

2014-2015 School Safe Routes to School Inventory Summaries

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Preface:

In 2012, the Natural Resources Services (NRS) Division of the Redwood Community Action Agency (RCAA) worked with HCAOG to develop a Regional Safe Routes to School (SRTS) Prioritization Tool. The Tool was developed to aid jurisdictions in prioritizing Humboldt County schools with the greatest need and capacity to carry out SRTS programs. In December 2014 and January 2015, NRS updated the school inventory included in the original 2012 Regional SRTS Prioritization Tool. The inventory was completed as part of HCAOG's Overall Work Program Work Element 15, Regional Safe Routes to School.

An accompanying spreadsheet includes updated school contact information that can be used internally within HCAOG for subsequent inventory updates. It was not possible to contact every Humboldt County School given funding and time constraints; however, twenty schools were contacted via telephone interview for the 2014-2015 inventory update. It should be noted that the inventories for Eureka City School District and Fortuna Elementary School District were updated based on ongoing work through the Eureka and Countywide SRTS Task Forces. Interviewed schools were prioritized for calls based on their original ranking in the 2012 Tool, successful completion of Fall 2014 SRTS Parent Surveys, and prior conversations with parents and administrators.

This inventory highlights safety concerns and needs of Humboldt County Schools with priority needs highlighted in blue. Schools with the highest need and capacity for SRTS programs are also highlighted in red to be considered for the next round of Active Transportation Program (ATP) funding in 2015. The list is in alphabetical order by name of School District, and not in order by priority for funding.

Arcata School District

Arcata Elementary School

Arcata Elementary School continues to serve grades K-5 and has an enrollment of 304 students. Around 50% of students are bussed and about 15% walk. The rest are driven to school by parents/caregivers. Arcata Elementary has a new principal, Julie Bair, who is not very familiar with Safe Routes to School but is interested in learning more and participating in programs. The school has discussed safety issues with parents at PTO and Site Council meetings and participated in International Walk to School Day in October.

A parent notified the City of Arcata's Public Works Department and NRS about several safety concerns. She lives near the school and is concerned that there are [no crosswalks on Baldwin](#) (there used to be one at Baldwin and McMahan). She'd like that one replaced and also to see another crosswalk at Baldwin and Grant because families walk to the preschool on that side and to get to Larson Park. There is a [dangerous 4-way yield intersection at Grant and Wilson](#) that only has signs in two directions on Wilson. Grant Street between Wilson and Garnett Court is very narrow and there are no sidewalks. She would like to see No Parking on the north side of Grant. The sidewalk on Grant Street is very narrow and impassable between Garnett Court and Baldwin due to power poles in the sidewalk and overgrown plants. It is difficult to maneuver, especially pushing a baby stroller, forcing most pedestrians to walk in the street. There is also a blind intersection at Grant and Baldwin and cars travel fast around the corner. The parent would also like to see a crossing guard or safety patrol to encourage drivers to drive safer.

[The principal also expressed concerns around the large population of students that attend Arcata Elementary and walk to school along Alliance Street. Alliance is a busy street and most kids live on the west side of Alliance. Parents have brought up that they would let their kids walk if it were a safer crossing.](#) There is a crosswalk but no stop sign on the NE corner of Alliance at Murphy's Market, and she thinks a stop sign is needed. A lighted crosswalk would help, too. On Sunset there are signs for pedestrian crossing but the paint is not well kept up on ground and there are no school zone signs or any indication that a school is nearby. She would like to see a pedestrian-activated lighted crosswalk either at the skate park or the next street down on Sunset. Also, on Ross Street there is an intersection without stop signs. There is a lot of university traffic in this part of town therefore improvements would not only benefit her students but university students as well.

She admitted that Arcata Elementary needs clearer drop-off and pick-up procedures for parents. NRS emailed her customizable transportation safety information sheets that address pedestrian safety, rolling safety, bus riding and private vehicle safety to include in their parent handbook. NRS spoke with the Arcata Public Works Department about the parents' concerns. They are interested in applying for SR2S funding but gave up a few years ago after receiving grants and then not having interest or engagement from the Arcata Elementary principal. The new principal

seems to be much more supportive, therefore the school may be a good candidate now for SR2S programs.

