

APPLICATION

Active Transportation Program (ATP)

Cycle 1



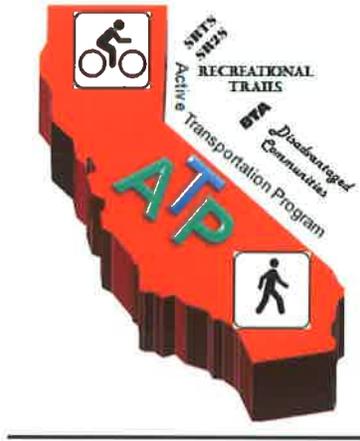
CITY OF DAVIS | SAFE ROUTES TO SCHOOL

Submitted May 21, 2014

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- Safe Routes to School Program Location Map
- Safe Routes to School Walk & Bike Audit Information Sheet
- High Priority Signage Projects Identified in Walk & Bike Audit, March 2014
- Rectangular Rapid Flashing Projects Identified in Walk & Bike Audit, March 2014
- Letters of Support
- City of Davis Safe Routes to School Program—Vision & Strategic Development
- Painted Intersection Information Sheet
- Suggested Routes to School Map-sample Draft Copy for Birch Lane Elementary
- Suggested Routes to School Map-Spanish language version for Birch Lane
- ATP Non-Infrastructure--Budget Report
- ATP Non-Infrastructure--Project Timeline
- ATP Non-Infrastructure--Schedule of Deliverables
- TIMS Safe Routes to School Data for proposed School Sites
- EpiCenter Traumatic Brain Injury Data 2006-2011
- City of Davis Police Department Aggregate Citation and Collision Data
- Bike to School Day Counts 2012-2014
- Samples of Outreach Materials from Walk & Bike Audits
- Bridging the Gap Research Brief
- Davis Bicycles! Schools Report 2013-2014
- City of Davis Student Bicycling Data
- SRTS Parent Survey Data-2008
- SRTS Parent Survey Data-2011
- Local/Regional Studies & Planning Reports
- CCC/CALCC Correspondence Documentation



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:	City of Davis/Safe Routes to School Program
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For Caltrans use only:	<input type="checkbox"/> TAP	<input type="checkbox"/> STP	<input type="checkbox"/> RTP	<input type="checkbox"/> SRTS	<input type="checkbox"/> SRTS-NI	<input type="checkbox"/> SHA
	<input type="checkbox"/> DAC	<input type="checkbox"/> Non-DAC	<input type="checkbox"/> Plan			

I. GENERAL INFORMATION

Project name: City of Davis/Safe Routes to School Program

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Davis, 23 Russell Blvd., Davis CA 95616	2. PROJECT FUNDING ATP funds Requested \$ <u>562,000.00</u> Matching Funds (If Applicable) \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>562,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Rachel Hartsough, Street Smarts Program Manager rhartsough@cityofdavis.org, 530-757-5640	5. PROJECT COUNTY(IES): <p style="text-align: center;">Yolo</p>
4. APPLICANT CONTACT (Address & zip code) 23 Russell Boulevard, Davis, CA 95616	7. Application # <u>1</u> of <u>2</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 3	

Area Description:

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

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 03-5238R
12. Yes, the applicant has a STATE MA with Caltrans. 00342S
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

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: City of Davis/Safe Routes to School Program

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

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

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

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

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

Other:

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

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

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS: Birch Lane Elementary, 1600 Birch Lane, Davis, CA 95616
27. SCHOOL DISTRICT NAME & ADDRESS: Davis Joint Unified School District, 526 B Street, Davis, CA 95616

28. County-District-School Code (CDS) 57726786056246	29. Total Student Enrollment 602	30. Percentage of students eligible for free or reduced meal programs ** 25.00
31. Percentage of students that currently walk or bike to school 40	32. Approximate # of students living along school route proposed for improvement 602	33. Project distance from primary or middle school Programs based at proposed schools

**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

City of Davis Active Transportation Grant Schools

Birch Lane Elementary

1600 Birch Lane
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786056246
Student Enrollment: 602
Percent Eligible FRPM: 25%
Percent Walk/Bike: 40%
Students along route: 602
Distance from school: based at school

North Davis Elementary

555 East 14th Street
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786056261
Student Enrollment: 560
Percent Eligible FRPM: 20%
Percent Walk/Bike: 37%
Students along route: 560
Distance from school: based at school

Cesar Chavez Elementary

1221 Anderson Road
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786056295
Student Enrollment: 629
Percent Eligible FRPM: 12%
Percent Walk/Bike: 22%
Students along route: 629
Distance from school: based at school

Patwin Elementary

2222 Shasta Drive
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786110894
Student Enrollment: 401
Percent Eligible FRPM: 30%
Percent Walk/Bike: 63%
Students along route: 401
Distance from school: based at school

Fred T. Korematsu Elementary

3100 Loyola Drive
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726780111401
Student Enrollment: 556
Percent Eligible FRPM: 23%
Percent Walk/Bike: 33%
Students along route: 556
Distance from school: based at school

Pioneer Elementary

5215 Hamel Street
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786056279
Student Enrollment: 537
Percent Eligible FRPM: 12%
Percent Walk/Bike: 32%
Students along route: 537
Distance from school: based at school

Marguerite Montgomery Elementary

1441 Danbury Street
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786118905
Student Enrollment: 406
Percent Eligible FRPM: 57%
Percent Walk/Bike: 19%
Students along route: 406
Distance from school: based at school

Robert E. Willet Elementary

1207 Sycamore Lane
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786056303
Student Enrollment: 524
Percent Eligible FRPM: 18%
Percent Walk/Bike: 32%
Students along route: 524
Distance from school: based at school

**Ralph Waldo Emerson Junior High/
Da Vinci Charter Academy**

2121 Calaveras Street
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Codes: 57726786066245/
57726780119578
Student Enrollment: 676
Percent Eligible FRPM: 14%
Percent Walk/Bike: 48%
Students along route: 676
Distance from school: based at school

Frances E. Watkins Harper Junior High

4000 East Covell Boulevard
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726780106674
Student Enrollment: 617
Percent Eligible FRPM: 27%
Percent Walk/Bike: 51%
Students along route: 617
Distance from school: based at school

Oliver W. Holmes Junior High

1220 Drexel Drive
Davis Joint Unified School District
526 B St, Davis, CA 95616
CDS Code: 57726786060396
Student Enrollment: 722
Percent Eligible FRPM: 17%
Percent Walk/Bike: 58%
Students along route: 722
Distance from school: based at school

II. PROJECT INFORMATION

1. **Project Location** Davis, California – At 10 sq. miles, the City of Davis is a full-service municipal government in Yolo County, 12 miles west of Sacramento on I-80.

2. **Project Coordinates** Latitude Longitude
(Decimal degrees) (Decimal degrees)

3. **Project Description**

In 2011 the City of Davis received a SRTS Cycle 3 grant to conduct an extensive safety audit at 11 local elementary and middle schools. In the Spring of 2013, we reviewed school-related transportation issues to identify ways to improve walking and biking access to schools for students and their families. Our goal is to provide safe and fun routes to schools that promote walking and biking as primary modes of transportation. We know this is important because:

- Reducing the number of cars on the road in the morning commute to school makes transportation for children safer and improves air quality.
- Walking or riding a bike or scooter to school is good exercise, improves fitness, and has been demonstrated to positively impact school performance.
- Walking or biking to school promotes community, and enables students to become more familiar with navigation and their school neighborhood.
- Students who are responsible for getting themselves to school have lower rates of tardiness and develop a sense of independence and confidence.
- The use of fossil fuels is one of the leading contributors to global warming, and an increased use of active forms of transportation helps our planet.

The results of this process are intended to guide our future strategy as we make programmatic and infrastructural improvements that will support the continued growth of students and families who choose active forms of transportation to get to school. Drop-off and pick-up at local schools is a cause of great concern for parents and school staff due to the high levels of vehicle congestion in school zones, many of which were not designed to accommodate vehicle traffic. Parents noted in the Audit, completed in March 2014, that this situation—along with a number of other safety concerns—impacts their decision to allow children to walk or ride to school. We propose several new programs and resources to address this problem:

A **Safe Routes to School (SRTS) Program** will support the City in its efforts to increase the numbers of children and their families who use safe and active forms of transportation. The City of Davis currently operates Street Smarts, a traffic safety education campaign with SRTS Cycle 3 funding through 2015.

SRTS Maps, developed as a product of our Audit, will support parents in feeling more secure sending their children to school by bike or on foot, and will assist families in creating walking school buses and finding neighbors with whom to commute to school.

School Site Coordinators at each of our elementary/middle schools will provide the necessary communication and presence to be effective liaisons between the City of Davis, the Davis Joint Unified School District, and Davis Bicycles!—supporting program goals in and at each school site.

Active4.me scanning program technology updates, and the integration of student leadership to help support this program, will allow students to engage more directly in the collection of data, and to take more ownership of the program; helping to support the goals of increased numbers of students who walk and bike to school, and continuing the popular parent notification feature.

Educational resource materials using standards-based concepts will provide easy-to-use tools for teachers to help them integrate lessons supporting SRTS goals into their classroom activities. PTA Toolkits will support the creation of Walking School Bus planners and other SRTS programs.

Creative Community Education and Outreach initiatives with the Bicycle Hall of Fame and the Art in Public Places programs will support educational programming in new and unique locations in Davis. Painted Intersections and/or Bike Tunnels will provide traffic calming and improved community interaction in targeted areas near schools. Education programs that support field trips and family-oriented visitor experiences at the Bicycle Hall of Fame will help to establish this venue as a resource for future educational endeavors that support the SRTS mission and goals.

Rectangular Rapid Flashing Beacons and other recommended signage will provide traffic calming near schools and at targeted pedestrian/bike crossings, reducing the rate of bike and pedestrian collisions with cars, and increasing student safety in these locations.

4. Project Status

The City of Davis Walk and Bike Audit Report was completed in 2014 and identifies the prioritized recommendations for launching a Safe Routes to School program as well as infrastructure improvements.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The City of Davis currently has no formal Safe Routes to School program in place. We pride ourselves on the vast development of bicycle and pedestrian paths and networks within Davis, yet we don't have an effective system in place to "train" young people to safely use this transportation system. We need a methodical and equitable approach to educating children and their families to safely navigate using active forms of transportation and to encourage them to continue riding as they get older.

To address this problem, during the past several years, our community has worked with Alta Planning + Design on a citywide Safe Routes to School Walk & Bike Audit to evaluate the neighborhoods adjacent to 11 elementary and middle schools in an effort to identify suggested routes to school, and make recommendations to improve existing transportation obstacles. The Final Report for this audit, released in March 2014, includes both infrastructure and non-infrastructure recommendations. ***A full-time SRTS Program Coordinator who can seek funding, coordinate efforts of different agencies and departments, and implement the recommended education and encouragement programs*** is listed as the primary Recommended Program.

The complete Audit report and support documentation can be viewed at: www.Saferoutesdavis.org

Davis schools were originally constructed to be neighborhood schools. In the past few years, with the introduction of programs such as AIM (formerly GATE) and Spanish Immersion, children travel further distances to attend school. Davis Joint Unified School District policy also allows for "choice" school selection, which allows students to attend any school in the district. As a result, schools that weren't designed to accommodate automotive traffic are inundated with vehicles at drop-off and pick-up times, creating traffic congestion and a dangerous situation for students who choose to walk or bike.

Richard Louv, founder of the **Children and Nature Network**, brought to light the growing concern over children’s poor health due to inactivity and diminished access to the outdoors. National programs such as Let’s Move Outdoors address this growing concern and encourage children to spend more time outside, being active. Promoting riding and walking to school—both for parents and children—is a great way to address this growing problem. It not only encourages kids to become more active, and thus healthier; it also makes them more familiar with their natural environment with a myriad of benefits: increased performance in school, lower rates of asthma, diabetes, etc.

2. Consistency with Regional Transportation Plan

The Metropolitan Transportation Plan (MTP) is a 28-year plan developed by SACOG for improvements in the six-county region in which Davis is located. The plan ensures convenient access to school, recreation, and other critical services. The MTP is scheduled for adoption in February 2016. Guiding principles such as environmental quality & sustainability, access & mobility, and equity & choice are consistent with our program goals.

Additionally, the *Regional Bicycle, Pedestrian, and Trails Master Plan*, adopted in June 2013, identifies SRTS, education, and community involvement as important focus areas. Our proposed SRTS program supports the impact of these regional goals.



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.

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

The SRTS program would develop and implement some of the program recommendations in the Walk & Bike Audit Report, such as traffic safety education programs and new incentive programs. We plan to develop a number of tools to support these efforts: a set of standards-aligned classroom toolkits that can be checked out by teachers at different grade levels, a School Champion program that will pay parents a stipend to be Site Coordinators at participating schools, and additional education and encouragement programs and activities.

We anticipate that the implementation of proposed programs, especially with the support of School Site Coordinators, will have a significant impact on increased mode share for biking and walking.

In *Bridging the Gap*, a research brief published in March 2014, findings indicate that **rates of student active travel to school were 60% higher at schools that participated in SRTS programs**. Further, the report notes that “Even at schools already participating in SRTS programs, opportunities still exist for substantial growth in rates of active travel with sufficient financial investment and supportive practice.”

The Site Coordinator program has been modeled after a successful program piloted with WalkSacramento and would identify a SRTS champion at each school to organize and motivate a volunteer team of parents and students who would provide Active4.me scanning, a bike rodeo, and monthly encouragement events such as Walk N’Roll days, bike fun festivals, etc. Site Coordinators would receive a stipend of \$1500 a year and meet monthly with a supervisor who would actively manage this team and participate in monthly events. The program would be a collaboration between the City of Davis and Davis Bicycles! The intention is that at the end of the grant period the program could be sustained through community support. Site Coordinators would act as liaisons between

school personnel and parent/advocacy groups. They would make sure that teachers understand what resources are available to them, and how to easily incorporate these into their curriculum, as well as provide parent and student safety education so that families feel confident and safe in their choice to use active transportation to get to school and beyond.

Walk and Bike to School maps will encourage identification of walking and bicycling routes to and from schools, will support parents in feeling more secure sending their children to school by bike or on foot, and will assist families in creating walking school buses and finding neighbors with whom to commute to school. The initial print run of 7,500 English/Spanish maps has been recommended for funding through a grant from the Yolo-Solano Air Quality Management District.

*Sample map in Attachments or at <http://saferoutesdavis.org/project-documents-and-maps/>

Distribution of maps to underserved families, particularly those for whom English is a second language, will be supported through collaboration with **The Center for Families**. This pilot project will also work to provide bike access for students whose families have difficulty acquiring properly fitted bikes or helmets, and provide parent education to enable and empower parents as well as students.

- 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 approximately 8,500 students who attend the Davis Joint Unified School District (DJUSD) in grades K-12. In October 2013 we conducted a district-wide *SRTS Student Arrival and Departure Tally* in grades K-9, with roughly 80% of 6,274 students reporting. The results tell us that on an average day approximately 33% of students bike and 11% walk to school, and about 50% ride in a vehicle. A smaller subset of these also walk or bike to extra-curricular activities such as the library, music or athletics. **We anticipate that following the completion of this project at least 50% of all DJUSD students will use active transportation methods to get to school.**

The City of Davis currently has two regular methods for tracking student mode share in addition to using the National SRTS Survey and Tally tools. 1) We conduct monthly counts at most K-6 schools of bikes in racks, and 2) We support a scanning program called Active4.me at seven local schools.

Classroom SRTS tally data collected in October 2013 has been compared to the monthly rack data for

accuracy (see City of Davis Bicycling Data in the Additional Attachments). We will continue with these practices, and have a sound method for ongoing data collection. Active4.me tracks not only numbers of registered students who scan on a particular day, but also their calories burned, gas saved, dollars saved, CO₂ offset, and total miles traveled. Complete program details at <https://www.active4.me/>.

Over the past 2 years, we have grown the Active4.me program from one to seven school sites. We have nearly 1,000 students participating in the program currently and continue to draw new families through parent advocates and encouragement activities. The introduction of handheld devices would make scanning easier to operate and allow for students to take over some or all of the management.

We anticipate this increase in student participation would drive the numbers of registered users and allow us to more closely document the growth of our SRTS program.

- 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. NA
- 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. NA



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.

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

According to the Safe Routes to School National Partnership publication ***Putting Traffic Safety First: How Safe Routes to School Initiatives Protect Children Walking and Bicycling***, published in 2009 (http://saferoutespartnership.org/sites/default/files/pdf/Safety_report_final.pdf):

Bicycle and pedestrian education is frequently used in Safe Routes to School programs to teach children safe behaviors, attitudes, and knowledge when interacting with traffic. For pedestrians, safety education has been shown to improve children’s knowledge of safety when walking and crossing the street. Education is a valuable tool for encouraging safe practices and habits for children.

“In particular, helmet use has been shown to reduce the risk of injury by 88 percent and severe injury by at least 75 percent. In many Safe Routes to School programs, local police or trained instructors lead bicycle rodeos to educate children on safe bicycling skills and help children and parents learn how to properly fit bicycle helmets.”

“Visibility is an important part of safety—if drivers cannot clearly see bicyclists or pedestrians, they will be unable to avoid collisions. In winter months, it is often dark during the times children walk and bicycle to and school. Educating children to dress safely by using reflective gear helps increase visibility.”

In a program piloted in Santa Rosa “after children had received pedestrian safety education, there was a 63 percent increase in children using the crosswalks to cross the street rather than crossing at unmarked locations.”

The program summary *Pilot Evaluation Of A Walking School Bus Program In A Low-Income, Urban Community*, published in 2009, concluded that “A walking school bus program is a promising

intervention among urban, low-income elementary school students that may promote favorable changes toward active transport to school.”

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

Reduces speed or volume of motor vehicles / Improves sight distance and visibility:

- **Public Art** projects installed on roads and bikeways or in bike tunnels will provide a traffic calming feature, encouraging drivers, pedestrians, and bicyclists to proceed with heightened awareness and caution.
- Installing **Rectangular Rapid Flashing Beacons** (RRFBs) and signage will alert vehicle drivers of pedestrian and bicyclist presence in hazardous zones, providing impetus to slow down.

Additionally, projects like Public Art installations attract pedestrians and draw in community. They are also visible from further away, and they will render these spaces “friendlier” and make people feel more comfortable traveling in their vicinity. According to the “**Safety in Numbers**” concept, first developed by researcher Peter Jacobsen, research has been steadily showing that the more people are out there riding bicycles, the safer bicycling becomes.

Eliminates behaviors that lead to collisions:

Site-based and extra-curricular Education initiatives will increase community understanding of traffic safety:

- Site Coordinators will promote rodeos and skills training at each school site that teach students how to ride safely on roadways and bikeways.
- RRFBs will make drivers safer, more aware, and slower in key conflict zones.
- Organization of Walking School Buses will increase the numbers of students biking and walking to school, increasing the “safety in numbers” impact.
- Education efforts targeting safe walking and biking will promote safe and healthy transportation habits.
- Toolkits and School resources and will provide the means for parents and classroom teachers to be more informed and impactful upon student safety.
- Family education provided in partnership with the Center for Families will serve a more diverse community and promote safety and active transportation to a larger at-risk population.

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.

Our **Walk & Bike Audit Report**, completed in March 2014, identifies 386 recommendations (181 high/114 medium/88 low priority) to improve safety and access for students walking and biking to school. See Proposals and Cost Estimates from Walk & Bike Audit Report in the attachments or <http://saferoutesdavis.org/project-documents-and-maps/>

The **Transportation Injury Mapping System (TIMS)** shows a history during 2005-2011 of both minor and serious collisions at or within ¼ mile of every school in the DJUSD. See TIMS Reports in the attachments or: <http://tims.berkeley.edu/login.php?next=/tools/srts/main.php>.

City of Davis Police Department Data further illustrates that in addition to collisions, there is also a significant history of citations in these same locations for violations relating to speeding, stop sign compliance, texting while driving, no helmet, and other dangerous behaviors. (see Attachments)

According to the most recent data available from the **California Office of Traffic Safety**, the City of Davis ranks 4/101 in the number of bicyclists injured or killed, with a total of 56 in 2011. Within the population of children under the age of 15, Davis ranks 7/101 when compared to other California cities with comparable sized populations http://www.ots.ca.gov/media_and_research/Rankings/default.asp.

EpiCenter is the most versatile and comprehensive source of California injury data, maintained by the CA Department of Public Health. It includes all types of injuries that result in death, hospitalization, or an emergency department visit, and tracks the rates of traumatic brain injury (TBI) that result in emergency room visits or hospitalization. EpiCenter provides an alternative source of data that is not always captured through TIMS or in cases in which there is no police reporting. In both cases there has been a slight increase in the most recent year of reporting available (2011) in TBI rates in Yolo County.

Feedback collected in a **2011 SRTS Parent Survey** informs us that parents would be more comfortable and likely to allow their children to walk or bike to school if programs supported:

- SRTS bike maps identifying routes to school from different sections of town
- bike buddies/buses/pools/trains, where safety in numbers is accomplished by one or several adults riding with a group of students who live along a common route to school.
- Traffic safety education for both adults and children
- Back-to-school activities that include a brief refresher in biking safety, including hand signals and helmet fit.
- Check-in points or scanners at destination points that inform parents of student arrival.

3. PUBLIC PARTICIPATION and PLANNING

- 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.

The City of Davis recently completed a comprehensive safety audit conducted at 11 local schools. This Walk & Bike Audit was funded through a Cycle 3 SRTS grant with the goal of producing a grant ready support document to move forward with identifying and funding SRTS programmatic and infrastructure goals. The non-infrastructure results of this process are defined in our grant proposal, and the following describes the ways in which our local community was involved in creating this vision:

Outreach & Community Participation

The Davis community played a key role in understanding the existing conditions and developing the recommendations put forth in the Walk & Bike Audit Report. Through a variety of venues, the Davis community was able to share concerns and possible solutions. These included:

Open Houses & Community Events--The project began with a city-wide community forum where over 20 members of the community provided input on challenges and opportunities for improvement. In addition to the community forum, the project team staffed a booth at the Davis Farmer's Market on May 25, 2013 and at the Davis Bike Fun Fest on August 18, 2013, to invite community members to share information and participate in the process.

Walk & Bike Audits --Walking and biking audits were held at all eight elementary schools and all three junior high schools in the Davis Joint Unified School District. Extensive outreach was done with both the school communities and community at-large before each walking and biking audit; flyers were distributed to parents, notices were posted on the Davis Safe Routes website, and a large listserv of interested stakeholders were emailed prior to each audit.

Online Outreach and Input --The project team built a website for the project (www.saferoutesdavis.org), containing information on upcoming walking audits, relevant planning documents, and opportunities for stakeholders to get notified of new developments. The website included an online mapping tool that allowed stakeholders to provide input. Tool users could identify

their school, draw their preferred walking or biking routes to school, and identify any concerns they had along the routes they drew. This tool allowed stakeholders to have a voice in the process even if they were unable to attend the in-person events. Over 100 challenge areas were identified with this tool.

Please see a summary of our Safe Routes to School Walk & Bike Audit and samples of outreach materials in the Additional Attachments section.

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

For the past two years we have collaborated with the Davis Bicycles! Schools Committee, a group of parent and community volunteers dedicated to increasing the numbers of students to use safe and active forms of transportation to get to school. We established future goals for a SRTS program, and considered many options for programmatic activities before narrowing down our proposal to activities we believe are most capable of successful implementation at this time with our current staffing and in the face of city budget reductions. We decided to focus on existing program gaps and selected activities to provide the greatest benefit - increased safe walking and biking to school.

In January 2014 the City of Davis convened a meeting of stakeholders to review the draft Audit report and identify shared goals in forming the vision for a SRTS program. This meeting included:

- City of Davis Public Works/Transportation and Community Development Departments
- Street Smarts Program Manager Rachel Hartsough
- City of Davis Active Transportation Coordinator DK Kemp
- Senior Civil Engineer Roxanne Namazi
- Active4.me founder and developer Tim Starback -see letter of support
- Trish Noble, Davis Bicycles! Schools Committee Chair
- Christal Waters, past Davis Bicycles! Schools Committee Chair
- Chris Granger, Cool Davis-see letter of support
- Robb Davis, City of Davis Bicycle Advisory Commission member

Additional meetings were held during February 2014 with the following individuals to discuss this program opportunity and develop goals and strategies to form a strong program vision:

- Winfred Roberson, Davis Joint Unified School District Superintendent-see letter of support

- Clark Bryant, Davis Joint Unified School District Superintendent of Instruction
- Davis Joint Unified School District, Board of Trustee members Gina Daleiden and Tim Taylor
- Police Department, Traffic officer Rod Rifredi
- Local bicycle advocacy group Davis Bicycles! -see letter of support
- Mitch Sears, City of Davis Sustainability Programs Manager-see letter of support
- Carrie Dyer, Public Arts Administrator-see letter of support

Further, SRTS is identified as a key element and goal in a number of local and regional plans/reports:

- Beyond Platinum: City of Davis Bicycle Action Plan
- City of Davis Walk and Bike Audit Report
- Davis Joint Unified School District Strategic Plan
- Metropolitan Transit Plan/Sustainable Communities Strategy

Links to these documents can be found in the Attachments or online at:

<http://street-smarts.cityofdavis.org/resources>

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



4. COST EFFECTIVENESS

- 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.

In the process of determining the final proposed program submitted in this grant request, our team evaluated many alternatives. Among these: not having a SRTS program, different manifestations of the program, and having a SRTS program housed or “owned” by different agencies or organizations in the Davis community. After several years of partnerships with the Davis Joint Unified School District, Davis Bicycles! bike advocacy organization, and others local groups, we have determined that the model proposed in this grant is the strongest model to achieve our current program goals.

We also considered a number of different scales of implementation, including working with Vista or AmeriCorps volunteers, and determined that this proposal puts forth what we believe to be our strongest achievable model with our current financial and staffing assets.

- 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=

Improved transportation safety along suggested routes to school-reduction in emergency staffing and medical costs associated with collisions. Improved air quality around schools-reduction in greenhouse gases and costs associated with vehicle emissions and air quality management. Increased student health and physical activity-reduced student and family medical costs. Increased percentage of students in K-12th grade walking and biking to school-reduced cost of vehicle travel, maintenance, and roadway maintenance. Reduced traffic congestion around schools-reduced Police Department and staff enforcement of parking/drop-off area.

