



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

Redwood Mobility Education Program

For Caltrans use only: TAP STP RTP SRTS SRTS-NI SHA
 DAC Non-DAC Plan

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I. GENERAL INFORMATION

Project name: Redwood Mobility Education Program

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) <small>Humboldt County Public Works Department 1106 2nd Street Eureka, CA 95501</small>	2. PROJECT FUNDING ATP funds Requested \$ <u>600,000.00</u> Matching Funds \$ _____ (If Applicable) Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>600,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Chris Whitworth, Deputy Director of Public Works cwhitworth@co.humboldt.ca.us (707) 445-7377	5. PROJECT COUNTY(IES): <p style="text-align: center;">Humboldt County</p>
4. APPLICANT CONTACT (Address & zip code) <small>1106 2nd Street Eureka, CA 95501</small>	7. Application # <u>3</u> of <u>4</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 1	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	Humboldt CAG
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 01-5904R

12. Yes, the applicant has a STATE MA with Caltrans. 00058S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: Humboldt County Dept. of Health and Human Services	15. Partner Type County government - Public Health
16. Contact Information (Name, phone # & e-mail) <small>Jean Levy 707-441-5545, jlevy@co.humboldt.ca.us</small>	17. Contact Address & zip code <small>908 7th Street Eureka, CA 95501</small>

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: Redwood Mobility Education Program

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

Grant Elementary School
 3901 G Street
 Eureka, CA 95503

27. SCHOOL DISTRICT NAME & ADDRESS:

Eureka City Schools
 2100 J Street
 Eureka, CA 95501

28. County-District-School Code (CDS) 12-75515-6007777	29. Total Student Enrollment 307	30. Percentage of students eligible for free or reduced meal programs ** 76.86
31. Percentage of students that currently walk or bike to school 7%	32. Approximate # of students living along school route proposed for improvement 307	33. Project distance from primary or middle school Project implemented at school site.

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

School Information for Humboldt County Non-Infrastructure ATP Grant Application

Alice Birney Elementary School:

26. SCHOOL NAME & ADDRESS: Alice Birney Elementary School 717 South Avenue Eureka, CA 95503	28. County-District-School Code (CDS) 12-75515-6057376	29. Total Student Enrollment 477	30. Percentage of students eligible for free or reduced meal programs ** 89.32%
	31. Percentage of students that currently walk or bike to school 22%	32. Approximate # of students living along school route proposed for improvement 477 students will benefit from RMEP.	33. Project distance from primary or middle school Project is onsite.
27. SCHOOL DISTRICT NAME & ADDRESS: Eureka City Schools 2100 J Street Eureka, CA 95501			

Zane Middle School:

26. SCHOOL NAME & ADDRESS: Zane Middle School 2155 S Street Eureka, CA 95501	28. County-District-School Code (CDS) 12-75515-6057376	29. Total Student Enrollment 617	30. Percentage of students eligible for free or reduced meal programs ** 56.97%
	31. Percentage of students that currently walk or bike to school 15%	32. Approximate # of students living along school route proposed for improvement 617 students will benefit from RMEP.	33. Project distance from primary or middle school Project is onsite.
27. SCHOOL DISTRICT NAME & ADDRESS: Eureka City Schools 2100 J Street Eureka, CA 95501			

Lafayette Elementary School:

26. SCHOOL NAME & ADDRESS: Lafayette Elementary School 3100 Park Street Eureka, CA 95501	28. County-District-School Code (CDS) 12-75515-6007793	29. Total Student Enrollment 320	30. Percentage of students eligible for free or reduced meal programs ** 76%
	31. Percentage of students that currently walk or bike to school 11%	32. Approximate # of students living along school route proposed for improvement 320 students will benefit from RMEP.	33. Project distance from primary or middle school Project is onsite.
27. SCHOOL DISTRICT NAME & ADDRESS: Eureka City Schools 2100 J Street Eureka, CA 95501			

II. PROJECT INFORMATION

1. Project Location

The proposed project will focus on three elementary schools and one middle school within Eureka City Schools (ECS), the largest public school district in Humboldt County. There are approximately 4000 students (22% of all county students) within the district and approximately 1700 of these students attend target schools. Two of the four target schools are located within the city limits. The other two, Grant and Lafayette Elementary Schools, are bordered by streets that are within the Eureka city limits as well as streets in the unincorporated area.

The City of Eureka population is approximately 27,000 people (19% of county population) of which 13% are between 5 and 14 years of age, is comprised of 14.5 square miles (9.4 square miles of land mass), has a population density of 1,180 people per square mile and a median income of \$36,525 (2008-2012 American Community Survey 5-year estimates). Eureka is the County seat and is the city with the largest population in Humboldt County. The two largest racial groups in Eureka are White (79%) and Hispanic/Latino (11%). See attached map of the project area with school locations identified (Additional Attachments, page 30.)

2. Project Coordinates Latitude: N40.795053 Longitude: W124.132756

3. Project Description

The Redwood Mobility Education Program (RMEP) brings together partners from public health, schools, after school programs, community based organizations, parents and law enforcement to shift norms around students walking and/or rolling to school. The program will rely on individual behavior change activities, institutional changes, school staff trainings, and youth engagement to increase the numbers of students and families actively transporting themselves to school. RMEP will link with existing programs at Eureka City Schools (ECS) such as the after school programs and the district wide behavioral program, Positive Behavioral Interventions and Supports (PBIS), to pilot Safe Routes to School lessons that can be adopted by additional school districts in the future.

The need for this project is illustrated in part by compelling statistics. According to the California Office of Traffic Safety, in 2011, when compared to 94 cities of similar size, the City of Eureka ranked highest for pedestrian collisions and 8th for bicycle collisions. Eureka also ranked 53rd for bicycle collisions for youth less than 15 years of age.

In addition to student safety, health status is also a concern. For all 5th grade students, only 21% of the Eureka City Schools students were in the healthy fitness zone for all six of the physical fitness areas of the FitnessGram (California Physical Fitness Test, 2009-2010). On a larger scale, 42% of Humboldt County children aged 5 to 20 years of age were measured to be overweight or obese (Pediatric Nutrition Surveillance, 2008). According to The County Health Rankings and Roadmaps, released in March 2014, 78% of Humboldt residents have adequate access to locations for physical activity as compared with 91% in the rest of the state.

Infrastructure improvements are slated for construction during the summer of 2014 for two of our target schools. At Grant Elementary school, a raised crosswalk will be added on Oak Street, adjacent to school property, as well as sidewalk infill and a pedestrian median and bulb-outs on F Street. Park Street, the location of Lafayette Elementary School, will be resurfaced and striped with the addition of a new bicycle lane. However, infrastructure improvements alone will not help students become safer pedestrians or bicyclists. There is a need for education, practice and encouragement.

The primary purpose of the RMEP is to increase walking and/or rolling among elementary and middle school students by institutionalizing pedestrian and bicycling safety curriculum during the school day and in after school programs as well as implementing activities that allow the modeling of desired behaviors and practice.

The scope of work will consist of: 1) development and implementation of a SRTS afterschool program curriculum that will be piloted at Eureka City Schools and could be utilized countywide in the future; 2) Analyze existing and/or collect new data (SRTS parent surveys, student hand tallies, walkability audits) relevant to curriculum development and program evaluation to better understand

barriers and challenges to active transportation as well as successes; 3) develop ped/bike safety expectation stations for PBIS. Eureka City Schools has adopted PBIS (Positive Behavioral Interventions and Supports), a decision making framework that guides academic and behavioral practices. This framework includes stations where students practice expected behaviors; 4) provide staff training for delivery of afterschool SRTS curriculum; 5) provide staff training for delivery of PBIS SRTS curriculum to school staff; 5) Engage middle school youth in mobility education activities and civic participation such as leading a walk audit, photovoice project which is a process using photography and stories to identify, represent, and enhance community issues (http://www.photovoice.org/PV_Manual.pdf), public speaking and speed reduction campaigns; 6) Implement encouragement activities such as walk and bike to school day events, student/parent pledges to walk or bike, and mileage clubs with punch cards at target schools; 7) Sustain community involvement by expanding the reach of the Eureka SRTS Task Force through recruitment of new members and highlighting successes through media articles or public service announcements.

4. Project Status

This is a new pilot project that will build on existing efforts at Eureka schools.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

At this time, the Active Transportation Program is the only funding source available for the Redwood Mobility Education Program (RMEP).

The purpose of the Redwood Mobility Education Program is to institutionalize pedestrian and bicycling safety curriculum during the school day and in after school programs as well as implementing activities that allow the modeling of desired behaviors and practice.

Statistics for Eureka and Humboldt County illustrate the need for RMEP. Issues of high ranking for pedestrian and bicycle injuries, high gas prices, low household income, and high prevalence of youth obesity point to an urgent need for improved active transport options.

According to the California Office of Traffic Safety, when compared to 94 cities of similar size in 2011, the City of Eureka was the #1 worst city for pedestrian collisions and the 8th worst city for bicycle collisions. The City of Eureka accounts for 19% of Humboldt County's population and experiences a disproportionate number of pedestrian/ bike auto collisions. In 2011, 50% of Humboldt County's pedestrian fatalities and 31% of pedestrian injuries occurred in Eureka. 50% of Humboldt County's bicycle fatalities and 35% of bicyclist injuries occurred in Eureka (SWITRS).

In 2011, Humboldt County emergency rooms experienced 370 visits due to pedestrian and bicycle injuries. 27% of which were youth under the age of 14 (Epicenter.cdph.ca.gov).

Gas prices in Eureka and Humboldt County are consistently among the very highest in the state and residents have some of the lowest household income levels in California. As of February 27, 2014 the average price of gas in Eureka was \$3.94, the average for Northern California was \$3.74, and the average for California was \$3.82. Humboldt County residents' median household income is only two-thirds or 66.5% that of the California's, the city of Eureka's median household income is even less at 59.7% that of California's. 19.7% of families in Humboldt County are impoverished compared with the state average of 15.3% (<http://quickfacts.census.gov/qfd/states/06/06023.html>).

Additionally, over 75 % of Lafayette, Grant, and Alice Birney students are eligible for free and reduced lunch. High and rising gas prices affect impoverished families more severely than others. Increased active transportation can help struggling families save money they would have otherwise spent on gas and auto expenses but active transport must first become a more safe and inviting mode of travel.

Health status is also a concern for students. The California Health Interview Survey of 2009 indicates that the prevalence of obesity has increased in Humboldt County. The percentage of children age 2-11 in Humboldt County that are obese for their age [have a Body Mass Index equal or above 95th Percentile] is higher at 28.2% than the California percentage of 27.3%.

According to the 2012-2013 California Physical Fitness Report, 45.3% of Alice Birney, 35.2%

of Lafayette, 17.7% of Grant and 37.5% of Zane students were determined to have increased health risks due to the student's body composition. Regular physical activity is known to reduce many chronic diseases. With the high rate of impoverishment, affording gym memberships and sports fees are not always an option for families. Choosing active transportation will give students the regular physical activity they need to reduce their health risks.

In 2012, the Humboldt County Association of Governments (HCAOG) and Redwood Community Action Agency (RCAA), developed a regional "prioritization tool" for examining the complex needs to get kids to school safely in Humboldt County. The tool can be found online at: http://www.hcaog.net/sites/default/files/hcaog_sr2s_prioritzn_tool_report_final_draft.pdf

Through this project, HCAOG and RCAA created a database of schools countywide which provided insight into safety concerns and interest in SRTS and identified where they most need help. The tool was last updated and schools ranked in 2012. Out of 89 schools reviewed in Humboldt County, Grant Elementary and Alice Birney Elementary tied for the highest rank. Lafayette came in at 7th. As Grant Elementary was awarded a Cycle 10 SRTS infrastructure award, this prioritization tool accurately reflects schools that are most competitive for funding. The elementary schools identified in this application have been ranked, using the prioritization tool, and have been determined to have the greatest need and capacity for carrying out SRTS programs.

