



HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 8, 2022

Mr. Josh Ripp
Ceiba Public Schools
215 Locust Street
Watsonville, CA 95076

Re: *Traffic Operations Study for the Ceiba College Preparatory Academy in Watsonville, California*

Dear Mr. Ripp:

Hexagon Transportation Consultants, Inc. has completed a traffic operations study for the Ceiba College Preparatory Academy located at 215 Locust Street in Watsonville, California. The purpose of this study is to improve traffic operations associated with student drop off and pick up during the peak periods immediately before and after school. The school site is located on Locust Street between Riverside Drive and 2nd Street. As shown in Figure 1, the student pick-up/drop-off zone is located along the south side of the school. After school is dismissed, students wait in an enclosed raised patio located on the east side of the school. Existing pedestrian pathways are striped within the at-grade parking lot at the northeast corner of the school site, connecting the school to a trash enclosure, and along the project driveway, connecting the student waiting area to Locust Street. An unmarked crosswalk is shown across Locust Street where a crossing guard typically directs students across the street during the drop off and pick up periods.

Data Collection

Intersection turning-movement counts were conducted at the school driveway's intersection with Locust Street during the peak periods before and after school (7 – 9 AM and 3 – 5 PM) on a typical school day on Tuesday, May 10, 2022. School begins at 8:30 AM on Monday through Friday. School ends at 2:00 PM on Mondays and at 3:42 PM on Tuesday through Friday. Based on the counts, there are approximately 98 vehicles entering the school and 80 vehicles exiting the school during the AM peak hour of 7:45 – 8:45 AM. This includes approximately 50 vehicles making left turns into the site and 28 vehicles making left turns out of the site. During the PM peak hour of 3:30 – 4:30 PM, there are approximately 68 vehicles entering the school and 61 vehicles exiting the school. This includes 26 vehicles making left turns into the site and 13 vehicles making left turns out of the site. In addition, 128 pedestrians were counted crossing Locust Street during the AM peak hour and 106 pedestrians were counted during the PM peak hour. The intersection turning movement counts are included in Appendix A.

Based on the turning movement counts, vehicle queuing was observed during the AM and PM peak one-hour periods on a typical school day on Wednesday, May 18, 2022, along Locust Street, Riverside Drive, and 2nd Street. The number of vehicles queued were recorded every five minutes. Most on-street queuing occurred between 8:10 – 8:30 AM and 3:45 – 3:55 PM. Student crossings of Locust Street at the school driveway result in vehicle queues midblock. The maximum midblock queue observed along Locust Street at the school driveway occurred during the AM peak hour with seven vehicles in the southbound direction and six vehicles in the northbound direction and one vehicle extending from northbound Locust Street onto westbound

