

Public Survey Comments Sorted by School

Public comments captured in an online public comment tool, direct email contact by interested residents and student comments collected from one Harbor High School class. Comments sorted by school.

DeLaveaga Elementary School

Connie Wilson

"I would like to address both Harbor High school and Delaveaga. I bike to work at 2:45 weekdays and at one point would take the pathway the intersects **La Fonda**. (Love the new paved pathway) But it became too challenging with pickup at the high school at that time. Cars were double parked, students skateboarding down the lane of traffic and too many cars pulling in and out. I called the principals office and was told to contact Santa Cruz city police department as my concerns were not on school property. I decided to try another route as my blood pressure was impacted!!! I have now been biking along **Prospect Heights** for 5 years or so, again at after school pickup time. The traffic has not decreased and again the cars pulling in and out is a concern for not only my safety but those of children trying to get home. Also along **Allerton** I notice some children biking in the wrong lane - on coming traffic. The sidewalks are only continuously on the south side and if the child is with a pedestrian they want to be nearby. I am concerned again about their safety and did call into the principal's office last spring. It does appear that more are biking correctly with the correct lane of traffic. I do not want to discourage any student but do want them to be safe and follow the rules of the road. There are too many vehicles and I strongly support any and all to reduce traffic at all of our schools. Our children can benefit from the exercise and positive impacts of biking/walking/skating to school. Thanks and good luck!!! Also **Goss Avenue** is a concern. We have neighbors that meet their friends that live in the **Emeline** area. The **Goss intersection** is very challenging even for adult/experienced bikers. The right hand turn at the bottom of the hill off of **Market St** is for cars and there is a ditch to the right side - thus not safe for a bike to try to stay out of the lane. Small children may not be experienced enough to take a lane. The uphill section is again a take the lane which can be very intimidating for young riders. There is not shoulder going uphill. So some children ride on the sidewalk on the opposite side (I personally have no issue with this as this is the only way to be off the road in this section) . But nearer to the top of the hill there is a 90 degree turn in the sidewalk and some of the children go off the sidewalk at the top driveway and go into the lane - this is somewhat of a blind corner and there is such a big possibility of a car coming downhill and not even seeing this biker. Please look at this site asap! Thanks."

Scott Farmer

"There are a cluster of homes along **East Fairmount Avenue** between **Morrissey Blvd.** and the **Hwy 1 entrance/exit** that empties onto **Fairmount Avenue**. The homes back up to the freeway and currently have no sidewalk in front of them (except for our home at **367 Fairmount Avenue**). There is also no safe access to a crosswalk for residents of these homes. The **North-East Corner** at **Fairmount and Morrissey** is especially dangerous. There is a large cactus and landscaping that forces walkers into the street. Cars are often coming off of the freeway quickly and making a right turn onto **Fairmount**. It is a blind corner and we have had many close calls. The safest way to cross the street is to J-walk to the side of the street opposite the freeway and then use the crosswalk. This still requires walkers to J-walk across a very busy intersection. There are children that live in this cluster of homes. A number of them will be attending kindergarten in the next year or so. This issue is located within the 1/2 mile radius of the school. There is currently no safe route for them to get to school. We really appreciate this effort. Thanks so much for any assistance you can provide."

Eli Mowbray

"The number one problem is the **MORRISSEY INTERCHANGE** and its associated approaches. This interchange is not designed to accommodate traffic on the north side of the highway. Bicycles are not allowed on **Morrissey north of Fairmount** at least in the traveled way. Pedestrians are only

