

SAFE ROUTES TO SCHOOLS SOQUEL UNION ELEMENTARY SCHOOL DISTRICT

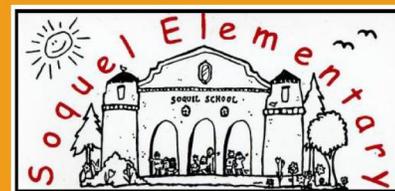


SOQUEL ELEMENTARY SCHOOL SAFETY AUDIT AND SURVEY 11.20.14

Prepared for:



In Partnership with the City of Capitola
and the County of Santa Cruz



Prepared by

Kimley»Horn

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INTRODUCTION

In partnership with the City of Capitola and the County of Santa Cruz, the Soquel Union Elementary School District (SUESD) received a Safe Routes to School (SRTS) grant to complete Walking and Bicycling Audits at each of its elementary and middle school campuses. Walking and bicycling audits are field visits to identify barriers or challenges to students using these modes of transportation to travel between home and school. Also known as assessments, audits generally include a tour of the school area, where participants identify issues related to walking and biking, followed by a debriefing and brainstorming session to rank high-priority concerns and identify potential solutions. Walking and bicycling audits provide community stakeholders with the information they need to analyze the design and condition of the transportation network. This report summarizes the results of a parent survey conducted in spring of 2014, existing conditions and field observations from walking and bicycling audits, and recommendations for the City, County, and SUESD to improve walking and bicycling conditions.

A Walking and Bicycling Audit was completed for Soquel Elementary School on May 20, 2014. Staff and parents from Soquel Elementary School, as well as staff from the Santa Cruz County and the District partnered with the selected engineering safety firm of Kimley-Horn to complete the field audit. This group constituted the site council for Soquel Elementary School. Subsequent to the field audit, the site council met to discuss observations and concerns and brainstorm improvements. These observations and recommendations for improvements were incorporated into the Safe Routes to School Walking and Biking Audit Draft Report for Soquel Elementary School, dated August 29, 2014. The Draft Report was reviewed by the site council and made available to a wider group for comment through inclusion in the SUESD Board October 15, 2014 meeting packet. Comments received on the Draft Report were reviewed and discussed at a follow-up meeting with the site council on October 29, 2014. This report, dated November 17, 2014, incorporates the agreed changes with the site council, and reflects the priorities to improving walking and bicycling conditions to Soquel Elementary School.

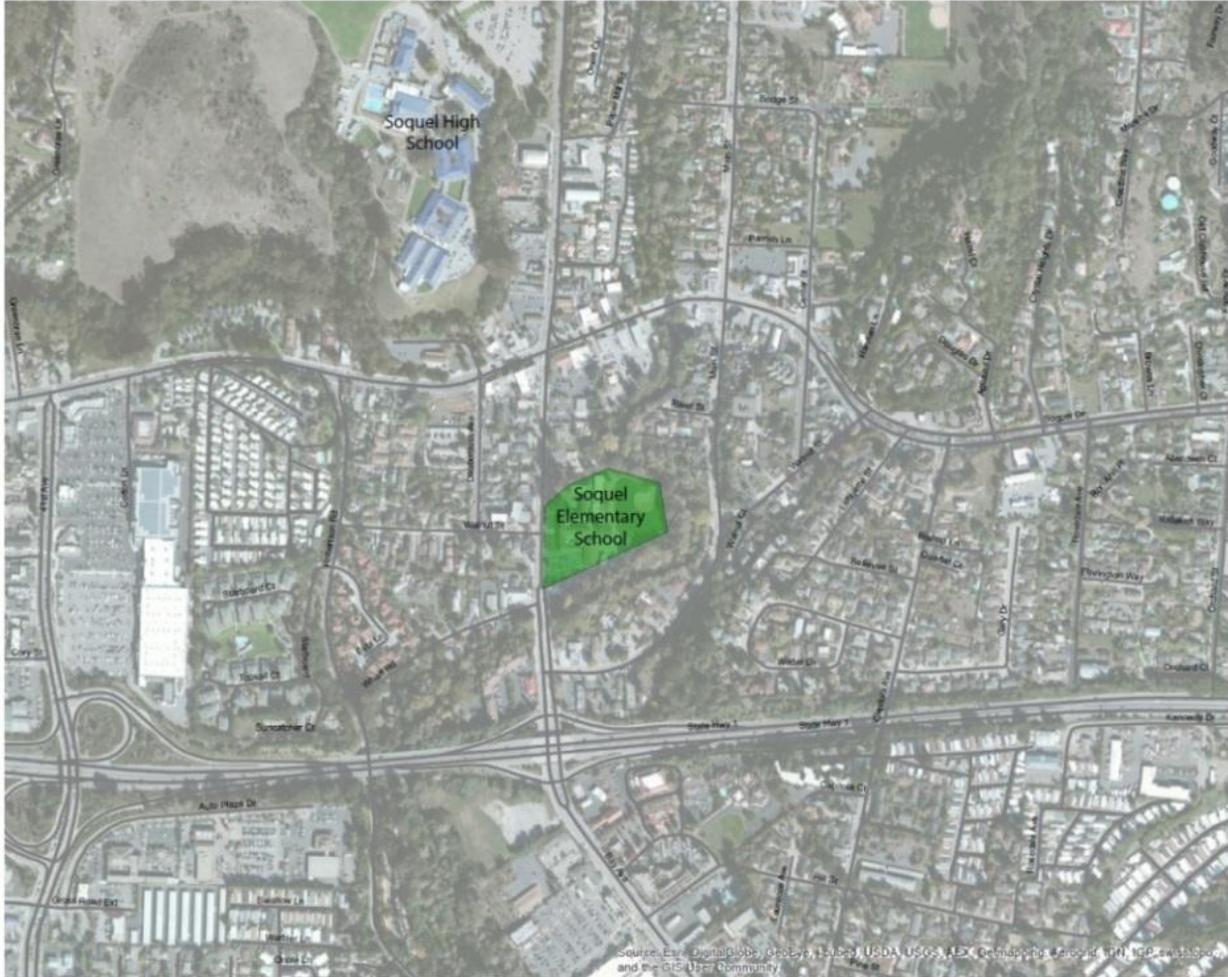
ADDITIONAL SAFE ROUTES TO SCHOOL RESOURCES

The City of Capitola and Santa Cruz County have both prepared studies and programs focused on providing safe walkways and pathways throughout their jurisdictions and specifically around schools. A brief list of those documents is included below for reference purposes:

- Santa Cruz County May 2012 Bike and Pedestrian Count Report
- City of Capitola Bicycle Plan
- County of Santa Cruz 2011 Bicycle Transportation Plan
- Sustainable Santa Cruz County Plan
- SCCRTC Final 2014 Regional Transportation Plan

SOQUEL ELEMENTARY SCHOOL

Below is a map showing the Soquel Elementary School and its surrounding area. For the 2013/2014 school year Soquel Elementary had an enrollment of 443 students.



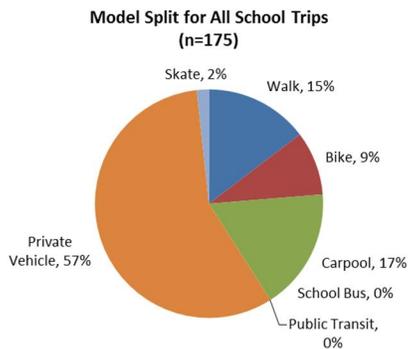
SURVEY RESULTS

In spring of 2014, a parent survey was conducted for Soquel Elementary School. A total of 88 responses were collected. The number of responses varied per survey question and some questions allowed the selection of multiple answers. Below are a summary of the survey results related to Safe Routes to Schools activities.

Based on responses, 10 percent of students live within a quarter mile of school while 29 percent of students live within a half mile from school. Forty-three percent of students live more than a mile from school.

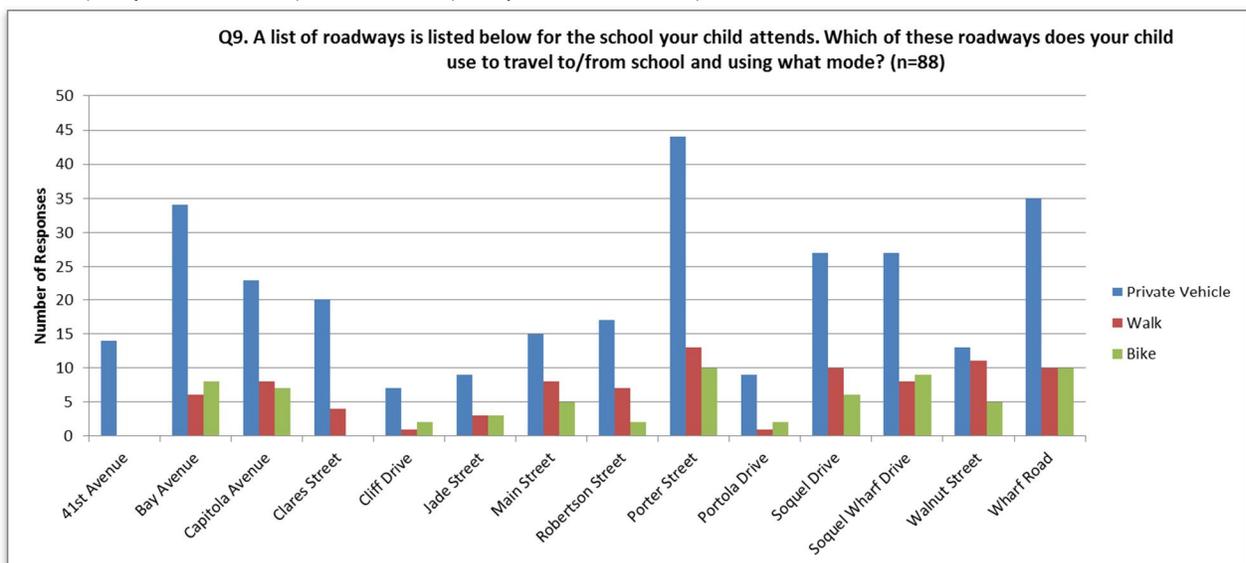
Approximate Distance between Home and School

Distance	Number	Percent
¼ mile or less	9	10%
¼ to ½ mile	16	19%
½ to 1 mile	24	28%
1 to 2 mile	23	27%
2 miles or more	14	16%
Total	86	100%