While the tool did not rank Zane Middle School as high as the other RMEP target schools, a champion teacher and students have shown a strong interest in SRTS projects as evidenced by their organization of the first IWTSD event last fall. Zane Middle School also experienced three significant collisions in 2013. In May 2013, a bicycle collision occurred in the school driveway when the bicyclist was riding on the wrong side of the road. At the nearest intersection to Zane, S and Buhne Streets, there was a pedestrian fatality in May 2013 when a driver turned onto S Street (toward the school) without seeing the pedestrian in the crosswalk. In March 2013, less than a mile from Zane Middle School a fourteen year old eighth grade student was hit and killed while distracted walking. It was reported by

witnesses that the student was standing still in the intersection, outside a crosswalk, and looking down at his cell phone when he was hit.

The goals of RMEP are to increase physical activity among elementary and middle school students and decrease the number of collisions and injuries. The RMEP will increase physical activity by promoting and encouraging students to travel via healthy, active, and environmentally friendly means. The RMEP will decrease the number of collisions and injuries by giving students the education and skills necessary to be safe bicyclists and pedestrians. Including safe walking and bicycling lessons in the afterschool program and the school's existing student behavior management framework – Positive Behavior Intervention and Supports (PBIS) may also enhance parent's comfort level with allowing their children to choose active modes of transportation. Incorporating safety skill building into PBIS will institutionalize the lessons, allowing for regular reinforcement of the skills and sustainability.

2. Consistency with Regional Transportation Plan (100 words or less)

RMEP is consistent with Humboldt County's Regional Pedestrian Plan, adopted in 2008, and the Humboldt Regional Bicycle Plan, updated in 2012. RMEP activities will reflect and build upon these approved plans. The pedestrian curriculum and non-motorized education and outreach program outlined in the bicycle plan will support and guide RMEP curriculum development. Grant activities include SRTS media and outreach, a strategy suggested in the pedestrian plan. The bicycle plan indicates that the best results for program implementation are achieved when multiple organizations partner together; RMEP has the support of schools, Public Health, Public Works, law enforcement and community agencies.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING

The Redwood Mobility Education Program (RMEP) will encourage active transportation to school by institutionalizing pedestrian and bicycle safety skills into the school day and after school programs, providing opportunities for families to participate in safely walking and bicycling together,

youth engagement and consistent SRTS messaging to families. Skill building will be accomplished through newly developed PBIS Expectation Stations (see Section II. Project Description for more details on PBIS) and the SRTS toolbox curriculum for after school programs. This toolbox will be created to be K-8 appropriate and meet common core standards.

Opportunities for families will include activities such as walking/biking field trips, Walk to School and Bike to School Days, bicycling clinics, walk audits and parent/student pledges to increase days of walking/biking to school. These are opportunities for practicing skills and adult modeling of safe and fun behaviors. Youth engagement activities with the leadership class at Zane Middle School will encourage students to better understand neighborhood infrastructure through a PhotoVoice project and a youth led walk audit. The students can share their work in the community as they encourage safe active transportation. Families will be encouraged to participate in SRTS activities through ongoing reminders in the school newsletters, flyers sent home, and media articles.

There is currently an after school bike club at Alice Birney Elementary School. As the students have become better cyclists, many families seem to be riding more. Parents that do not know how to ride a bike have requested lessons. RMEP can provide workshops to teach cycling to interested parents who are currently non-riders as a complement to ongoing efforts and as encouragement to families that want to ride together. One to two of the target schools will be piloting crossing guards at their sites through an existing SRTS grant. The crossing guard efforts will complement and link with the education and encouragement activities through RMEP. Crossing guards coupled with student skill building and practice walking and bicycling will increase the comfort level of many parents who have indicated a desire to see crossing guards at their schools. Middle school students will have the opportunity to document traffic and safety issues in their neighborhoods using photography in a photovoice project. Eureka, the community targeted for this program, has 474.3 annual walk trips per household as compared to 515.2 for the state. The mean walk trip length is about the same for Eureka at 0.74 miles, as

the state at 0.72 miles (*Walking and Biking in California, Analysis of CA-NHTS, Nancy McGuckin and UC Davis, August 2012*).

The current bicycling and walking mode share, based on Parent Transportation Surveys, October 2013, for students at the schools targeted by RMEP are as follows: Grant Elementary School- 4% walking, 4% bicycling. Alice Birney Elementary School - 20% walking, 2% bicycling. Lafayette Elementary School - 11% walking, 0% bicycling. Zane Middle School - 13% walking, 2% bicycling. The Redwood Mobility Education Program (RMEP) will affect the bicycling and walking mode share in the community by increasing the comfort level of parents to let their children bike and walk. Parents will know that their students are learning safety skills and practicing them during and after school. Families will be offered opportunities to practice and model these skills. According to parent surveys from Fall 2013, many students are interested in walking or biking to school but are not being allowed. The surveys collected information about whether or not students are walking and bicycling to and from school and identified the barriers and opportunities facing them on their routes.

The surveys indicated that at Alice Birney Elementary, less than 25% of the students walk or bike to school yet 47% have asked for permission. Seventy percent of surveys collected also indicated that the student lived within one mile of school. At Grant and Lafayette Elementary Schools three times as many students have asked permission to walk or bike to/from school than actually do and at Zane Middle School, 61% of students have asked permission to walk or bike to school but only 15% actually do.

Active transportation mode share will continue to be documented through annual distribution of parent surveys and fall and spring collection of hand tallies at the focus schools. Survey distribution in the past has resulted in a 26% participation rate amongst families countywide with 44 out of 62 schools responding. RMEP target schools were all represented and had a combined return rate of 34%. Teachers at the target schools have shown past support and willingness to conduct hand tallies in their classrooms.

The total student enrollment at the four target schools is 1721. Approximately 24% of Lafayette students, 55% of Alice Birney students, 15% of Grant students, and 29% of Zane students live within one mile of their school. All of the project activities benefit a disadvantaged community. The RMEP target elementary schools have over a 76% free and reduced lunch eligibility which qualifies them as a disadvantaged community. The free and reduced lunch eligibility at Zane Middle School is lower than 76%. However, according to the American Community Survey 5 year data, the median household income of Eureka City schools (\$38,516) as well as the City of Eureka (\$36,525) is less than 80% of the statewide median household income.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES

The Redwood Mobility Education Program (RMEP) will address bicyclist and pedestrian injuries and fatalities by educating students on proper behaviors to be safe while bicycling and walking. Students will have desired behaviors modeled for them and they will have the opportunity to practice these behaviors on a regular basis.

Statistics provided by the Eureka Police Department (EPD) indicate that pedestrian/ bicyclist error is responsible for approximately half of all pedestrian/bicyclist involved collisions. The EPD sees pedestrians break traffic laws such as crossing when the light is red or if the hand is up and says don't walk, crossing in the middle of the intersection, and standing in the center median waiting for a break in traffic instead of crossing at an intersection with a signal.

Two significant collisions occurred near RMEP schools in 2013 which illustrates the need for ongoing education with pedestrians and bicyclists. The first was an eighth grade student killed by a motorist while distracted walking. In May 2013, a bicycle collision occurred in the Zane Middle School driveway when the bicyclist was riding on the wrong side of the road.

In 2011, the City of Eureka experienced 33 pedestrian collisions resulting in two fatalities, and 21 bicycle collisions also resulting in two fatalities. Of the pedestrian collisions, 51% were due to

violations on the part of the pedestrian. In 19% of these bicycle collisions, the bicyclist was on the wrong side of the road and 19% of the time the automobile had the right of way. In 2012, there were 41 injury accidents involving pedestrians and 27 injury accidents involving bicyclists in Eureka. The EPD reports the highest percentage of accidents, just over 20 percent, correlate with school dismissal times. One way to address these collisions and unsafe behaviors is to provide safety education. RMEP will do this through development of new PBIS stations and afterschool program curriculum. Curricula will be designed to target and be relevant to K-8th grade levels. In addition to addressing the health benefits of walking and biking, each lesson will include demonstrations and activities for walking or biking safely. Topic areas could include recognition and avoidance of common pedestrian/ bicycle collisions, understanding of ped/bike/motorist rights and responsibilities, traffic knowledge assessment and skills, proper behavior around bus stops and rules of the road and sidewalk.

Including safe walking and bicycling lessons in the afterschool program and PBIS will give the students the skills necessary to be safe bicyclists and pedestrians. Incorporating safety skill building into PBIS will also institutionalize the lessons, allowing for regular reinforcement of the skills and sustainability. Engaging middle school youth in mobility education activities and civic participation such as leading a walk audit, Photovoice project, public speaking and speed reduction campaigns, will give students a voice and bring awareness to traffic concerns at their school. The results of the youth led walkability audit will identify short and long term goals for improvements that need to be made near the school campus. The walkability audit will also allow for the development of recommended walking route maps. Implementing encouragement activities such as walk and bike to school day events, student/parent pledges to walk or bike, and mileage clubs with punch cards at target schools will increase walking and ridership. Increases in number and frequency of bicyclists and pedestrians will increase their presence and visibility to drivers. In turn, drivers will be more aware and alert to pedestrians and bicyclists. With more students walking and biking, traffic congestion around schools will be reduced, further increasing the safety of students. Safety hazards have been identified at each of

the RMEP target schools. In some cases infrastructure changes are not feasible and schools must rely on educating their students and families about the safest routes for walking and biking as well as providing opportunities for practice. PBIS will consistently reinforce safe walking and cycling behaviors.

Zane Middle School is located on a minor arterial, S Street, which has a very steep hill. The existing crosswalk is at the top of the hill but pedestrians, bicyclists, and skateboarders typically don't use it. Students frequently cross the street at the lower school entrance where no crosswalk is located. City of Eureka staff advised against putting a crosswalk at this lower location because it would not allow enough time for drivers to see a student in the crosswalk and break. RMEP will educate students at Zane about the importance of safe crossings and the dangers of jaywalking. Youth will be engaged in identifying safe routes to the school campus. Strategies and curriculum for Zane Middle School will be adapted from the SRTS Technical Assistance Resource Center's Youth Engagement Curriculum. Zane staff have also noticed that a large number of students riding bikes, skateboards, or scooters are not wearing helmets. Public Health has donated helmets to the school for students that cannot afford them and RMEP will educate about and encourage helmet usage.

Lafayette is located on Park Street, a major collector. Speeding traffic, limited crosswalks, intermittent sidewalks, and sidewalks in disrepair in the Lafayette neighborhood are a big concern of school staff, parents and community members in the neighborhood. The County has committed to micro-surfacing Park St. and adding bike lanes in both directions. RMEP activities such as bike club, after school program and PBIS stations will complement these infrastructure changes and encourage their use.

Grant Elementary is located between H and F streets – both minor arterials. Grant Elementary School completed a walkability audit in February 2011 and subsequently received funding for infrastructure improvements that will connect sidewalk gaps, reduce traffic speeds, and improve the safety of an important crosswalk. Staff at the school raised money to improve a walking path behind the school. In the past, Grant Elementary has not encouraged students to bike as they felt it was unsafe.

After new infrastructure is in place, Fall 2014, administration will support encouragement activities. As more children are expected to walk or bike once this infrastructure goes in, the RMEP education would be a complement to the improvements and further increase the safety of Grant students.

Alice Birney has the highest percentage of students eligible for free and reduced lunch and also has the highest percentage of walkers. School closings nearby have resulted in students coming from farther away and via extremely busy streets. High speeds, high volume of traffic, infrequent controlled crossings, and many driveways can result in hazardous walking conditions.