allowed access on the west side of the bridge, forcing many kids to cross **Morrissey** as well as **Fairmount** additional times. The ramp technically begins near **Fairmount** and thus there is no way to cross here on local streets. It appears that bicycles are allowed to ride two ways on the west sidewalk, but there is a serious lack of signage, access, and other related facilities if this "2-way path" is to be legitimately presented as a safe, viable alternative. Pedestrians and bicycles struggle to safely get on and off the widened sidewalk path. Motor vehicles are typically driving fast as they are exiting or entering the highway. The **Morrissey / Fairmount** intersection merits consideration for improvements: The northwest corner needs some serious vegetation removal I believe this is a code enforcement issue as these plants are creating a dangerous situation; Consider restricting right turn on red at least for **Fairmount EB**, possibly others, while children are present. Remove parking on right shoulder of **Fairmount** to west of the off ramp intersection. Vehicles should not park in this intersection and a restricted right will need maximum queuing space. Consider delineation changes / signage to more effectively assign lanes on **NB Morrissey** where they split onto ramp **SB 1** and over highway for **NB 1** or **Rooney**. We added the guide sign when I was at Public Works and I always felt this was inadequate, should have forced their hand to do something stronger. The sidewalks and corner queuing areas are very narrow and often spill over with kids / parents . etc. Of particular concern, Fairmount both approaches, both sides. Consider bulb outs to provide more space, narrow long road crossing, improve turn radius / speeds for cars, etc, Add a crosswalk to the fourth leg of this intersection. If done in conjunction with a median island extension from the ramp, may be able to minimize impact on signal timing by splitting this crossing in two. Bicycle Detection on **Fairmount WB** is very haphazard. It is difficult to walk the bike with kids on back and such small sidewalks and surfaced area. Consider adding a striped lane for bicycles which is between the two motor vehicle lanes and leads directly to the 2-way path sidewalk. Consider bicycle boulevard type improvements and route designation on streets such as: **Pacheco** between **Fairmount and Soquel, Farimount, Roxas**.

MORRISSEY SOUTH OF FAIRMOUNT:

Morrissey is also dangerous between the highway and **Soquel Ave / Water St**. There are no intermediate stops and the road is extremely wide; there is a median island but regrettably it ends before the crosswalks, and thus does not provide the refuge it could for people who wish to cross **Morrissey**. Consider creating a large curb protected median area in one or two critical locations which would result in two smaller crossings, each about 16 - 17 feet in width curb to curb. These choke down points would make crossing safer as well as slow traffic, particularly if the crosswalk is slightly raised and textured or otherwise enhanced. The **Morrissey / Soquel / Water Street** intersection has many issues but I wish to focus on one: the lack of a protected left turn phase for **Morrissey** traffic. An alternative could be split phasing in the north south direction, and this would be much less costly to implement; This left turn is a major turning movement and it is expected to occur while northbound traffic has right of way - and pedestrians may be crossing in the crosswalk but not be noticed as drivers must focus on timing their turn. In short, the current situation is bad for traffic flow and bad for safety - even cars have issues with the left turning on yield drivers. In my opinion, it makes sense to substantially improve the ability of **Morrissey** to handle increased traffic - by adding phases, extending lanes, etc - and simultaneously consider restricting **Frederick St** to right turn only at **Soquel**. I have lived down **Frederick** for years and I never turn left on **Soquel**, I always take **Gault** to **South Morrissey** and use the bigger intersection. But this is likely beyond the scope here, main focus is on safety improvements associated with additional phasing. IMMEDIATE SURROUNDINGS OF **DELAVEAGA SCHOOL** - I think many things can be improved at the school or adjacent to it. The rear entrance at **Park Way** is narrow, offset from **Allerton**, and rather dangerous due to an unmarked bollard and narrow passage combined with hills on both sides. Ideally this could be straightened out and a better, safer drop off point can be established at **Park Way**. Extend (e) culvert and backfill -or- span small drainage swale with timber like short span bridge / deck / etc. The front parking lot / drop off area is poorly laid out in its current configuration. The driveway is steep and narrow and is located too close to the **Heather Court intersection**. The raised and enhanced crosswalk at **Heather Court** is highly used and uncontrolled - consider moving the crossing guard down from the **Prospect Heights** intersection. If this driveway is to be used moving forward, consider the addition of median island / turn lanes to clarify the expected movements of

people and vehicles at the primary street entrance. The bus stops on **Prospect Heights** above the school (near the staircase.) This sidewalk is narrow and I wonder if there are concerns about access since they stop here rather than a more ADA friendly access point. The ideal situation I believe would be to connect the main parking lot to the street via the **Morrissey / Prospect Hts Intersection** (add a fourth leg). Also, create a more formal drop off / pick up zone which does not require a loop through the entire parking lot, but gets kids onto campus. This parking lot is very inefficient in its use of space as well - there are large dead areas behind parking spaces, and two narrow striped lanes confined all the way against the curb. These lanes should be pushed into the dead space and widened; the sidewalk should also be widened. Assuming the configuration does not experience a total re-think which it probably should but is difficult to fund. The stairs down from **Prospect Heights** are narrowed by an unwise placement of the handrail. Rather than place the posts in the concrete curb, they are placed a few inches in front of the curb on the flat portion of the stairs. This handrail could be moved onto the curb and this stairway improved for functionality in two directions. Currently it is a bit narrow to easily pass. The curb parking / loading / red zones / white zones / etc should probably be reviewed. I do not see anyone use the 3 minute loading for dropping off kids - generally it is used as a 20 minute parking zone. And I think some parking spaces should be removed at the sharp bend in **Prospect Hts** to help smooth out this very abrupt turn and thereby improve sight lines for pedestrians around the corner. The **Morrissey / Prospect intersection** has marked crosswalks on two out of three legs. The south side of **Prospect Hts** actually does connect to **LaFonda** now with a sidewalk (though cars often block it.) This continuous sidewalk should have a marked crosswalk at **Morrissey**. There is not reason to force kids to cross two streets when one street will get them to campus. And note that it is perfectly legal to cross here right now - it is a legal unmarked cross walk with as much force in law as the marked one across the intersection. I think that's enough for now. I do have a number of other comments and ideas. Also would be happy to look at any of these things closer if I can be of any assistance. Thanks for your time and efforts. "

