



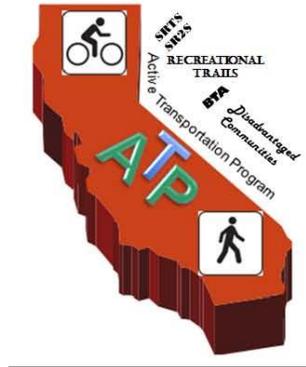
Active Transportation Program Cycle I

Troth Street Safe Routes to School Project (58th Street to Jurupa Road)

City of Jurupa Valley



May 21, 2014



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 Jurupa Valley - Troth Street Safe Routes to School Sidewalk Project

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



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I. GENERAL INFORMATION

Project name: City of Jurupa Valley - Troth Street Safe Routes to School Sidewalk Project

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Jurupa Valley, 8304 Limonite Ave., Suite M, Jurupa Valley, CA 92509	2. PROJECT FUNDING ATP funds Requested \$ 626,630.00 Matching Funds \$ 62,663.00 (If Applicable) Other Project funds \$ 0.00 TOTAL PROJECT COST \$ 689,293.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Jim Smith, PE, City Engineer, jsmith@jurupavalley.org 951.332.6464	5. PROJECT COUNTY(IES): Riverside
4. APPLICANT CONTACT (Address & zip code) City of Jurupa Valley, 8304 Limonite Ave., Suite M, Jurupa Valley, CA 92509	7. Application # <u>1</u> of <u>2</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 8	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
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>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
12. Yes, the applicant has a STATE MA with Caltrans.
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 Jurupa Valley - Troth Street Safe Routes to School Sidewalk Project

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

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

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

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

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

Other:

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

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

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
 Troth Street Elementary School, 5565 Troth Street, Jurupa Valley, CA 91752

27. SCHOOL DISTRICT NAME & ADDRESS:
 Jurupa Unified School District, 4850 Pedley Road, Jurupa Valley, CA 92509

28. County-District-School Code (CDS) 33670906032221	29. Total Student Enrollment 813	30. Percentage of students eligible for free or reduced meal programs ** 83.40
31. Percentage of students that currently walk or bike to school 21	32. Approximate # of students living along school route proposed for improvement 163	33. Project distance from primary or middle school adjacent to school

**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



II. PROJECT INFORMATION

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

1. **Project Location** Troth Street from 58th Street to Jurupa Road
2. **Project Coordinates** Latitude Longitude
(Decimal degrees) (Decimal degrees)
3. **Project Description** The Troth Street project will provide continuous sidewalk and curb and gutter along the east and west sides of Troth Street between 58th Street and Jurupa Road. The project will extend the existing sidewalk, curbing and gutter on the west side of the street from its existing terminus on the north at 54th Street and install new sidewalk on the east side of the street between Jurupa Road and 58th Street. ADA-compliant ramping will be provided at all intersections along the project and an enhanced crosswalk will be developed at the intersection of Troth Street and 56th Street, including solar LED flashers and pedestrian push buttons. On-street parking will also be modified to create a school pick-up/drop off zone and clear areas around the crosswalks to improve pedestrian safety and visibility and eliminate on-street parking on the east side of the street to promote smooth traffic movement. The proposed curb and gutter will connect to the existing storm drain system and will allow for regular street sweeping and provide for a clear, dry walkway for students going to and from school.
4. **Project Status** Unfunded capital improvement project

III. SCREENING CRITERIA

- 1. Demonstrated Needs of the Applicant.** Despite cuts to school bussing programs only 21% of the students walk to school. Many parents view the school area as hazardous for walking as there are sidewalks along only a portion of Troth Street and gravel shoulder along most of the remaining streets, which are often blocked by parked cars, trash containers, and small dumpsters from adjacent houses. Consequently, students need to walk in the street adjacent to moving vehicles. During school ingress/egress Troth Street is heavily congested with cars picking up/dropping off students. Since there is no loading area adjacent to the school curbfront, parents must either drive onto the school lot to pick-up students or park in other areas then walk students across the street to/from the cars. Parents frustrated by delays have driven in the opposing lane to get to an intersection and turn onto a side street. This results in both the unsafe movement on Troth Street and drivers speeding leaving the school. Parents also will load/unload children on Troth Street while the vehicle is stopped in traffic. The need is to create a safe and orderly environment for the loading/unloading of students adjacent to the school and provide an extended system of safe sidewalks and crosswalks that will allow students to more safely travel as pedestrians to and from school and promote a higher percentage of students to walk to school rather than being driven.
- 2. Consistency with Regional Transportation Plan** The proposed improvements will improve safety, reduce traffic congestion, and enhance operational efficiency around Troth Street Elementary School, consistent with the City's General Circulation Plan (adopted July 1, 2011). The project is fully compatible with the design concept/scope in SCAG's 2012-2035 RTP/ SCS and Western Riverside County Non-Motorized Plan (adopted April, 2012 and June, 2010 respectively) in that it supports "non-auto strategies and improvements" by developing, enhancing, and maintaining active transportation pedestrian and bicycle facilities and constructing a continuous shoulder throughout the project limits. By promoting greater walkability and providing bicycle lanes, these improvements will reduce local criteria pollutant and MSAT emissions.

IV. NARRATIVE QUESTIONS

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

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

Students walking or bicycling to Troth Elementary must enter the building from Troth Street. The two-lane roadway serves as one of the primary loading/unloading zone for parents. Concerns stemming from a lack of proper separation between vehicles and pedestrians, visual sight constraints, and gaps in the area's sidewalk network discourage children from using active methods of transportation to the school. Many parents view driving their children as the only safe alternative which often causes vehicles to back up on Troth Street during peak hours of ingress and egress. The elimination of most school busing further exacerbates the issue as more students are now driven to school adding to the congestion. This situation overwhelms the local infrastructure and intensifies hazardous conditions for students. Jurupa Valley had 72 documented accidents involving motorists and pedestrians or bicyclists aged 5-15 causing injury– including two deaths– near Troth Elementary between 2005 and 2012 (see Section 2A below).

The Troth Street Safe Routes to School (SRTS) project is holistic in its approach to fostering an environment that encourages students to use active modes of transportation. A perceived lack of safety is the principal reason why more students do not walk or bike to Troth Elementary. Over 67% of parents responding to a SRTS questionnaire administered by the Riverside County Department of Public Health (DPH) listed having a safe, designated walking trail as a way to motivate them to walk in their neighborhood. No other choice yielded a response rate of more than 40%. The proposed project will physically separate vehicles from students, provide safer intersections, eliminate critical transportation gaps, and clear visual obstructions. Specifically, the project will incorporate the following elements (see subsequent sections of the application for details):



- Enhanced crossing treatments
- New corner ramps
- New sidewalks with curb and gutter
- Designated pick-up/drop-off zones

The City of Jurupa Valley will supplement its efforts to encourage increased walking and bicycling among students by coordinating with the DPH’s SRTS Non-Infrastructure Program. The campaign promotes improved student health via bicycle and pedestrian education and outreach events (refer to Section 2B for more information).

The City and its project partners recognize the numerous benefits of walking or biking to and from school. This SRTS project will enable a more healthy and active student lifestyle to combat the troublingly high percentage of overweight children at Troth Elementary (39%). Further, converting vehicle trips to an active mode of transportation (e.g., walking or bicycling) will reduce emissions in an area plagued some of the worst air quality in California. The successful completion of this project is not dependent on any other project and no right-of-way (R.O.W.) or access rights modifications are necessary. The City will complete the work in one phase, as opposed to individual segments, if awarded the funding.

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. Troth Elementary has a 2013/2014 academic year enrollment of 813 children, of which 94% are Hispanic or Latino in origin and 87% are “socioeconomically disadvantaged.”

A two-day survey conducted by the DPH in 2013 using the Federal SRTS survey forms and methods documented how each child arrived to and left school. Just 21% of Troth Elementary children walked while an astonishing 68% rode in a family vehicle. The percentage of students arriving via a private vehicle increased to over three-fourths (77%) when considering those participating in a carpool. The number of children biking, riding a bus, or using public transit was negligible. The table below highlights data gathered during the exercise.



Totals	Walking	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
# of Trips	415	2	57	1,358	172	2	1	2,007
Percent	21%	0%	3%	68%	9%	0%	0%	100%

Although no formal survey recorded previous patterns, the above figures show private vehicles becoming the dominant preferred mode of transport at the school. Infrastructure improvements along Troth Street provide a unique opportunity to reverse the trend. Closing gaps in the sidewalk system, installing enhanced crosswalks and flashing lights, and streamlining the dropping off/picking up process along Troth Street have the potential to positively impact each student. Resolving parent’s safety issues identified during surveys and outreach meetings will encourage additional trips to school utilizing active methods of transportation. Implementing the outlined measures may not eliminate all of their concerns; however, it will reduce perceived threats by increasing safety for students commuting both to and from school.

The City of Jurupa Valley anticipates the improvements will reduce automobile use by approximately 5-10% or between 162 and 325 vehicles per day. Assumptions include the following:

- 77% of the total student population of 813 arrives via personal vehicles. This equates to a driving population of about 626 students with one trip each way both morning and afternoon.
- Thus, the school generates about 2,504 vehicles per day (vpd) from dropping off/picking up students.

C. About half of the vpd use Troth Street while the remainder uses Ridgeview Avenue on the west side of the school. The last measured Average Daily Traffic (ADT) on Troth Street was about 2,100 vpd, so about 65% of the daily traffic generated on this section of Troth Street relates to school ingress/egress activity.

Increasing the walking percentage by 5% reduces the ADT by 162 vpd ($813 \times .05 \times 4 = 162$ vpd) and increasing the percentage by 10% reduces the ADT by 325 vpd ($813 \times .10 \times 4 = 325$ vpd).

D. **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.** A DPH questionnaire conducted as part of its SRTS Program

interviewed parents to identify reasons for the declining levels of walking and bicycling. Respondents cited fears related to traffic (48.6%), no sidewalks or walking paths (41.9%), and dangerous street crossings (25.7%). The proposed project addresses each concern. Expanding the sidewalk coverage provides protected areas for students to walk. Formalizing intersections and ADA crossings assist children in walking across the street at defined places and alert motorists to those crossing locations. Adding curb and gutter will separate pedestrian walk areas from parking/loading and driving lanes.

E. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility. Troth Street has a gravel shoulder on the east side between 54th and 58th Streets. Sidewalk exists on the west side of Troth Street between 54th and 58th Streets; however, the sidewalk ends prior to the intersection and it lacks corner ramps. Neither side of Troth Street has a sidewalk between Jurupa Road and 54th Street.

The proposed project will provide 3,650 feet of continuous sidewalk with curb/gutter along the east and west sides of Troth Street between Jurupa Road to the north and 58th Street to the south. This includes the construction of a new sidewalk on the east side of Troth Street between Jurupa Road and 58th Street and the extension of the existing sidewalk on the west side from Jurupa Road to its northern terminus at 54th Street. The project also comprises the construction of ramps at all corners at the intersections of Troth Street with Jurupa Road, Dubont Circle, 54th Street, 56th Street, and 58th Street.

The Troth Street Safe Routes to School Project also removes significant mobility barriers for individuals with disabilities. All proposed infrastructure components, including new sidewalks and corner ramps, will be compliant with the Americans with Disabilities Act (ADA). Existing conditions make it nearly impossible for individuals in wheelchairs to travel down Troth Street without being in the actual roadway.

Gaps in the sidewalk network and non-existent entrance/exit ramps make the area very inaccessible.

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. Present conditions along Troth Street offer little protection for students walking or bicycling to and from school. As indicated earlier, much of Troth Street does not have any sidewalks, corner ramps, and curb/gutter. A gravel shoulder serves as the only path for children along the remaining portions of the roadway. Parked cars, trash containers, and small dumpsters from adjacent houses often block the shoulder creating dangerous sight constraints and often force students to walk in the street adjacent to moving vehicles.