There is currently an after school bike club at Alice Birney Elementary School. As the students have become better cyclists, many families seem to be riding more. Parents that do not know how to ride a bike have requested lessons. RMEP will provide workshops to teach cycling to interested parents who are currently non-riders as a complement to ongoing efforts and as encouragement to families that want to ride together. The RMEP will build upon this successful club at Alice Birney and create new clubs at Lafayette and Grant Schools. These new clubs would utilize the Bicycle Transportation Alliance (BTA) curriculum. They will teach students safety and mechanic skills and give them hands on opportunities to ride. As Lafayette and Grant Schools will be receiving infrastructure improvements, the RMEP would complement by teaching students how to utilize and encouraging use of the infrastructure.

Through education and encouragement activities, the RMEP will address safety hazards at each of the target schools. The RMEP will provide safety education, safety skill development and opportunities to practice these behaviors thus reducing the number of pedestrian and bicyclist fatalities and injuries.

3. PUBLIC PARTICIPATION and PLANNING

Is the project cost over \$1 Million? No

The Redwood Mobility Education Program (RMEP) was envisioned after conversations with various stakeholders within Eureka City Schools. Key informant interviews were conducted with the principals of the four target schools, the Director of Student Welfare, the after school programs

coordinator at Humboldt County Office of Education and two after school program site coordinators. These conversations provided valuable program development information. Safety is a priority in all school programs and there is a need and an enthusiasm for quality activities and lessons focusing on pedestrian and bike safety. These interviews shaped the deliverables proposed in this application: creation of a SRTS toolbox for the after school programs and lessons for PBIS expectation stations (see explanation of PBIS under Section II. Project Information, Project Description) that will be used district wide.

Community input was received, after the key informant interviews, by the Zane Middle School Site Council, the Grant Elementary School PTA president and Lafayette Elementary School PTA president.

The Eureka Safe Routes to School Task Force provided input toward the RMEP concept. The task force has representatives from Eureka City Schools including administrators, Parent Teacher Association members and the district transportation director. Other members of the Task Force include officers from the Eureka Police Department and CA Highway Patrol, city engineers, planners, Humboldt County Public Works Department, Public Health, and County Board of Supervisors. The SRTS Task Force is willing to provide technical assistance and act as an advisory body as RMEP efforts move forward.

Public input was solicited during two Walk and Roll Audits in 2011. In February 2011, Grant Elementary School was the focus of a walk and roll audit that included members of the PTA, parents, neighbors, school principal, school board president, head of school maintenance, Eureka police, Eureka Fire Chief, Eureka engineering department, Eureka City Council, Eureka Traffic Safety Commission, County Board of Supervisors, County engineering department, planners, Redwood Community Action Agency and County Public Health. The short and long term plans prioritized in the final report included “Continue and grow Education & Encouragement activities at Grant Elementary”. SRTS funding that was secured for infrastructure improvements at Grant will be constructed during the summer of 2014.

In June 2011, a walk and roll audit conducted at Lafayette Elementary School began by asking participants to share what outcomes they'd like to see as a result of the audit. Responses included creating a more inviting walking environment, providing safety education for kids, and seeing more kids walking and being active. Participants at the audit included parents, neighbors, the school principal, Eureka City Schools Board President, Eureka police, California Highway Patrol, County Public Works Department, County Supervisor, Redwood Community Action Agency and County Public Health. If funding is provided for RMEP, the plan is to continue outreach to parents and school staff through PTA meetings, school newsletters and flyers posted at the school. The goal of outreach efforts will be to communicate the progress of grant deliverables as well as gathering input for development and implementation of deliverables. Public participation will be critical for the success of many encouragement activities. Parents, law enforcement, and elected officials will all be included in the planning and implementation of events.

3. COST EFFECTIVENESS

A. When considering non-infrastructure project alternatives there were many activities to choose from. RMEP includes sustainable elements that will result in a bigger "bang for the buck". Target schools have agreed to incorporate these elements, i.e. new curriculum for school behavior framework (PBIS) and after school sessions, as part of their ongoing programming. This insures that SRTS education and practice will continue beyond the life of the ATP grant. RMEP will also facilitate SRTS projects for middle school leadership classes to motivate students to better understand and advocate for active transportation and safer streets. Middle school staff will be encouraged to repeat these projects with future students.

B. The Health Economic Assessment Tool (HEAT) was utilized to assess the benefit-cost ratio if 20% of the 1700 students that RMEP targets walk to school. Currently between 4-20% of students at the four target schools are walking/rolling to school as reported by parents returning the SRTS parent

surveys in the fall of 2013. According to HEAT, \$600,000 should produce a total savings over 5 years of \$3,240,218. The benefit to cost ratio is significant at 5.40:1.

Walking data entered into the model included an average distance of 1.21 km (about ¾ mile) per person per day for 340 students. The above calculation was based on 5 years since many aspects of RMEP will be sustained after the ATP funding is over. Conversions were made from euros to dollars. There are limitations of using this model as it is developed for adults over 20 years of age.

4. IMPROVED PUBLIC HEALTH

The Redwood Mobility Education Program (RMEP) will improve public health by increasing the number of opportunities, in disadvantaged communities, for walking and bicycling. Educational lessons and encouragement activities will be offered more consistently to elementary and middle school youth and their families. Developing safe walking and bicycling environments through planned infrastructure improvements and non-infrastructure programs can enhance a parent's comfort level with allowing their children to choose active modes of transportation.

The health status of school age children in Humboldt County is a concern. For all 5th grade students attending Eureka City Schools, only 21% were in the healthy fitness zone for all six of the physical fitness areas of the FitnessGram (California Physical Fitness Test, 2009-2010). On a larger scale, 42% of Humboldt County children aged 5 to 20 years of age were measured to be overweight or obese (Pediatric Nutrition Surveillance, 2008).

The RMEP aims to instill lifelong physical activity habits among students through encouragement and education during all parts of the day. There will be encouragement to walk/bike to school, safe walking/biking lessons during the school day, after school program curriculum on safe and fun walking/biking and student leadership opportunities. Developing these lifelong habits in young people can work towards a decrease in the diseases associated with inadequate physical activity such as diabetes, heart disease, depression, stroke, osteoporosis and cancer.

Injuries from motor vehicle crashes are a major public health concern in this county. They were

the leading or second-highest cause of death between 2007 and 2011 for people under the age of 45 (Humboldt County Community Health Assessment 2013). The average annual mortality rate, 2009-2011, for Humboldt County residents due to motor vehicle collisions is 15.7 per 100,000 people as compared to the California rate of 7.5 per 100,000 people (Humboldt County Vital Statistics Automated Vital Statistics System & California Electronic Death Registration System). It is critical to teaching safe walking, crossing, and bicycling behavior to reduce the number of these collisions as a large percentage of them have been recorded as the pedestrian or cyclists fault. Children are at particularly high risk because they tend to overestimate their abilities in traffic situations and perceive the environment differently than adults.

Asthma is another concern. Emergency room visits due to asthma by children under age 5 (per 10,000) for Humboldt County is 120 visits as compared to California at 110 (2009 California Health Interview Survey). As more children and their families choose to walk or bike to school, automobile congestion and exhausts will be reduced.

The RMEP will be one way to improve the health of young people. Anecdotally, parents have become more active with their students as schools promote active transportation events. They show up to ride bikes or walk with their kids and end up feeling healthier in the process. Safe Routes to School programs seem to positively affect the whole family. Active travel provides fitness and health benefits. Even small increases in physical activity can improve public health.

5. BENEFIT TO DISADVANTAGED COMMUNITIES

- A. I. Is the project located in a disadvantaged community? Yes
- II. Does the project significantly benefit a disadvantaged community? Yes
- a. Which criteria does the project meet? (Answer all that apply)
- o Median household income for the community benefited by the project: \$36,525 – City of Eureka , \$38,516 Eureka Unified School District
 - o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: Alice Birney 89.32%, Grant 76.86%, Lafayette 76.04%

B. The Redwood Mobility Education Program (RMEP) will directly benefit disadvantaged communities as three of the four target schools have over 75 % of their students eligible for free and reduced lunch. The fourth school, Zane Middle School, along with the other schools, meets the income criteria for a disadvantaged community. The City of Eureka has a median household income of \$36,525 and Eureka City Schools has a median income of \$38,516 which in both cases is less than 80% of the statewide median. 100% of the project funding will benefit these students.

Humboldt County residents have some of the lowest household income levels in California. Humboldt County residents' median household income is only two-thirds (66.5%) that of California's and the City of Eureka's median household income is even less at 59.7%. In Humboldt County, 19.7% of families are impoverished compared with the state average of 15.3%.

Gas prices in Humboldt County are consistently among the highest in the state. As of February 2014, the average price of gas in Eureka was \$3.94, the average for Northern California was \$3.74, and the average for California was \$3.82. The North Coast typically sees higher prices than the rest of California due to transportation issues and a lack of competition.

High gas prices affect impoverished families more severely than others. For some families, active transportation is their only choice as spending money on gas and auto expenses are prohibitive. Providing safe streets and teaching safe pedestrian and cycling behaviors is an issue of equity and safe passage for all County residents.

The California Health Interview Survey of 2009 indicates that the prevalence of obesity has increased in Humboldt County. The percentage of children (age 2-11) that are obese for their age [have a Body Mass Index equal or above 95th Percentile] is higher than the California percentage. Humboldt's is 28.2% while California's is 27.3%.

According to the 2012-2013 California Physical Fitness Report, 45.3% of Alice Birney students, 35.2% of Lafayette students, 37.5% of Zane students, and 17.7% of Grant students were determined to

have increased health risks due to the student's body composition. Regular physical activity is known to reduce many chronic diseases. With the high rate of impoverishment, affording gym memberships and sports fees are not always an option for families to get exercise. Safe, active transportation contributes toward the recommended daily minutes of physical activity and can reduce health risks.

Parent comments on the 2013 SRTS Parent Surveys indicate that many low income children walk to school due to the high costs of gasoline or the lack of a family vehicle. Busing is not always an option if the distance from home to school is too far.

As more students are walking or biking due to rising gas prices or lack of other transportation options, there is a need for education about how to be safe. Students would benefit from the RMEP by participating in meaningful activities that promote and encourage safe walking and biking.

The RMEP would address challenges at Zane Middle School and educate students on the importance of utilizing the crosswalk and dangers of jaywalking. The RMEP will encourage and educate about the importance of helmet use. Zane students will also have the opportunity to document traffic and safety issues in their neighborhoods during the walkability audit and photovoice project. They will be able to take these projects and share them in the community to bring awareness and educate community members about active transportation issues.

Alice Birney has the highest percentage of students eligible for free and reduced lunch and also has the highest percentage of walkers. School closings nearby result in students walking/rolling from farther away and via busy streets. Approximately 1/5 of all students attend the afterschool program which lasts from when school gets out until 6pm. Students receive a 'supper' meal, do homework, and participate in activities at afterschool program. Their teachers and after school leaders are the adults they spend the most time with and can have a big impact on their behaviors. By incorporating SRTS into the school day and afterschool program, SRTS messages are being heard repeatedly and consistently. The community will benefit by safer behaviors, increased physical activity, and opportunities for social cohesion.

Including safe walking and bicycling lessons in the afterschool program and the school's existing student behavior management framework – Positive Behavior Intervention and Supports (PBIS) will give the students the skills necessary to be safe bicyclists and pedestrians. Incorporating safety skill building into PBIS will also institutionalize the lessons, allowing for regular reinforcement of the skills and sustainability.

6. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. **Yes**

Virginia Clark, Region 1 Deputy, virginia.clark@ccc.ca.gov, (916) 341-3147, information sent 4/25/14.

Larry Notheis, Fortuna Center Director, Larry.Notheis@ccc.ca.gov, (707) 725-5106, information sent 5/8/14.