TOTAL PROJECT COST= PROGRAM FUNDS REQUESTED = \$562,000

Additionally, the following benefits, which are not as easily quantifiable, will be achieved:

- Improved academic achievement
- More engaged community
- Better informed and educated students and families

- Creative new approaches to promoting safe and active transportation choices
- Increased sense of place making in targeted school communities
- More diverse population of students and families participating in SRTS programs

Some additional considerations: over the past four decades, childhood obesity rates have increased dramatically for all age groups, and now nearly one in three young people in the United States—a total of 23 million children and teenagers— are either obese or overweight, which places them at increased risk for health issues including heart disease, high blood pressure, and diabetes. In the United States in the year 2008, the estimated health care costs of obesity among adults and children was as high as \$147 billion. California ranks #1 among all states in the amount it spends on the health consequences of obesity. The annual cost related to being overweight and obese to California is \$21 billion.

--*Putting Traffic Safety First*, Safe Routes to School National Partnership. December 2009.



5. IMPROVED PUBLIC HEALTH

- 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 Letsmove.gov website, “Physical activity is an essential component of a healthy lifestyle. It can help prevent a range of chronic diseases, including heart disease, cancer, and stroke, which are the three leading causes of death. Physical activity helps control weight, builds lean muscle, reduces fat, promotes strong bone, muscle and joint development, and decreases the risk of obesity. Children need 60 minutes of play with moderate to vigorous activity every day to grow up to a healthy weight...To increase physical activity, **today’s children need safe routes to walk and bike ride to school**, parks, playgrounds and community centers where they can play after school.”

We believe that the development and implementation of a SRTS program will benefit the community in numerous ways. Increased numbers of students walking and biking to schools will reduce the vehicular traffic in and around school zones, reducing traffic congestion and leading to improved air quality. This in turn will inspire more families to feel comfortable allowing their children to walk or bike to school. The decrease in cars on the road will improve air quality and environmental health. The increase in walking and biking will positively impact student emotional and physical well-being, as well as academic achievement.

Davis childhood obesity rates are significant, based on data generated by Pacific Gas and Electric. These rates for children in 5th, 7th, and 9th grades range from 24.8% to 28.4%. Based on Aerobic Capacity Tests, 37.6 to 41.8% of these students are unfit. The FRMP rate for K-9 students in Davis averages 21%. The rate is 57% at Montgomery Elementary and over 20% at six other elementary schools. Schools such as these, with a high percentage of children who qualify as low income and/or English language learners, have populations whose risk for obesity is typically higher.

Physical Inactivity & Cardiovascular Health

According to the Robert Wood Johnson Foundation “Nationally, nearly one in three children is overweight or obese.” 38% of 5th, 7th, and 9th graders in California are overweight or obese. 75% of overweight teens are likely to be obese as adults. Being overweight or obese is associated with a host

of chronic diseases such as high blood pressure, high cholesterol, type 2 diabetes, coronary heart disease, stroke, respiratory problems, and various forms of cancer—according to publichealthadvocacy.org.

Yolo County is about average within the state of California regarding statistics on overweight and obese population, but the county falls short of a number of national goals. As cited on the County's website:

- Percent adults who are obese or overweight statewide = 57%, Yolo County = 56%
- Adults at a healthy weight: U.S. goal = >60%; CA = 41%, Yolo County= 41%
- Obese adults: U.S. goal = <15%; CA = 23%, Yolo County= 24%
- Obese/overweight teens U.S. goal = <5%; CA = 31%, Yolo = 30%

For every hour spent each day in a car, a person's risk of being obese increased 6%, while obesity risk decreased 5% for every hour walked each day.

-Getting Involved in Transportation Planning: An Overview for Public Health Advocates. Public Health Law and Policy, TransForm. 2011.

As is evidenced in the previous accounts, promoting increased rates of active transportation—like walking and biking—will reduce the numbers of overweight and obese people, and improve cardiovascular fitness among students and their families who participate in the SRTS program; leading to increased long-term public health benefits.

Interestingly, in a Danish study, children who walked to school outperformed children who rode in cars and buses on tests of concentration, and “children who exercise more than two hours a week outside of school have a concentration advantage during the day when compared to their more passive schoolmates.” Physical activity and higher concentration go hand in hand, and walking or biking to school is a good way for children to get active, and, by extension, concentrate better on learning during the school day.

-“Car Children” Learn Less in School, <http://www.davisenterprise.com/local-news/news-columns/davis-bicycles-car-children-learn-less-in-school/>

Air Quality and Environmental Health

Davis air quality has high risk factors for asthma and other health issues. Davis is part of the Sacramento Federal Non-attainment Area, or SFNA, for the 8-Hour ozone standard, meaning local air quality is not healthy. The Environmental Protection Agency designated SFNA as a 'serious' non-attainment area in 2004 with an attainment date of June 15, 2013. The Sacramento region was required to attain this air quality standard by the deadline or risk losing Federal funding to the region. A request to extend the deadline to June 15, 2019 was approved May 5, 2010, but the EPA also raised the area's non-attainment designation from serious to severe. The City of Davis works with the local Air Quality Management District in a regional effort to reach the air quality standard by the attainment deadline.

Children are at higher risk from air pollutants than adults because they spend more time outside, breathe more rapidly, and inhale through their mouths more often. Their immune systems and organs are also still developing so they may be more sensitive to air pollutants. More than 50% of Davis schools are located within ¼ mile of Interstate 80, and 100% are located within ¾ mile. Particulate matter can irritate children's asthma. Ozone, produced by car exhaust and sunlight can decrease lung function in children and cause a host of related symptoms.

-*Air Pollution and Children's Health*. Cal/EPA's Office of Environmental Health Hazard Assessment and The American Lung Association of California. 2003. http://oehha.ca.gov/public_info/facts/pdf/kidsair4-02.pdf

According to *Methods for Estimating the Environmental Health Impacts of SRTS Programs*, published by the National Center for Safe Routes to School, SRTS programs can decrease the number of vehicle miles traveled by encouraging citizens to walk and bike, which means there will be fewer air pollutants and emissions released by cars. Most of the emissions result from the engine warming up, so even short trips release significant emissions; replacing short car trips with walking or biking will have a positive effect on air quality. Additionally, schools often have measurably worse air quality due to idling vehicles dropping off or picking up students. **With more people using active transportation, air quality at school sites should increase due to reduced car idling. Improved air quality will have a positive impact on student and community health and environmental sustainability.**

BENEFIT TO DISADVANTAGED COMMUNITIES

- A. I. Is the project located in a disadvantaged community? **Y/N**
- II. Does the project significantly benefit a disadvantaged community? **Y/N**

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

Median household income for the community benefited by the project: \$ \$60,938
\$57,260 Yolo County / \$60,938 City of Davis

California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: see below

- 95695= 24.36 percentile 61-70%
- 95618=14.75 percentile 41-50%
- 95616= 12.75 percentile 31-40%

For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: up to 57 %

Rates of students in Davis who qualify for FRMP range from 9% - 57%, with a district average of 21%.

- 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.

While the Davis community overall does not have extremely high percentages of children and families who qualify according to the FRMP guidelines, there are distinct pockets within the community of extremely underserved children. Marguerite Montgomery Elementary (MME), for example, is co-located with one of the Davis sites for the Center for Families (formerly the Yolo County Family Resource Center). This site serves families in the area, many of whom are learning to speak English and have expressed interest in learning how to ride a bike, having better access to transportation choices for their children, and better access to education materials and resources.

- 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.

While MME is the extreme example in Davis, there are seven elementary/middle schools with > 20% FRPM rate: Birch Lane, Cesar Chavez, Korematsu, Montgomery, North Davis, Patwin, and Harper Junior High. Programs will target students at these sites and in neighborhoods where there is a disproportionate number of disadvantaged students and families. As the SRTS program stands to

benefit the entire City of Davis, 100% of the program funding will in some way directly benefit students in this community. *Implementing Safe Routes to School in Low-Income Communities*, a resource produced by the SRTS National Partnership, identifies case studies and best practices in forming strong and sustainable community partnerships that strive to increase student safety. Collaborations with the Center for Families in South Davis, printing of many resource materials in both English and Spanish, and the Bike Donation/Repair Program are specific examples of programs we have conceived of in order to better serve the disadvantaged students and families in our community.

6. USE OF CALIFORNIA CONSERVATION CORPS (CCC) CALCC

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

Virginia Clark, Virginia.clark@ccc.ca.gov, 916-341-3100, 5-5-14

- The CCC has indicated that they cannot work on any aspect of this project. Please see attachments for copy of correspondence.

- 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

Cynthia Vitale, Cynthia@csgcalifornia.com, 916-558-1516, 5-5-14

- The CALCC has indicated that they cannot work on any aspect of this project. Please see attachments for copy of correspondence.

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

7. APPLICANT'S PERFORMANCE ON PAST GRANTS

- 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.

Our agency was awarded SRTS grants during both Cycle 1 and 3 to support the City of Davis Street Smarts Program. In each case we have fulfilled the terms of the grant, come in within budget and on time, and completed the proposed tasks. We feel that in both cases the grants were highly successful in our community and would not consider any element to be a failure.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/8/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
03						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
				City Of Davis		
				MPO	Element	
				SACOG		
Project Manager/Contact		Phone		E-mail Address		
Rachel Hartsough		530-757-5640		rhartsough@cityofdavis.org		
Project Title						
City of Davis-Safe Routes to School Program						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
Project will be located in the City of Davis. Safe Routes to School Program development and implementation will take place throughout the city and impact all elementary and secondary schools. Program will include the development of curricular materials for teachers, SRTS toolkits for PTA use, community partnerships with local social service and bike advocacy organizations, creation of educational materials and interpretation for a local museum, ahiring of paretn site-coordaintors at particiaptng schools, and other educational program components.						
<input type="checkbox"/> Includes ADA Improvements			<input type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction						
Purpose and Need						<input checked="" type="checkbox"/> See page 2
The City of Davis currently has no Safe Routes to School program in place. We pride ourselves on the vast development of bicycle and pedestrian paths and networks within Davis, and indeed our City is looked to as a model for other American cities of a planned bicycle infrastructure; yet we don't have an effective system in place to "train" young people how to use this transportation system. We need a methodical approach to educate children and their families about how to properly and safely navigate using this system. In the recent past we have watched the numbers of riders decline as new families move to Davis from other communities who do not feel comfortable using these active forms of						
Project Benefits						<input checked="" type="checkbox"/> See page 2
We believe that the development and implementation of a SRTS program will benefit the community in numerous ways. Increased numbers of students walking and biking to schools will reduce the vehicular traffic in and around school zones, reducing traffic congestion and leading to improved air quality. This in turn will inspire more families to feel comfortable allowing their children to walk or bike to school.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone						Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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 May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/8/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
03						
Project Title						
City of Davis-Safe Routes to School Program						
Additional Information						
<p>PURPOSE AND NEED-Davis schools were originally built to be neighborhood schools. In the past few years, with the introduction of programs such as AIM (formerly GATE) and Spanish Immersion, children travel further distances to attend school. As a result, schools that weren't designed to accommodate automotive traffic have suddenly been inundated with vehicles at drop-off and pick-up times, creating traffic congestion, and a dangerous situation for students who choose to walk or bike. The fact that Davis Joint Unified School District does NOT operate a school bus system, adds further to traffic congestion at the schools. A Safe Routes to School Program has been identified as a priority by The Davis City Council and Davis Joint Unified School District, each of which has identified SRTS in an adopted planning document. Richard Louv, founder of the Children and Nature Network, brought to light the growing concern over children's poor health due to inactivity and diminished access to the outdoors. National programs such as Let's Move Outdoors address this growing concern and encourage children to spend more time outside, being active. Promoting riding and walking to school—both for parents and children—is a great way to address this issue. It not only encourages kids to become more active, and thus healthier, it also makes them more familiar with their natural environment with a myriad of benefits: increased performance in school, lower rates of asthma, diabetes, etc.</p> <p>PROJECT BENEFITS-The decrease in cars on the road will improve air quality and environmental health. The increase in walking and biking will positively impact student emotional and physical well-being, as well as academic achievement.</p>						

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	Yolo					
Project Title: City of Davis-Safe Routes to School Program						

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)									non-infrastructure
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		300	262					562	
TOTAL		300	262					562	

Fund No. 1:	ATP								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									Caltrans
PS&E									non-infrastructure
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		300	262					562	
TOTAL		300	262					562	

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

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

Project name: City of Davis/Safe Routes to School Program

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

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	
Construction Phase-Non-infrastructure	\$	562,000
Total for ALL Phases	\$	562,000

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

Amount

	\$	
	\$	
	\$	
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	562,000
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	\$	20,000
Request for Safe Routes to Schools Non-Infrastructure work	\$	542,000
Request for other Non-Infrastructure work (non-SRTS)	\$	
Request for Recreational Trails work	\$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction	01/15/2015	02/15/2015

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

Project name: City of Davis/Safe Routes to School Program

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
06/30/2015		SRTS Program Coordinator hired
07/01/2015		contract awarded/Program Coordinator start date
07/01/2015	06/30/2018	program planning, development and implementation
08/01/2015		intern hired
07/01/2016	06/30/2017	develop 2 curriculum resource kits
07/01/2017	06/30/2018	develop 3 curriculum resource kits
01/01/2016	06/01/2016	develop resource materials for distribution to PTA, schools, DJUSD
07/01/2016	06/30/2018	distribute/revise/update resource materials
07/15/2016		reprint SRTS maps
07/15/2017		reprint SRTS maps
09/01/2016	06/30/2018	BHOF Education program/exhibit design
08/01/2016		Site Coordinators hired
09/01/2016		train site coordinators (repeat annually for 3 years in August 2017/2018)
09/01/2016	06/30/2017	site coordinator training manual developed
05/01/2016	05/30/2016	May Is Bike Month/Loopalooza (repeat annual in 2017/2018)
07/01/2017		Bike Donation/Repair Program
04/15/2016		Public Art Project #1
04/15/2017		Public Art Project #2
04/15/2018		Public Art Project #3
10/01/2015		Conduct SRTS Teacher Surveys
10/01/2016		Conduct SRTS Teacher Surveys
10/01/2017		Conduct SRTS Teacher Surveys
04/15/2016		Conduct SRTS Community Survey
04/15/2017		Conduct SRTS Community Survey
07/01/2015	09/01/2015	Install 3 Rectangular Rapid Flashing Beacons
07/01/2015	09/01/2015	Install signage

Project name: City of Davis/Safe Routes to School Program

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: Rachel Hartsough
Name: Rachel Hartsough
Title: Street Smarts Program Manager

Date: 4-28-2014
Phone: 530-757-5640
e-mail: rhartsough@cityofdavis.org

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: Robert A. Clarke
Name: Bob Clarke
Title: Public Works Director

Date: 5-16-2014
Phone: 530-757-5636
e-mail: bclarke@cityofdavis.org

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

Signature: Winfred B. Roberson, Jr.
Name: Winfred Roberson
Title: Superintendent, DJUSD

Date: 5-9-2014
Phone: 530-757-5300
e-mail: wroberson@djusd.net

Person to contact for questions:

Name: Rachel Hartsough
Title: Street Smarts Program Manager

Phone: 530-757-5640
e-mail: rhartsough@cityofdavis.org

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:
City of Davis/Safe Routes to School Program

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

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

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

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

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

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

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

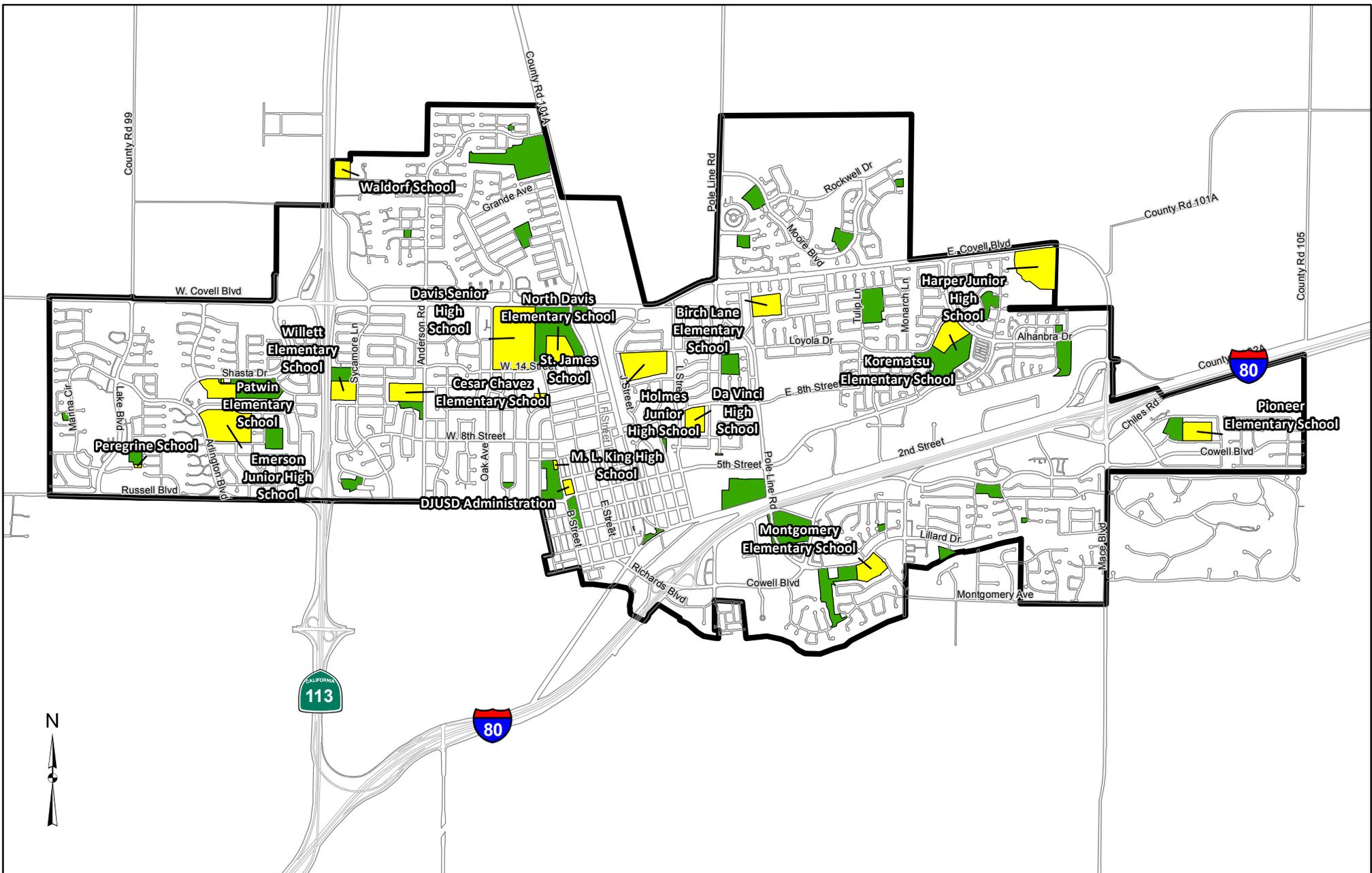
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

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

- Documentation of the public participation process (required)

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

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



Legend

 School

 Park

 City Limits

Safe Routes to School Walk & Bike Audits

The City of Davis launched the **Safe Routes to School Walk & Bike Audits** in 2013 at 11 local elementary and middle schools. The audits were conducted with the support of Alta Planning+Design, who worked with a group of stakeholders to analyze the neighborhoods adjacent to each of the schools.

The Davis community was invited to participate in this information gathering process either in-person at the audits, or via a website designed to collect community input, at www.saferoutesdavis.org.

Audit Participants included: members of the Davis Joint Unified School District administrative leadership team, City of Davis staff and interns, City of Davis Safety and Parking Commission and Bicycle Advisory Commission members, City of Davis Police Department, Unitrans public transportation



representatives, members of Davis Bicycles! advocacy group, elementary and middle school Principals, elementary and middle school students, and parent and community volunteers.

Results of this process were analyzed by Alta, with the support of transportation engineer David Parisi, who specializes in Safe Routes to School, and site improvements and recommendations were made based on the unique information gathered at each school site. The City of Davis Walk & Bike Audit Report was completed in March 2014, including one chapter for each school identifying challenges, recommended improvements, associated costs, responsible agencies, and possible sources of funding. Additionally, new Suggested Routes to School maps with travel and safety tips have been created for each school in both English and Spanish. This project is fully funded by a Caltrans Cycle 3 Safe Routes to School grant awarded to the City in October 2011. Printing costs will be underwritten by generous support from the Yolo-Solano Air Quality Management District.

On December 13th, 2013 a Community Forum was held to review and discuss proposed improvement strategies identified in the report. In January and February 2014 the project team met with each of the 11 school communities to review the draft reports and maps, and solicit community feedback.

These meetings were open to the public and took place on:

- **Montgomery Elementary:** Jan 13, 4 pm
- **Emerson/daVinci Junior High:** Jan 13, 6:30 pm
- **Patwin Elementary:** Jan 14, 8:30 am
- **Korematsu Elementary:** Jan 14, 2 pm
- **Harper Junior High:** Jan 14, 4 pm
- **Holmes Junior High:** Jan 16, 8:30 am
- **Pioneer Elementary:** Jan 16, 1 pm
- **Birch Lane Elementary:** Jan 16, 7 pm
- **Willett Elementary:** Jan 21, 6 pm
- **Cesar Chavez Elementary:** Jan 23, 7 pm
- **North Davis Elementary:** Jan 28, 7 pm

We understood that not everyone could participate in the school meetings to review the draft report and maps, but wanted to be as inclusive as possible in formulating our final analysis. Community members were invited to review their neighborhood or local route online and let us know if they had feedback on the proposed changes. These comments were carefully evaluated by City engineers, staff, and the project team, before being incorporated into the final report.

The report/SRTS maps can be found at:

<http://saferoutesdavis.org/project-documents-and-maps/project-documents/>

WE RELIED HEAVILY ON PARENT AND COMMUNITY VOLUNTEERS TO MAKE THIS PROCESS A SUCCESS!

Parents received information from schools inviting them to participate in this exciting process.

The audits were the first step in a longer-term plan to implement safety improvements around Davis schools. Strategies developed through the audits will be incorporated into other transportation planning documents, and as funding becomes available the City of Davis plans to implement school and city improvements.

The Safe Routes to School Walk and Bike Audits support our city's goals to increase the numbers of children and adults who use biking and walking as their main forms of transportation, as well as promoting higher levels of youth health and fitness, and improved air quality from vehicle emission reductions. Please join us in making student and family travel to schools safer and more fun!

Complete project information can be found at saferoutesdavis.org.

High Priority SIGNAGE Projects Identified in City of Davis Walk & Bike Audit, March 2014

Item #	School	Location/ID	Improvement	Item	Unit	#	Unit Cost	Total Cost
19	Birch Lane	3. Birch Lane at Denison Drive	Install Assembly A signage southbound on Birch Lane	Assembly A signs	EA	1	\$ 300.00	\$300
21	Birch Lane	5. Birch Lane Mid-Block Crosswalks	Install Assembly D signage in advance of mid-block crosswalks on Birch Lane.	Assembly D signs	EA	2	\$ 300.00	\$600
38	Birch Lane	9. Pole Line Road at Clara Lane/Loyola Drive	Replace existing "No Right Turn on Red" sign with brighter LED sign	LED sign	EA	1	\$10,000	\$10,000
57.1	Cesar Chavez	4. Access to Redwood Park – Linden Lane and Cornell Drive	Update Assembly B signage and install Assembly D signage	Assembly B signs	EA	2	\$ 300.00	\$600
57.2	Cesar Chavez	4. Access to Redwood Park – Linden Lane and Cornell Drive	Update Assembly B signage and install Assembly D signage	Assembly D signs	EA	2	\$ 300.00	\$600
91	Korematsu	4. Loyola Drive at Santa Cruz	Install Assembly D signage in both directions	Assembly D signs	EA	2	\$ 300.00	\$600
117	Montgomery	5. Lillard Drive at Faragut Circle	Install pedestrian crossing signage	Ped Xing sign	EA	3	\$ 300.00	\$900
147.1	North Davis	3. F Street Mid-Block Crossing at the Little League Fields	Relocate southbound 25 mph signage to the north of the crosswalk	Remove sign	EA	1	\$ 100.00	\$100
147.2	North Davis	3. F Street Mid-Block Crossing at the Little League Fields	Relocate southbound 25 mph signage to the north of the crosswalk	Install sign	EA	1	\$ 250.00	\$250
157	North Davis	6. East 14th Street at Cedar Place	Install Assembly D signage in both directions	Assembly D signs	EA	2	\$ 300.00	\$600
199	Pioneer	2. Cowell Boulevard Crossing at Willowcreek Park	Option A: Install crossing signage	Ped Xing sign	EA	2	\$ 300.00	\$600
208	Pioneer	4. El Cemente Ave at Swingle Drive	Install pedestrian crossing signage	Ped Xing sign	EA	2	\$ 300.00	\$600

241	Willett	4. Sycamore Lane, North of Villanova Drive	Relocate Assembly A sign to the north of Villanova Drive	Remove and install sign	EA	1	\$ 300.00	\$300
269	Emerson/D	4. Arlington Boulevard, Russell Boulevard at Eisenhower Street	Sign the connector from Arlington Boulevard bike lanes onto Russell Boulevard bike path as one-way southbound	Wayfinding signs	EA	2	\$ 250.00	\$500
279	Emerson/D	6. Calaveras Avenue at Eisenhower Street	Install Assembly D signage in advance of the	Assembly D signs	EA	2	\$ 300.00	\$600
333	Holmes	2. H Street/J Street Train Tunnel	Short-Term: Install bi-directional signage for vehicles on H street, alerting drivers to the likely presence of bikes	Bike signs	LS	2	\$ 250.00	\$500
334.1	Holmes	2. H Street/J Street Train Tunnel	Short-Term: Restripe crosswalks across H Street as high-visibility yellow and install crossing signage	Yellow Xwalk paint	LF	80	\$ 25.00	\$2,000
334.2	Holmes	2. H Street/J Street Train Tunnel	Ped Xing signs	Ped Xing sign	EA	2	\$ 300.00	\$600
Total Project Cost								\$20,250

Cost Estimates developed by Alta Planning + Design and David Parisi Engineering in March 2014.