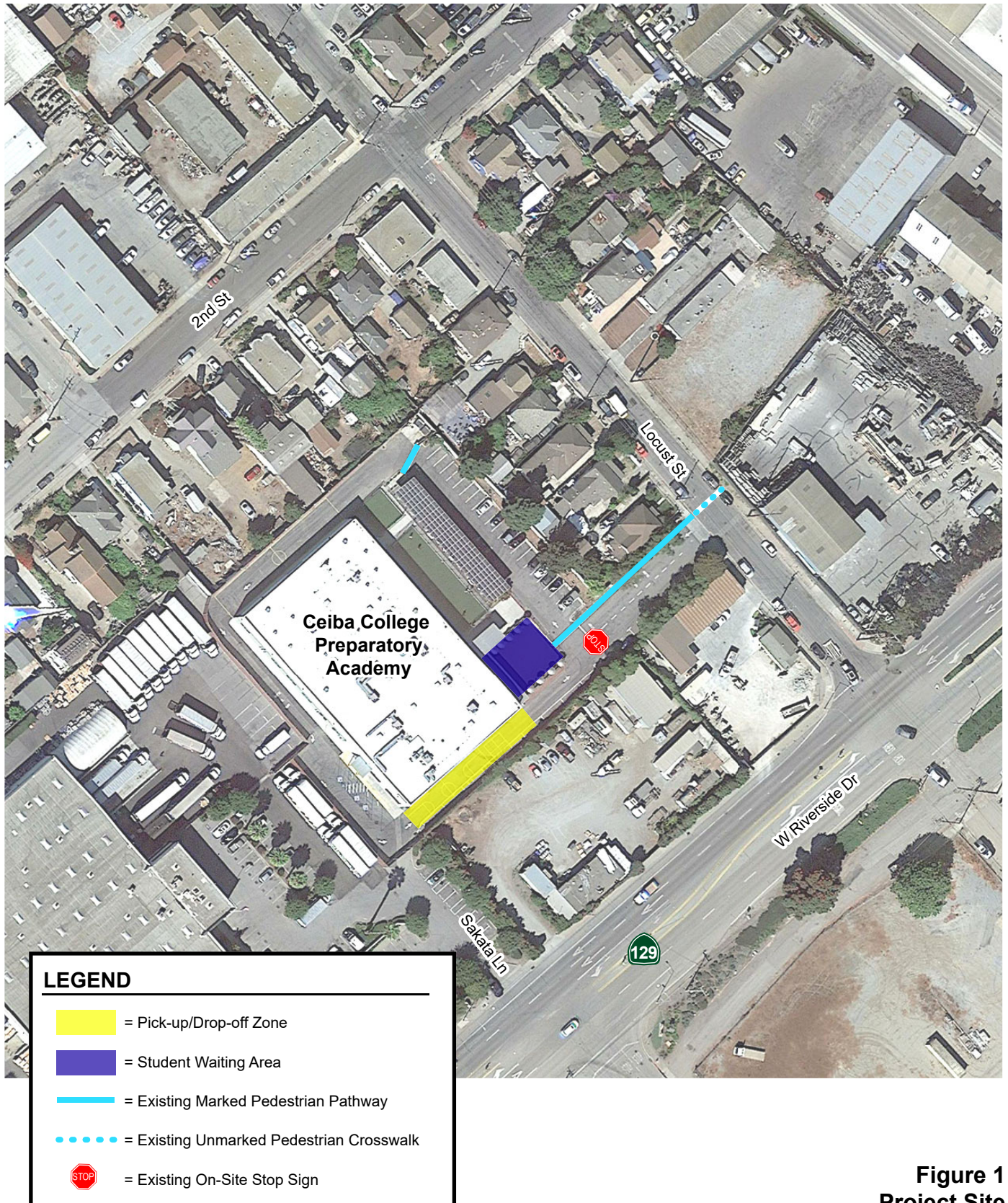


Figure 1
Project Site

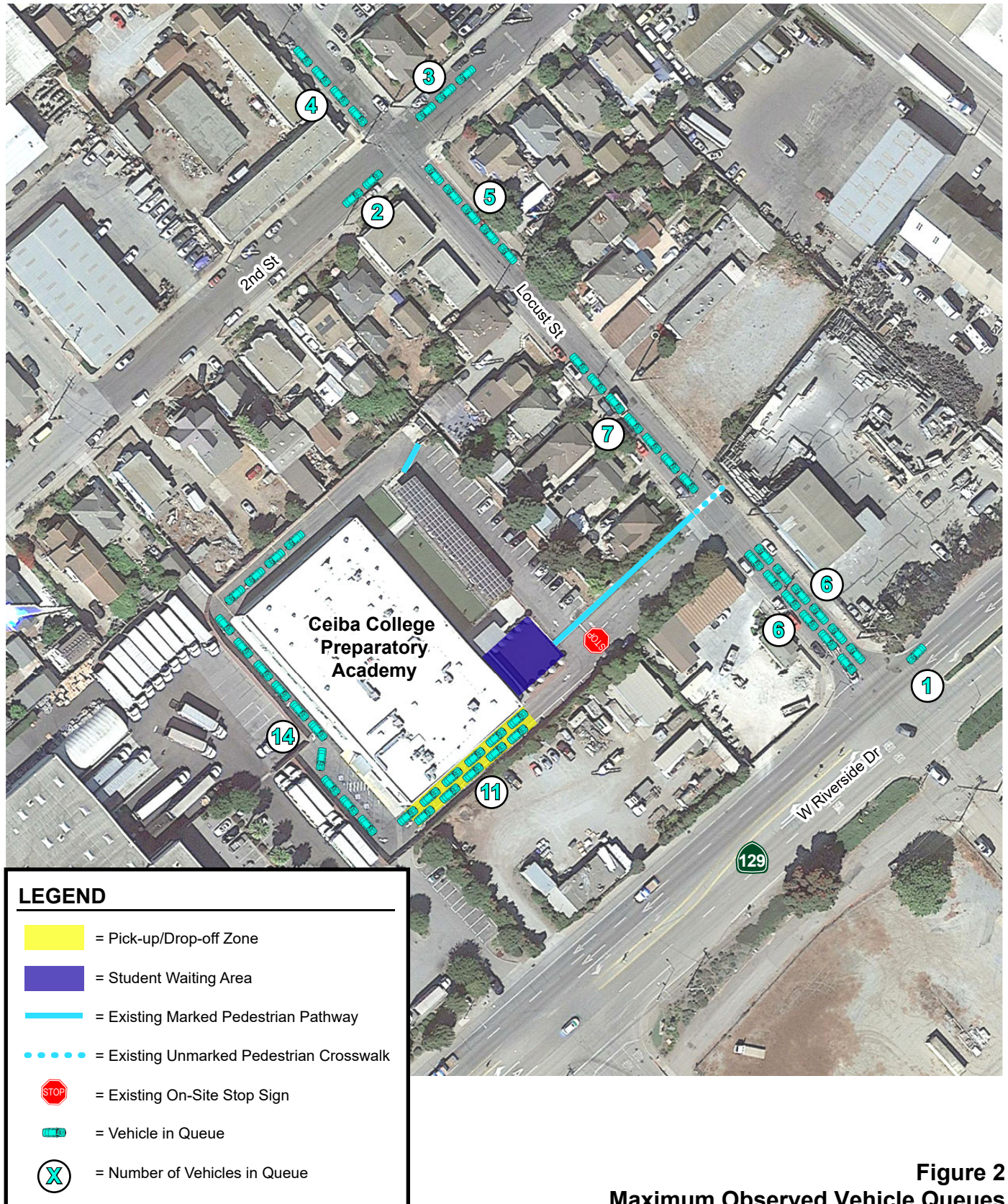


Figure 2
Maximum Observed Vehicle Queues



Riverside Drive (see Figure 2). A maximum of two to five vehicles were observed to queue on each approach to the Locust Street & 2nd Street intersection during either peak hour.