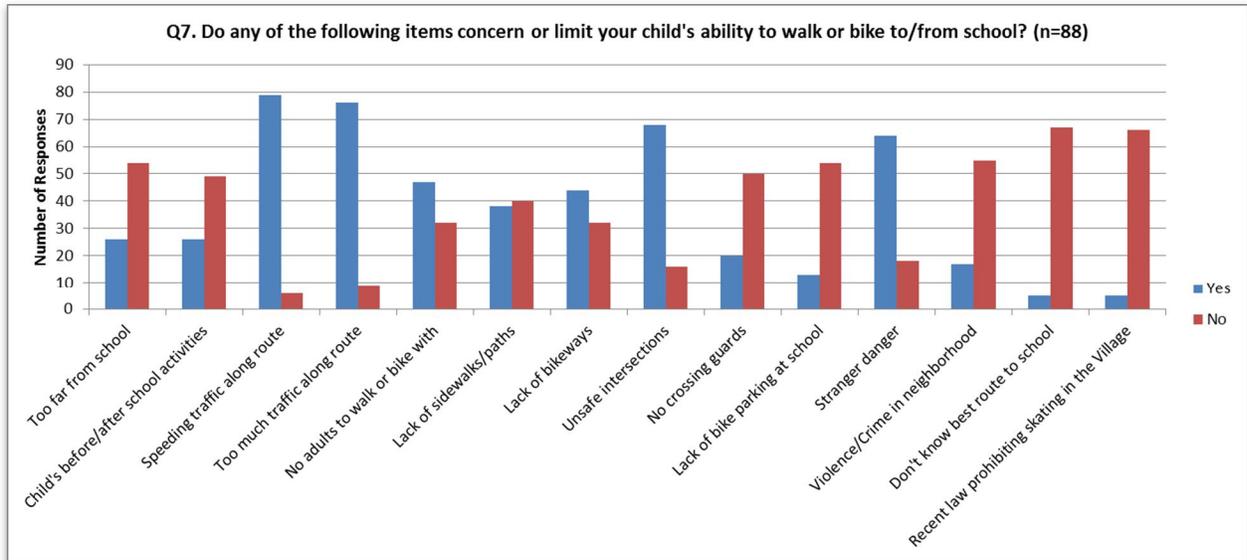


The main mode of transportation for all trips to and from school is by private vehicles with 57 percent. The second and third most common means of getting to school is carpool at 17 percent and walking at 15 percent.

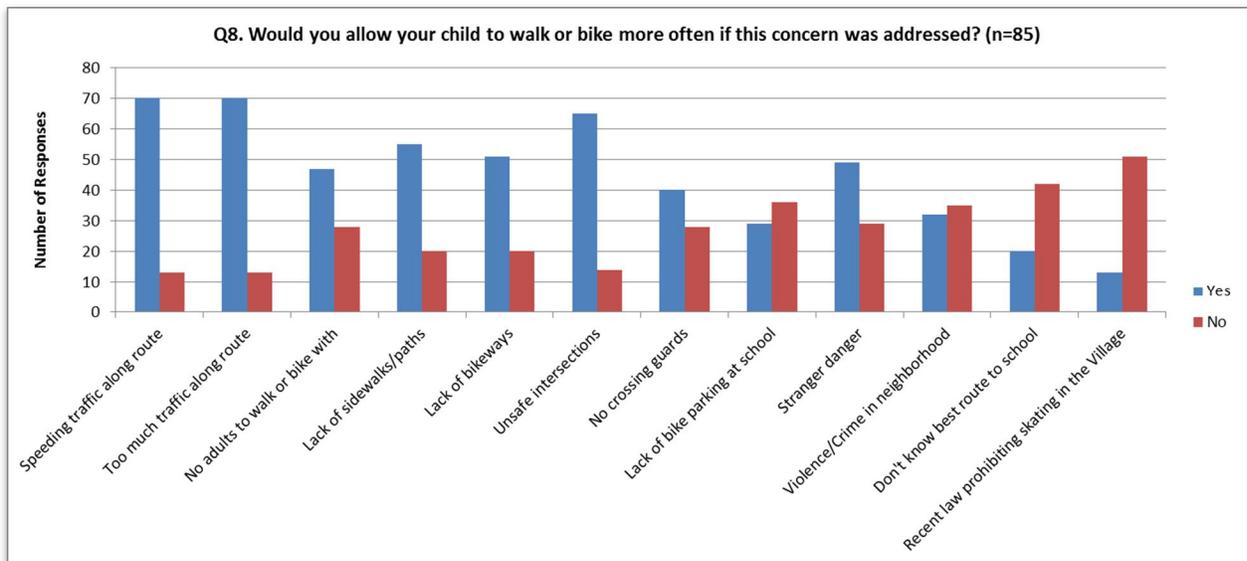
The most common roadways used by private vehicles include Porter Street, Bay Avenue and Wharf Road. The most common roadways used by pedestrians walking to school include Porter Street, Soquel Drive, Walnut Street, and Wharf Road. The most common roadways used by bicyclists include Bay Avenue, Capitola Avenue, Porter Drive, Soquel Wharf Drive, and Wharf Road.



The survey inquired participants about what concerns or limitations that may hinder their student's ability to walk or bike to/from school. The most common responses included speeding traffic along routes, too much traffic along route, unsafe intersections, and stranger danger.



Another question asked participants on which concerns, if they were addressed, would allow their students to walk or bike more after to/from school. The most common response includes speeding traffic along route, too much traffic along route, lack of sidewalk/walks, unsafe intersection.



FIELD AUDIT

The field audit at Soquel Elementary School focused on the following main areas of concern by the group:

- Porter Street (between Soquel Drive and Hill Street): This section of Porter Street experiences a moderate level of pedestrian and bicycle activity. Some observations during the field audit include:
 - The intersection of Porter Street and Walnut Street has a stop on Walnut Street with a rectangular rapid flashing beacon (RRFB) crosswalk (installed in the summer of 2014) and a crossing guard. It was observed that parents would park along Walnut Street and walk students at the crosswalk. It was mentioned that the lights for the crosswalk do not work, which was remedied with the new RRFB installation over the summer.
 - The school parking lot is located north of the intersection of Porter Street and Soquel Wharf Road. The parking lot is utilized by faculty and staff and is available for parents to park and walk students into school. There is also a drop-off and pick up area.
 - Porter Street is a heavily travelled roadway by both school-related traffic, as well as citywide commute traffic.
- Main Street (between Soquel Drive and Porter Street): This section of Main Street experiences a moderate level of pedestrian activity and moderate level of parking activity by parents. Some observations during the field audit include:
 - There are no sidewalks on the east side of Main Street, north of Walnut Court.
 - The intersection of Main Street and Walnut Court is an all-way stop controlled with white crosswalk markings. There is a crossing guard at this intersection. The crossing guard alternates using the north and south crosswalk. The crosswalk markings at this intersection should be a yellow school marking. Many parents use this location for drop-off/pick-up.
- Soquel Wharf Road (Between Robertson Street and Porter Street): This section of Soquel Wharf Road experiences a moderate level of vehicular traffic coming from the west. Some observations during the field audit include:
 - The intersection of Porter Street and Soquel Wharf Road has a stop sign on Soquel Wharf Road. It was observed that vehicles heading east on Soquel Wharf Road would drive straight through Porter into the school entrance driveway. During the field audit, it was mentioned that there have been multiple collisions involving vehicles with cyclists and pedestrians at this intersection.
- Walnut Street (between Robertson Street and Porter Street): This section of Walnut Street experiences a high level of parking activity by parents. Some observations during the field audit include:
 - Many parents park along Walnut Street and walk students to school utilizing the yellow school crossing at Porter Street. Local businesses along Walnut Street have expressed concern about the amount of parking during the afternoon pickup period.

Additional observations about walking and biking activities near the school campus:

- Signage: Generally the school zone signage is well maintained, although it is observed that not all of the school zone and school crossing signs are consistent with the current California MUTCD signage recommendation.
- Walking to campus: Observations as well as experience from the site council noted that a moderate volume of students walk to/from campus daily and this is the most highly used alternative transportation mode besides parents using personal vehicles. In addition, many students and parents were observed to park outside the school campus on adjoining roadways and walk into campus.
- Biking to campus: A much smaller percentage of students were observed to bike to/from school. Bike racks are located near the picnic tables in the back of the school. On a daily basis, bike racks are not heavily utilized and no additional bike racks are required at this time.

The **Existing SRTS Elements** figure illustrates the existing pedestrian and bicycle safety devices already in place in the study area.

Soquel Elementary School Safe Route to School Safety Audit and Survey



Legend

-  School Zone Sign
-  School Crossing Sign
-  Overhead School Zone Sign
-  Speed Limit Sign
-  All-Way Stop Intersection
-  Existing Curb Ramp
-  No Curb Ramp
-  White Crosswalk
-  White Ladder Crosswalk
-  School Crosswalk
-  School Ladder Crosswalk
-  SLOW SCHOOL XING Pavement Marking
-  Bicycle Lane
-  Crossing Guard

PROPOSED SAFE ROUTES TO SCHOOL ELEMENTS

The **Proposed SRTS Elements** and **Proposed SRTS Elements (Near School)** figures illustrate the SRTS Plan on a conceptual basis. For project planning purposes, each improvement is estimated to occur in the Short-term (within 1 year), Medium-term (1-3 years), or Long-term (3+ years). In addition, the responsible lead agency is identified for each improvement. A brief discussion is provided below for each of the improvements proposed.

Porter Street (North to South):



1. **Install School Zone Sign:** The school zone sign will inform drivers that they are approaching a school zone. It is recommended that school speed limit signs be installed 500 feet away from the school along Porter Street, north of Main Street for northbound traffic. (Estimated time frame: Short-term, Responsible Lead Agency: County)



2. **Install RRFB crossing:** Currently the north crosswalk at the intersection of Porter and Walnut Street has in-pavement lighting. It is proposed that Rectangular Rapid Flashing Beacon (RRFB) be installed to improve visibility for motorist. (This RRFB installation was completed during the summer of 2014.)



3. **Install 'Yield to Pedestrian' signs:** It was observed that vehicles along Porter Street would not always yield to pedestrians at the crossing in front of the school. Therefore it is suggested that 'Yield to Pedestrian' signs be placed north and south of the crosswalk. These signs will help inform drivers to yield to pedestrians crossing the intersection. (Estimated time frame: Short-term, Responsible Lead Agency: County)



4. **Install Exit Only Sign:** The entrance and exit school driveway is not clearly marked, which causes drivers heading from the south to miss the entrance driveway and potentially enter through the exit driveway. It is suggested that 'do not enter' signs and 'exit only' sign be installed to clearly mark the exit driveway. (Estimated time frame: Short-term, Responsible Lead Agency: SUESD)



5. **Install Wayfinding Sign:** The entrance and exit school driveways are not clearly marked, which causes drivers heading north on Porter Street to miss the entrance driveway. It is recommended that a wayfinding sign be installed near the entrance driveway. The wayfinding sign should have the following key elements:
 - a. The sign should mark the entrance driveway by using text such as 'Entrance Only'
 - b. The sign may have the school name and/or logo
 - c. The sign should be clearly visible from the south end of the bridge that

is immediately south of the school property on Porter Street. This is the first location for traffic heading north to begin to identify the entrance driveway and the sign should be sized and placed at a location that is clearly visible from this location to maximize recognition of the upcoming driveway and school site.

- d. Depending on the layout and type of sign, the sign may need to have additional elements to protect the sign from being damaged by passing vehicles.