Coastal Grove Charter School

Coastal Grove serves approximately 225 students in grades K-8 in Arcata. They participated in the City of Arcata's Walk and Roll contest last October during Walk to School month and were the overall winners of a city-wide competition. Their school had the highest percentage of students walking and bicycling to school during the month of October 2014.

Several years ago, a student was hit by a car at Alliance and Foster. There are now sidewalks in place in that area; however, there are still concerns. Cars travel at high speeds on Alliance Road – in particular at Alliance and 17th Street. There are many schools in the area including Fuente Nueva, St Mary's preschool, Trillium Charter and Arcata High. All schools would benefit from safety improvements and traffic calming. Alliance and 17th has a crosswalk; however, there are no stop signs across Alliance, just 17th. They have weekly walking field trips for their K-3rd graders and improvements would help the school and students feel safer. Also, the neighborhood to the west of the school have no stop or yield signs on their streets in any direction. This improvement would help a lot. The principal has seen and heard about a lot of fender benders, but luckily not involving pedestrians, just vehicles. The school staggers their dismissal time to reduce the traffic congestion.

Additionally, their students walk over to Fuente Nueva for afterschool programs. Students must walk through a gate into a parking lot of an active church with vehicle traffic daily. The alternative would be students walking along the road where there are sidewalk gaps. The school will be meeting with the church that they rent space from to determine if the gate access will continue or if there is a safer alternative.

Fuente Nueva Charter School

Fuente Nueva is a Spanish-immersion school serving approximately 103 Transitional Kindergarten (TK) –5th grade students in Arcata. They recently moved their school site to St. Mary's at 1730 Janes Road next to the old Bloomfield site which now houses Coastal Grove Charter School. The new location is expected to be long-term. They have a 5-year lease and intend to extend it. Now that they are in a new location there are new safety issues. The school lacks sidewalks and students from Coastal Grove come to Fuente Nueva afterschool with no sidewalk and parents have been expressing concerns. The kids have to walk through a gate to a driveway parking lot of an active church with congregants going in and out of the driveway all during the day to attend mass. The other option is walking along the road with no sidewalk. There is also a ditch on the street and it is not safe. There are quite a lot of students who bike to school, approximately 20%. Not as many walkers. There is no bus service. Some students ride from the Murphy's Market area on Alliance. Others come from the Bloomfield campus area neighborhood. If they ride without parents they ride on sidewalks where they exist. There are no bike lanes on Janes Road. The

school has covered bike parking. They participated in IWTSD in October with a bike train and a walking school bus with drummers drumming! They have also held bike rodeos in the past. They would like to establish a safety patrol or presence at arrival time. Sidewalks or a walking path and encouraging people to slow down (speed humps?) are desired. There are no 25 mph signs near the school. Better signage desired to indicate speed and school zone.

Union Street Charter School

Union Street Charter serves approximately 100 students in Arcata. The majority of students are driven to school as they live too far to walk or bike. There are about 2-6 kids that walk and about 5 who bike regularly. There is no bus service. One mom pedals her kids everyday in a tagalong trailer. The most dangerous thing is getting off of Union Street into the school driveway. Turning left into the lot is dangerous. During the last 10 minutes before schools starts, cars are waiting to turn into the parking lot and speeding cars heading to Healthsport or up to the university make it dangerous. Arcata Police Department officers have come to sit outside and monitor. There have been new apartment units recently built and the traffic increased dramatically.

They have a very small parking lot therefore encourage parents to drop off at the Community Center and walk the rest of the way. They did not participate in IWTSD in October. Some parents have attended Arcata Transportation Safety Commission meetings because of speeding cars on Union Street. They've (the parents and/or the school?) asked for speed humps but been denied. They also wanted a crosswalk at both ends of the property. What the City did do was install a sidewalk across the street. That narrowed the street which should slow traffic but hasn't seemed to affect vehicle speeds yet. The City also installed bigger school zone signs and helped with putting up removable signs. The City also installed pavement markings on the road but could be improved further according to the principal.

Cuddeback Union School District

Cuddeback Elementary School

Cuddeback Elementary serves approximately 120 K-8th grade students. They have one bus, which about a third of students ride to school. The bus goes out about 7 miles up Highway 36 and comes back. Their transportation budget has been cut so the school has to use general funds. Around 10% of kids walk but they live very close and are older kids. [They have to walk along Highway 36 without sidewalks or pedestrian facilities.](#) They have speed limit signs when you first enter Carlotta and an electronic speed radar sign but there are no speed limit signs on Wilder Road. The rest of the students are driven to school. The arrival/dismissal area is congested in the morning. They have a circular drive and an unloading zone. Most parents are courteous but there are some who leave their car unattended and clog up the zone.

