

# **ACTIVE TRANSPORTATION PROGRAM APPLICATION**

**FOR**

**LAFAYETTE ELEMENTARY SAFE ROUTES  
TO SCHOOL PROJECT**

**HUMBOLDT COUNTY PUBLIC WORKS**

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# 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:**

Lafayette Elementary School Safe Routes Improvement Project

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

## I. GENERAL INFORMATION

**Project name:** Lafayette Elementary School Safe Routes Improvement Project

(fill out all of the fields below)

|  |  |
|--|--|
| <b>1. APPLICANT (Agency name, address and zip code)</b><br>Humboldt County Public Works<br>1108 2nd Street<br>Eureka, CA 95501                     | <b>2. PROJECT FUNDING</b><br>ATP funds Requested      \$ <u>800,000.00</u><br>Matching Funds              \$ _____<br>(if Applicable)<br>Other Project funds        \$ _____<br><b>TOTAL PROJECT COST</b> \$ <u>800,000.00</u> |
| <b>3. APPLICANT CONTACT (Name, title, e-mail, phone #)</b><br>Chris Whitworth<br>Deputy Director<br>cwhitworth@co.humboldt.ca.us<br>(707) 445-7377 | <b>5. PROJECT COUNTY(IES):</b><br><p style="text-align: center;">Humboldt</p>  |
| <b>4. APPLICANT CONTACT (Address &amp; zip code)</b><br>1108 2nd Street<br>Eureka, CA 95501  | <b>6. CALTRANS DISTRICT #- Click Drop down menu below</b><br>District 1  |
| <b>7. Application #</b> <u>2</u> <b>of</b> <u>3</u> <b>(in order of agency priority)</b>   |  |

**Area Description:**

|  |  |
|--|--|
| <b>8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu&gt;</b> | Other  |
| <b>9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu&gt;</b>                      | Humboldt CAG                                   |
| <b>10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu&gt;</b>                    | 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:**

|   |   |
|---|---|
| <b>14. Partner Name*:</b>                                   | <b>15. Partner Type</b>                   |
| <b>16. Contact Information (Name, phone # &amp; e-mail)</b> | <b>17. Contact Address &amp; zip code</b> |

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:** Lafayette Elementary School Safe Routes Improvement Project

**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

|  |
|--|
| <b>26. SCHOOL NAME &amp; ADDRESS:</b><br>LaFayette Elementary School<br>3100 Park Street<br>Eureka, CA 95501 |
|--|

|  |
|--|
| <b>27. SCHOOL DISTRICT NAME &amp; ADDRESS:</b><br>Eureka City Schools<br>2100 J Street<br>Eureka, CA 95501 |
|--|

|  |  |  |
|--|--|--|
| <b>28. County-District-School Code (CDS)</b><br>12 75515 6007793               | <b>29. Total Student Enrollment</b><br>434   | <b>30. Percentage of students eligible for free or reduced meal programs **</b><br>76.70 |
| <b>31. Percentage of students that currently walk or bike to school</b><br>12% | <b>32. Approximate # of students living along school route proposed for improvement</b><br>120 | <b>33. Project distance from primary or middle school</b><br>0 to 0.5 miles              |

\*\*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



# **ACTIVE TRANSPORTATION PROGRAM CYCLE 1**

## **APPLICATION Part 2 (Includes Narrative Sections II, III & IV)**

## II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

### 1. Project Location

In the unincorporated area of Myrtle town adjoining the City of Eureka on Park Street, John Hill Road, 18<sup>th</sup> Street, 19<sup>th</sup> Street and Myrtle Avenue leading to Lafayette Elementary School

### 2. Project Coordinates

Latitude 

|           |
|-----------|
| 40.795053 |
|-----------|

  
(Decimal degrees)

Longitude 

|            |
|------------|
| 124.132756 |
|------------|

  
(Decimal degrees)

### 3. Project Description

This project consists of both infrastructure and non-infrastructure components intended to compliment and augment one another.

Infrastructure improvements consist of pedestrian access improvements in the vicinity of Lafayette Elementary School including 3,000 feet of sidewalks, intersection necking, bulbouts, elevated speed table crosswalks and radar speed signs. These improvements are intended to provide a safe zone for pedestrians and to slow vehicle speeds to improve safety for bicycles and pedestrians.

The Non-Infrastructure component a comprehensive education and encouragement program titled *the Lafayette Elementary SRTS Remote Drop Off Program (RDOP)*, will complement the infrastructure improvements by providing safe walking and bicycling opportunities, skills training, and informational workshops. The education component aims to build capacity for Lafayette Elementary Schools Safe Routes to School (SRTS) Program by creating a SRTS Subcommittee of the PTA, including Law Enforcement in events and educational trainings, and empowering students by giving them the skills they need to be lifelong pedestrians and bicyclists.

The Lafayette Elementary SRTS Remote Drop Off Program (RDOP) brings together partners from community based organizations, public health, law enforcement, school administrators, City and County officials, students, parents, and neighbors in order to improve safety, reduce the risk of injury and provide more opportunities for students to walk and bicycle to school.

#### **4. Project Status**

A Walking Audit of the school has been performed; student walking and biking activities have been initiated including a remote drop off program. Parent and in-class surveys have demonstrated that infrastructure and education will result in greater numbers of students walking and bicycling to school. County wide task force meetings have identified this school as a top priority for access improvements.

### **III. SCREENING CRITERIA**

#### **1. Demonstrated Needs of the Applicant**

A County Task Force consisting of school district, Association of Government, Health Department, Law Enforcement and Public Works personnel developed a ranking matrix of County schools that identified Lafayette as a top priority for pedestrian/bicycle access improvements. Safe Routes to School Parent Surveys and Safe Routes to School Student Hand Tallies have provided data on how many students currently walk and bike to school and the barriers that prevent parents from allowing their children to walk or bike to school. These tools have been used to determine the best strategies to improve safety and increase participation in walking and bicycling activities. Pedestrian safety and a lack of infrastructure to provide safe access were cited repeatedly in these surveys. Sidewalks on school routes are in poor condition or more often non-existent forcing children to walk in active roadways where vehicles are traveling too fast. The need for infrastructure improvements around Lafayette Elementary School was also identified in a Walk-ability Assessment held in June 2011.

When the California Office of Traffic Safety compared 94 cities of similar size in 2011, the City of Eureka was the #1 worst city for pedestrian collisions and the 8<sup>th</sup> 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). According to UC Berkeley's Transportation Information Mapping System (TIMS), between 2003-2012, there were 69 collisions within the project area, mostly along Myrtle Avenue near Park, 18<sup>th</sup>, and 17<sup>th</sup> Streets. Seven of these collisions involved non-motorized transportation modes including five pedestrians hit and five bicyclists. One of the

collisions involving pedestrians resulted in a fatality. The proposed project is needed to mitigate safety hazards for children who walk or bike to school through sidewalk infilling, incorporating traffic calming measures to slow traffic in the vicinity of the school, and providing pedestrian crossings at Park Street and Myrtle Ave and at 18<sup>th</sup> Street and Myrtle Avenue. Radar speed signs will also help slow traffic and alert motorists to the presence of pedestrians and bicyclists in the Lafayette Elementary School neighborhood.

The infrastructure improvements included in this project will be used in programs for students walking to school from 'Remote Drop-off Sites'. Sidewalk infill, radar speed signs, speed tables, sidewalk bulbouts and the narrowing of intersection widths at 18<sup>th</sup> Street and Myrtle Avenue and at Park Street and Myrtle Avenue will provide safer crossings for students walking or bicycling and the Safe Routes to School programs will encourage students to use non-motorized transportation. A Remote Drop-off site will enable more students to walk, bike, and participate in Safe Routes to School activities by allowing students to be dropped off by parents/caregivers at the Remote Drop-off Site and receive some physical activity by walking the rest of the way to school along a safe route.

The proposed improvements and the education program will complement other active transportation projects being conducted by the Humboldt County Department of Public Works including the resurfacing of Park Street with striping for new bike lanes. The bike lanes will help facilitate the safe travel of bicyclists and will serve as traffic calming by visually narrowing the driving width of the street. The County has also received State Transportation Improvement Program (STIP) funding to install sidewalks on Lucas Street and Myrtle Avenue both main connector streets to Lafayette Elementary.

Humboldt County's Regional Transportation Planning Agency (RTPA). The Humboldt County Association of Governments (HCAOG), worked with Redwood Community Action Agency, a local non-profit organization, to develop a regional Safe Routes to School Prioritization Tool. Out of 89 schools reviewed countywide, Lafayette Elementary School ranked #7 in the Tool. Most of the schools that ranked higher than Lafayette in the Tool currently have SRTS improvements planned or being implemented. The Tool can be found at:

[http://hcaog.net/sites/default/files/hcaog\\_sr2s\\_prioritizn\\_tool\\_report\\_final\\_draft\\_0.pdf](http://hcaog.net/sites/default/files/hcaog_sr2s_prioritizn_tool_report_final_draft_0.pdf)

In August 2013, the Lafayette Elementary PTA was one of 25 PTA's in the United States awarded \$2000 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 how much they move (energy out). Energy balance helps kids grow up healthy, smart and strong and can help them create healthy habits for life.

The Lafayette Elementary principal is a dedicated member of the Eureka SRTS Task Force and the PTA president of Lafayette Elementary is also highly engaged in activities and both are very supportive of expanding on SRTS and other activities that contribute to healthy active students and families.

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

A County Task Force consisting of school district, Humboldt County Association of Governments (HCAOG), Health Department, Law Enforcement, Redwood Community Action Agency and Public Works personnel developed a ranking of County schools that identified Lafayette as a top priority for pedestrian/bicycle access improvements. HCAOG adopted the results of this effort. Section 5.2.3.3 of the 2008 Humboldt County Regional Pedestrian Plan recommends the installation of sidewalks within a one mile radius of schools to help students who walk to and from school. The 2013 Regional Transportation Plan Policy CS-12 also pledges support for and collaboration with Safe Routes to Schools programs.

## **IV. NARRATIVE QUESTIONS**

### **1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

#### **A. Describe how your project encourages increased walking and bicycling, especially among students.**

Safe Routes to School Parent Surveys for Lafayette Elementary School in the Fall of 2013 indicated that 10% of all students surveyed walk to school and 11% walk home. Of students living within ¼ mile, 59% of students surveyed walk to school and 65% of students living within ¼ mile walk home from school. The percentage of students living between ¼ and ½ mile that walk to school is 14% with 25% of students walking home. The surveys

also indicate that 22% of students surveyed live between 1 and 2 miles from school and 38% live more than two miles away. The proposed project will provide infrastructure for students living near the school and development of a Remote Drop Off program to provide an opportunity for students living at a distance to still walk to school.

Several Traffic calming measures will be installed on Park Street and near the school to reduce the speed of traffic. Two raised crosswalks or 'speed tables' will be installed on Park Street, bracketing the school entrance and radar speed signs will be installed to inform drivers of their speed. In addition, the intersections at Myrtle Ave. and 18<sup>th</sup> Street and Myrtle Ave. and Park Street will be redesigned to narrow the street width, making pedestrians more visible, shortening the crossing distance, and slowing traffic making the turning movements.

The education and encouragement component of the program is important to increase participation, raise awareness in the community, and expand the reach of SRTS at Lafayette and in the Eureka City School District. Students and families will have multiple opportunities to learn about and engage in activities that promote safe walking and bicycling. These activities include:

- Establishment of a Remote Drop Off Site
- Provision of education about the drop off site for students, parents, and neighbors
- Development of a SRTS Subcommittee of the Lafayette PTA
- Assistance with Walk and Bike to School Day Events
- Coordination of school-wide competitions to develop attractive, educational stencil designs and the painting of stencils at appropriate crosswalk locations.
- District-wide workshops will provide information and encouragement to students and families on transportation mode planning, bicycle safety skills, empowering youth, and preventing distracted driving, walking, and biking.

In addition, the principal of Lafayette is one of the most engaged and active members of the Eureka Safe Routes to School Task Force that meets monthly. Her enthusiasm and encouragement, as well as that of the PTA president, truly energizes students to participate in Walk to School and Bike to School activities. Having a principal that champions the effort has boosted participation and interest in improvement.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

There are 434 students enrolled at Lafayette Elementary School. Fall 2013 Safe Routes to School Student surveys administered at Lafayette Elementary indicate that 10% of students overall currently walk to school and 2% bike. Safe Routes to School Parent Surveys from Fall 2013 indicate that 83% of students living within ¼ mile of school have asked permission to walk or bike to and from school and 57% of students living between ¼ and ½ mile have asked permission. The top 3 issues affecting parent decisions to not allow children to walk or bike to school include distance, safety of intersections and crossings, and amount of traffic along the route. Comments from parents include:

- ME GUSTARIA QUE MI HIJA FUERA ALA ESCUELA CON BICICLETA PERO HAY MUCHO TRANCITO Y VELOCIDAD EN LA RUTA.

translation: I WOULD LIKE MY DAUGHTER TO GO TO SCHOOL BY BICYCLE BUT THERE IS A LOT OF TRAFFIC WITH HIGH SPEEDS ALONG THE ROUTE.

- THE STREET MYRTLE IS EXTREMELY TO BUSY. IF THEY HAD A NICE SAFE PATHWAY WITH CROSSING GUARDS OR BIKE LANES I WOULD LOVE FOR MY CHILD TO BE ABLE TO WALK AND OR RIDE A BIKE.

Installing infrastructure improvements will address many safety concerns of parents communicated in the SRTS Surveys and therefore is anticipated to increase the percentage of students walking and bicycling to school. Intersection re-design that shortens pedestrian crossing distance, sidewalk infill, speed tables, and speed radar signs will improve the visibility of children crossing the street and slow motor vehicle speeds so that parents will feel more comfortable knowing their children have a safe route to school. These improvements combined with the County's STIP project (to provide additional sidewalk infill in the neighborhood) and the resurfacing of Park Street to install bike lanes will connect with other neighborhoods and improve walking and biking environments within a 2 mile radius of the school.

Providing an education and encouragement component will increase the number of students walking and bicycling by providing training and activities that teach students how to be safe on their way to and from school. Lafayette administration, staff, parents and students are becoming more engaged and excited about SRTS with

each Walk to School and Bike to School event that they have hosted. It is expected that the current percentage of students walking to school will increase from 10% to 20% and that the percentage of bicyclists will increase from 2% to 5%.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The proposed school access improvements include construction of more than 3,000 feet of new sidewalk, 18 new ADA compliant curb ramps, speed table cross-walks and radar feedback signs. These facilities will connect local neighborhoods to not just the school, but also health services and commercial centers within a half mile radius of the Lafayette School. The sidewalk improvements will include two currently unimproved transit stops, converting them from bare dirt shoulders to ADA lift compliant stops with direct sidewalk access to Lafayette School. The project will also tie in with other County efforts in the vicinity focused on improving pedestrian and bicycle infrastructure near Lafayette School. This summer construction of a sidewalk infilling project on Myrtle Avenue, Lucas Street, Hubbard Street, Harris Street and Harrison Street will create a continuous network of sidewalks to within a ½-mile of Lafayette and Park Street will be resurfaced and striped to create new bike lanes and new crosswalk striping this summer.

The project will improve the walking and bicycling routes for students traveling to and from Lafayette Elementary school and will increase the safety of residents traveling to the downtown areas of Eureka and to local services such as health clubs, doctors' offices, churches, and the Redwood Acres Fairgrounds.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Because Lafayette Elementary is within the unincorporated area of Humboldt County just outside the Eureka City limits, students and community members must travel busy thoroughfares to reach shopping, bus stops, employment centers, and services in Eureka. Many gaps in non-motorized facilities would be closed by filling in sidewalk gaps on Myrtle Avenue, John Hill Street, and Park Street. The Myrtletown neighborhood will see improved connectivity from this residential area to the town center to reach businesses, doctor's offices, health club/recreation

centers, churches, and the Redwood Acres Fairgrounds. The improvements in this project compliment the Humboldt County Public Works Department's STIP project to infill sidewalks on the shoulders of Hubbard, Harris, Harrison, and Lucas Streets and the resurfacing of Park Street to install bike lanes. In addition, bus stop improvements and curb ramp installation will remove current ADA barriers that limit access to these destinations.

#### **IV. NARRATIVE QUESTIONS- continued**

**2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

**A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.**

SWITRS information from 2003 to 2013 cites 69 collisions within the project area, mostly along Myrtle Avenue near Park, 18<sup>th</sup> and 17<sup>th</sup> Streets. Ten of these collisions involved non-motorized transportation modes including five pedestrians hit and five bicyclists. One of the collisions involving pedestrians resulted in a fatality. The Primary Collision Factor listed in SWITRS is "Unsafe Speed". This project contains several speed deterrent components both physical and psychological including speed tables, radar speed signs and intersection narrowing.

The project goal of improving safety for children walking or biking to school is addressed by installing sidewalks where none exist, narrowing intersections at Park Street and Myrtle Ave and at 18<sup>th</sup> Street and Myrtle Ave, installing radar speed signs to slow traffic and making crosswalks more visible and shorter.

The safety of children who walk or bike to school will also be improved through the development of a comprehensive education and encouragement program including a Remote Drop-off program and a series of educational workshops. Consultants will be hired to assist the County in developing a series of encouragement and education events to give parents and students multiple opportunities to participate in walking to school.