Queuing was also observed on site at the school pick-up and drop-off zone. One line of up to four vehicles formed within the drop-off zone during the AM peak hour. Two lines of up to 11 vehicles formed within the pick-up zone during the PM peak hour. As parents waited to enter the pick-up and drop-off zone, one line with up to 2 vehicles was observed to queue during the AM peak hour and up to 14 vehicles were observed to queue during the PM peak hour.

On-street drop-offs and pick-ups (including both vehicles parking along the curb and stopping in the travel lane) were observed during the AM and PM peak one-hour periods along Locust Street, Riverside Drive, and 2nd Street. A total of 89 vehicles were observed dropping students off on the street during the AM peak hour, which exceeds the number of parents dropping students off on the school site (80 vehicles exiting the site during the AM peak hour). During the PM peak hour, 30 vehicles were observed picking up students along the street, which is only about half the number of parent vehicles that pick students up on the school site (61 vehicles exiting the site during the PM peak hour). In addition, three students were observed to drive and park on-street.

Observations

In addition to the above data collection, Hexagon observed the pick-up and drop-off operations on site on Thursday, May 26, 2022, before and after school.

Morning Drop-off Operations

During the AM drop-off period, the drop-off zone was observed to operate efficiently with traffic cones placed along the outer edge of the drop-off zone (adjacent to the property's southern fence) to create a single drop-off lane. No crossing guards were present at the drop-off zone. One crossing guard was stationed at the on-site stop sign/crosswalk. The crossing guard generally waited for several students to accumulate before allowing them to cross in larger groups (as opposed to allowing them to cross individually). The inbound queue within the driveway was generally one to two vehicles at the stop sign and never spilled back to Locust Street. One crossing guard was stationed at the Locust Street/school driveway intersection, directing students across the unmarked crossing across Locust Street. The maximum outbound queue within the driveway was observed at 8:20 AM, when it briefly reached the on-site stop sign. However, it cleared quickly and did not spill back to the drop-off zone. Lastly, one staff member was stationed at the Locust Street/2nd Street intersection. The operations of the Locust Street/2nd Street intersection did not affect activity at the school driveway.

Peak congestion was observed to occur between 8:15 – 8:30 AM and was concentrated at the Locust Street/school driveway intersection. Generally, the congestion was not caused by spillback on-site, from either the drop-off zone or the on-site stop sign. One source of congestion was pedestrian activity. The crossing guard stationed at the Locust Street/school driveway intersection generally stopped traffic as soon as a student appeared at the crossing. This was especially disruptive to vehicle traffic after 8:20 AM, when there was a nearly continuous flow of pedestrians crossing Locust Street towards the school (from east to west). Another source of congestion was drop offs on Locust Street (not parked curbside, but double parking), especially along northbound Locust Street. After 8:15 AM, many of the on-street parking spaces on northbound Locust Street between the driveway and Riverside Drive were occupied already, so curbside drop offs were no



longer possible. Many of the vehicles along northbound Locust Street would simply stop within the travel lane, at the driveway itself or just south of it, to let students out of the car. Other vehicles behind the stopped vehicle would then let out students onto the street as well, causing even more delay. This also occurred on southbound Locust Street but to a lesser extent, since there were more on-street spaces available for curbside drop-offs compared to the northbound side. Also, the crossing guard, who was positioned at the northwest corner of the Locust Street/school driveway intersection, directed drivers on southbound Locust Street to pull into the driveway and drop off on site, instead of stopping on the street. All students were observed to cross Locust Street with the crossing guard and none were observed crossing on their own.

Afternoon Pick-up Operations

In the afternoon preceding school dismissal, a traffic cone was placed at the on-site stop sign/crosswalk. The purpose of the cone is to prevent vehicles from driving through areas along the north and south side of the school that are used as outdoor recreation areas during the school day. Furthermore, the cone prevents parent vehicles from queuing in the on-site parking lot that could block teacher vehicles that may need to enter or exit the school parking lot. Just before the cone was removed at 3:25 PM, the queue within the driveway consisted of about five vehicles and extended back to Locust Street but did not spillover into Locust Street. The driveway queue cleared immediately when vehicles were permitted to proceed to the pick-up zone. After the cone was removed, a crossing guard was stationed at the on-site stop sign/crosswalk and the inbound queue at the on-site stop sign was generally no more than three vehicles and never extended back to Locust Street. Similar to the AM, crossing guards were also stationed at the Locust Street/school driveway intersection and Locust Street/2nd Street intersection. The outbound queue within the driveway was generally no more than three vehicles and never extended back to the stop sign or pick-up zone.

The operations in the pick-up zone were generally efficient. Students gathered within the waiting area shown on Figure 1. The students would visually identify their parent's car from the fenced area, then proceed down a ramp to greet a staff member/crossing guard. Students would enter the first three or four vehicles in each lane, and not just the front vehicle. Most drivers and students were attentive, so help from the crossing guard was rarely needed to keep traffic flowing. The crossing guard was responsible for allowing students to safely cross to the outer lane. It was noted that a majority of students were picked up on site and very rarely did vehicles double park within the travel lane to pick up students. It was also noted that most students were picked up within 15 minutes of school dismissal. The pedestrian volume crossing Locust Street was highest within 10 minutes of dismissal and students crossed in large groups, as opposed to crossing individually or in small groups as observed during the AM. The crossing guard controlled when the crowd would cross, and the crossings were not as disruptive to the traffic on Locust Street compared to the AM. In addition, the school hosts an after-school program on Tuesday through Friday. Approximately 120 students attend this program and are picked up by 5:00 PM.