Eureka City School District

Alice Birney Elementary School

Alice Birney serves Transitional Kindergarten (TK) -5th grade in Eureka. They are familiar with SR2S and participate in IWTSD annually with hundreds of students and family members participating. They also are part of Humboldt County DHHS Public Health's Crossing Guard grant which provides pedestrian education to 2nd graders and bicycle safety education to 5th graders. The school also benefits from Ride for Reading, a program that supports Legs, Lungs, and Literacy by collecting used children's books and riding them by bicycle to schools and dispersing them to students free of charge.

Second-grade teacher Lindsay Watkins is an advocate for walking and bicycling. She has taken over the Bicycle Club that meets afterschool. SR2S parent surveys indicate that 17% of students walk to school and 23% walk home. The number could be higher as not all families have taken the survey. Many students walk to the Boys and Girls Club after school with an adult chaperone.

There are many safety concerns around walking. Two Alice Birney students were hit by cars as pedestrians this year (not while walking to or from school) and a parent of an Alice Birney student died from being hit by a car on his skateboard. These students tend to do a lot of walking around town, to and from school, shopping, and other locations. These students really need the education and support for safe walking.

Alice Birney ranked 2nd on the HCAOG SR2S Prioritization Tool in 2012 after Grant Elementary (who received an SR2S grant and infrastructure improvements). A mini walk audit was conducted at Alice Birney in 2011 and while no major physical improvements have been made they continue to participate in education and encouragement programs. There is a current effort underway to determine whether there are enough interested volunteers to begin a pilot volunteer crossing guard program at Alice Birney.

Grant Elementary School

Grant Elementary has a new principal, Martin Goddi, this year. He is somewhat familiar with Safe Routes to School because the Eureka SR2S Task Force worked closely with the former principal on many projects. Grant Elementary ranked #1 on HCAOG's SR2S Prioritization Tool and subsequently a SR2S grant was received and new sidewalks on Oak and G, a new pedestrian median on F, and a raised crosswalk was installed on Oak thanks to the grant. A ribbon cutting/infrastructure party was celebrated at the beginning of the 2014-2015 school year.

Grant continues to participate in monthly WTS Day events. Second graders receive pedestrian safety education through Public Health's Redwood Crossing Guard

Program (RCGP). A Grant parent, Debbie Hart, remains a committed member of the Eureka SR2S Task Force and volunteers every month for WTS Day. However, the RCGP tried for many months to recruit enough volunteers for a pilot crossing guard program at Grant. Ever since the former principal left, the effort to start a pilot crossing guard program has dwindled at Grant and it looks like the pilot program will have to move to another school. The school would very much like crossing guards but cannot make it happen without volunteers. Grant used to have a volunteer crossing guard years ago. When a County Supervisor decided to honor her at a meeting, it alerted the school district to the fact that she was acting unofficially as a volunteer and she was asked to stop.

Grant has a customized arrival/dismissal map for their school which helps keep traffic moving and children safe in the morning and afternoon. They also have included transportation safety information on walking, rolling, riding the bus, and driving in a vehicle in their parent handbooks.

Lafayette Elementary School

Lafayette Elementary ranked #3 on HCAOG's SR2S Prioritization Tool. They held a Walkability Assessment in 2011 and have been doing WTS Day events ever since. They started with 2 a year and now do them monthly. The PTA received an Energy Balance grant to promote "healthy food in, and physical activity out". The PTA also recently applied for a Schwinn Helmets on Heads grant. Humboldt County Public Works also received an Active Transportation Program (ATP) grant that will provide sidewalks on Park Street, intersections improvements at Park and Myrtle and 18th and Myrtle, and support for an education and encouragement program. The funding is intended to establish a 'Remote Drop-Off Program' where students have a safe location from which they can be dropped off and walk to school with infrastructure in place, education and encouragement programs to support safe walking. The program is slated to begin in 2015.