The large number of parents transporting students to school creates additional safety issues for pedestrians/bicyclists as personal vehicles congest Troth Street and limit visibility (see photographs of current conditions). An inefficient pick-up/drop-off system adds to the chaos. Because the southbound travel lane is adjacent to the school curb front does not allow pick-up and drop of students, parents must either drive onto the school property to pick-up students or park on the east side of the roadway and walk students across the street to the school. Frustrated parents often drive in the opposing lane to get to an intersection and turn onto a side street or stop their vehicle on Troth Street to load/unload kids. This results in unpredictable traffic movement that increases potential conflicts amongst pedestrians and motorists.

Concerned parents, school district staff, and city and elected officials identified these concerns during a Safe Routes to School survey conducted by the DPH, public workshops by the DPH and Jurupa Unified School District, and walk audits led by the school administrative staff and DPH.

DPH crash data validates the parental fears. There were 72 accidents involving motorists and pedestrians or bicyclists aged 5-15 causing injury or death from 2005-2012. This includes two pedestrian fatalities and six with “severe” injuries. Two bicyclists also experienced “severe” injuries. The elevated crash incidence rate does not include “close-calls” where individuals were not struck. These unfortunate situations occur too frequently based on feedback received from parents. 43% of parent respondents to the DPH survey stated they have witnessed a child hit or almost hit by a car in the community. (See Section 2C).

The proposed project involves the construction of a new sidewalk on the east side of Troth Street between Jurupa Road and 58th Street and the extension of the existing sidewalk on the west side of the street from Jurupa Road to its terminus at 54th Street. The infrastructure will create a clear, defined separation between users by removing at-grade non-motorized traffic from Troth Street. Further, the improvements will include building ADA-compliant ramping at all intersections within the project area and the installation of an enhanced crosswalk at the 56th Street intersection that will have solar LED flashers with pedestrian push buttons to allow pedestrians to activate the lights and help better alert motor vehicles when students are crossing the street. The crosswalk at the intersection of Troth Street and 56th Street is the primary pedestrian entrance to the school.

The City and JUSD have also partnered to create a modified on-street parking system featuring a school pick-up/drop-off zone and clear areas around the crosswalks to further protect students. The City will modify Troth Street to include one 7-foot wide parking/loading lane along the west side of the street adjacent to the school and two 11-to-12 foot wide through lanes. This design modification will help stop the current practice of cars stopping in the middle of the road to load/unload or driving in the opposing lane of traffic to get to a side street and promotes smoother traffic movement and reduced conflict between pedestrians and motorists.

The project partners considered several alternatives to address the highlighted concerns within the project area. This included converting area streets to a pair one-ways, developing an expanded pick-up/drop-off area on the school property, and enlarging the R.O.W. for a wider street. The vetting process involved discussions between the City and school district officials and reviews by city engineering staff. The groups ultimately determined the proposed project best satisfied the project's goal of creating a safe route to school to reduce the number of pedestrian and/or bicycle injuries and conflicts with vehicles.

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

- **Reduces speed or volume of motor vehicles.** This project will reduce both the speed and number of motor vehicles near the elementary school. Incorporating traffic calming elements, such as enhanced crosswalks, solar LED flashers and curb bump outs will slow motorists down. A newly-designated loading/unloading zone will also facilitate a more organized method of dropping-off/picking-up students. This will lessen the number of parents waiting in a line of congested traffic.

The proposed project will decrease the number of personal vehicles transporting children to school by creating a better alternative. Improving active transportation routes will change the community's perspective to show that students can safely walk or ride their bikes to Troth Elementary. The installation of a project designed to advance student safety will achieve this change. Coordinating with the educational component associated with the DPH's Safe Routes to School Program Non-Infrastructure funds designed to provide pedestrian education and encouragement activities at elementary schools will reinforce this movement. With their grant funding, DPH will organize, promote, and conduct Walk and Bike to School Events; assist the PTA and volunteers in organizing and implementing Walking School Buses and Bike Trains; coordinate with local law enforcement to conduct targeted enforcement activities; and conduct parent and student tally pre and post-survey evaluations.

- **Improves sight distance and visibility.** As indicated earlier, students walking or bicycling to Troth Elementary School must contend with numerous obstacles that limit sight distance and visibility. Examples include motor vehicles congesting the roadway, illegally-placed trash receptacles, and inappropriately located infrastructure such as landscaping, utility poles, and fire hydrants. Many of these impediments become even more dangerous as they force students/parents to travel the street next to moving cars. The SRTS Program addresses each issue plaguing sight distance and visibility for students.

Completing the area sidewalk network to encourage the use of active modes of travel to school, coupled with the new pick-up/drop-off zone, will decrease congestion issues. This in turn eases one of the largest visibility barriers facing children. Better crosswalks that clearly mark pedestrian routes will also provide clear areas at intersections. The construction portion of the project will, where possible, relocate all utility poles and fire hydrants in instances where the ADA minimum sidewalk widths are unachievable. Further, the development of sidewalks will allow the City of Jurupa Valley to more rigorously enforce its ordinances regarding the placement of trash bins on pick-up days and the prompt removal of the receptacles upon their emptying. These efforts will collectively create a setting more conducive to children walking and biking.

- **Improves compliance with local traffic laws.** Frustration caused by inefficient traffic flow is the primary reason that motorists disobey local traffic laws near the school. Extensive delays in the student pick-up/drop-off process too often lead parents to either load or unload their student(s) via two ways: 1) drive in the opposing lane to get to a side street or 2) load/unload in a through lane.

The proposed project will indirectly address issues with local law compliance by improving traffic circulation. First, the improvements are designed to increase the proportion of students walking/bicycling to school which will reduce the number of automobile trips generated. This will lessen congestion issues during peak ingress/egress periods. Second, the remaining traffic will now have the option of utilizing designated pick-up/drop-off zones. The area will be adjacent to the school to ease traffic movement. Finally, the City will erect new signage at key locations that highlight parking restrictions in the vicinity of the school.

- **Eliminates behaviors that lead to collisions.** The City of Jurupa Valley and JUSD have partnered to modify on-street parking to create a school pick-up/drop-off zone and clear areas around the crosswalks. The project will expand Troth Street to feature one 7-foot wide parking/loading lane adjacent to the school and two 11-to-12 foot wide through lanes. This will deter cars from loading in



the through lanes or driving in opposite lanes of traffic to by-pass queues. This creates a safer and orderly environment for the loading and unloading of students.

- **Addresses inadequate traffic control devices.** The school currently relies on painted crosswalks and a crossing guard on Troth Street at both 56th Street and Jurupa Road to safely facilitate students crossing; however, the markings are barely visible making it difficult to warn motorists of the pedestrian routes. The project includes the installation of enhanced crosswalks at Troth Street and Jurupa Road, 54th Street, 56th Street, and 58th Street and solar LED flashers with pedestrian push buttons at 56th Street to help better control the speed of motor vehicles. The 56th Street intersection is the primary pedestrian entrance into the school.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks.** A large portion of Troth Street currently lacks sidewalks, curb, and gutter. Moreover, they sidewalks that exist terminate prior to any intersections and lack corner ramps. As indicated earlier, the proposed project involves the construction of new sidewalks, curb, and gutter, which will be connected to the existing storm drain system and finally allow for regular street sweeping. This provides for a clearer, dry walkway for users.

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. The Statewide Traffic Reporting System (SWTRS) crash data indicates there were 72 accidents from 2005-2012 involving motorists and pedestrians or bicyclists aged 5-15. The following chart categorizes the accidents.

Injury Type	Bicyclists	Pedestrian
	Count	Count
Complaint of Pain	6	8
Killed	0	2
Other Visible Injury	25	23
Severe Injury	2	6

The lack of sidewalks along Troth Street, along with adequate corner ramps near the school, results in pedestrians walking in the street adjacent to moving and parked vehicles. This situation is illustrated in the photos included later in this application. In addition, the current placement of pick-up and drop off areas on the opposite side of Troth Street from the school results in some parents loading and unloading children in the street while stopped in the through lane and impatient motorists driving in the opposing traffic lane to bypass stopped cars. This is also illustrated in the photos.

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 bulleted list below provides a summary of each public agency partnership and their respective involvement with the Troth Street Safe Routes to School Project.

- **City of Jurupa Valley Engineering Department Staff-**
 - i. Conducted discussions and field visits with school and district officials (August 2011) to discuss traffic operations and options for addressing ingress/egress period congestion and safety
 - ii. Met with school and district staff (November 2013) to discuss the “wish list” items developed through other public participation efforts
 - iii. Met with DPH and district officials (March and April 2014) to discuss design options for treatments based on the workshops and other public participation efforts and the preferred ATP grant proposal.
- **Jurupa Unified School District-**
 - iv. Worked with DPH staff, Western Jurupa Collaborative, and Healthy Jurupa Valley on multiple occasions beginning in the Spring 2012 to conduct workshops and field visits with City and DPH officials, City engineering staff, Western Jurupa Collaborative, Healthy Jurupa Valley and parents.
- **Riverside County Department of Public Health (DPH)-**

- Conducted parent and community surveys designed to determine factors limiting the amount of walking and biking to/from the school and potential projects and programs to reduce auto travel.
- Facilitated public workshops and walking audit to record current levels of and impediments to walking/bicycling.
- Facilitated discussions about ATP opportunities at two meetings within Jurupa Valley and the Western Jurupa Valley Collaborative in March 2014 at the Glen Avon Library, and Healthy Jurupa Valley in April 2014 at the City's Council Chambers.
- Met with Jurupa Valley traffic engineers in March 2014 to align non-infrastructure activities with the city's plan to seek ATP SRTS infrastructure funds.
- **City of Jurupa Valley City Council-**
 - Participated in school workshops, SRTS seminars, and walk audits to assist in the development of a "wish list" that precipitated the basic project concept.
- **Volunteer Parents of Children Attending Troth Elementary School-**
 - Volunteer parents, including 105 concerned parents, dedicated countless hours participating in multiple meetings hosted by the JUSD and DOPH and participated in a survey designed to determine factors limiting the amount of walking and biking to/from the school and potential projects and programs to reduce auto travel.
- **Troth Elementary School Staff-**
 - Administrative staff conducted workshops and a walk audit of the school environs to help identify current conditions, issues, and potential solutions.

B. Describe the local participation process that resulted in the identification and prioritization of the project: The project partners understand the importance of involving all stakeholders in the decision-making process. Consequently, this project resulted from an extensive public outreach campaign that involved Troth Elementary, JUSD, and DPH staff and parents working on programs to improve student health



and increase the proportion of students walking to and from school. Discussions attempting to identify options for improving safety and walkability to and from Troth Elementary School began between school officials and City engineering staff. Troth Elementary and JUSD staff have since worked with DPH staff to engage parents and city officials through surveys, workshops, and walk audits to identify barriers to increasing walking rates, program options for encouraging more kids and parents to walk to/from school, and physical options for improving safety in the school vicinity. The group developed a “wish list” through this process. The city’s engineering staff reviewed this list and developed design/operational options in the fall of 2013. The City, in consultation with the project partners, selected the proposed project as the preferred option based on its ability to best address the issues and concerns expressed by stakeholders during the local participation process. The project is consistent with the Western Riverside County Non-Motorized Transportation Plan and the SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The project will provide safer facilities for pedestrian and bicycle travel and encourage the amount of walking and bicycling in the area.

The City and its project partners will continue to engage the community after the implementation of this project by monitoring traffic operations at and near the school and encouraging follow-up surveys to be conducted to determine if there is a perception by the public that the area is safer for pedestrian and bicycle travel and that there are fewer traffic incidents and conflicts.