**B. Describe if/how your project will achieve any or all of the following:**

- o Reduces speed or volume of motor vehicles

Constructing raised crosswalks or 'speed tables' will require vehicles to slow down by the nature of how they are constructed. Flashing beacons also alert motorists to the presence of pedestrians and bicyclists causing

them to slow speeds. Redesigning the intersections of Myrtle and Park and Myrtle and 18<sup>th</sup> will also help reduce vehicle speed by narrowing the lane width and creating a sharper turn radius.

- o Improves sight distance and visibility

Constructing 'speed table' crosswalks enhances visibility of pedestrians in crosswalks by elevating them and bulbouts at the curb puts queued pedestrians waiting to cross beyond parked cars where they can be seen. Redesigning the intersection at Park and Myrtle and at Myrtle and 18<sup>th</sup> will shorten the crossing distance of pedestrians and will allow them to wait in a protected area in clear view of motorists. Narrowing down and making the Park and 18<sup>th</sup> intersections perpendicular to Myrtle will encourage improved sight lines for motorists and will slow vehicles down.

- o Improves compliance with local traffic laws

The installation of sidewalks will keep students walking to school out of the roadway. Installing traffic calming measures such as speed tables, radar speed signs, and redesigning intersections will help with compliance of the 25 mile per hour speed limit within the school zone.

- o Eliminates behaviors that lead to collisions

Transportation safety is the responsibility of all users of the roadway including motorists, pedestrians, and bicyclists. According to the Federal Highway Safety Administration (FHWA), 'medians and walkways can reduce pedestrian fatalities and injuries significantly'. Specifically, 'providing sidewalks can help to prevent up to 88 percent of crashes involving pedestrians walking along (not crossing) roadways.' 'Speed Tables' or crosswalks that are raised above the level of the roadway, help slow speeding traffic that can lead to collisions. In addition, the narrowing of intersections at 18<sup>th</sup> and Myrtle and Park and Myrtle will discourage motorists from speeding through turns at those intersections, movements that have caused multiple collisions in the project area.

The comprehensive program at Lafayette will include not only infrastructure improvements to slow traffic, make pedestrians and bicyclists more visible, and reduce collisions, it will also include an education program to provide students and parents/caregivers multiple opportunities to learn about and practice transportation safety skills

- o Addresses inadequate traffic control devices

The Myrtle town neighborhood has very limited traffic control devices. The nearest signalized intersection is at Myrtle and Harrison, ½ mile from the school. Students and residents must rely on stop signs and old crosswalks with cracked, peeling paint to navigate crossings. Radar speed signs in combination with speed tables and intersection necking will help slow traffic to the posted speed limit.

- o Addresses inadequate bicycle facilities, crosswalks or sidewalks

As demonstrated by the site photos included with this application, there are only intermittent sidewalks within the vicinity of Lafayette School, and those that are present are old and severely damaged. This project will provide a consistent ADA compliant sidewalk and curb ramp route to Lafayette School and will provide safer elevated crossings at the school.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

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 8<sup>th</sup> 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).

Between 2003 and 2012, there were 69 collisions within the project area, mostly along Myrtle Avenue near Park, 18<sup>th</sup>, and 17<sup>th</sup> Streets. Ten of these collisions involved non-motorized transportation modes including five pedestrians and five bicyclists. One of the collisions involving pedestrians resulted in a fatality. The SWITR data, included in this application, shows that the primary factor for collisions in the project area is unsafe speed. The proposed infrastructure improvements will address high speeds through the installation of speed radar signs, speed tables and reconfiguration of intersections.

A Walkability Assessment held in June 2011 at Lafayette identified the following areas of concern:

- Poor visibility and sight distance of pedestrians crossing Park Street
- Need for 'speed tables' or raised crosswalks
- Repaint crosswalks ladder-style
- Slow speeds on Park Street and surrounding streets
- Install stop sign on Park Street in front of school
- Paint bike lanes or fog lines on Park Street
- Install speed radar signs
- Encourage students walking from the south to use John Hill Street instead of Myrtle Ave.
- Create access for pedestrians behind school on Chestnut Street
- Develop right turn lane on Park Street for traffic turning onto Myrtle.
- Install bulbouts on Park and Myrtle Streets

The proposed ATP project will address a majority of these concerns by installing raised crosswalks ('speed tables') on Park Street to improve visibility, improving pedestrian crossings at 18<sup>th</sup> and Myrtle Ave through intersection re-design, installing a speed radar sign on Park Street, and by improving connectivity through sidewalk infilling.

#### **IV. NARRATIVE QUESTIONS- continued**

##### **3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

This project was developed over several years through collaboration with school officials, parents, neighbors, teachers, the Redwood Community Action Agency, County Public Health, Eureka Police Department and City of Eureka engineers. The Humboldt County Safe Routes to School Task Force identified the need for safety improvements at Lafayette and coordinated a Walkability Audit and Workshop on June 11, 2011. Participants included neighbors, parents, the school principal, California Highway Patrol, Eureka Police Department, a Eureka City School Board member, Humboldt County Fourth District Supervisor, County engineering department, Redwood

Community Action Agency (RCAA) staff, and County Public Health.

In August 2013, the Lafayette Elementary PTA was one of 25 PTA's in the United States awarded \$2000 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 how much they move (energy out). Students have also participated in two Walk to School days, Bike to School Day and will participate in Bike to School day again on May 7<sup>th</sup>, 2014. Students have run in two jog-a-thon fundraisers and will participate in a free Energy Balance component of the annual school carnival, facilitated by College of the Redwood's Pre-Physician's Assistants club. The Humboldt County Public Health Branch has been administering the Redwood Crossing Guard Program (RCGP) since 2012. The primary objective of the RCGP is to build a base of support for adult crossing guards in Humboldt County elementary and middle-school public schools.

All of these projects and activities are examples of how public participation and involvement of community members with school administrators have been ongoing to promote safe walking and bicycling. These SRTS successes show that the greater Eureka area has further strengthened existing partnerships between schools, municipalities, PTAs, and community advocates in order to successful implement and grow SRTS efforts.

**B. Describe the local participation process that resulted in the identification and prioritization of the project:**

The Eureka Safe Routes to School Task Force was formed in 2010 as the result of a state-legislated Cycle 8 SR2S grant that provided infrastructure improvements and an education and encouragement program at another Eureka City School, Washington Elementary. The Task Force then helped coordinate a Walkability Audit to observe peak arrival and dismissal times at Lafayette Elementary and was followed up by a series of meetings with the Lafayette Site Council, and the Lafayette PTA. PTA members assisted the local non-profit Redwood Community Action Agency in developing an arrival and dismissal map in English and Spanish with clear instructions for safe arrival and dismissal at school. In addition, transportation safety information sheets were developed to help students and families understand how to be safe while walking, rolling, riding a bus, or being a passenger in a car.

The arrival and dismissal maps along with the transportation safety information sheets have since been included in the parent handbooks at Lafayette and all of Eureka City Schools.

Humboldt County's Regional Transportation Planning Agency (RTPA), Humboldt County Association of Governments (HCAOG), worked with Redwood Community Action Agency (RCAA) to develop a regional Safe Routes to School Prioritization Tool. The Tool looked at school readiness (knowledge of and involvement in SR2S programs). The Tool also looked at internal need (school enrollment, percentage of students eligible for free and reduced meals, and the percentage of students meeting the healthy fitness zone). Lastly, the Tool looked at external need (existing pedestrian and bicycle facilities, posted speed limits, collision data, and the percentage of carless households within the school neighborhood). Out of 89 schools reviewed countywide, Lafayette Elementary School ranked #7. The Tool can be found online at:

[http://hcaog.net/sites/default/files/hcaog\\_sr2s\\_prioritizn\\_tool\\_report\\_final\\_draft\\_0.pdf](http://hcaog.net/sites/default/files/hcaog_sr2s_prioritizn_tool_report_final_draft_0.pdf)

RCAA also met multiple times with the Lafayette PTA and Site Council to provide recommendations for safer arrival and dismissal at Lafayette. They assisted with the development of transportation safety information sheets with safety tips on walking, rolling, riding the bus and private vehicle safety. The safety information has since been distributed to all students and families of the Eureka City School District through parent handbooks. In addition, RCAA staff worked with the Lafayette PTA to develop an arrival and dismissal map showcasing the proper procedures for keeping students safe during arrival and dismissal time.

C. Is the project cost over \$1 Million? Y/N  N

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

#### **IV. NARRATIVE QUESTIONS- continued**

##### **4. COST EFFECTIVENESS (0-10 POINTS)**

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Paving of the pedestrian areas of the roads on route to Lafayette elementary school is an alternative to the installation of sidewalks. This alternative would not increase the safety of pedestrians and would potentially

create a more dangerous situation for them when vehicles stray from the travelled way. In addition, parking would be pushed further into the area set aside for alternative modes of transportation. Sidewalks were chosen as the preferred infrastructure for pedestrians due to safety, dedicated usage criteria and consistency with the community plan. Typically Safe Routes to Schools projects are encouraged to pursue the 4Es which include Education and Encouragement as critical components to increased usage and sustainability of student activation programs. These components are included in this project as a cost effective means to assure the success and longevity of the infrastructure components.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested  
(i.e.,  $\frac{\text{Benefit}^*}{\text{Total Project Cost}}$  and  $\frac{\text{Benefit}^*}{\text{Program Funds Requested}}$ ).

\*Benefits must directly relate to the goals of the Active Transportation Program.

The benefits of the infrastructure improvements and RDOP non-infrastructure component to the Lafayette school community and surrounding neighborhood will be numerous, and not completely quantifiable. After completion of the ATP project, students will have a safe route to school separated from motor vehicle traffic and will have developed new skills and tools for being a safe pedestrian and cyclist. Benefits will also include increased opportunities for students and neighborhood residents to be active in their neighborhood, which may in turn lead to increased health benefits, focused attention and learning during the school day, and social cohesion by having more opportunities for neighbors to interact. We also expect a mode shift over time to more trips by active modes to Lafayette School and within the Myrtle town neighborhood, leading to energy conservation and pollution reduction. The connected pedestrian and bicycle infrastructure may also reduce school drop-off and pick-up congestion at Lafayette School as more school families will utilize the Remote Drop-off Site and new infrastructure. The elevated speed table crosswalks, radar speed signs and education through the RDOP non-infrastructure program will bring many traffic safety benefits and lower vehicle speeds on Park Ave.

Utilizing the research from *Evaluating Active Transport Benefits and Costs* by the Victoria Transport Policy Institute and our projected increase in non-motorized trips by students to Lafayette, we calculated our expected ratio of the benefits of the project to its costs. It is expected that the current percentage of students walking to school will increase from 10% to 20% and that the percentage of bicyclists will increase from 2% to 5%. Thus we project an increase of 10% of all student trips to and from school will be by walking and a 3% increase in students biking to school. There are 434 students at Lafayette – that means there are 868 student trips per day (to and from school). Therefore we project an increase of 87 walking trips (10% increase of walking to and from school) and 26 biking trips (3% increase of biking to and from school). Therefore we expect 113 non-motorized student trips per day for 183 school days a year – or 20,679 school trips per year over three years is 62,037 trips. From the SRTS parent survey data we estimate that the average school trip by walking or biking will be 0.5 mile, within the area impacted by the 3000 feet (0.57 mile) of sidewalk improvements.

*Evaluating Active Transport Benefits and Costs* offers that total benefits from infrastructure projects that shift modes to active transport can be estimated at \$1.43 per mile (Table 21, page 50). The calculated benefits are therefore,  $\$1.43 \times 0.5 \text{ miles} \times 62,037 \text{ school trips} = \$44,355$  in benefits. These quantified benefits severely underestimate the impact of this ATP project as they do not include health benefits, benefits of increased attention during the school day, and community cohesion expected to result from the project. In addition, our projections of increased mode share by walking and biking only includes estimates for the Lafayette School community, but the impact of the program on the surrounding community will have additional innumerable benefits.

Ratio Calculation:  $\$44,355 \text{ Benefits} / \$800,000$  and  $\$44,355 \text{ Benefits} / \$800,000 = 0.06$

SWITRS information could be used to indicate a reduction in accidents as well, but the calculations are not available at this time. With several bicycle accidents and a pedestrian fatality, the potential benefits would be considerably higher than shown in the above calculation.

#### **IV. NARRATIVE QUESTIONS- continued**

##### **5. IMPROVED PUBLIC HEALTH (0-10 points)**

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

According to the 2012-2013 School Accountability Report Card (SARC), 77% of Lafayette Elementary Students are socioeconomically disadvantaged and are eligible for free or reduced meals. In addition, the health status of students at Lafayette Elementary has been analyzed through FitnessGram (California Physical Fitness Tests) of 5<sup>th</sup> grade students. (California Ed-Data 2012-2013) Lafayette Elementary Schools' SARC also indicates that only 16.7% of fifth graders that took the California Physical Fitness Test met all six of the fitness standards during the 2012-2013 school year at Lafayette Elementary.

The Humboldt County Health Assessment for 2013 says low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Therefore, targeting students with high free and reduced meal eligibility is a strategy for improving public health of populations who have high health risk factors.

On a larger scale, 42% of Humboldt County children aged 5-20 years were determined to be overweight or obese according to the Pediatric Nutrition Surveillance study of 2008. According to the 2011-2012 California Health Interview Survey, 18.8% of Humboldt County children have asthma and the 2009 California Health Interview Survey indicates that 70.1% of residents county-wide have a Body Mass Index between 25.0 and 29.99, placing them in the category of Overweight.

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. Sources: Humboldt County Vital Statistics (Automated Vital Statistics System (AVSS), California Electronic Death Registration System (CA-EDRS). 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.

Providing a comprehensive SRTS education and encouragement program can significantly improve the health of children by complementing and supporting the safe walking and bicycling environments created through the installation of infrastructure improvements.

#### **IV. NARRATIVE QUESTIONS- continued**

##### **6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

A. I. Is the project located in a disadvantaged community? Y/N  Y

II. Does the project significantly benefit a disadvantaged community? Y/N  Y

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: \$ \$38,516
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: \_\_\_\_\_
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 77 %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The Lafayette RDOP will directly benefit disadvantaged communities. According to the 2012-2013 School Accountability Report Card (SARC), 77% of Lafayette Elementary Students are socioeconomically disadvantaged and are eligible for free or reduced meals. 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.

Lafayette Elementary is located in rural Humboldt County, California. The median household income for the entire county is \$40,830, or 57.6% of the statewide average. The entire amount of funding granted towards the project will provide a clear benefit to the Lafayette neighborhood.

Humboldt County residents have some of the lowest household income levels in California with a median household income at 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%.

The Humboldt County Health Assessment for 2013 says low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Therefore, targeting students with high free and reduced meal eligibility is a strategy for improving public health of populations who have high health risk factors.

**IV. NARRATIVE QUESTIONS- continued**

**7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)**

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description  
Project Map

Detailed Estimate  
Preliminary Plan

Project Schedule

The corps agencies can be contacted at:  
California Conservation Corps at: [www.ccc.ca.gov](http://www.ccc.ca.gov)

Community Conservation Corps at: <http://callocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
- 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. Y/N
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

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

The non-infrastructure component of this project provides education and encouragement in safety training programs and group activities. The CCC would be a great asset during these events to help teach children safety and to act as guides during walking and biking events.

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

Bicycle safety workshops, remote drop off walk to school day chaperones, sidewalk stenciling for cross walks and school walking routes.

**Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate\*.**

*\*If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

#### **IV. NARRATIVE QUESTIONS- continued**

##### **8. APPLICANT'S PERFORMANCE ON PAST GRANTS ( 0 to -10 points)**

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

Project name: Lafayette Elementary School Safe Routes Improvement Project

## **V. PROJECT PROGRAMMING REQUEST**

Applicant **must** complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at [http://www.dot.ca.gov/hq/transprog/allocation/ppr\\_new\\_projects\\_9-12-13.xls](http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls)

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

**Notes:**

- o Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- o Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- o Match funds must be identified as such in the Proposed Funding tables.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

|  |                              |                |        |                              |                  |                 |
|--|------------------------------|----------------|--------|------------------------------|------------------|-----------------|
| <input checked="" type="checkbox"/> New Project  |                              |                |        |                              | Date:            | 5/7/14          |
| District   | EA                           | Project ID     | PPNO   | MPO ID                       | TCRP No.         |                 |
| 01   |                              |                |        |                              |                  |                 |
| County   | Route/Corridor               | PM Bk          | PM Ahd | Project Sponsor/Lead Agency  |                  |                 |
| HUM  |                              |                |        | Humboldt County Public Works |                  |                 |
|  |                              |                |        | MPO                          | Element          |                 |
|  |                              |                |        |                              | Local Assistance |                 |
| Project Manager/Contact  |                              | Phone          |        | E-mail Address               |                  |                 |
| Chris Whitworth  |                              | (707) 445-7377 |        | cwhitworth@co.humboldt.ca.us |                  |                 |
| <b>Project Title</b>   |                              |                |        |                              |                  |                 |
| Lafayette Elementary School Safe Routes Improvement Project  |                              |                |        |                              |                  |                 |
| <b>Location, Project Limits, Description, Scope of Work</b> <input type="checkbox"/> See page 2  |                              |                |        |                              |                  |                 |
| Construct new sidewalk and curb ramps in the vicinity of LaFayette School on Park Street, John Hill Road, 17th Street, 18th Street and Myrtle Avenue.  |                              |                |        |                              |                  |                 |
| <input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements   |                              |                |        |                              |                  |                 |
| 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 |                |        |                              |                  |                 |
| <b>Purpose and Need</b> <input type="checkbox"/> See page 2  |                              |                |        |                              |                  |                 |
| There is a lack of adequate pedestrian facilities in the vicinity of the LaFayette Elementary School. Many of the walking routes have no sidewalks and often have cars parked along the road edges requiring pedestrians to walk in the roadway. The school has a very active "Safe Routes to School" program, but lacks the infrastructure to permit students to walk to school in a safe manner. This project proposes to construct sidewalks and safe crossings to provide safe routes for pedestrians to access LaFayette Elementary School. In addition, an education and encouragement program will provide students with safety information and provide opportunities to participate in bicycling and walking activities. |                              |                |        |                              |                  |                 |
| <b>Project Benefits</b> <input type="checkbox"/> See page 2  |                              |                |        |                              |                  |                 |
| This project will construct 3,000 feet of sidewalk, ADA compliant curb ramps, elevated speed table crosswalks and radar speed signs that will provide safe pedestrian access to the LaFayette Elementary School and connect to other pedestrian and bicycle facilities nearby. An education and encouragement program will activate students and teach them how to correctly utilize the infrastructure improvements.  |                              |                |        |                              |                  |                 |
| <input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions   |                              |                |        |                              |                  |                 |
| <b>Project Milestone</b>   |                              |                |        |                              |                  | <b>Proposed</b> |
| Project Study Report Approved  |                              |                |        |                              |                  | 08/01/14        |
| Begin Environmental (PA&ED) Phase  |                              |                |        |                              |                  | 08/15/14        |
| Circulate Draft Environmental Document   |                              |                |        | Document Type                | CE               | 10/01/14        |
| Draft Project Report   |                              |                |        |                              |                  | 01/15/15        |
| End Environmental Phase (PA&ED Milestone)  |                              |                |        |                              |                  | 02/01/15        |
| Begin Design (PS&E) Phase  |                              |                |        |                              |                  | 03/01/15        |
| End Design Phase (Ready to List for Advertisement Milestone)   |                              |                |        |                              |                  | 10/01/15        |
| Begin Right of Way Phase   |                              |                |        |                              |                  | 11/01/15        |
| End Right of Way Phase (Right of Way Certification Milestone)  |                              |                |        |                              |                  | 02/01/16        |
| Begin Construction Phase (Contract Award Milestone)  |                              |                |        |                              |                  | 05/01/16        |
| End Construction Phase (Construction Contract Acceptance Milestone)  |                              |                |        |                              |                  | 09/01/16        |
| Begin Closeout Phase   |                              |                |        |                              |                  | 10/01/16        |
| End Closeout Phase (Closeout Report)   |                              |                |        |                              |                  | 02/01/17        |

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/8/14

| District  | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|--------|-------|----|------------|------|----------|
| 01  | HUM    |       |    |            |      |          |
| <b>Project Title:</b> Lafayette Elementary School Safe Routes Improvement Project |        |       |    |            |      |          |

| 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)                            |       | 5,000  |         |       |       |       |        | 5,000   | \$75,000 of Construction Funding will be used for Non-Infrastructure |
| PS&E                                   |       | 60,000 |         |       |       |       |        | 60,000  |  |
| R/W SUP (CT)                           |       |        |         |       |       |       |        |         |  |
| CON SUP (CT)                           |       |        |         |       |       |       |        |         |  |
| R/W                                    |       | 5,000  |         |       |       |       |        | 5,000   |  |
| CON                                    |       |        | 730,000 |       |       |       |        | 730,000 |  |
| TOTAL                                  |       | 70,000 | 730,000 |       |       |       |        | 800,000 |  |

| <b>Fund No. 1:</b>          |       |        |         |       |       |       |        |         | <b>Program Code</b> |
|-----------------------------|-------|--------|---------|-------|-------|-------|--------|---------|---------------------|
| 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)                 |       | 5,000  |         |       |       |       |        | 5,000   |                     |
| PS&E                        |       | 60,000 |         |       |       |       |        | 60,000  |                     |
| R/W SUP (CT)                |       |        |         |       |       |       |        |         |                     |
| CON SUP (CT)                |       |        |         |       |       |       |        |         |                     |
| R/W                         |       | 5,000  |         |       |       |       |        | 5,000   |                     |
| CON                         |       |        | 730,000 |       |       |       |        | 730,000 |                     |
| TOTAL                       |       | 70,000 | 730,000 |       |       |       |        | 800,000 |                     |

| <b>Fund No. 2:</b>          |       |       |       |       |       |       |        |       | <b>Program Code</b> |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| 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                       |       |       |       |       |       |       |        |       |                     |

| <b>Fund No. 3:</b>          |       |       |       |       |       |       |        |       | <b>Program Code</b> |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| 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:** Lafayette Elementary School Safe Routes Improvement Project

**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)                         | \$     | 60,000         |
| Right-of-Way Phase   | \$     | 5,000          |
| Construction Phase-Infrastructure                          | \$     | 660,000        |
| Construction Phase-Non-infrastructure                      | \$     | 75,000         |
| <b>Total for ALL Phases</b>                                | \$     | <b>800,000</b> |

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

\*Mus: indicate which funds are matching

|                         |     |         |
|-------------------------|-----|---------|
| Total Project Cost      | \$  | 800,000 |
| 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      | \$     | 725,000 |
| Request for Safe Routes to Schools Non-Infrastructure work  | \$     | 75,000  |
| 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 | 11/01/2014               | 02/01/2015                         |
| PS&E         | 06/01/2015               | 08/01/2015                         |
| Right-of-Way | 06/01/2016               | 08/01/2016                         |
| Construction | 01/15/2017               | 03/15/2017                         |

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: Lafayette Elementary School Safe Routes Improvement Project

## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

| Start Date | End Date   | Task/Deliverables  |
|------------|------------|--|
|            |            | I. Establish Remote Drop-Off Program                               |
| 07/01/2015 | 08/30/2016 | Develop Logistics & Guidelines for Remote Drop-off Program         |
| 07/01/2015 | 06/30/2018 | Form SRTS PTA Subcommittee/Parent Group                            |
| 07/01/2015 | 06/30/2018 | Develop informational outreach materials for students & families   |
| 07/01/2015 | 12/31/2015 | Develop Student/Parent Pledge                                      |
| 07/01/2015 | 06/30/2018 | Staff training/Technical Assistance                                |
| 09/01/2016 | 06/30/2018 | Implement Remote Drop-off Program                                  |
| 10/07/2015 | 06/30/2018 | Implement monthly Walk to School Day events and punch card program |
| 07/01/2015 | 06/30/2018 | Implement school wide competitions                                 |
|            |            | II. SRTS Workshops   |
|            |            | Workshop #1: Exploring Safe Transportation Modes                   |
| 07/01/2015 | 07/31/2016 | Develop Workshop #1 Format and Content                             |
| 07/01/2015 | 07/31/2016 | Workshop #1 Planning   |
| 06/01/2016 | 08/31/2016 | Workshop #1 Outreach   |
| 08/01/2016 | 08/30/2016 | Implement Workshop #1  |
| 08/01/2015 | 12/31/2016 | Workshop #1 Evaluation and Report                                  |
|            |            | Workshop #2: Bicycle Safety Skills                                 |
| 01/01/2017 | 03/31/2017 | Develop Workshop #3 Format and Content                             |
| 01/01/2017 | 07/31/2017 | Workshop #3 Planning   |
| 03/01/2017 | 08/20/2017 | Workshop #3 Outreach   |
| 08/21/2017 | 08/21/2017 | Implement Workshop #3  |
| 08/22/2017 | 12/31/2017 | Workshop #3 Evaluation and Report                                  |
|            |            | Workshop #4: Infrastructure Celebration                            |
| 12/31/2017 | 03/31/2018 | Develop Format and Content   |
| 04/15/2018 | 04/15/2018 | Implement/Hold Celebration/Paint Stencils                          |
| 04/16/2018 | 06/30/2017 | Workshop #4 Evaluation and Report                                  |
|            |            | III. SRTS Publicity/Awareness:                                     |
| 07/01/2015 | 06/30/2018 | Community Outreach   |
| 07/01/2015 | 06/30/2018 | Create 10-12 SRTS school newsletter articles                       |
| 07/01/2015 | 06/30/2018 | Collect/Analyze Data   |
| 07/01/2015 | 06/30/2018 | Professional Development and Capacity Building                     |
| 07/01/2015 | 06/30/2018 | Share and Disseminate Information                                  |
|            |            |  |
|            |            |  |
|            |            |  |
|            |            |  |

Project name:

Lafayette Elementary School Safe Routes Improvement Project

### 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

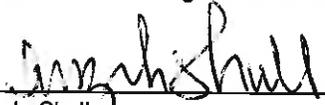
Date: 5/2/2014  
Phone: (707) 445-7377  
e-mail: cwhitworth@co.humboldt.ca.us

**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: Tom Mattson  
Title: Director

Date: 5/2/2014  
Phone: (707) 445-7421  
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: Angela Shull  
Title: Lafayette Elementary School Principal

Date: \_\_\_\_\_  
Phone: (707) 441-2482  
e-mail: shulla@eurekacityschools.org

**Person to contact for questions:**

Name: Chris Whitworth  
Title: Deputy Director

Phone: (707) 445-7377  
e-mail: cwhitworth@co.humboldt.ca.us

**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:**  
**Lafayette Elementary School Safe Routes Improvement Project**

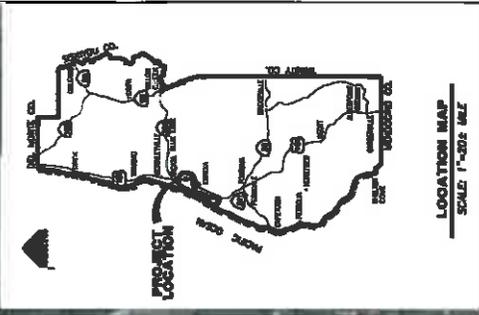
### **VIII. ADDITIONAL APPLICATION ATTACHMENTS**

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)

**Vicinity Map  
&  
Typical Section**

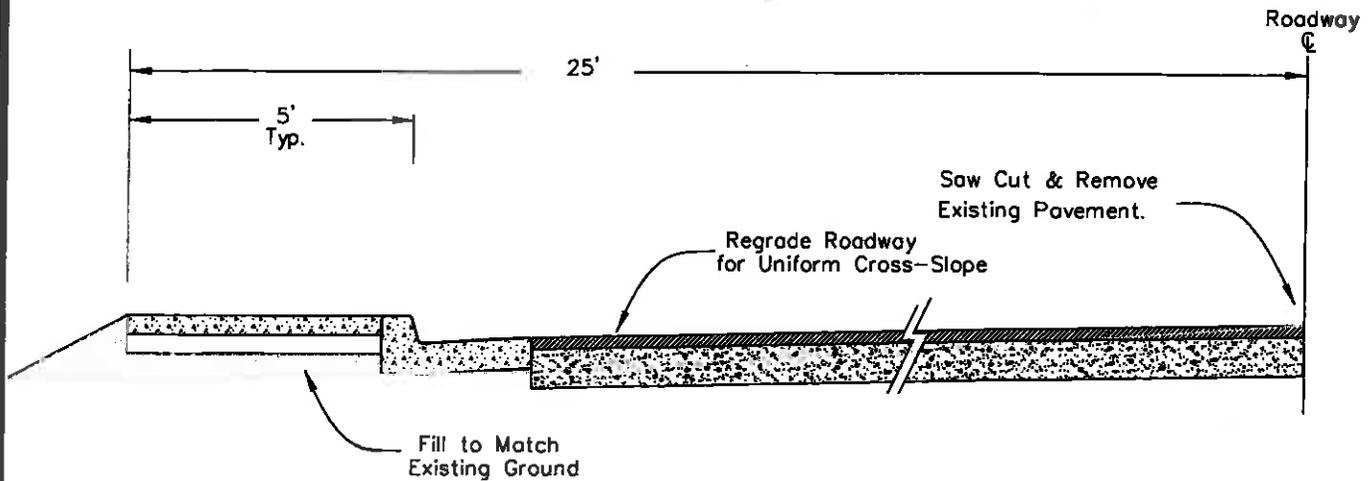
|           |       |             |
|-----------|-------|-------------|
| ISSUE NO. | DATE  | DESCRIPTION |
| 7         | 04/17 | PROJECT     |
| 8         | 04/17 | PROJECT     |
| 9         | 04/17 | PROJECT     |
| 10        | 04/17 | PROJECT     |
| 11        | 04/17 | PROJECT     |



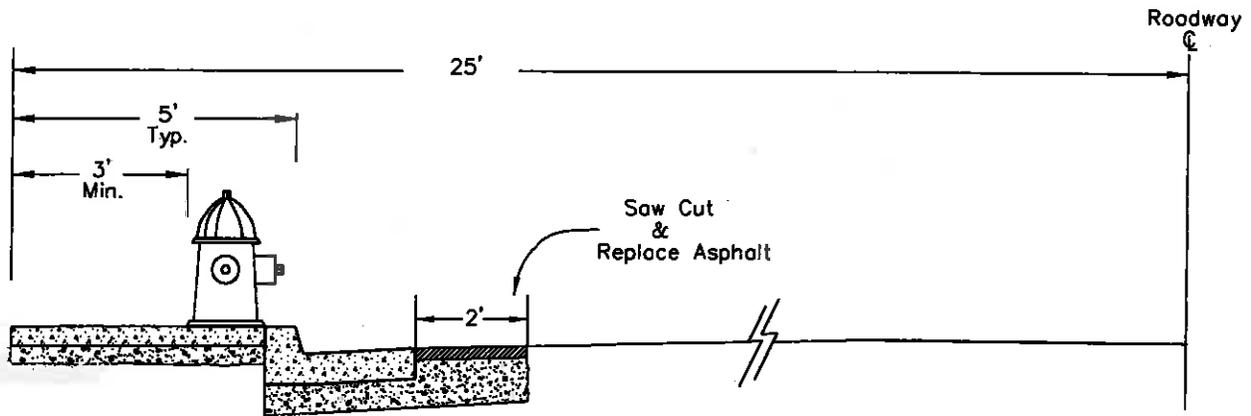
|              |  |              |
|--------------|--|--------------|
| SECTION      |  | SECTION      |
| PROJECT NO.  |  | PROJECT NO.  |
| DATE         |  | DATE         |
| DRAWN BY     |  | DATE         |
| CHECKED BY   |  | DATE         |
| APPROVED BY  |  | DATE         |
| PROJECT NAME |  | PROJECT NAME |
| PROJECT NO.  |  | PROJECT NO.  |
| DATE         |  | DATE         |
| DRAWN BY     |  | DATE         |
| CHECKED BY   |  | DATE         |
| APPROVED BY  |  | DATE         |

Image © 2011 GeoEye

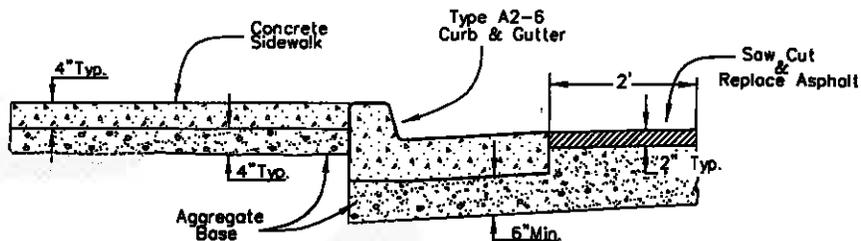
THIS IS A PRELIMINARY PLAN. IT IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE NECESSARY PERMITS.



SIDEWALK CONSTRUCTION REQUIRING ROADWAY GRADE IMPROVEMENTS



TYPICAL INFILL SIDEWALK



SIDEWALK DETAIL

**COUNTY OF HUMBOLDT**  
 DEPARTMENT OF PUBLIC WORKS  
 ENGINEERING DIVISION  
 1106 SECOND STREET \* EUREKA \* CA \* 95501  
 TEL (707) 445-7377 \* FAX (707) 445-7409

LAFAYETTE ELEMENTARY  
 PEDESTRIAN IMPROVEMENTS

TYPICAL SECTIONS

**Site Photos  
&  
Photo Index Map**





1. Myrtle Avenue at Park Street Intersection



2. Intersection of Myrtle Avenue and Park Street (View East)



3. Bus Stop on Park Street and Myrtle Avenue Intersection



4. Park Street Approach to Lafayette Elementary (View East)



5. Park Street at Vernon Street Intersection



6. Park Street Approach to Lafayette Elementary (View West)



7. Park Street at John Hill Street Intersection (Southside)



8. Park Street at John Hill Street Intersection (Northside)



9. Lafayette Elementary Entrance Crosswalk



10. Lafayette Elementary Entrance Crosswalk



11. John Hill Street Intersection of 17<sup>th</sup> Street



12. John Hill Street Intersection of 18<sup>th</sup> Street



13. Intersection of Myrtle Avenue and 18<sup>th</sup> Street



14. Intersection of Myrtle Avenue and 18<sup>th</sup> Street

## **Letters of Support**



# LAFAYETTE ELEMENTARY SCHOOL

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

Angela Shull, Principal

April 14, 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 (SR2S) program application for Lafayette Elementary School, coordinated by the Humboldt County Public Works and involving the efforts of community partners and agencies such as the California Highway Patrol, Humboldt County Public Health Branch, Redwood Community Action Agency, the Lafayette Elementary Site Council, and the Lafayette Elementary PTA. The goal of SR2S 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.

