike facilities directly in front of the school site. There are sidewalks along the north side of West Harding, but then terminate near the eastern property line and are absent from the south side of the street. Circulation access is generally good and the school is not assumed to have extensive peak hour congestion except associated with the nearby Bess Maxwell Elementary School traffic.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	41%	
Presence of Crosswalks	50%	
Lane Configurations	60%	
Signage	75%	
ADA Compliance	40%	
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	75%	
Bikeability	75%	
Connectivity	75%	
Average Grade	61%	

Projects Identified:

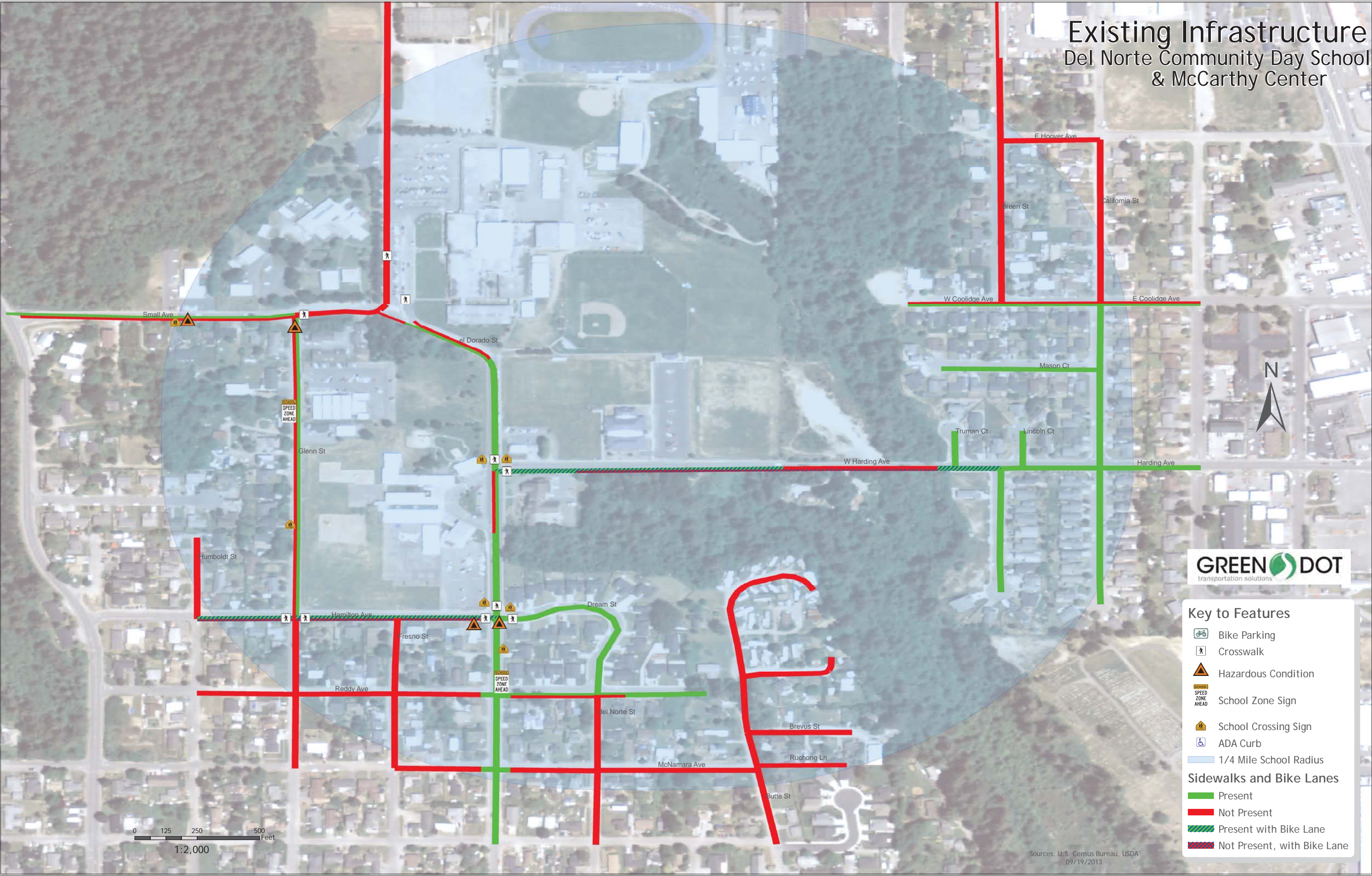
- o Install Sidewalk and Bike Lane to fill gap 200 ft. east on W. Harding
- o Install bike lane on El Dorado St. to connect W. Harding and Hamilton



Site Sketch

Existing Infrastructure

Del Norte Community Day School & McCarthy Center



School Grade Level 9-12
School Name Del Norte High School
Principal Coleen Parker
School Address 1301 El Dorado
Crescent City, CA 95531
707-464-0260

Audit Date 8/20/2013
Audit Time 4:48 PM
Auditor Name Jeff Schwein

C

Infrastructure Grade

General Observations

Good bike lanes and walkability on Washington Blvd and El Dorado St are present, but challenges exist in front of the school and the connection to the southwest. The approaches to the school identifying the school zone area are clearly marked in compliance with design standards along Washington Boulevard and in association with nearby school zones of Bess Maxwell, Castle Rock Charter, McCarthy Center, and Del Norte Community School. Bicycle and pedestrian facilities are absent directly in front of Del Norte High School along the focused entry point of El Dorado Street. There are many established informal pathways leading across medians and along unpaved roadway shoulders. This area has decent automobile circulation, but connections to nearby arterials and collectors could be improved.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	48%	
Presence of Crosswalks	75%	
Lane Configurations	50%	
Signage	90%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	65%	Y
Bikeability	70%	
Connectivity	70%	
Average Grade	67%	

Projects Identified:

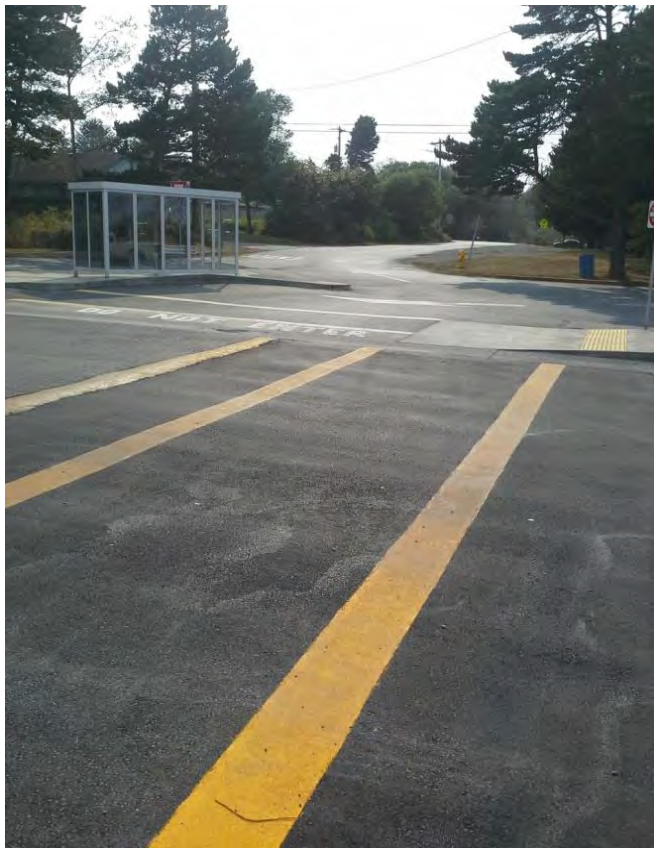
- o Install bike lane along east side of El Dorado St. (Hamilton to High School parking lots).
- o Install sidewalk along El Dorado, from north parking lot to intersection of Washington.
- o Improve pavement markings along school frontage (including traffic calming markings).