(Estimated time frame: Medium-term, Responsible Lead Agency: SUESD)



- 6. **Install School Crossing:** Currently the crosswalks at the intersection of Porter and Main Street are white crosswalks. It is recommended that these crosswalks be striped yellow. It is also suggested that crossing flags be placed at this intersection. The flags will help improve visibility of pedestrians crossing at this intersection when the crossing guard is not present. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



- 7. **Install 'Turning Vehicles Yield to Pedestrian' signs:** It was observed that vehicles exiting SR-1 and turning north would not always yield to pedestrians. Therefore it is suggested that 'Turning Vehicles Yield to Pedestrian' signs be placed at the intersection of Porter Street and SR-1 eastbound off-ramp and the intersection of Porter Street and SR-1 westbound on-ramp. These signs will help inform drivers to yield to pedestrians crossing the intersection. (Estimated time frame: Medium-term, Responsible Lead Agency: Caltrans)



- 8. **Improve lighting at freeway underpass:** There is existing lighting on the underpass for SR-1, however the lights turn on during the evening and night time exclusively. It is proposed that the lighting should be on during school morning drop-off period to improve visibility under the SR-1 bridge. (Estimated time frame: Medium-term, Responsible Lead Agency: Caltrans)

Main Street (North to South):



- 9. **Install School Zone Sign:** It is recommended that school zone signs be installed 500 feet away from the school along Main Street. For northbound traffic, the sign should be installed south of Walnut Street and north of River Street for southbound traffic. (Estimated time frame: Short-term, Responsible Lead Agency: County)



- 10. **Clear Vegetation:** On the east side of Main Street there is vegetation near the curb. It is suggested that this vegetation be cleared to make it easier for curbside drop-off and pick up. (Estimated time frame: Short-term, Responsible Lead Agency: County)



- 11. **Install School Crossing:** Currently the crosswalks at the intersection of Main Street and Walnut Street are white crosswalks. It is recommended that crosswalks be striped yellow. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



- 12. **Install 'No U-Turn' Sign:** It was observed that many parents would drop off their children and then make a U-turn at Walnut Street. It is proposed that 'No U-turn' sign be installed near the intersection of Main Street and Walnut Street. (Estimated time frame: Medium-term, Responsible Lead Agency: County)

Soquel Drive (East to West):



- 13. **Install Pedestrian Crossing:** Crosswalks help indicate to drivers of dedicated areas for pedestrians to cross the intersection. It is recommended that a crosswalk be installed on the west leg of Soquel Drive and Walnut Street. (Estimated time frame: Medium-term, Responsible Lead Agency: County)

Soquel Wharf Road (East to West): The minor approach of Soquel Wharf Road into the Soquel Wharf Road/Porter Street intersection has arisen as one of the major traffic safety concerns around the school. Past and previous incidents have been mostly related to vehicle conflicts with pedestrians and bicyclists in the crossings for pedestrians crossing Soquel Wharf Road. The improvements below focus on reducing the area that pedestrians are exposed to vehicle traffic as well as slow vehicle travel through the intersection.



- 14. **Install 'Left Lane Must Turn Left' Sign, extend median, and redesign the existing pork chop island:** High traffic was observed on Porter Road which did not provide adequate and safe gaps for vehicles to make a through movement at Soquel Wharf Road safely. It is proposed that Soquel Wharf Road only permit left and right turns at Porter Road. On Porter Street it is proposed that the median be extended north 4 feet. On Soquel Wharf Road there should be pavement marking indicated left turn only in the left lane, as well as a 'Left Lane Must Turn Left' sign located on the median. Finally, the pork chop island should be redesigned to slow traffic turning right onto Porter Street. Traffic was observed to often roll through the stop sign and not yield to pedestrians. Along with the recommendations for crosswalk striping and stop bar placement, it is recommended that the right turn be redesigned to a more typical "90-degree" corner, making a rolling stop more difficult as well as shortening the crossing distance for pedestrians. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



- 15. Install Enhanced Pedestrian Crossing:** Enhanced pedestrian crosswalks help indicate to drivers of dedicated areas for pedestrians to cross the intersection. It is recommended that the current crosswalk at the west leg of Soquel Wharf Road and Porter Street be refreshed and updated to an enhanced crosswalk striping. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



- 16. Move Stop Bar:** It is proposed that the stop bar on the west leg of the intersection of Soquel Wharf Road and Porter be offset up to 5 feet from the intersection to provide better visualization by vehicles of pedestrians stopping to cross the intersection. (Estimated time frame: Medium-term, Responsible Lead Agency: County)

Overall School Zone Study Area:

17. Some of the current school-related roadway signage is not current based on the current version of the California Manual on Uniform Traffic Control Devices (MUTCD). This most recent version includes some updates to sign text and/or images, as well as standards for sign retro-reflectivity. It is recommended that future efforts for funding the elements of this plan also inventory the status of the current school signage and update all signs to the current standard. Specifically, many of the school zone and school crosswalk signs in the school area are based on previous sign standards and should be updated as other elements of the SRTS plan are implemented

Vehicular Drop-off and Pickup Procedures:

18. Although the primary goal of the Walk and Bike Audit is to encourage additional walking and biking through safety improvements of physical roadway features, the general safety of school areas is also observed. During the field audit, some minor changes to the school parking lot layout were discussed between school staff and District facilities staff to increase efficiency of the drop-off and pickup line, as well as faculty and staff parking. These changes were completed during the summer of 2014 and appear to have improved the traffic flow and congestion in the parking lot. In general, the drop-off and pick-up line for the school is managed efficiently and closely by school staff.

Improvements for Main Street Elementary School: The half mile radius for Main Street Elementary and Soquel Elementary school overlap. The following SRTS improvements were recommended for Main Street Elementary School that are within the half mile radius of Soquel Elementary School.