C. Is the project cost over \$1 Million? No.

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. Project partners developed the following four options to address student safety issues surrounding Troth Elementary during the planning and design process: Option 1: Complete roadway improvements within the existing Troth Street R.O.W. This is the preferred option as it expands on the existing sidewalk and provides necessary street improvements. Option

2: Provide street improvements along Ridgeview Avenue and develop a second walkable frontage on the west side of Troth Elementary. While this option helps distribute students to both sides of the school, it is not very feasible due to costs associated with additional R.O.W. acquisition, substantial tree removals, and drainage improvements. The option also does not provide an expanded walking system for students farther from the school. Options 3: Convert Troth Street into a one-way pair with another adjacent street. This would allow space for a designated walkway within the existing cross-section and would not require constructing any curb, gutter, or sidewalk. Project partners eliminated this option as it would not create a safe, segregated area for pedestrians where parked cars and trash containers would not encroach. It would also require a significant shift in local traffic during all hours and an increase in vehicle travel for local residents to access properties. As a result, it would require intersection improvements at multiple locations, including R.O.W. acquisition, to accommodate traffic needs. Option 4: Maintain existing conditions. This option was determined not acceptable based on area traffic volumes, congestion and safety issues during school ingress/egress periods, and public input received.

B. Calculate ratio of benefits of the project relative to both the total project cost and funds requested.

Benefits generated by the proposed improvements will positively impact pedestrians, bicyclists, and automobile users. The addition of sidewalks will improve conditions for walking and cycling along the road and adjacent streets. Based on *Evaluating Active Transport Benefits and Costs* by the Victoria Transportation Policy Institute, the average value of user benefits is \$0.25 per person-mile. The proposed sidewalk improvements will provide approximately one mile of improved sidewalks for the existing 160 students whom walk on a regular basis. The future share of student trips completed on foot is anticipated to increase to approximately 25%, or 202 users daily, after the project is complete. The overall benefit of the sidewalk improvements is approximately **\$36,865 annually**.

The improved sidewalk connectivity along Troth Street will also provide health benefits to children due to elevated physical activity levels. The average benefit of increased walking activity is \$0.50 per person



mile.¹ The proposed improvements to sidewalks will continue to improve the health of the roughly 160 students that currently walk to school regularly, as well as an anticipated 5% increase in students walking to school, for a total of 202 students. The overall benefit of increased walking activity for those students due to the sidewalk improvements is approximately **\$73,730 annually**.

Benefit Category	Benefit Value (Dollars)	Improvement Quantity (Miles)	Users (Persons)	Person-Miles per Day (Users* Improvement Quantity*2 trips per day)	Total Annual Benefit
Improved Conditions	0.25	1	202	404	\$36,865
Increased walking activity	0.50	1	202	404	\$73,730
Annual Benefit= Person Miles per Day X Benefit Value X 365					

The City expects improvements to Troth Street will reduce the existing ADT from 2,100 vehicles to approximately 1,900 vehicles as a result of the anticipated 5% increase in students walking to school. Based on the benefit value of reduced pollution due to automobile travel, the road diet will produce an average benefit of \$0.04 per vehicle-mile reduced.² The improvements are estimated to reduce nearly 200 vehicles traveling the mile along Troth Street per day; therefore, it can be assumed the improvements will reduce VMT by roughly 200 miles per day near the elementary school. The overall benefit of the reduction in pollution is approximately **\$2,920 annually**.

The planned sidewalk network improvements will have the greatest impact on the overall safety along Troth Street. According to crash data gathered for the years 2005-2011 there were 13 crashes near Troth Elementary School, including three fatalities. Based on the Transportation Injury Mapping System (TIMS) Cost-Benefit Calculator³ the approximate safety benefit generated by the intersection/crosswalk

¹ Litman, Todd, *Evaluating Active Transport Benefits and Costs*, The Victoria Transport Policy Institute (2014), Table 17, <http://vtpi.org/nmt-tdm.pdf>.

² Litman, Todd, *Evaluating Active Transport Benefits and Costs*, The Victoria Transport Policy Institute (2014), Table 18, <http://vtpi.org/nmt-tdm.pdf>.

³ <http://tims.berkeley.edu/page.php?page=tools>



improvements and sidewalk improvements to Troth Street is **\$483,206 annually**. The assumed countermeasure factor for the improvements is 35% with a project service life of 20 years.⁴

- Total Benefit (Annual): **\$596,721**
- Service Life: 20 Years
- Total Benefit (Project Life): **\$11,934,420**
- Total Project Cost: **\$689,260**
- Program Funds Requested: **\$626,600**
- B/C Ratio (Annual/Total Project Cost): 0.87
- B/C Ration (Project Life/Total Project Cost): 17.31
- B/C Ratio (Annual/Program Funds Requested): 0.95
- B/C Ratio (Project Life/Program Funds Requested): 19.05

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. Obesity statistics obtained from the DPH indicate 39% of all students attending the school are overweight. The successful completion of the Safe Routes to School project will allow school officials to better coordinate with the DPH to support their Non-Infrastructure programs. Specifically, the provision of additional sidewalk will allow for the more successful implementation of programs and training that promote more students walking to school and improved public health through walking. As indicated earlier, the agency has already lined up numerous programs and events to encourage students to walk and/or bike to school including: Walk and Bike to School events, Walking School Buses, and Bike Trains.

The community also benefits through a reduction in greenhouse gas emissions. This is extremely important for an area that ranks within the 99th indicator percentile for particulate matter and the 93rd indicator percentile for ozone within the State of California. Not surprisingly, Jurupa Valley falls within the 65th

⁴ Caltrans CM Number: NS18



indicator percentile for asthma incidence rates. Assuming the number of students walking to school daily increases by 5% to 202 total students, and the average walk trip is 0.7 miles as stated in **Congestion Mitigation and Air Quality** (CMAQ) methodologies, then the following table presents daily, annual, and project lifetime reductions for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), and fine particulates (PM25) for a pedestrian project with a project life of 20 years. The following calculations used the Emission Reduction Calculation Methodologies established for Congestion Mitigation and Air Quality (CMAQ) Improvement Program⁵ and California Air Resources Board *Emission Factor Tables* from May 2013⁶ to determine emission reduction benefits.

Pollutant	Daily Reduction (grams)	Annual Reduction (kilograms)	Project Lifetime Reduction (kilograms)
ROG	110.15	40.20	804.09
NOx	51.11	18.65	373.07
CO	917.52	334.89	6,698.92
PM25	13.11	4.78	95.70

The reduction in air pollutants, combined with increased physical activity levels, will result in a healthier student population.

6. BENEFIT TO DISADVANTAGED COMMUNITIES

A. I. Is the project located in a disadvantaged community? Yes

II. Does the project significantly benefit a disadvantaged community? Yes

- a. **Which criteria does the project meet?** The proposed Troth Safe Routes to School Project meets all three criteria of being a disadvantaged community.
 - o **Median household income for the community benefited by the project:** \$55,723. This figure is less than 80% of the statewide median household income.
 - o **California Communities Environmental Health Screen Tool (CalEnviroScreen) score for the community benefited by the project:** 44.97. The figure for zip code 92509 falls within the

⁵ <http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQCAL.pdf>
⁶ <http://www.arb.ca.gov/planning/tsaq/eval/evaltables.pdf>



bottom 5% of all California cities. The community scored particularly low in several indicator percentiles including particulate matter (99th) and ozone (93rd). The City's strategic location at the junction of I-15, I-10, SR91, and SR60 likely attributes to the area's poor air quality. A significant concentration of commercial trucking operations contributes to diesel particulate matter issues. Multiple rail lines (UPRR and BNSF) also maintain major hubs in the area. Finally, prevailing winds often blow air pollution originating from the Los Angeles Basin over the region.

- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 83.4%.** More than 8 of 10 students attending Troth Street Elementary School rely on the Free or Reduced Price Meal Program.

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. Not applicable. The community meets all three criteria of being disadvantaged.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit. The proposed Troth Street SRTS Project provides a clear benefit to underserved populations. The entire length of infrastructure improvements will be located within neighborhoods meeting all three criteria of being a disadvantaged community. Further, the full amount of requested project funding will target the disadvantaged community surrounding Troth Elementary School. Personal safety issues identified during surveys and public workshops by the affected population such sight constraints, traffic queuing caused by congestion, lacking separation between motorist and pedestrians/bicyclists identified are directly resolved under this project.

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



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

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Virginia Clark, Virginia.Clark@ccc.ca.gov, 916.341.3147, 5/9/14

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

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Cynthia Vitale, calocalcoprs@gmail.com, 916.558.1516, 5/9/14

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

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

The CCC has opted not to partner with the City on this project per their May, 13, 2014 response.

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

Construction assistance and signage installation.

8. 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.

The City has had no ATP-type or other grant failures in the past 5 years. The City was incorporated on July 1, 2011.



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date: 5/15/14	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
RIV	Local			City of Jurupa Valley		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Jim Smith		951-790-1331		jsmith@jurupavalley.org		
Project Title						
Troth Street Safe Routes to School Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
The project is located in the City of Jurupa Valley on Troth Street between Jurupa Rod and 58th Street. The project includes the extension of the existing sidewalks to the north, adding new sidewalk, curb, and gutter on the east side of the street, adding ADA-compliant curb ramps and driveway aprons, a new student pick-up and drop off area adjacent to the school, and solar LED flashers with push buttons at the elementary school's main pedestrian access.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED						
PS&E	City of Jurupa Valley					
Right of Way						
Construction	City of Jurupa Valley					
Purpose and Need						<input type="checkbox"/> See page 2
The area surrounding the school is congested and no sidewalks forces children to walk in the street to and from school. As a result the school has a walking rate of only 20%. The area has also experiences multiple pedestrian and bicycle accidents, including two fatalities. The area is economically disadvantaged and has poor air quality. The project will help increase the rate of students walking to/from school and reduce auto traffic, which will improve air quality and provide a safer environment for area residents to walk and exercise.						
Project Benefits						<input type="checkbox"/> See page 2
The project is projected to produce an annual benefit to the community of approximately \$596,700 per year and a benefit over a 20-year life of almost \$12 million. This benefit is realized by improved air quality, reduced accident rates, and a healthier community through increased walking and student activity levels.						
<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	CE	03/15/15
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						03/15/15
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)						12/15/15
Begin Closeout Phase						06/01/16
End Closeout Phase (Closeout Report)						09/30/16

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.