Anne Weidlich

"The stretch of **Market Street** between **Avalon and Goss** is downright treacherous. There is no way I would take a child on a bicycle down that road. What little shoulder there is, is littered with eucalyptus sticks and pods, and the pavement is lumpy and heaved up by eucalyptus roots. Cars speed through with no room or inclination to move left when passing bicycles, and it's just plain scary. The sidewalk ends at the bridge over **Branciforte Creek**, and while it returns at the driveway to the Town Houses on the west side of the street (gratitude to KB Homes for that), on the east side there are no sidewalks the length of **Market Street** and on up **Goss to N. Branciforte**. Though I am otherwise adamant about bicyclists obeying traffic rules, on the way to school my son rides on the sidewalks on **Market and Goss**, and I ride on the sidewalk with him. There's just no other way to down **Market Street and up Goss Avenue** safely."

Gault Elementary School

Dustin Dennis

"Traffic on **Cayuga** is too fast because the wide street encourages fast through traffic. The intersections at **Cayuga/Hanover and Cayuga/Effey** get people turning at high speeds and with the parked cars and no crosswalks crossing is hazardous. **CAYUGA BETWEEN SOQUEL AND BROADWAY NEEDS SOME TRAFFIC CALMING MEASURES**. The **Effey and Seabright** intersection gets lots of walking kids and bikers. With no light or crossing guard the **Seabright** traffic is difficult and dangerous to get by."

The Broadway Safety and Beautification Team -- BroadwaySeabright@gmail.com

We are the Broadway Seabright Safety Team, a group of neighbors with a core team of 30 people, with over 1,200 neighbors giving input online and door-to-door. We have been organizing around this work for the last year. There is unanimous agreement and support for traffic safety on the Broadway corridor from neighbors. We have partnered with the Santa Cruz Police Department, Public Works, City Council, People Power, Santa Cruz Neighbors Association, and the residents all

along the Broadway and Seabright corridors. We have conducted an online survey, gone door-to-door petitioning, collected letters of support, and many hours of traffic counting along the **Broadway corridor**, especially at the intersections **between Branciforte and Darwin**.

Our group of neighbors is in support of traffic calming measures, including the following:

- Crosswalks
- Pedestrian protection islands
- Lighting & Signage
- Re-routing of semi-truck commercial traffic to Soquel Avenue

Further, we request substantial safety improvements to the **East-West bike corridor on Broadway**, connecting Arana Gulch to Laurel Street. And, a "bicycle freeway" cutting through the neighborhood North-South on either Cayuga or Pine streets, diverting cyclists and pedestrians from Seabright (as no bike lanes exist North of Pine). It makes sense to us to connect the project for bicycle safety completed at Laurel Street all the way to the new Arana Gulch trail, creating a safe thoroughfare for pedestrians, including people with disabilities, seniors, caregivers with strollers, schoolchildren, and cyclists travelling East West. We also support the installation of crosswalks across Broadway so people and school children can safely travel from the Soquel through the Seabright neighborhood. This would include crosswalks installed at either of two corridors. The **Pine corridor includes Pine/Soquel, Pine/Broadway, and Pine/Seabright**. The Cayuga corridor includes **Cayuga/Soquel, Cayuga/Broadway, and Pine/Seabright**. Neighbors East of Seabright request a crosswalk at **Sumner/Broadway**, one of the busiest pedestrian intersections on Broadway and one block from Gault elementary. Our observations and data collection lead us to recommend that the Pine corridor crosswalks should include improvements of the existing **Pine/Soquel** crossing and should place the crosswalk at **Pine/Broadway** on the East side of the intersection to give vehicles more time to slow traveling East around the blind corner that exists West of the intersection. The **Cayuga** corridor crosswalks should also include improvements of the existing **Cayuga/Soquel** crossing and installation of crosswalks at **Cayuga/Broadway** and **Seabright/Pine**. Finally, we request improvements to the existing crossings at the **Seabright/Broadway** intersection, next to Gault Elementary school, where drivers consistently speed through the intersection, run lights, and make unsafe turns. We greatly appreciate you reviewing our requests and data and your attention to this matter.