1. **Install Speed Feedback Sign:** It is recommended that speed feedback sign be installed 500 feet away from the Main Street Elementary School along Main Street. For northbound traffic, the sign should be installed north of Bridge Street and south of Sevilla Drive for southbound traffic. (Estimated time frame: Short-term, Responsible Lead Agency: County)



2. **Install Bott's dot array:** During the field audit it was mentioned that speeding was a problem along Main Street. Bott's dot arrays can be installed on the roadway to alert drivers. It is suggested that Bott's dot arrays be installed on the roadway south of Sevilla Drive for southbound traffic and north of Bridge Street for northbound traffic. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



3. **Install RRFB crossing:** It is recommended that that Rectangular Rapid Flashing Beacon (RRFB) be installed in front of Main Street Elementary School to improve visibility for motorists of crossing pedestrians and specifically the elementary school students. The County has plans to implement this improvement and recently received a SRTS grant for funding of this improvement and others. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



4. **Install Sidewalk:** There is a high number of pedestrian which utilize the area around the exit driveway, however there is no sidewalk. It is suggested that an internal sidewalk be installed along the Main Street Elementary School exit between its current terminus at the parking lot and the public sidewalk at the edge of the property. (Estimated time frame: Medium-term, Responsible Lead Agency: SUESD)



5. **Install Sidewalk:** Currently there is no sidewalk on the west side of Main Street north of Bridge Street. It is suggested that a sidewalk be installed. There are plans for constructing a sidewalk on the west side of Main Street from Bridge Street to the school crosswalk. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



6. **Refresh Crosswalk:** The paint for the crosswalk on the north leg of Main Street and Bridge Street is faded. It is proposed that the paint be refreshed. (Estimated time frame: Short-term, Responsible Lead Agency: County)



7. **Install School Crosswalk:** It is recommended that a school crosswalk be installed on the east leg of Main Street and Bridge Street. The school crosswalk notifies drivers of possible students crossing the road. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



8. Install Pedestrian Ramp: It is proposed that pedestrian ramps be installed on the northwest and southeast corner of Main Street and Bridge Street as a gap closure. (Estimated time frame: Medium-term, Responsible Lead Agency: County)



9. Trim Vegetation: There is overgrown vegetation along Main Street which can be a visual obstruction for drivers. It is proposed that the vegetation on the east side of Main Street, south of Bridge Street be trimmed. (Estimated time frame: Short-term, Responsible Lead Agency: County)

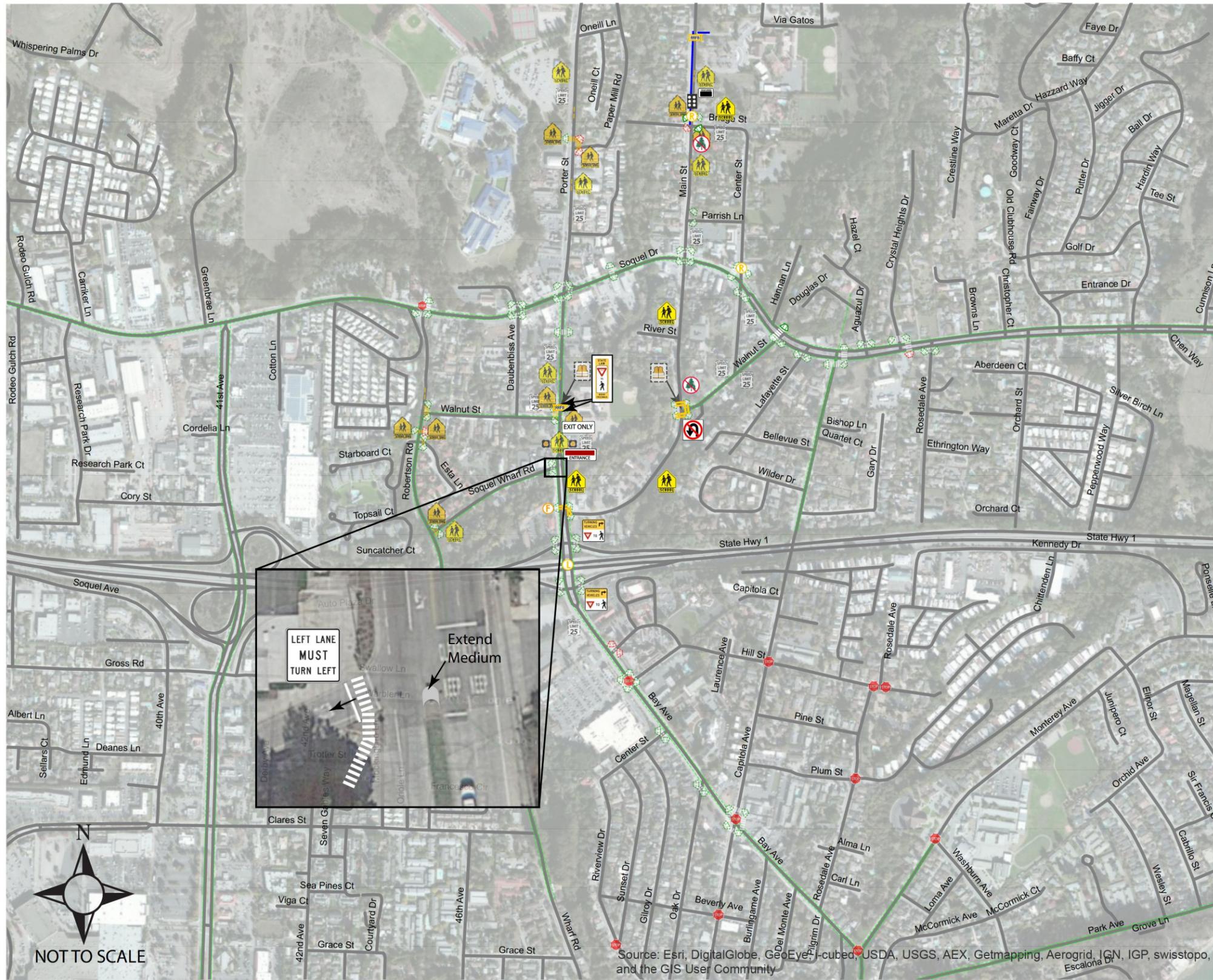


10. Install School Zone Sign: Many parents from east of the school utilize Center Street and Bridge Street to drop their students off at Main Street Elementary. It is recommended that a school zone sign be installed near the intersection of Bridge Street and Main Street (along Bridge Street) to notify motorist they are entering a school zone. (Estimated time frame: Short-term, Responsible Lead Agency: County)