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV	Local				
Project Title: Troth Street Safe Routes to School Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		137						137	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			552					552	
TOTAL		137	552					689	

Fund No. 1:	ATP Grant Funds								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E		125						125	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			502					502	
TOTAL		125	502					627	

Fund No. 2:	Gas Tax								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Jurupa Valley
PS&E		12						12	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			50					50	
TOTAL		12	50					62	

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



Project name: City of Jurupa Valley - Troth Street Safe Routes to School Sidewalk Project

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)	Amount
PE Phase (includes PA&ED and PS&E)	\$ 125,000
Right-of-Way Phase	\$ 0
Construction Phase-Infrastructure	\$ 502,000
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$ 627,000

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount
Gas Tax	\$ 62,000
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$ 689,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$ 0
Request for Safe Routes to Schools Infrastructure work	\$ 689,000
Request for Safe Routes to Schools Non-Infrastructure work	\$ 0
Request for other Non-Infrastructure work (non-SRTS)	\$ 0
Request for Recreational Trails work	\$ 0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E	01/15/2015	03/15/2015
Right-of-Way		
Construction	10/15/2015	12/15/2015

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 Jurupa Valley - Troth Street Safe Routes to School Sidewalk Project

VIII. APPLICATION SIGNATURES

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

Signature: [Signature] Date: May 21, 2014
Name: Stephen Harding Phone: 951.332.6464
Title: City Manager e-mail: sharding@jurupavalley.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: [Signature] Date: May 21, 2014
Name: Jim Smith, PE Phone: 951.332.6464
Title: City Engineer e-mail: jsmith@jurupavalley.org

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

Signature: [Signature] Date: May 21, 2014
Name: Paula Ford Phone: 951.360.4517
Title: Assistant Superintendent e-mail: paula_ford@jUSD.k12.ca.us

Person to contact for questions:

Name: Rob Olson Phone: 951.332.6464
Title: Transportation Engineer e-mail: rolson@jurupavalley.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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ 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 Jurupa Valley - Troth Street Safe Routes to School Sidewalk Project

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

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

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

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

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

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

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

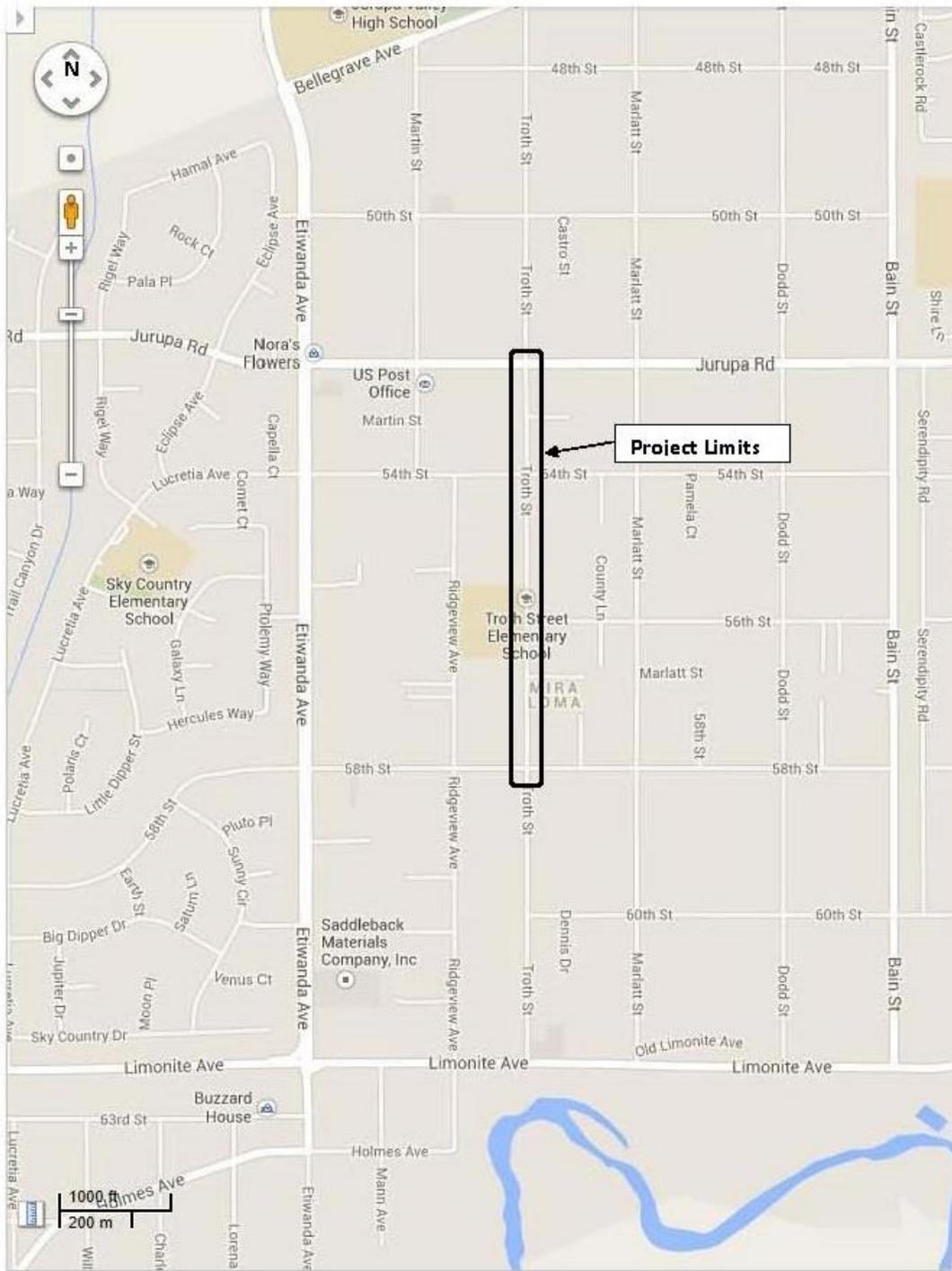
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

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

- Documentation of the public participation process (required)

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

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



Troth Street Project Vicinity Map



Existing sidewalk along Troth Street separates cars and pedestrians



Lack of sidewalk results in people walking in the street along with moving vehicles.



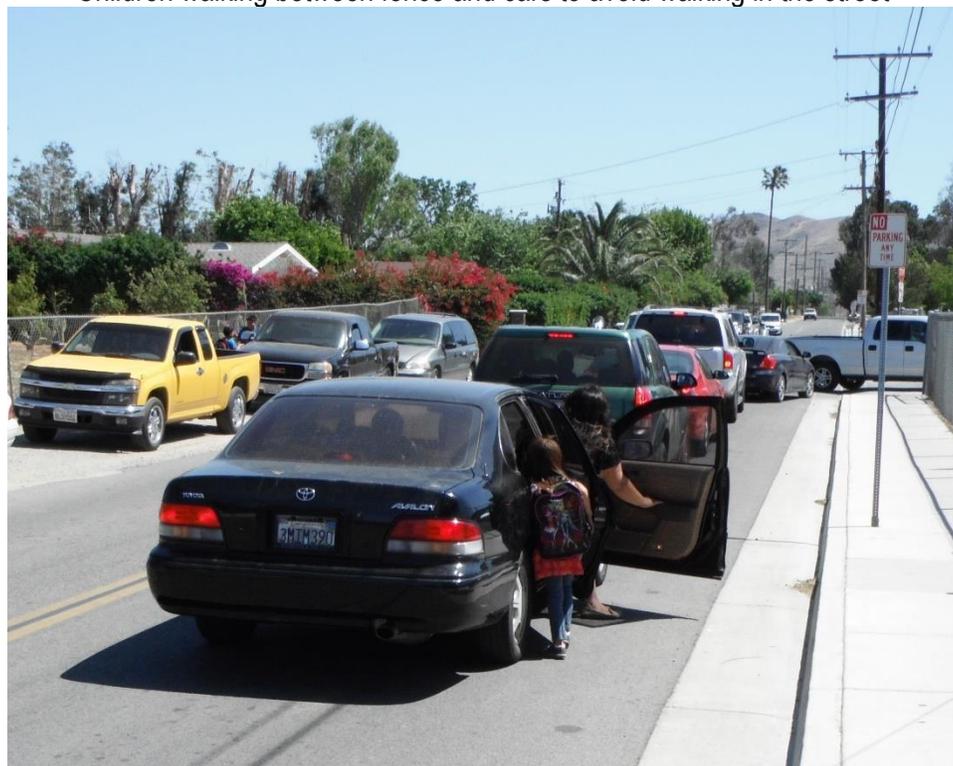
Parents walking diagonally across intersection with children



People walking in Troth Street when path is blocked by parked cars



Children walking between fence and cars to avoid walking in the street



Vehicle loading in the through lane adjacent to the school



Wrong way driver trying to pass the stopped line after picking up, bicyclist in street (green shirt), children walking between cars, and parents loading children in car opposite school



Path blocked by parked cars on east Troth Street opposite the school



Illegal U-turns when street gets congested



Dual line of vehicles turning left into school parking lot to pick up students



Non-ADA compliant ramp at Troth Street and Jurupa Road



Non-ADA compliant sidewalk approaching Jurupa Road



Obstructions in the walking path approaching Jurupa Road



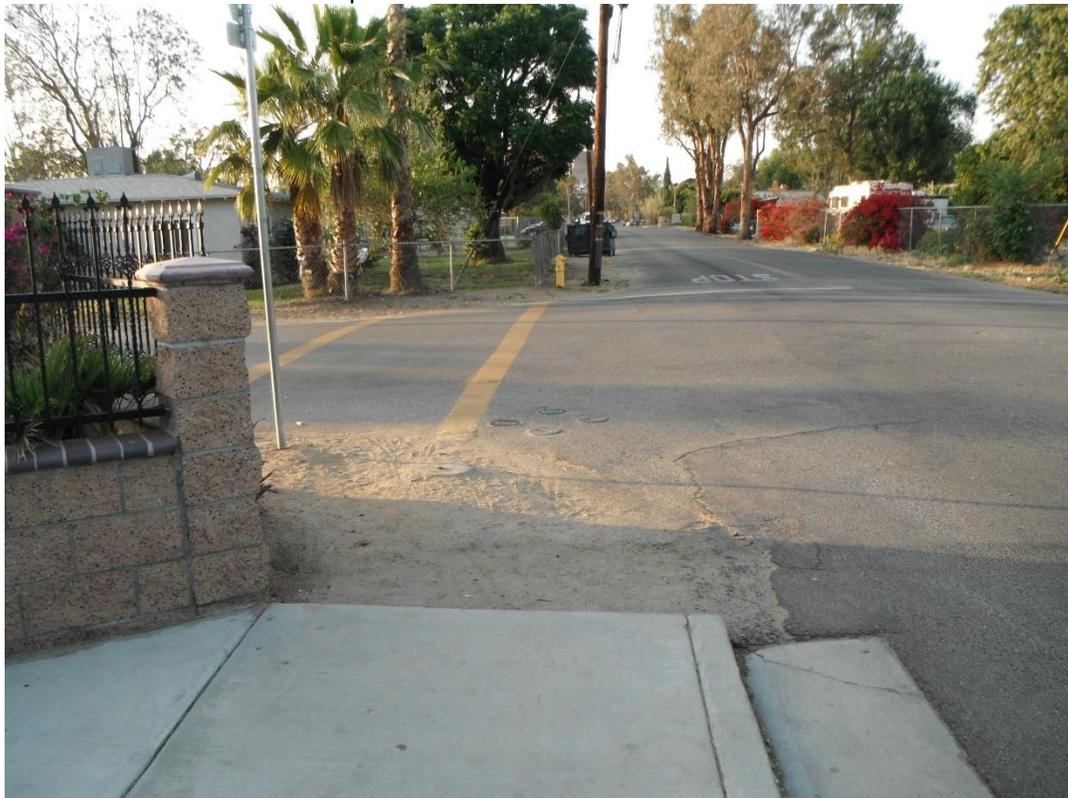
Vegetation and dumpsters blocking the walking path on east side of Troth Street