The Lafayette Elementary School PTA is extremely invested in these outcomes and shares the goal of keeping our children healthy and safe. This year, we received a *Healthy Lifestyles: Energy Balance 101* grant for \$2000 from the National PTA. We used these funds to emphasize healthy lifestyle choices and implemented lasting changes in our school community. This SR2S program for Lafayette Elementary will enable us to continue implementing the positive, healthy lifestyle changes we've put into place this year.

In addition to promoting active and healthy lifestyles, SR2S activities and events also help with recommending safe routes to schools and identify access problems in addition to helping to relieve traffic. Therefore, I am excited about the potential for this Safe Routes to School Program because the installation of infrastructure improvements along with a Remote Drop-off program will not only provide walking and bicycling opportunities for more children, it will increase the physical and mental health of students while decreasing traffic congestion.

This grant provides 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 Safe Routes to School Program and encourage your support of this worthwhile project.

Sincerely,

Wendy Riggs  
Lafayette PTA President  
(707) 496-0661  
[wriggs47@gmail.com](mailto:wriggs47@gmail.com)

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

[www.eureka-cityschools.org/lafayette](http://www.eureka-cityschools.org/lafayette)



# Eureka City Schools

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

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

April 22, 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 in support of the Safe Routes to School (SR2S) program application for Lafayette Elementary School, coordinated by the Humboldt County Public Works and involving the efforts of community partners and agencies such as the California Highway Patrol, Humboldt County Public Health Branch, Redwood Community Action Agency, the Lafayette Elementary Site Council, and the Lafayette Elementary PTA. I understand that the goal of SR2S 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.

SR2S activities and events also help with recommending safe routes to schools and identify access problems in addition to helping to relieve traffic. Therefore, I am excited about the potential for this Safe Routes to School Program because the installation of infrastructure improvements along with a Remote Drop-off program will not only provide walking and bicycling opportunities for more children, it will increase the physical and mental health of students while decreasing traffic congestion.

Eureka City Schools shares the goal of keeping our children healthy. This will be a wonderful opportunity for Lafayette Elementary School, its community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. Eureka City Schools is pleased to support and participate in the Safe Routes to School Program and encourages your support of this worthwhile project.

Sincerely,

Fred Van Vleck, Ed.D.  
Superintendent



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,

I am writing in support of the Safe Routes to School (SR2S) program application for Lafayette Elementary School, coordinated by the Humboldt County Public Works and involving the efforts of community partners and agencies such as the California Highway Patrol, Humboldt County Public Health Branch, Redwood Community Action Agency, the Lafayette Elementary Site Council, and the Lafayette Elementary PTA. I understand that the goal of SR2S 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.

SR2S activities and events also help with recommending safe routes to schools and identify access problems in addition to helping to relieve traffic. Therefore, I am excited about the potential for this Safe Routes to School Program because the installation of infrastructure improvements along with a Remote Drop-off program will not only provide walking and bicycling opportunities for more children, it will increase the physical and mental health of students while decreasing traffic congestion.

Lafayette Elementary 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 Safe Routes to School Program and encourage your support of this worthwhile project.

Sincerely,

Angela Shull

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

<http://www.humboldt.k12.ca.us/eecs/eecs.html>

## **SWITRS Mapping**

Summary Statistics

Choose Extent

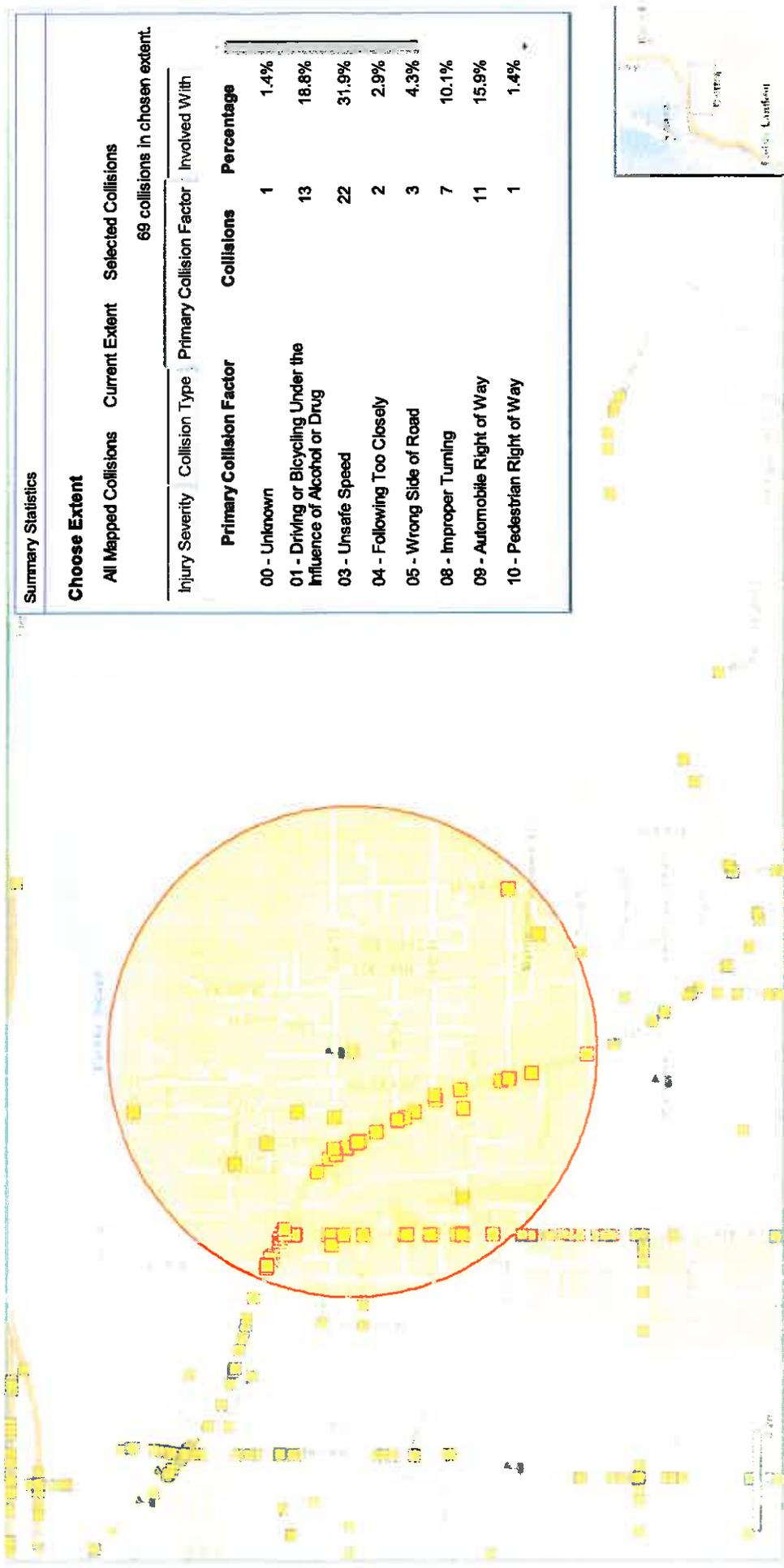
All Mapped Collisions Current Extent Selected Collisions

69 collisions in chosen extent.

Injury Severity Collision Type Primary Collision Factor Involved With

| Motor Vehicle Involved With | Collisions | Percentage |
|-----------------------------|------------|------------|
| -- Not Stated               | 1          | 1.4%       |
| A - Non-Collision           | 3          | 4.3%       |
| B - Pedestrian              | 5          | 7.2%       |
| C - Other Motor Vehicle     | 39         | 56.5%      |
| E - Parked Motor Vehicle    | 3          | 4.3%       |
| G - Bicycle                 | 5          | 7.2%       |
| I - Fixed Object            | 12         | 17.4%      |
| J - Other Object            | 1          | 1.4%       |





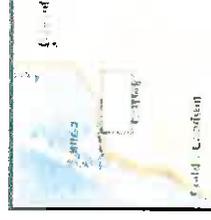
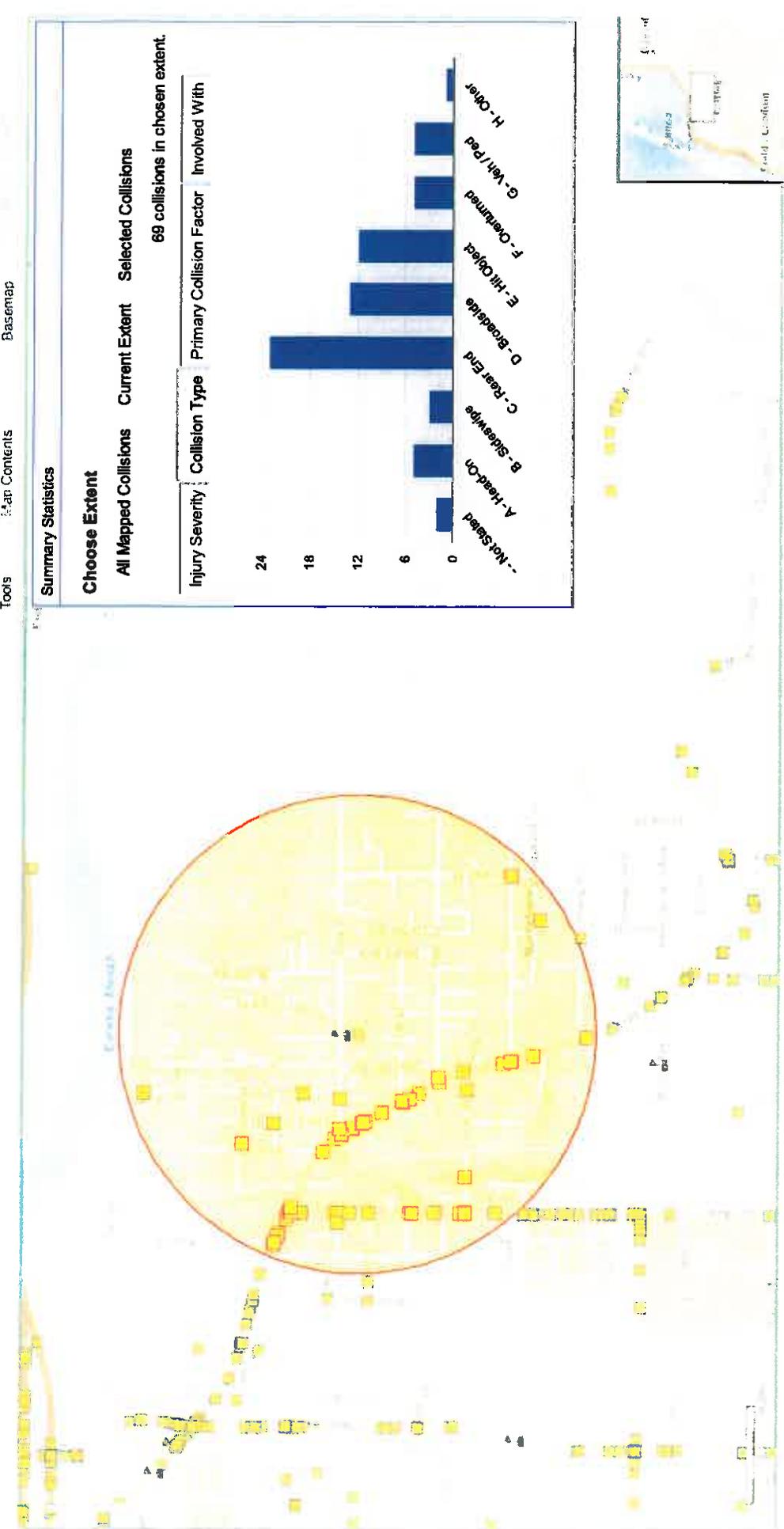
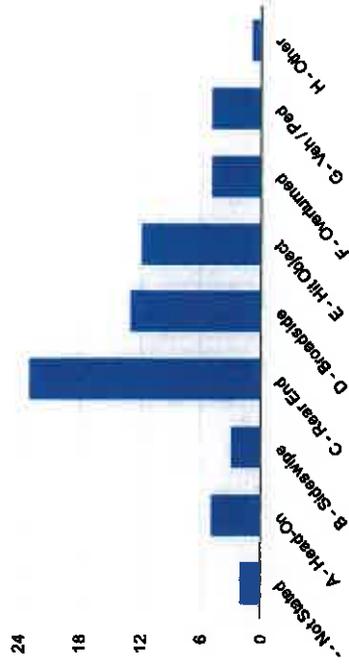
Summary Statistics

Choose Extent

All Mapped Collisions Current Extent Selected Collisions

69 collisions in chosen extent.

Injury Severity Collision Type Primary Collision Factor Involved With



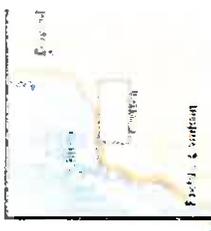
Summary Statistics

Choose Extent

All Mapped Collisions Current Extent Selected Collisions

69 collisions in chosen extent.

Injury Severity Collision Type Primary Collision Factor Involved With



# **Engineers Estimate**

**HUMBOLDT COUNTY**  
**DEPARTMENT OF PUBLIC WORKS**  
*PROJECT ESTIMATE OF COST*

Project No.  
Description: Lafayette Elementary School Safe Routes Improvement Proj  
Contract No. XXXXXX  
**BASE BID**

Date: 5/6/2014  
By: CJW  
Check:

| ITEM NO. | ITEM CODE | ITEM DESCRIPTION                                     | UNIT | QUANTITY | UNIT PRICE   | TOTAL         |
|----------|-----------|--|------|----------|--------------|---------------|
| 1        | 74016     | Construction Site Management                         | LS   | 1        | \$ 1,500.00  | \$ 1,500.00   |
| 2        | 74017     | Prepare Water Pollution Control Program              | LS   | 1        | \$ 1,000.00  | \$ 1,000.00   |
| 3        | 74042     | Temporary Concrete Washout (Portable)                | Ea   | 10       | \$ 100.00    | \$ 1,000.00   |
| 4        | 120090    | Construction Area Signs                              | Ea   | 14       | \$ 300.00    | \$ 4,200.00   |
| 5        | 120100    | Traffic Control System                               | LS   | 1        | \$ 20,000.00 | \$ 20,000.00  |
| 6        | 150712    | Remove Painted Pavement Marking                      | SF   | 100      | \$ 14.00     | \$ 1,400.00   |
| 7        | 150857    | Remove Asphalt Concrete Surfacing                    | SY   | 1000     | \$ 10.00     | \$ 10,000.00  |
| 8        | 151531    | Reconstruct Fence                                    | LF   | 60       | \$ 25.00     | \$ 1,500.00   |
| 9        | 152370    | Relocate Mailbox                                     | Ea   | 8        | \$ 325.00    | \$ 2,600.00   |
| 10       | 152390    | Relocate Roadside Sign                               | Ea   | 10       | \$ 400.00    | \$ 4,000.00   |
| 11       | 152403    | Adjust Water Meter Box to Grade                      | Ea   | 10       | \$ 400.00    | \$ 4,000.00   |
| 12       | 152441    | Adjust Valve Box Frame and Cover to Grade            | Ea   | 5        | \$ 400.00    | \$ 2,000.00   |
| 13       | 153210    | Remove Concrete                                      | CY   | 200      | \$ 120.00    | \$ 24,000.00  |
| 14       | 160101    | Clearing and Grubbing                                | LS   | 1        | \$ 2,000.00  | \$ 2,000.00   |
| 15       | 390130    | S Hot Mix Asphalt                                    | Ton  | 500      | \$ 150.00    | \$ 75,000.00  |
| 16       | 731510    | Minor Concrete (Curb, Gutter, Sidewalk and Driveway) | CY   | 310      | \$ 700.00    | \$ 217,000.00 |
| 17       | 731623    | Minor Concrete (Curb Ramp & Necking)                 | CY   | 130      | \$ 1,100.00  | \$ 143,000.00 |
| 18       | 731656    | Curb Ramp Detectable Warning Surface                 | SF   | 180      | 60.00        | \$ 10,800.00  |
| 19       | 999990    | Mobilization   | LS   | 1        | \$ 20,000.00 | \$ 20,000.00  |

|                              |              |                      |
|------------------------------|--------------|----------------------|
|                              | <b>TOTAL</b> | <b>\$ 545,000.00</b> |
| CONTINGENCIES                | 10%          | \$ 55,000.00         |
| CONSTRUCTION ENGINEERING     | 10%          | \$ 55,000.00         |
| <b>CONSTRUCTION TOTAL</b>    |              | <b>\$ 655,000.00</b> |
| PRELIMINARY ENGINEERING      | 10%          | \$ 70,000.00         |
| NON-INFRASTRUCTURE COMPONENT |              | \$ 75,000.00         |
| <b>PROJECT TOTAL</b>         |              | <b>\$ 800,000.00</b> |

## **Parent & Student Surveys**

## Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Lafayette Elementary School