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. **Yes**

Cynthia Vitale, Cynthia@csgcalifornia.com, (916) 558-1516, information sent on April 25, 2014.

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? **NA**

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The CCC declined RMEP involvement.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

The CALCC declined RMEP involvement.

8. APPLICANT'S PERFORMANCE ON PAST GRANTS

Humboldt County Public Works Department has not had any ATP type grant failures to date. We are currently on track to meet all project requirements under a Cycle 3 Safe Routes to School non-infrastructure grant for the Redwood Crossing Guard Program.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/12/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
01						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM						
				MPO	Element	
				Non-MPO		
Project Manager/Contact		Phone		E-mail Address		
Chris Whitworth		(707) 445-7377		cwhitworth@co.humboldt.ca.us		
Project Title						
Redwood Mobility Education Program (RMEP)						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>This NI project includes 4 schools within Eureka City Schools District. Alice Birney Elementary School and Zane Middle School are located within the Eureka City limits. Lafayette and Grant Elementary Schools are bounded by streets within the Eureka City limits as well as in the unincorporated area. RMEP will increase numbers of students walking and biking by development and piloting of a SRTS curriculum for after school programs as well as SRTS expectation stations during the school day, engaging middle school youth in a walk audit, photovoice project and route mapping and providing education and encouragement activities for</p> <p><input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements</p>						
Component	Implementing Agency					
PA&ED	Humboldt County Public Works					
PS&E	Humboldt County Public Works					
Right of Way	Humboldt County Public Works					
Construction	Humboldt County Public Works					
Purpose and Need						<input type="checkbox"/> See page 2
<p>The purpose of the RMEP is to increase numbers of students walking/bicycling to school by providing ped and bike safety curriculum during the school day and in after school programs as well as implementing activities that allow the modeling of safe walking and bicycling behaviors and practice.</p> <p>The need for RMEP is indicated by Eureka and Humboldt County's high collision rates. According to the California Office of Traffic Safety, when compared to 94 cities of similar size, the City of Eureka had the highest number of pedestrian collisions and was ranked 8th highest for bicycle collisions. These rankings along with high gas prices, low household income, and high prevalence of youth obesity point to an urgent</p>						
Project Benefits						<input type="checkbox"/> See page 2
<p>NI project benefits include development of SRTS curriculum that schools can use to sustain the work of this proposal and share with other school districts, education and encouragement activities to increase numbers of students and families walking and biking to school resulting in more physical activity and better health, and normalizing of safer ped/bike behaviors.</p> <p><input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions</p>						
Project Milestone						Proposed
Project Study Report Approved						12/01/14
Begin Environmental (PA&ED) Phase						12/08/14
Circulate Draft Environmental Document				Document Type	01/01/15	
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						02/01/15
Begin Design (PS&E) Phase						N/A
End Design Phase (Ready to List for Advertisement Milestone)						N/A
Begin Right of Way Phase						02/08/15
End Right of Way Phase (Right of Way Certification Milestone)						02/15/15
Begin Construction Phase (Contract Award Milestone)						05/01/15
End Construction Phase (Construction Contract Acceptance Milestone)						05/01/18
Begin Closeout Phase						05/02/18
End Closeout Phase (Closeout Report)						06/30/18

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/12/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	HUM					
Project Title: Redwood Mobility Education Program (RMEP)						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		600						600	
TOTAL		600						600	"Non-infrastructure"

Fund No. 1:	ATP funds								Program Code	
Proposed Funding (\$1,000s)									20.30.720	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									"Non-infrastructure"	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		600						600		
TOTAL		600						600		

Fund No. 2:									Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 3:									Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Project name: Redwood Mobility Education Program

VI. ADDITIONAL INFORMATION
Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)	Amount
PE Phase (includes PA&ED and PS&E)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$ 600,000
Total for ALL Phases	\$ 600,000

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount
	\$
	\$
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$ 600,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$ 600,000
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction	12/01/2014	05/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Redwood Mobility Education Program

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		I. Mobility Education (ME) in Afterschool Programs: (PH= Public Health)
05/01/2015	11/31/2015	Develop SRTS curriculum for elementary after school programs.
01/01/2016	09/31/2016	PH staff pilots 8-10 SRTS lessons at elementary after school programs.
01/01/2017	09/31/2017	After school teacher co-leads SRTS lessons with PH staff.
07/01/2017	04/30/2018	PH and middle school staff co-teach pilot SRTS lessons.
02/01/2016	09/31/2016	Plan and implement Traffic Skills 101 (full day adult bike skill training).
05/01/2015	04/30/2018	Facilitate one 10 week bike club per year.
		II. ME in Positive Behavioral Interventions and Supports (PBIS):
05/01/2015	04/30/2016	Develop 5-7 PBIS SRTS Expectation Station Lessons (ESL) for grades K-5.
05/01/2016	09/31/2016	Train school staff in new SRTS K-5 PBIS lessons.
05/01/2016	04/31/2017	Implement new PBIS SRTS K-5 lessons at target schools.
05/01/2017	09/31/2017	Develop 3-5 PBIS SRTS ESL for middle school grade students.
01/01/2018	04/30/2018	Implement new PBIS SRTS ESL lessons in the middle school.
		III. Provide mobility education to students in middle school leadership class.
05/01/2015	12/31/2017	Develop 6-8 lessons using TARC Youth Engagement Curriculum and other.
01/01/2016	04/31/2016	Facilitate a photovoice project with youth highlighting SRTS issues.
05/01/2016	04/30/2017	Plan and implement a youth led walk audit around Zane Middle School.
05/01/2017	04/30/2018	Develop a walking route map for Zane Middle School with youth assistance.
05/01/2016	04/30/2018	4-6 youth presentations to educate community and electeds on SRTS issues.
		IV. Community Involvement/Education
05/01/2015	04/30/2018	Recruit new members for Eureka SRTS Task Force & meet 9 times per year.
05/01/2015	04/30/2018	Develop 6-8 SRTS articles, displays, or other media to educate community.
01/01/2016	04/30/2018	Collect/analyze data from parent surveys and hand tallies at target schools.
01/01/2016	04/30/2018	Parent/student walk/bike pledge cards at 2 schools per year.
05/01/2015	04/30/2018	Assist parents and school staff in walk & bike to school day events.
01/01/2016	04/30/2018	One bicycle clinic per year targeting parents as bicyclists.

Project name:

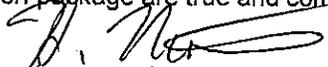
VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: CHRIS WHITWORTH
Title: DEPUTY DIRECTOR

Date: 5/12/2014
Phone: (707) 445-7377
e-mail: cwhitworth@co.humboldt.ca.us

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Thomas G. Mattson
Title: Director of Public Works

Date: 5/13/14
Phone: 707 445-7491
e-mail: Tmattson@co.humboldt.ca.us

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: 
Name: Fred Van Vlerk, Ed.D.
Title: Superintendent

Date: 4.23.14
Phone: 707 441 2414
e-mail: vanvlerk@eureka-cityschools.org

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:
Redwood Mobility Education Program

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

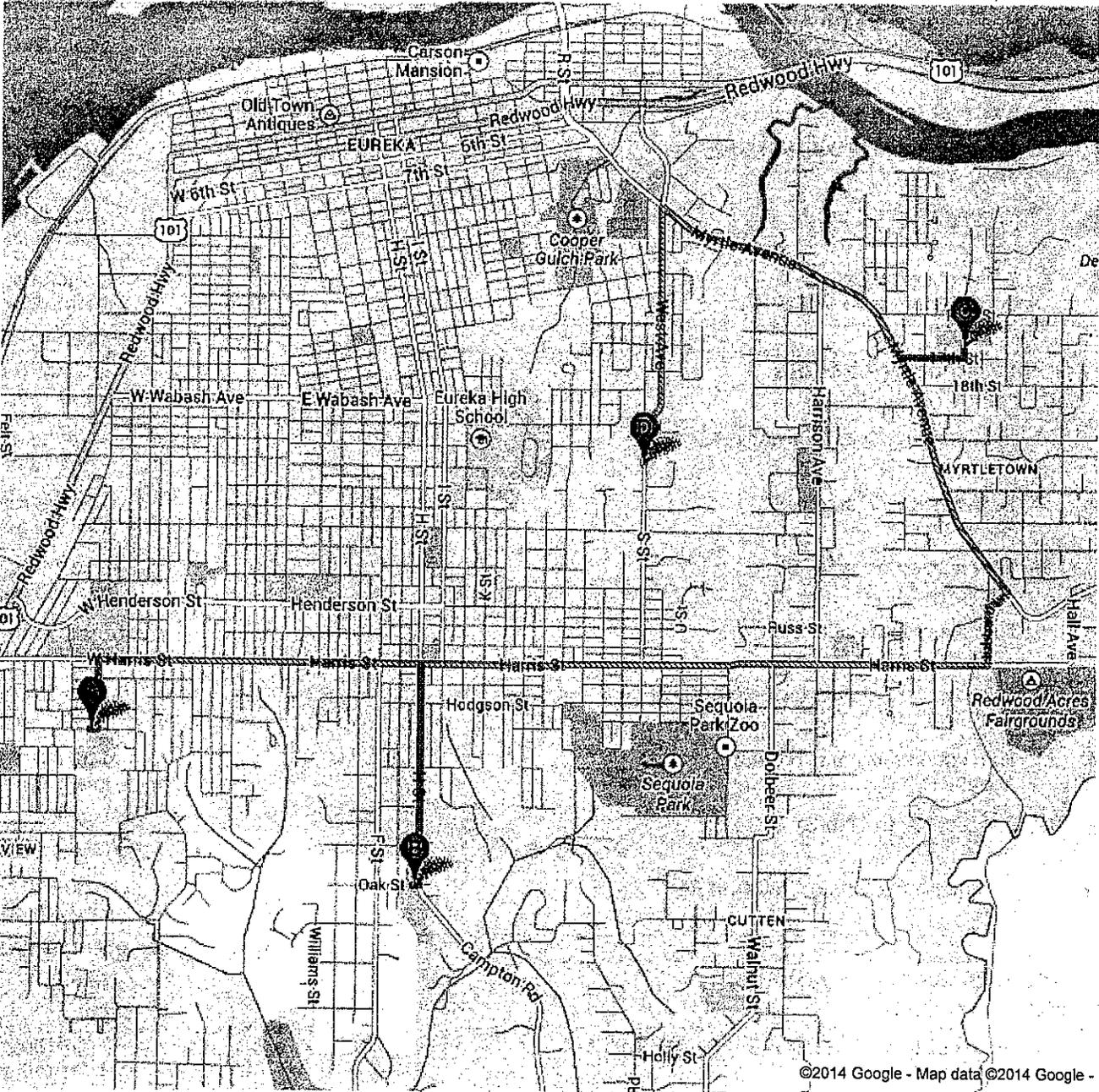
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

Project Location Map



- A= Alice Birney Elementary School
- B= Grant Elementary School
- C= Lafayette Elementary School
- D= Zane Middle School

**Humboldt County Regional Pedestrian Plan
June 2008**

Can be found online at:

http://hcaog.net/sites/default/files/2008_final_draft_-_hc_regional_ped_plan.pdf

Page 2-1 identifies the projects main goals as:

1. Make Humboldt County a pedestrian safe environment.
2. Improve pedestrian access.
3. Educate Humboldt County citizens about the benefits of walkable communities.

Page 5-11 – 5-15 highlights Safe Routes to School

Chapter 5 proposes pedestrian projects in the county.

Page 5-37 – 5-43 proposes pedestrian projects in Eureka. Zane and Grant are both identified as having a strong need for improvements. 5.3.3.1 Major Pedestrian Trip Generators in Eureka includes: Three Elementary, one Junior High, one High School and one Continuation School.