School Site Image



Sidewalk ends



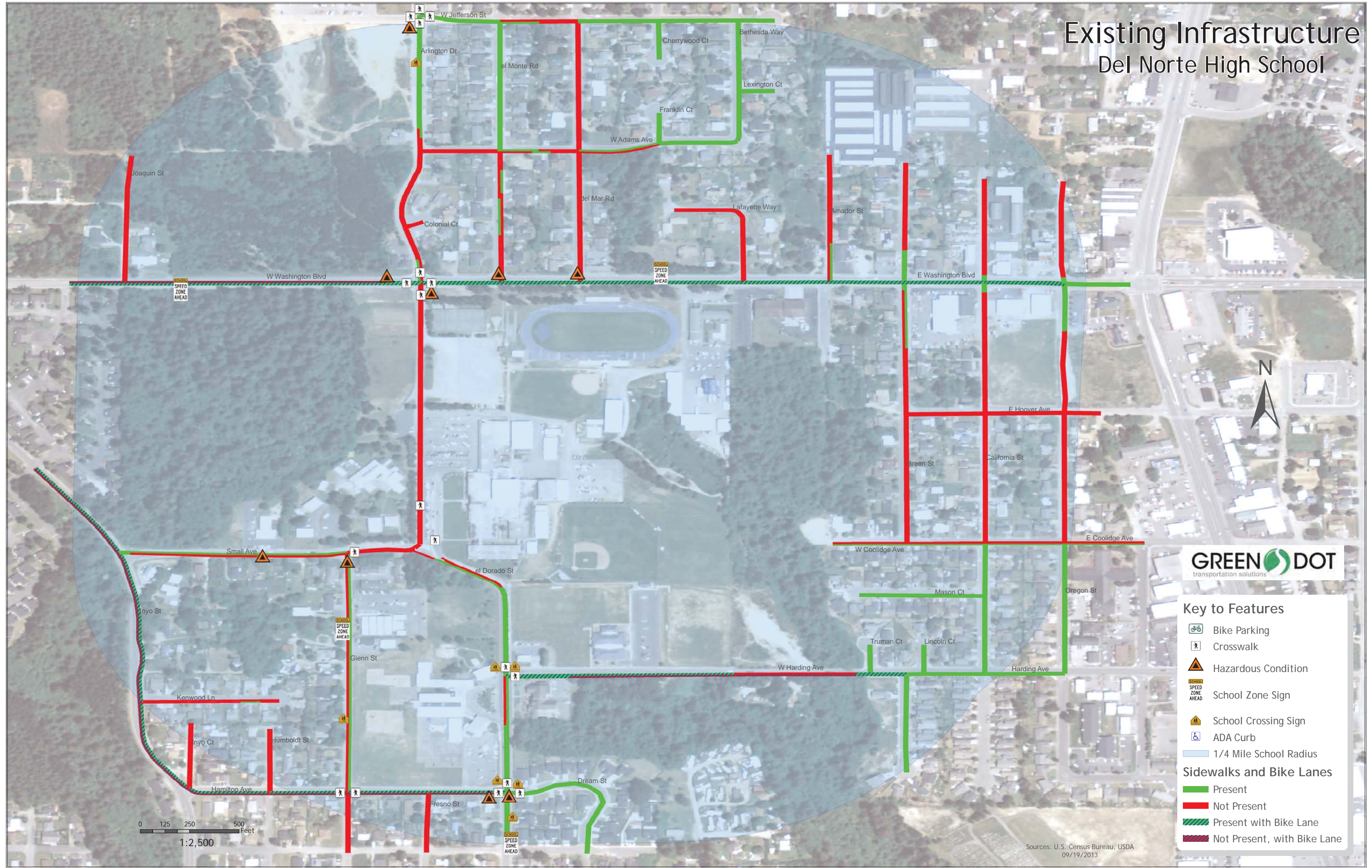
Transit area in front of Del Norte High School



No sidewalk or bike lane along El Dorado St

Existing Infrastructure

Del Norte High School



School Grade Level K-5
School Name Joe Hamilton School
Principal Denise Harnden
School Address 1050 E St
Crescent City, CA 95531
707-464-0330

Audit Date 8/20/2013
Audit Time 5:48 PM
Auditor Name Jeff Schwein

B
Infrastructure Grade

General Observations

The perimeter of Joe Hamilton Elementary School is surrounded by pedestrian facilities in the form of sidewalks, but many have no ramps at the intersections and challenge the ADA. There are no designated bicycle facilities approaching or within the school zone area and on street parking leaves little choices for bikers. The school zone is signed in accordance with design standards. Some sidewalk maintenance needs were identified during the audit, including dirt and gravel removal and trimming bushes obstructing the travel way along E Street.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	73%	
Presence of Crosswalks	80%	
Lane Configurations	80%	
Signage	75%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	90%	Y
Bikeability	70%	
Connectivity	95%	
Average Grade	80%	

Projects Identified:

- o Trim vegetation encroaching onto sidewalks.
- o Relocate School Xing sign at north end of E St. sidewalk for ADA compliance.
- o Install curb ramps at 10th and E St. crosswalks.



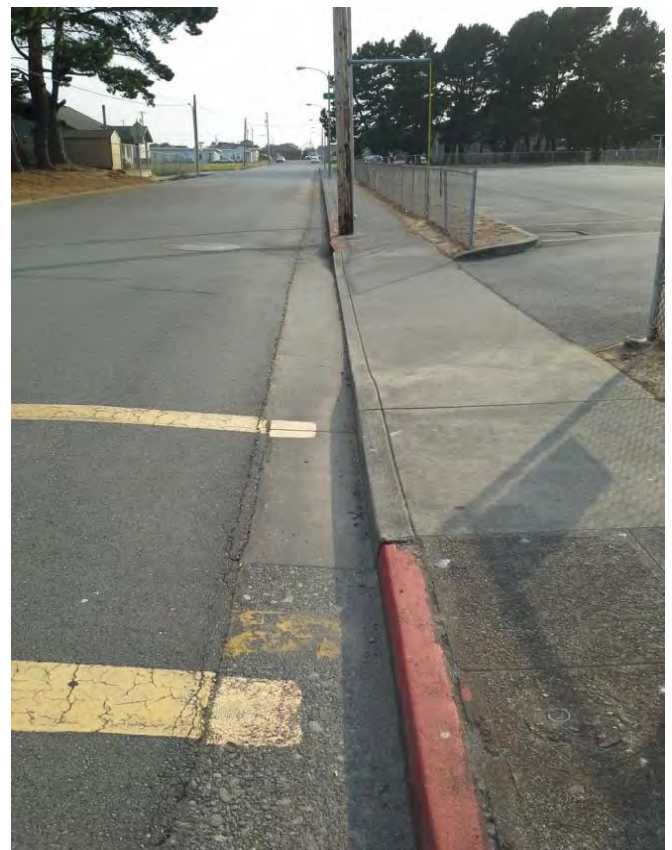
School Site Image



Signage is important to warn drivers, but the location of this sign makes the sidewalk too narrow for ADA compliance



No curb ramps



No curb ramps



Sidewalk ends in front of school on 10th St between C and D St.



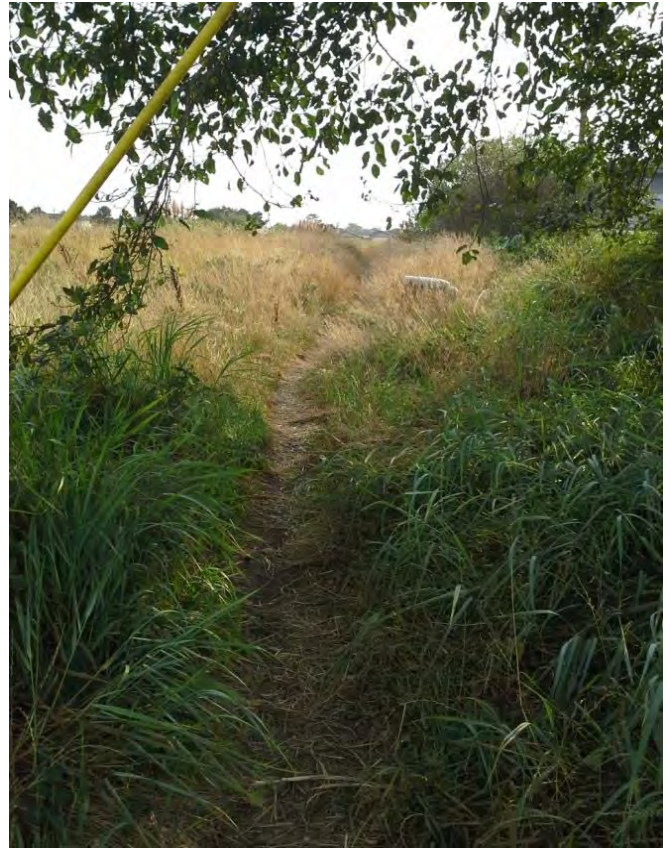
Crosswalks with curb ramps provide safer street crossings to the school