**Set ID:** 12783

**School Group:** Eureka City Schools

**Month and Year Collected:** September 2013

**School Enrollment:** 0

**Date Report Generated:** 12/23/2013

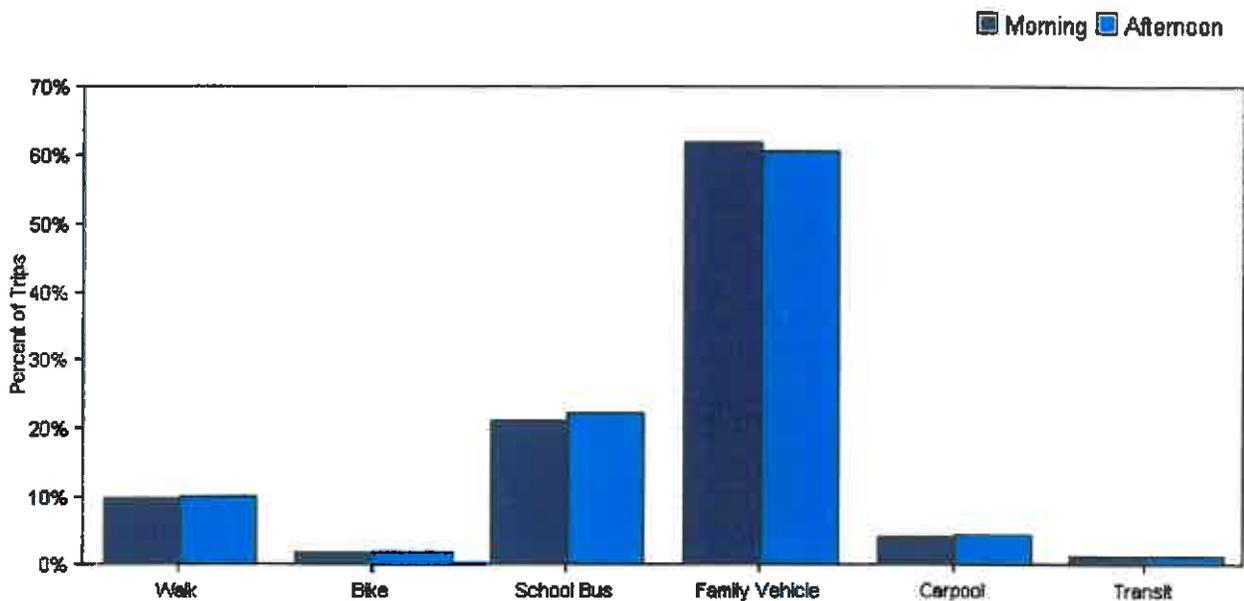
**% of Students reached by SRTS activities:** 76-100%

**Tags:**

**Number of Classrooms  
Included in Report:** 12

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

### Morning and Afternoon Travel Mode Comparison

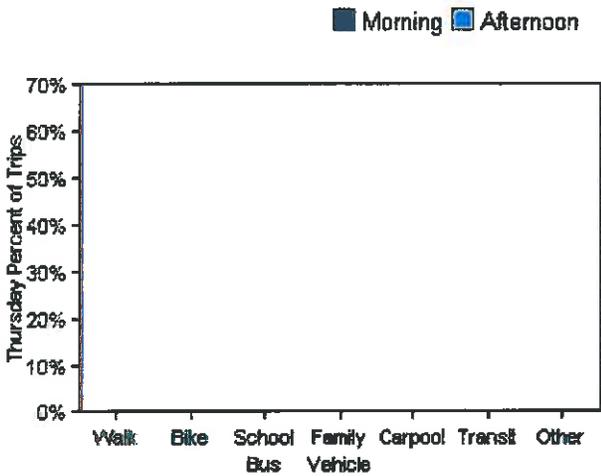
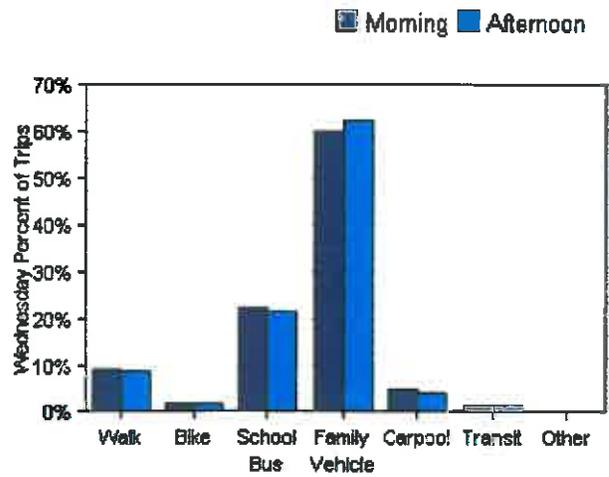
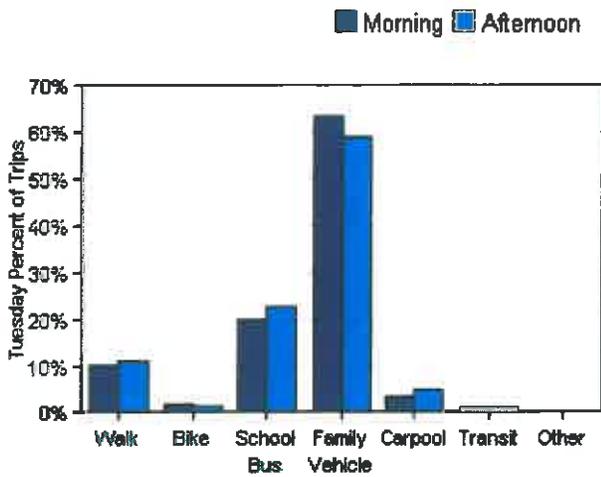


### Morning and Afternoon Travel Mode Comparison

|           | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-----------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning   | 557             | 10%  | 2%   | 21%        | 62%            | 4%      | 1%      | 0%    |
| Afternoon | 561             | 10%  | 2%   | 22%        | 61%            | 4%      | 1%      | 0%    |

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

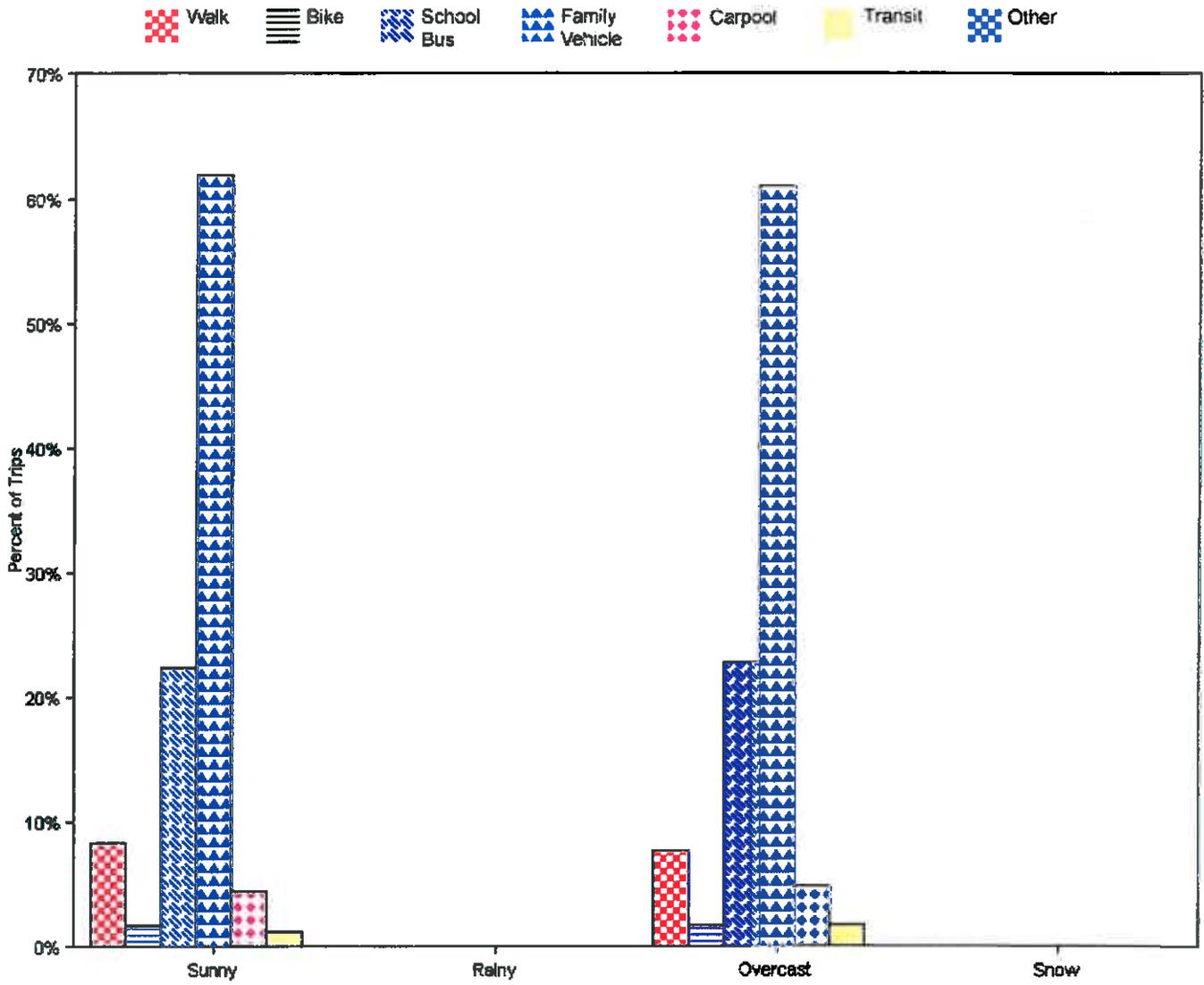


## Morning and Afternoon Travel Mode Comparison by Day

|              | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Tuesday AM   | 276             | 10%  | 2%   | 20%        | 64%            | 3%      | 1%      | 0%    |
| Tuesday PM   | 277             | 11%  | 1%   | 23%        | 59%            | 5%      | 1%      | 0%    |
| Wednesday AM | 281             | 9%   | 2%   | 22%        | 60%            | 5%      | 1%      | 0%    |
| Wednesday PM | 284             | 9%   | 2%   | 21%        | 62%            | 4%      | 1%      | 0%    |
| Thursday AM  |                 | 0%   | 0%   | 0%         | 0%             | 0%      | 0%      | 0%    |
| Thursday PM  |                 | 0%   | 0%   | 0%         | 0%             | 0%      | 0%      | 0%    |

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

| Weather Condition | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Sunny             | 765             | 8%   | 2%   | 22%        | 62%            | 4%      | 1%      | 0%    |
| Rainy             | 0               | 0%   | 0%   | 0%         | 0%             | 0%      | 0%      | 0%    |
| Overcast          | 285             | 8%   | 2%   | 23%        | 61%            | 5%      | 2%      | 0%    |
| Snow              | 0               | 0%   | 0%   | 0%         | 0%             | 0%      | 0%      | 0%    |

Percentages may not total 100% due to rounding.

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Lafayette Elementary School

**Set ID:** 10367

**School Group:** Eureka City Schools

**Month and Year Collected:** September 2013

**School Enrollment:** 0

**Date Report Generated:** 12/23/2013

**% Range of Students Involved in SRTS:** 76-100%

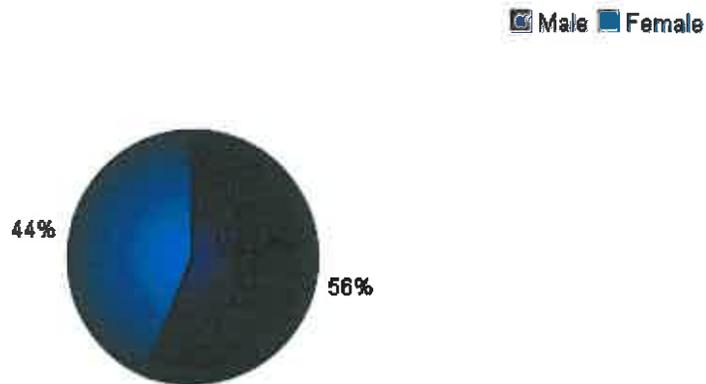
**Tags:**

**Number of Questionnaires Distributed:** 500

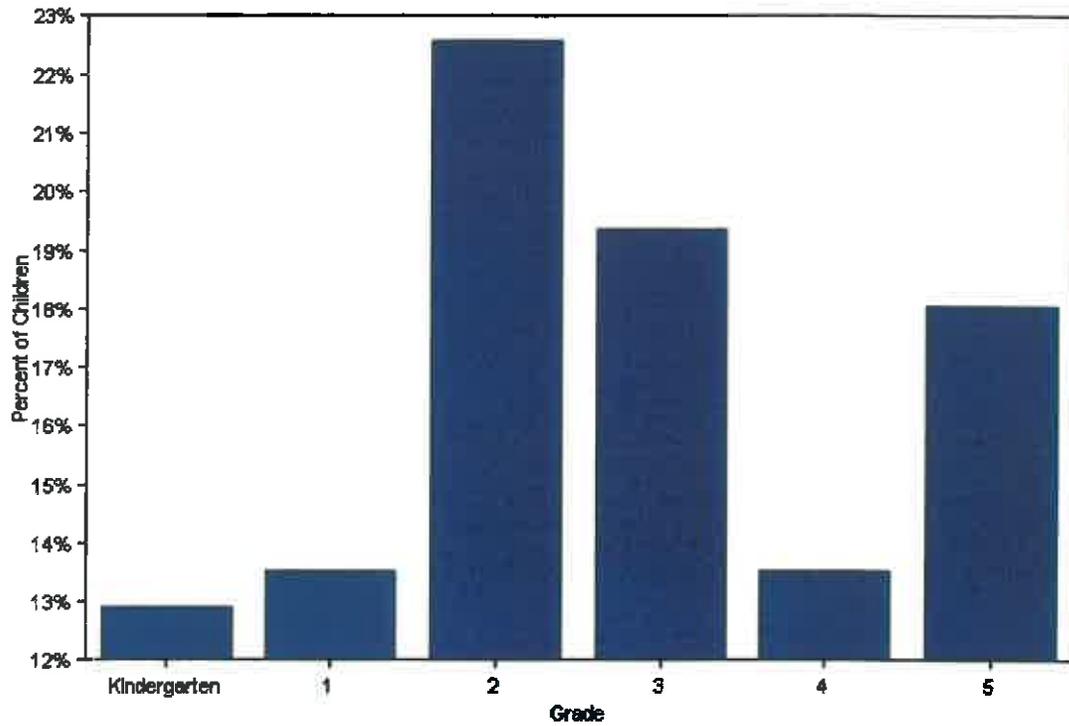
**Number of Questionnaires Analyzed for Report:** 157

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

## Sex of children for parents that provided information



Grade levels of children represented in survey



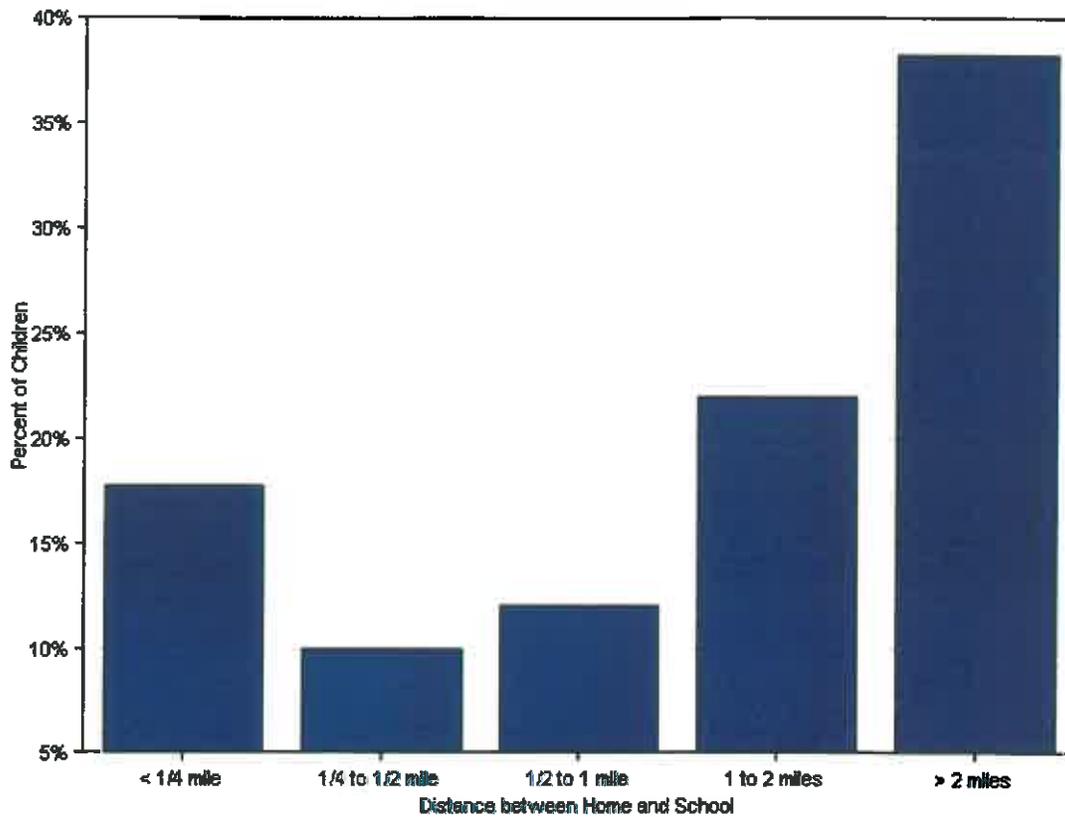
Grade levels of children represented in survey

| Grade in School | Responses per grade |         |
|-----------------|---------------------|---------|
|                 | Number              | Percent |
| Kindergarten    | 20                  | 13%     |
| 1               | 21                  | 14%     |
| 2               | 35                  | 23%     |
| 3               | 30                  | 19%     |
| 4               | 21                  | 14%     |
| 5               | 28                  | 18%     |