Recommendations

Based on the traffic and queuing data and field observations, Hexagon has the following recommendations to improve traffic operations during the pick-up and drop-off periods.



High-Visibility Crosswalk at School Driveway

Since many students already cross mid-block on Locust Street under the direction of the crossing guard, Hexagon recommends striping a high-visibility crosswalk on Locust Street at the school driveway and constructing curb extensions (also known as bulb-outs) to reduce the crossing distance and increase visibility of pedestrians. Crossing guards should be present during peak periods before and after school.

Mid-block crosswalks are commonly provided adjacent schools to encourage students to practice safe crossing etiquette by utilizing crosswalks at convenient locations. A mid-block crosswalk with high visibility striping and curb extensions was recently constructed on Lincoln Street adjacent to Watsonville High School.

Crossing Guard/Staff Duties

One major source of congestion is the mid-block pedestrian crossing across Locust Street. Hexagon recommends instructing the crossing guard stationed at the Locust Street/school driveway intersection to direct students to wait and cross in large groups (i.e. one crossing/minute) rather than stopping traffic as soon as one pedestrian arrives. This will improve traffic flow through the intersection and, as a result, encourage more vehicles to either park curbside or go on-site for drop offs and pick ups.

In addition, Ceiba staff should monitor inbound queuing within the driveway before school dismissal and allow vehicles to use the on-site parking area as necessary to prevent spillback queues extending onto Locust Street. Preventing spillback queues on Locust Street will encourage more parents to drive onsite to utilize the school pick-up zone and will decrease double parking and on-street congestion.

No Double-Parking within Travel Lane

Another major source of congestion is vehicles stopping to load and unload students within the travel lane. California Vehicle Code Section 22500(h) prohibits double parking. Hexagon recommends that the school proactively discourage double parking and enforce no drop offs or pick ups from the travel lane. This could involve an education campaign to communicate proper drop-off/pick-up procedures with parents and students and remind parents that any and all vehicle violations (such as double parking, blocking private driveways, blocking pedestrian crossings, etc.) would be subject to enforcement and citations. In addition, the school could position staff on the east side of Locust Street between the school driveway and Riverside Drive to discourage double parking and consider penalizing students dropped off within the travel lane via detention.

Complete Streets to Schools Improvements

Hexagon recommends implementing the infrastructure improvements recommended in the *City of Watsonville Complete Streets to Schools Plan* (Chapter 4: School-Level Recommendations and Profiles). Nearby improvements to pedestrian infrastructure would make active transportation modes safer and would encourage more students to walk or bike to school, thereby encouraging less vehicle traffic. Key improvements identified in the Plan include the installation of a sidewalk along the east side of Locust Street between the school driveway and Riverside Drive to fill in the sidewalk gap. In addition, Hexagon recommends installing high-visibility crosswalks and curb-extensions at the north leg of Locust Street/Riverside Drive, the north leg of Menker Street/Riverside Drive, the north leg of Walker Street/Riverside Drive, all legs of Locust Street/2nd



Street, and all legs of Walker Street/2nd Street as listed in the Plan. In addition, Hexagon recommends installing a raised sidewalk in place of the striped pedestrian pathway along the north side of the school driveway. The section of the *Complete Streets to Schools Plan* that is relevant to Ceiba College Preparatory Academy is included in Appendix B.

TDM Measures

To further decrease vehicle traffic during the pick-up and drop-off periods, Hexagon recommends considering Transportation Demand Management (TDM) measures for students, parents and staff. TDM is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, greenhouse gas emissions, and air pollution problems. Hexagon recommends considering the following TDM measures:

- **Carpool Matching Program.** To help facilitate carpooling, the school should distribute a carpool matching application to all students/parents and staff. The application should match people who live in the same area who may be able to carpool together. Some parents or staff who may be reluctant to reach out individually to find carpool partners may be more likely to fill out a form that will be administered by the school.
- **Incentives or Promotional Events.** To encourage students and staff to use alternative modes of transportation, such as biking and carpooling, the school could provide incentives or host promotional events. Such incentives could include providing subsidized transit passes or cash stipends for carpooling. Promotional events could include a monthly raffle or a point system for those who use alternative modes. TDM measures encouraging active modes of transportation will be more effective if implemented in combination with the *Complete Streets to Schools Plan* improvements.
- **Bicycle Program.** Ceiba School currently provides bike racks located at the front entrance with a capacity of 30 bikes. During Hexagon's field observations, seven bikes were observed parked on the racks during the school day. The school reported that at most 15 to 20 people have been observed to bike to school. To encourage more students and staff to ride bicycles, the school could provide a free bikeshare program, or give away bicycles to the students.