Drew Meyer, Pine Street Neighbor

"Crossing or using **Broadway** is a frightening prospect. No crosswalks, no buffer zones and no defenses exist from the drivers avoiding Soquel to cut between Seabright and Ocean. We've nearly been hit several times despite lights and reflective strips (on ourselves) as distracted commuters race up and down the hills at dawn and dusk, and sharing a narrow bike lane with parked cars and heavy traffic for an evening picnic in Arana Gulch is sketchy at best."

Anne Seales, Cayuga Neighbor

"We now have a four-month-old baby. We will be taking him on this road on foot and a bicycle. I dread the possibility that it will take a tragedy before there is political will or resource allocation to implement even the simplest of traffic calming and pedestrian/cyclist safety measures here. The upper westside seems to have plenty of crosswalks, intersection planters, speed bumps etc - where are the Seabright neighborhood's?"

Anna Bibighaus, Darwin Neighbor

"I have lived on **Broadway at Darwin St.** for 10+ years. I have 3 children under 7. We enjoy biking and walking in our neighborhood. The most traumatic accident I've witnessed on **Broadway** was a car knocking down the telephone pole on Broadway at Darwin that sailed across the street and landed on the corner of sidewalk where people wait to cross the street. By the grace of God no one was on corner and no one was hurt. This accident was approximately 2 months ago and the driver blamed "messaging with stereo" and taking eyes off road.....That accident has reinforced my opinion

that **Broadway** is not safe, not even on the sidewalks! The cars fly down the road making it dangerous for families, elderly and folks in general. Traffic calming with speed bumps, flashing lights at crosswalks, additional crosswalks would help remind and force drivers to chill out and be safe. **Broadway** is used as a main corridor through town and is a densely populated area. We need to make it safe for all!"

Westlake Elementary School

Ami Mills-Naim

"The Walk signal at **Nobel** and **Bay** is too short for children, especially on foot and learning to ride bikes properly. The whole **Bay corridor** is problematic for young children, pets, etc. and a significant reason we don't walk or bike as much as we would like. The **Meder street** intersection is terrible for pedestrians from all angles, particularly the blind right turn as cars come down **Bay** and turn onto **Meder**. Finally, I need to say it somewhere: the intersection at **Bay and Escalona** is a total death trap. We need yellow, warning slow down lights or a stop light there. My husband was almost in an accident there, I've been "stuck" at the island/median in my car with traffic unwilling to stop to let me cross, our babysitter has a friend with brain damage from a biking accident there, and my mother just was struck by/struck a bicyclist flying down **Bay** with no helmet whom she could not see because of glare. She was making a left off **Bay onto Escalona**. Help!!!"

Charlotte Reyes

"As Downtown residents we feel it to far to walk or bike to **Westlake** (uphill etc) but the #10 public bus route is perfect. Two problems: One, student bus passes are still too expensive 2: Why can't parents ride with young students for free when "teaching them" to take the bus?"

Eric Danner

"Crossing **Bay** can be very dangerous with fast drivers. We cut through **Cardiff** by 7-11 to avoid **High street** again because of fast drivers."

Jennifer Daodu

"**Seabright Avenue** would be safer by turning the parkways into bike lanes and parking spaces. The cross streets where there are bus stops should have flashing crosswalks similar to the one off of **Bay/Porter** by **Main Street Elementary**. They should be on at least at the cross streets of **Windham and Windsor**. I live where the big turn is on **Seabright** and am able to capture many photos of the accidents that occur in front of my house. It is a nightmare and one of these days someone will die as a result of the speeding that goes on in front of my house. I have witnessed 4 accidents and all of them were into the parked car just in front of my house. All were due from a person answering their phone or texting while driving. I have requested the city to do this for 3 years now."