Page 5-71 – 5-73 proposes pedestrian projects in Eureka’s Surrounding Communities. Lafayette Elementary is located in the surrounding community, Myrtle town, and is identified as having a need for improvements.

The RMEP activities will reflect and build upon this approved pedestrian plan. Chapter 7 describes Pedestrian Programs. The pedestrian program curriculum will help guide and create themes for our afterschool program curriculum and PBIS expectation stations. RMEP activities will also include SRTS articles, displays, or other media to educate community as is also suggested in this pedestrian plan.

7.1 Pedestrian Education Programs Education can make pedestrians and motorists more aware of potentially hazardous environments and teach them the skills needed to make walking a more effective and enjoyable way to travel. There are a number of broad-based educational subjects that address particular issues, with individual programs that can be tailored around specific themes.

7.1.2.2 Programs The programs for elementary schoolchildren include rodeos as defined below and classroom curricula and could be tailored to meet the needs of schoolchildren, parents, and teachers, in preschool through 6th grade.

- Community-Based Rodeos

Community-based rodeos could be conducted bi-monthly for families of school-aged children and could include bicycle and pedestrian education. Volunteers – including parents, senior citizens, bike enthusiasts, and other screened/ qualified volunteers – could staff the rodeo.

- Curriculum

Curricula could be implemented in pre-schools, childcare centers, and elementary schools in the County. The curricula could be designed to target specific grade levels: pre-school, kindergarten, 1st, 2nd, 3rd, 4th, 5th, and 6th grades. Each target grade level program could include basic information, demonstrations, activities, and printed material for walking safety. International Walk to School has some curriculum opportunities on their website (www.iwalktoschool.org). Another program in place in US jurisdictions is the Safe Moves/ Smart Moves program for Kindergarten through 6th grades, administered by the non-profit group Smart Moves. Topic areas include:

 - Recognition and avoidance of common pedestrian collisions
 - Understanding of motorists, rights, and responsibilities
 - Awareness of the California Vehicle Code governing pedestrians
 - Physical, social, and economic consequences
 - Promotion of benefits of walking as an effective mode of transportation
 - Traffic knowledge assessment and skills
 - Pedestrian Education at Bus Stops
 - Proper behavior around bus stops
 - Schedules, fares, and passenger skills

7.1.3 Pedestrian Awareness Campaign

A public awareness campaign of walking as a means of transportation emphasizes crossing safety and contributes to helping people make healthier lifestyle choices. Humboldt County includes a wide spectrum of people who can benefit from walking, including an active senior community, immigrant populations, visitors, tourists, students, employees and, employers. Encouraging people to walk can provide the invitation necessary to start a lifestyle change. An awareness campaign overlaps with the educational components of pedestrian programs.

A public awareness campaign, through literature and public service announcements, can make walking seem like a more enticing transportation option. There are a variety of different ways to undertake these campaigns. One way is through partnerships, for example the HCAOG could partner with its jurisdictions, public health departments, and highway injury prevention efforts. Partnerships could become regional where neighboring cities or Native Tribes work together to improve pedestrian and traffic safety.

Humboldt Regional Bicycle Plan

Update 2012

Can be found online at:

<http://hcaog.net/documents/2012-humboldt-regional-bicycle-plan>

The RMEP activities will reflect and build upon this approved bicycle plan. Section 4 describes Education and Safety Programs. The regional non-motorized education and outreach program outlined in the bicycle plan will help guide and create themes for our afterschool program curriculum and PBIS expectation stations.

Page 4-7 – 4-8 identifies Education and Safety Programs and states:

Safety is a major concern of both existing and potential bicyclists. For those who ride, it is typically an on-going concern or even a distraction. For those who don't ride, it is one of the most compelling reasons not to ride. In discussing bicycle safety, it is important to separate out perceived dangers versus actual safety hazards.

Bicycle riding on-street is commonly perceived as unsafe because of the exposure of a lightweight, two-wheeled vehicle to heavier and faster moving automobiles, trucks and buses. Actual accident statistics, however, show that bicyclists face only a marginally higher degree of sustaining an injury than a motorist based on numbers of users and miles traveled... Bicycle-vehicle accidents are much less likely to happen than bicycle-bicycle, bicycle-pedestrian, or accidents caused by physical conditions. And, the majority of reported bicycle accidents show the bicyclist to be at fault; generally, this involves younger bicyclists riding on the wrong side of the road or being hit broadside by a vehicle at an intersection or driveway.

The RMEP activities will reflect and build upon this approved bicycle plan. The following pages are from the Humboldt Regional Bicycle Plan and spell out the regional non-motorized education and outreach program. The education curriculum will help guide and create themes for our afterschool program curriculum and PBIS expectation stations. RMEP activities will include creating a map for Zane that highlights recommended routes and SRTS media to educate the community as is suggested in this bicycle plan. This plan also indicated that the best results for program implementation are achieved when multiple organizations partner together; RMEP is supported by individual schools, the Eureka City School District, Humboldt County Public Health, Humboldt County Public Works, Eureka Police Department and the California Highway Patrol.

#3. REGIONAL NON-MOTORIZED EDUCATION & OUTREACH PROGRAM

Responsibility:	HCAOG, Member Agencies, Caltrans District 1, school districts, local bicycle organizations, community members
Type:	Education and encouragement
Approximate Cost:	\$1,000 - \$5,000 per year
Potential Funding Sources:	TEA-21, SR2S, BTA, TDA, OTS, private sources
Required Actions/Studies:	None identified.

Note: Both bicyclists and pedestrians have been included in the development of these non-motorized education and outreach programs.

Education and awareness campaigns are an important component of a successful non-motorized transportation program. These campaigns promote non-motorized travel modes, and educate travelers of all modes about safe road use. Awareness campaigns targeted to drivers often focus on raising motorists' awareness that bicycling and walking are accepted and legitimate modes of travel, and reinforce the message that drivers are responsible for operating their vehicles so as to not endanger non-motorized travelers. Awareness campaigns targeted to bicyclists and pedestrians often teach them to be aware of safety hazards, and how to safely navigate city streets, an environment that favors the automobile.

Education efforts include messages and trainings aimed at reducing the most common types of bicycle and pedestrian collisions. The most common reported bicycle incident in California involves a young person (between 8 and 16 years of age) riding on the wrong side of the road in the evening hours. Studies around California consistently show that the most incidents occur directly adjacent to elementary, middle, and high schools. Important bike skills to teach children and less-experienced adult bicyclists are how to negotiate intersections and make turns on city streets.

Although various jurisdictions in Humboldt have implemented education programs in the past, there is no coordinated effort to deliver consistent safety and education programs to children and adults. The Bike Plan recommends new programs appropriate for the region. Recommended programs will require one or more project sponsors, organizational leadership, funding, follow-through, and maintenance to get even more residents bicycling and walking more often.

The basic components of the education and outreach program are the "5 E's":

Education – bicyclists and drivers of all ages, but particularly elementary and middle school students, are taught safety skills.

Encouragement – Programs and events encourage individuals, schools, and neighborhoods to walk and bike more.

Engineering – infrastructure improvements to make school commute routes safer.

Enforcement – various techniques are employed to ensure traffic laws are obeyed.

Evaluation – programs and projects are measured to track impacts. Surveys, trip counts, and accident data are some measures to evaluate outcomes.

Key participants in a successful safety and education campaign include city and county departments and officials, school districts and individual schools, parent-teacher groups, public health organizations, advocacy groups, local businesses, the media, and the community at large.

IMPLEMENTATION STRATEGIES

Media Campaigns

Campaigns promoting non-motorized transportation aim to get people interested in bicycling and walking as means of transportation. Awareness is raised through literature and public service announcements. Examples of public service announcement slogans include, “See Humboldt County by the seat of your pants. Bike!” and “See Humboldt County on your feet. Walk!”

The print campaign could include guides, brochures, maps, bumper stickers and posters. The guide or brochures would include the following information:

- Maps highlighting routes and sites
- Rules of the road and sidewalk
- Information/hotline number
- Available bike parking and facilities (showers and lockers)
- Share the Road (message)
- Where to rent/purchase bicycles
- Bike shop information
- Bumper stickers featuring a promotional slogan

To offset the program costs, sponsors could be secured. Sponsors could have their logos added to the bottom of the promotional posters. Access to the materials would be promoted on sponsors’ web sites.

The campaign literature and media would be distributed around the County to businesses and community groups. Brochures would be provided to local law enforcement agencies to distribute to people when cited for moving violations. Brochures and posters would be distributed communitywide to reach a broad range of ages and income groups. Some possible locations are:

Schools	City Halls	Chambers of Commerce
Libraries	Tribal Centers	Visitor Bureaus
Community Centers	Retail sites	Hotels and motels
Worksites	Social services	DMV offices

Murals

Murals have been used successfully in many communities to promote ideals and inform the community of important issues. Murals could be painted at various locations to promote bicycling and walking. The mural program would solicit help from local volunteers including schools, artists, children, seniors, and other community members. Funds could be potentially come from grants by public art foundations.

Education and Encouragement Programs for Children and Adults

Bike Fairs can offer a safe place for inexperienced bicyclists to get information and improve their bicycling skills. Bike clinics would discuss the rights and responsibilities of bicyclists, the laws governing bicyclists, bicycling conditions and facilities in Humboldt County. Practical training would occur on an obstacle course. Once participants have mastered the basic skills, they would ride on the street with a qualified instructor. Fair booths would also showcase bike gear.

Bicycle Races. The County is well positioned to capitalize on the growing interest in on-road and off-road bicycle races and criteriums. Events would need to be sponsored by local businesses, and involve some promotion, insurance, and development of adequate circuits for all levels of riders. It is not unusual for these events to draw up to 1,000 riders and more spectators, who bring additional “tourist dollars” into the local economy. Local agencies can co-sponsor, possibly underwriting some of the expense, such as traffic control, street closures, or police time.

Local agencies should encourage these events to have events for less experienced cyclist. For example, in exchange for underwriting part of the costs of a race the local agency could require the event promoters to hold a bicycle repair and maintenance workshop; short, fun races for kids and families; and/or a bike tour for novice riders.

Bicycle Rodeos. Community-based rodeos can be conducted for families of school-aged children. Bike rodeos usually include: a safety skills course, a spectator area, helmet-fitting lessons, biking instruction, games. These community-based rodeos could be held annually in concert with major community events, such as the County Fair or Bike to Work Month. Members of local law enforcement agencies and volunteer community members—including parents, senior citizens, bike enthusiasts—could staff the rodeo. There are Kids Bike Rodeos held annually in the City of Arcata and Rio Dell.

Safe Routes to School. The purpose of Safe Routes to School (SR2S) programs is to identify and improve school commute routes to increase the number of students who walk and bicycle to school. Identifying and improving routes for children to walk and bicycle to school is one of the most cost effective means of reducing school-related traffic congestion.

School commute projects are usually developed in a traditional planning process that includes (a) school administrators and teachers, (b) local PTA's and other groups, (c) neighborhood groups and the public, (d) police departments, and (e) local public agencies staff such as planning, engineering, and public works departments. The planning process can be accomplished by these groups using the step-by-step process outlined below, or by enlisting professional services.

Education Curriculum. Curricula should be implemented in pre-schools, elementary schools, and middle schools throughout the County. Each grade-level program would include basic information, demonstrations, activities, and printed material.

The basics of a model curriculum for children include the following lessons:

Pre-school, kindergarten, 1st, 2nd, 3rd grades: Stopping before crossing the street; recognizing physical barriers; model street crossing and visual barriers; neighborhood walks.

4th, 5th, and 6th grades: Benefits of bicycling as a viable mode of transportation; recognizing and avoiding common bicycle collisions; understanding motorists' behaviors, rights, and responsibilities; knowing the California Vehicle Code governing bicyclists; choosing and fitting bicycle helmets; bicycle maintenance, and repair; physical, social, and economic consequences of bicycle collisions; traffic knowledge assessment and skills.