Mr. Josh Ripp
June 8, 2022
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We appreciate the opportunity to review the traffic operations at Ceiba College Preparatory Academy. Please do not hesitate to contact us if there are any questions regarding the traffic operations study.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Michelle Hunt
Vice President and Principal Associate

Katie Riutta
Planner

Appendix A

Traffic Counts



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

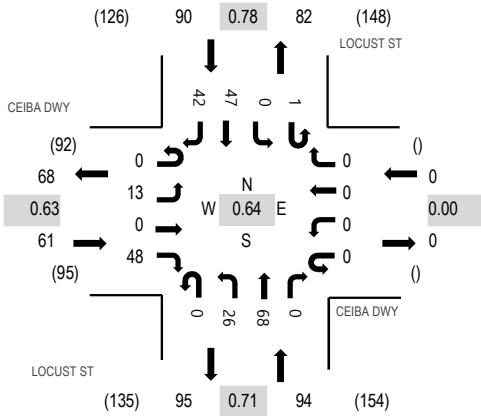
Location: 1 LOCUST ST & CEIBA DWY PM

Date: Tuesday, May 10, 2022

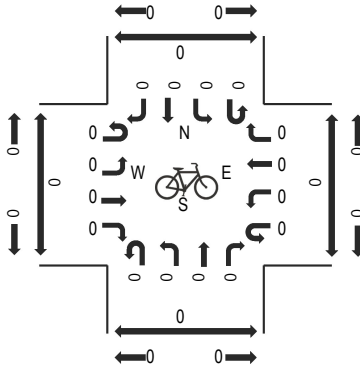
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

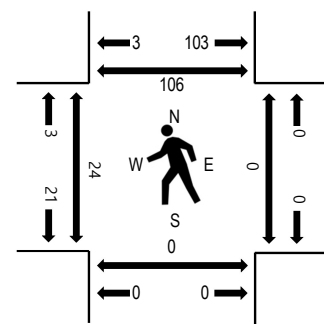
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CEIBA DWY Eastbound				CEIBA DWY Westbound				LOCUST ST Northbound				LOCUST ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	1	0	1	0	0	0	0	0	2	11	0	0	0	4	1	20	199	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	6	15	0	3	0	6	4	34	242	1	0	0	0
3:30 PM	0	0	0	5	0	0	0	0	0	8	13	0	0	0	10	13	49	245	6	0	0	33
3:45 PM	0	5	0	27	0	0	0	0	0	7	28	0	1	0	14	14	96	240	16	0	0	52
4:00 PM	0	7	0	8	0	0	0	0	0	7	16	0	0	0	16	9	63	176	0	0	0	14
4:15 PM	0	1	0	8	0	0	0	0	0	4	11	0	0	0	7	6	37		2	0	0	7
4:30 PM	0	13	0	12	0	0	0	0	0	3	5	0	0	0	7	4	44		2	0	0	3
4:45 PM	0	2	0	5	0	0	0	0	0	2	16	0	0	0	5	2	32		0	0	0	0
Count Total	0	29	0	66	0	0	0	0	0	39	115	0	4	0	69	53	375		27	0	0	109
Peak Hour	0	13	0	48	0	0	0	0	0	26	68	0	1	0	47	42	245		24	0	0	106

Appendix B
Complete Streets to Schools Plan

Ceiba College Prep

Ceiba is located within the industrial zone of central Watsonville, adjacent to the Highway 152 corridor. Ceiba is a charter school that draws students from neighborhoods throughout Watsonville (see the map that follows).