Gary Harrold

"It's a no-brainer; if more kids would get off their a#@*, get on their bike, ride to school then their parents wouldn't have to take them, reducing driving, reducing gas consumption, reducing - or at least no contributing to - global warming. And kids would be less obese, more independent, healthier."

B40 Middle School

Anonymous

"Last week when driving across **Morrisey Blvd.** at the intersection of **Soquel**, I was heading straight through the intersection while the light was green and had the right of way. To my right were some cyclists who were crossing and also had the right of way. Upon entering the intersection I slowed due to an oncoming truck who was taking a left in front of me. I was able to avoid being hit, but

unfortunately the truck proceeded through and hit a woman and her child crossing the intersection on their tandem bicycle. This is a highly traveled and congested intersection that many kids use to get to and from the various schools in the neighborhood. It seems that installing left turn lane lights on **Morrisey Blvd.** could greatly improve safety at this intersection. Thank you for gathering information and please pass this suggestion on with your findings.”

Eva Nardell

“The intersection of **Goss** and **N. Branciforte** is a tricky one. It's quite busy with lots of cars and school kids on bike, skateboard, and walking. In the morning the on-coming cars going up the hill on **Goss** don't always see bikers turning left there because of the blinding sun in their eyes. It would be great to have a crossing guard here. We usually avoid going through the intersection and make a left onto the closest sidewalk (**south side of N. Branciforte**)... but this has problems. #1) Drivers aren't expecting that... so it's easy to get into trouble with someone making a right turn (who assumes your left turn hand signal means you are going to go through the intersection and make a left). #2) The sidewalk has some nasty uneven bits on **Branciforte** between **Goss** and the highway bridge on the south side. (I've reported these to the city, but they say it's the property owners responsibility and that they have been notified, but so far no action has been taken) #3) There are other bikers going the opposite direction on the sidewalk creating a dangerous situation where you have to pass each other on the raised sidewalk that's really only big enough for a single lane of bikers.”

Anonymous

“I live on **Melrose Avenue** and see kids riding their bikes to B-40 daily. I often see kids riding on the wrong side of **Melrose** as they come from **Stanford ave** then continue onto **Melrose** towards the school. I don't know if their parents are aware that they are riding on the wrong side of the street. I have seen the same group of 3 or 4 kids riding to school in the same place on **Melrose** riding in the wrong direction. Some kids will ride their bikes on the sidewalk and when they encounter a pedestrian, might ride off the sidewalk into oncoming traffic. The kids don't all appear to know how to safely ride on our streets and I worry they will get hit.”

Donna Cehrs

I live at the corner of Hanover and Darwin Streets. There is a pathway that goes from this intersection to Gault Street passing the Branciforte Library. Many children use this pathway on the way to and from the middle school as well as on the way to the library. There is no crosswalk on **Hanover St.** at this intersection. Traffic often goes very fast down Hanover St. from Summer St. to Frederick Street as this is a kind of shortcut avoiding Soquel Ave. I would strongly suggest that something be installed on **Hanover at Darwin** such as a speed bump or planters that restrict the width of the street to slow the cars. Kids sometimes shoot out of the pathway into the street and there have been some close calls.

Mission Hill Elementary School

Harriet Wrye

“I am writing about the traffic jam caused on **Valencia Road** at **Aptos School Road** for parents driving children to and from **VALENCIA ELEMENTARY school**. There is no way around it to get out from my home. The lack of school buses creates a huge problem as every elementary school child is driven in a passenger car. ARE THERE ANY DISCUSSIONS ABOUT this problem?”

Deana Tanguay

“I am concerned about the lack of sidewalks on **Spring Street from Kalkar Lane to High Street**. I am also worried about my sons crossing **High Street at Spring**. Anything that can be done to make this crossing safer would be very appreciated! Thank you!”

Anonymous

"We agree with Alta planning and design recommendation #1 regarding a Class II Bike Lane from **King/Bay to Mission Hill**. This has been batted around in the past, and hopefully now is the time to address this safety concern. We have lived on **King Street** for 20+ years and walk and bike a lot. We have a one car driveway and two cars. We do park on the street AND we still believe taking away parking to provide a safe alternative for bikes as well as pedestrians by putting in a bike lane is a good idea. Some kind of design that is neighborhood friendly: slower car traffic, trees and bike paths."

Sandy Landsdale

"There is no bike lane on **king street** so many kids use the sidewalk, don't stop well at intersections and sometimes weave up and down off the sidewalks into the road and around parked cars. The surface of **king street**, especially **north of Bay avenue**, is really awful, further encouraging sidewalk use instead of the road."