11. Refresh Crosswalk and Improve Pedestrian Experience: It is recommended that the two crosswalks on the north leg crosswalk at Soquel Drive and Center Street be repainted. To improve the pedestrian experience by shoring the crossing distance for the north leg, it is recommended to make the northeast corner tighter and to expand the pork-chop in the northwest corner. (Estimated time frame: Medium-term, Responsible Lead Agency: County)

Soquel Elementary School Safe Route to School Safety Audit and Survey



Legend

Existing

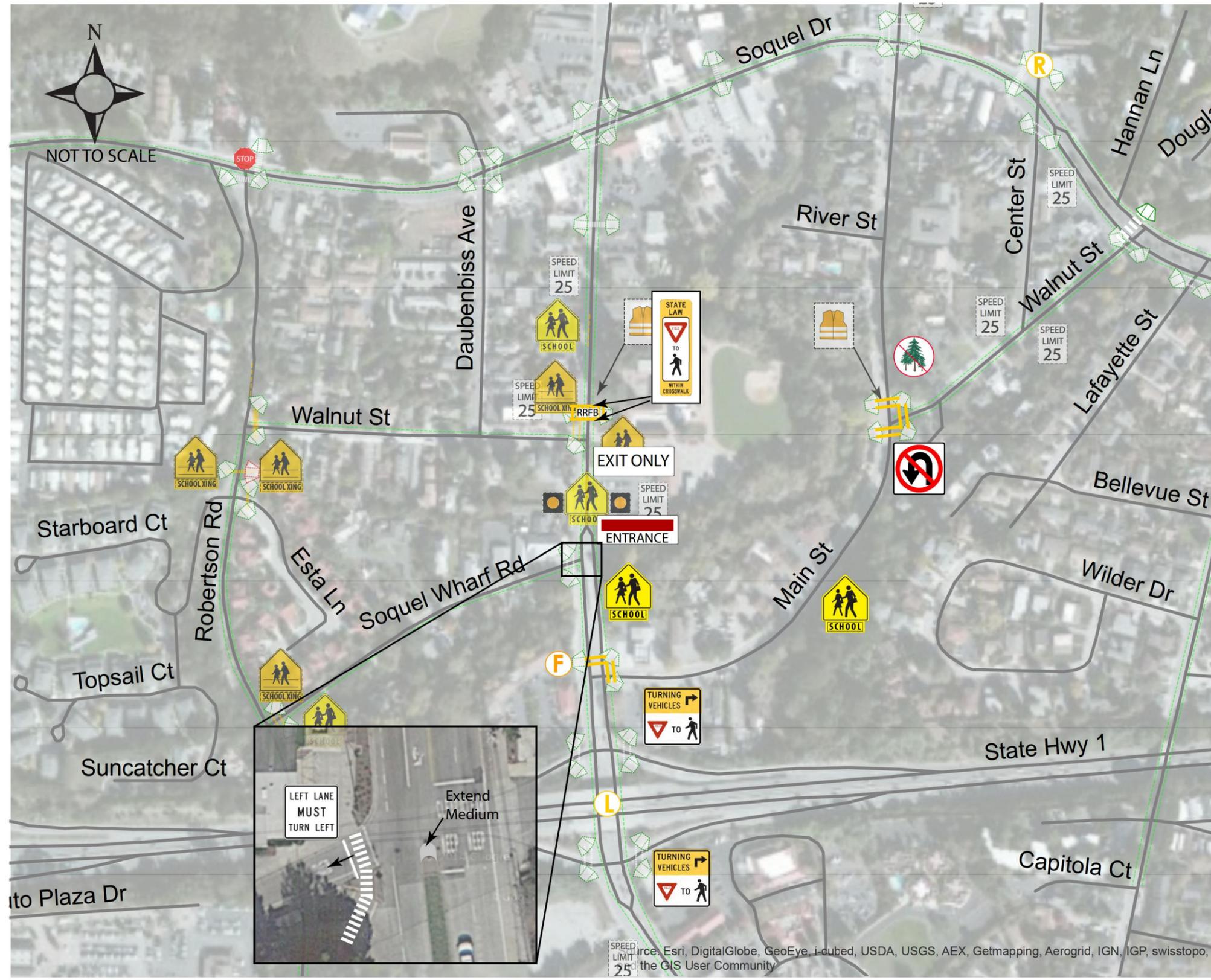
- School Zone Sign
- School Crossing Sign
- Overhead School Zone Sign
- Speed Limit Sign
- All-Way Stop Intersection
- Existing Curb Ramp
- No Curb Ramp
- White Crosswalk
- White Ladder Crosswalk
- School Crosswalk
- School Ladder Crosswalk
- SLOW SCHOOL XING Pavement Marking
- Bicycle Lane
- Crossing Guard