Overgrown vegetation is blocking access to the walkway



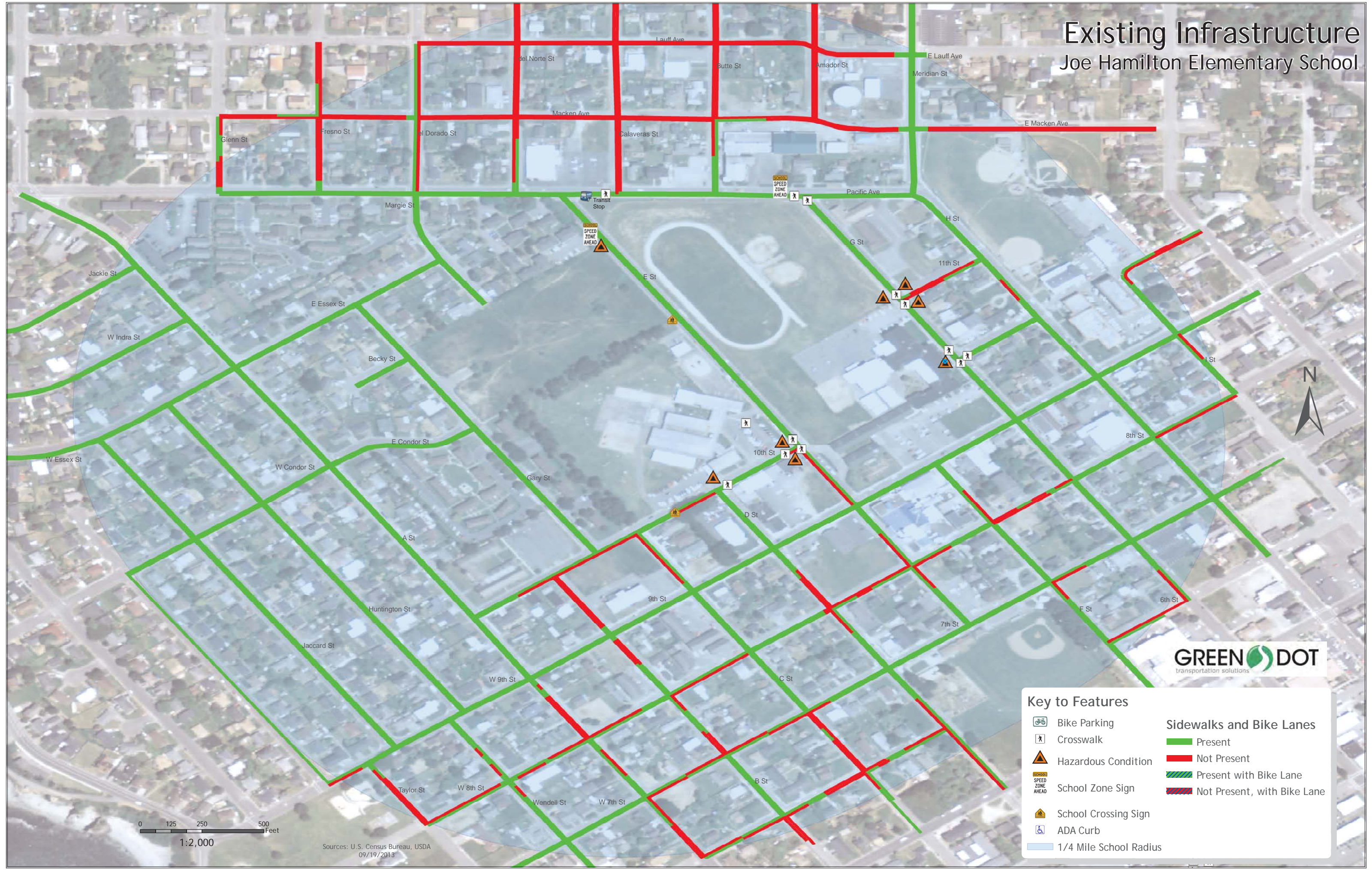
Illegal parking in red zone



Pedestrian trails between E St and Gary St north of
the school

Existing Infrastructure

Joe Hamilton Elementary School



0 125 250 500 Feet
1:2,000

Sources: U.S. Census Bureau, USDA
09/19/2013

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School Grade Level K-5
 School Name Margaret Keating School
 Principal Diane Wiese
 School Address 300 Minot Creek
Klamath, CA 95548
707-464-0340

Audit Date 8/20/2013
 Audit Time 5:10 PM
 Auditor Name Jeff Schwein

Due to the rural nature of this school site, the audit does not use the letter grade system which is largely based on sidewalks and crosswalks.

General Observations

The rural nature of this school site on Minot Creek Road does not cater to pedestrians and bicyclists. The school has developed pedestrian friendly facilities within the school zone circulation area providing excellent buffer between vehicles and pedestrians.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks		
Presence of Crosswalks		
Lane Configurations	15%	
Signage	10%	
ADA Compliance		
Crossing Guards		
Noticeable Congestion		
On Site Bike Racks		
Walkability	10%	
Bikeability	10%	
Connectivity	10%	
Average Grade	11%	

Projects Identified:

oInstall School Zone signs on Minot Creek Rd.
 oInstall School Zone pavement markings on Minot Creek Rd.



Because of the rural nature of the location, there are not many opportunities to walk or bike to school



Site Sketch



Walkway along parking area from the road to the school entrance



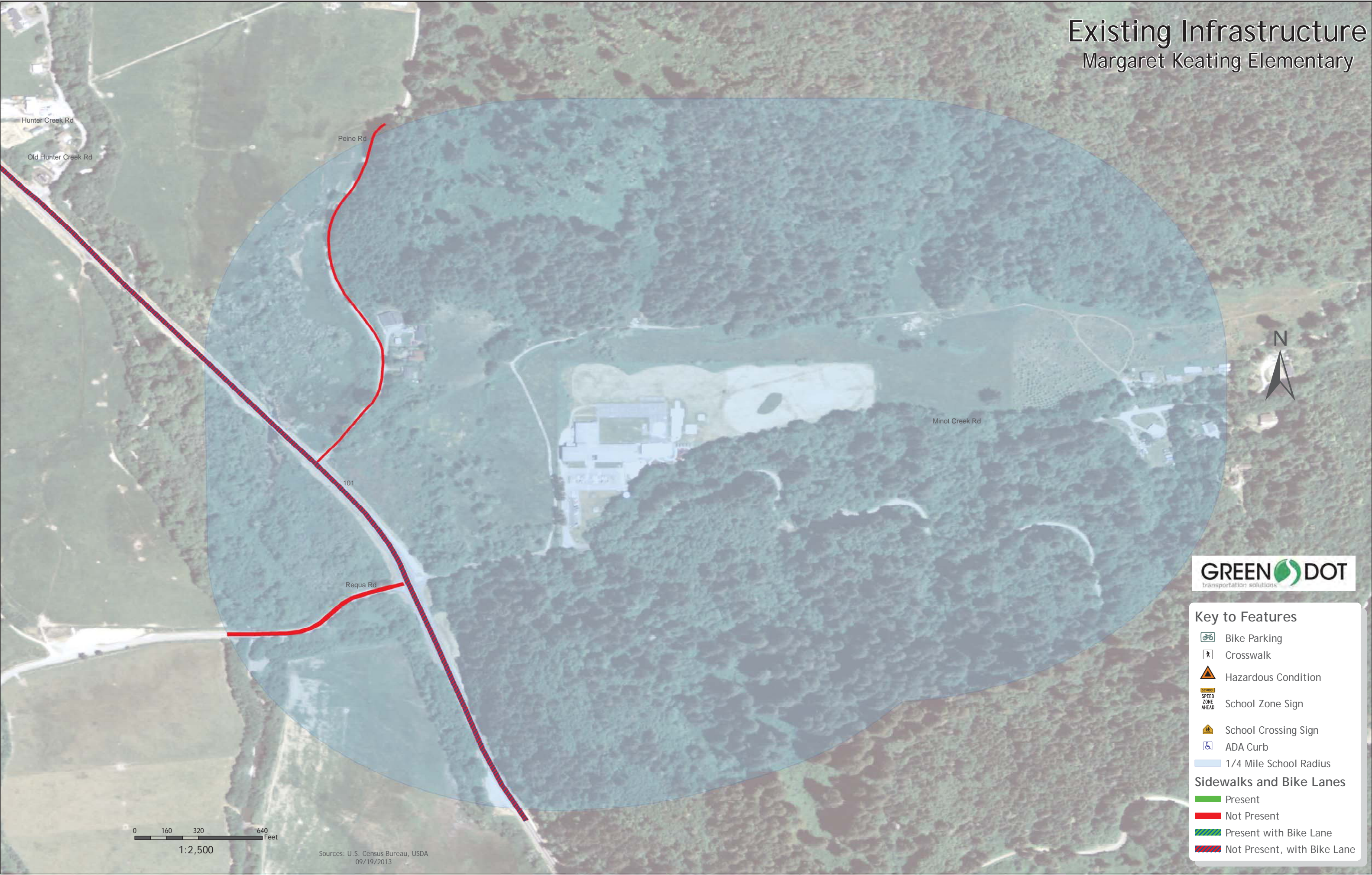
Because of the rural nature of the location, there are not many opportunities to walk or bike to school



Crosswalk from the parking area to the school entrance

Existing Infrastructure

Margaret Keating Elementary



School Name Mary Peacock School
School Grade Level K-5
Principal Brooke Davis
School Address 1720 Arlington Dr
Crescent City, CA 95531
707-464-0301

Audit Date 8/20/2013
Audit Time 1:40 PM
Auditor Name Jeff Schwein

B+

Infrastructure Grade

General Observations

The school zone and approaches to Mary Peacock have good pedestrian facilities with the exception of a few ADA compliance issues near unfinished roadway development. School zone markings are in compliance with design standards. General circulation infrastructure is good, but limited to two approaches due to undeveloped land to the north and east of the school. Due to the peak period focus on one intersection near the school, congestion is an issue at these times. Drop off zones have relatively adequate cueing room, but facilitate illegal turning movements. Pavement striping is worn or absent.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	64%	
Presence of Crosswalks	85%	
Lane Configurations	70%	
Signage	90%	
ADA Compliance		Y
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	95%	
Bikeability	95%	
Connectivity	95%	
Average Grade	85%	

Projects Identified:

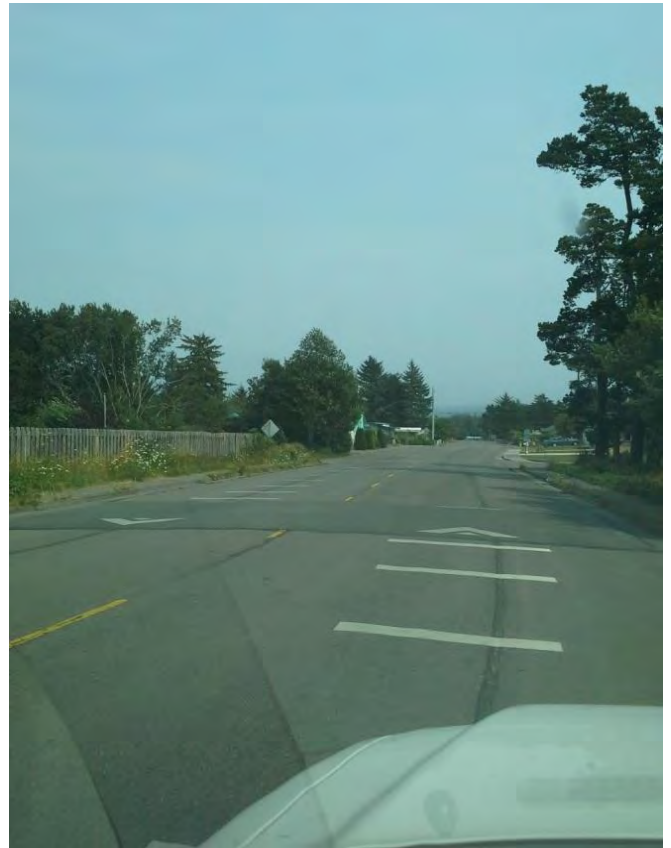
- o Install new thermoplastic roadway markings at intersect in front of school.
- o Trim bushes encroaching on sidewalks along Madison Ave.
- o Install curb ramp at Madison Ave. and Arlington Dr. intersection.