Kurt Workman

"I have one student at MHMS and one student at SCHS. Both regularly ride their bikes to school and I have been bicycling to work at UCSC 5 days a week for 13 years. In my experience there are two main issues: Too many vehicles and too much speeding. Neither issue is being dealt with. Speed bumps are a waste of tax payer money and do little to alleviate the problem. Hiring traffic police to write speeding tickets will. When BADGES comes to the neighborhood or the police park at **Bay St. and Escalona Dr.** (the only speed trap in town) the officers usually only need to watch for 30 seconds to a minute before they pull some one over for speeding. Until the city actually recognizes the problem of too much traffic, it is unlikely they'll come up with any solution to making the streets safer for pedestrians or cyclists. The trend of the city to keep blocking off streets on the west side to appease a handful of vocal neighbors only pushes the traffic onto other already over burdened streets. The city planners knew back in the early 1960's, when they invited UC to build the university on the hill, that moving traffic through residential neighborhoods would become a problem. There was and still is really only one solution, an eastern access. Unfortunately, a very small group of people were able to convince the city council and UCSC to pretty much take even the discussion of the subject off the table. So, I'm sure there will be no discussion of it tonight and so, the grid lock and danger to all us cyclists will continue. The SC Sentinel has been (on purpose?) not reporting on the many bicycle/car accidents that have happened on **Bay St.** in the last couple of months."

Patty McNulty

"I have noticed that cars are allowed to park quite close to crosswalks, blocking the view of students/parents who might be stepping into the street and the view from cars of people crossing. Several times when I have been driving I have had students step out in front of me and had no idea someone was about to do this-because a parked car was blocking my vision. (especially by the **MH parking lot entrance** crosswalks) I think having 5 to 10 ft. of red curb on either side of crosswalks would be helpful or only having one crosswalk there and/or adding a stop sign. I have also noticed that kids cross the street intersections on bikes without stopping or slowing down-often unexpectedly jumping in front of a car about to enter the intersection. I'm not sure that anything can be done about this. Your form could have more than one mode of transportation on your comment forms. Often families use multiple forms of transportation. My daughter gets a ride to **900 Walnut St.** and walks from there about 70% of the time and the other 30% she rides her bike. One transportation option is pretty limiting and doesn't give the complete picture. On **Laurent st** there is no bike lane for kids to ride up or down the hill and this is a frequently used path. Often cars have to drive into another lane to pass or may come unexpectedly upon a slow moving cyclist. I think having no parking along the hill would be helpful."

Keith Muscutt

"[I am] the school's most immediate and long-term (30-plus year) neighbor, and a frequent correspondent with the police school and the district about safety issues, and an attendee at Council meetings when transportation safety is on the agenda. IMHO, King St. has become a transportation nightmare as a "cut through" commuter artery -- it's a miracle there are not more/worse accidents

and injuries to kids/pedestrians/cyclists, especially during drop-off/pick-up times. One small success: I schemed with Mike Rotkin when he was mayor to get the double-yellow stripes down the road -- though nobody seems to pay much attention to them; and I have never seen police enforce them (I'd guess at least a dozen irresponsible drivers a day make U-turns immediately in front of the school -- contributing to the chaos). By and large the kids are pretty smart -- it's their highly-stressed parents who seem to behave like lunatics! A few quick-fix suggestions, short of the serious staffing and traffic engineering solutions that are really needed: In the morning, require the students to congregate in, and enter the school from, the fenced field/yard, *not* the school front door where they often play/skateboard dangerously in the street while waiting for the doors to open. There are increasing numbers of latch-key kids who are dropped off and unsupervised for up to an hour before the staff arrive and the doors open; Put up speed limit signs "School 15 mph when children are present." (I can't for the life of me figure out why this has never been done. I see them elsewhere.) Dress the school safety officer (Steve Arnold, who is terrific) in a conspicuous safety vest, so he can be immediately identified and exercise more authority or at least appear to be doing so; Permanently seal or remove the side (Western) gate to the field -- it's on a blind curve and, on the occasions when it is open, usually on a weekend for sporting events, kids run out into the street from between parked cars -- I've seen literally dozens of near accidents at that spot and have often written to the District about that danger (the school has been quite responsive and Steve Arnold now keeps it pretty well closed during the week -- but as Principals change and maybe Steve moves on I suspect it will revert to being open more often). I guess reinstating school buses is too much to hope for... but they would alleviate lots of traffic circulation concerns and be *so* much more cost and energy efficient."