Middle School & High School: Topics outlined above, plus: benefits of bicycling as a mode of transportation and environmental, social, and economic benefits; how to safely share the road as a bicyclist, pedestrian, and motorist.

Adult/Driver Education: Laws for bicyclists, pedestrians and motorists; bicycle guides.

Potential Funding. Funding programs can come from a number of sources, including Office of Traffic Safety Grants, school safety grants, public health partnerships, private grants, and the general fund.

Program Implementation. Program implementation usually falls under the purview of a public agency, local non-profit organization, or in some cases a school. The best results are achieved when multiple organizations partner together, resulting in wider promotion, interest, and patronage. Although the cost of implementation for programs is relatively inexpensive, finding outside funding can be challenging. Many capital grant programs for construction projects allow a portion of expenditures on educational and promotional materials. Agencies such as the American Automobile Association, the League of American Bicyclists, and the Federal Highway Administration can assist with planning and marketing resources.

Measuring Effectiveness. The effectiveness of community safety and education programs can be measured by monitoring citywide bicycle and pedestrian collision data and mode split numbers for adult and school commuters. Jurisdictions around the state and nation have detected significant reductions in the number of bicycle and pedestrian accidents after the successful implementation of safety and education campaigns. Pre- and post-project surveys can also help identify target populations and responses to education campaigns.

Public Participation Documentation

Walkability assessment at Grant Elementary on February 18, 2011. Participants included members of the PTA, parents, neighbors, school principal, school board president, head of maintenance, Eureka police, Eureka Fire Chief, Eureka engineering dept., Eureka City Council, Eureka Traffic Safety Commission, County Board of Supervisors, County engineering dept., Redwood Community Action Agency staff, and Public Health staff.

Results can be seen at:

http://hcaog.net/sites/default/files/sr2s_grant_elementary_walkability_assessment_2011.pdf

Walkability assessment at Lafayette Elementary in June 2011. Participants included parents, neighbors, the school principal, Eureka City Schools Board President, Eureka police, California Highway Patrol, County Public Works Dept., Fourth District County Supervisor, Redwood Community Action Agency staff, and Public Health staff. Results can be seen at:

http://hcaog.net/sites/default/files/sr2s_lafayette_elementary_walk_audit_2011.pdf

While Public Health staff is in regular contact with parents, PTA, faculty, students, and principals at each of the RMEP target schools, these events listed below were exclusive to the Redwood Mobility Education Program:

Interviewed Lafayette Principal Angela Shull February 19th 12pm-1

Interviewed Grant parent and PTA- SRTS liaison March 4th 7:30am

Interviewed Grant Principal Tracie Kern March 19th 12pm-1

Interviewed Alice Birney Principal Georgeanne Fulstone-Pucillo March 27th 9:30am

Interviewed Zane Middle School Principal Jan Schmidt March 31st

Interviewed Grant parent and PTA-SRTS liaison April 1st 7:30am

Attended Zane Middle School's Site Council meeting April 7th 5pm-6

Observed Alice Birney Afterschool Program April 10th

Interviewed Rachel, Alice Birney's Afterschool Program Coordinator April 11th

Observed Grant Elementary's PBIS Playground Expectation Stations April 22nd 10am

Interviewed Grant parent and PTA member April 22nd

Interviewed Lindsay Brokaw Watkins, Alice Birney Bike Club Advisor April 22nd

Observed Alice Birney Afterschool Program April 22nd

Zane
School Site Council Agenda
Monday, April 7, 2014 @ 5:00 – 6:00 p.m.
in the Zane Library

Call to Order		Time Allotted
I	Approval of Minutes	5
II	Members Present	1
III	Public Comment	3
IV	Old Business	15
	1. LCAP Survey	
	2. Safe School Plan Update	
	3. Recruitment of new members	
	4. Smarter Balanced Testing	
V	New Business	15
	1. Safe Routes to School	
	2. Budget Transfers	
	3. Smarter Balanced Testing	
VI	Title I Report	5
VII	EL Report	5
VIII	Other	2

Next Meeting Scheduled May 5, 2014

Future meetings: Fall 2014



Alice Birney School

Georganne Fulstone-Pucillo, Principal
Lori Dorsey, Secretary

717 SOUTH AVENUE, EUREKA, CALIFORNIA 95503-5041
(707) 441-2495 • FAX (707) 444-3524

April 30, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

I am writing on behalf of Alice Birney Elementary to offer support for the Redwood Mobility Education Program proposal submitted by the Humboldt County Public Works Department on behalf of Humboldt County Department of Health and Human Services Public Health. I understand that the goal of the Redwood Mobility Education Program is to increase physical activity, encourage walking and biking, and to decrease injuries.

Alice Birney supports the development of a Safe Routes to School focused afterschool curriculum as well as the development of PBIS stations that incorporate active transportation safety skill building. PBIS is the District-wide student behavior management framework. Since implementing PBIS, Alice Birney has seen a dramatic improvement in student behavior, a decrease in need for disciplinary action, and an improvement in our general school environment and sense of individual and collective safety.

The mission of our After-School programs is to ensure that there is a diverse offering of high quality options available to students that serve to enrich the development of the whole child outside of the regular school day. The program is free and open from the time school is dismissed until 6:00 p.m. In addition to homework-help time, we offer educational as well as enrichment activities and feel that a Safe Routes to School based curriculum would not only fit right in but be an asset.

Alice Birney Elementary School has the largest number of walkers in the District. With recent closures of schools, Alice Birney's population has grown and students are coming from further away and many travel from US Hwy 101 and cross extremely busy streets. Including safe walking and bicycling lessons in the After-School program and PBIS will give students the skills necessary to be safe bicyclists and pedestrians and will enhance parent/ caregiver's comfort level with allowing their children to walk or bike. Incorporating safety skill building into PBIS will allow for regular reinforcement of the skills. Thanks in part to a Cycle 3 Safe Routes to School non-infrastructure grant, Alice Birney has developed an afterschool bike club for third through fifth grade students. This club teaches safety and mechanic skills, gives students hands-on opportunities to ride and has even taught several non-riders to ride, including parents who requested the instruction! This has been a "win-win-win" situation for students, families and the school as a whole.

Thank you for accepting our letter in support of the Redwood Mobility Education Program and please contact us if we can be of further assistance.

Sincerely,

Georganne Fulstone-Pucillo

Georganne Fulstone-Pucillo
Principal

Lindsay Brokaw Watkins

Lindsay Brokaw Watkins
Bike Club Advisor

May 1 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

I am writing on behalf of Grant Elementary School to offer support for the Redwood Mobility Education Program proposal submitted by the Humboldt County Public Works Department on behalf of Humboldt County Department of Health and Human Services Public Health. I understand that the goal of the Redwood Mobility Education Program is to increase physical activity, encourage walking and biking, and to decrease injuries.

Grant Elementary School supports the development of a Safe Routes to School focused afterschool curriculum as well as the development of PBIS stations that incorporate active transportation safety skill building. PBIS is the district wide student behavior management framework. Since implementing PBIS, Grant has seen a dramatic improvement in student behavior, a decrease in need for disciplinary action, and improvement in our school environment and sense of safety.

Grant Elementary School completed a walkability audit in 2011 and as a result will receive infrastructure improvements this summer. The Redwood Mobility Education Program will complement these infrastructure improvements. Including safe walking and bicycling lessons in the afterschool program and PBIS will give Grant students the skills necessary to be safe bicyclists and pedestrians and will enhance parent's comfort level with allowing their children to choose active modes of transportation. Incorporating safety skill building into PBIS will also allow for regular reinforcement of these skills.

Public Health has shown that they are leaders in Humboldt County Safe Routes to School programs and Grant Elementary looks forward to continuing to work with Public Health in advancing Safe Routes to School efforts. We are committed to supporting this proposal through participating on our local Safe Routes to School Task Force, collecting student data, implementing a SRTS afterschool program curriculum, implementing PBIS active transportation safety expectation stations, and implementing and supporting encouragement activities.

I am pleased to support and participate in the Redwood Mobility Education Program and encourage your support of this worthwhile project.

Sincerely,



Tracie Kern
Principal, Grant Elementary School



LAFAYETTE ELEMENTARY SCHOOL

3100 Park Street - Eureka, CA 95501 Phone: (707) 441-2482 - Fax: (707) 441-3320
Angela Shull, Principal

May 1 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

On behalf of Lafayette Elementary School, I appreciate this opportunity to extend support for the Redwood Mobility Education Program proposal submitted by the Humboldt County Public Works Department on behalf of Humboldt County Department of Health and Human Services, Public Health.

Lafayette students would greatly benefit from the development of a Safe Routes to School focused after-school curriculum as well as the development of PBIS stations that incorporate active transportation safety skill building. PBIS is the district wide student behavior management framework. By including safe walking and bicycling lessons in PBIS expectation stations and the afterschool program, Lafayette students will learn and practice skills necessary to be safe bicyclists and pedestrians. Parents will take comfort and be more likely to allow their children to walk or bike after receiving this safety education and skills development.

In August 2013, our PTA was one of 25 PTA's in the United States selected to participate in the National PTA's *Healthy Lifestyles: Energy Balance 101* program. The funds were awarded to help implement a *Healthy Lifestyles* program focused on energy balance: finding a balance between what kids eat and drink (energy in) and physical activity (energy out). The Redwood Mobility Education Program would be a huge complement to our Energy Balance program. We have begun to encourage students to be more active; this program would encourage them to be safe while being active. Lafayette fully supports the goals of the Redwood Mobility Education Program: to increase physical activity, encourage walking and biking, and to decrease injuries. This project would also be a wonderful complement to upcoming infrastructure improvements including plans to microsurface Park Street, which we are located on, and paint bike lanes along both sides.

I personally am a member of the Greater Eureka Safe Routes to School Task Force and look forward to continuing to work with Public Health, Public Works, and other task force members in advancing Safe Routes to School efforts at Lafayette. Lafayette is committed to supporting this proposal through continued participation in our local Safe Routes to School Task Force, collecting student data, implementing a SRTS afterschool program curriculum, implementing PBIS active transportation safety expectation stations, implement and support walking and biking activities and events, student/parent pledges to walk or bike, and mileage clubs with punch cards.

Thank you for your consideration to fund the Redwood Mobility Education Program proposal. Should you have any questions or concerns regarding our support, please contact me.

Sincerely,

Angela Shull

"Inspiring academic Excellence, Creativity, and the confidence to Succeed -- ECS"

www.eurekacityschools.org/lafayette/



ZANE MIDDLE SCHOOL

Challenging Academics Nurturing Environment Discovery Opportunities

Jan Schmidt Principal

Ron Perry Assistant Principal

Trevor Hammons Counselor

Valerie Franklin Psychologist

April 21, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

I am writing in support of the Safe Routes to School, Redwood Mobility Education Program application for Zane Middle School, coordinated by the Humboldt County Public Works and involving the efforts of community partners and agencies such as Humboldt County Public Health, Humboldt County Public Works, Redwood Community Action Agency, and the Zane Site Council. I understand that the goal of Safe Routes to School is to increase the safety and participation of children walking and bicycling to school, reduce the number of vehicle accidents and injuries, and promote bicycling and walking as a healthy transportation choice.

Our eighth grade leadership team is poised to take on Safe Routes to School projects and learn more about civic engagement and participation. Zane would greatly benefit from a youth led walkability audit that could recommend safe walking and biking routes, identify access problems, and set long and short term goals for the school. I am excited about the potential for this Redwood Mobility Education Program because it will not only increase physical activity for students, it will also increase their safety and give them a voice and ownership of the project.