Lafayette receives pedestrian safety education for 2nd graders and bike safety education for 5th graders through Public Health's Redwood Crossing Guard Program (RCGP). The school is working with Public Health to determine whether a pilot volunteer crossing guard program is feasible at Lafayette. Active recruitment of volunteers will begin in 2015.

The school also participates in Ride for Reading where used children's books are collected and transported by bicycle to the school where students make a pledge to read and bike safely and receive free books.

The school utilizes a personalized arrival and dismissal map and has transportation safety information in their parent handbooks.

Washington Elementary

Washington Elementary received a SR2S grant through the City of Eureka in 2010 which was the first comprehensive SR2S program in the County. They received infrastructure improvements and education and encouragement programs. The school then worked with the city in 2014 to reconstruct their arrival/dismissal area creating more of a pull-in drop off area on Dolbeer and widened the sidewalk.

The school participates in the Fire Up Your Feet program and won a \$5000 prize in 2014 for tracking student physical activity. SR2S parent surveys show an increase of walking to school from 3%-5% in 2010 to 4%-7% in 2014. Student travel tallies in fall 2014 indicate a much higher walking rate of 15% in the morning and 27% in the afternoon.

Fortuna Elementary School District

South Fortuna Elementary School

South Fortuna ranked #3 on HCAOG's SR2S Prioritization Tool. [There are a large number of students who regularly walk to and from school. SR2S parent surveys indicate 20%-38%.](#) A Walk Assessment was held there in 2007 and some minor safety improvements were made. The school continues to have safety concerns, however.

The biggest concerns are around the schools arrival and dismissal area. There is a preschool on campus and in 2014 Redwood Preparatory Charter School moved its upper grades to the S. Fortuna Elementary School campus. With the addition of students, RCAA received funding from the McLean Foundation to assist with the transition and create a safer school zone for students walking to school. A walk audit will be held there in February 2015 and all community members and families from South Fortuna and Redwood Prep are invited to participate. Intended outcomes from the walk audit are to create a walking map in English and Spanish, create an arrival and dismissal map with clear instructions, and incorporate pedestrian, bicyclist, bus rider, and car driving safety information in parent handbooks.

The school employs a crossing guard on Newberg Road. They also participate in Public Health's' RCGP and receive pedestrian safety education for 2nd graders, bike safety education for 5th graders, and they participate in IWTS in October. They are hoping to coordinate at least 2 more WTS Day events during the 2014-2015 school year through the McLean Foundation grant.

Humboldt County's Community Transformation Grant in 2013 helped reduce speed limits in school zones in the City of Fortuna. South Fortuna Elementary was one of the schools that benefitted with a reduction of their speed limit from 25mph to 15mph.

Toddy Thomas Middle School

Toddy Thomas Middle School participates in IWTSD and principal Julie Johansen is very proactive about students receiving physical activity. They have had Making Headway come in and give out helmets during an assembly. A Walkability Assessment held there in 2012 identified many safety concerns and infrastructure improvements needed to create a safer environment for the large number of students that walk to and from school. According to fall 2014 SR2S parent surveys, 20-25% of students walk to school and 10-12% bike. The City of Fortuna received an Active Transportation Program (ATP) grant for infrastructure improvements and a district-wide education and encouragement program.

Humboldt County's Community Transformation Grant in 2013 helped reduce speed limits in school zones in the City of Fortuna. Toddy Thomas was one of the schools that benefitted with a reduction of their speed limit from 25mph to 15mph.

Freshwater School District

Freshwater School

Thom McMahan, the principal, will be retiring this year. Sy Talty will likely be the new Superintendent. They are familiar with SR2S and have been part of a grant in conjunction with Garfield School. They got speed signs, school zone signs, striped fog lines near both schools, got new crosswalk across Greenwood Heights but really need one on Freshwater Road too. The crosswalk has really helped slow people down. Coming down off Greenwood Heights there is a hairpin turn and people drive fast. There was a blinking yellow light there at one time but it is no longer there and the principal would like something to see something replace it. Once you come around that corner you approach the school parking lot and it is dangerous. The principal heard a rumor there will be a roundabout installed at Freshwater and Myrtle. The school worked with the County to repair a ditch and the county paid for labor and the school paid for materials. It gave them parking along Greenwood Heights, which got cars off the road.

Nearly 70% of their students come from outside the district. 30% ride the bus, 1-2 bike. They have a cooperative agreement with Kneeland and Eureka schools for shared busing.