More path obstructions on west side of Troth Street north of Troth School



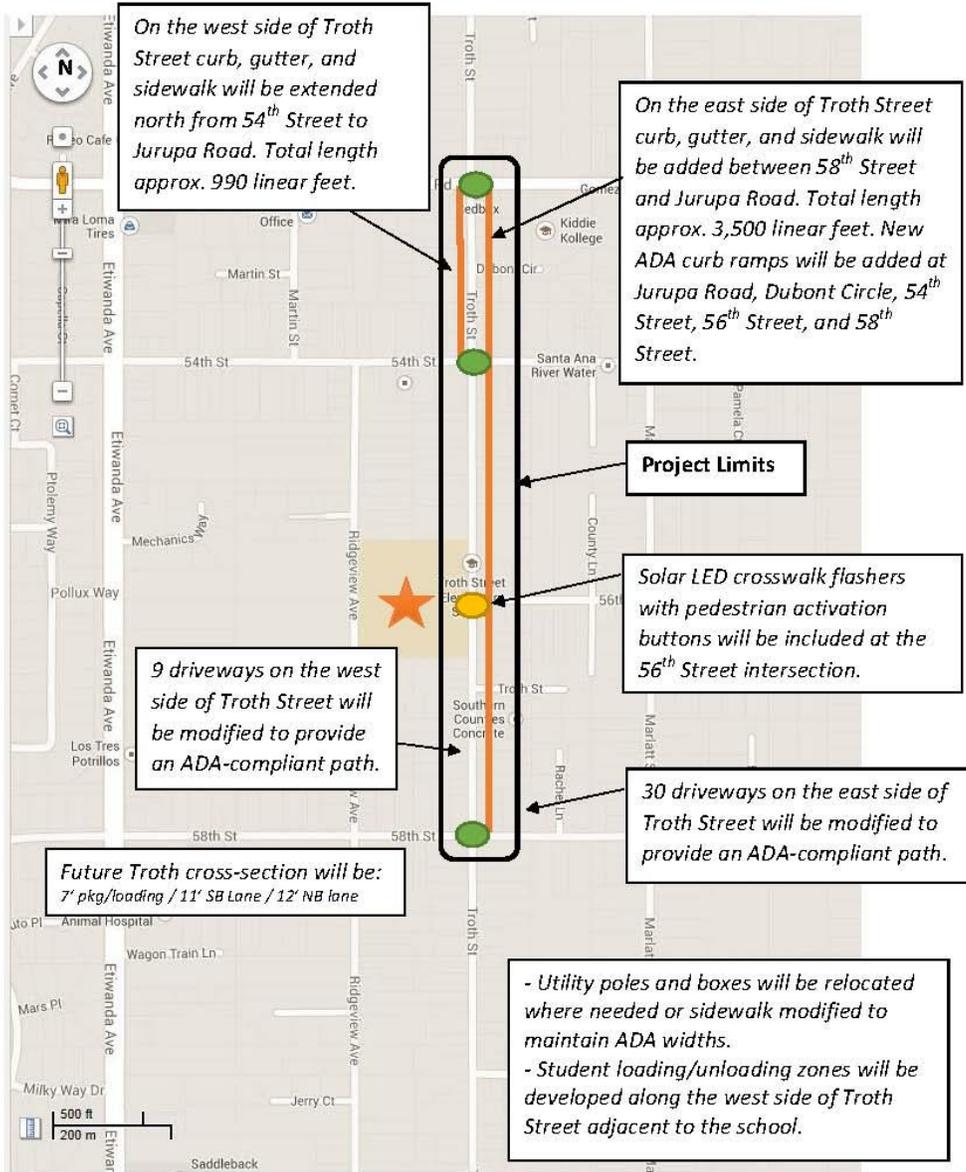
More path obstructions north of Troth School



End of existing sidewalk at 54th Street



End of existing sidewalk at 58th Street



- Total project length = 3,650 feet (58th Street to Jurupa Road)**
- Enhance crosswalk with bump outs where feasible and ADA ramps
 - Crosswalk with bump outs and LED solar flashers with ped push buttons
 - Sidewalk plus curb & gutter infill locations
 - Troth Elementary School

Troth Street Project Concept Plan Map



Detailed Engineering Estimate

Agency: City of Jurupa Valley

Project Name: Troth Street SRTS Sidewalk Project

Project Location: Troth Street btwn Jurupa Rd. and 58th St.

Date of Estimate: 5/7/2014

Prepared By: Rob Olson, Transportaton Engineer

Item Number	Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	10,000.00	\$ 10,000
2	Traffic Control	1	LS	5,000.00	\$ 5,000
3	Clearing & Grubbing	1	LS	10,000.00	\$ 10,000
4	Roadway Excavation/Embankment	1	LS	10,000.00	\$ 10,000
5	Cold Planing		SF	0.00	\$ -
6	AC Path 4" Thick		SF	0.00	\$ -
7	Aggregate Base (4" for Path)		SF	0.00	\$ -
8	PCC Driveway (Residential)	39	EA	500.00	\$ 19,500
9	PCC Driveway (Commercial)		ES	0.00	\$ -
10	PCC Curb & Gutter	4,405	LF	11.00	\$ 48,460
11	PCC Sidewalk	22,475	SF	5.50	\$ 123,610
12	PCC Curb Ramp	13	EA	5,200.00	\$ 67,600
13	Bulb Out With Curb Ramp	3	EA	6,000.00	\$ 18,000
14	Traffic Signal Modification		LS	0.00	\$ -
15	Signing	20	EA	500.00	\$ 10,000
16	Striping - Lane Lines	3,650	LF	0.80	\$ 2,920
17	Striping - Crosswalks	660	LF	3.25	\$ 2,150
18	Striping - Legends	12	EA	75.00	\$ 900
19	Striping - Bike Lanes		LF	0.00	\$ -
20	Striping Stop Bar	9	EA	40.00	\$ 360
21	Striping - Bike Route		LF	0.00	\$ -
22	LED Crosswalk Flashers with Push Buttons	1	LS	12,000.00	\$ 12,000
23	Cold Planing - Street Resurfacing		SF	0.00	\$ -
24	AC Pavement 4" over 6" Aggregate Base	26,970	SF	4.40	\$ 118,670
25	AC pavement 8"		SF	0.00	\$ -
26	Aggregate Base (12")		SF	0.00	\$ -
27	LS-3 Street Lights		EA	0.00	\$ -
28	Storm Drain Pipe - 18"		LF	0.00	\$ -
29	Catch Basin (W=7')		EA	0.00	\$ -
30	Connect pipe to existing SD	1	LS	5,000.00	\$ 5,000
	Construction Subtotal				\$ 464,170
31	Project Survey, Plans and Specifications	1	LS	25%	\$ 116,040
32	Project Administration	1	LS	10%	\$ 46,420
	Project Total				\$ 626,630

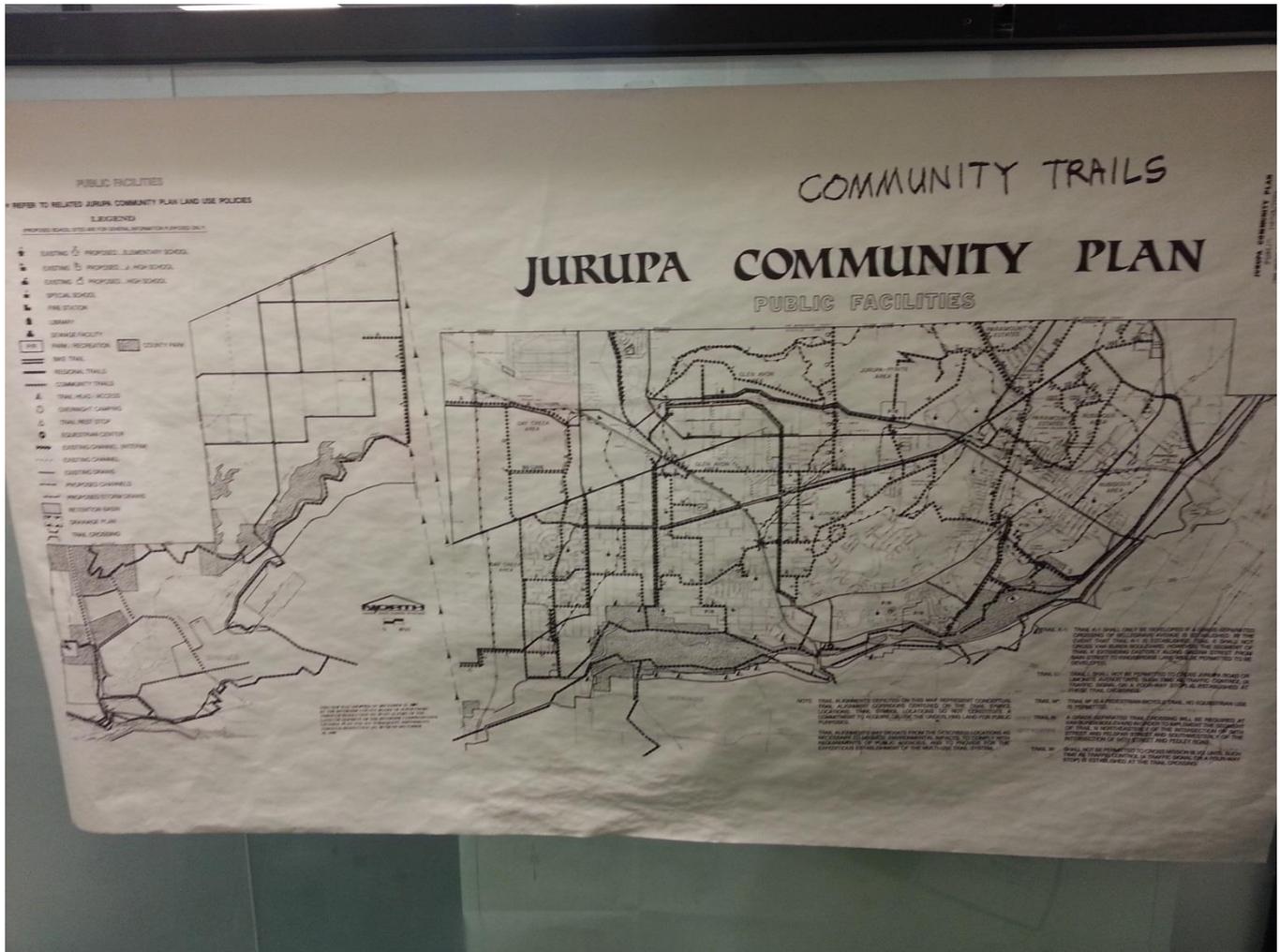
Southern California Association of Governments 2012-2035 RTP/SCS

<http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>

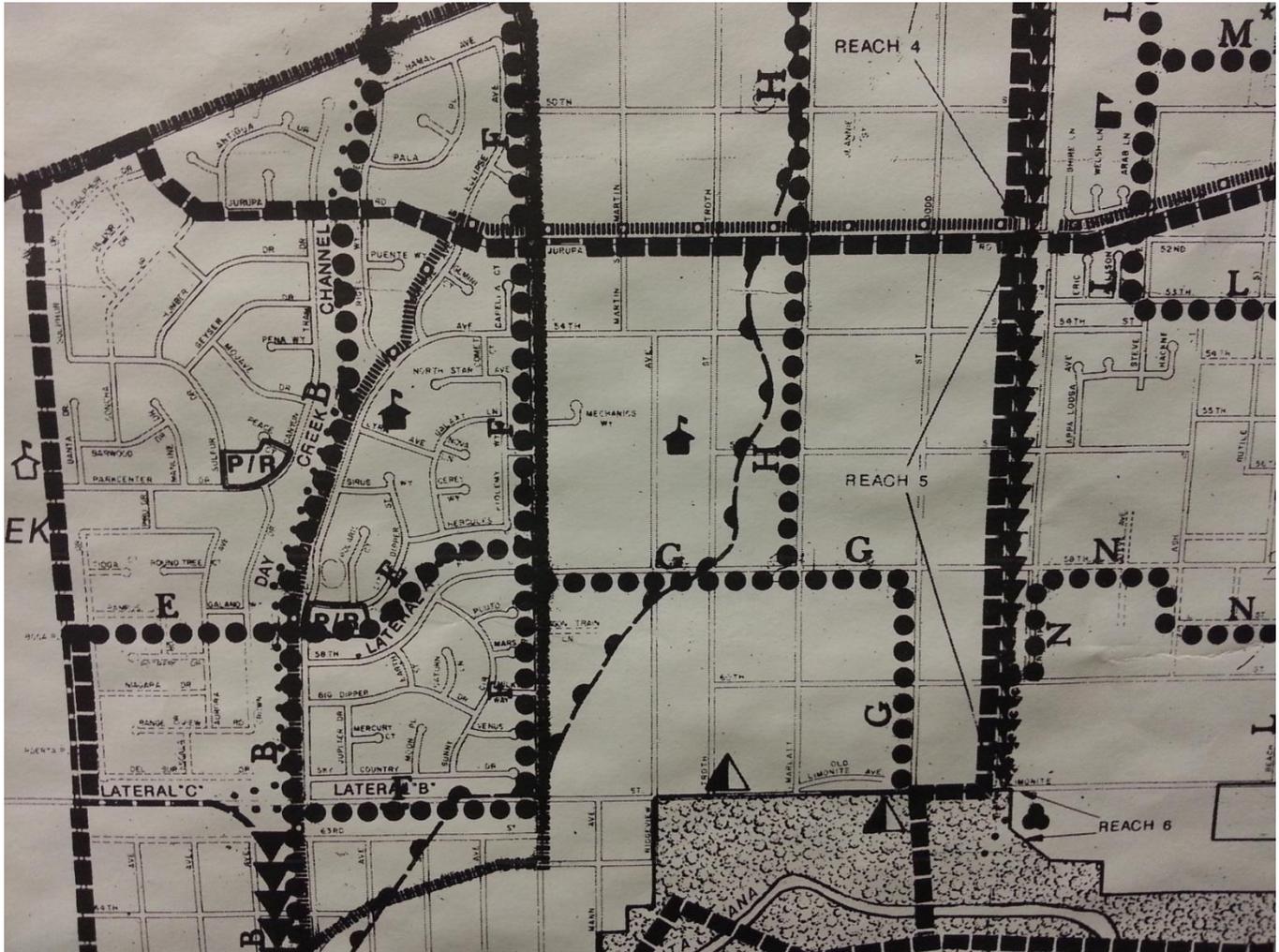
Western Riverside County Non-Motorized Transportation Plan