Grade Levels

6–12

Number of students

517

Students residing within one mile of school

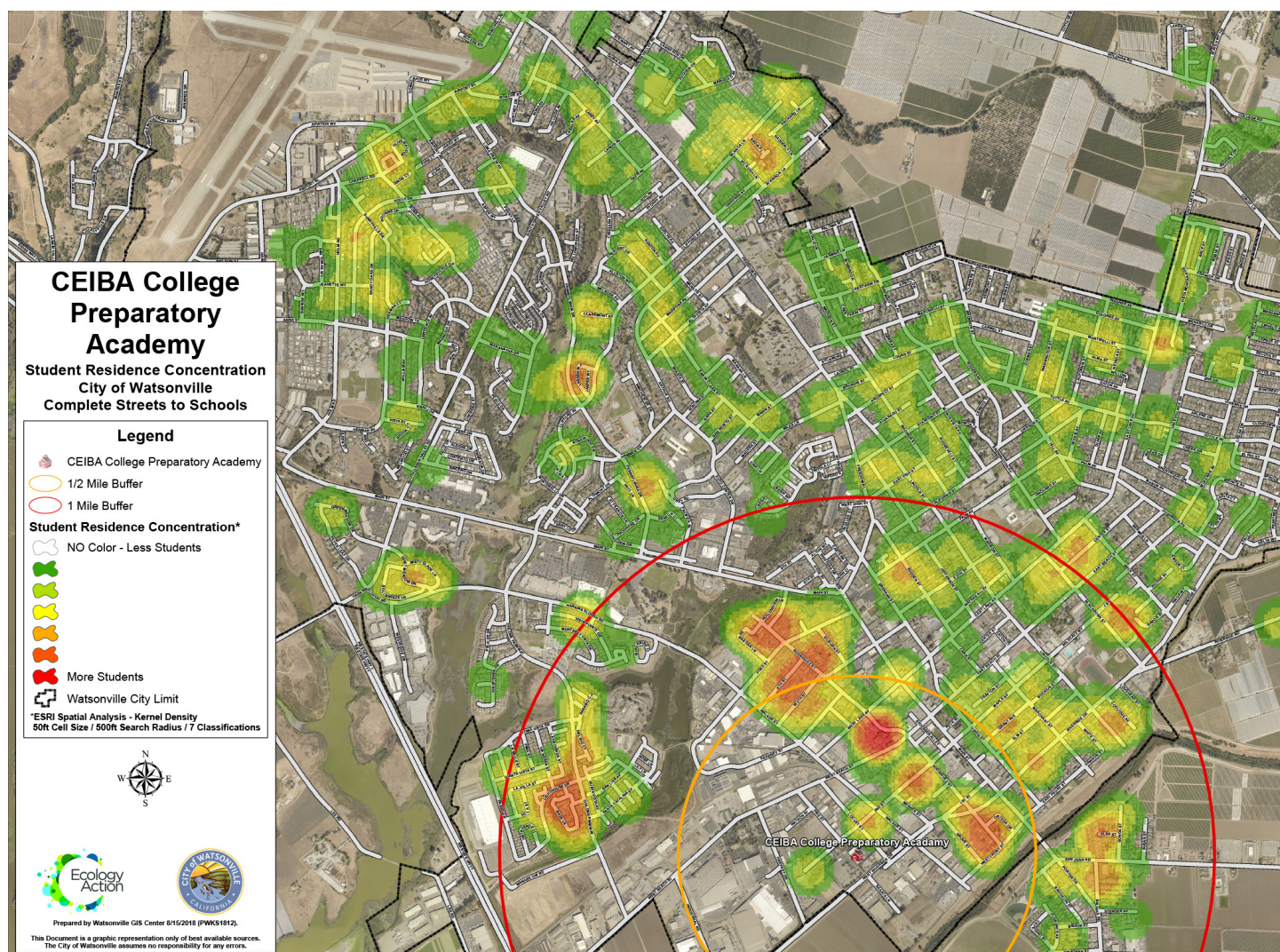
11%

Students qualifying for free or reduced-price meals

92.3%

Students using active transportation

31%

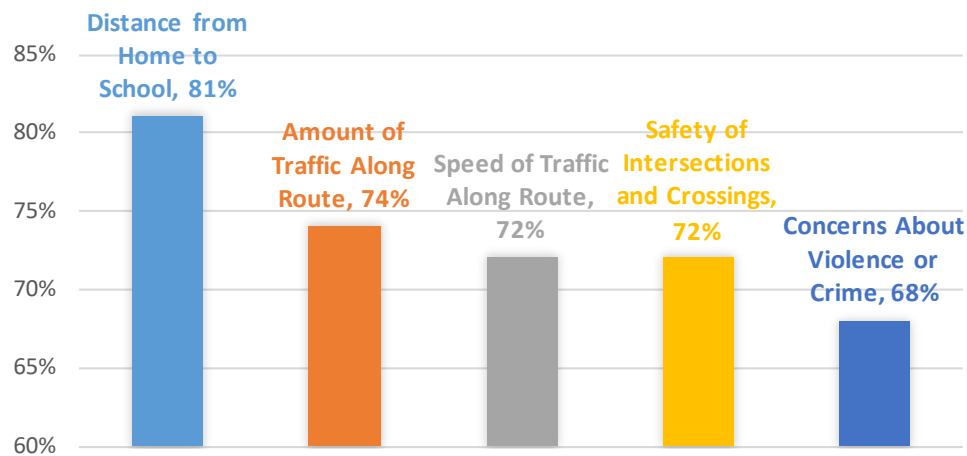


Parent Survey

Ceiba parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October 2018, and 82 surveys were received. The full survey report is shown in Appendix 2.

The survey asked parents to select the most important issues affecting their decision of whether to allow their child to walk or bike to school. The following graph lists the top five issues for parents whose children do not currently walk or bike to school.

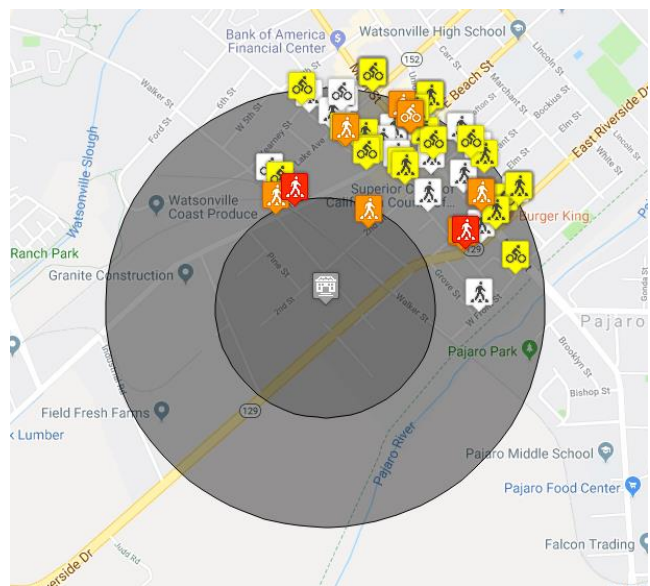
TOP FIVE ISSUES FOR CEIBA PARENTS



Crash Data

The following map shows bicycle and pedestrian collisions that took place within half a mile of Ceiba from 2006–2016. During this 10-year period, 52 pedestrian and 23 bicycle collisions occurred. There were 9 severe-injury collisions and 2 fatalities.