Rectangular Rapid Flashing Beacon (RRFB) Projects Identified in City of Davis Walk & Bike Audit, March 2014

Item #	School	Location/ID	Improvement	Assumptions	Item	Unit	#	Unit Cost	Total Cost
118	Montgomery	5. Lillard Drive at Faragut Circle	Install Rapid Rectangular Flashing Beacon (RRFB)	Assumed as an installation and not a pair	RRFB	EA	2	\$ 10,000.00	\$20,000
144	North Davis	2. Catalina Drive at Shared Use Path	Install RRFB	Assumed per installation and not pair	RRFB	EA	2	\$ 10,000.00	\$20,000
200	Pioneer	2. Cowell Boulevard Crossing at Willowcreek Park	Option A: Install Rapid Rectangular Flashing Beacon (RRFB)	Assumes per install and not for a pair	RRFB	EA	2	\$ 10,000.00	\$20,000
Total Project Cost									\$60,000

Cost Estimates developed by Alta Planning + Design and David Parisi Engineering in March 2014.



Cool Davis

Empowering Citizens for Climate Action

Board Members:

Judy Moores
President,
Community Volunteer

Bill Heinicke.
Vice- President,
School Facilities Planner
Elk Grove USD

Lynne Nittler
Secretary,
Retired Teacher

Mark Tebbutt,
Treasurer
Businessman

Anthony Eggert
Executive Director
UCD Policy Institute for
Energy, Environment and
the Economy

Kerry Daane Loux
LEED Certified
Landscape Planner

Chris Soderquist
C.E.O. & Director
Octus Energy

Staff:

Chris Granger
Interim Executive
Director

Cool Davis Mission:

To inspire our community
to reduce greenhouse
gas emissions, adapt to a
changing climate, and
improve the quality of life
for all.

May 19, 2014

To whom it may concern:

I write on behalf of the Board of Directors of the Cool Davis Foundation and the partners of the Cool Davis Coalition, in support of the City of Davis application for Active Transportation Program funding.

Cool Davis and members of our Coalition actively supported the work done to conduct the Safe Routes to School Walk and Bike Audits in local schools over the last several years. We are excited about this next step, which will help to implement recommendations from the Audit report.

The Cool Davis Foundation and our 60+ Coalition community organizations, faith communities and businesses are committed to implementing the City of Davis's climate action goals. To achieve these goals, households and families need help to change their habits and reduce their use of fossil fuel powered vehicles.

Ensuring safe routes to schools is one important way that we know helps families shift to walking and bicycling instead of using their cars. Full implementation of a Safe Routes to Schools Program will mean on-going active presence through parent site coordinators at school sites, and city level staffing. When this is integrated with other community based programs and ghg reduction activities it will have powerful outcomes and real potential for replication in other communities.

We hope that you will support our City's efforts through the next steps outlined in the application. We pledge to continue in our role to match their efforts, and help in making our community safer, healthier and more sustainable.

Sincerely,

Christine L. Granger
Executive Director
Cool Davis Foundation
www.cooldavis.org
www.cooldavis.org/partners





Superintendent
Board of Education
Business Services
Instructional Services and Elementary Education
Curriculum & Instructional Services
Human Resources and Secondary Programs
Student Support Services
Special Education

757-3500 Ext. 142/Fax 757-5323
757-5300 Ext. 142/Fax 757-5323
757-5300 Ext. 122/Fax 757-5319
757-5300 Ext. 144/Fax 757-5323
757-5300 Ext. 150/Fax 757-5423
757-5300 Ext. 105/Fax 757-5422
757-5300 Ext. 140/Fax 757-5323
757-5300 Ext. 113/Fax 757-5416

Davis Joint Unified School District
526 B Street • Davis, CA 95616

Winfred B. Roberson, Jr. • Superintendent
• 530-757-5300 • www.djUSD.net

May 7, 2014

To Whom It May Concern:

I am excited to hear that the City of Davis is applying for Active Transportation Program funding to start a Safe Routes to School program in Davis. I am in full support of the application to obtain funding to develop and launch this important program, to provide stipends for parent site-coordinators at each school, and to provide additional resources and incentive programs for parents and students in and around our school zones.

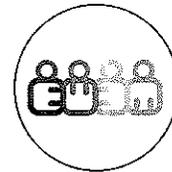
We recently participated in the City of Davis Walk and Bike Audit, a year-long effort to identify key areas for improvement on and around our school sites, and to develop a set of Suggested Routes maps for each of the 11 participating schools. The audit helped us to determine some existing issues and opportunities, and the development of a Safe Routes to School program will help us begin to implement these improvements, eliminating barriers to biking and walking; and in turn helping us increase the numbers of students who bike or walk to school. As you know, traffic around schools during the start and end of the school day is heavy. By increasing the number of students who bike or walk to school, traffic patterns will be positively impacted and should provide increased safety to students and a positive impact on the environment. Students will also benefit physically, emotionally, and academically from this increased activity.

During the past few years, the City of Davis and the Davis Joint Unified School District have shared a strong partnership through the Street Smarts program. Through this program, school children and parents have been educated on street safety through assemblies, educational literature, and public events like bike rodeos. Banners promoting the program goals are displayed throughout the city, with a concentration in those areas immediately adjacent to schools. The funding that the City of Davis is seeking through this grant will build upon the existing successes, and put into place a new organizational structure for the future growth of Safe Routes to School activities and provisions in Davis.

If I can provide any additional information please do not hesitate to contact me.

Sincerely,

Winfred B. Roberson, Jr.
Superintendent



The Center for Families

May 14, 2014

To Whom It May Concern,

On behalf of the Center for Families I am pleased to write this letter of support for the City of Davis Safe Routes to School program grant.

The Center for Families is eager to participate in the outreach and education efforts that a funded Safe Routes to School program would provide, especially to some of our community's more underserved children and their families.

One of the main obstacles preventing more parents from allowing their children to walk or bike to school is that they themselves don't feel safe or comfortable in the school zones or access routes to school. It is our hope that by working directly with parents, teaching them technical and safety skills, and allowing them safe opportunities to learn and practice, that they will then feel more comfortable allowing their students to walk and bike to school; thus reducing the number of cars on the roads, and in turn making the streets even safer.

We are eager to collaborate with the City of Davis, providing program opportunities through both our D Street and South Davis locations, and to do our part in making Davis streets as safe as they can be for our children and families. We hope that you will support this request.

Please feel free to contact me if you have any further questions at 530-406-7221.

Sincerely,

Bob Ekstrom
Executive Director

CITY COUNCIL

Joe Krovoza, *Mayor* – Dan Wolk, *Mayor Pro Tem*
Councilmembers: Lucas Frerichs, Brett Lee, Rochelle Swanson

23 Russell Boulevard – Davis, California 95616
530/757-5602 – TDD: 530/757-5666



April 23, 2014

To Whom It May Concern:

I am writing to support the City of Davis application for an Active Transportation Program grant.

A previous grant received in 2011 helped the City of Davis staff to conduct a Safe Routes to School Walk & Bike Audit at 11 local schools. This report identified a number of recommended additions and improvements, including the formation of a Safe Routes to School program.

Safe Routes to School has been a priority of mine since I became Mayor of the City of Davis in 2011, and I believe that the more we develop this program, the closer it will bring us to reaching many of our city's long-term goals. In particular, I am excited at the notion of receiving funding to support a formal Safe Routes to School program, as this stands to impact air quality, student health and learning, environmental health, and community development. The community input and professional feedback received during our audit created a strong blueprint that can now drive our future programming and engineering efforts throughout the city.

I am a big biking enthusiast, and have raised two children in the city of Davis. While Davis provides a model of developed bicycle and pedestrian infrastructure and facilities, we are faced with the constant behavioral challenges of too many parents driving their children to schools, creating traffic congestion and unsafe walking and riding conditions. It is my hope that by implementing a Safe Routes to School program, our city can truly become a resource for other cities around the state and country as we move toward a more bicycle and pedestrian centered lifestyle.

I hope that you will support the City of Davis application. Please feel free to be in touch with me or a member of my staff should you have questions.

Regards,

Joe Krovoza
Mayor, City of Davis



May 12, 2014

To Whom It May Concern:

I enthusiastically support the City of Davis application for a Safe Routes to School grant.

Active4.me is a web application that was developed to support the Davis community's efforts to increase active transportation and reduce the number of cars around our local schools. We firmly support and stand behind the goals of a Safe Routes to School agenda of encouraging increased numbers of youth who walk or ride to school.

We partnered with the City of Davis and the Davis Bicycles Schools Committee during the past three years, using the Active4.me scanning system to expand a tracking and parent-notification program from 1 to 6 local elementary schools. This technology helps parents to feel more comfortable allowing their children to walk or ride to school alone or in small groups; as parents are immediately notified when their child scans in at school using a simple, low-cost bar code scanning device. The program has been very successful and well received, and we are now interested in launching a new technology platform that will allow more people—including students—to be involved in the management and operations of the program.

Active4.me is committed to working with the City of Davis to implement the transition to a new technology platform; integrating smart phones and smaller hand-held devices, as well as the additional program and website resources necessary to support this new system.

Active4.me supports this application, and is committed and eager to work with the City to make Davis a safer and healthier place for children of all ages.

Sincerely,



Tim Starback
Founder



May 5, 2014

Subject: Safe Routes to School Active Transportation Program Grant Application

To Whom It May Concern:

I am writing this letter in support of the City of Davis/Safe Routes to School Program grant application to the Active Transportation Program.

The proposed launch of a Safe Routes to School program will directly support the City's sustainability and carbon reduction program. Our community has an extensive infrastructure in place for walking and biking to school, so any resources or incentives that can motivate more parents and children to use these are anticipated to have a large impact.

The innovative and engaging *Active4.me* scanning and notification program, implemented in its initial phase over the past 2 years, was a successful pilot. The program demonstrated how practical, cost effective support can increase the numbers of students riding their bikes or walking to school. Expansion of this pilot program using new technologies and integrating students as program facilitators will provide internal ownership of the program, as well as a sustainable program structure. This will provide a significant benefit to our community both in terms of carbon reduction and health benefits. The City believes that the pilot program brought to scale with support from this grant would provide an affordable and easily reproducible model for other communities thinking of implementing similar programs.

In addition to the obvious goals of the Safe Routes to School program—getting more children to safely walk and bike to school—the secondary goals of the program—reduced fuel emissions, fewer cars on the road, better air quality, etc.—are closely aligned with and directly support our city's climate goals.

I am happy to support this grant application and look forward to seeing its goals implemented throughout our city.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mitch Sears", with a long horizontal flourish extending to the right.

Mitch Sears
Sustainability Program Manager
City of Davis



May 13, 2014

To whom it may concern:

This letter is in support of the City of Davis application for a Safe Routes to School program grant from the Active Transportation Program.

Davis Bicycles! is an advocacy non-profit in Davis, California, with a school committee that works to encourage safe and frequent bicycling for Davis K-12 students. The DB! School Committee has worked hard during the past few years, in collaboration with the Street Smarts program and many volunteers, to increase bike safety awareness through bike rodeos and other educational events. Each spring we organize a fun, family-friendly bike ride of the 12-mile Davis Bike Loop to demonstrate how the loop can be used for safe student travel to most of the elementary and junior high schools throughout the city.

For the past 2 years we have partnered with the City and *Active4.me* to pilot a scanning and parent-notification program at 7 local elementary schools to encourage parents to let their students bicycle or walk to school. This program was very well received, and now we are planning to improve and expand the program. With funding for new technology and the programming funds to develop a student leadership role, we can further test best practices in developing a replicable model for this simple and affordable system, as well as expand the program into new school sites within Davis.

Even with these efforts, morning arrivals at school cause concern for parents and school staff due to the sometimes high levels of vehicle congestion from student drop-offs at school entrances. The Davis Bicycles! School Committee believes the congestion can be substantially reduced if more students walk and bike to school, but we lack the integrated programs at each school to make this happen. We are excited to support the proposed SRTS program in this application by committing to administer a parent site-coordinator program in partnership with the City of Davis, at each of the 11 participating schools for a 3 year period.

We fully support the city's application for support of a Safe Routes to School Program and look forward to working with the city in implementing the programs it envisions.

A handwritten signature in black ink that reads 'Mont Hubbard'. The signature is fluid and cursive, written over a white background.

Mont Hubbard
President

COMMUNITY DEVELOPMENT & SUSTAINABILITY DEPARTMENT

1818 5th Street - Davis, California 95616
Office: (530)757-5656 FAX: (530)297-5410 TDD: (530)757-5666
www.cityofdavis.org



May 12, 2014

To Whom It May Concern,

I am writing in support of the City of Davis application for a Safe Routes to School grant.

We support the City of Davis proposal as it would enhance safe travel by children and their families to and from school, as well as heighten the community's awareness of the modal safety challenges that are often caused by those parents who choose to drive their children to school.

One of the recommendations in the City's recently completed Safe Routes to School Walk & Bike Audit is to incorporate painted intersections and/or bike tunnels into the suggested routes to school as traffic calming devices and tools to create safer and more identifiable routes for children and their families.

The City recently completed its first painted intersection project as part of the Community Built Association's annual conference, held in Davis in April 2014. We have seen the positive impact this project had on the local community and are now interested in developing this technique at several school sites.

Painted intersections—sometimes called intersection repair projects—promote community building and “placemaking” through the creation of neighborhood art. Neighbors come together, gather support, create a design, and hold a “paint day” to create and celebrate their own community square. The benefits of street painting are multiple: development of relationships and social networks; creation of a community gathering place; calmed traffic; crime prevention; and, a local neighborhood identity. Through the process of creating the community mural, social connections and relationships between neighbors increase and improve, strengthening the ability of the community to respond to issues and opportunities and to take care of one another.

Traffic-calming - Often the worst culprits speeding along residential streets are the same people who live there who forget that they are driving in a neighborhood full of people -- small children, playing children, pets, dog-walkers, and bicyclists. Street paintings serve to remind drivers that there are people in the area, and create cues that tell drivers to slow down and drive more attentively.

Does it really calm or slow traffic? Residents who live at painted intersections note that drivers are more observant and cautious, including themselves. The painted pavement lets passers-by know that it is a lived-in neighborhood where people know each other and might be outside chatting, playing, or gardening at any time -- so they should drive carefully.

We are looking forward to the opportunity to collaborate on this project. If you require additional information please do not hesitate to contact me at 530-747-5863

Best Regards,

Carrie Dyer

Carrie Dyer
City of Davis
Public Arts Administrator

To Whom It Concerns,

It is my pleasure to write a letter in support of the Safe Routes to School program being submitted for the Active Transportation Program grant.

Part of our mission as the United States Bicycling Hall of Fame is to promote and encourage cycling education at all levels, including youth bike safety programs. The official SRTS program aligns with three of our four goals: honoring, educating, preserving, and promoting. We strive to preserve cycling history and then have it readily available and on display for the education of the public, especially school-aged children, to encourage healthy lifestyles, fitness, and potential careers in cycling.

While we currently offer occasional school tours they are general and would benefit greatly from further development by a design consultant who can tailor them to meet standards-based education qualifications which would give teachers greater incentive to bring their students. Our own budget and staff cannot handle a project this great alone and would benefit greatly from the SRTS program's support to aid efforts related to introducing biking education in a fun way to school-aged children and their families through grade-appropriate tours, activities, and stations in the museum. We would be highly committed to working with the City of Davis, dependent on funding, to carry out the proposed project and programs.

Sincerely,



Sabrina Vigil

Event and Facilities Manager

United States Bicycling Hall of Fame



Sabrina Vigil

Event and Facilities Manager
svigil@usbhof.org
530.341.3263

www.usbhof.org

303 3rd Street
Davis, California 95616

Safe Routes to School Program

Proposed Vision & Strategic Development

OBJECTIVE

Every student can choose to safely walk or bike to school so that they can practice healthy lifelong habits and contribute to a clean, safe, and sustainable community.

GOALS

- 1. Increase Mode Share-More kids walking and biking to school each day!**
Increase overall mode share of students walking and biking to school to 50%.
- 2. Decrease Rate of Crashes and Collisions-safer kids and families!**
Using existing data in TIMS, EpiCenter, and self-reporting to lower rates of collision and injury.
- 3. Improve Student and Community Health and Wellness-happier and healthier kids!**
Increase physical and social-emotional well-being of students and their families.

The startup of a new SRTS Program will be developed in conjunction with key community stakeholders so that after the grant period has been completed, resources will be in place for the continued sustainable management and operation of the implemented programs.

PROGRAMS

Davis Joint Unified School District

School District SRTS Policy

Review and apply existing School District Policy.

School Resource Toolkits

Design and develop packaged, standards-based kits with movies, lessons, activities, and hand-outs for teachers to check-out.

School Curriculum

Research and begin to co-develop (near term) a sequential in-school curriculum based on the CA Common Core Standards for grades K-8 that addresses bicycle riding and safety education within a range of academic disciplines such as math, physical and environmental sciences, and social studies. Work with UCD Grad students in School of Education to write and test curriculum.

Davis Bicycles Schools Committee

City of Davis will collaborate with Davis Bicycles!, our local Bike advocacy organization, to implement the following innovative new programs:

School Champions/Parent Site Coordinators

Participating schools identify a Safe Routes to Schools champion at their site. Site Coordinator will oversee bike loaner/helmet distribution, rodeos, encouragement events, liaison with principal/staff, integrate biking culture into school climate. Could be a parent or teacher. Coordinators meet regularly to share best practices. Sign MOU and are paid stipend upon successfully completing job duties.

Education/Encouragement Events

Manage City participation and leadership in community events promoting bicycling and safe and active transportation:

- Training Academies/Transition Rides-Guided training bike rides for all students and their families transitioning from elementary to middle schools in which families are led on a ride from their elementary school or neighborhood meeting point to their new middle school, learning about the safest routes and practices to get from their neighborhoods to new school sites.
- Annual/quarterly events promoting biking and safe after-dark travel, families adorn their bikes with lights and reflectors and gather to ride together in the evening.
- Loopalooza/MIBM support Bike Rodeos, Bike Fun Fest, Electric Light Parade, Kidical Mass, etc.

Walking School Bus/Bike Train

Resource packet to present to PTAs at elementary/junior high school programs.

- Reprint SRTS maps (2 printings)

Active4.me Program (Davis Bicycles! and Active4.me)

Active at all schools. Increased enrollment reflecting full walks/rides, strong volunteer force. New technology platform—introduce smartphones to school scanning teams. Student leadership driven.

Bike Donation/Repair Program

- Bikes are donated by public, stored, repaired by trained high school students who get either compensation or school credit for their work, and handed back out to members of community who are in need or would like to buy a low-cost used bike.
- Based in High School bike repair shops, partnership with DJUSD.
- Work with local Center for Families to distribute bikes.
- Work with King High School+ 3 other community sites (bike resale/earn-a-bike)
- Cultivates a culture of COOL around biking at the high school.
- Program put in place becomes sustainable once it has been established. Families donate bikes-kids fix bikes-kids sell bikes-money pays for continued operations.

Community Partnerships

The Safe Routes to School Program will work together with the City of Davis Active Transportation Program, Center for Families, Scouting groups, after-school programs, summer camps, and other local NPOs to implement the following programs and activities:

Bicycle Hall of Fame

Series of grade-level field trips that are adopted as part of the DJUSD school curriculum, focusing on the role of the bicycle in local and regional history and economy, the mechanics and physics of the bike, and the relevancy to our community today.

- Consultant time, educational program & exhibit development

Public Art (Art in Public Places, Community Development)

Implementation of a program utilizing public art to promote the use of safe and active transportation. Projects include intersection repair projects, improvements to bike tunnels and other transportation facilities to make them safer and more user-friendly. Models include the City Repair project in Portland, OR and the NYC Department of Transportation's Art program:

- **NYC DOT Art Program:** <http://www.nyc.gov/html/dot/html/pedestrians/dotart.shtml>
- **Intersection Repair Projects** <http://cityrepair.org>
- **Traffic Safety haiku** <http://www.cyclelicio.us/2011/traffic-safety-haiku/>
- **Everyday Poems for City Sidewalks** <http://www.publicartstpaul.org/poetry/poems.html>

New User Safety Literature (Bike Store Partnerships)

- Develop handout about bike safety/hand signaling/light/helmets to be provided to anyone purchasing a new bike/light/helmet, and through newcomer programs

Community & NPO Partnerships

- I'm Safe videos for biking/walking plus hand-outs or promo materials. Check out to local groups for week at a time to rotate through programs. <http://www.imsafe.com/safe-routes-to-school#>

Literacy Programs/Library Partnership (Yolo-Solano Air Management District Clean Air Grant)

- Purchase library of bike-related books for schools that they will feature during MIBM (master list from Melissa Meng).
- Bike-themed story/activity hours held at main library, geared toward getting pre-school aged children and their families familiar with bikes and bike safety.

Painted Intersections

Painted intersections—sometimes called intersection repair projects—promote community building and “placemaking” through the creation of neighborhood art. Neighbors come together, gather support, create a design, and hold a “paint day” to create and celebrate their own community square.

The benefits of placemaking by street painting are multiple: development of relationships and social networks; creation of a community gathering place; calmed traffic; crime prevention; and, a local neighborhood identity. Through the process of creating the community mural, social connections and relationships between neighbors increase and improve, strengthening the ability of the community to respond to issues and opportunities and to take care of one another.



Public Safety Features

Traffic-calming - Often the worst culprits speeding along residential streets are the same people who live there (or very close by) who forget that they are driving in a neighborhood full of people -- small children, playing children, pets, dog-walkers, bicyclists, individuals, you name it. Street paintings serve to

remind drivers that there are people in the area, and create cues that tell drivers to slow down and drive more attentively.

Does it really calm or slow traffic? Folks who live at painted intersections note that drivers are more observant and cautious, including themselves. The painted pavement lets passers-by know that it is a lived-in neighborhood where folks know each other and might be outside chatting, playing, or gardening at any time -- so they should drive carefully.

Crime prevention - Visual elements such as street paintings, well-tended gardens, children’s toys, and benches are cues to “outsiders” that they are in an area where people know and care for one another -- and are likely to keep an eye out on the street and each other’s property. The more people know their neighbors, the more likely they are to look out for one another.

Programs such as City Repair in Portland, OR and Paint the Pavement in St. Paul Minnesota provide examples, how-to, and best practices:

City Repair, the original city street mural group: www.cityrepair.org

Paint the Pavement, <http://www.paintthepavement.org/>

Project for Public Spaces, a great resource about public spaces: www.pps.org

Projects to promote less traffic: www.lesstraffic.com



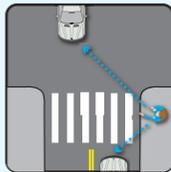


Walk Smart!



Look Before You Cross. Look left, right, and left again before crossing a street or look over your shoulder for turning cars, especially at intersections.

Make Eye Contact. Don't assume that drivers see you. Make eye contact before you cross the street.



Use the Crosswalk. Cross at corners or at a marked crosswalk. This is where drivers expect to see you.

Follow the Rules. Follow directions from crossing guards.



Be Visible. Walk where cars and bikes can see you. Wear bright clothes, and use lights and reflectors when it is dark outside.



Bike Smart!



Wear a Helmet. It's the law. Helmets should fit snugly, sit level on your head, and always be buckled firmly under your chin.

Ride with Traffic. Ride on the right, in the same direction of traffic. Follow all signs and signals.



Share the Path. Pass walkers carefully on paths. Ring your bell or call "on your left" before passing.

Lock Your Bike. Always lock your bike frame and front wheel to the bike rack to prevent theft.



Make Eye Contact. Don't assume that drivers see you, especially when entering or crossing a street. Make eye contact before you cross, even if it is your turn.

Be Alert. If biking on the street, watch for opening car doors and cars turning across your path.



Be Visible. Ride where cars can see you. Wear bright clothes, and use lights and reflectors when it is dark outside.

Be Predictable. Ride in a straight line and always signal your moves to others.

Davis Suggested Routes to School

Davis is one of the easiest places in the country to walk and bike. We're lucky to have flat terrain, nice weather, and great bicycling and walking routes. Walking or biking establishes a healthy habit that can last a lifetime, and kids and adults who walk or ride to school can enjoy:

- A daily dose of physical activity
- Healthy target body weight
- Arriving at school attentive and ready to learn
- Improved test scores and better school performance
- Lower rates of depression and anxiety
- Traveling to school in a social and FUN way!

Get Involved!

Here are some ways you can help promote active transportation in Davis:

- **Plan** your walking or biking route with your student.
- **Form** or join a walking school bus or bike train. Walking school buses and bike trains are groups of students who walk or bike together to school with a parent or adult volunteer.
- **Be** a good role model by practicing good walking and biking behaviors. Students learn from watching what older people do, so follow traffic safety rules and set a great example.
- **Volunteer!** Your school has many events and opportunities. Contact your PTA or join the Davis Bicycles Schools Committee.