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

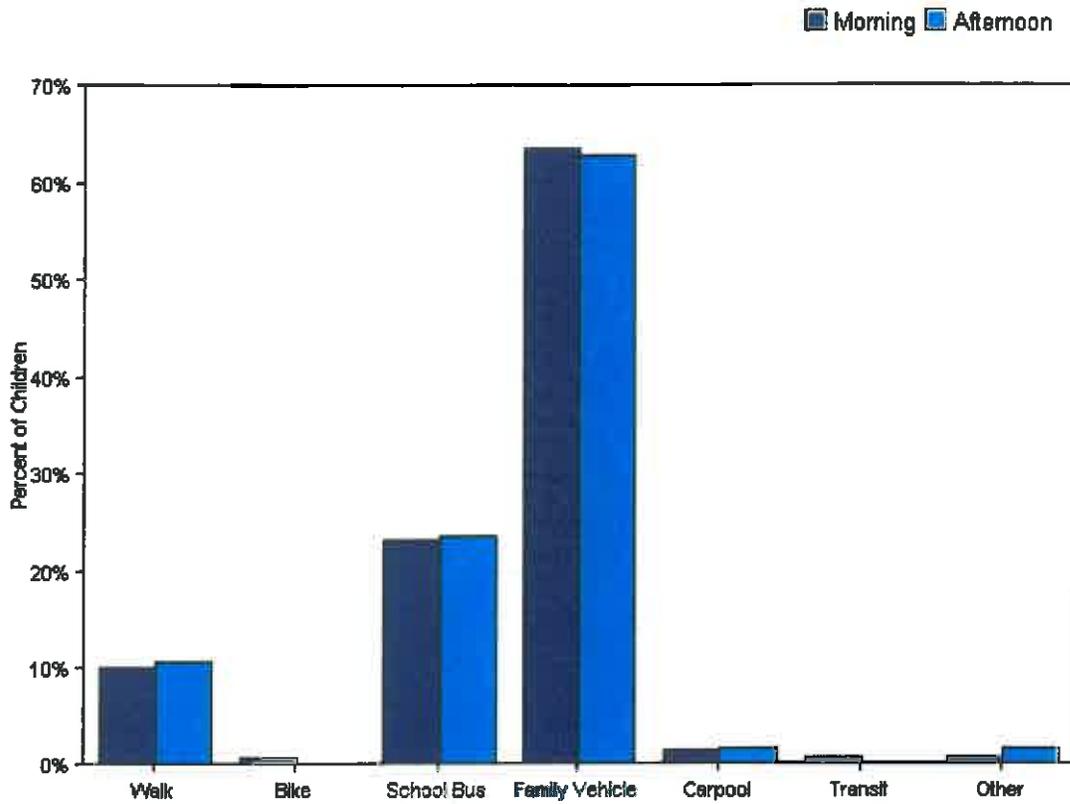


Parent estimate of distance from child's home to school

| Distance between home and school | Number of children | Percent |
|----------------------------------|--------------------|---------|
| Less than 1/4 mile               | 25                 | 18%     |
| 1/4 mile up to 1/2 mile          | 14                 | 10%     |
| 1/2 mile up to 1 mile            | 17                 | 12%     |
| 1 mile up to 2 miles             | 31                 | 22%     |
| More than 2 miles                | 54                 | 38%     |

Don't know or No response: 16  
 Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

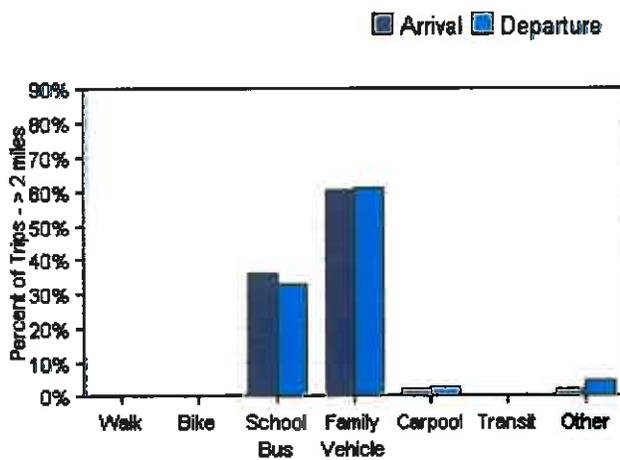
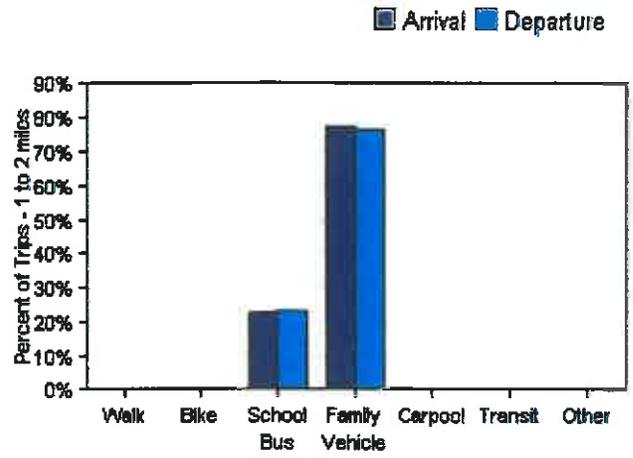
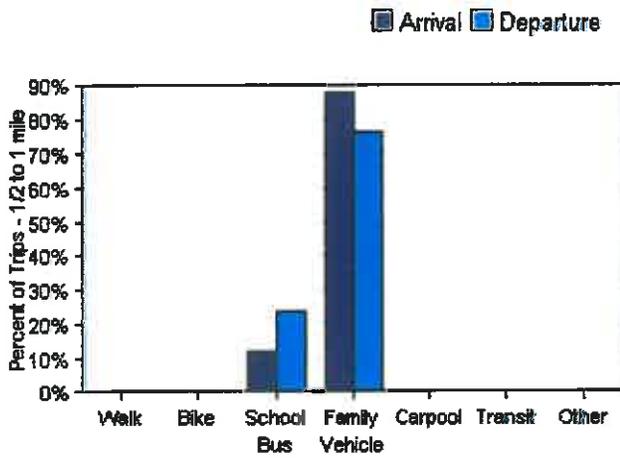
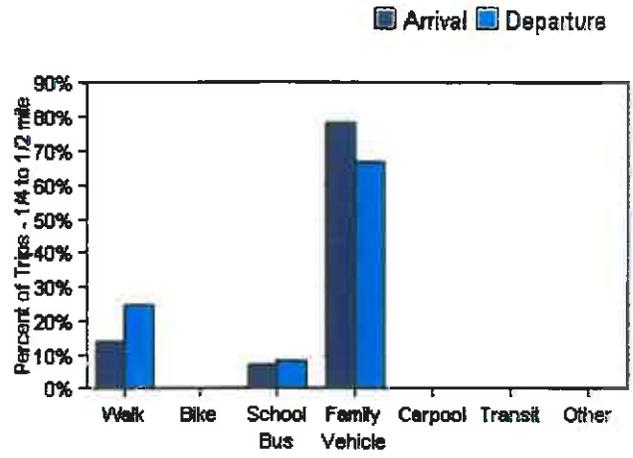
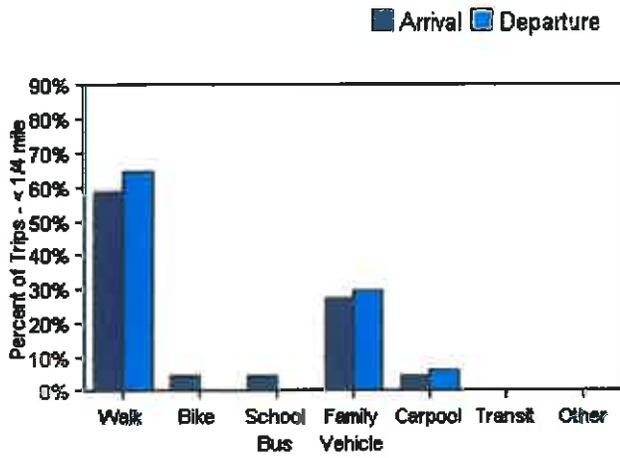
| Time of Trip | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning      | 151             | 10%  | 0.7% | 23%        | 64%            | 1%      | 0.7%    | 0.7%  |
| Afternoon    | 132             | 11%  | 0%   | 23%        | 63%            | 2%      | 0%      | 2%    |

No Response Morning: 6

No Response Afternoon: 25

Percentages may not total 100% due to rounding.

## Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 22                     | 59%  | 5%   | 5%         | 27%            | 5%      | 0%      | 0%    |
| 1/4 mile up to 1/2 mile | 14                     | 14%  | 0%   | 7%         | 79%            | 0%      | 0%      | 0%    |
| 1/2 mile up to 1 mile   | 17                     | 0%   | 0%   | 12%        | 88%            | 0%      | 0%      | 0%    |
| 1 mile up to 2 miles    | 31                     | 0%   | 0%   | 23%        | 77%            | 0%      | 0%      | 0%    |
| More than 2 miles       | 53                     | 0%   | 0%   | 36%        | 60%            | 2%      | 0%      | 2%    |

Don't know or No response: 20

Percentages may not total 100% due to rounding.

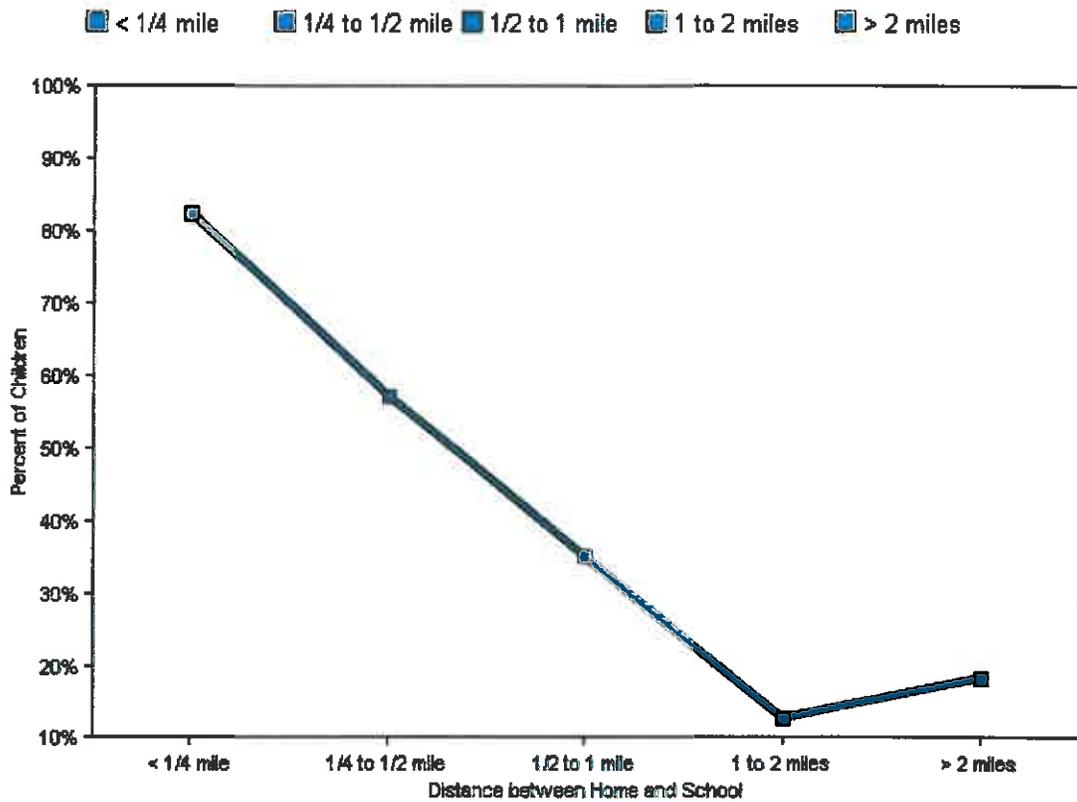
### School Departure

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 17                     | 65%  | 0%   | 0%         | 29%            | 6%      | 0%      | 0%    |
| 1/4 mile up to 1/2 mile | 12                     | 25%  | 0%   | 8%         | 67%            | 0%      | 0%      | 0%    |
| 1/2 mile up to 1 mile   | 17                     | 0%   | 0%   | 24%        | 76%            | 0%      | 0%      | 0%    |
| 1 mile up to 2 miles    | 30                     | 0%   | 0%   | 23%        | 77%            | 0%      | 0%      | 0%    |
| More than 2 miles       | 46                     | 0%   | 0%   | 33%        | 61%            | 2%      | 0%      | 4%    |

Don't know or No response: 35

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

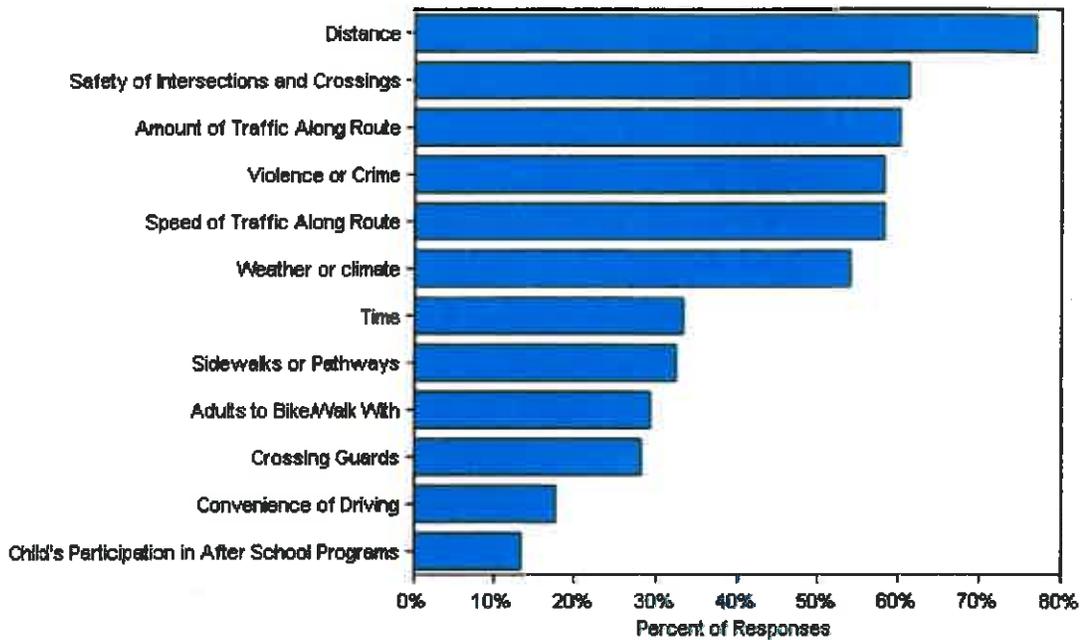


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

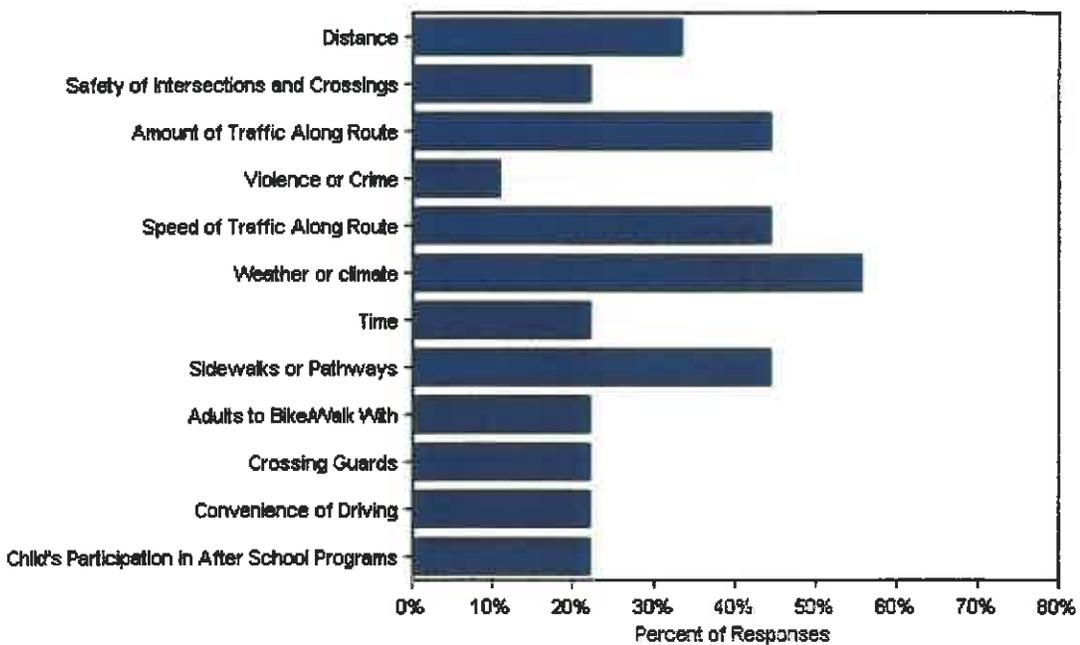
| Asked Permission? | Number of Children | Less than 1/4 mile | 1/4 mile up to 1/2 mile | 1/2 mile up to 1 mile | 1 mile up to 2 miles | More than 2 miles |
|-------------------|--------------------|--------------------|-------------------------|-----------------------|----------------------|-------------------|
| Yes               | 47                 | 83%                | 57%                     | 35%                   | 13%                  | 19%               |
| No                | 92                 | 17%                | 43%                     | 65%                   | 87%                  | 81%               |

Don't know or No response: 18  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