Hydesville School District

Hydesville Elementary School

Hydesville School serves 180 K-8 students and is located on Johnson Road, just off Highway 36. There are no real concerns on Johnson Road [but many concerns have been voiced about students walking along Highway 36 for years. The highway has](#)

no sidewalk or separated walking path. Caltrans apparently promised to do some significant modifications to $\frac{1}{4}$ or $\frac{1}{2}$ mile from the school along Highway 36 but nothing has ever been done. That would be the schools biggest priority. Entering Hydesville from the west, there is a straight 1 mile section (maybe 2 miles). Cars start speeding, sometimes up to 60mph and where the road starts to curve is where kids are typically walking. Traffic calming is needed.

Traffic and congestion from parents dropping their children off is also a concern. But they have a good relationship with CHP who regularly comes out to monitor for speeding and to encourage safe driving. The school doesn't have a space for a drop-off pick up area so they really don't have specific instructions for parents who drive.

Over half of the students are interdistrict transfers from Fortuna, Southern Humboldt and Loleta, therefore it is too far to walk. Only around 20 students walk to school. Around 20% ride the bus and the rest are driven.

Klamath-Trinity Joint Unified School District

Hoopa Valley Elementary School

Hoopa Valley Elementary School is located on Highway 96 across from Hoopa Valley High. The majority of students ride the bus (over an hour ride), or get driven to school by parents/caregivers. There are around 20-40 kids who live close enough to walk to school. Safe Routes to School Parent surveys collected in Fall 2014 indicate 40% of students surveyed that live within $\frac{1}{4}$ mile of school walk, and 60% walk home. Very few, if any, bike to school. Right near the school is a neighborhood that leads to a local college, tribal human services, and library. There is a sidewalk network to the west but nothing towards the highway and the school has no sidewalk directly in front of it. Most students that walk have to travel along Highway 96, a dangerous road with no sidewalks. Sidewalks are the biggest priority. There is also a need for traffic calming at the intersection that leads from the highway entering the school. Right in front of the two schools they could use more signage/awareness that it is a school zone. There are signs but more awareness/signs would be helpful. The school would also be interested in starting some sort of afterschool bike mechanic program that would teach young people safety skills as well as mechanical skills so they can have a hobby and potentially a trade.

Missy Ammon, transportation secretary who is covering for Bev Stevens who recently retired, commented that the school needs improvements out front to potentially separate the bus zone from where parents drop students off. Orchard Road is the street you turn on to approach both Hoopa Valley Elementary and High School (across the street). All traffic enters in one lane, including school buses. There is a loop road leading back to Hoopa Lane with a turn off to the elementary school on the right and a turnoff to the high school on the left. It gets very congested with vehicles and often students are walking in between cars and crossing

haphazardly. A cable separates the turnoff into the elementary school but the cable and chains used as separators/blockers have been damaged or stolen. Cars drive too fast on Orchard.

There is also a dirt trail downtown off the main highway that leads from Jury Drive (Jury's nursery) south towards the bank. This would be an ideal place for a paved path. Students get dropped off the bus here and it can be muddy and slick.

The principal, Rose Francia, has only been in Hoopa a couple years but is very familiar with SRTS from her work at a prior school in Covelo. She also worked on a health education program in Round Valley and did outreach to a diabetic prevention program and they will be coming to HVE to do disease prevention education with 5th graders. The school promotes health and physical activity in this way and also through a cross-country program which has nearly tripled. It went from 8 to 24 students from last year to this year. Several teachers do running club in addition to PE. They have an afterschool program and 2 teachers are motivated to reform the afterschool running club. Last year they had around 140 kids in the program. The school is also discussing starting a morning and recess running club.

When discussing student safety around walking and bicycling, one of the big concerns is the [number of people speeding, people driving while under the influence of drugs and/or alcohol, and people who are drunk or on drugs that hang out near the bus stop downtown](#). Many students do not feel safe because of "tweakers" who constantly hang out at the bus stop. This is the only safe place for the bus to pull off the highway. There is a concern that many of the intoxicated people invite young people into their life and that some of them may have been previously convicted of molestation and other crimes.