Learn More

Easy Steps to Properly Fit a Bicycle Helmet
<http://street-smarts.cityofdavis.org/resources>

Bicycle, Pedestrian and Driver Safety Resources
<http://www.nhtsa.gov/Driving+Safety>

Davis Bicycles Schools Committee
<http://davisbicycles.org/Schools>

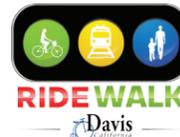
City of Davis Street Smarts Program
street-smarts.cityofdavis.org

Active4.me Scanning Program
www.active4.me

Davis joint Unified School District
www.djusd.net/saferoutes



Safe Routes to School Program
www.cityofdavis.org
503-757-5669
ridewalk@cityofdavis.org



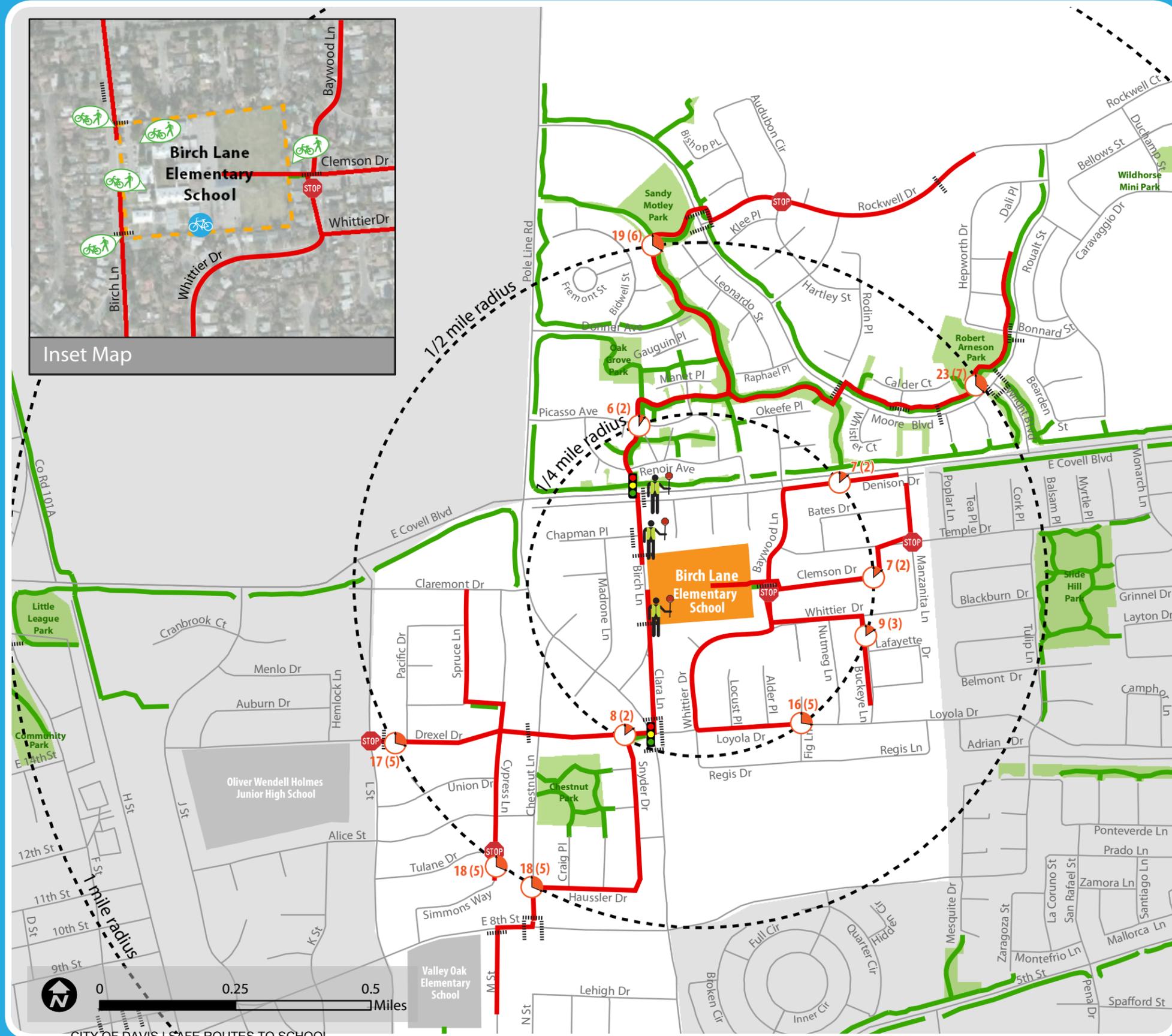
Suggested Routes to

BIRCH LANE ELEMENTARY SCHOOL



Safe Routes to School Program

Birch Lane Elementary: Suggested Walking and Biking Routes



How to Use This Map

This suggested route to school map is intended to encourage adults and students to consider walking or bicycling to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the different routes and the skill level of their student.

This map includes suggested routes as well as the locations of traffic signals, crosswalks, four-way stops, crossing guards, and off-street paths.

To see routes and areas beyond this map please visit: <http://street-smarts.cityofdavis.org/>

Drop-Off and Pick-Up Information at Birch Lane Elementary:

- Students may be dropped off and picked up in front of the school on Birch Lane or at the back of the school from Baywood.
- Always use the crosswalks on Birch Lane to cross the street.
- Observe the three minute loading zone and Do Not Leave your car.
- Do not use the parking lot for drop off or pick up.
- Do not double park.

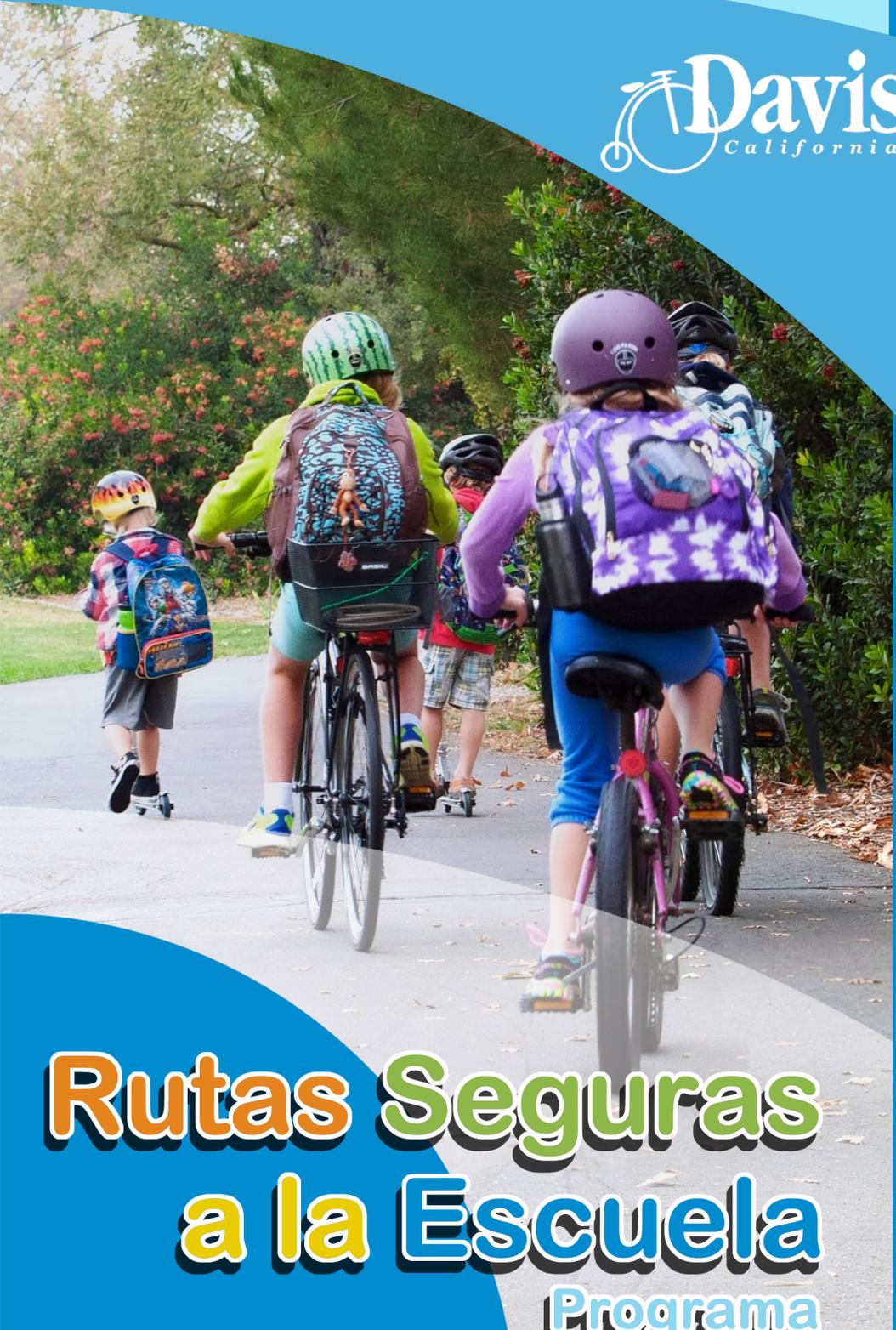


LEGEND

- Suggested Route (Walking and Biking)
- Multi-use Path
- Enrollment Area
- Parks and Open Space
- School
- Pedestrian and Bicycle Access
- Bicycle Parking
- Est. Walking Time (Biking Time)
- Crossing Guard Location
- Traffic Signal
- All-Way Stop
- Marked Crosswalk

Rutas Recomendadas para

BIRCH LANE ELEMENTARY SCHOOL



Rutas Seguras a la Escuela Programa

ATP Cycle 1 Grant Funds

SRTS Program -- FY 15/16, 16/17, 17/18

date	item	budgeted	spent total spent
------	------	----------	-------------------

CYCLE 1

GRANT REQUEST TOTAL

DB! Program Costs

School Champions/Site Coordinators	66,000.00
---	-----------

1500/year per site x 11 schools=\$16,500

DB program=\$3500

DB admin overhead=\$2000

\$22,000 x 3 years=

Education/Encouragement Events

Training Academies/Transition Rides	13,000.00
-------------------------------------	-----------

printing, \$3500

advertising/marketing, \$3500

programming, \$3000

Loopalooza \$1000 /yr x 3

City of Davis SRTS Administrative Costs

Program Coordinator

1.0 FTE+benefits x 3 yrs (FY 15/16, 16/17, 17/18)	270,000.00
---	------------

\$45/hr X 2000 HRS x 3 yrs=\$270,000

Office/Computer supply

2,000.00

Professional Development Funds

6,000.00

conferences/trainings/workshops

\$2000/year x 3 years=\$6000

SRTS Intern

36,000.00

\$12/hour x 1000 hrs/year x 3 years=\$36,000

City of Davis SRTS Program Costs

School Resource Toolkits 5 kits x \$500 each	2,500.00
Walking School bus/Bike train materials printing/advertising	2,000.00
Active4.me program expansion new phone kits for each site resource manual development/print/dist/training	7,500.00
Bike Donation/Repair Program develop, set-up, launch 3 sites x \$3300	9,900.00
Reprint SRTS maps 2 printings x \$4675 each	9,350.00
Program Incentives safety materials-bells, reflectors, etc. \$2500/year x 3	7,500.00

Community Program Costs

Bicycle Hall of Fame exhibit/program development consultant field trip design	20,000.00
Public Art Program 3 projects (artist+materials) x \$10000	30,000.00
Rapid Rectangular Flashing Beacons Install 3 RRFBs high priority in the SRTS Walk & Bike Audit Report 3=\$60,000/ 2=\$40,000	60,000.00

OPTIONAL 10% IF Projects (probably < \$50,000)

Signage high priority signage installation SRTS Walk & Bike Audit Report	20,250.00
---	-----------

NON-INFRASTRUCTURE TIMELINE



Aug-16 Sep-16 Oct-16 Nov-16 Dec-16 Jan-17 Feb-17 Mar-17 Apr-17 May-17 Jun-17 Jul-17 Aug-17 Sep-17 Oct-17 Nov-17 Dec-17 Jan-18 Feb-18 Mar-18 Apr-18

Curriculum kits developed (2) Curriculum kits developed (3)
 Distribute/review Update/distribute
 Maps
 Curriculum planning/development/testing Implement/produce/install

1-Aug 1-Aug
 16/17 17/18
 MIBM
 Bike repair/donation Program Year 2 bike repair/donation program
 Art Project #2 Public Art Project #3

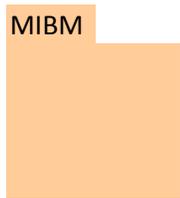
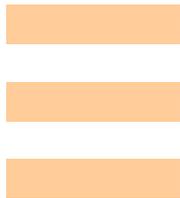
survey

survey

survey

May-18 Jun-18

contract ends-June 30, 2018



Schedule of Deliverables for SRTS Non-Infrastructure Grant

Activity	2015/2016	2016/2017	2017/2018
Hire program coordinator	x		
Intern hired	x		
Site Coordinators	x	x	x
Training Manual Developed	x		
Scanning Tools Distributed	x		
Scanning Student Leadership		x	x
Program planning/ R&D	x		
Curriculum resource kits		x	x
Resource Materials	x	x	x
Bike repair/donation program		x	x
Public Art Projects	x	x	x
BHOF Education Program	x	x	x
Print SRTS Maps		x	x
MIBM/Loopalooza	x	x	x
Install RRFBs/signage	x		
SRTS Surveys	x	x	x

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

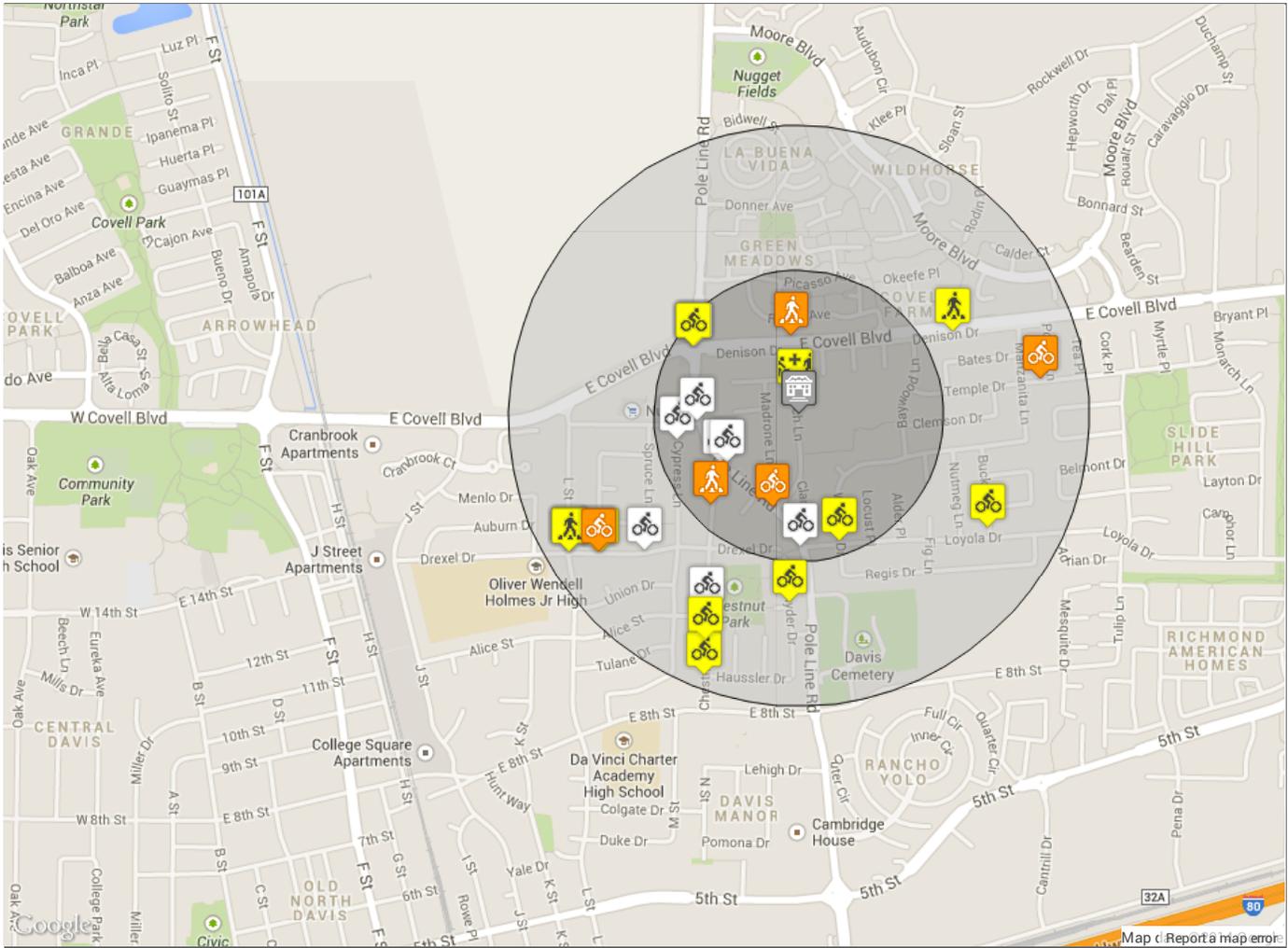
Birch Lane Elementary

1600 Birch Ln. | Davis | Yolo County | CDS: 57726786056246

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	3	3	7	4	10	13
¼ - ½ mi.	0	2	10	2	2	12	14
Total	0	5	13	9	6	22	27

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

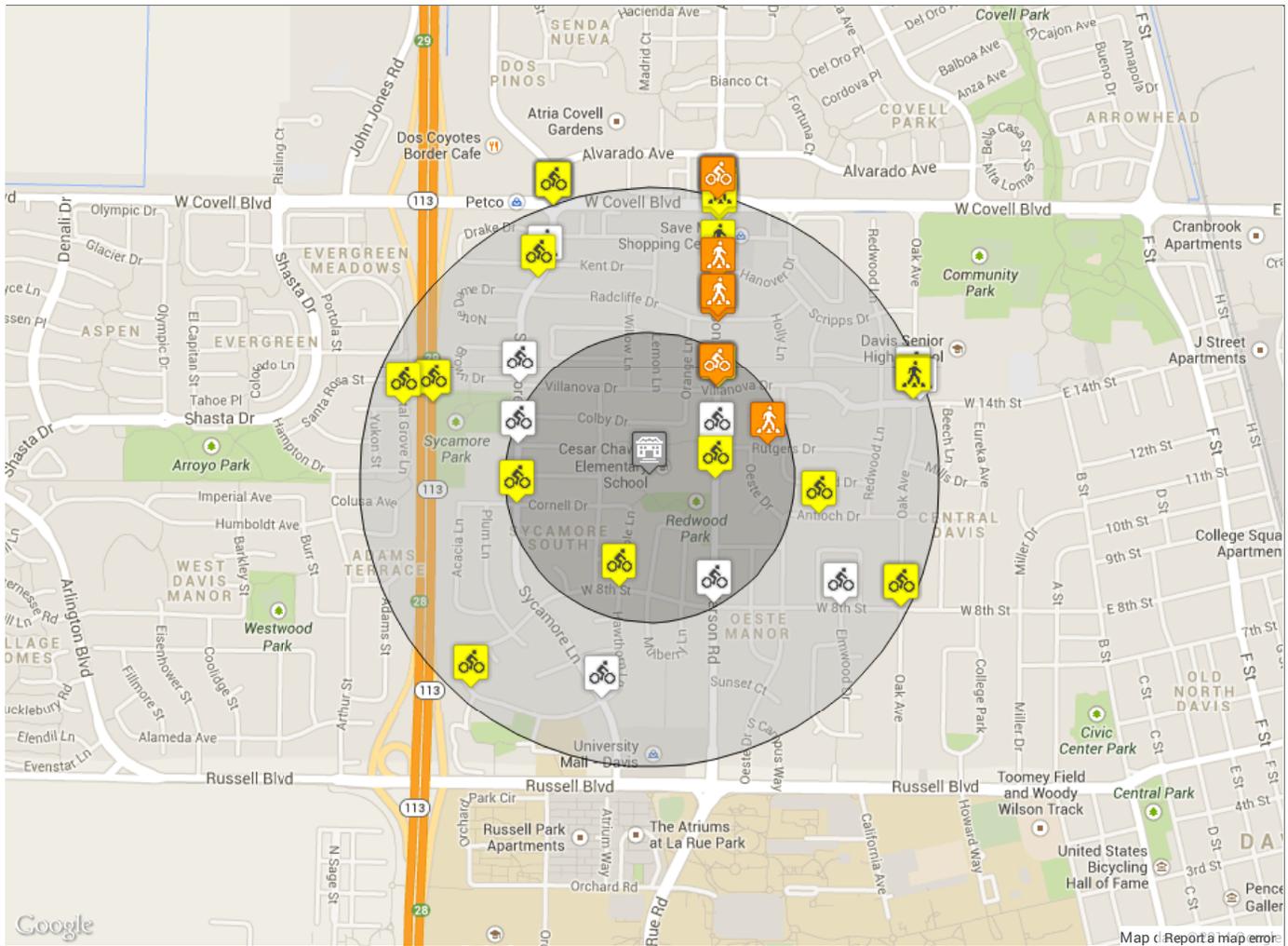
Cesar Chavez Elementary

1221 Anderson Rd. | Davis | Yolo County | CDS: 57726786056295

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	2	7	4	2	11	13
¼ - ½ mi.	0	4	17	16	9	28	37
Total	0	6	24	20	11	39	50

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

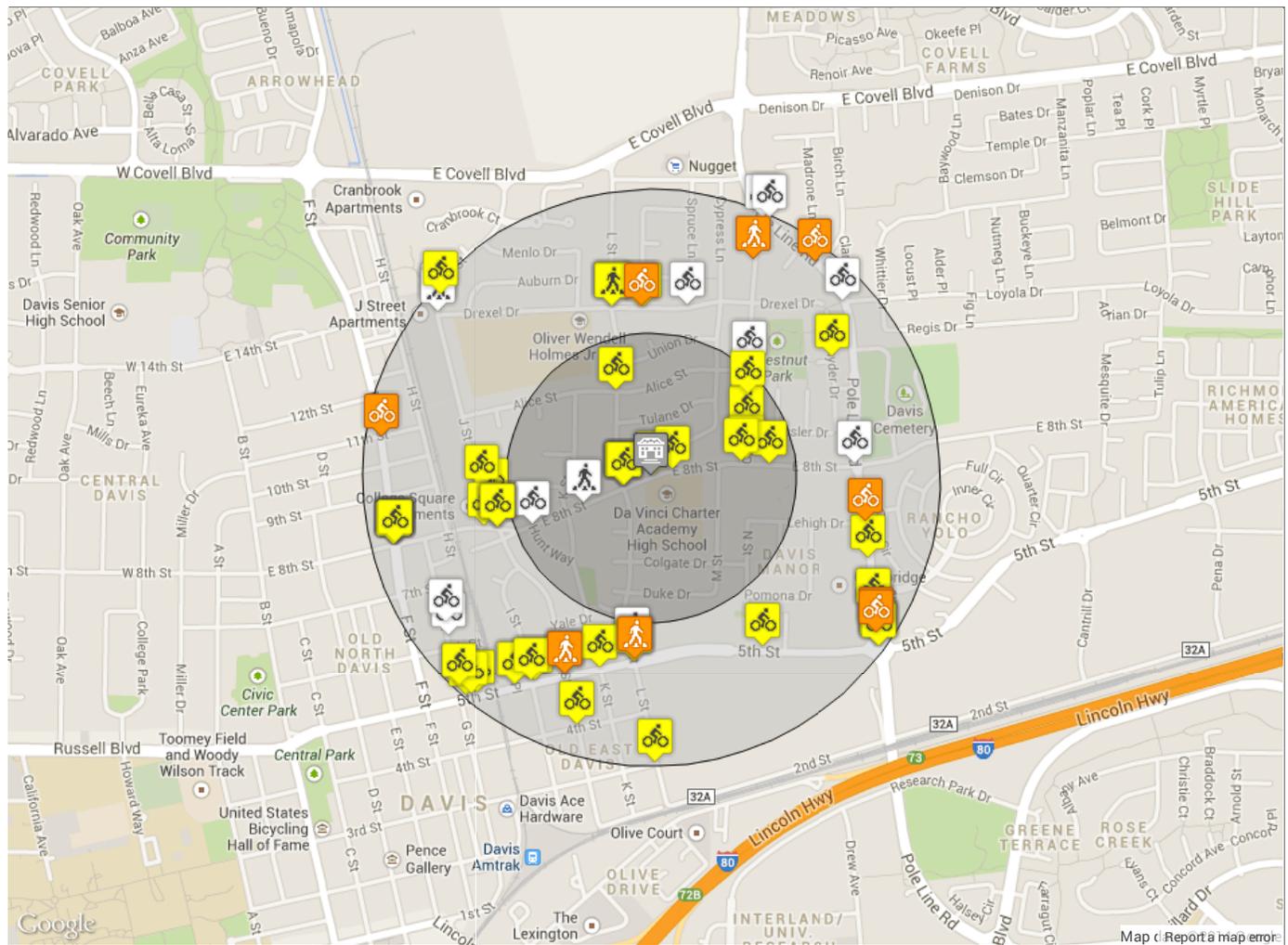
Da Vinci Charter Academy

1400 East 8th St. | Davis | Yolo County | CDS: 57726780119578

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	11	5	1	15	16
¼ - ½ mi.	0	9	39	23	7	64	71
Total	0	9	50	28	8	79	87

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

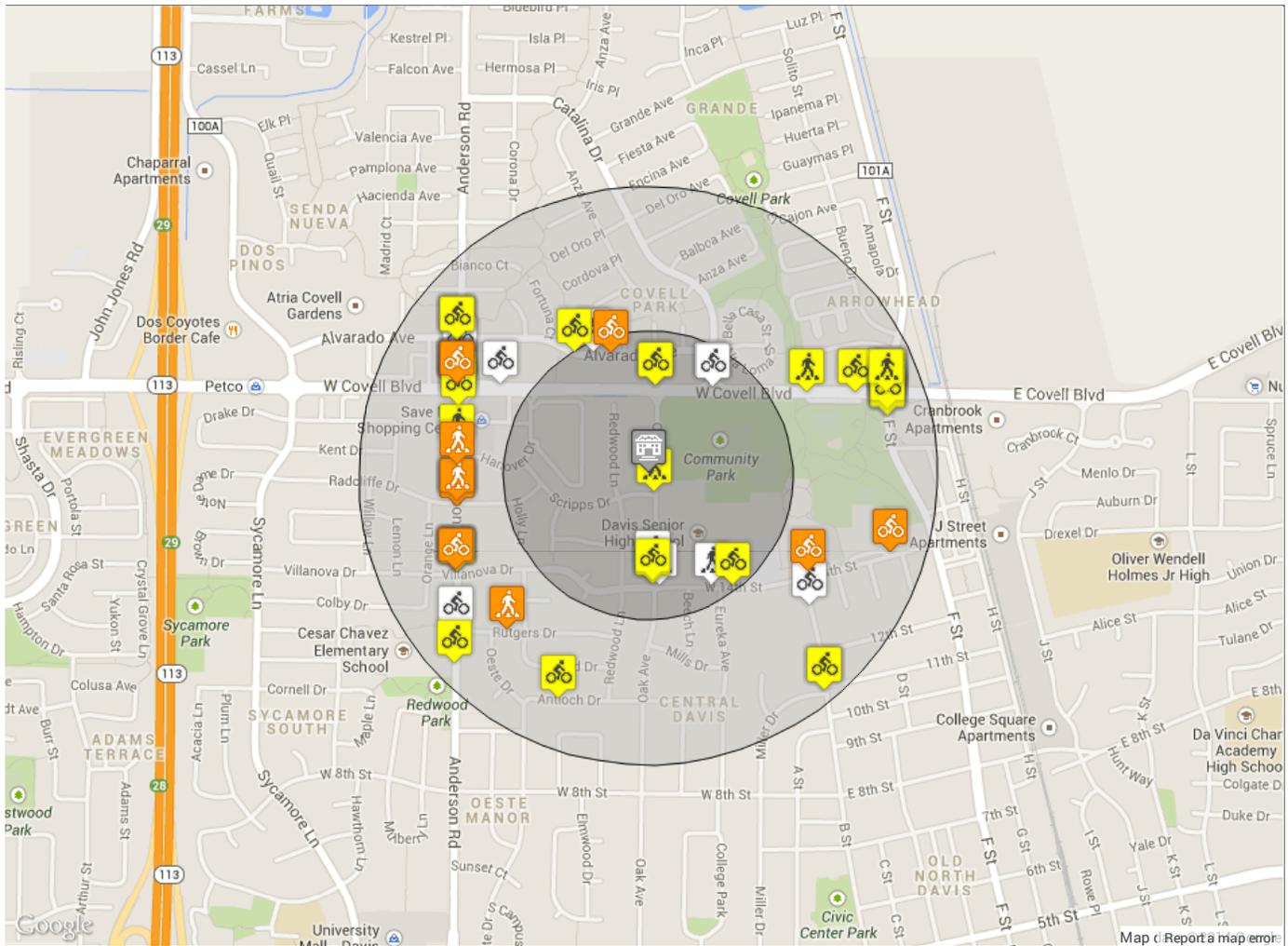
Leonardo DaVinci High

1602 Oak Ave. | Davis | Yolo County | CDS: 57726780106708

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	7	7	4	11	15
¼ - ½ mi.	0	8	25	14	9	38	47
Total	0	9	32	21	13	49	62