http://www.wrcog.cog.ca.us/uploads/media_items/western-riverside-county-non-motorized-transportation-plan-july-2010.original.pdf

Jurupa Valley Adopted Trails Plan



Jurupa Community Trails Plan in the Vicinity of Troth School





Summary of Public Participation Process

Date	Participants	Purpose
August 2011	JVE and Troth	Field visit to observe and discuss traffic congestion and safety issues at Troth Elementary School
Spring 2012	JUSD, WJC, JVO, HJ, Parents	conduct workshops and field visits with City and DPH officials, City engineering staff, Western Jurupa Collaborative, Healthy Jurupa Valley and parents
Summer and Fall 2013	DPH, Troth officials, JV officials, public	Facilitated public workshops and walking audit to record current levels of and impediments to walking/bicycling, and develop a “wish list” of programs and improvements to address congestion and safety in and around Troth Elementary School
March 2014	JVE	Conducted field reviews and measurements to identify options and feasibility of projects.
November 2013	JVE, Troth, JUSD	Wish list items
Jan and February 2014	JVE, JVO	Conducted vetting process for feasible options to address congestion and safety issues on Troth Street.
March 2014	RCDPH, Troth School, Parents	Conducted parent and community surveys designed to determine factors limiting the amount of walking and biking to/from the school and potential projects and programs to reduce auto travel.
March 2014 and April 2014	RCDPH, JVO, WJC	Facilitated discussions about ATP opportunities
April 2014	JVE, DPH, JUSD	Discussed preferred option and ATP grant opportunities.

- JVE - City of Jurupa Valley Engineering
- LVO - City of Jurupa Valley Officials
- Troth - Troth Elementary School Officials
- JUSD - Jurupa Unified School District Officials
- HJ - Healthy Jurupa
- WJC - Western Jurupa Cooperative
- RCDPH - Riverside County Department of Public Health
- Parents - Volunteer Parents of Troth Students



Letter of Support from Troth Elementary School

JURUPA UNIFIED SCHOOL DISTRICT

TROTH STREET ELEMENTARY SCHOOL 5565 Troth Street Mira Loma, CA 91752 (951) 360-2866 Fax (951) 360-5342

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Active Transportation Grant Application: Troth Street Elementary School Safe Routes to School Project

To Whom It May Concern,

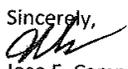
“Healthy Bodies / Healthy Minds” is an initiative at Troth Street Elementary School we take seriously and in which we have taken great strides with various community partnerships. This includes eating healthy, regular exercise, developing an environment that is physically safe, learning new skills every day, and practicing those skills by working closely with our parents and the community to guide us into a healthy life style.

Troth Street Elementary School is located in a culturally diverse and disadvantaged community, and has a student enrollment of approximately 900 students. Only about 20% of the students walk to school. With the elimination of busing in the area for most students, more are being driven to school than in past years. Our goal is to reverse this trend and increase the percentage of students walking to reduce the amount of auto traffic near the school, improve air quality by lowering emissions, and improve student health by encouraging more walking.

One of the reasons for the low walking percentage is what is perceived by parents as a hazardous environment near the school. The existing sidewalk is only along one side of the school and there is a gravel shoulder along most of the remaining streets, which are often blocked by parked cars, trash containers, and small dumpsters from the adjacent houses. Consequently, students need to walk in the street adjacent to moving vehicles. During school ingress/egress periods Troth Street is heavily congested with cars picking up and dropping off students, leading to limited visibility at the intersections. Parents frustrated by these delays will drive in the opposing lane to get to an intersection and turn onto a side street. This results in both the unsafe driving on Troth Street and drivers speeding on the side streets leaving the school. Parents also will load/unload children on Troth Street while the vehicle is stopped in traffic. The need is to create a safe and orderly setting for the loading and unloading of kids adjacent to the school and provide an extended system of safe sidewalks and crosswalks that will allow students to more safely travel as pedestrians to and from school and promote a higher percentage of students to walk to school rather than being driven.

The Safe Routes to School (SRTS) public roadway improvements proposed by the City of Jurupa Valley will dramatically improve the safety around school and promote greater walkability by students. Our school’s administration will support these efforts through sponsoring a “walk to school” day, promoting “walking busses”, distributing SRTS promotional materials to parents and students, fostering age-appropriate pedestrian and bicycle safety education with community stakeholders, providing school facilities and sending out meeting notices in support of SRTS coordination meetings, assisting the school district and County Department of Public Health in the evaluation of program success to determine the rate of students walking and bicycling to school, and promoting SRTS program activities.

We look forward to working with the City of Jurupa Valley to assist with their Safe Routes to School program to improve health, traffic congestion, air quality, and neighborhood safety. Please feel free to contact me at (951) 360-2866.

Sincerely,

Jose E. Campos

Principal

City of Jurupa Valley

Frank Johnston, Mayor . Michael Goodland, Mayor Pro Tem .
Laura Roughton, Council Member . Verne Lauritzen, Council Member . Brad Hancock, Council Member

May 12, 2014

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Active Transportation Grant Application: Troth Street Elementary School/Troth Street Safe Routes to Schools Project

To Whom It May Concern,

The City is comprised of 45 square miles with a culturally diverse population of nearly 100,000 in economically disadvantaged communities. Upon the City's incorporation in 2011, Jurupa Valley inherited a street network that exhibited numerous deficiencies such as poor pavement, missing sidewalk segments, and lack of traffic calming features and active transportation options incorporated in congested areas, particularly around school sites. Consequently, the City has made it a top priority to program Safe Routes to Schools and traffic/transportation safety projects in our Capitol Improvement Plan (CIP).

The City has identified a segment of Troth Street fronting the Troth Street Elementary School as a Safe Routes to Schools project for Active Transportation Program grant funding consideration. Roughly 20% of the students walk to school and many parents view the area near the school as hazardous. The existing sidewalk is only along one side of the school and there is a gravel shoulder along most of the remaining street that is often blocked by parked cars, trash containers, and small dumpsters from adjacent houses. This results in students needing to walk in the street adjacent to moving vehicles.

During school ingress and egress periods, Troth Street is heavily congested with cars picking-up and dropping off students, causing limited visibility at intersections. Since the southbound travel lane is adjacent to the school curb front, parents must either drive onto the school property to pick-up students, or park on the east side of the street and walk students across the street to and from the cars. Parents frustrated by delays have driven in the opposing lane to get to an intersection and turn onto a side street. This results in both the unsafe movement on Troth Street and drivers speeding on the side streets leaving the school.

8304 Limonite Avenue, Suite M, Jurupa Valley, CA 92509-5183, (951) 332-6464
www.jurupavalley.org



Parents also will stop to load/unload kids on Troth Street while their vehicle is stopped in traffic. The need is to create a safe and orderly environment for the loading and unloading of kids adjacent to the school. Additionally, to provide an extended system of safe sidewalks and crosswalks that will allow students to more safely travel as pedestrians to and from school and promote a higher percentage of students to walk to school rather than being driven.

The City has held numerous meetings with the County Department of Public Health, Troth Street Elementary School, school district officials, and other stakeholders to identify long-term and permanent solutions that address these safety concerns. The City will support these efforts through facilitating a design charette; planning, designing, and constructing the proposed improvements; hosting community/public outreach meetings and distributing status updates; assigning code enforcement officers to monitor that bins are placed in the parking area on trash pick-up days only and then prompt removal of these bins after they are emptied; participating in the Active Transportation Network and other pertinent meetings; and promoting SRTS program activities to stakeholders.

We look forward to collaborating with Troth Street Elementary School, property owners, and other stakeholders to deliver a Safe Routes to Schools project that will improve health, traffic congestion, air quality, and neighborhood safety. Should you have any questions regarding this letter of support, please do not hesitate to contact me at (951) 332-6464.

Sincerely,

Stephen G. Harding
City Manager



4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

May 16, 2014

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance, MS 1
Attention: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Subject: California Department of Transportation – Active Transportation Program
City of Jurupa Valley – Troth Street Safe Routes to School Project

Dear Ms. McWilliam:

The Riverside County Transportation Commission (RCTC) is pleased to support the city of Jurupa Valley's grant application for the Active Transportation Program (ATP) to complete a Safe Routes to School Project on Troth Street.

The Troth Street project will provide continuous sidewalk, curb, and gutter along the east and west sides of Troth Street between 58th Street and Jurupa Road. The project will extend the existing sidewalk, curb, and gutter on the west side of the street from its existing terminus on the north at 54th Street and install new sidewalk on the east side of the street between Jurupa Road and 58th Street. Americans with Disabilities Act (ADA)-compliant ramping will be provided at all intersections along the project and an enhanced crosswalk will be developed at the intersection of Troth Street and 56th Street, including solar LED flashers and pedestrian push buttons. On-street parking will also be modified to create a school pick-up/drop off zone and clear areas around the crosswalks to improve pedestrian safety, visibility, and eliminate on-street parking on the east side of the street to promote smooth traffic movement. The proposed curb and gutter will connect to the existing storm drain system and will allow for regular street sweeping and provide for a clear, dry walkway for students going to and from school.

Troth Street Elementary School serves a disadvantaged community (e.g., more than 83 percent of students qualify for the free lunch program, the area has a median household income less than 80 percent of the statewide median, and the area is part of the 10 percent most disadvantaged areas in the state).

The city is planning to provide Measure A and Gas Tax matching funds. Consistent with the city's General Plan and the county's General Circulation Plan, the proposed improvements are needed to improve safety, reduce traffic congestion, and improve operational efficiency around the Troth Street Elementary School. The proposed project is fully compatible with the design concept and scope described in the Southern California Association of Government's current Regional Transportation Plan. Simultaneously, the project also supports "non-auto strategies and improvements" by developing, enhancing, and maintaining active transportation pedestrian facilities and constructing a continuous sidewalk throughout the project limits.