School Site



Mary Peacock drop off area



Speed Table



Sidewalk at the corner of Arlington and W. Jefferson covered in dirt from the adjacent lot.



Dirt covering sidewalk



Bushes and fire hydrant cover walkway



Crosswalk doesn't have an ADA accessible ramp



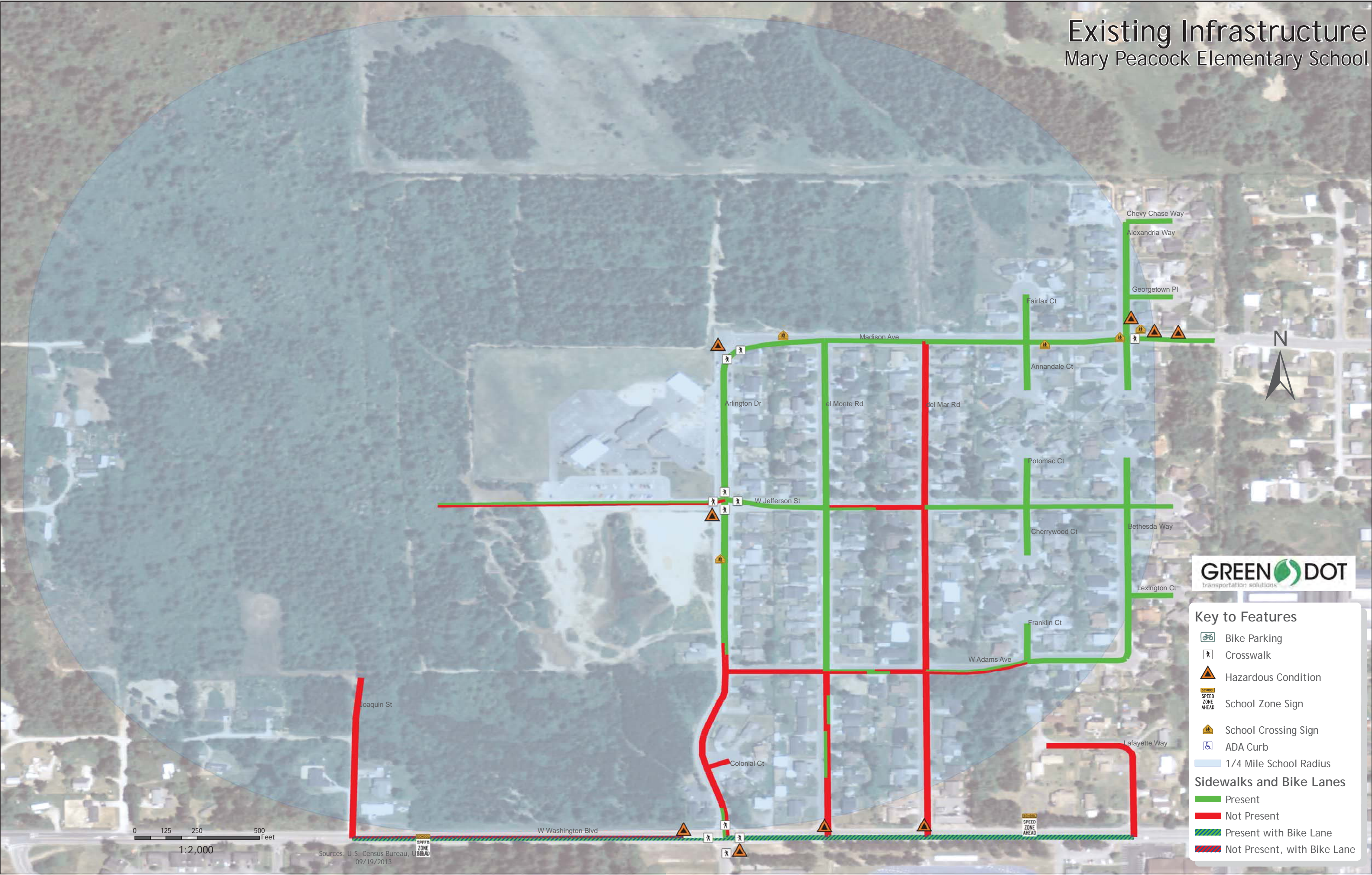
Vegetation needs to be trimmed



Overgrown bushes covering the sidewalk

Existing Infrastructure

Mary Peacock Elementary School



School Grade Level 7-12
School Name McCarthy Center
Principal Tony Fabricius
School Address 620 Williams Dr
Crescent City, CA 95531

Audit Date 8/20/2013
Audit Time 5:32 PM
Auditor Name Jeff Schwein

C
Infrastructure Grade

General Observations

West Harding Avenue has class II bike facilities directly in front of the school site. There are sidewalks along the north side of West Harding, but then terminate near the eastern property line and are absent from the south side of the street. Circulation access is generally good and the school is not assumed to have extensive peak hour congestion except associated with the nearby Bess Maxwell Elementary School traffic.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	41%	
Presence of Crosswalks	50%	
Lane Configurations	60%	
Signage	75%	
ADA Compliance	40%	
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	75%	
Bikeability	75%	
Connectivity	75%	
Average Grade	61%	

Projects Identified:

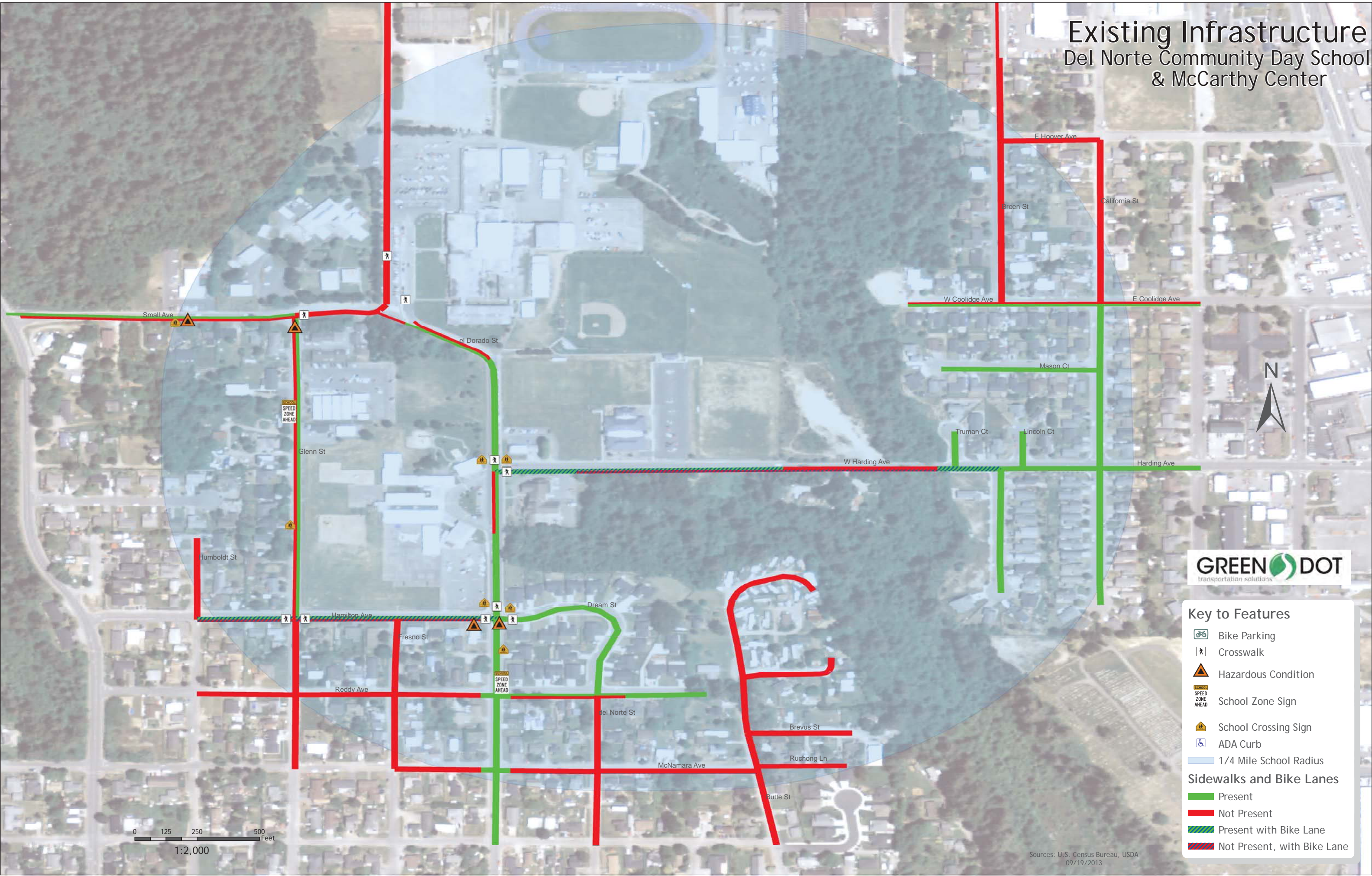
- o Install sidewalk and bike lane to fill gap 200 ft. east on W. Harding.
- o Install bike lane on El Dorado St. to connect W. Harding and Hamilton Ave.