Zane Middle School administration and staff shares the goal of keeping our children healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. I am pleased to support and participate in the Redwood Mobility Education Program and encourage your support of this project.

Sincerely,

Jan Schmidt, Principal
Zane Middle School

Inspiring academic Excellence, Creativity, and the confidence to Succeed – ECS

Catherine L. Zane Middle School ~ 2155 S Street ~ Eureka, CA ~ 95501 ~ 707-441-2470



Eureka City Schools

2100 J Street, Eureka, CA 95501 (707)441-2400

May 1, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

To Whom It May Concern:

I am writing on behalf of Eureka City Schools and am pleased to confirm that we support the Safe Routes to School (SR2S) proposal submitted by the Humboldt County Public Works on behalf of Humboldt County Public Health. I understand that the goals of the Redwood Mobility Education Program are to increase physical activity, encourage walking and biking, and to decrease injuries. We support developing a SR2S curriculum for our afterschool programs, incorporating safety skill building into the District's PBIS framework, and engaging our middle school youth in leadership activities.

This proposal is consistent with the Eureka City Schools SR2S Board Policy and Administrative Regulation (BP 5142.2 and AR 5142.2.) which supports the development and implementation of strategies to establish and promote SR2S programs. The district believes that the Redwood Mobility Education Program will complement and expand upon our SR2S efforts.

Eureka City Schools' representatives are active on the Eureka Safe Routes to School Task Force and have appreciated the contributions Public Health has made to local and county level SR2S efforts. The District has had great success collaborating with Public Health on SR2S projects in the past. These projects have included organizing International Walk and Bike to School Days, developing a volunteer crossing guard program, and writing transportation safety guidelines for the District Parent Handbook and Transportation Plan.

We look forward to working with Public Health to advance SR2S efforts at Zane, Lafayette, Grant, and Alice Birney schools.

Thank you for your consideration to fund the Redwood Mobility Education Program proposal. If you should have any questions or concerns about our interest and support, please do not hesitate to contact me.

Sincerely,

Fred Van Vleck, Ed.D.
Superintendent



EUREKA POLICE DEPARTMENT

604 C Street • Eureka, California 95501-0341

(707) 441-4095 • Fax (707) 441-4387

www.eurekapd.org

Office of the Chief of Police

May 1, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

The Eureka Police Department (EPD) is writing to encourage your support of the Redwood Mobility Education Program proposal submitted by the Humboldt County Public Works on behalf of Humboldt County Public Health. Mobility education plays an important role in creating safer streets for our school students and community at large.

The Redwood Mobility Education Program has many activities that would complement the efforts of our School Resource Officer and Eureka's Safe Routes to School programs. Our Safe Routes assistance has included participating in several Walk to School Day events and walkability audits. We support the mobility education and middle school engagement because they improve safety. They educate youth on how to be safe pedestrians and bicyclists and help increase driver's awareness of children walking and biking to school.

EPD shares the goal of keeping our children healthy and safe. The Redwood Mobility Education Program would provide a wonderful opportunity for our school, community, law enforcement, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. The EPD has been involved in the Eureka Safe Routes to School Task Force and have seen the contributions of Public Health to local Safe Routes to School efforts. The EPD looks forward to working with Public Health on Safe Routes efforts. We are committed to supporting this proposal through participating in an advisory role through the Safe Routes to School task force and providing relevant data and information resources.

Thank you for your consideration of the Redwood Mobility Education Program. Should you have any questions or concerns regarding our interest and support, please contact me.

Thank you,

Senior Traffic Officer Gary Whitmer

Eureka Police Department

604 C Street

Eureka, CA 95501

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

255 East Samoa Blvd.
Arcata, CA 95521



(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

May 1, 2014

File No.: 125.11809.19116

Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Caltrans:

I am writing in support of the Redwood Mobility Education Program proposal submitted by the Humboldt County Public Works on behalf of Humboldt County Public Health. Mobility education plays an important role in creating safer streets for our school students and community at large.

The Redwood Mobility Education Program has many activities that would complement our efforts to decrease collision rates and improve traffic safety. Our Safe Routes to School involvement has included participating in several Walk to School Day events and walkability audits. We support the mobility education and middle school engagement as they improve safety. They educate youth on how to be safe pedestrians and bicyclists and help increase driver awareness of children walking and biking to school.

The CHP shares the goal of keeping our children and community healthy and safe. The Redwood Mobility Education Program would provide an excellent opportunity for our schools, law enforcement, community and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. The CHP has been involved in the Humboldt County Safe Routes to School task force and has seen the contributions of Public Health toward local Safe Routes to School efforts. We are committed to supporting this proposal through participating in an advisory role through the Safe Routes to School task force and providing relevant data and information resources.

Thank you for your consideration of the Redwood Mobility Education Program. I am pleased to support and participate in this program and encourage your support of this worthwhile project.

Sincerely,


A. E. JAGER, Captain
Commander



PBIS

See the following example of a PBIS Expectation Station Day, following the return of students after spring break. RMEP will create SRTS Expectation Stations.



Public Health staff attended Grant Elementary's PBIS Playground Expectation Station Day on April 22, 2014. Grant Principal Tracie Kern taught nearest group of students how to Be Safe, Respectful, and Responsible when Entering and Exiting the Playground. See attached PBIS lesson to see what she went over with them.

In foreground, students learned how to Be Safe, Responsible, and Respectful at stations for Basketball, Wallball, Playstructure, and Tetherball/ Foresquare.



PBIS Playground
Entry/Exit

Step 1: Introduce Rule			
Tell	It is important to be Safe, Respectful, and Responsible when entering and exiting the playground. This is important because we want all students to have fun during recess and to get back to learning quickly after recess is over.		
Step 2: Introduce Examples			
Teach	SAFE	RESPECTFUL	RESPONSIBLE
Examples of being SAFE are _____. Examples of being RESPECTFUL are _____. Examples of being RESPONSIBLE are _____.	<ul style="list-style-type: none"> *Walk safely to and from the playground *Walk to your line when recess is over *Get permission from a monitor and a pass when leaving the playground *Kicking balls on the field only *Tag games only allowed when supervised by an adult 	<ul style="list-style-type: none"> *Walk around classes that are lined up *Listen to monitors and follow directions the first time 	<ul style="list-style-type: none"> *Stop, Drop, Walk. Stop what you are doing when the monitor blows the whistle. Drop all your equipment where you are. Walk to your class area when the monitor tells you to. Remember to get all your personal belongings when you are leaving the play area.
Step 3: Introduce <u>non-examples</u> (teacher model only- not students)			
Teach	_____ is NOT an example of being SAFE.	_____ is NOT an example of being RESPECTFUL.	_____ is NOT an example of being RESPONSIBLE.
_____ is NOT an example of being _____. I'm not being _____ when I _____.	<ul style="list-style-type: none"> *Walking backwards down the hill to the playground *Running to your line *Walking up to the bathroom or office without permission *Kicking a ball on the blacktop *Playing tag games without adult permission 	<ul style="list-style-type: none"> *Cutting through classes that are lined up *Continuing to play your game when a monitor is speaking with you *Ignoring a monitor's directions *Arguing with a monitor about when your recess is over 	<ul style="list-style-type: none"> *Continuing to play your game after the monitor blows the whistle *Throwing your basketball in the garbage can at the end of recess *Leaving your jacket on the playground *Refusing to line up
Step 4: Check Knowledge- Review <u>examples</u> and <u>non-examples</u>			
Ask	<p>Is walking to and from the playground an example of being safe? Am I being respectful when I argue with the monitor? (NON-EXAMPLE) Students finish this sentence: To be responsible when entering or exiting the playground, I will _____.</p> <p>Who can tell me one way to be (safe, respectful, responsible) when entering or exiting the playground?</p>		
Step 5: Teaching Activities (model, role play, skit, monitored practice opportunities, etc.)			
Step 6: Restate the rule			
Tell	It is important to be Safe, Respectful, and Responsible when entering and exiting the playground.		

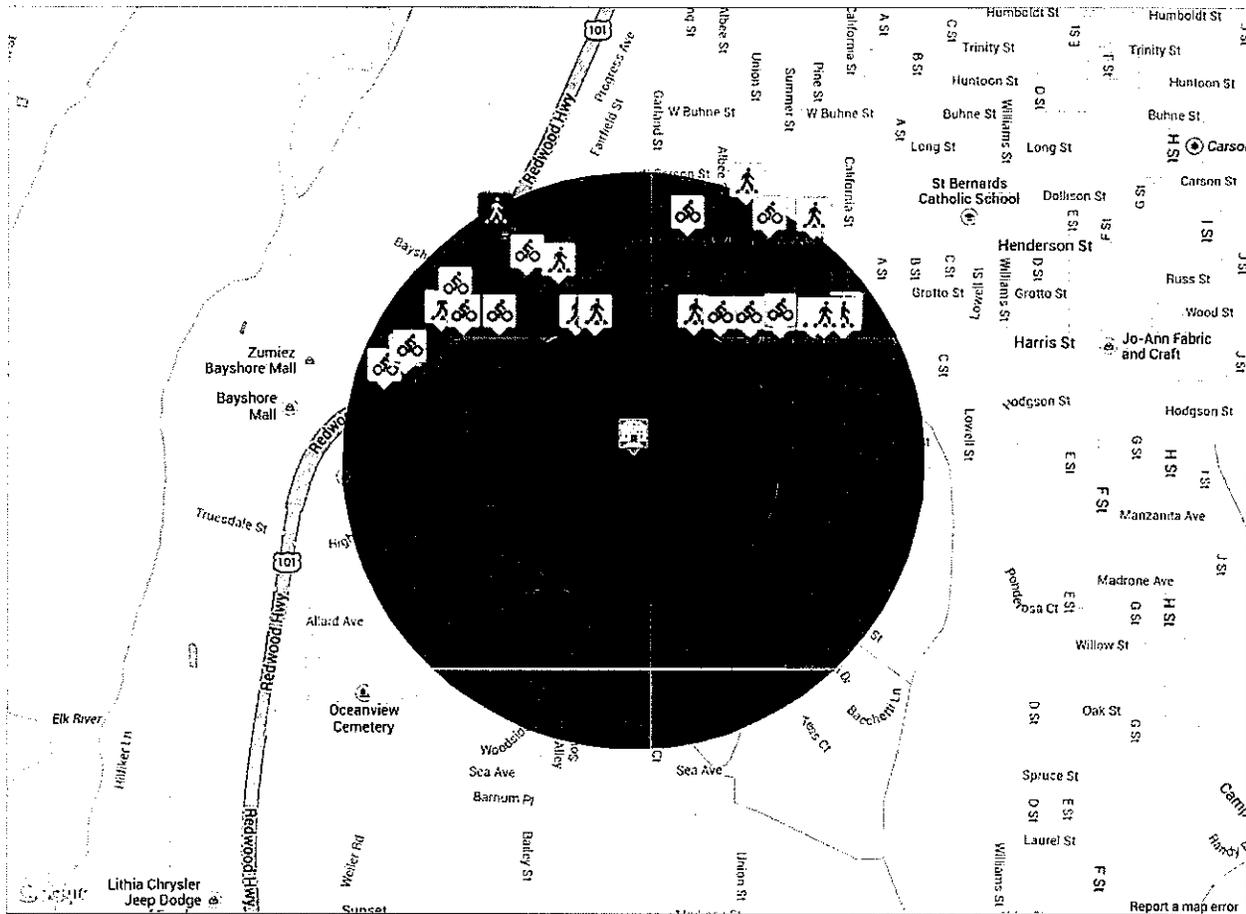
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Alice Birney Elementary

717 South Ave. | Eureka | Humboldt County | CDS: 12755156007751

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2008 - 2011			



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	0	0	4	1	4	1	5
¼ - ½ mi.	0	1	9	20	15	15	30
Total	0	1	13	21	19	16	35