Harbor High School

Jessica Bender

"**Soquel** is a very scary road for cyclists and it's also a very direct, efficient road for us cyclists, young and old. That said, I would not ride on it if I were anything less than a very seasoned and competent rider. The lack of clear bike lanes and the rough road in several stretches, not to mention turning cars and lack of signage reminding cars and buses to share the road with cyclists makes it daunting.

Soquel, from **Aptos** all the way into downtown, is a very scary road that makes bike commuting very dangerous for younger and less experienced riders. I am really excited about this initiative and look forward to the actions that will result from this data collection."

Natalia Rivera-Espana

"Hi, my concern is that there is NO SIDEWALK on **Fairmount Ave** causing pedestrians to have to walk in the street (where cars speed around the corner) to get to the crosswalk. The homes affected are on the **ODD numbered upper 300 block of Fairmount**. There are several houses with children/teens, as well as adults that have to jay-walk to avoid the corner of Fairmount at **Morrissey** and the busy off ramp intersection. Thanks for listening."

Students Comments as Part of Harbor High Class Project:

"I drive to school because I have a lot of books and things to carry and I have a car and gas provided because of my mom's work so it's much more convenient. I also don't own a bike and the last time I rode a bike I was in a serious collision with a car and was hospitalized for 3 days. I used to walk home until I got a car but it's very difficult for me to walk 3 miles and I have pretty bad back problems because of the accident I had."

"I currently walk to school. I live a little more than a mile away around 41st. The only time I don't walk is when it rains. I walk because it helps me wake up."

"I don't walk or bike to school because I live on the other side of town. It takes 20-25 minutes just to drive here every morning so biking would take nearly an hour. The only way to fix this issue would be if I were to move closer to campus."

"I don't do active transportation because of multiple reasons. I have a license and my own car. I can wake up later and take my time getting ready. The weather isn't an issue if I go in my car. I lessen the chance of getting hit by a stupid driver. I can go somewhere for lunch because my car is here."

"I don't use a "green way" to school. I drive. But I used to ride my bike in the mornings."

"I don't bike to school because I live too far away from school. I wake up to late so I need a ride as transport."

"I don't actually transport myself because of: laziness, temperature, and time."

"Things that prevent walking, biking, skating to school: coldness, laziness, need to sleep and lot of stuff to carry."

"The reasons I don't actively transport myself: distance - I live in Aptos so 10 miles away, time - I love sleeping, weather - I am always really cold."

"I have zero period so I get a ride but I walk home and if I started at 8:33am I would walk / ride bike / skate. Because I don't drive or have a car."

"I walk to school everyday from my house which is about less than 1 mile away. I like to walk because it only takes 20 minutes and it gives me some quiet nice time to myself. Also, it's a light exercise. Some factors affecting my active transportation is mainly the weather."

"I currently get driven to school by my mom because I live an hour and a half away if I walk. By car it's about 10-15 minutes. I go to bed late everyday because I do my homework for computer science as well as regular school work and I attend study sessions which make it hard to wake up early to walk for an hour."

"I live too far away to actively transport. It would take me hours to get there by bike."

"I do not actively transport myself to HHS. I do not do this because I live at least 15 miles away. Maybe if with a student ID I could get on for a \$1 I'd use the metro."

"I walk to school. It takes 5 minutes. It's really easy I am less than a mile out."

"I do live pretty close to Harbor High, and I walked to school everyday until I got my car, but this year my girlfriend gets out at lunch everyday, so I take her home during lunch, but have to come back to school after to go to my biotech class. I could walk, but it would make it hard to take her home, so I just drive. Nothing would make me walk just because I need my car."

"I do use active transportation by walking to school 2 miles."

"I do not transport myself to school due to the fact that I live within more than three miles away from school and I am not the only one that gets transported, my younger brother goes to DeLaveaga and he needs a ride to school also."

"I sometimes walk to school when my sister has to work early or I normally walk back home but I do either one or the other."

"I carpool to school and walk home. I carpool because my stepdad goes the same way to work."

"I walk basically walk to and from school everyday. I live about a mile away and use the adult school shortcut (which is very useful) and cross Morrissey too. Morrissey has never been a concern and there are cross guards in the mornings and afternoons The weather doesn't change much except when it rains, that's when I get a ride to school, or at least to the adult school shortcut. I walk because I'm close and I don't really mind walking."