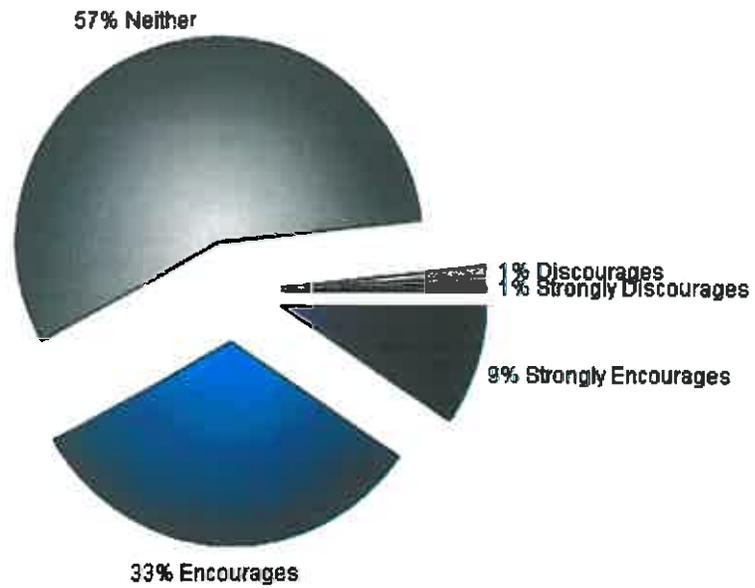
| Issue  | Child does not walk/bike to school | Child walks/bikes to school |
|--|------------------------------------|-----------------------------|
| Distance                                       | 77%                                | 33%                         |
| Safety of Intersections and Crossings          | 61%                                | 22%                         |
| Amount of Traffic Along Route                  | 60%                                | 44%                         |
| Violence or Crime                              | 58%                                | 11%                         |
| Speed of Traffic Along Route                   | 58%                                | 44%                         |
| Weather or climate                             | 54%                                | 56%                         |
| Time   | 33%                                | 22%                         |
| Sidewalks or Pathways                          | 32%                                | 44%                         |
| Adults to Bike/Walk With                       | 29%                                | 22%                         |
| Crossing Guards                                | 28%                                | 22%                         |
| Convenience of Driving                         | 18%                                | 22%                         |
| Child's Participation in After School Programs | 14%                                | 22%                         |
| <b>Number of Respondents per Category</b>      | <b>96</b>                          | <b>9</b>                    |

No response: 52

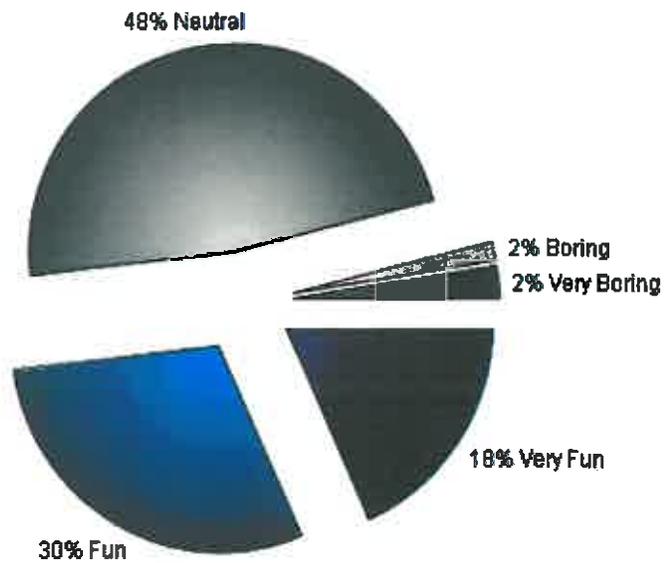
Note:

- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

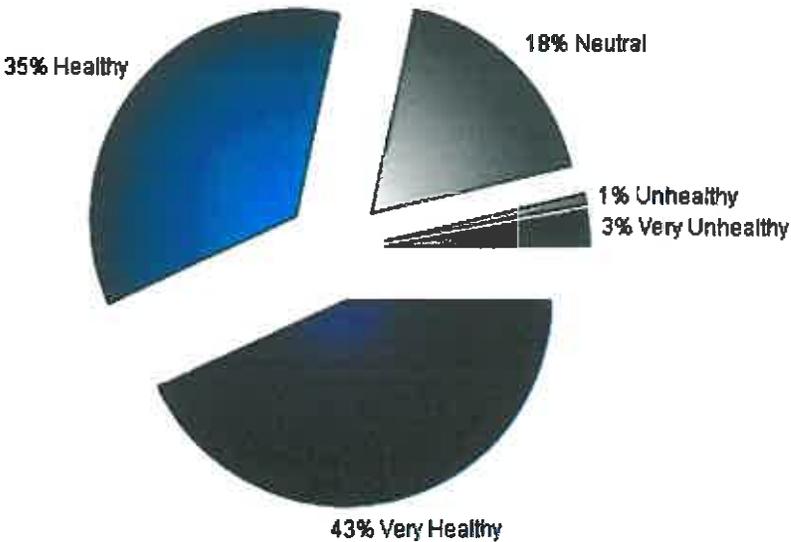
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

| SurveyID | Comment  |
|----------|--|
| 1108784  | I WILL NEVER FEEL GOOD ABOUT LETTING MY CHILDREN WALK TO SCHOOL  |
| 1108796  | MI HIJA Y YO CAMINAMOS O VIAJAMOS EN BICICLETA DESPUS DE LA ESCUAL DEPENDE DEL TIEMPO Y CLIMA NO SISMPRE POLEMOS DOS FRATOR DE ESE PRIVILEGIO. QUESTION #10 - ADULTOS - *NO EXTRAMOS* (SOLO DEAR MAMA O PAPA)  |
| 1108798  | ME GUSTARIA QUE MI HIJA FERA ALA ESCUELA CON BICICLETA PERO HAY MUCHO TRANCITO Y VELOCIDAD EN LA RUTU.   |
| 1108821  | PLEASE WRITE A BOX WITH SOMETIMES THE KID WALKS OR BIKE FROM SCHOOL BECAUSE I SEE SOME PARENTS AND DO AFTER SCHOOL. NOT USUALLY BUT SOMETIMES DEPENDING ON WEATHER. THANK YOU! QUESTION #10 - ADULTS - ONLY MOM OR DAD *NO STRANGERS* QUESTION #11 - SOMETIMES |
| 1108847  | IF WE LIVED CLOSER I WOULD ALLOW HER TO BIKE TOO FAR OF A DISTANCE   |
| 1108882  | I DON'T LIKE THE IDEA OF MY CHILD WALKING OR BIKING TO SCHOOL BECAUSE IT IS VERY UNSAFE FOR CHILDREN TO WALK/BIKE BY THEMSELVES.   |
| 1108901  | AS LONG AS WE HAVE NICE WEATHER I WILL ALWAYS ENCOURAGE WALKING TO SCHOOL.   |
| 1108902  | QUESTION #9 - WITH OLDER SISTER  |
| 1108926  | BECAUSE OF DISTRICT CHANGES WE DO NOT LIVE CLOSE ENOUGH TO SCHOOL FOR MY CHILD TO WALK OR BIKE TO SCHOOL. IF JEFFERSON WERE STILL OPEN I MIGHT CONSIDER IT.  |
| 1108781  | IF WE HAD A CROSSING GUARD THAT WOULD BE EXCELLENT! QUESTION @10 - DISTANCE --> IF NO CROSSING OF THE STREET   |
| 1108794  | ME GUSTARIA MI HIJO VAYA ALA ESCUELA CON BICICLETA PERO HAY MUCHO TRANSITO EN LA RUTA Y VELOCIDAD DEL TRANCITO.  |
| 1108802  | I WILL ALWAYS WALK MY KIDS I DON'T TRUST NO ONE AT ALL TO HAVE MY KIDS WALK TO SCHOOL OR HOME  |
| 1108819  | NONE   |
| 1108862  | IF CLOSER SCHOOLS DIDN'T CLOSE WE WOULD ONLY HAVE TO WALK 6 BLOCKS!  |
| 1108864  | QUESTION #13 - TO FAR TO WALK LIVES ON HUMBOLDT HILL RD.   |
| 1108880  | IF WE LIVED CLOSER I WOULD CONSIDER LETTING HIM WALK. MYRTLE ST IS SUPER BUSY & WOULD WORRY ME. PLUS WEATHER IS OFTEN AN ISSUE.  |
| 1108894  | I WOULD FEEL MUCH MORE COMFORTABLE IF THERE WAS A CROSSING GUARD.  |
| 1108925  | MY SON AND I HAVE ALWAYS WALKED TO & FROM SCHOOL BUT B/C OF LACK OF TRANSPORTION AND THE DISTANCE OF HOME TO SCHOOL WE HAD TO CHOOSE TAKING THE SCHOOL BUS. HE LOVES THIS NEW EXPERIENCE AND IT'S A CONVIENENCE FOR ME ALSO. THANK YOU!                        |
| 1108930  | QUESTION #10 - MY CHILD NO BIKES CAR   |
| 1108934  | I APOLOGIZE AS I MADE A NUMBER OF MISTAKES. BUT I MEANT TO ANSWER "NEITHER" FOR QUESTION 12.   |
| 1108799  | BY SCHOOL BUS FROUNTUALITY TO SCHOOL IS PROVIDED. TO THE KDIS WITH SAFETY. AND. AVOID OF ANY KIND OF RISK.   |
| 1108822  | IN THE LAST COUPLE OF YEARS I HAVE HAD CLOSE CALLS CROSSING FROM THE ELEMENTARY TO TARRACE WAY. FIRST SCHOOL HAVE SEEN WITHOUT A XING GUARD 1/2 MILE OR LESS FROM SCHOOL.  |
| 1108834  | WE LIVE TOO FAR AWAY FROM LAFAYETTE TO WALK/BIKE. BUT IT SURE WOULD BE HELPFUL TO HAVE A CROSSING GUARD AGAIN FOR THOSE THAT DO WALK! DRIVERS BLOW THROUGH THE CROSSING IN FRONT OF THE SCHOOL ALL THE TIME WHEN PEOPLE ARE WAITING TO CROSS.                  |

|         |  |
|---------|--|
| 1108837 | ME AND MY CHILD LOVE TAKING WALKS TOGETHER. I FEEL SHE IS TOO YOUNG TO WALK OR RIDE ALONE IT IS DANGEROUS.   |
| 1108876 | WE BIKE ALMOST EVERYDAY AFTER SCHOOL.  |
| 1108879 | I FEEL MY CHILD IS WAY TOO YOUNG TO WALK OR BIKE TO SCHOOL & WE LIVE TOO FAR & EUREKA ISNT THE SAFEST CITY TO LIVE IN EITHER.  |
| 1108885 | WE DONT LIVE IN A SAFE DISTANCE FOR OUR KIDS TO WALK OR RIDE TO SCHOOL.  |
| 1108911 | MY CHILD DOES GET TO WALK HOME ON SOME DAYS WITH HER GRANDPARENTS.   |
| 1108803 | QUESTION #10 - CROSSING GUARDS - (NO CROSSING GUARDS) WE NEED ONE  |
| 1108813 | HAVING LIGHTS AT CROSS WALKS SO PEOPLE KNOW CHILDREN ARE CROSSING FOR SCHOOL NEEDED.   |
| 1108825 | CURRENTLY ATTENDING COLLEGE  |
| 1108851 | EUREKA IS NOT A SAFE TOWN. BRING BACK BUSSING FOR ALL. I WOULD GLADLY PAY FOR A BUS PASS.  |
| 1108887 | THE STREET MYRTLE IS EXTREMELY TO BUSY. IF THEY HAD A NICE SAFE PATHWAY WITH CROSSING GUARDS OR BIKE LANES I WOULD LOVE FOR MY CHILD TO BE ABLE TO WALK AND OR RIDE A BIKE.  |
| 1108892 | WE NEED CROSSING GUARDS & LAW ENFORCEMENT & MONITOR SPEEDING THROUGH CROSSWALKS.   |
| 1108905 | WE DONT LIVE CLOSE TO SCHOOL.  |
| 1108917 | I DO NOT THINK IT IS SAFE FOR CHILDREN TO BE ALONE GOING TO SCHOOL BECAUSE PEOPLE ARE NOT ALL GOOD PEOPLE AND TRAFFIC DOESN'T LOOK FOR CHILDREN ENOUGH.  |
| 1108919 | I WOULD NOT ALLOW HIM TO WALK BECAUSE I WALKED AND RODE MY BIKE TO LAFAYETTE WHEN I WAS A KID AND IT WASN'T SAFE BACK THEN. I WAS ALMOST RUN OVER A FEW TIMES AND HAD SOME BAD RUN INS WITH PEOPLE.  |
| 1108788 | THE ROUTE IS TO FAR AND MY KIDS ARE TO YOUNG. I DON'T BELIEVE THE HIGHEST GRADE I COMPLETED SCHOOL HAS ANYTHING TO DO WITH THIS BUT I HAVE 32 CREDITS TO COMPLETE 12TH GRADE AND GRADUATE  |
| 1108858 | #12 [REDACTED] DISCOURAGES PHYSICAL ACTIVITY! THE SIDEWALKS ARE GRASS - UNFIT FOR STROLLERS WALKING IS TOO DANGEROUS BECAUSE CARS DON'T YIELD I GET ROAD RAGE WHILE TRYING TO WALK ACROSS INTERSECTIONS BECAUSE THE CARS NEVER STOP LONG ENOUGH.   |
| 1108850 | I'M NOT SURE WHAT THE INTENTION IS HERE BUT THIS SEEMS LIKE A WASTE OF PAPER. MAYBE FEWER MORE CONCISE QUESTIONS/FORMAT WOULD HELP. QUESTION #13 - SOMETIMES TRAUMATIC FOR 6 YEAR OLDS   |
| 1108873 | WHAT DOES THE HIGHEST GRADE/YEAR I COMPLETED HAVE TO DO WITH OUR SON WALKING TO SCHOOL?? QUESTION #14 - SHORT WALK   |
| 1108800 | GIVEN THE SAFETY OF LOCAL NEIGHBORHOODS THE FACT THAT IT IS DARK IN THE MORNINGS A GOOD PORTION OF THE YEAR THE DISTANCE THE KIDS HAVE TO TRAVEL AND THEIR AGES THE TRUST OF THIS SURVEY (I.E. TRYING TO GET THE KIDS TO WALK) IS VERY POORLY PRESENTED AND THROUGHOUT. QUESTION #14 - UNSAFE! |
| 1108815 | I FEEL IT IS TO DANGEROUS FOR MY CHILD TO WALK OR BIKE TO AND FROM SCHOOL.   |
| 1108841 | WE NEED CROSSING GUARDS & LAW ENFORCEMENT. THANK YOU!  |
| 1108893 | HUMBOLDT COUNTY IS FULL OF REGISTERED SEX OFFENDERS. THERE IS NO WAY I'M LETTING MY SON WALK THE STREETS OF EUREKA.  |
| 1108791 | SCHOOL IS WAY TO FAR FOR A CHILD OF HER AGE TO BE FORCED TO WALK OR BIKE   |
| 1108900 | I DON'T THINK IT IS SAFE FOR KIDS TO WALK. PEOPLE NEVER SLOW DOWN OR LOOK OUT FOR KIDS. EVEN PICKING KIDS UP FROM SCHOOL PEOPLE ARE STILL DRIVING TO FAST AND NOTHING IS BEING DONE TO PROTECT OUR CHILDREN.   |
| 1108914 | WE LIVE TO FAR FROM THE SCHOOL FOR OUR CHILDREN TO BE ABLE TO WALK TO OR FROM....  |
| 1108839 | [REDACTED] TO SCHOOL VIOLENCE DAY.   |

# **Walk-ability Report**

# Lafayette Elementary 'Walk & Roll' Audit



**June 2011**

*Prepared for*  
**Humboldt County Department of Public Works**

*Prepared by*  
**Natural Resources Services Division of  
Redwood Community Action Agency**

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# Lafayette Elementary Walk & Roll Audit

June 6, 2011

## Overview

A community workshop and assessment of the walking and bicycling environment in the neighborhood of Lafayette Elementary was held at on Monday June 6, 2011 to observe the peak student dismissal time at school and identify concerns and solutions to safety issues. Participants included parents, neighbors, the school principal, Eureka City Schools Board President, Eureka police officer, California Highway Patrol officer, County Public Works Department, Fourth District County Supervisor, NRS/RCAA staff, and County Public Health.

## Visioning

At the beginning of the workshop, participants were asked to share their vision for the workshop and the outcomes they would like to see. The most frequently mentioned visions included:

- Slower speeds on Park Street.
- A safer loading/unloading and bus loading environment.
- Improvement of the school parking lot surface and flow, with marked parking and directional signs.

Other participant visions including:

- Create a more inviting walking environment
- Establish crossing guards
- Provide safety education for kids
- Desire more active kids, more walking
- Create alternate drop-off and pick-up sites



### Observation of School Environment & Neighborhood

Participants met in the school EAST Lab for an introduction to the 'Safe Routes to Schools' movement and funding programs and some tips from NRS/RCAA staff about what to look for during the field observation. The group then went outside to first observe the Lafayette parking lot. Because the lot is unpaved and there is no contiguous route for pedestrians to the front of the school, there were many challenges identified that affect users, including school staff as well as parents using the lot while they drop off or pick their children up from school. Next, the group observed the environment just in front of the school while children were leaving and being picked up from school. The group walked down Park Street, observing many gaps and obstacles in sidewalks, to the intersection at Myrtle Avenue to identify challenges students might face on these two busy streets as well as the crossing on Myrtle Avenue. After observing conditions on Myrtle, they walked to and along 17<sup>th</sup> Street to observe walking routes from the south and back to the school via a rear entrance that is normally locked to consider options for managing that route as an improved access.