Site Sketch

Existing Infrastructure

Del Norte Community Day School & McCarthy Center



School Grade Level	K-5	Audit Date	8/20/2013
School Name	Mountain Elementary School	Audit Time	5:10 PM
Principal	Connie Gilman	Auditor Name	Jeff Schwein
School Address	55 Azalea Ln		
	Gasquet, CA 95543		
	707-457-3211		

Due to the rural nature of this school site, the audit does not use the letter grade system which is largely based on sidewalks and crosswalks.

General Observations

Mountain School received high ratings from the audit due to the fact that the traffic volumes are low and there are paved shoulders wide enough to allow safe pedestrian and bicycle travel. A few maintenance issues were observed during the audit, including vegetation obstructing the pedestrian and bicycle area crossing the Smith River on Gasquet Flat Road. Additionally, weeds and debris has collected in the bicycle and pedestrian travel way along the same section. These issues could be taken care of with minor maintenance resources and improve the safety of pedestrians and bicyclists. Connection to the residential areas caters to non motorized transportation north of SR 199 but crossing this high speed roadway could pose a safety risk.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks		
Presence of Crosswalks		
Lane Configurations	90%	
Signage	95%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	90%	
Bikeability	80%	
Connectivity	0%	
Average Grade	71%	

Projects Identified:

- o Sweep debris from shoulder areas along Gasquet Flat Rd.
- o Clear shoulder vegetation on Gasquet Flat Rd. on Smith River bridge.
- o Further analysis of school drop off area circulation.



Site Sketch



Rural road without adequate shoulders for bikes or pedestrians



Rural roads with sufficient shoulder for pedestrians and bicyclists-needs maintenance



Horace Gasquet Memorial Bridge



Vegetation obstructing the shoulder of the bridge

Existing Infrastructure

Mountain School



Key to Features

Bike Parking

Crosswalk

Hazardous Condition

School Zone Sign

1/4 School Radius

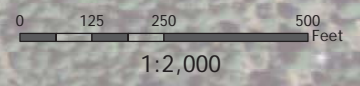
Sidewalks and Bike Lanes

Present

Not Present

Present with Bike Lane

Not Present, with Bike Lane



Sources: U.S. Census Bureau, USDA
09/19/2013

School Name Pine Grove School
School Grade Level K-5
Principal Lara Hirt
School Address 900 Pine Grove Rd
Crescent City, CA 95531

Audit Date 8/20/2013
Audit Time 12:58 PM
Auditor Name Jeff Schwein

D-

Infrastructure Grade

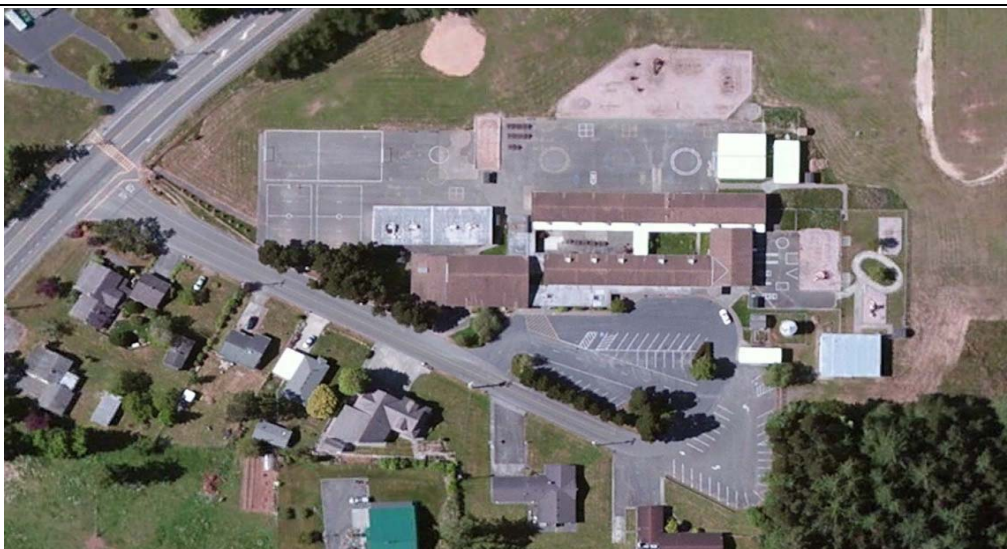
General Observations

Pine Grove School lacks sidewalks throughout the school zone approaches and within the school zone. However, Class II Bicycle facilities and wide shoulders exist on Lake Earl Drive leading to the School. The major pedestrian and bicycle crossing at the intersection of Pine Grove Road and Lake Earl has a pedestrian activated flashing pedestrian crossing sign (S1-1). School zone markings are in compliance with design standards. Comments from school employees that there are very few walkers or bicyclists. Employees also comment that the pick up/drop off area functions well by means of administrator and teachers directing traffic and students to their respected vehicles at peak times. There are multiple access gates onto school grounds off Carole Lane and Lake Earl Drive (always locked). Parking along access road during pick-up and drop-off blocks right lane and bike/pedestrian pathways. Limited bike parking, (6 spaces). Some small maintenance projects such as trimming bushes and removing asphalt chunks could improve safety and encourage walkers and bikers.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	2%	
Presence of Crosswalks	70%	
Lane Configurations	40%	
Signage	85%	
ADA Compliance		Y
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	20%	
Bikeability	25%	
Connectivity	45%	
Average Grade	41%	

Projects Identified:

- o Remove excess asphalt mound in bike lane and general sweeping.
- o Install traffic calming measures on Northcrest Dr.
- o Implement foot gate monitoring policy for access off Carole and Northcrest.



School Site Image



Bike Parking



Flashing crossing signs for crosswalk across
Northcrest Dr.



Asphalt left in the bike lane



Cars park along road blocking right lane during drop off and pick up times



No walkway along Pine Grove Rd

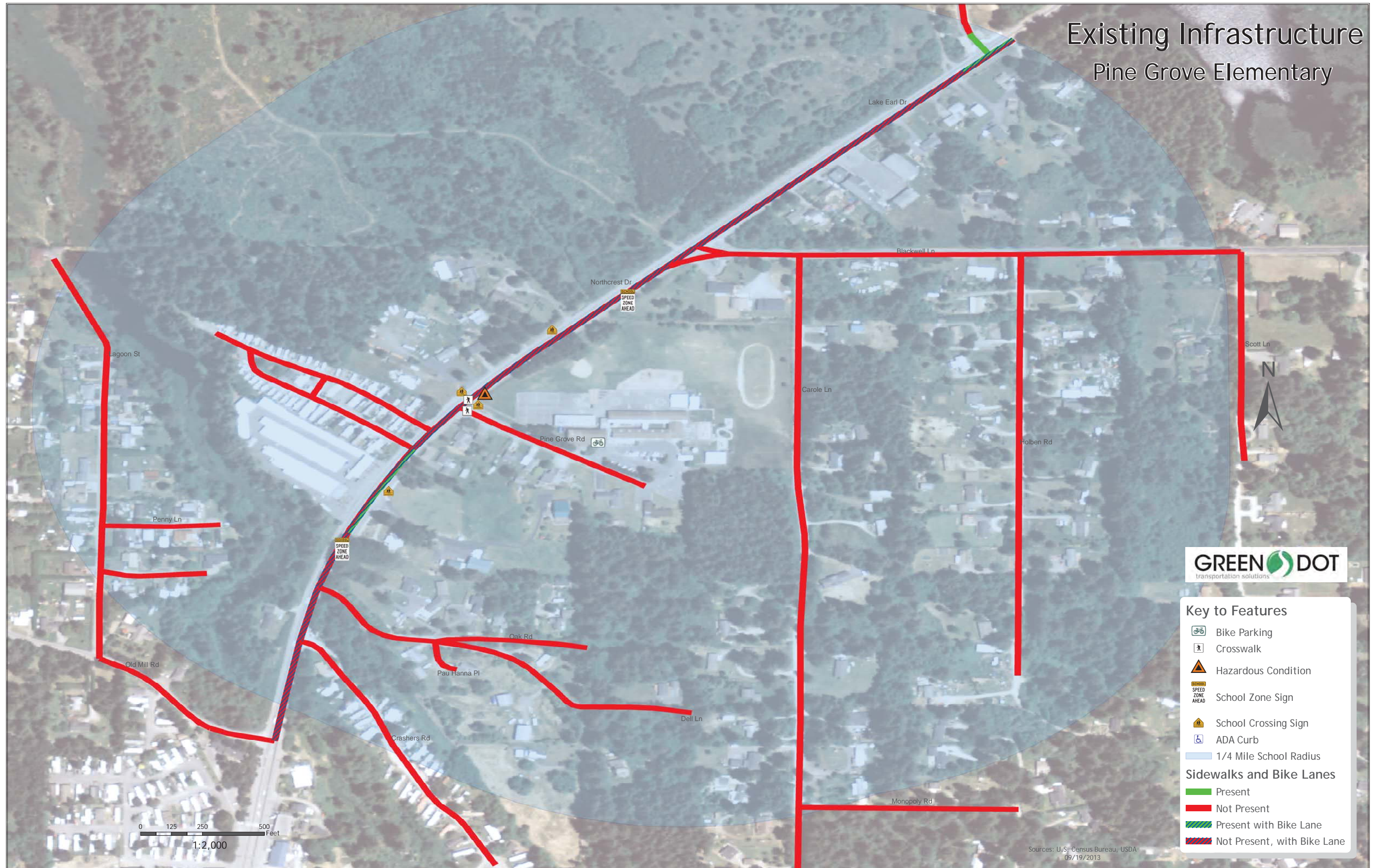


School entrance along Pine Grove Rd



Existing Infrastructure

Pine Grove Elementary



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius
- Sidewalks and Bike Lanes**
- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane

School Grade Level	K-8	Audit Date	8/20/2013
School Name	Redwood School	Audit Time	11:40 AM
Principal	Jeff Slayton	Auditor Name	Jeff Schwein
School Address	6900 Lake Earl Dr Fort Dick, CA 95538		

D+

General Observations

The rural nature of the school site location justifies the lack of sidewalks within the school zone and approaches. Lake Earl Drive provides Redwood School the only point of access and presents challenges between school and regular traffic. Some improvements have helped the school address congestion within the drop off area at peak times, but the area is likely still a safety concern. The unconventional angle of the school egress onto Lake Earl Drive makes exiting the school difficult for drivers and unsafe. There is a crosswalk directly in the acceleration zone of the schools egress point. Pedestrians and bicyclists are provided decent rural standard facilities with class II bike lanes along Lake Earl Drive. The intersection in Fort Dick at Moorehead and Lake Earl Drive needs improvement. The intersection is largely undefined by roadway striping leaving discretion in the hands of drivers, pedestrians and bikers.

Infrastructure Grade

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	5%	
Presence of Crosswalks	30%	
Lane Configurations	40%	
Signage	85%	
ADA Compliance		
Crossing Guards		Y
Noticeable Congestion		Y
On Site Bike Racks		Y
Walkability	60%	
Bikeability	75%	
Connectivity	85%	
Average Grade	54%	

Projects Identified:

- o Improve striping at intersection of Moorehead and Lake Earl Dr.
- o Redesign ingress/egress.
- o Implement recommendations from School Zone Circulation Study.



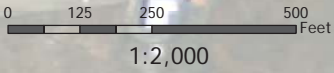
School Site Image





Existing Infrastructure

Redwood Elementary School



Sources: U.S. Census Bureau, USDA
09/19/2013



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius

Sidewalks and Bike Lanes

- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane



School Grade Level K-8
School Name Smith River School
Principal Paige Swan
School Address 564 First St
Smith River, CA 95567

Audit Date 8/20/2013
Audit Time 10:08 AM
Auditor Name Jeff Schwein

B+

Infrastructure Grade

General Observations

Smith River School has neighborhoods surrounding the east and north sides with the majority of the population living in those directions. Sidewalks are present along the frontage of the school site with 1st Street and on both sides of the street along N Beckstead Avenue. Sidewalk obstructions were identified during the audit that included temporary obstructions on trash day (trash cans), and other obstructions to pedestrians such as dirt and gravel covering sidewalks and overgrown bushes obstructing speed limit and school zone signs. There are no designated bike facilities in the area. School zone signs are in compliance with design standards. Roadway striping and school zone area road markings are worn.

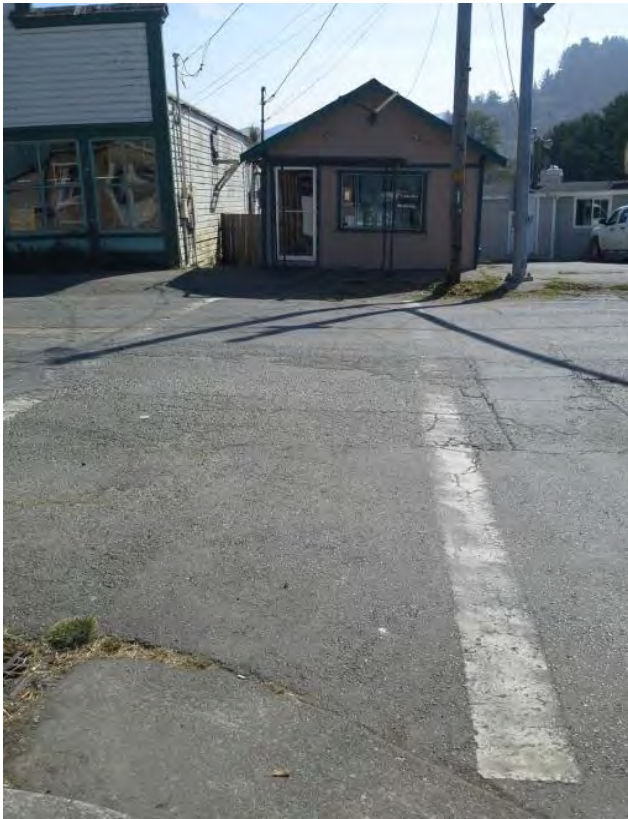
Projects Identified:

- o Remove vegetation blocking school zone and speed limit signs.
- o Replace thermoplastic at crosswalk and school zone marking.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	15%	
Presence of Crosswalks	80%	
Lane Configurations	95%	
Signage	95%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		
Walkability	95%	
Bikeability	95%	
Connectivity	95%	
Average Grade	81%	



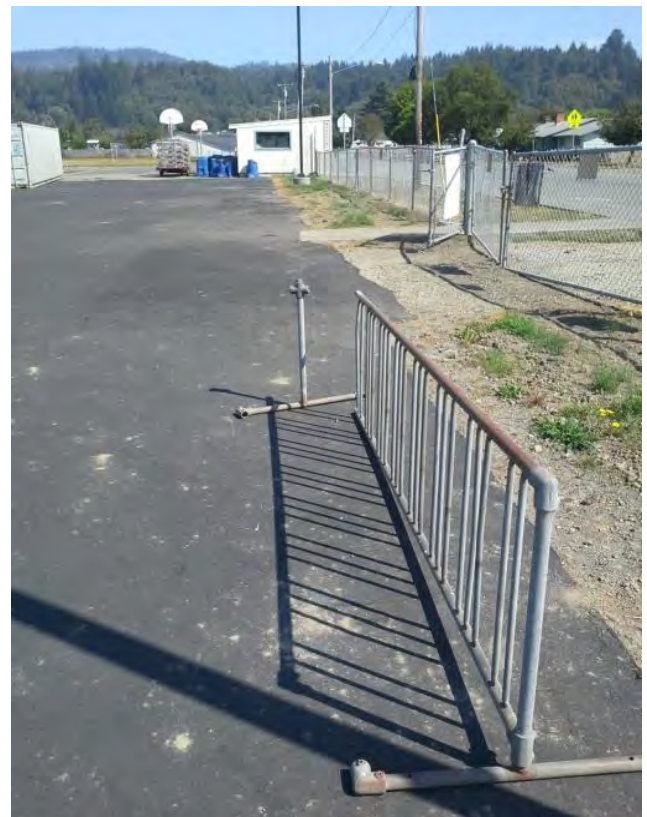
Site Sketch



Crosswalks could use restriping for better visibility. This one is at the corner of Fred Haight Dr. and 1st St



ADA curb ramps in the drop off area



Bike parking



Overgrown vegetation blocking pedestrian access along 1st St between Brookings and Wallace



Sidewalk access blocked



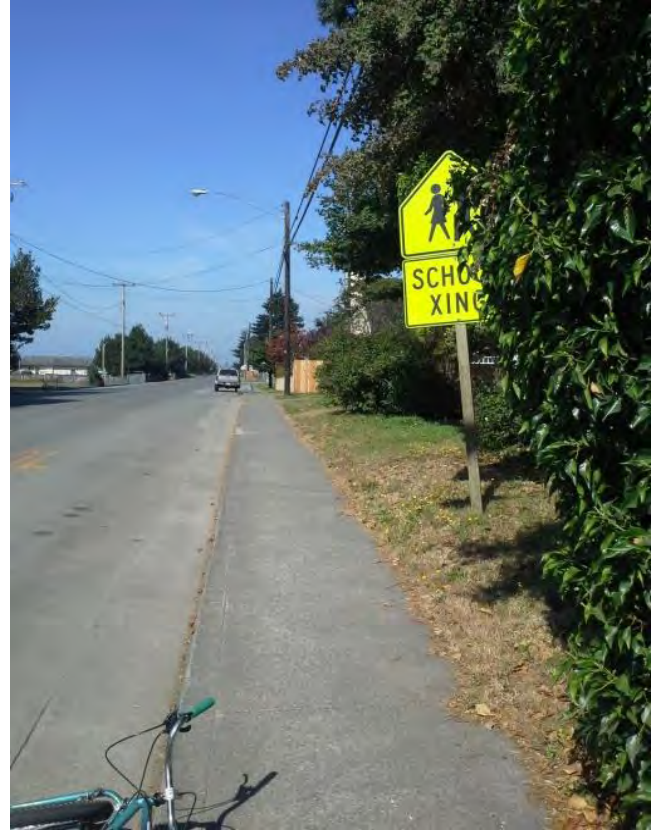
Access to school through gates from the neighborhood