Collision Severity	Bike	Ped
Fatal		
Injury (Severe)		
Injury (Other Visible)		
Injury (Complaint of Pain)		



Existing Infrastructure Conditions

Motorist Conditions

- Parents are directed to a drop-off area on the Ceiba school campus. Many parents drop off and pick up students on Locust Street rather than on the school campus.
- Locust Avenue in front of the school grows congested during the school drop-off period, and parents double-park on Locust to drop off students.
- Parents reported speeding traffic on Riverside Drive, 2nd Street, and Walker Street, which are all major corridors surrounding the school.
- Large truck traffic is common on Walker Street and 2nd Street, while Riverside Drive sees high volumes of commuter traffic.
- There is no school zone signage on Riverside Drive or 2nd Street.
- Parents reported that drivers headed eastbound on Walker Street in the morning have the sun in their eyes, creating low visibility.



Pedestrian Conditions

- There is a sidewalk gap on Locust Street across from the school, and sidewalks on Locust Street are generally in poor condition, with vegetation obstructing the sidewalk in several places.
- The intersection of 2nd Street and Locust Street has transverse crosswalks on two sides. The intersection of 2nd Street and Walker Street has a transverse crosswalk on one side.
- There is continuous sidewalk on both sides of 2nd Street between Locust Street and Main Street.
- There is sidewalk with rolled curb on both sides of Walker Street. The sidewalk is sometimes obstructed by parked trucks.
- The intersection of Walker Street and Beach Street has transverse crosswalks on three sides, is bisected by the rail line, and has missing sidewalk on Walker Street between Beach Street and West Lake Avenue.



Bicycling Conditions

- There are no bicycle facilities on Riverside Drive, Locust Street, or 2nd Street.
- There are Class II bike lanes on Walker Street/Harkins Slough Road between Green Valley Road and Riverside Drive.
- There are Class II bike lanes on Rodriguez Street between Main Street and Front Street, and on West Beach Street between Lee Road and Walker Street.

Audit Observations

- Ceiba is located in the industrial area of Watsonville, which presents significant challenges for students walking or bicycling to school. Streets around the school are heavily used by large trucks, and drivers may not be expecting to share the road with bicyclists and pedestrians.
- Parent volunteers act as crossing guards at the intersections of Locust Street and 2nd Street and 2nd Street and Walker Street.
- There are no high-visibility or yellow crosswalks located near the school. Crosswalks are unmarked in some locations used by students walking to school, such as Riverside Drive at Menker, Locust, and Walker Streets.
- Broken sidewalks, overgrown vegetation, limited lighting, sidewalk gaps, and truck traffic all contribute to challenging conditions for pedestrians.
- While Ceiba students are dispersed across Watsonville, a cluster of students live along Rodriguez Street. Those students use West Lake Avenue, 2nd Street, and Riverside Drive to walk to school.
- Some students are dropped off on the shoulder of Riverside Drive, which parents described as a hazard. They also noted that occasional U-turns occur on Riverside Drive after drivers have dropped off students.



Recommended Infrastructure Improvements around Ceiba College Prep

The following table lists recommendations for Ceiba College Prep, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Riverside Drive/Hwy 129	Install S1-1 with W16-6P school zone signs as appropriate.
Riverside Drive/Hwy 129 at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Walker Street	Install high-visibility crosswalk on northwest leg of intersection.
Locust Street between Beach Street and Riverside Drive/Hwy 129	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long-term: Remove sidewalk obstructions and consolidate or remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long-term: Install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to meet current standards.
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to meet current standards. Short-term: Paint red curb 20' from each corner to prevent parking encroachment.
2nd Street between Rodriguez Street and Pine Street	Study the feasibility of Safe Routes to Schools Corridor treatments, especially near school.
Walker Street between Beach Street and Riverside Drive/Hwy 129	Refresh yellow center lines.
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side.
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to meet current standards. Study additional pedestrian improvements when rail trail segment is constructed.
	See citywide recommendations for 2nd Street/Maple Avenue, Rodriguez Street, and Riverside Drive.

Ceiba College Preparatory Academy SRTS Recommendations Map



Recommendations

- 1 Riverside Drive/Hwy 129:**
Install S1-1 with W16-6P School Advance Crossing signs as appropriate.
- 2 Riverside Drive/Hwy 129 at Locust Street:**
Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards.
- 3 Riverside Drive/Hwy 129 at Menker Street:**
Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards.
- 4 Riverside Drive/Hwy 129 at Walker Street:**
Install high-visibility crosswalk on northwest leg of intersection.
- 5 Locust Street between Beach Street and Riverside Drive/Hwy 129:**
Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.
- 6 School driveway:**
Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long term: install raised sidewalk.
- 7 Locust Street:**
Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 8 Locust Street at 2nd Street:**
Install high-visibility crosswalks on all legs. Install curb extensions on all corners. Upgrade ramps to current standards.
- 9 Walker Street at 2nd Street:**
Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to current standards. Short term: paint red curb 20' from each corner to prevent parking encroachment.
- 10 2nd Street between Rodriguez Street and Pine Street:**
Study feasibility of Safe Routes to Schools corridor treatments, especially near school.
- 11 Walker Street between Beach Street and Riverside Drive/Hwy 129:**
Refresh yellow center line.
- 12 Walker Street between West Lake and Beach Street:**
Fill sidewalk gaps on west side.
- 13 Walker Street at Beach Street:**
Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to current standards.