"I don't live within a mile of the school and the kids who actively transport to school should be made a safer route for them to go."

"Don't: live to far, its dangerous, distance, cold temperature, safer streets, side walks not wide enough, bike lanes. I don't use active transport because streets are dangerous. Do: save gas, bike, active transport."

"I do actively walk because I live close by so I don't need to waste gas and I don't have a car."

"Live too far to actively transport"

"I don't actively transport because I live about 10-15 miles from here. But I bring my skateboard and skate about a mile to my grandma's. There my mom picks me up and takes me home."

"I don't actively transport myself because: distance, time, temperature, and laziness."

"The reason I walk to school is because I live about 100 yards from campus."

"I don't actively come to school because I live in Aptos (10-15 miles)."

Santa Cruz High School

Stacey Falls

"I think the rail corridor on the **westside** would provide an excellent bike route from **Bay street** all the way to **Swift**. I go to the **westside New Leaf, the Santa Cruz Mountain Brewery, and all kinds of places on Ingalls**. Plus, my gym is on **Swift**. There isn't a very direct route, and for a bike, this adds extra miles. Maybe extra miles are good for exercise, but I still think it would be nice to have a really efficient path. I am glad this audit is being done because there are some obvious infrastructure changes that can be made to decrease congestion and increase safety of cyclists and pedestrians. However, there are a lot of problems that lead to lack of safety that don't have an easy infrastructural fix. For instance, as a bicyclist who lives and works near **Mission Street**, I occasionally have reasons to visit and ride on Mission. I know some people say, "cyclists should just stay off **Mission**," but I visit business on **Mission** and often run errands that take me to many stops on that street. For instance, if I come from work (Santa Cruz High), I might, on my way home, stop by the Food Bin, the video store, the Westside Pharmacy, and Safeway. It would be totally inconvenient to use **King and California** for each of these stops. I know it feels really stressful for car drivers on **Mission** to be stuck behind a bicycle, but it feels even worse, as a cyclist, to feel like I might die just to run my errands. Since I have lived in Santa Cruz, there have been so many pedestrian and bicyclist deaths on Mission that I know my fear is not unfounded. Cyclists and pedestrians should not take their lives into their hands just to visit local businesses. Driver education classes are a good place to start. I think these are often taught by folks who identify primarily as drivers, but it might be a good idea to make sure the teachers are people who are extremely sensitive to bicyclist rights. Young drivers should be taught that cyclists have a legal right to take a lane when no safe bike lane exists. They should be taught about sharrows. They should be taught about passing safely and giving cyclists plenty of room. They should be educated about the new 3-foot passing law, and the reality of being 'doored' is something they should be forced to consider. Young drivers should also be taught about the very real problems with distracted driving, and they should be trained in constructive strategies for calming themselves down when they feel tense, stressed, and road-rage-ish. Driving tests can be written to reflect the increasing shift towards human-powered transportation and the need to "share the road." I also

think traffic police should be better educated. Most traffic cops themselves are in cars, so they don't usually identify with the plight of cyclists and pedestrians. I have never heard of someone getting ticketed for texting while driving or for driving unsafely near a bicyclist. I have never seen anyone get scolded for pulling over in the bike lane to send a text message. In fact, blocking the bike lane is something car drivers do all the time without any concern or regard. I have, on the contrary, heard police officers complain about cyclists riding on **Mission Street** and say, "they just shouldn't be there." And it seems completely unfathomable that the driver who killed Josh Alper has not been charged with any offense. We really need to shift toward a culture that says "it is completely unacceptable to drive unsafely near bikes and pedestrians." If car drivers felt like they might get ticketed for "laying on their horn" and tailgating a cyclist, or swerving wildly around a cyclist making use of a sharrow, maybe they would do it less and less. Working with the police force seems like an obvious place to put some resources. Finally, if there are monetary resources available, better education campaigns could be used. Sharrows are nice, but if drivers don't understand what they are, it doesn't help. I know very few car drivers who are aware of the law that says bicyclists may take a lane if there are no bike lanes available, and I think most indignant car-drivers would feel less indignant if they knew cyclists actually had the law on their side. Even asking car drivers to consider things from the perspective of a cyclist might be helpful: billboard reminding drivers that cyclists are tax-payer too would be nice. Or what about signs admonishing people to 'Take it easy! Getting there quickly isn't worth someone's life!'