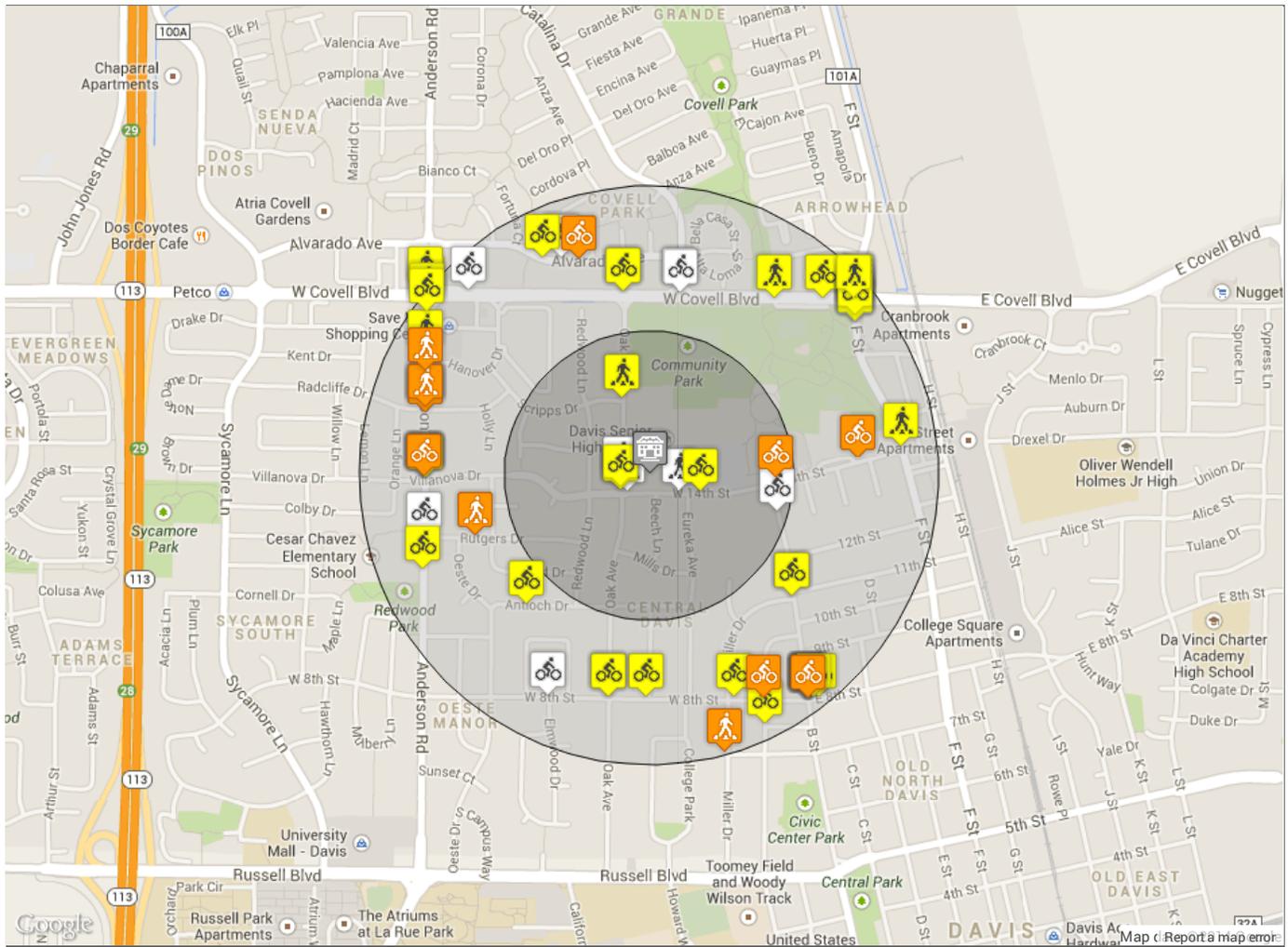
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Davis Senior High

315 West 14th St. | Davis | Yolo County | CDS: 57726785732201

Types of Collisions: Bicycle Pedestrian
 Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
 Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	5	4	4	6	10
¼ - ½ mi.	0	11	34	17	11	51	62
Total	0	12	39	21	15	57	72

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

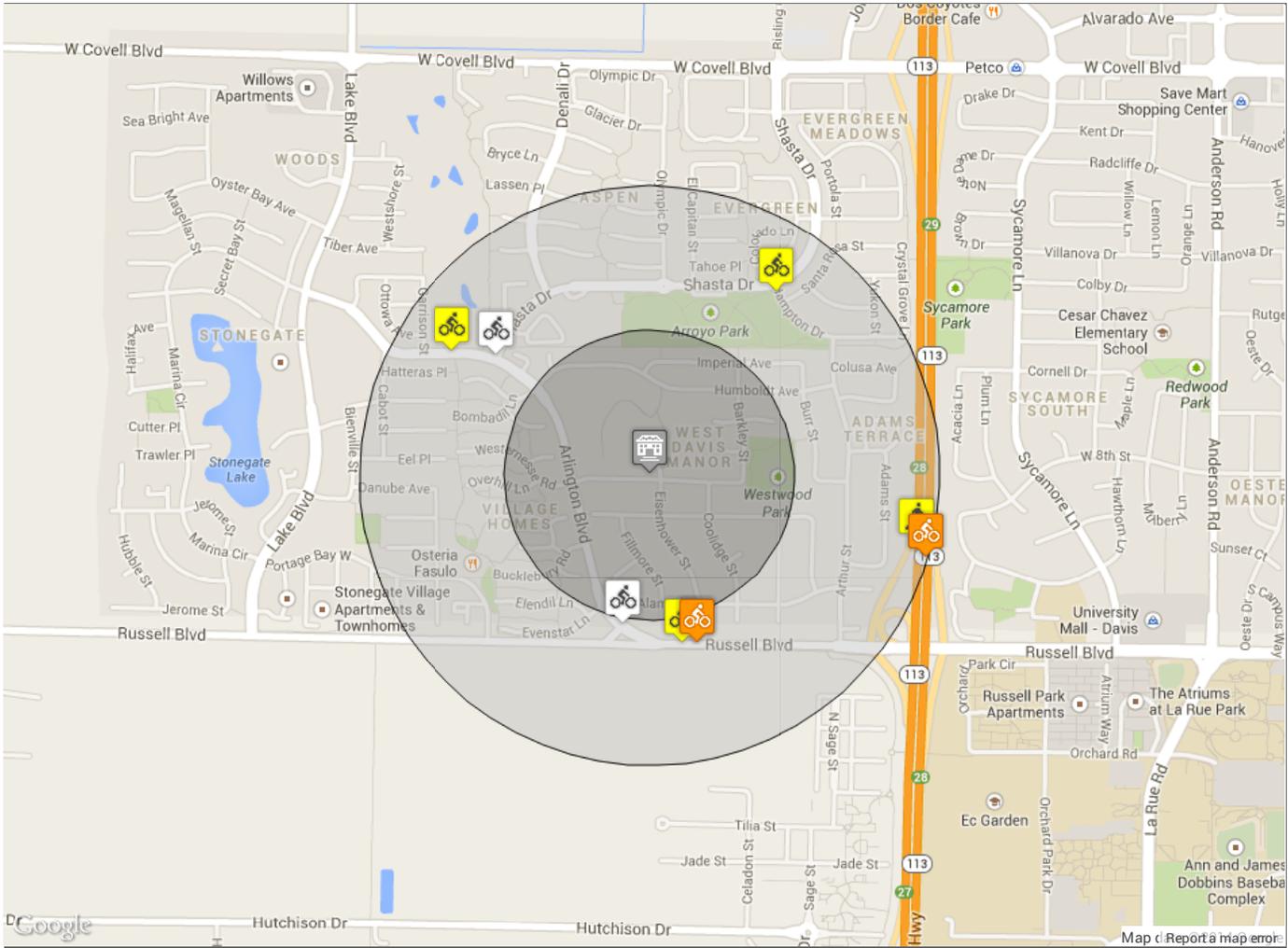
Ralph Waldo Emerson Junior High

2121 Calaveras Ave. | Davis | Yolo County | CDS: 57726786066245

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	2	4	3	1	8	9
Total	0	2	4	3	1	8	9

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

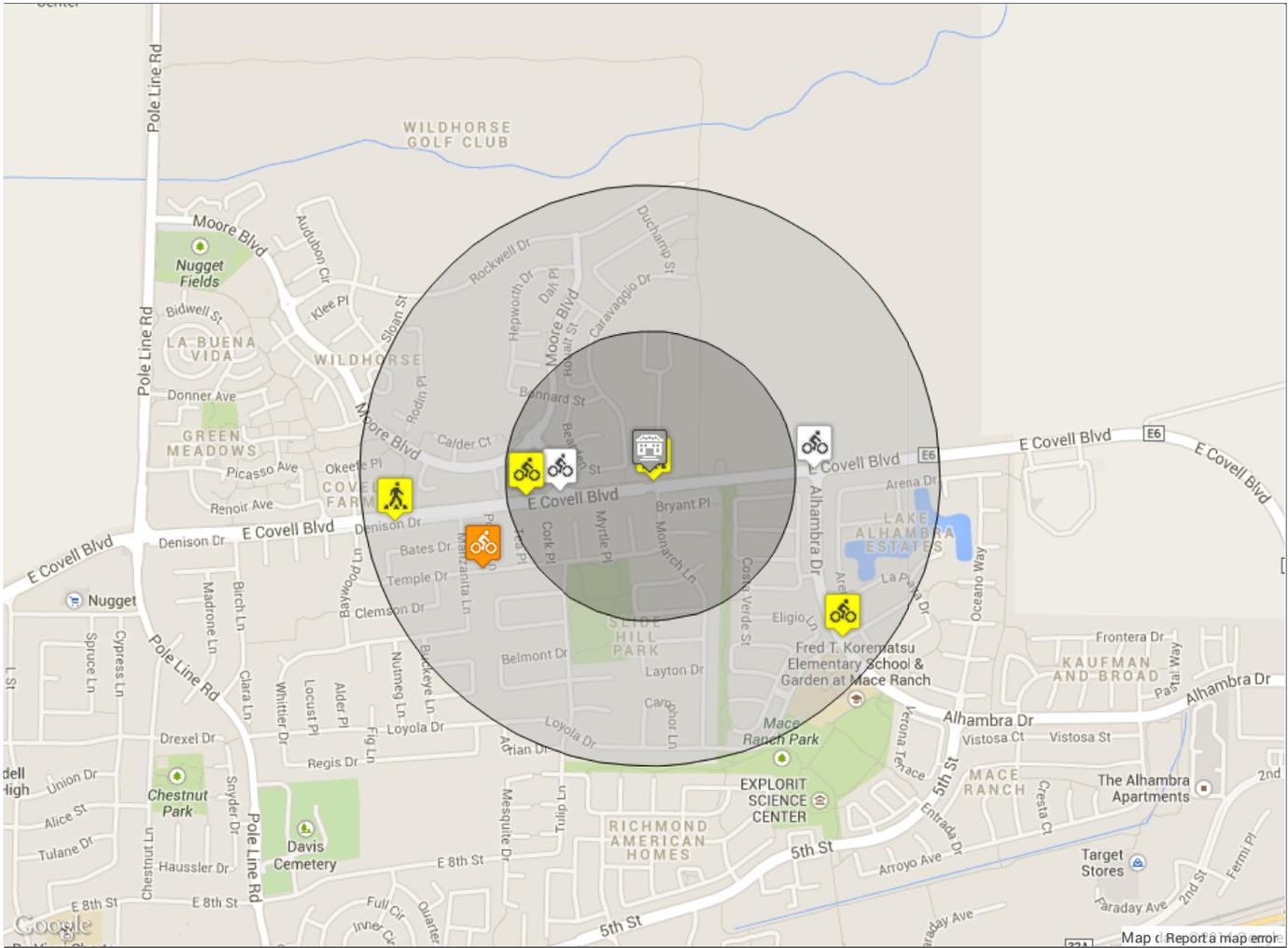
Frances Ellen Watkins Harper Junior High

4000 East Covell Blvd. | Davis | Yolo County | CDS: 57726780106674

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	3	1	1	3	4
¼ - ½ mi.	0	1	2	1	1	3	4
Total	0	1	5	2	2	6	8

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

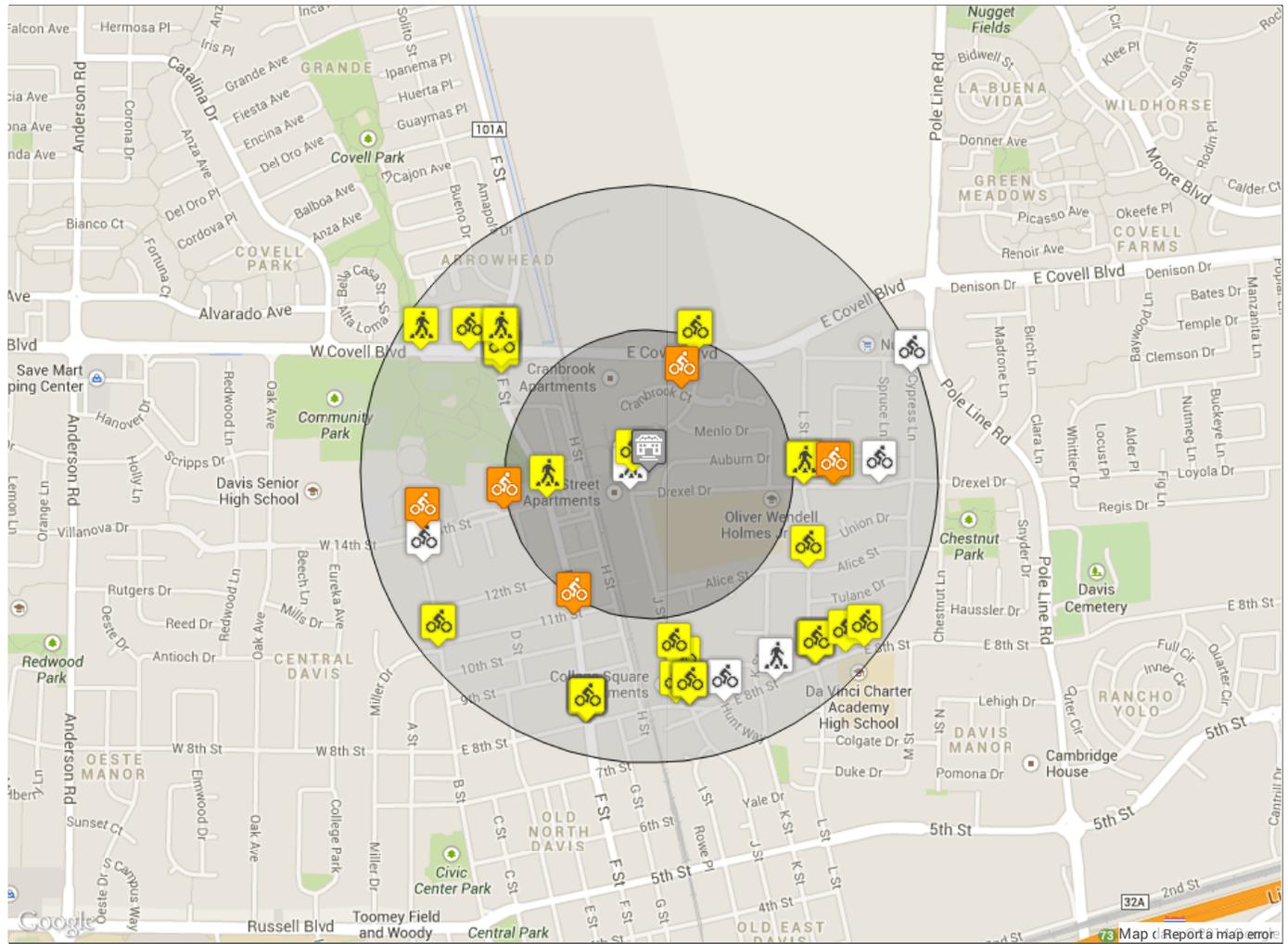
Oliver Wendell Holmes Junior High

1220 Drexel Dr. | Davis | Yolo County | CDS: 57726786060396

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	3	3	2	5	7
¼ - ½ mi.	0	4	34	16	4	50	54
Total	0	5	37	19	6	55	61

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

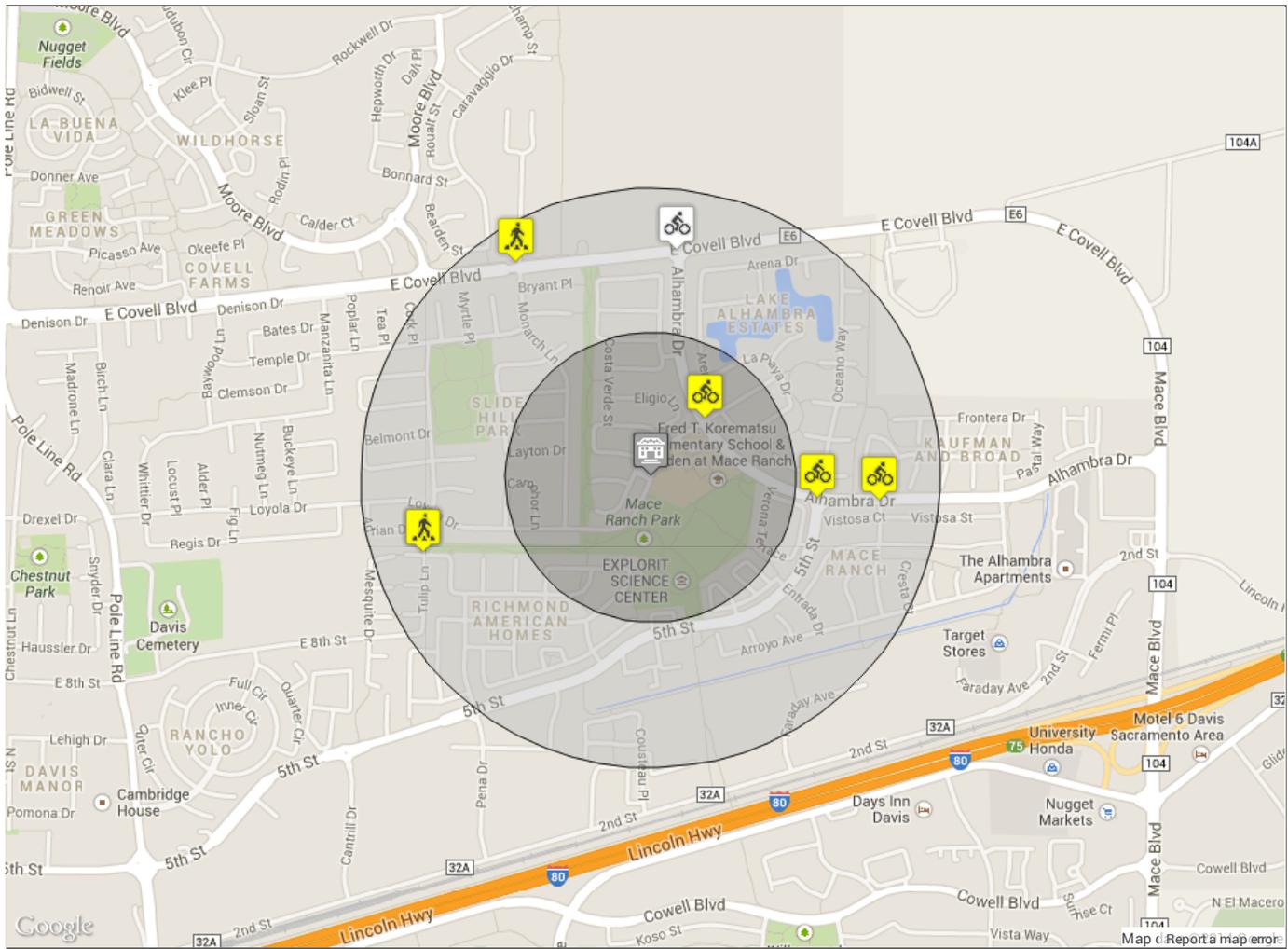
Fred T. Korematsu Elementary School at Mace Ranch

3100 Loyola Dr. | Davis | Yolo County | CDS: 57726780111401

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	0	1	1
¼ - ½ mi.	0	0	4	2	2	4	6
Total	0	0	5	2	2	5	7

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

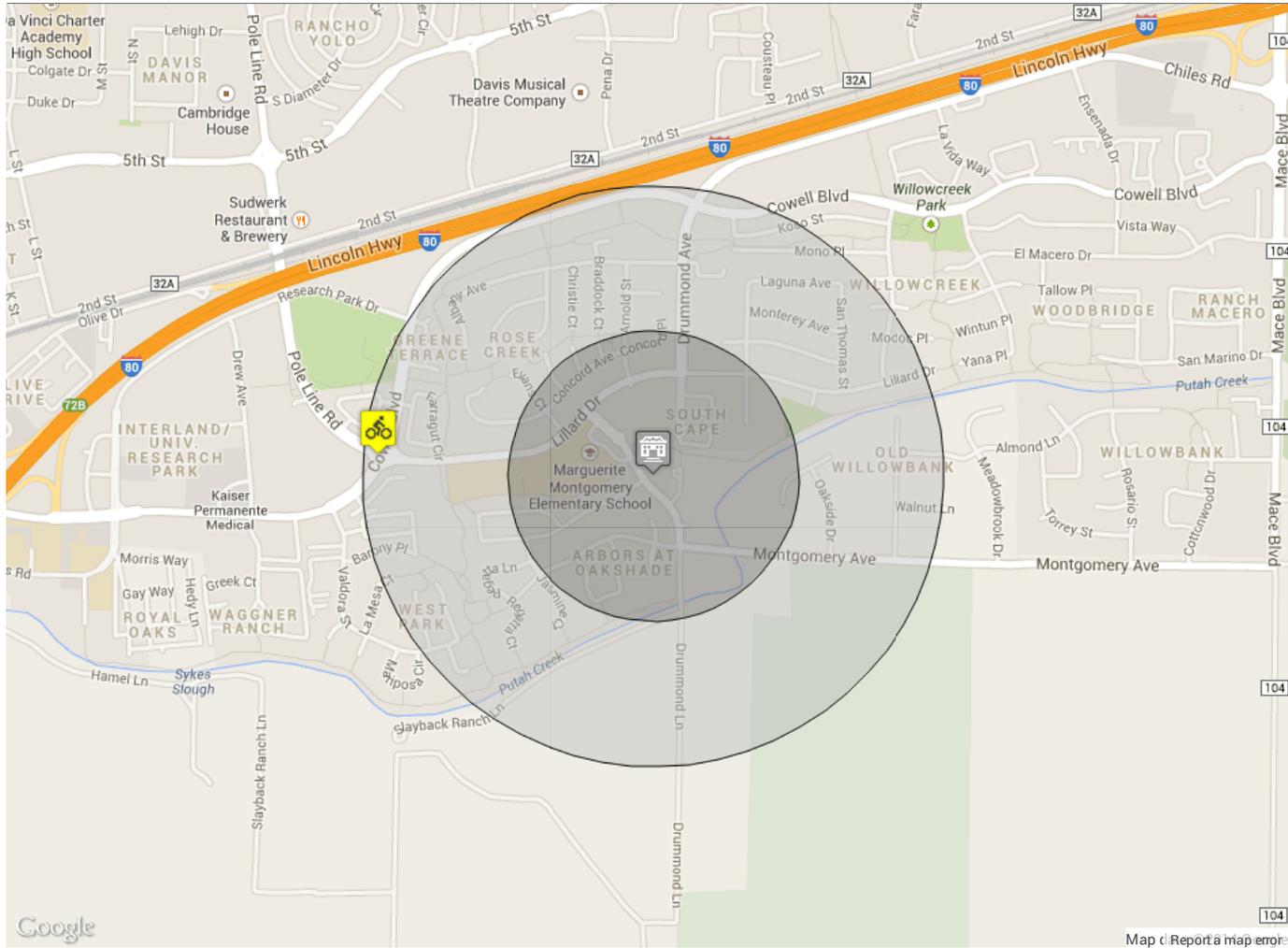
Marguerite Montgomery Elementary

1441 Danbury Dr. | Davis | Yolo County | CDS: 57726786118905

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



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

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

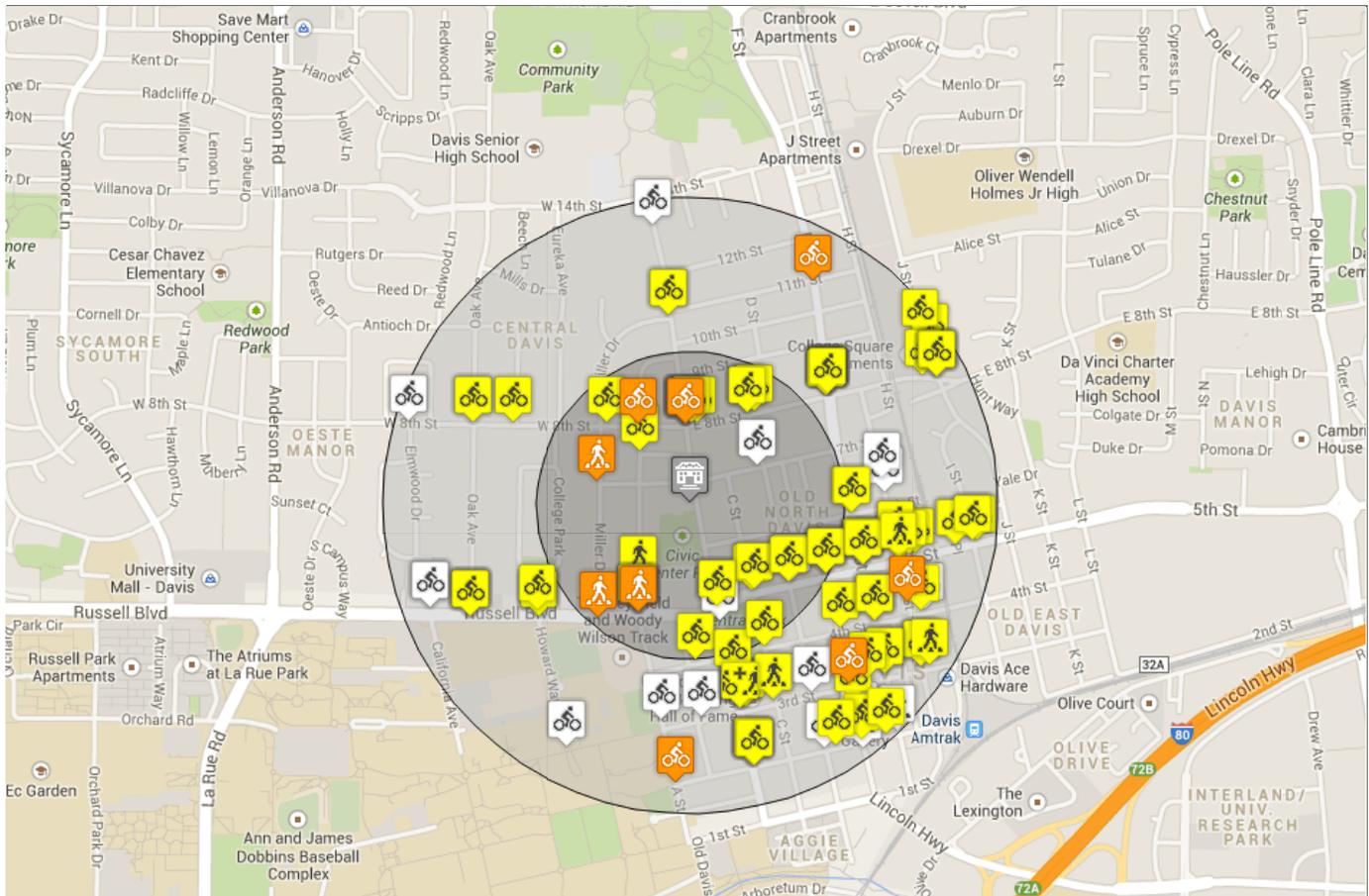
King (Martin Luther) High (Continuation)