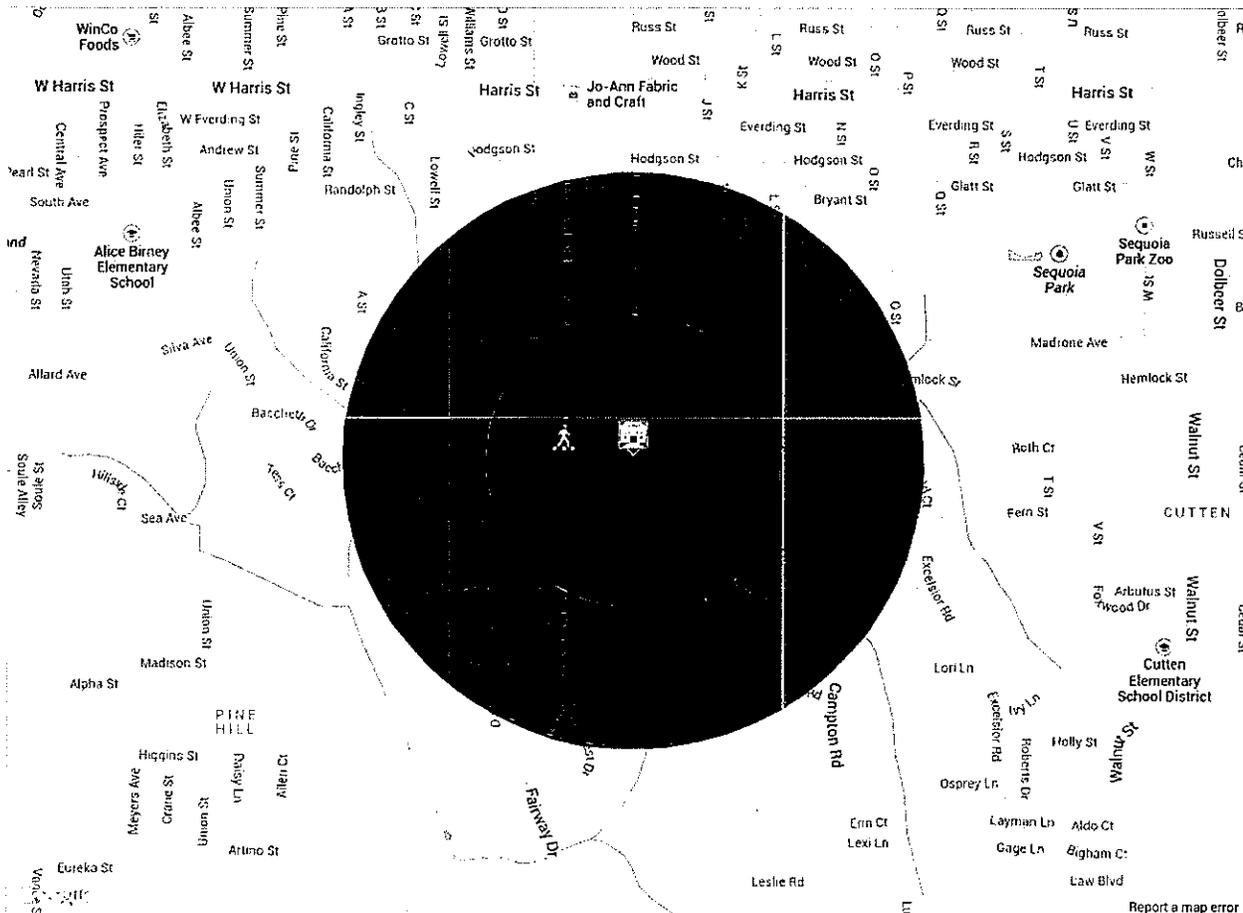
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Grant Elementary

Oak and H Sts. | Eureka | Humboldt County | CDS: 12627526007777

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2008 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	0	0	1	0	1
¼ - ½ mi.	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1

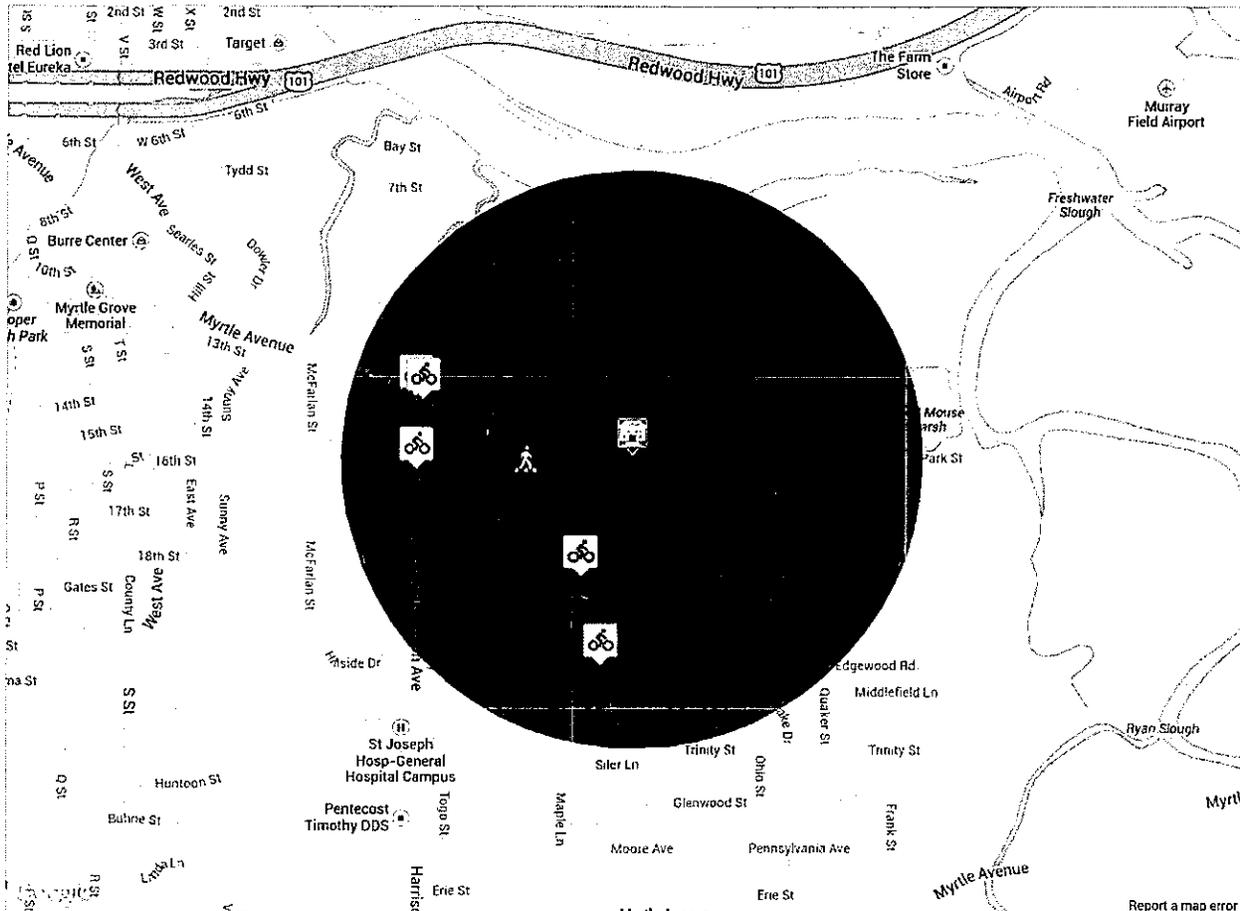
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Lafayette Elementary

3100 Park St. | Eureka | Humboldt County | CDS: 12755156007793

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2008 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	1	1	0	1	1	2
1/4 - 1/2 mi.	0	0	1	3	0	4	4
Total	0	1	2	3	1	5	6

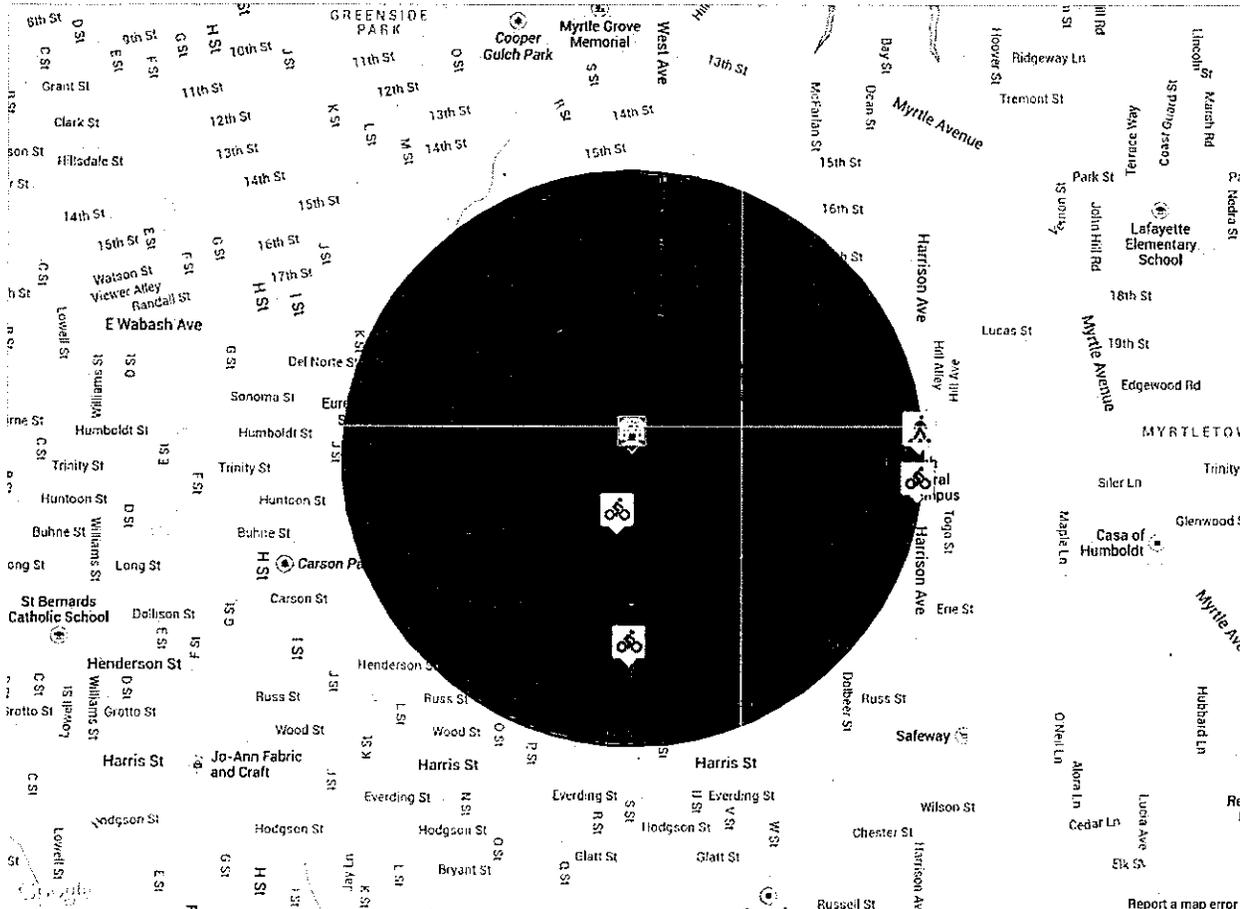
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Zane (Catherine L.) Junior High

2155 S St. | Eureka | Humboldt County | CDS: 12627606057376

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2008 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	0	0	1	0	1	1
1/4 - 1/2 mi.	0	0	2	1	1	2	3
Total	0	0	2	2	1	3	4