No sidewalks or bike lanes along 1st St west of the school



Vegetation is obscuring speed and school zone signs



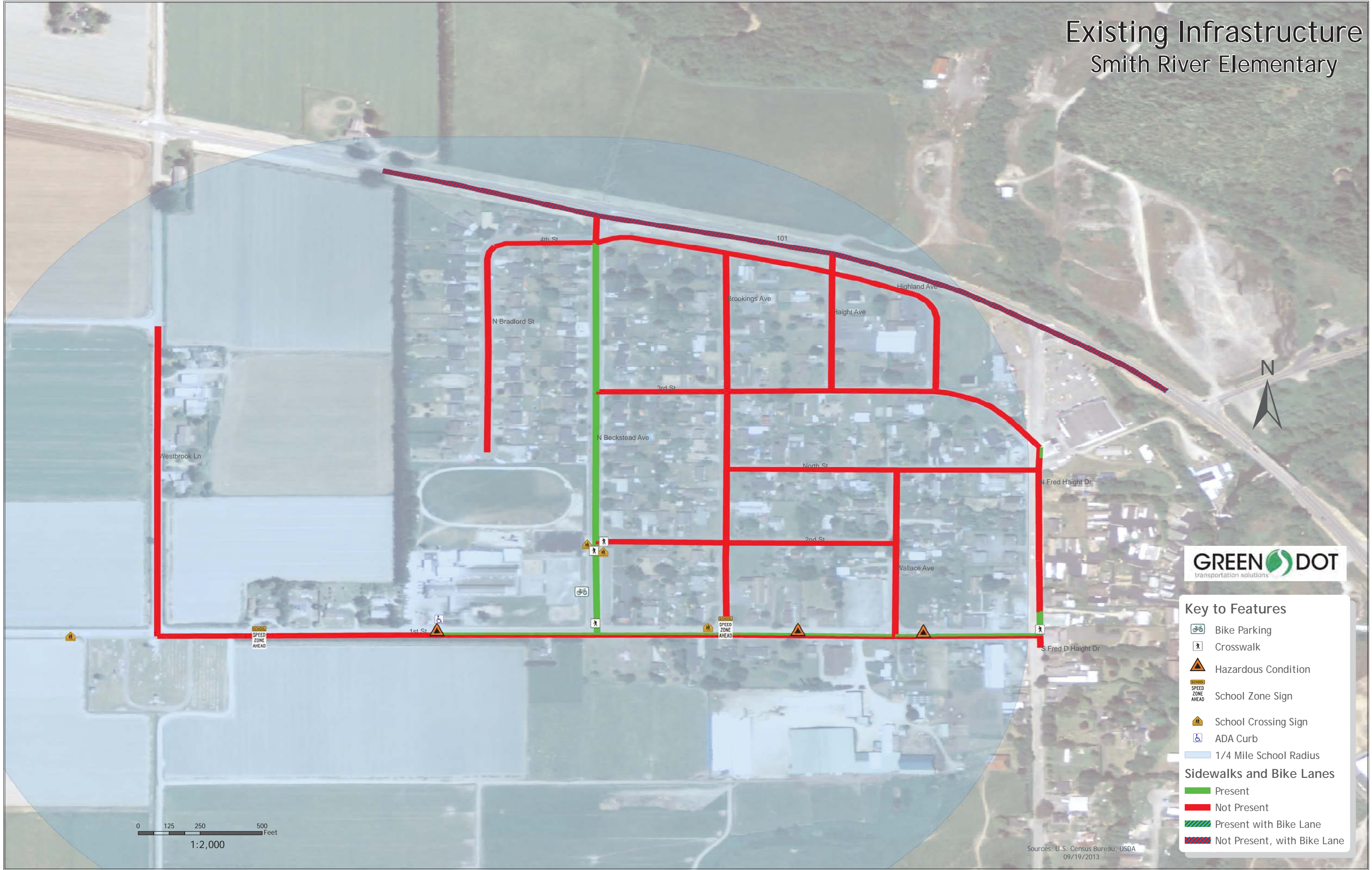
School crossing sign is being blocked by trees and bushes



Dirt covering the sidewalk should be removed

Existing Infrastructure

Smith River Elementary



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius

Sidewalks and Bike Lanes

- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane

Sources: U.S. Census Bureau, USDA
09/19/2013

School Grade Level 9-12
 School Name Sunset High School
 Principal Tony Fabricius
 School Address 2500 Elk Valley Cross Road
Crescent City, CA 95531
707-464-0380

Audit Date 8/20/2013
 Audit Time 5:10 PM
 Auditor Name Jeff Schwein

Due to the rural nature of this school site, the audit does not use the letter grade system which is largely based on sidewalks and crosswalks.

General Observations

The rural nature of this school site reduces the importance of sidewalks approaching and within the school zone area compared to more urban locations. The school is located on a relatively high speed roadway with no shoulders for students or faculty to walk on. Access directly from Elk Valley Cross Road to the school site poses a safety concern. Staff observations 2 regular bike riders, no bike rack. Riders lock bikes to railings near office.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks		
Presence of Crosswalks		
Lane Configurations	10%	
Signage	80%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		Y
Walkability	10%	
Bikeability	25%	
Connectivity	10%	
Average Grade	27%	

Projects Identified:

- o Resurface and repaint parking area.
- o Install turn pockets at school entrance.
- o Identify school zone on EVC directly in front of school.



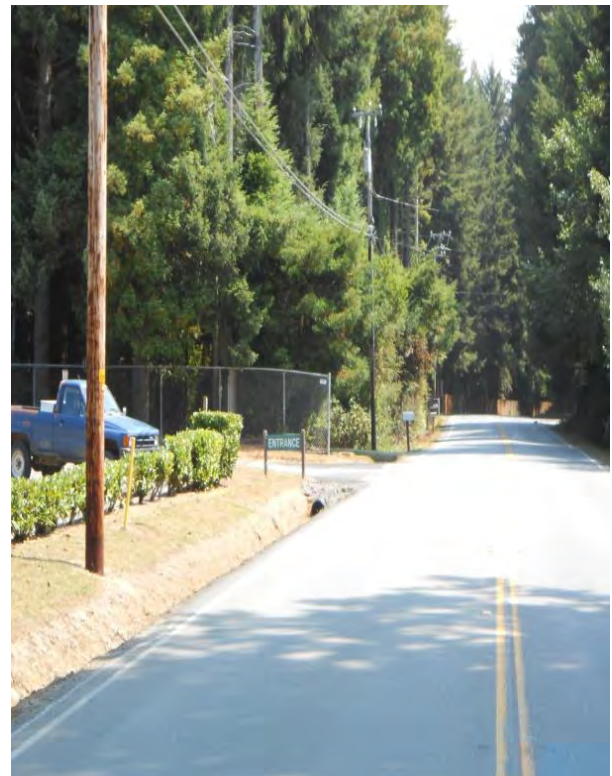
Site Sketch



Parking area in need of repair/resurfacing

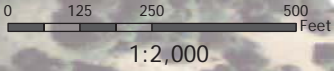
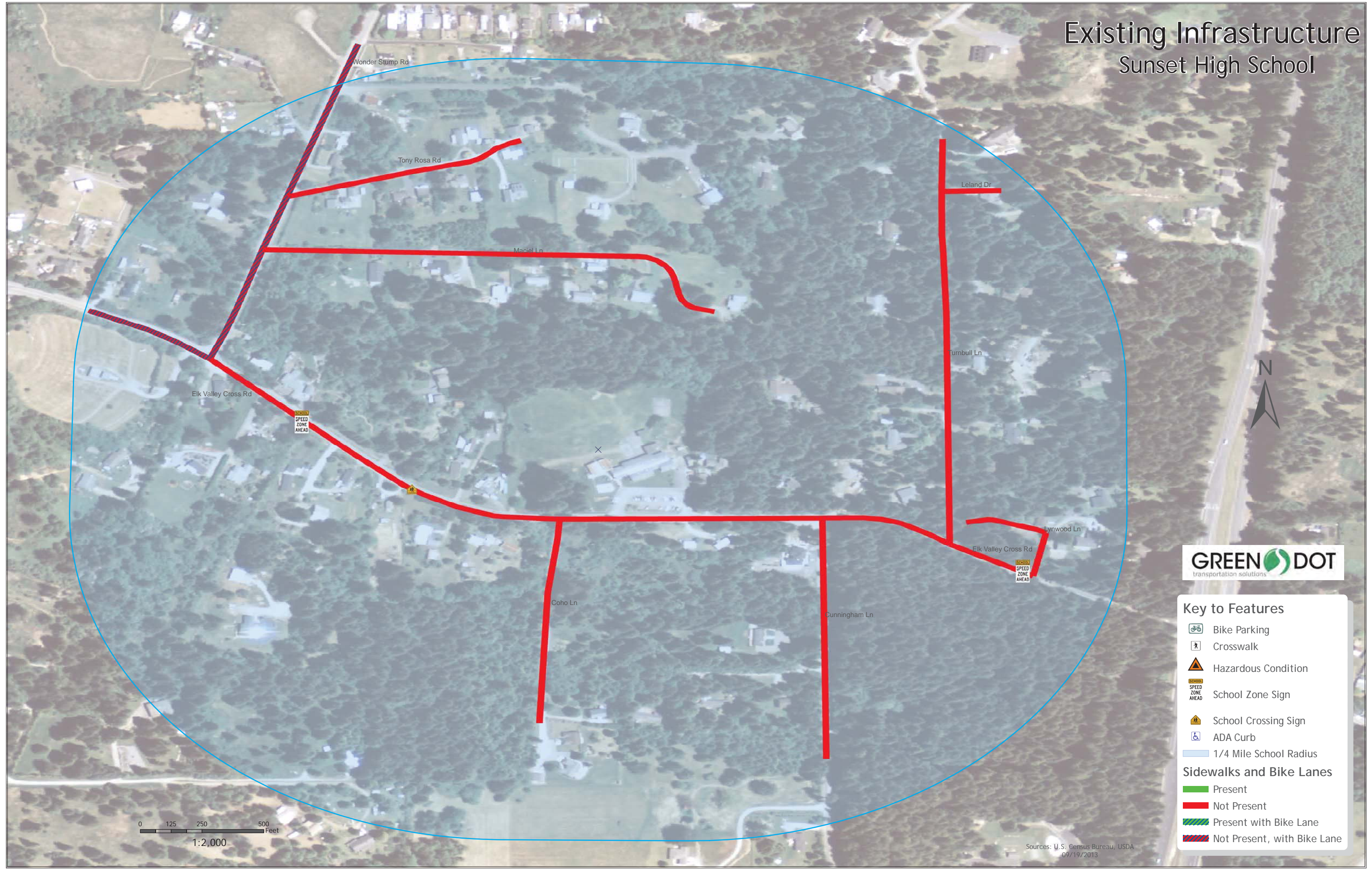