635 B St. | Davis | Yolo County | CDS: 57726785732219

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years: 2005 - 2011



Google

Map data © OpenStreetMap contributors, Imagery © Mapbox

Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	6	19	16	9	32	41
¼ - ½ mi.	0	4	64	38	12	96	106
Total	0	10	83	54	21	128	147

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

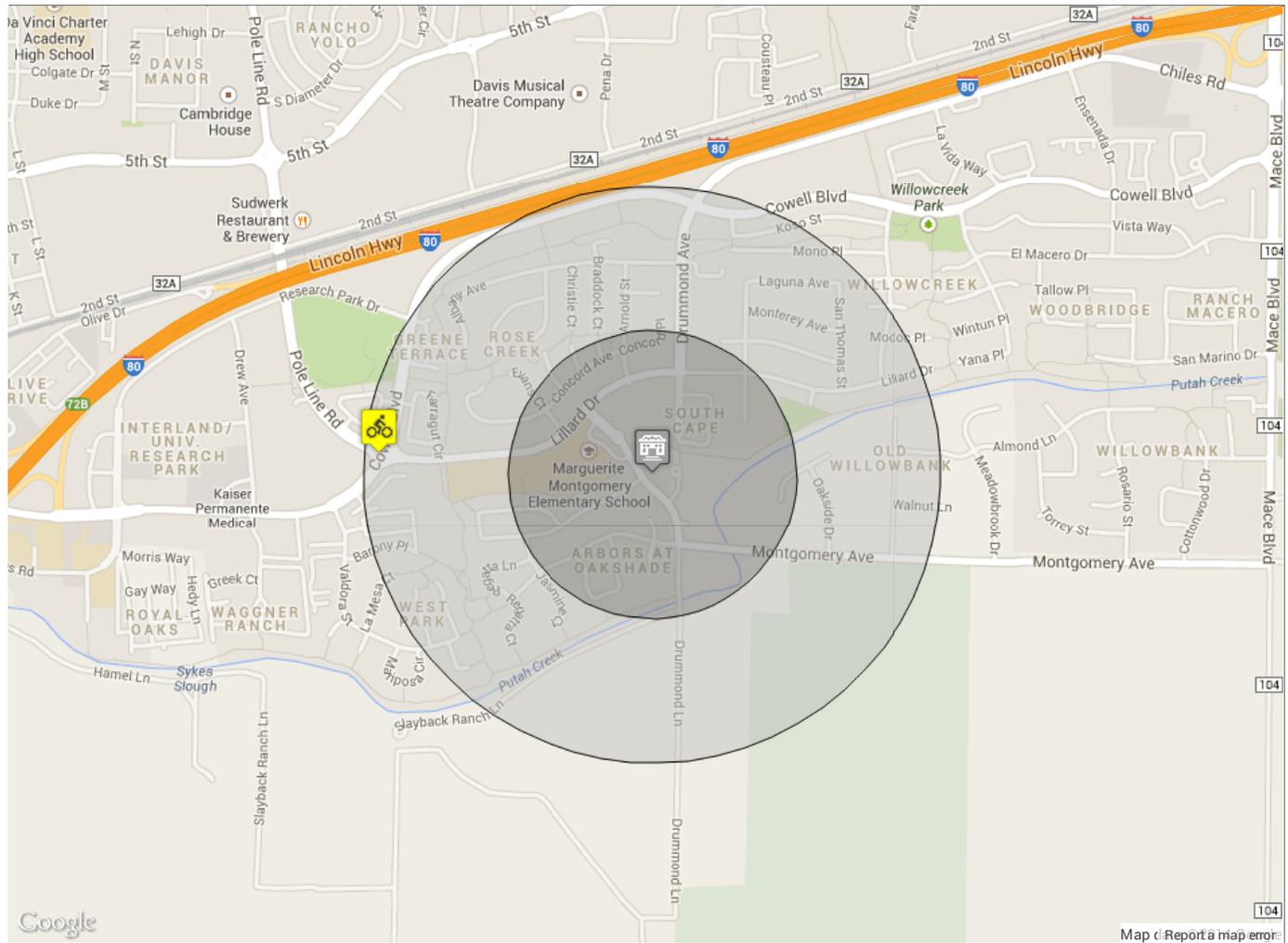
Marguerite Montgomery Elementary

1441 Danbury Dr. | Davis | Yolo County | CDS: 57726786118905

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



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

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

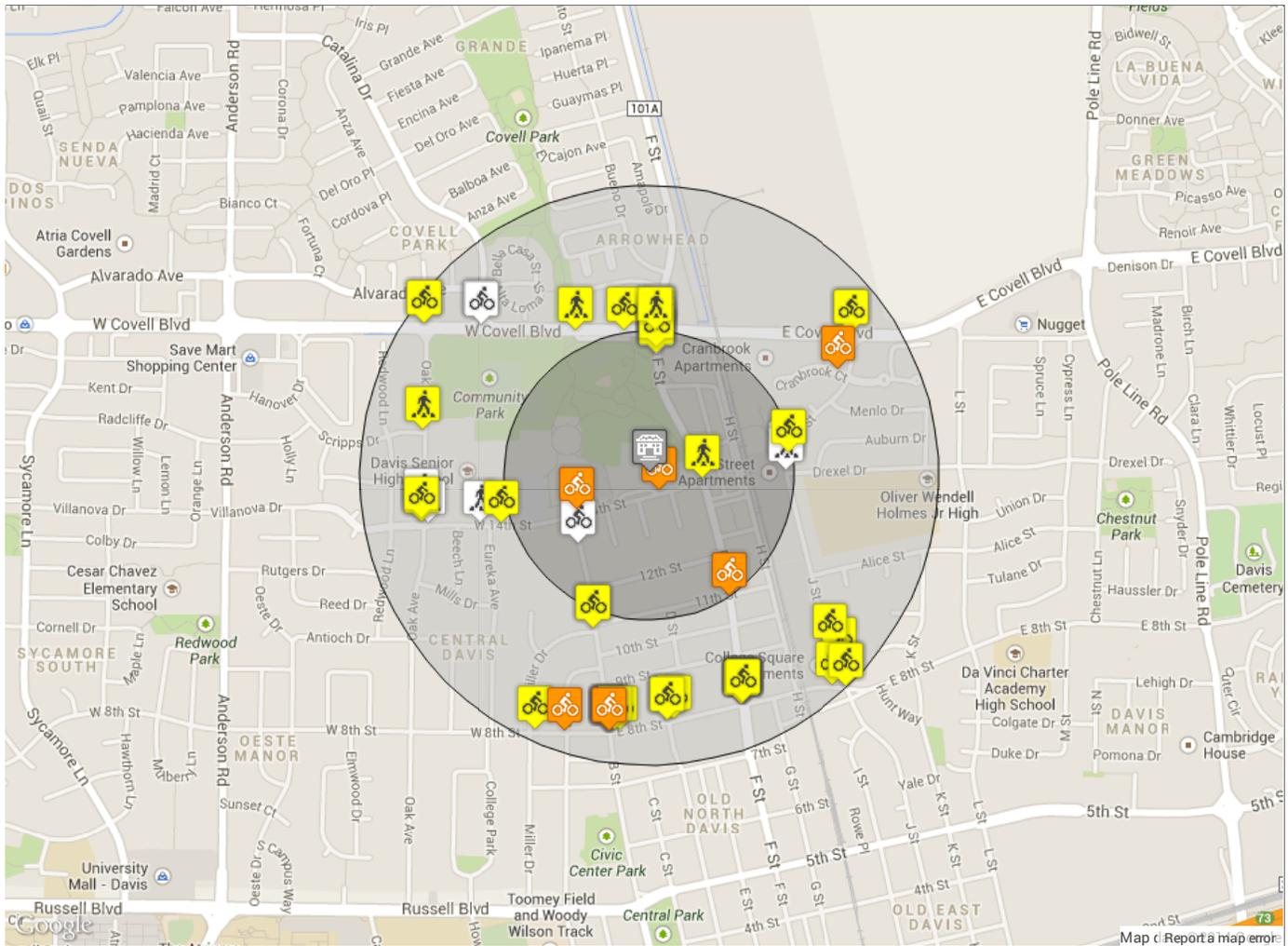
North Davis Elementary

555 East 14th St. | Davis | Yolo County | CDS: 57726786056261

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	2	9	6	3	14	17
¼ - ½ mi.	0	5	28	18	5	46	51
Total	0	7	37	24	8	60	68

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

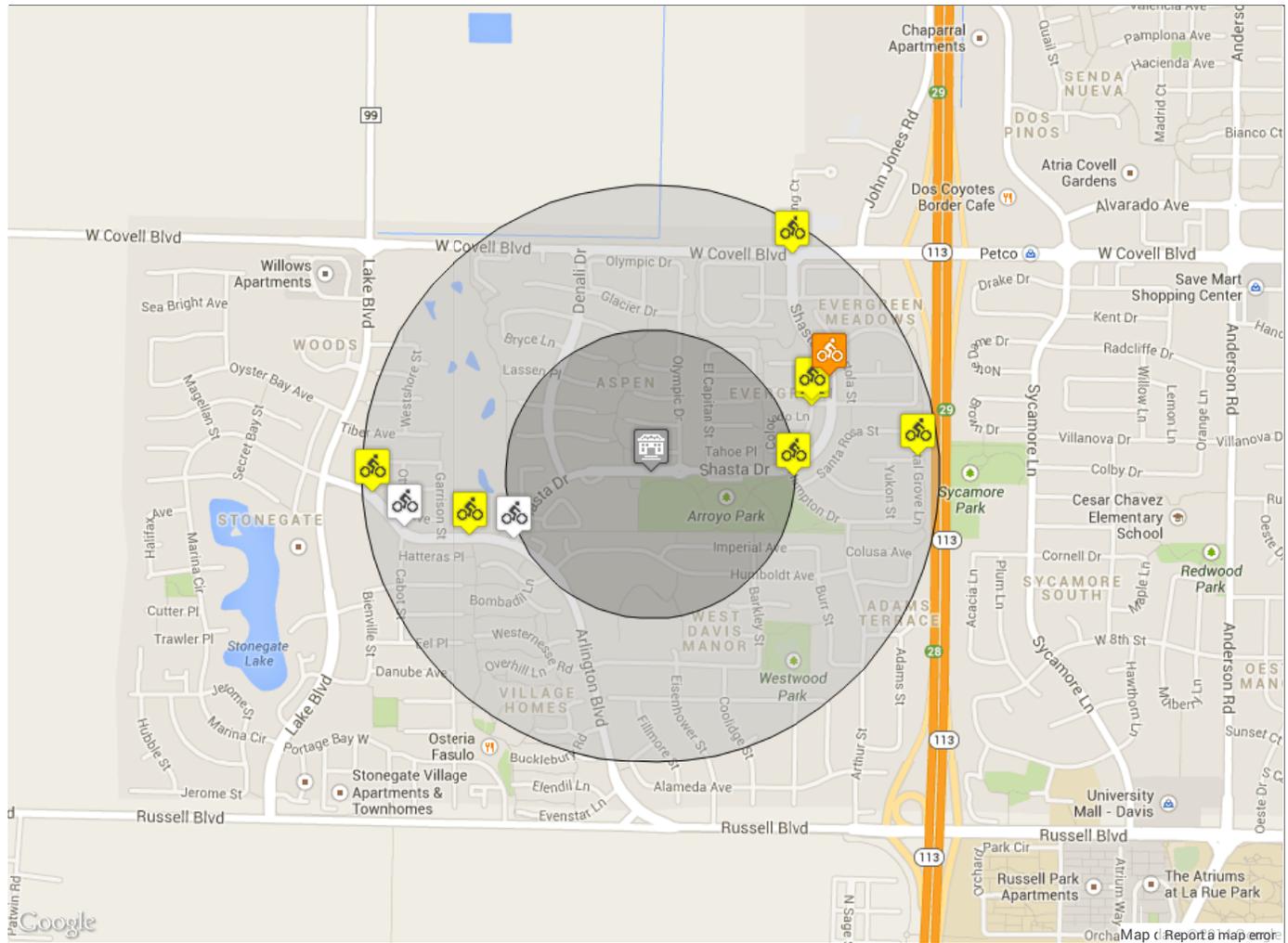
Patwin Elementary

2222 Shasta Dr. | Davis | Yolo County | CDS: 57726786110894

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	0	1	1
¼ - ½ mi.	0	1	6	2	1	8	9
Total	0	1	7	2	1	9	10

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

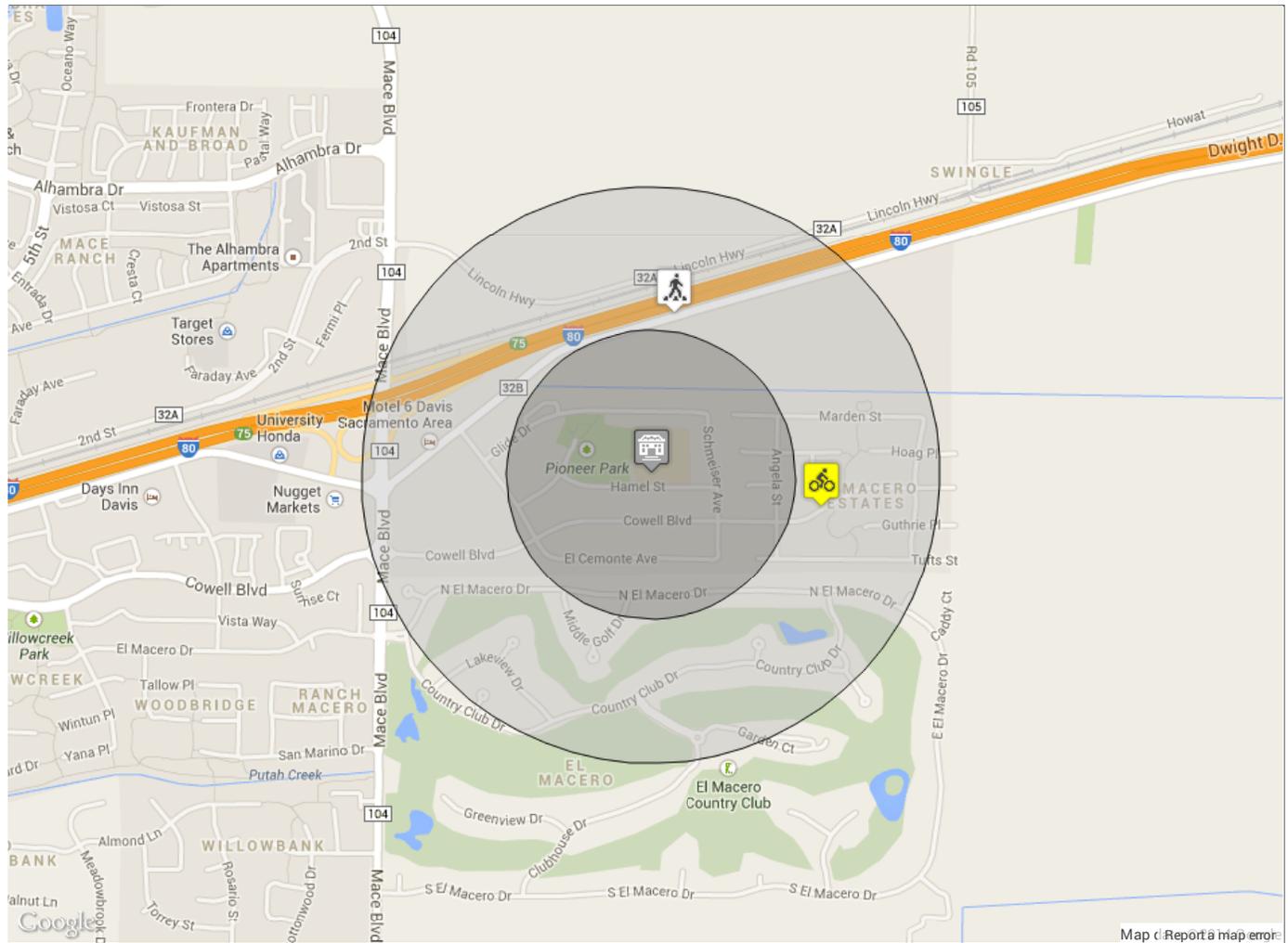
Pioneer Elementary

5215 Hamel St. | Davis | Yolo County | CDS: 57726786056279

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	0	1	1	1	1	2
Total	0	0	1	1	1	1	2

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

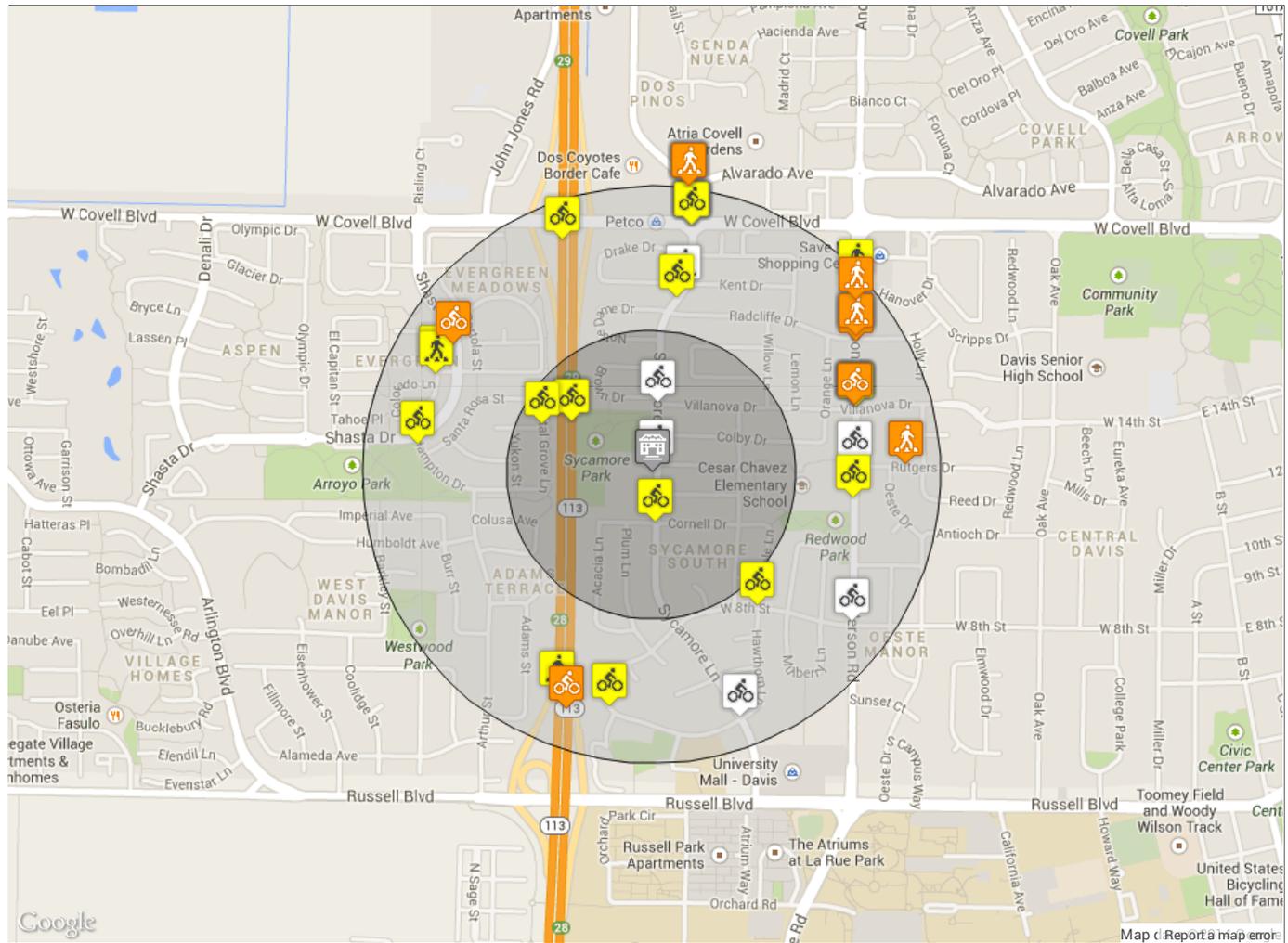
Robert E. Willett Elementary

1207 Sycamore Ln. | Davis | Yolo County | CDS: 57726786056303

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2005 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	3	3	0	6	6
¼ - ½ mi.	0	8	19	10	12	25	37
Total	0	8	22	13	12	31	43

**Traumatic Brain Injury
Non-fatal Emergency Department Visit (treat & release, or transfer to another facility)**

Year: 2006 through 2011

Residents of Yolo

Race/Ethnicity: All Race/Ethnicity

Age: All ages

Inclusion Criterion: TBI as principal diagnosis OR any secondary diagnosis

Cause Group: Unintentional - MVT, Bicyclist

Year	Age	Sex	N
2006			
	15-19		
		Male	1
		Female	1
	Subtotal 15-19		2
	20-24		
		Male	1
		Female	1
	Subtotal 20-24		2
	25-44		
		Male	1
	Subtotal 25-44		1
	45-64		
		Male	1
	Subtotal 45-64		1
Subtotal 2006			6
2007			
	10-14		
		Male	2
	Subtotal 10-14		2
	15-19		
		Male	1
	Subtotal 15-19		1
	20-24		
		Male	1
	Subtotal 20-24		1
	25-44		
		Male	2
		Female	2
	Subtotal 25-44		4
Subtotal 2007			8
2008			
	10-14		
		Male	1
	Subtotal 10-14		1
	15-19		
		Male	1
		Female	1
	Subtotal 15-19		2
	20-24		
		Male	1
	Subtotal 20-24		1
	25-44		

**Traumatic Brain Injury
Non-fatal Emergency Department Visit (treat & release, or transfer to another facility)**

		Male	2
		Female	2
	Subtotal 25-44		4
Subtotal 2008			8
2009			
	5-9		
		Male	1
	Subtotal 5-9		1
	10-14		
		Male	2
	Subtotal 10-14		2
	15-19		
		Female	1
	Subtotal 15-19		1
	20-24		
		Male	1
		Female	1
	Subtotal 20-24		2
	25-44		
		Male	2
	Subtotal 25-44		2
	45-64		
		Male	1
	Subtotal 45-64		1
Subtotal 2009			9
2010			
	10-14		
		Female	1
	Subtotal 10-14		1
	15-19		
		Male	1
		Female	1
	Subtotal 15-19		2
	20-24		
		Male	1
		Female	1
	Subtotal 20-24		2
	45-64		
		Male	2
		Female	1
	Subtotal 45-64		3
Subtotal 2010			8
2011			
	5-9		
		Male	1
	Subtotal 5-9		1
	10-14		
		Female	1
	Subtotal 10-14		1
	15-19		
		Female	1
	Subtotal 15-19		1
	20-24		
		Male	3
		Female	1
	Subtotal 20-24		4

Traumatic Brain Injury
Non-fatal Emergency Department Visit (treat & release, or transfer to another facility)

	25-44		
		Male	4
		Female	1
	Subtotal 25-44		5
	45-64		
		Male	1
	Subtotal 45-64		1
Subtotal 2011			13
Total			52
Unlisted rows have zero cases			

Source: California Office of Statewide Health Planning and Development, Emergency Department Data

Prepared by: California Department of Public Health, Safe and Active Communities Branch

Report generated from <http://epicenter.cdph.ca.gov> on: May 15, 2014

Traumatic Brain Injury Non-fatal Hospitalization

Year: 2006 through 2011

Residents of Yolo

Race/Ethnicity: All Race/Ethnicity

Age: All ages

Inclusion Criterion: TBI as principal diagnosis OR any secondary diagnosis

Cause Group: Unintentional - MVT, Bicyclist

Year	Age	Sex	N
2006			
	5-9		
		Male	2
	Subtotal 5-9		2
	10-14		
		Female	1
	Subtotal 10-14		1
	20-24		
		Male	1
	Subtotal 20-24		1
	25-44		
		Male	1
	Subtotal 25-44		1
	45-64		
		Male	1
	Subtotal 45-64		1
Subtotal 2006			6
2007			
	25-44		
		Male	2
	Subtotal 25-44		2
	45-64		
		Male	1
	Subtotal 45-64		1
	65-84		
		Male	1
	Subtotal 65-84		1
Subtotal 2007			4
2008			
	10-14		
		Female	2
	Subtotal 10-14		2
	25-44		
		Male	1
		Female	1
	Subtotal 25-44		2
	45-64		
		Male	2
	Subtotal 45-64		2
Subtotal 2008			6
2009			
	5-9		
		Male	1

**Traumatic Brain Injury
Non-fatal Hospitalization**

	Subtotal 5-9		1
	20-24		
		Female	1
	Subtotal 20-24		1
	25-44		
		Male	2
	Subtotal 25-44		2
	85+		
		Male	1
	Subtotal 85+		1
	Subtotal 2009		5
2010			
	25-44		
		Female	1
	Subtotal 25-44		1
	45-64		
		Male	3
	Subtotal 45-64		3
	Subtotal 2010		4
2011			
	10-14		
		Female	1
	Subtotal 10-14		1
	15-19		
		Female	1
	Subtotal 15-19		1
	20-24		
		Male	1
		Female	1
	Subtotal 20-24		2
	25-44		
		Male	1
	Subtotal 25-44		1
	45-64		
		Male	2
	Subtotal 45-64		2
	Subtotal 2011		7
Total			32
Unlisted rows have zero cases			

Source: California Office of Statewide Health Planning and Development, Inpatient Discharge Data

Prepared by: California Department of Public Health, Safe and Active Communities Branch

Report generated from <http://epicenter.cdph.ca.gov> on: May 15, 2014

Aggregate Citation & Collision Data (2008-2013)

Citation Type

Year	Bicycle	Moving	TOTAL
2008	1,259	4,917	6,176
2009	1,314	3,232	4,546
2010	690	2,575	3,265
2011	925	5,647	6,572
2012	1,071	4,266	5,337
2013	916	3,926	4,842

Top Violations (2008-2013)

Violation Type	Proof of Financial Responsibility	Light Req During Darkness: Bicycle	Bike Helmet <18 yrs	Basic Speed Law	Stop Required	No Seatbelt	Unregistered Vehicle	Cell/Texting While Driving	Failure to Obey Signal
Vehicle Code	16028 VC	21201(D)	21212 VC	22350 VC	22450 VC	27315 VC	4000(A) VC	23123 VC	21461 VC
Total	2,015	1,211	888	4,948	6,284	2,580	1,741	2,857	940

Collisions (2008-2013)

Year	# of Collisions
2008	364
2009	388
2010	309
2011	296
2012	239
2013	264

Notes:

Warning cites are included in the citation type table; Distinct counts are provided in the violations table.