APPENDIX 3 - PRIORITIZED PROJECT LIST

Project Number	School Site	Location	Jurisdiction	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Proximity	Equity	Total Score
CC8	Cesar Chavez	Hammer Drive between Pennsylvania Drive and Arthur Road		Install high-visibility crosswalk with RRFB and pedestrian refuge island across Hammer Drive at Winchester Drive. Narrow vehicle travel lanes to 10' along the no parking segments	10	30	10	0	0	10	15	75
CC9	Cesar Chavez	Hammer Drive at Winchester Drive		Install curb extensions to shorten crossing distance across Winchester Drive and upgrade ramps to current standards.	10	20	10	0	10	10	15	75
CEIBA1	Ceiba College Prep	Riverside Drive	Caltrans	Install S1-1 with W16-6P School Advance Crossing signs as appropriate	15	0	5	10	0	10	15	55
CEIBA10	Ceiba College Prep	2nd Street between Rodriguez Street and Pine Street		Study feasibility of Safe Routes to Schools corridor treatments, especially near school	0	30	10	0	0	10	15	65
CEIBA11	Ceiba College Prep	Walker Street between Beach Street and Riverside Drive		Refresh yellow center line	15	20	10	10	0	10	15	80
CEIBA12	Ceiba College Prep	Walker Street between W Lake and Beach Street		Fill sidewalk gaps on west side	0	30	10	10	10	10	15	85
CEIBA13	Ceiba College Prep	Walker Street at Beach Street		Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to current standards.	0	30	10	10	10	10	15	85
CEIBA2	Ceiba College Prep	Riverside Drive at Locust Street	Caltrans	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards	10	0	10	10	10	10	15	65
CEIBA3	Ceiba College Prep	Riverside Drive at Menker Street	Caltrans	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards	10	0	0	10	10	10	15	55
CEIBA4	Ceiba College Prep	Riverside Drive at Walker Street	Caltrans	Install high-visibility crosswalk on northwest leg of intersection	15	0	5	10	0	10	15	55

APPENDIX 3 - PRIORITIZED PROJECT LIST

Project Number	School Site	Location	Jurisdiction	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Proximity	Equity	Total Score
CEIBA5	Ceiba College Prep	Locust Street between Beach Street and Riverside Drive		Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.	0	30	10	0	10	10	15	75
CEIBA7	Ceiba College Prep	Locust Street		Install S1-1 with W16-9P School Advance Crossing signs as appropriate	15	0	10	0	0	10	15	50
CEIBA8	Ceiba College Prep	Locust Street at 2nd Street		Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to current standards	0	0	10	0	0	10	15	35
CEIBA9	Ceiba College Prep	Walker Street at 2nd Street		Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to current standards. Short term: paint red curb 20' from each corner to prevent parking encroachment.	0	10	10	10	0	10	15	55
EAH1	EA Hall	Brewington Avenue at Orchard Street		Upgrade existing crosswalk to raised crosswalk and install curb extensions. Upgrade ramps to current standards. Install high-visibility crosswalk across Orchard Street	10	10	5	5	10	10	15	65
EAH2	EA Hall	South side of Brewington Avenue, near track		Repair broken sidewalk	10	10	5	5	0	10	15	55
EAH3	EA Hall	E Lake Avenue at Brewington Avenue	Caltrans	Install curb extension at existing crosswalk or refuge island if curb extension is infeasible. Install Rectangular Rapid Flashing Beacon. Upgrade ramps to current standards.	10	20	10	10	10	10	15	85
EAH4	EA Hall	E Lake Avenue at Blackburn Street	Caltrans	Consider re-installing crosswalk across E Lake Avenue on south side of intersection. If crosswalk is re-installed, also install refuge island and/or curb extensions and upgrade ramps to current standards.	10	30	10	10	10	10	15	95
EAH5	EA Hall	Palm Avenue between Lincoln Street & Hill Avenue		Repair broken sidewalks	10	30	10	0	0	10	15	75

Project Costs - Ceiba College Preparatory

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Riverside Drive	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	Consider W16-6P (directional arrow pointing to school zone on side street) - there is no school crossing on Riverside. Cost assumes 1 sign each direction	\$1,000
Riverside Drive at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.		\$103,000
Riverside Drive at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.		\$103,000
Riverside Drive at Walker Street	Install high-visibility crosswalk on northwest leg of intersection		\$3,000
Locust Street between Beach Street and Riverside Drive	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting.	Long term: remove sidewalk obstructions and consolidate/ remove driveways where feasible.	\$427,000
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space.	Long term: install raised sidewalk.	cost unknown - location unclear
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate		\$1,000
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to current standards.		\$212,000
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street and upgrade ramps to current standards.	Short term: paint red curb 20' from each corner to prevent parking encroachment. Assumed 4 curb extensions.	\$212,000
2nd Street between Rodriguez Street and Pine Street	Study feasibility of Safe Routes to Schools corridor treatments, especially near school	Other intersections addressed in other proposals. Assumed 4 curb extensions at Rodriguez; 2 high visibility crosswalks at Menker, 3 speed humps; curb ramp construction and 2 high visibility crosswalks at Pine	\$245,000
Walker Street between Beach Street and Riverside Drive	Refresh yellow center line		\$5,600
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side		\$88,000
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street and upgrade ramps to current standards.		\$250,000
		See Citywide recommendations for 2nd/Maple, Rodriguez, and Riverside	0