The following key observations were made:

1. The School parking lot is unpaved and inaccessible for wheelchairs and strollers. There are many potholes that fill with water during the winter. It is difficult for cars to maneuver and there are no marked parking spaces, signs to indicate direction of traffic, or markings along the parking lot driveway/entrance to indicate children are crossing.
2. The loading/unloading zone is small and crowded. Many parents/caregivers disregard the 'No Parking' areas and leave their cars to block use by others; there is no enforcement of recommended behaviors. Signs are not enforceable since they are not white with black lettering.
3. Buses and parents using the same loading/unloading zone results in a great deal of congestion. The organization of this area is problematic in terms of having a few parking/loading spaces and a fence between them and the front of the school.
4. Parked cars immediately adjacent to school entrance and exit driveways reduce the ability of drivers to see traffic and pedestrians. These corners also lack curb cuts.
5. There are high traffic volumes and high speed on Park Street. The crosswalk in front of the school needs to be more visible; this is used by a significant number of children.
6. Many sidewalk gaps exist on both sides of Park Street and on important connecting streets. Vegetation, utility poles, poor pavement condition and other obstacles – even a trash can – block adequate passage, in many cases where there are also sidewalk gaps.
7. The intersection at Myrtle Avenue and Park Street has a high volume and speed of traffic, and is used by many students. There is typically a long line of cars turning on both streets during peak arrival and dismissal times.
8. The Myrtle Avenue mid-block crosswalk between Park Street and 17<sup>th</sup> Street is not marked in a highly visible manner.
9. There are many sidewalk gaps on 17<sup>th</sup> Street and the condition of the road is in disrepair. Crosswalks on 17<sup>th</sup> are lacking that would facilitate student movement from the south toward the school, however location of them is challenging due to sight distance for autos at a hill on the street.
10. There are two rear entrances to the school on Chestnut and Terrace that would greatly reduce the distance traveled by students coming from the south, however these are privately-maintained roads that residents do not want used for school access.

Examples of existing conditions follow.



Traffic calming is needed to slow traffic speeds and make Park Street safer for all modes of travel.



New ladder-style paint is needed to facilitate better visibility for the Park Street crosswalk in front of the school.



The school bus loading and unloading zone could be relocated to Park Street east of the exit driveway in the short-term, with a trail developed from the street to the school to provide an alternative to the sidewalk route between school and buses. In the long-term, the open space east of the school driveway could potentially be used as a bus-only drop-off corridor.



More clarity and better management of traffic flow is needed in loading/unloading zone.



**More 'actionable' pick-up and drop-off area rules are needed to communicate to parents it is not appropriate to leave cars unattended, use un-designated parking areas, or park in handicapped-only spaces without a handicap placard.**



**Crosswalk markings are needed to highlight the pedestrian route across the school parking lot entrance. Consider in the future the possibility of a limited-access parking lot to control traffic volumes and improve safety.**



Visibility of pedestrians is limited at the entrance and exit of the crosswalk in front of the school due to the proximity of parked cars. Curbs should be painted red next to crosswalks to designate no parking zones to improve visibility of pedestrians.



Visibility is also limited on both sides of the school entrance and exit driveways. Designating a short No Parking area on both sides of both intersections by painting curbs red would improve visibility for drivers and of pedestrians.



The parking lot is unpaved and presents challenges for all users. Directional signage (e.g. one-way traffic flow, enforced), clear parking spaces, improved surfacing, and a connecting path to the front of the school are needed.



Many sidewalk gaps exist on Park Street and on neighboring streets.



Sidewalk obstructions make walking more challenging, especially for those with strollers, wheelchairs or canes. A number of obstructions need to be removed or sidewalk developed around them.



Vehicles on Myrtle travel at high speeds, and crosswalks are long, making safe crossing of this street a challenge. Creating a left hand turn lane on Myrtle, installing a flashing beacon/ped-activated beacon, and/or shortening the crossing distance by installing a pedestrian median could help make this intersection safer.

### **Opportunities for Safer Routes to School**

After the observation walk, participants viewed a presentation highlighting different engineering, education, and encouragement strategies that could potentially help solve some of the safety concerns encountered on the walk. Participants then broke into three small groups to identify and discuss their concerns and using street view maps, they came up with potential engineering, education, enforcement, and encouragement strategies that they drew onto their maps. The following are lists of the concerns and potential solutions identified by the three groups that each looked at different areas of focus. Bullet points indicate the actions that could be taken to improve each area of concern.

**Group 1: Auto and bus loading/unloading zone and parking lot.**

**1. To slow speeds on Park Street:**

- Install more visible signs on Park Street to indicate school crossing.
- Repaint/raise crosswalk on Park Street in front of school.
- Crossing guards are needed.
- Assign volunteers on Park Street to hold 'Drive Slowly, Kids Crossing' signs to raise speed awareness occasionally during the school year.

**2. Many parents/drivers disregard the 'No Parking' areas in the loading zone.**

- Create an 'enforceable' No Parking/Loading Zone to help reduce the number of unattended cars. Current green and white signage is not enforceable, according to CHP. The signs should be replaced with enforceable white background with black text signage.
- Repaint the yellow curbs white to designate a loading/unloading zone.
- See below for additional 'encouragement' activities to change behaviors.

**3. To help alleviate congestion, relocate the bus loading/unloading zone:**

- For the short term, move bus zone to Park Street at current ETS bus stop location north of the exit driveway. In the long term, consider developing bus-only load/unload zone east of current loading/unloading zone where there is currently grass.
- Build covered bus shelter.
- Designate monitors to supervise children exiting and entering buses on Park Street.
- Special Education buses will be the exception and still come to the front of the school for loading and unloading of students.
- Create pathway continuing from crosswalk at Coast Guard Street onto school grounds as an alternative to the sidewalk through the loading/unloading zone.

**4. Redesign pull-through unloading to create better traffic flow:**

- Install covered awning to shield from rain/inclement weather.
- Paint a crosswalk in parking lot from unloading zone north of buses to front of school.

**5. Improve school parking lot:**

- Pave parking lot. This will require stormwater management and a large budget, consequently, an alternative treatment for surface improvement could include a permeable surface design that allows for stormwater management without a drainage system. A short-term surface improvement, that



would also be permeable, could include compacted crushed granite or shale, however this surface will only serve for a relatively short period of two to four years.

- Designate one-way traffic flow with signage.
- Paint designated parking spaces.
- In the medium term, designate as a Staff Only (and/or Kindergarten Access Only) parking lot. Install gate arm to enforce Staff/Kindergarten Only use.

**6. Emphasize education:**

- Create strong school policies regarding traffic, parking and drop-off pick-up
- Enforce policies

**7. Improve driver/parent behavior:**

- Develop a detailed visual and list of guidelines to be printed in pre-school start newsletter that goes to all parents. Repeat delivery of this information to parents several times *every* school year.
- Initiate 'Volunteer Patrol' with vests that say 'Parking Enforcement'
- Give warning 'parking tickets' to those who disregard posted traffic rules.
- Record license plate numbers of offender, note repeats, and send letters to repeat offenders.

**8. Create pedestrian access from back of school on Chestnut Street and/or Terrace Way:**

- Carefully communicate with neighbors about potential options that would meet their needs, since they own the streets and have strongly objected to public access in the past, including providing a paved surface for the street/s north of 17<sup>th</sup> Street and a gate that is only openable by residents and emergency services personnel (benefits to residents are improved street surface and 'gated' neighborhood). Youth would be able to access the route via a pedestrian/bike access adjacent to gate/s.
- Re-surface and improve road condition and develop gate system. The gate will be important to keep parents from driving children to rear school gate in front of private residences on private streets.
- Designate private vehicle use and pedestrian/bike access only zone.
- Designate volunteer monitor/s for this/these site/s.

**Group 2: Sidewalks, bike routes and intersections.**

**1. Create a safer environment and slower speeds on Park Street and neighboring streets:**

- Repaint crosswalks in more visible ladder style.
- Install raised crosswalks that both elevate pedestrians and calm traffic.
- Create bulbouts on either side of crosswalks to shorten crossing distances.
- Paint bike lanes or fog lines on Park Street and 17<sup>th</sup> Street.
- Install speed limit signs.
- Lower speed limits.
- Install speed radar signs.
- Designate 'No Parking' areas by painting curbs red on either side of entrance/exit driveways and crosswalks to improve visibility of traffic and pedestrians.
- Fill in sidewalk gaps and improve curb cuts on both sides of Park Street: participants agreed to prioritize the north side of the street first, since more students use that route and more students who walk along Park Street are coming from the north.
- Fill in sidewalk gaps and improve curb cuts on 17<sup>th</sup> Street.

- Fill in sidewalk gap on John Hill Street at 17<sup>th</sup> Street and between 17<sup>th</sup> and Park Streets, particularly on west side where the gap is shorter.
  - Replace mid-block crosswalk on Myrtle across from shopping center with a ladder-style crosswalk.
  - Create shorter crossing distance on Park at Myrtle by installing a pedestrian island/median and bulbouts.
  - Install flashing pedestrian beacon on Myrtle just west of Park Street to announce crossing zone as vehicles approach up the hill. (See below for recommended traffic improvements at this intersection.)
2. Designate remote drop off location:
- On Park Street before John Hill so cars can turn onto John Hill to exit the neighborhood. Children will be crossing John Hill in front of turning cars at that point; see recommendation to improve crosswalk.
  - Redesign school grass area east of current loading/unloading area to create a new drop off area or bus-only zone.
  - See above re: recommendations for Chestnut and/or Terrace loading/unloading sites.

**Group 3: Sight Distance, pavement markings, signs and signals.**

1. Increase visibility of pedestrians crossing Park Street:
- Install raised crosswalks/speed humps on Park Street.
  - Repaint crosswalks ladder style.
2. Slow speeds on Park Street and surrounding streets:
- Install stop sign on Park Street in front of school.
  - Paint fog lines or bike lanes on Park and 17<sup>th</sup> Streets.
  - Install speed radar signs or temporary speed radar trailer on Park Street.
3. Change unsafe behavior, encourage safe behavior:
- Encourage students walking from the south to use John Hill Street instead of Myrtle Avenue – and, when developed, Chestnut and/or Terrace access points: see recommendations above.
  - Create loading/unloading access behind school on Chestnut Street.
4. Improve traffic management at intersection of Myrtle & Park:
- Develop right turn lane on Park Street for traffic turning onto Myrtle. Consider signage that directs bike traffic if bike lanes are added to Park Street.
  - See recommendations above about bulbouts at this intersection; they will not only shorten pedestrian crossing distance, but also will tighten up the turning radius for and slow autos turning onto or off of Park Street.

## Conclusion

The information above from small group recommendations and discussion has been organized in Tables 1 and 2 according to relative cost and timeline. Very short-term recommendations the group requested to be made of the School Board this summer follow, so that the school can enforce new loading/unloading guidelines with the start of the new school year.

## Outcomes & Participant Commitments

The workshop ended with each participant verbalizing what action they intend to do to help move forward with the proposed ideas.

- Follow through on easiest immediate issues
- Have a follow up meeting – invite parents and teachers
- Education is part of the solution
- Increase awareness/ Slow speeds on Park
- Include summary of report in school newsletter



**Table 1. Recommended education and encouragement activities according to relative cost and timeframe.**

|   | <b>Low Cost</b>   | <b>Moderate Cost</b>                                       | <b>High Cost</b>   |
|---|---|--|--|
| <b>Easier &amp; Short-Term</b>          | Distribute parent surveys   |  |  |
|   | Establish safe driving campaign through use of "Pace Car" decals that read "I drive 15 mps in school zones" |  |  |
|   | Create "Drive Slowly" signs and hang on school fence  |  |  |
|   |   | More law enforcement presence during arrival and dismissal |  |
|   | Encouraging neighbors to clear vegetation and other sidewalk obstructions                                   |  |  |
|   | Create/enforce stronger school policies regarding loading/unloading procedures                              |  |  |
|   | Create encouragement 'patrol' for good behavior   |  |  |
|   | Create child/parent pledge to increase participation (See below tables)                                     |  |  |
|   |   | Plant vegetation along school grounds                      |  |
|   | Offer safety education to students at beginning of school year  |  |  |
| <b>More Difficult &amp; Longer Term</b> | Establish a monitored drop off site on Park street before John Hill   |  |  |
|   |   |  | Establish alternate drop off on Chestnut behind the school |
|   |   | Establish Crossing Guards                                  |  |
|   |   | Create route maps  |  |
|   | Partner with Myrtle town businesses   |  |  |

Table 2. Recommended engineering activities according to relative cost and timeframe.

|  | Low Cost  | Moderate Cost  | High Cost  |
|--|---|--|--|
| <b>Easier &amp; Short-Term</b>             | Repaint loading zone white  |  |  |
|  |   | Repaint crosswalks 'ladder-style'  |  |
|  |   | Install stop sign in front of school   |  |
|  |   | Install speed limit signs  |  |
|  | Paint red curbs to designate 'No Parking' zone on either side of driveways and crosswalks |  |  |
|  |   |  | Install raised crosswalks  |
|  |   |  | Install bulbouts   |
|  |   |  | Fill in sidewalk gaps  |
|  |   | Replace green/white loading zone signs with black/white enforceable signs        |  |
|  |   | Install ramps/curb cuts on curbs without them                                    |  |
|  |   | Paint bike lanes/fog lines   |  |
|  |   | Build ETS bus shelter  |  |
|  |   | Bigger school zone signs   |  |
|  | Relocate bus zone   |  |  |
|  |   | Install speed radar signs  |  |
| Install directional signage in parking lot |   |  |  |
| <b>More Difficult &amp; Longer-Term</b>    |   | Build covered awning in drop off area  |  |
|  |   |  | Extend Coast Guard Street crosswalk to form a path onto school grounds   |
|  |   |  | Redesign entrance to Chestnut Street to encourage pedestrian/resident only access. (Based on negotiations with neighbors.)     |
|  |   |  | Pave parking lot and establish clearer traffic management with signage and pavement markings.                                  |
|  |   | Install gate arm at parking lot entrance to enforce Staff/Kindergarten Only use. |  |
|  |   | Create sharper turn angles on corners at Myrtle and Park                         |  |
|  |   |  | Install flashing LED lights on crosswalks at Myrtle and Park and on Park in front of school.                                   |
|  |   |  | Use large grassy area on north side of loading/unloading zone to create new parking lot. (This idea received partial support.) |



# Washington Elementary

## Active Child Pledge



Creating a safe school environment means knowing and following all school loading zone rules, turning off your engine while waiting, and being a good role model as a driver, pedestrian, and bicyclist.

I will encourage my child to get regular physical activity by participating in Walking Wednesdays. I also agree once a month to drop him/her off several blocks from school to walk the rest of the way with me or with friends.



Parent/Guardian: \_\_\_\_\_

To be healthy and strong, I will use my own power to get to school on Walking Wednesdays. I will also ask my parent/caregiver once a month to drop me off several blocks from school and walk the rest of the way with them or with friends.



Student: \_\_\_\_\_

Parents and students can sign a pledge together and commit to reaching a common goal. The goal can be to increase walking and/or bicycling to school, modeling good walking, bicycling, and/or driving behavior, or pledging to observe loading/unloading guidelines.

## **RECOMMENDATIONS FOR SHORT TERM IMPROVEMENTS TO LAFAYETTE LEADERSHIP & THE EUREKA CITY SCHOOL BOARD**

The group, particularly the small group focused on the school site and pick-up/drop-off area improvements, identified the following priorities to reduce congestion and improve traffic flow and the safety of students with a minimal financial investment to be implemented this summer so that a new system can be initiated and enforced at the beginning of the school year.

### **Engineering (School Board)**

- Replace existing green/white signs in loading/unloading zone with enforceable black/white signage
- Repaint yellow curbs white in the loading/unloading zone
- Add 'one-way only' sign just inside parking lot to provide direction and better traffic flow
- Add stop sign at the exit of the parking lot
- Paint a crosswalk across the sidewalk in front of the parking lot
- Relocate bus zone to the curb on Park Street east of the driveway at ETS bus stop. Bus monitors are available according to Jan Schmidt to escort students to and from bus zone. Special Education buses can continue to load/unload in current location

### **Education (School leadership)**

- Engage parents to draft an article for the school newsletter at the beginning of the school year alerting parents to the new signage and reminding parents of traffic speeds on Park Street
- Engage parents to form a volunteer group to act as 'greeters/parking patrol' and a 'traffic calming crew' that could hold 'Slow Down, Children Walking' signs

## **Walk to School Day Photos**

## Walk to School Day February 5, 2014



The sidewalk gaps on Park Street makes the trek to school challenging but students and family members had a great time.



The geometry of the intersection at Park Street and Myrtle Ave encourages unsafe, fast right-hand turns onto Park Street. The same is true of the intersection at Myrtle Ave and 18<sup>th</sup> Street.



Park Street approaching Myrtle Avenue



Park Street and John Hill Street



Students walking and bicycling on Park Street towards Myrtle Ave where no sidewalk exists.



Walk audit participants discuss potential safety improvement options.



The crosswalk in front of Lafayette is not very visible.



Sidewalk in disrepair on Park Street



Lack of sidewalks on Park Street

# **Lafayette Walking Map**

# Lafayette Elementary School Suggested Walking Routes