Bike to School Day

May 7, 2014



Bike Rack Counts

The following bike rack counts were taken by volunteers, and indicate actual numbers of bikes in racks. Counts attempted to capture student and staff bikes, and attempts were made not to include parent bikes. Highlighted schools represent winners in each school category. Winning schools will be awarded the “Golden Bicycle” a perpetual trophy that will relocate each year to the winning school. Percentage was calculated using the total current enrollment at each individual school, so as to fairly account for school size.

Elementary School	2012	2013	2014	enrollment	2014 %
Patwin	184	245	241	394	61
Willett	134	156	162	520	31
Cesar Chavez	233	175	246	632	45
NDE	251	206	292	562	52
BLE	227	219	186	606	31
Korematsu	210	192	169	558	30
Pioneer	101	xx	79	529	15
MME	84	56	86	408	21

Middle School

Emerson	283	248	201	710	28
Holmes	413	342	346	721	48
Harper	277	246	206	619	33
Total	2397	xx	2214	6259	35

Active4.me Scanning Totals for May 7, 2014

Team	Trips	#Users	Miles	CO2	Gal	Cal	\$ Gas
Willett Elementary	75	75	129.05	112.7 lbs	5.87	5,162	\$ 22.64
North Davis Elementary	189	187	433.65	380.9 lbs	19.84	17,346	\$ 86.27
Montgomery	47	47	61.50	55.1 lbs	2.87	2,460	\$ 10.82
Birch Lane	115	115	198.87	173.8 lbs	9.05	7,955	\$ 39.06
Cesar Chavez	128	128	433.35	378.6 lbs	19.72	17,334	\$ 84.01
Harper Jr High	0	0	0	0.0 lbs	0.00	0	\$ 0
Patwin	83	83	107.65	95.0 lbs	4.95	4,306	\$ 21.05
Korematsu	84	84	127.90	111.9 lbs	5.83	5,116	\$ 24.79
Holmes Junior High	0	0	0	0.0 lbs	0.00	0	\$ 0
Pioneer	0	0	0	0.0 lbs	0.00	0	\$ 0
Total	721	719	1491.97	1,308.1 lbs	68.13	59,679	\$ 288.64

Please join us!

Safe Routes to School Walk & Bike Audits



We invite your participation to help identify:

- Suggested routes for walking and biking to school
- How to improve safe school access for all children
- Ways to encourage more children to walk, bike or carpool

When:

Patwin: April 9th, 7:45am

Pioneer: April 11th, 7:45am

North Davis: April 12th, 7:45am

Birch Lane: April 15th, 7:45am

Cesar Chavez: April 18th, 7:45am

Holmes: May 7th, 7:30am

Willett: May 9th, 7:45am

Harper: May 10th, 7:45am

Emerson/daVinci: May 17th, 7:30am

Montgomery: May 14th, 7:45am

Korematsu: May 16th, 7:45am



We'll meet promptly outside each school's main office for a walkabout with City of Davis staff and our consultant team to assess school commute conditions. Information gathered during this meeting will help develop Walk & Bike to School Maps as well as develop recommendations to improve walking and bicycling conditions for students around schools.

We hope that you will join us to discuss how to make walking and bicycling safer, easier, and more accessible for youth and families. Please visit our project website for more information:

www.street-smarts.cityofdavis.org/saferoutes



Street
Smarts



Contact:

Jennifer Donlon-Wyant
Alta Planning + Design
510.540.5008 x110

jenniferdonlonwyant@altaplanning.com

Safe Routes to School Walk and Bike Audits



Please join us at one of the following school meetings:

- **Montgomery Elementary:** Jan 13, 4 pm
- **Emerson/daVinci Junior High:** Jan 13, 6:30 pm
- **Patwin Elementary:** Jan 14, 8:30 am
- **Korematsu Elementary:** Jan 14, 2 pm
- **Harper Elementary:** Jan 14, 4 pm
- **Holmes Junior High:** Jan 16, 8:30 am
- **Pioneer Elementary:** Jan 16, 1 pm
- **Birch Lane Elementary:** Jan 16, 7 pm
- **Willett Elementary:** Jan 21, 6 pm
- **Cesar Chavez Elementary:** Jan 23, 7 pm
- **North Davis Elementary:** Jan 28, 7 pm

Let's work together to create safe and fun access to schools, promote walking and biking, and support healthy and active lifestyles. Review the draft report at:

saferoutesdavis.org

Safe Routes to School

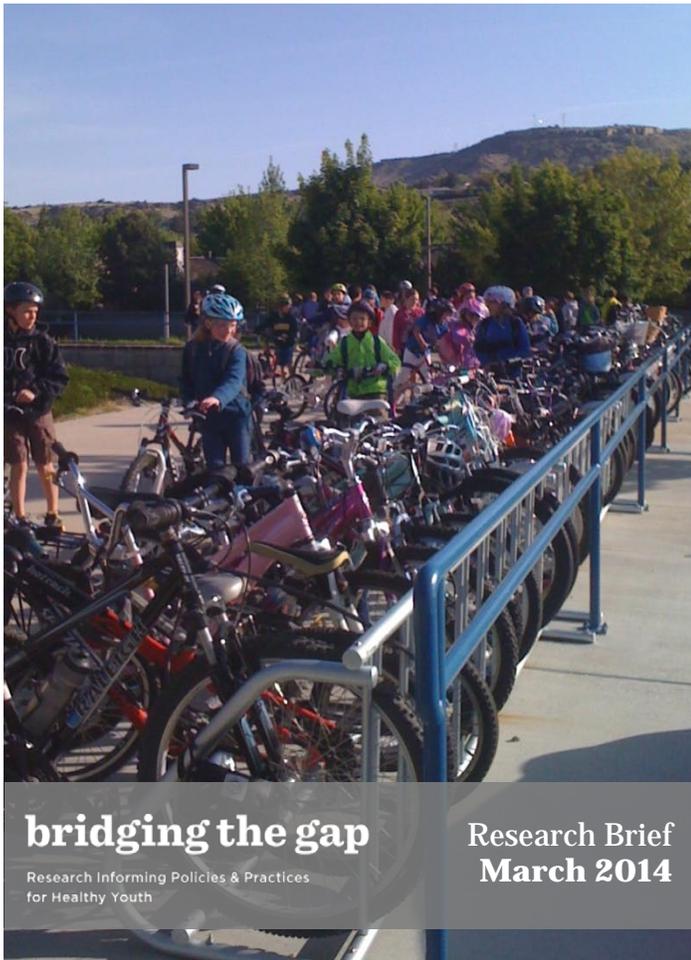
Walk & Bike Audit meetings

Help us review proposed school improvements:

<i>Jan 14, 8:30 am</i>	<i>Patwin</i>
<i>Jan 16, 1 pm</i>	<i>Pioneer</i>
<i>Jan 28, 7 pm</i>	<i>North Davis</i>
<i>Jan 16, 7 pm</i>	<i>Birch Lane</i>
<i>Jan 23, 7 pm</i>	<i>Chavez</i>
<i>Jan 16, 8:30 am</i>	<i>Holmes</i>
<i>Jan 21, 6 pm</i>	<i>Willett</i>
<i>Jan 14, 4 pm</i>	<i>Harper</i>
<i>Jan 13, 4 pm</i>	<i>Montgomery</i>
<i>Jan 14, 2 pm</i>	<i>Korematsu</i>
<i>Jan 13, 6:30 pm</i>	<i>Emerson/ daVinci</i>

Please visit the website below to preview proposed travel and school improvements to help our kids get to school safely and happily!





Elementary School Participation in Safe Routes to School Programming is Associated with Higher Rates of Student Active Travel to School

Introduction

Active travel, defined as walking or bicycling to and from school, is associated with increased levels of physical activity for children and adolescents. Active travel may also be an effective strategy for reducing the prevalence of childhood obesity. However, fewer children actively commute to school now than in prior decades. Strategies such as Safe Routes to School (SRTS) initiatives aim to increase rates of active travel among students by providing technical assistance and support to schools in developing and sustaining programs that help children safely walk and bicycle to and from school.

This research brief examines elementary school administrators' reports of school participation in SRTS initiatives, and associations with estimated rates of active travel by students. As part of the Bridging the Gap research program, surveys were gathered annually

from administrators at nationally-representative samples of U.S. public elementary schools between the 2006-07 and 2012-13 school years. School administrators were asked to indicate whether their school participated in SRTS or similar initiatives. In addition, administrators were asked to estimate how many students walked or bicycled to school on an average school day. Data were weighted to allow for inference to elementary schools nationwide, and analyses controlled for school demographic characteristics (i.e., school size, region, locale, student demographics).

Key Findings

The prevalence of elementary school participation in SRTS programs grew steadily over the past seven years, increasing by 54 percent between 2006-07 and 2012-13 (from 14.2% of schools to 21.8% of schools). Rates of student active travel to school, as estimated by school administrators, were 60 percent higher at schools that participated in SRTS programs (where 32.4% of students walked or biked) than at schools that did not participate (where 20.2% of students walked or biked).

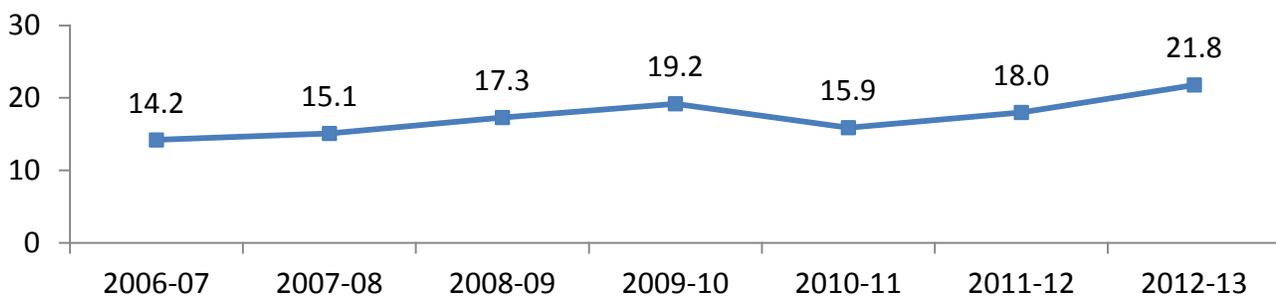
Findings for the 2012-13 school year:

- SRTS programming was more common at schools in the West (33% of schools) than at schools in the Northeast (20%), Midwest (24%) or South (13%).
- SRTS programming was least common at rural schools (14%) as compared to urban schools (25%), suburban schools (24%), or schools located in small towns (18%).
- SRTS programming did not differ by the school's socioeconomic characteristics (based on the percentage of students eligible for free/reduced-priced meals).

Conclusions and Policy Implications

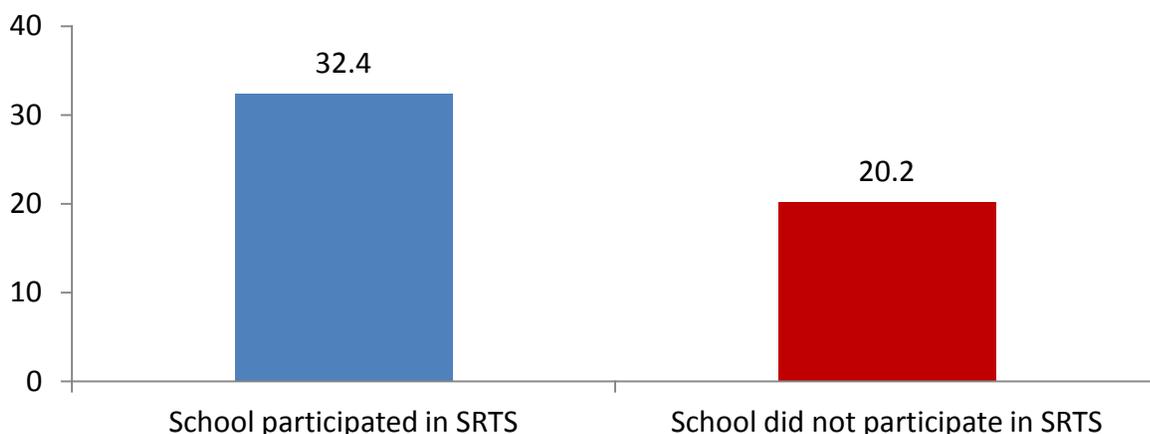
Active travel is a promising strategy for keeping children physically active and for reducing the adverse health consequences of inactivity, such as childhood obesity. SRTS programs are associated with higher reported rates of children walking or biking to school. Financial support for staffing (i.e., crossing guards), school infrastructure such as bike racks, and street-scale improvements such as crosswalk beacons and sidewalks may help to increase students' active travel. Increased support for other SRTS technical assistance programs and SRTS strategies may also help to increase rates of active travel. Even at schools already participating in SRTS programs, opportunities still exist for substantial growth in rates of active travel with sufficient financial investment and supportive policies.

Percentages of U.S. Public Elementary Schools Participating in Safe Routes to School Programming



Note: Data weighted to school level, and percentages are adjusted for covariates (school size, locale, region, racial/ethnic composition of the student body, and percentage of students eligible for free/reduced-price meals).

Estimated Percentages of Students Who Walked or Bicycled to School, by School Safe Routes to School Programming Status, 2006-07 - 2012-13



Note: Percentages are based on estimates provided by school administrators. Significant difference ($p < .001$) between schools participating in SRTS vs. not participating.

For more on this Research Brief, contact:

Lindsey Turner

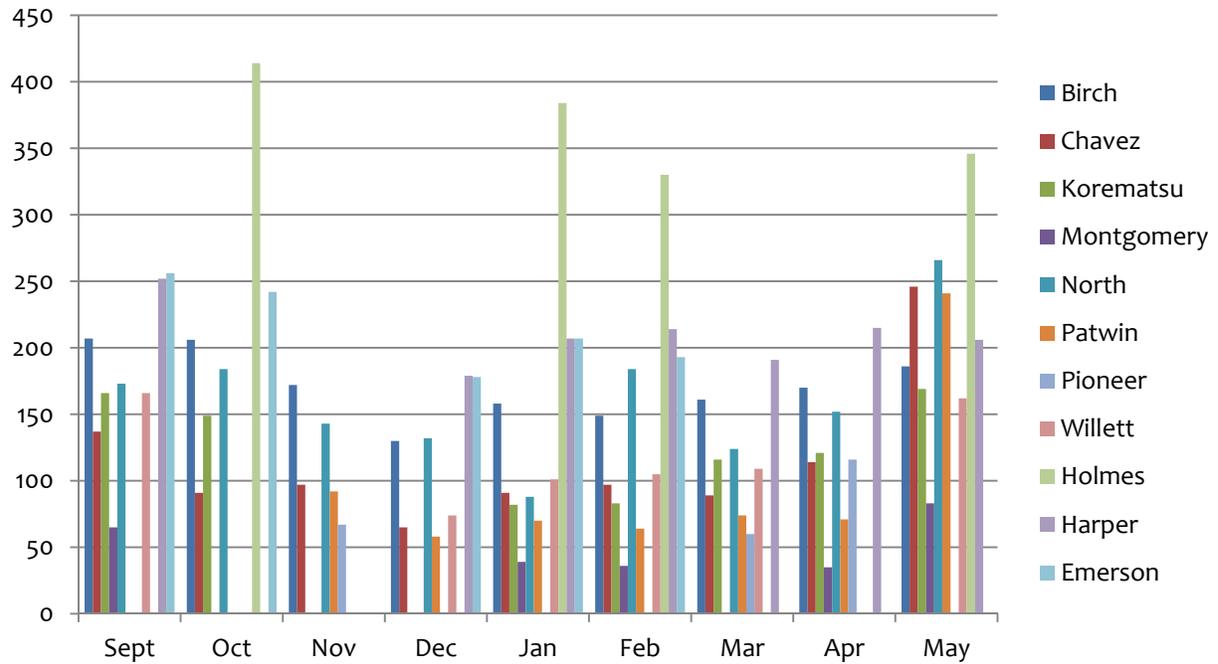
lindseyt@uic.edu

www.bridgingthegapresearch.org

Suggested Citation: Turner L, Slater S, Chaloupka FJ. *Elementary School Participation in Safe Routes to School Programming is Associated with Higher Rates of Student Active Travel to School - A BTG Research Brief*. Chicago, IL: Bridging the Gap Program, Health Policy Center, Institute for Health Research and Policy, University of Illinois at Chicago; 2014.



Monthly Bike Rack Counts



INTRODUCTION

Davis Bicycles! is a nonprofit organization in Davis, California dedicated to promoting bicycling through advocacy, education, encouragement, and design. We aim to increase safety, improve infrastructure, influence policy, and advocate for a vibrant bicycle culture in Davis.

The Schools Committee is focused on bringing a vibrant bicycle culture to Davis' school-age children and their families. We bring the League of American Bicyclists 5E essential elements to this population:

- Engineering – creating safe and convenient places to ride and park
- Education – giving kids the skills and confidence to ride
- Encouragement – creating a strong bike culture that celebrates bicycling
- Enforcement – ensuring safe roads for all users
- Evaluation & Planning – including bicycling in all planning and policy decisions

The information in this Report is meant to help the City and School District understand the cycling culture among Davis' school-age population. The Schools Committee collects data, provides volunteers (along with site-based PTA and parent-teacher organization support) for the Active4.me ride and scan program, and sponsors other kid-centered activities like Bike Rodeos, Bike/Walk to School Days, and the annual Bike Loopa-looza.

In addition to this District-wide report, the Schools Committee also plans to publish individual reports for each school.

Each month, on the same day, volunteers count the bikes parked in the bike racks at many of Davis' schools. The 2013-14 bike rack counts are displayed in the chart above.





BACKGROUND AND HISTORY

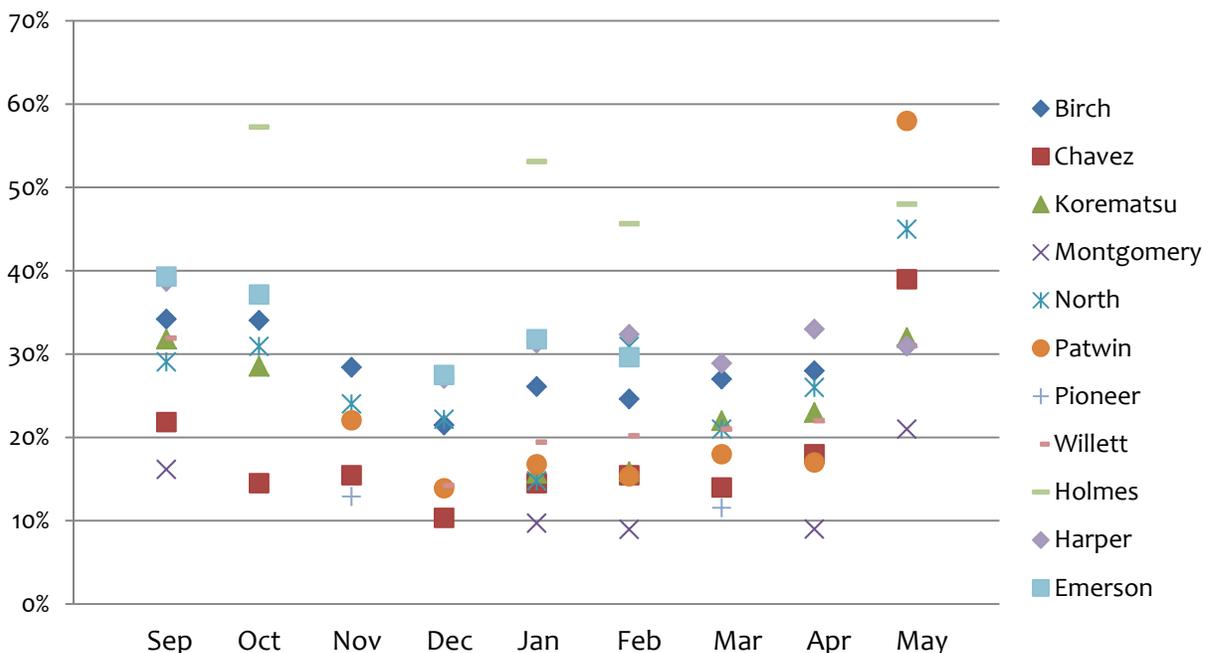
The Schools Committee was established in 2008 to help elementary schools hold educational bike rodeos after school. Davis Bicycles! supported the City of Davis' application for a grant from Safe Routes to School to establish a promotional program to get school children riding bikes to school and to complete a thorough audit of school-related bicycling infrastructure throughout the City. In addition, volunteers from Davis Bicycles! helped the City and the District run several bike rodeos in the fall of 2008 and we were off and running!

In 2009 North Davis, Birch Lane, Willett, and Montgomery Elementary, and Harper Junior High Schools all participated in their first May is Bike Month activities – Harper won a trophy and end of year party for riding the most miles that year. Fall, 2009, brought Save-A-Gallon to Davis public schools. Students logged their trips to school using alternative means of transportation and won prizes and bragging rights.



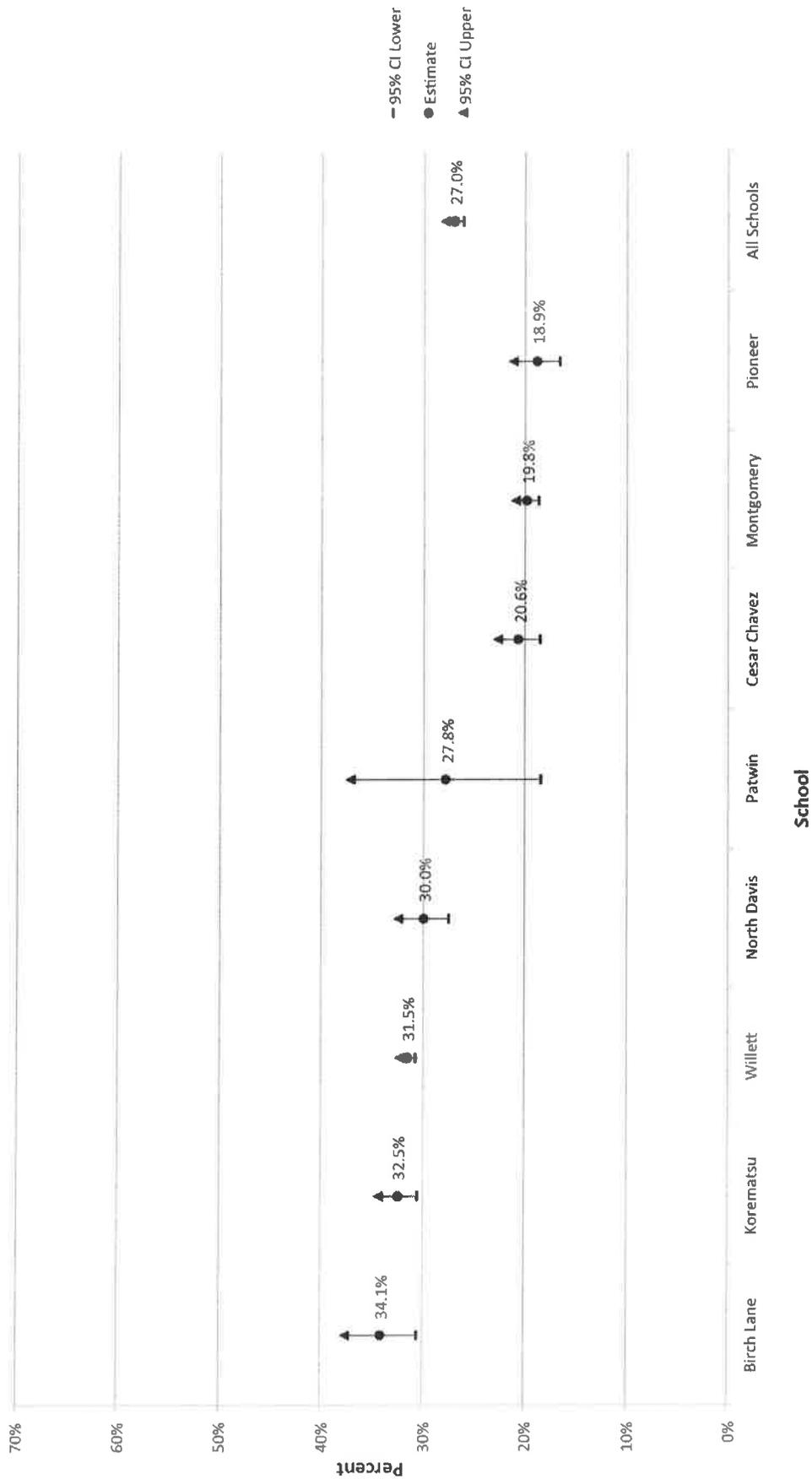
In 2010, the Loopalooza debuted. The Loopalooza is a supported ride for families with young children. Each of the schools along the Davis Bike Loop sponsors a station with activities, information, and prizes. 160 elementary students and their families participated in the inaugural Loopalooza and the ride has grown each year since. This year, the Schools Committee has organized four bike rodeos and two helmet check days (a new activity) at which students get their helmets fitted or replaced, if necessary. Davis Bike Club generously donated the helmets and the City's Street Smarts program has been a strong partner in these activities. This Report is also a new activity for the Schools Committee and we hope to make it an annual report to track our progress toward achieving the City's goal of increasing the number of children walking and bicycling to school!