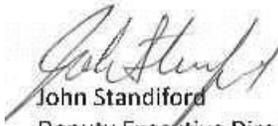
Ms. Teresa McWilliam
May 16, 2014
Page 2

Since this project will promote greater walkability, these improvements will reduce local criteria pollutant emissions. In addition, the project will comply with ADA provisions.

This project will incorporate various infrastructure traffic calming elements. We look forward to supporting the city of Jurupa Valley with its Safe Routes to School program that improves public health, air quality, and neighborhood safety.

Please contact Goods Movement Manager Tanya Love at (951) 781-7141, or by email at tlove@rctc.org, should you have additional questions or need more information.

Sincerely,


John Standiford
Deputy Executive Director

RIVERSIDE COUNTY
STANLEY SNIFF
SHERIFF-CORONER



Sheriff

JURUPA VALLEY STATION

May 13, 2014

To Whom It May Concern,

On behalf of the Jurupa Valley Police Department, I am pleased to express our support of the city of Jurupa Valley Safe Routes to School Program in the city of Jurupa Valley. In seeking this grant, the city of Jurupa Valley is requesting Active Transportation Program funds to implement Safe Routes to School programs enhancing the walkability of environmental disadvantaged communities within Riverside County.

We are very concerned with the safety of school children and work hard to enforce laws that protect them. We support the city of Jurupa Valley in educating and encouraging children to walk or bike to school in a safe manner, and improving walkways and other infrastructure needed to improve pedestrian and cyclist safety. The proposed program will prevent potential injury risk. This program has enriched Riverside County communities by addressing parent's concerns and educating children on how to walk or bike to school safely.

The Jurupa Valley Police Department hopes to see a decline in vehicular accidents and the occurrence of traffic violations surrounding our schools while promoting the efforts to encourage the entire community to practice safer pedestrian, bicycle, and motorist actions.

We look forward to collaborating with the city of Jurupa Valley to assist with their Safe Routes to School program that has demonstrated a positive influence on improving health, traffic congestion, air quality, and neighborhood safety. Should you have any questions regarding this letter of support, please do not hesitate to contact me at (951) 955-2600.

Sincerely,

STANLEY L. SNIFF, SHERIFF-CORONER

J.H. Horton, Chief of Police
Jurupa Valley Police Department

SS:JH:mk

7477 Mission Blvd • Riverside, CA 92509-2400
P.O. Box 512 • Riverside, CA 92512-0512
(951) 955-2600 • FAX (951) 955-2630



Susan D. Harrington, M.S., R.D., Director
Cameron Kaiser, M.D., Public Health Officer

May 13, 2014

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Active Transportation Grant Application: Troth Street Safe Routes to School

To Whom It May Concern,

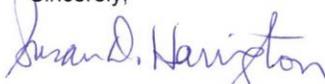
The County of Riverside Department of Public Health (DPH) has held numerous stakeholder meetings with the City of Jurupa Valley and fully supports their Active Transportation Program grant proposal to fund critical infrastructure and non-infrastructure Safe Routes to School (SRTS) improvements that will enhance the walkability of disadvantaged communities adjacent to Troth Street Elementary School.

DOPH is dedicated to educating and encouraging children to walk or bike to school in a safe manner and has been implementing Safe Routes to School (SRTS) programs to support this effort for many years. DOPH strongly supports infrastructure and education enhancements to encourage greater walkability and improve pedestrian safety surrounding this school. Recent surveys show only 20% of students walk to/from Troth Street Elementary School which is significantly lower than schools should experience.

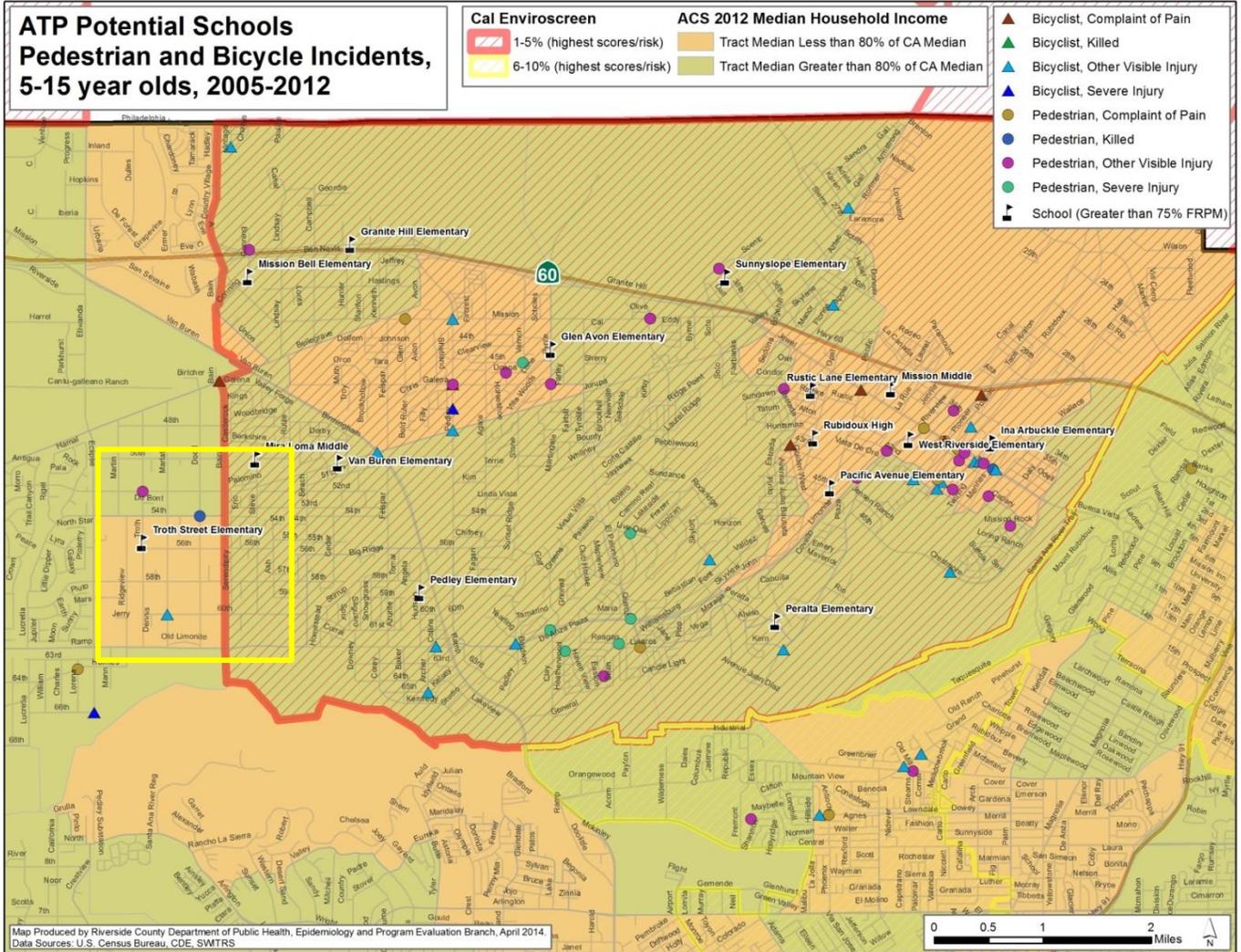
This project will add a much needed sidewalk and extend a critical crosswalk into the neighborhood where many of the students live. Combined with non-infrastructure efforts planned by DOPH this project will create not only a safer environment surrounding the school, but also promote the efforts to encourage the entire community to practice safer pedestrian, bicycle, and motorist actions.

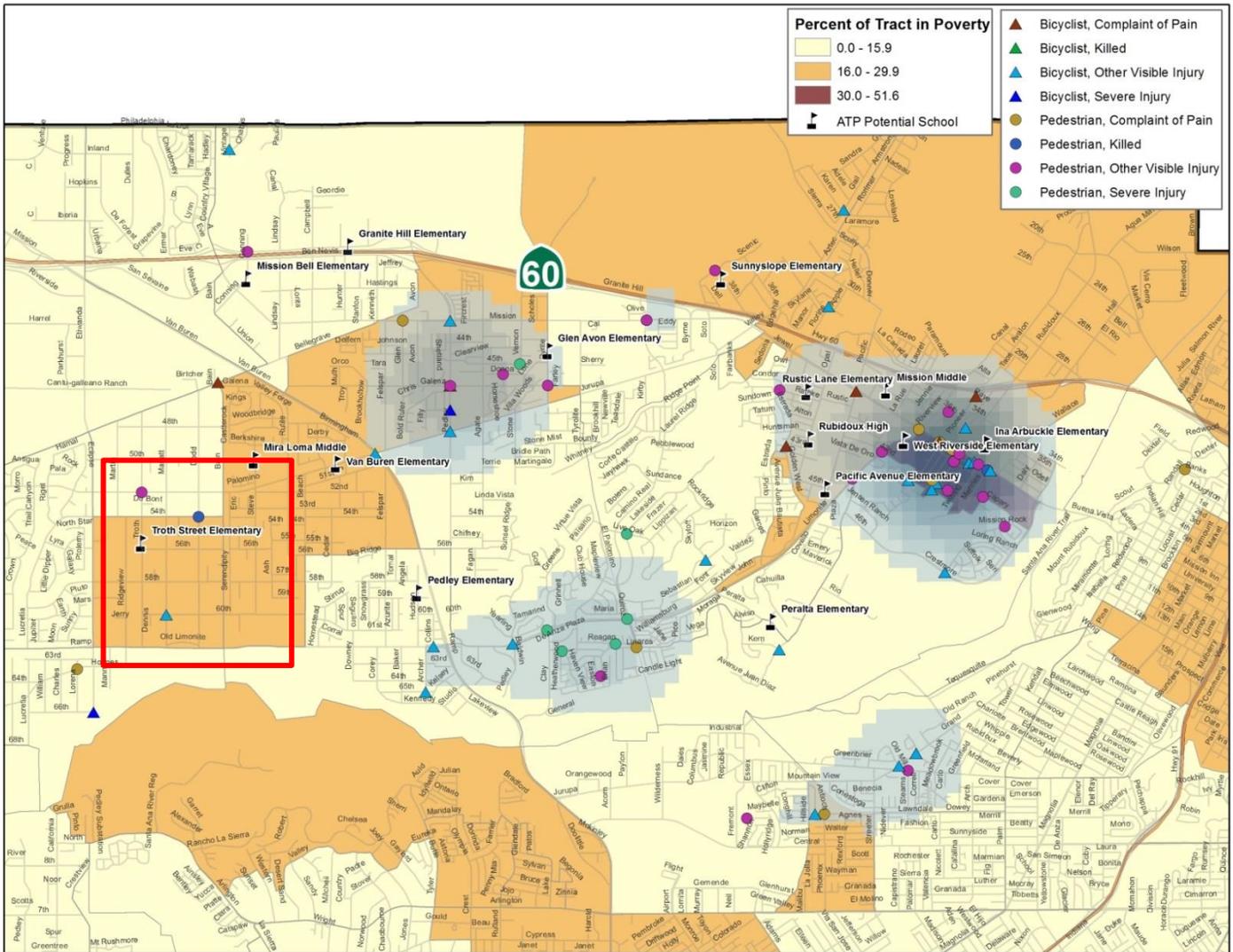
DOPH will support these efforts through non-infrastructure programs, such as sponsoring a "walk to school" day, promoting "walking buses", distributing SRTS promotional materials to parents and students, fostering age-appropriate pedestrian and bicycle safety education with community stakeholders, sending out meeting notices in support of SRTS coordination meetings, and assisting in the evaluation of program success to determine the rate of students walking and bicycling to school.

We look forward to collaborating with the City of Jurupa Valley to assist with their Safe Routes to School program that has demonstrated a positive influence on improving health, traffic congestion, air quality, and neighborhood safety. Should you have any questions regarding this letter of support, please do not hesitate to contact Michael Osur at (951) 358-5074.