Trinity Valley Elementary School

Trinity Valley Elementary School is located in Willow Creek on Highway 96 and serves approximately 165 K-8 students. Sandy Moon has been the principal there for a few years now. They have heard of SR2S but not actively participated in programs. The majority of students live too far to walk or bike. Approximately half of students ride the bus while the other half is driven. Sandy is concerned about safety in their arrival/dismissal/parking lot area. There is always a line of cars in the morning with kids running through. There are no defined areas for students to walk and parents do not pay attention to the drop off zone. Many parents carelessly drop students off in the bus loading/unloading zone.

There may be up to a dozen students who live nearby that walk. Steve Paine from the Willow Creek Community Services District worked to install a paved trail from the school to an apartment complex nearby where the majority of walkers live. Sandy was not sure where the funding came from. The paved trail is approximately 3/4th of a mile long but does not lead all the way to downtown Willow Creek. There is still about a half mile of dangerous road without pedestrian facilities from the start of the path to downtown Willow Creek.

Loleta Elementary School District

Loleta Elementary School

John Sutter is the new Superintendent/Principal at Loleta Elementary School. They are somewhat aware of SR2S. The former principal did not participate in SR2S programs. There are few children that walk to school but it is dangerous for those who do. Around 80% of the nearly 100 students ride the bus. There are 2 buses that only pick up students east of Highway 101 and at Eel River Road and beyond. Students who live closer are not eligible for busing.

The school has had a couple meetings with the PTA through the Loleta Organizing Committee (LOC) to discuss safety improvements in front of the school. Their biggest concern is the number of parents/drivers who flip U-turns in front of the school where students are walking and crossing. There is a crosswalk on Loleta Drive at Lawndale, just west of the school, and it is located just past a curve in the road. Visibility is limited at the crosswalk due to cars parking nearby so they have instituted a No Parking area in front of the school that not many parents are adhering to. When cars are parked there, it further limits visibility of the crosswalk. They have sent flyers home to parents asking them not to park in front of the school or flip U-turns. They have also participated in SR2S parent surveys this year for the first time. They also put up visible temporary crossing signs in the crosswalk daily. They are working with the LOC to develop standardized procedures for arrival and dismissal. They would like for parents to start dropping off and picking up from the parking lot but very few do this now. A map with clear instructions will be developed and they will include transportation safety information on walking, rolling, riding the bus, and traveling in a car to their parent handbooks.

Mattole Unified School District

Mattole Elementary School (Petrolia) – K-8, 9-12 and a preschool. There are approximately 38 students.

Honeydew School is a K-8 school but only have up to 5th grade. Currently there are approximately 11 students.

Mattole Elementary School and Honeydew School combined serve approximately 55-60 students in rural Southern Humboldt. Very few walk or bike. Most families live too far and about 50% ride the bus (to Mattole in Petrolia – there are no buses to Honeydew). The Honeydew campus is the bus stop for kids that go to school in Petrolia at Mattole. The rest are driven with the exception of a few that bike—they usually wear helmets but traffic concerns are an issue. Cars travel too fast. Honeydew School has bike parking, not sure about Petrolia/Mattole. There is a crosswalk at Mattole on Chambers Road, the entrance to the school. People park along the road which blocks visibility of the crosswalk which is too close to the

intersection. Maybe signage would help. They'd like to enforce No Parking on either side of the crosswalk.

Many students walk towards the Petrolia store from the school and there is no sidewalk. There is a stop sign at the store but traffic travels fast. People do not obey the speed limit. It is worrisome when students are around. It would be nice to have a better speed limit sign or a pedestrian activity sign—something that is more visible. There is a small school zone sign but only in one direction. It is on Mattole Road but as you make a right turn on Wilder Ridge Road there are no signs but at the time of the call it was unclear whether or not there are speed limit signs. There is a speed limit sign on Mattole Road but not on Wilder Ridge Road. In the past they have looked into putting a sidewalk in between the school and the store. There is a ditch and a fence there, so should provide adequate room for a sidewalk.

Bus stops are not marked. Drivers and families know where they are but it might be safer to have clearly marked bus stops so that drivers are aware. There is a pedestrian crossing sign at the top of the hill on Mattole Road but the school would like one at the bottom of the hill. There should be a school zone sign there too. Driving towards Ferndale there are no school zone signs. There are no signs on Chambers Road either.