Proposed Improvements

- School Zone Sign
- No U-turn Sign
- Left Lane Must Turn Left Sign
- Yield to Pedestrian Sign
- Turning Vehicle Yield to Pedestrian Sign
- Exit Only Sign
- Entrance Wayfinding Sign
- Curb Ramp
- Enhanced School Crosswalk (with Rectangular Rapid Flashing Beacon)
- School Crosswalk
- White Ladder Crosswalk
- Install Sidewalk
- Remove Vegetation
- Crossing Flags
- Improve Lighting
- Refresh Paint
- Install Bott's Dot Array
- Move Stop Bar

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Soquel Elementary School Safe Route to School Safety Audit and Survey



Legend

- | Existing | |
|-----------------------|--|
| | School Zone Sign |
| | School Crossing Sign |
| | Overhead School Zone Sign |
| | Speed Limit Sign |
| | All-Way Stop Intersection |
| | Existing Curb Ramp |
| | No Curb Ramp |
| | White Crosswalk |
| | White Ladder Crosswalk |
| | School Crosswalk |
| | School Ladder Crosswalk |
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| | Enhanced School Crosswalk (with Rectangular Rapid Flashing Beacon) |
| | School Crosswalk |
| | White Ladder Crosswalk |
| | Remove Vegetation |
| | Crossing Flags |
| | Improve Lighting |
| | Refresh Paint |
| | Move Stop Bar |

TYPICAL SAFE ROUTES TO SCHOOL SUMMARY

More details of the recommended elements included herein, as well as other typical SRTS elements are summarized in the table below.

SR2S Element	Application in accordance with:	Image	Dimensions (W x H)	Typical purpose	Typical Cost Range
SIGNS					
SCHOOL SPEED LIMIT	California MUTCD, Part 7, Section 7B.11 (School Speed Limit Assembly C (CA))		(24" x 8") + (18" x 24") + (24" x 10")	To indicate the speed limit where a reduced speed zone for a school area has been established.	\$300 - \$500
SPEED LIMIT FEEDBACK	California MUTCD, Part 2, Sections 2B.13 (Vehicle Speed Feedback Sign)		(30" x 30")	To display to approaching drivers the speed at which they are traveling. Enhances driver awareness of their speed, especially when used in conjunction with speed limit sign (R2-1).	\$12,500 - \$17,500
NO PARKING ANYTIME	California MUTCD, Part 7, Section 7B.14 (R26(CA))		(12" x 18")	To prevent parked or waiting vehicles from blocking pedestrians' views, and drivers' view of pedestrians.	\$300 - \$500
NO STOPPING ANYTIME	California MUTCD Part 2, Section 2B.39 (R26(S)(CA))		(12" x 18")	To inform motorists of a no stopping zone at a specific location where red curb marking is not used.	\$300 - \$500
SCHOOL PASSENGER LOADING ONLY	California MUTCD, Part 2, Section 2B.39 (R25D(CA))		(12" x 18")	To inform motorists of curb restriction at location for loading or unloading passengers for the time as specified by local ordinance.	\$300 - \$500
PEDESTRIAN ELEMENTS					
SCHOOL CROSSING WARNING SIGN	California MUTCD, Part 7, Section 7B.08 (School Warning Assembly A (CA))		(30" x 30") + (24" x 8")	Installed at marked crosswalk, or as close to it as possible to show the location of the school crossing.	\$300 - \$500
PEDESTRIAN COUNTDOWN SIGNAL	California MUTCD, Part 4, Section 4E.07			To inform pedestrians of the number of seconds remaining in the pedestrian change interval.	\$1,500
RECTANGULAR RAPID FLASHING BEACON (RRFB)	Federal Highway Administration approval per California MUTCD, Section 1A.10, Approval No. IA-11-83-RRFB-California Statewide		Beacon (4" x 29") + Warning Signs	For use at uncontrolled pedestrian and school crosswalk locations.	\$50,000
IN-ROADWAY LIGHTS	California MUTCD Part 4, Chapter 4L		~10" deep x ~7.5" Diameter	To warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road user to slow down and/or come to a stop.	\$50,000
CURB RAMP	Caltrans 2010 Standard Plan A88A and A88B		Varies	To make sidewalks accessible for those who need mobility or visual assistance.	\$500 - \$800
BICYCLE ELEMENTS					
BICYCLE LANE	California MUTCD, Part 9, Section 9C.04		Varies	Pavement marking designated that portion of the roadway for preferential use by bicyclists.	\$100-\$150 per bike and arrow
BICYCLE LANE SIGN	California MUTCD, Part 9, Section 9B.04 (R81(CA))		(12" x 8")	Installed at the beginning of each designated Bike Lane and along each Bike Lane at all major changes to regulated bicycle and motor vehicle traffic.	\$300 - \$500
NO PARKING BIKE LANE SIGN	California MUTCD, Part 9, Section 9B.10 (R7-9)		(12" x 18")	To restrict parking, standing, or stopping in a bicycle lane.	\$300 - \$500
BICYCLE + SHARE THE ROAD	California MUTCD, Part 9, Section 9B.18 (W11-1 + W16-1)		(30" x 30") + (18" x 24")	To warn motorists to watch for bicyclists traveling along the highway.	\$300 - \$500
ROADWAY IMPROVEMENTS					
CURB EXTENSIONS	City Jurisdiction		Varies	Improves safety for pedestrians and motorists at intersection. Increases visibility and reduces speed of turning vehicles.	Varies
RAISED PEDESTRIAN CROSSINGS	City Jurisdiction		Varies	Improves safety for pedestrians by increasing visibility for drivers and reduces speed of vehicles.	Varies
SLOW SCHOOL XING PAVEMENT MARKINGS	California MUTCD, Part 7, Section 7C.06 (7C-101 (CA))		N/A	Warns drivers in advance of all yellow school crosswalks.	\$400

Soquel Elementary School SRTS Safety Audit Site Council

School Staff, Faculty, Parents, and Students Participating

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