Bike Rack Counts as Percent of Enrollment



Percent of Students Bicycling to School

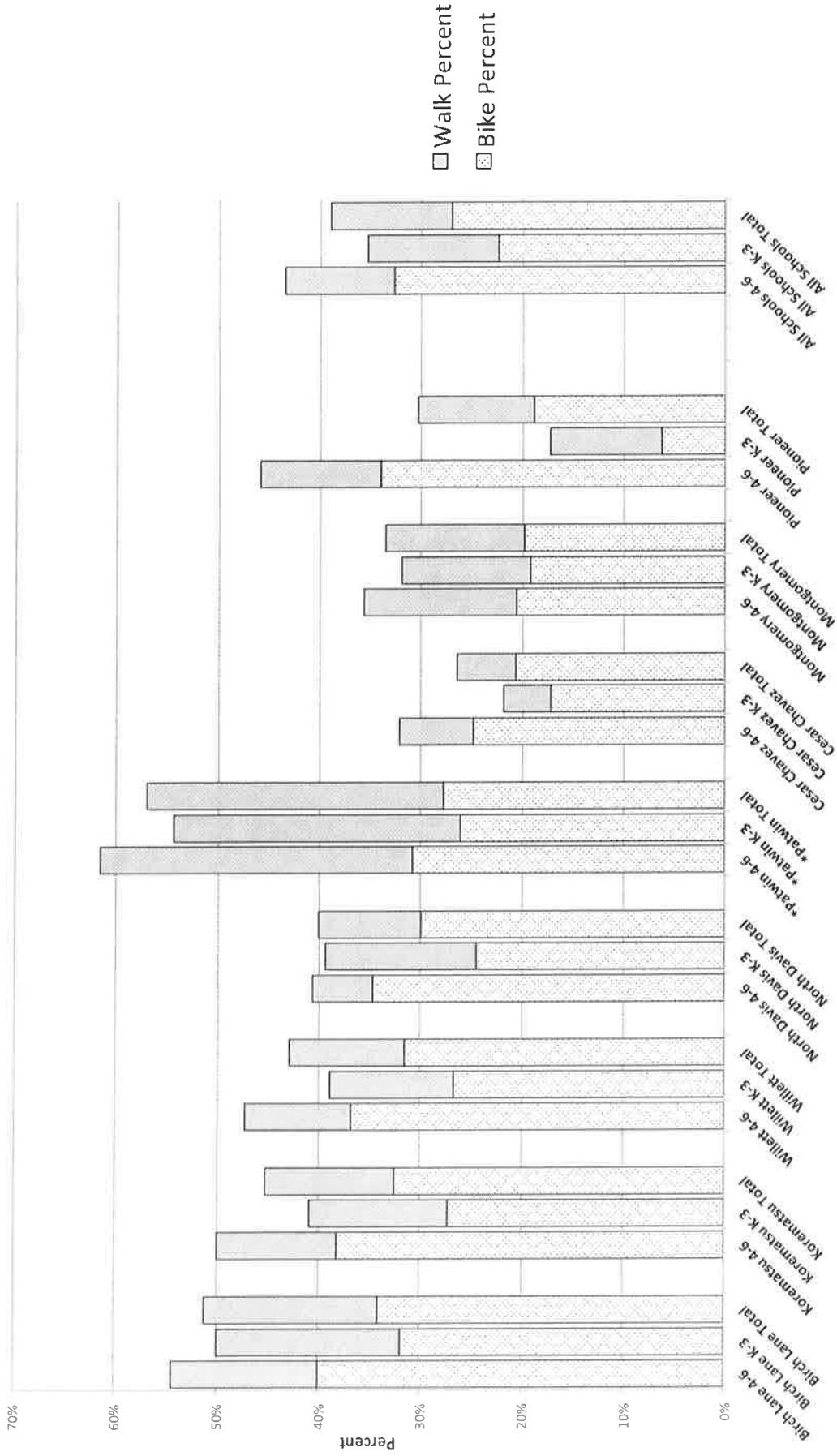
Based on Classroom Tallies on 10/1/2013



Confidence Intervals assume "random sample"

Percent of Students Bicycling and Walking to School by School and Grade Grouping

Based on classroom tallies conducted on 10/1/2013

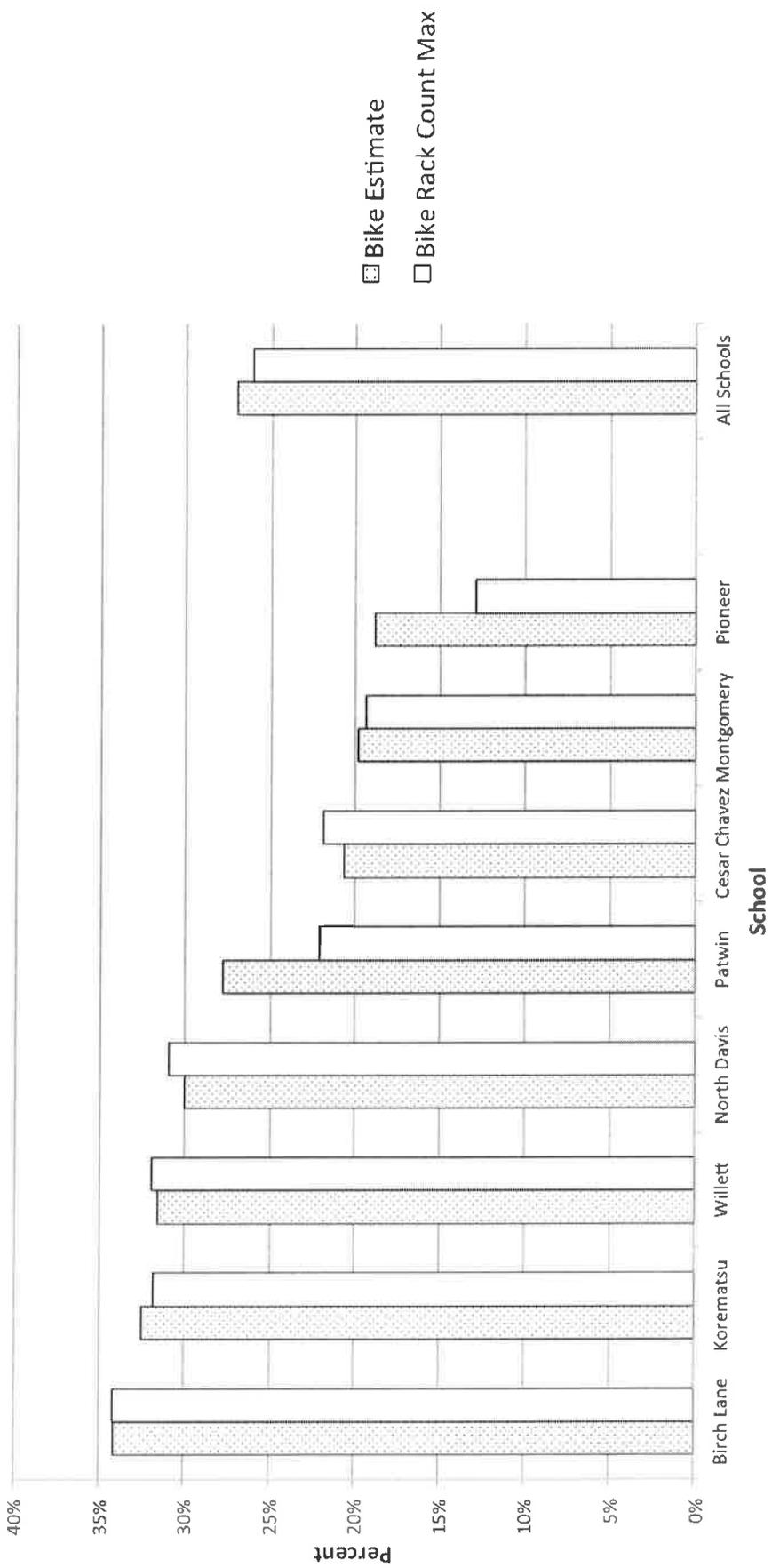


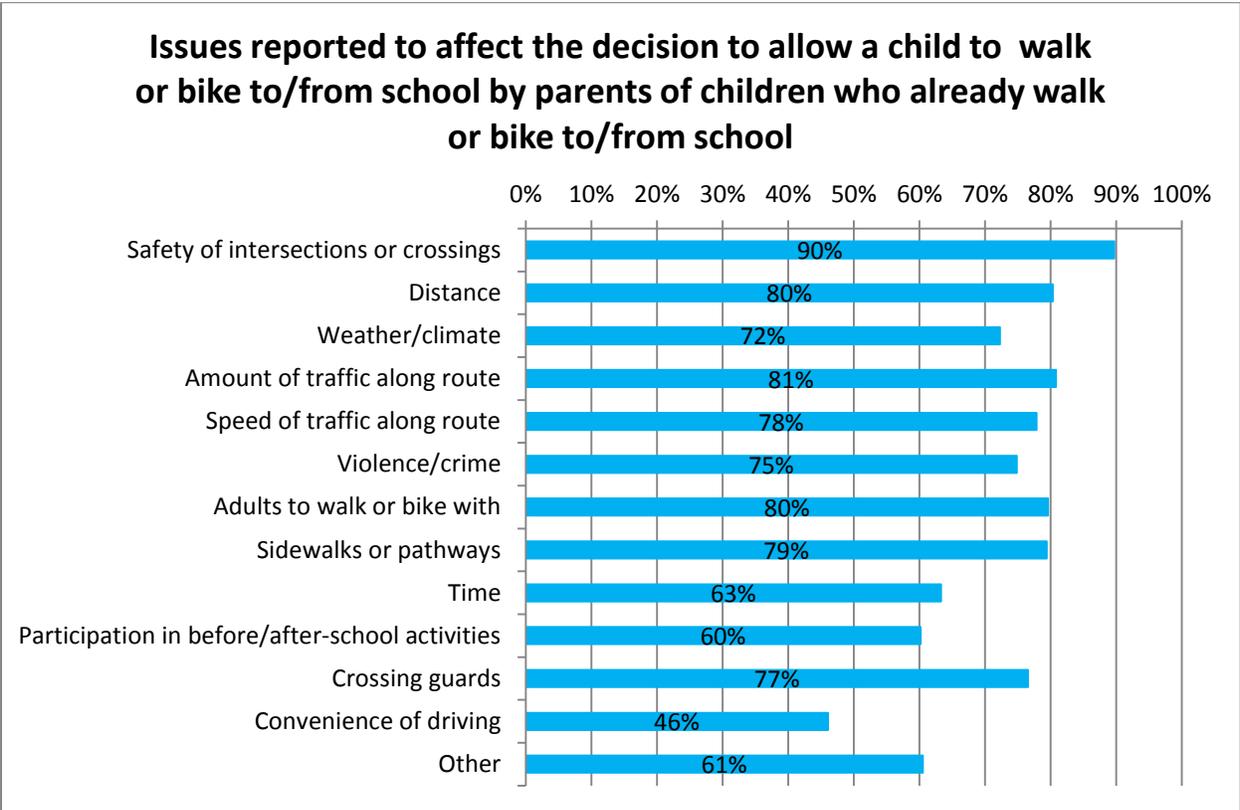
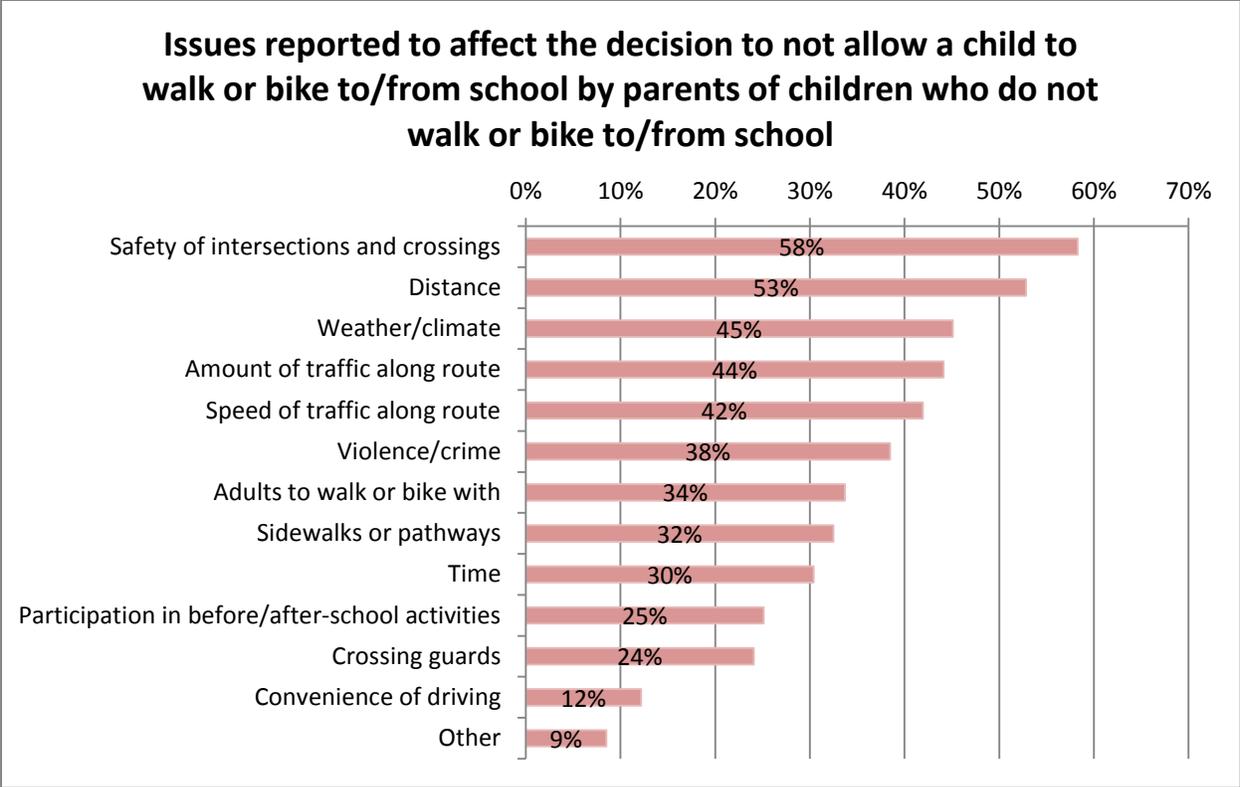
School and Grade Grouping

*Note: the Patwin data are based on only 3 classroom observations (1, 4-6 and 2, K-3)

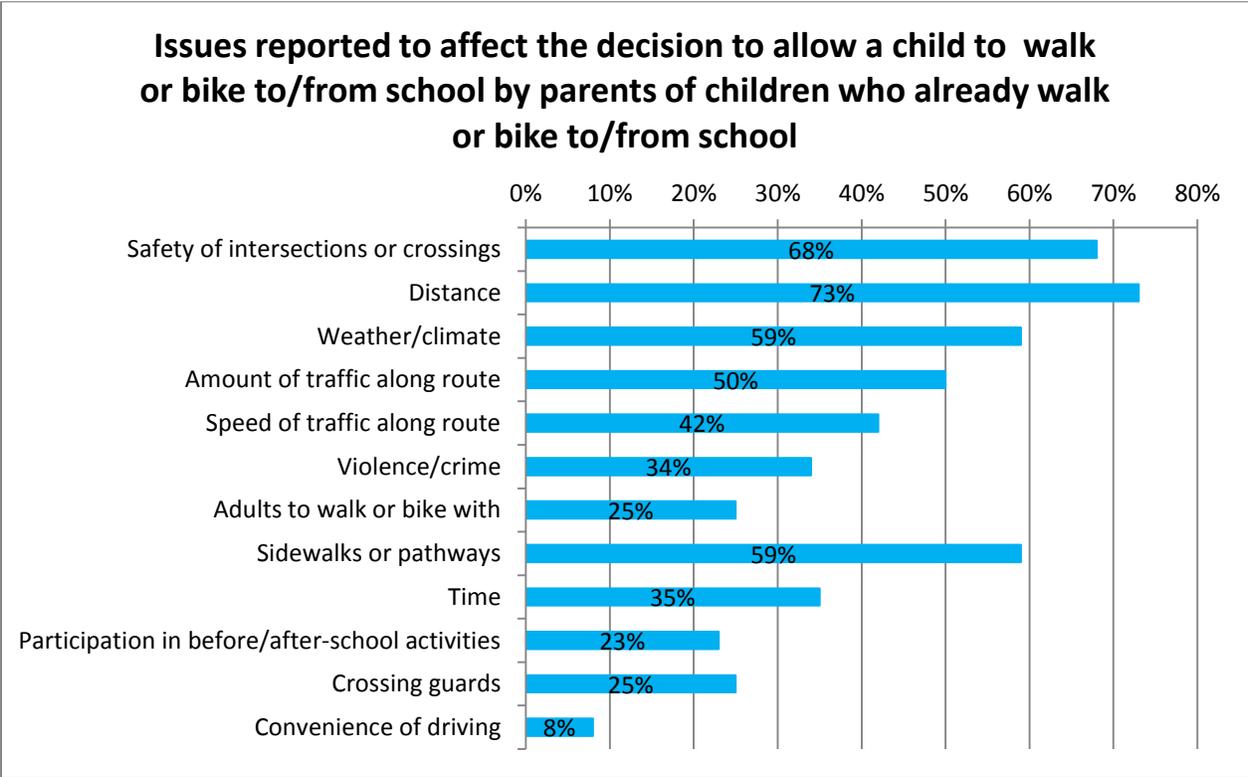
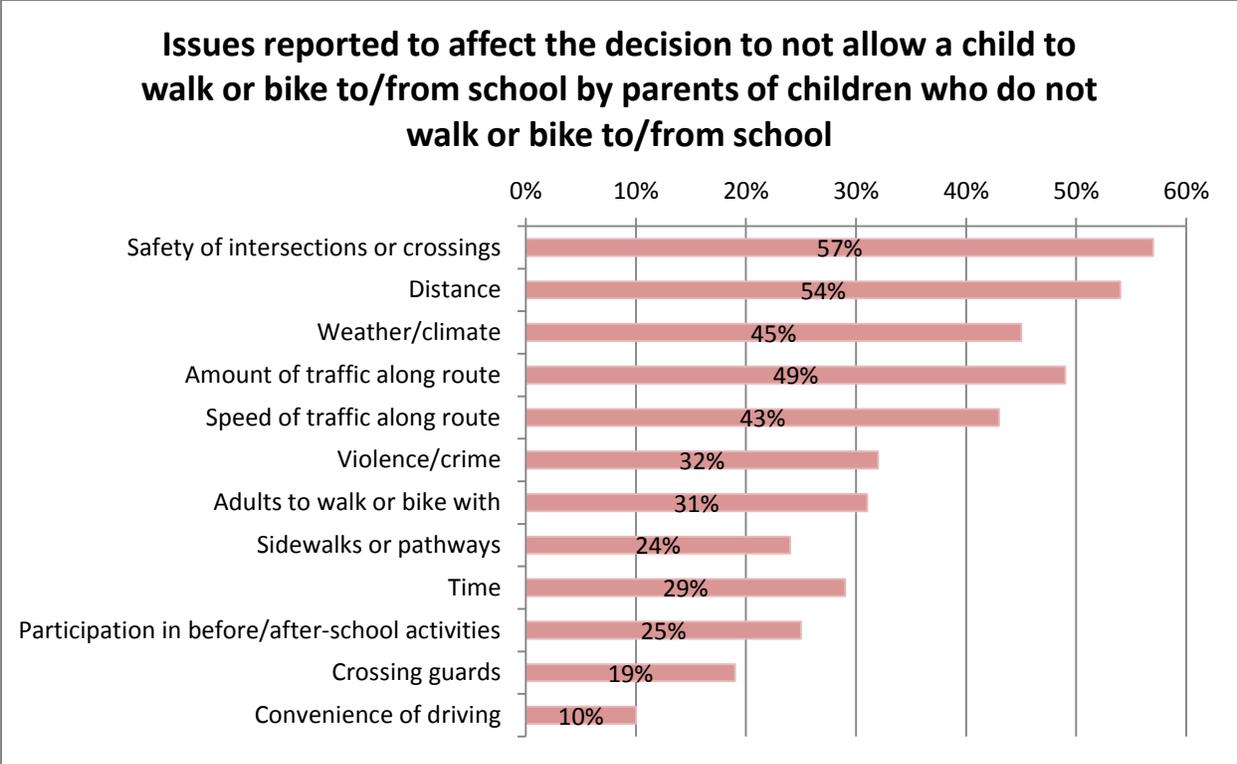
Comparing Estimates of Percent of Students Bicycling from Classroom Tallies with Bike Rack Counts by School

Classroom tallies conducted 10/1/2013, bike rack counts done on various dates (maximum provided from rack counts)





Data from 2008 Parent Survey, voluntary participation by 444 parents



Data from 2011 Parent Survey, voluntary participation by 502 parents

Local/Regional Studies & Planning Reports

Safe Routes to School is identified as a key element, target, or goal in a number of local and regional studies and planning documents:

Beyond Platinum: City of Davis Bicycle Action Plan

<http://bicycles.cityofdavis.org/Media/Default/Documents/PDF/Bicycles/Beyond%20Platinum%20Bicycle%20Action%20Plan/Beyond%20Platinum%20Bicycle%20Action%20Plan.pdf>

City of Davis Walk and Bike Audit Report

<http://saferoutesdavis.org/wp-content/uploads/2014/05/Davis-Walk-and-Bike-Audit-Report-March-2014-for-web.pdf>

Davis Joint Unified School District Strategic Plan

<http://djud-ca.schoolloop.com/file/1368005238174/1356617245943/8596030864643957685.pdf>

Metropolitan Transit Plan/Sustainable Communities Strategy

<http://www.sacog.org/2035/files/MTP-SCS/MTPSCS%20WEB.pdf>

Links to these documents can be found in the Attachments section or on online at:

<http://street-smarts.cityofdavis.org/resources>

Rachel Hartsough

From: Cynthia Vitale <Cynthia@csgcalifornia.com>
Sent: Tuesday, May 13, 2014 8:14 AM
To: 'bsingh@SACCORPS.ORG'
Cc: Rachel Hartsough; dWashabaugh@saccorps.org; calocalcorps@gmail.com; Virginia Clark (Virginia.clark@ccc.ca.gov); Cynthia Vitale
Subject: RE: ATP Grant Application-City of Davis/Safe Routes to School Program

Good morning,

Thank you for following up with us with the additional information. Baldeo confirmed below that the Sacramento Local Corps will not be able to participate on this project. This email is an additional confirmation that you have contacted the local corps and that they have declined to participate. Feel free to attach this to your final application.

Thanks,
Cynthia

Cynthia Vitale
Conservation Strategy Group
1100 11th Street, Suite 200
Sacramento, CA 95814
(916) 558-1516 ext. 126

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From: bsingh@SACCORPS.ORG [mailto:bsingh@SACCORPS.ORG]
Sent: Monday, May 12, 2014 10:31 AM
To: Cynthia Vitale
Cc: RHartsough@cityofdavis.org; dWashabaugh@saccorps.org
Subject: RE: ATP Grant Application-City of Davis/Safe Routes to School Program

Hi Cynthia,
At this time SRCC will not be working on this project since activities associated with the project are primarily administrative in nature.

Rachel – Follow up to our phone conversation from this morning please keep us in mind for any crew work on potential ATP projects in City of Davis.

Thank you so much!

Baldeo Singh
Director of Work Training and Operations
Sacramento Regional Conservation Corps
6101 27th Street, Sacramento, CA 95822
bsingh@saccorps.org

Rachel Hartsough

From: Clark, Virginia@CCC <Virginia.Clark@CCC.CA.GOV>
Sent: Wednesday, May 14, 2014 1:42 PM
To: Siska, Rachel@CCC; Rachel Hartsough
Cc: Wallace, Melanie@CCC; Thornhill, Rod@CCC; calocalcorps@gmail.com
Subject: RE: ATP Grant Application-City of Davis/Safe Routes to School Program

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Got it, thank you. This is a NO, the CCC will not be participating in this ATP project

Virginia Clark
Region Deputy, Region 1



California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

From: Siska, Rachel@CCC
Sent: Wednesday, May 14, 2014 9:00 AM
To: 'Rachel Hartsough'; Clark, Virginia@CCC
Cc: Wallace, Melanie@CCC; Thornhill, Rod@CCC
Subject: RE: ATP Grant Application-City of Davis/Safe Routes to School Program

Rachel –

That is true. We agreed that the component of the project that the CCC would have been successful completing has already been done. I am working with your counterpart (DK) to partner on the infrastructure portion of this project.

From: Rachel Hartsough [<mailto:RHartsough@cityofdavis.org>]
Sent: Wednesday, May 14, 2014 8:54 AM
To: Clark, Virginia@CCC
Cc: Siska, Rachel@CCC
Subject: RE: ATP Grant Application-City of Davis/Safe Routes to School Program

Thank you. I just want to clarify though. I spoke with Rachel several days ago and I thought that we determined that the support that we need on this project wouldn't work right now with their Corps needs. Rachel-could you please confirm if I misunderstood our conversation.