To improve safety, the highest priorities are to install a sidewalk between the Mattole School and the store, reduce parking near the crosswalk at Mattole School at Chambers Road, install bike lanes on Mattole and/or Chambers Roads, and add more signage and pavement markings. Honeydew has a nice turnoff for a drop-off area but Petrolia doesn't have much parking or a drop off. The bus drives around the back by their gym.

Rio Dell Elementary School District

Eagle Prairie Elementary and Monument Middle School are the only two schools in the district. The schools are located next door to each other in downtown Rio Dell. With no bus service, many students walk to school....at least 50%. Most walk on Wildwood Ave, some live down Belview which has no sidewalks on either side for part of the distance. Some walk from 1st, 2nd, and 3rd streets. There is a tightly packed population density south of Davis, they walk 2nd and 3rd to the back entrance of campus which has a blacktop walking path. On the east and west side there are paved walkways. Some kids walk up Painter and Davis from the east side of Highway 101.

The City received improvements over the past couple years including a stoplight on Wildwood Ave and inroad lighting. The new Dean of Students, Jorey McComas, is not sure if it was funded through SR2S or not. The school district is very interested in being evaluated for further improvements and has participated in SR2S parent surveys this year.

Safety concerns include the [lack of sidewalks on several roads](#). There is a lot of car congestion and not a clear procedure for arrival and dismissal for parents who drive students to school. Some parents back into parking spaces which is very dangerous. Having the two schools next door to each other compounds the issue. There are several students who ride bikes (approximately 8-10 to the elementary and 5 or so to the middle school). Some ride without helmets. In the past they have had bike rodeos at school and would like to do more. The police have been notified by city council and came to a bike rodeo a few years ago and announced that they can and will ticket drivers not complying with posted speed limits and road rules. [At Center and Chase Street there was recent work done at the crosswalk but drainage issues are a problem, there is a giant puddle when it rains. Kids have to step outside of the crosswalk to avoid it.](#)

A custodian used to perform crossing guard duties. Then a new light system was installed and all classes got trained in how to use it. After the new light system went in, the custodian stopped. Jorey would like to see a crossing guard across from the school. It is an area of concern, (straight across that crosses Center Street). There is a crosswalk but no signal.

Scotia Union School District

Stanwood A. Murphy Elementary School

Stanwood A. Murphy Elementary School has many students who walk to school, although as a school they have not participated in SR2S activities. The total student enrollment is around 225 students, out of which probably 50% or 150 students walk although fall 2013 SR2S parent surveys indicate 17%-25% walk (not all families take the survey). There are about 45-50 kids who ride the bus and the rest get driven to school.

The Town of Scotia has undergone many changes over the past few months. The formation of a Community Services District for Scotia is being actively pursued which will fund and provide public services that are currently managed by the privately owned Town of Scotia Company, LLC. Rezoning is taking place to provide transition to privately-owned residences. Infrastructure is also being redone and updated.

Ronan Collver, principal, said the town is pretty well in disarray at the moment. There are construction projects all over the place. A new sidewalk has gone in and other improvements should be taking place, such as the redesign of intersections near the school. The newly formed Community Services District is building an intersection with ramps, crosswalks, and sidewalks. He is most concerned about the parent drop off in front of the school. The parking lot is small and only for teachers. It is unpaved but will be paved soon. Parents constantly double-park. There are stop

signs and speed bumps in the parking lot but parents ignore stop signs and drive fast. Kids often run through the parking lot and busy parents are driving too fast.

There's a funky parking lot at the end of an alleyway behind the school. Lots of parents used the alley behind the school to drop students off but they do not want students dropped there. The buses are parked on a narrow street with cars trying to pass with limited visibility. They are talking about paving that side of town by May 2015. The biggest problem is narrow two-way streets. Ronan would like them to be one-way but cant convince anyone.

The other issue of concern is that the gym is a distance away from the school. There is an alleyway/path leading between the two. It will be ADA compliant and slightly raised off the road. He thinks having it raised will improve safety.

They used to have students act as crossing guards at Scotia Elementary but that is no longer allowed through the JPA (school insurance group).

Other schools we tried to reach:

Sunny Brae Middle School
Blue Lake School
Bridgeville School
Cутten Elementary School
Ferndale Elementary
Fieldbrook Elementary
Jacoby Creek Charter School
Kneeland School
Pacific Union School
Pine Hill School