Limited shoulders and no turn pockets present safety concern



Existing Infrastructure

Sunset High School



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius
- Sidewalks and Bike Lanes**
- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane

Sources: U.S. Census Bureau, USDA
09/19/2013

School Grade Level K-8
School Name Uncharted Shores Academy
Principal Margie Rouge
School Address 330 E Street
Crescent City, CA 95531
707-464-9828

Audit Date 8/20/2013
Audit Time 6:27 PM
Auditor Name Jeff Schwein

B+

Infrastructure Grade

General Observations

The urban nature of this school along with the relatively small student and faculty population make this school quite walkable. The area surrounding the school and within the school zone have sufficient sidewalks with a few small gap sections along eastern side of D Street and south side of 3rd Street. However, many of the crosswalk landing areas and intersection corners lack curb ramps meeting the ADA compliance standards. This part of Crescent City recognizes grid pattern streets with on-street parking and typical travel lane widths making safe bicycling challenging. Automobile circulation for students and faculty does not appear to be a problem with this school site.

Item	Percent of Optimum	Yes/No
Presence of Sidewalks	78%	
Presence of Crosswalks	70%	
Lane Configurations	70%	
Signage	95%	
ADA Compliance		
Crossing Guards		
Noticable Congestion		
On Site Bike Racks		Y
Walkability	80%	
Bikeability	90%	
Connectivity	95%	
Average Grade	83%	

Projects Identified:

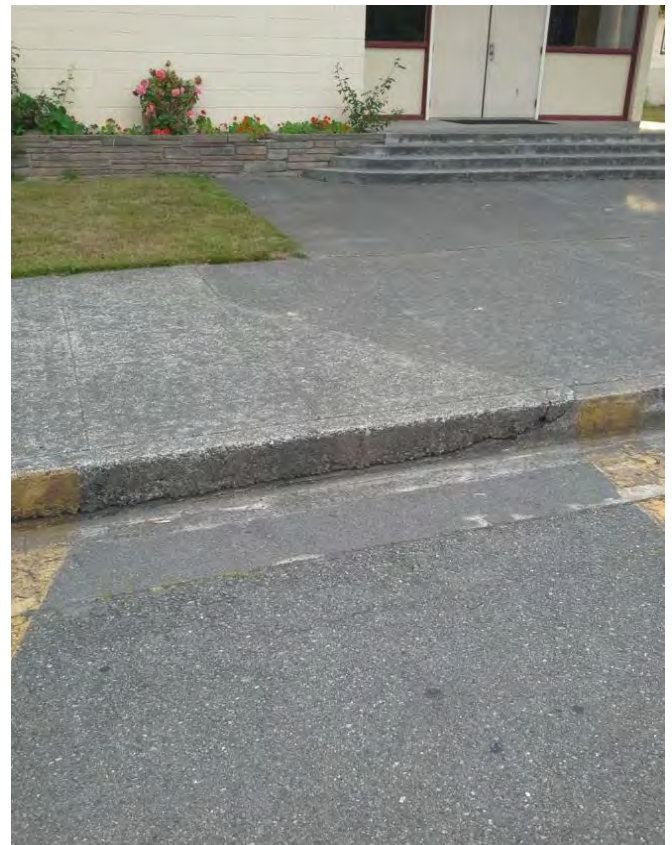
- o Remove vegetation growing up through sidewalk and pavement.
- o Install curb ramps at crosswalks adjacent school grounds.



Site Sketch



Maintenance Required



No curb ramp



Crosswalks lack curb ramps and sidewalks on opposite side



Absent Sidewalk and Ramp



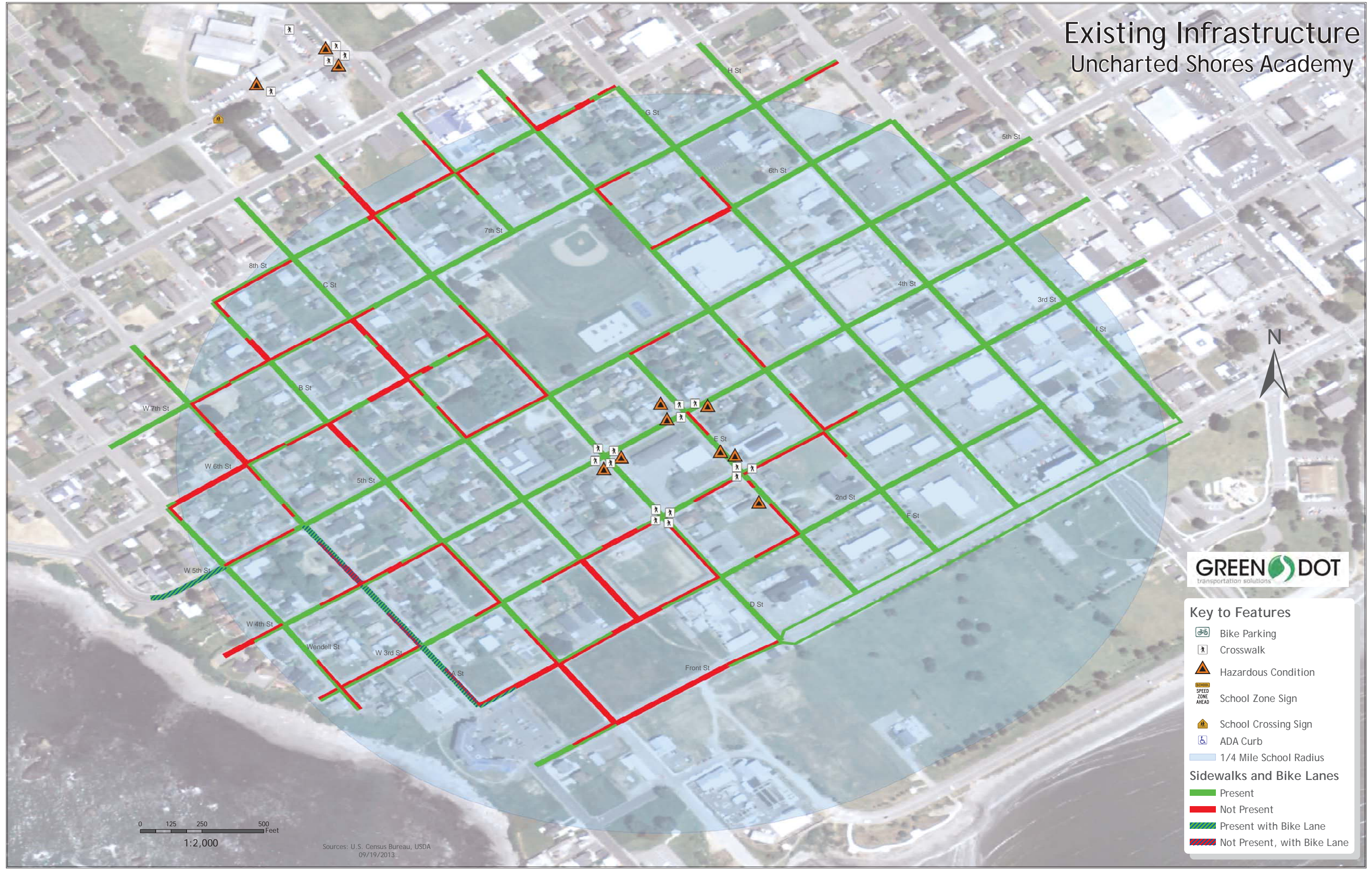
Sidewalk blocked by utility pole and light standard



Pavement markings need to be repainted

Existing Infrastructure

Uncharted Shores Academy



Key to Features

- Bike Parking
- Crosswalk
- Hazardous Condition
- School Zone Sign
- School Crossing Sign
- ADA Curb
- 1/4 Mile School Radius

Sidewalks and Bike Lanes

- Present
- Not Present
- Present with Bike Lane
- Not Present, with Bike Lane

0 125 250 500 Feet
1:2,000

Sources: U.S. Census Bureau, USDA
09/19/2013