Sincerely,

Susan Harrington, M.S., R.D
Director

4065 County Circle Drive, Riverside, California 92503
951.358.7036 – FAX 951.358.4529 - tdd 951.358.5124
www.rivcoph.org





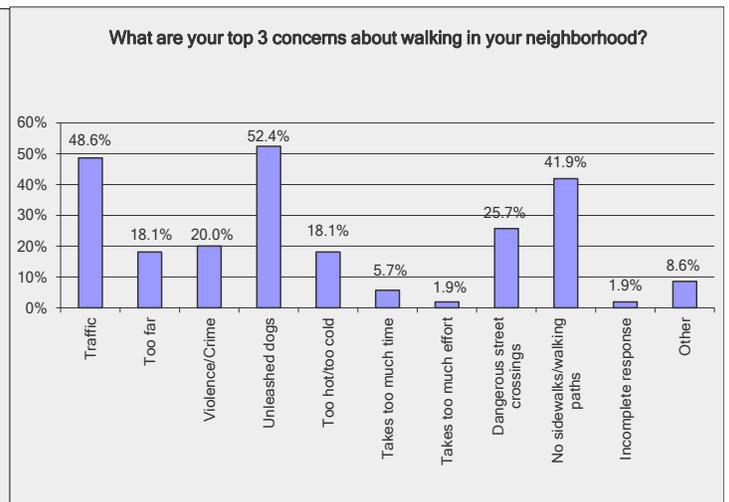
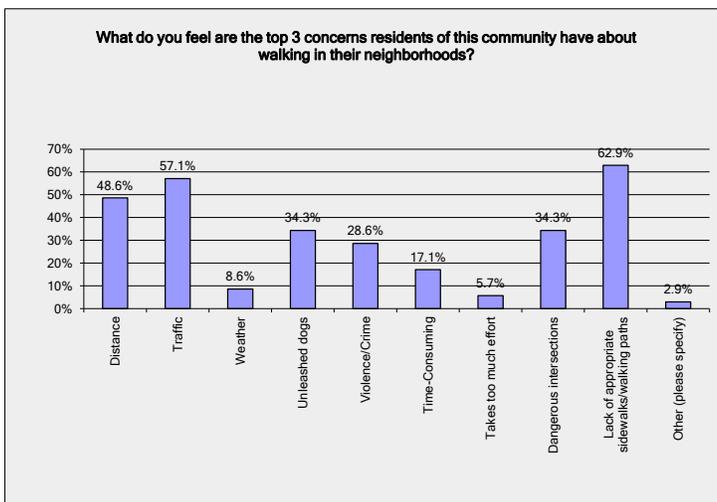
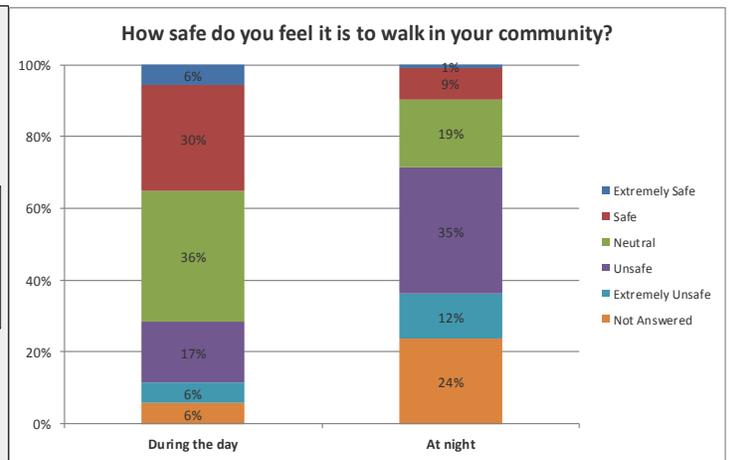
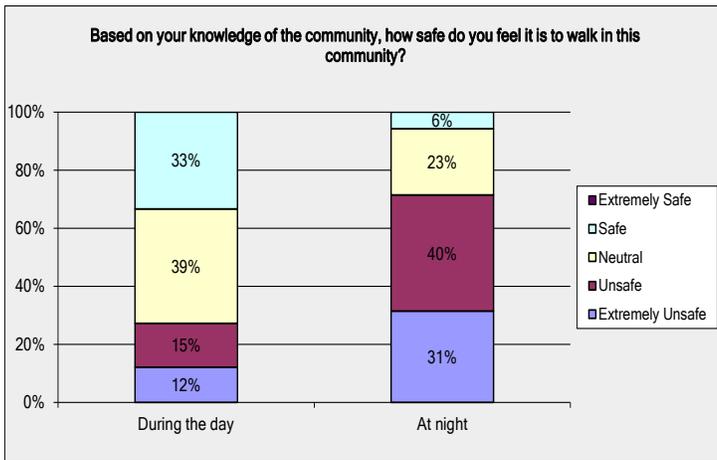
Troth Elementary School Survey Results

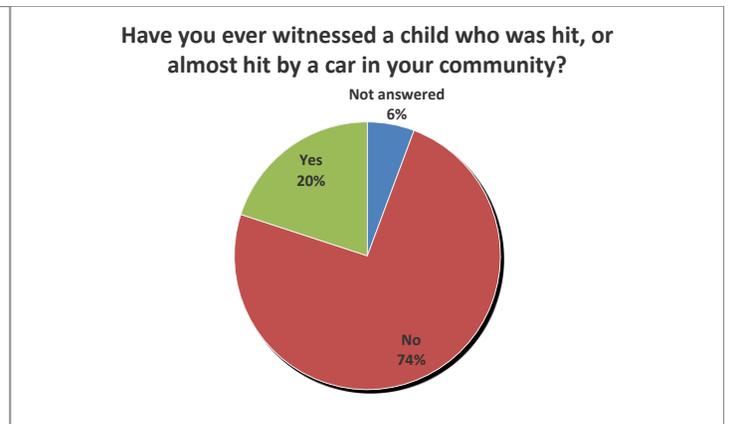
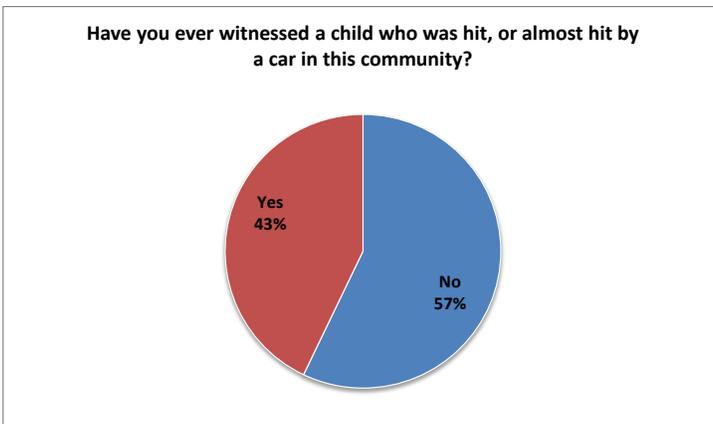
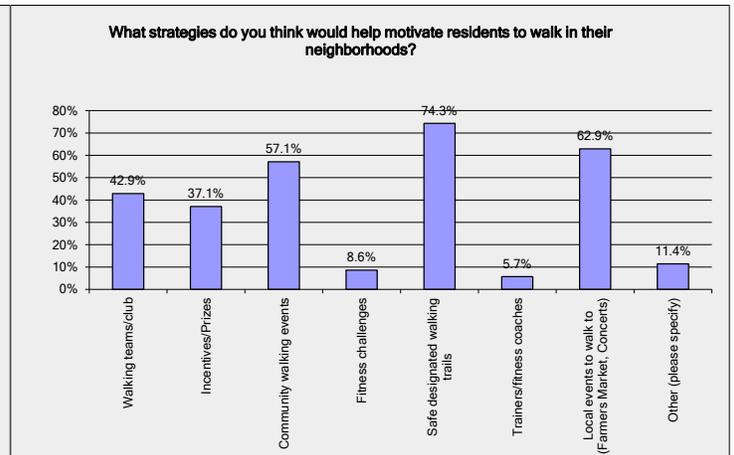
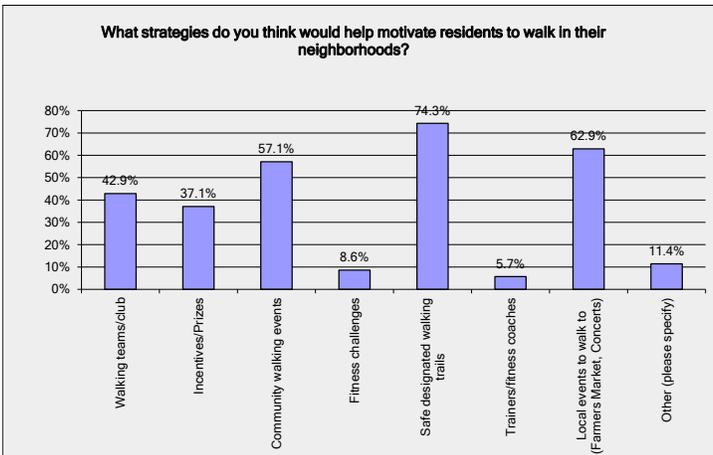
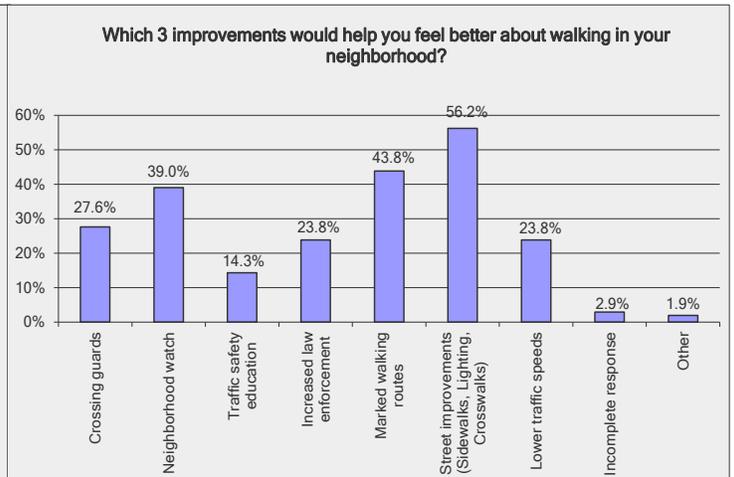
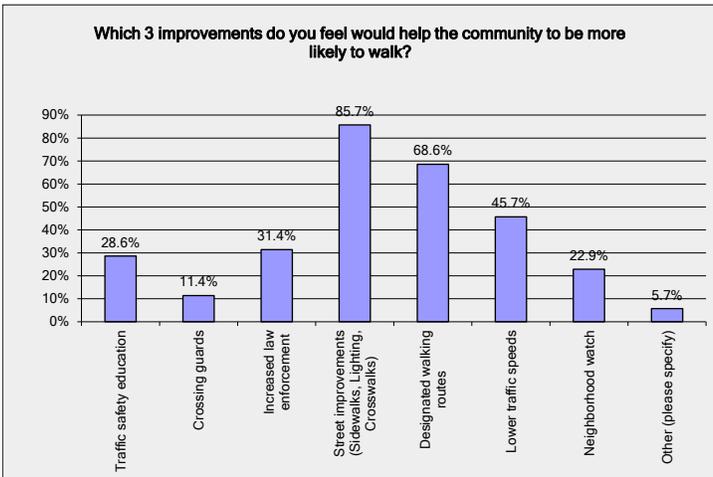
	Day #1 + Day #2 Total							Total
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	
Day#1 + Day #2:	415	2	57	1358	172	2	1	2007
Percent	21%	0%	3%	68%	9%	0%	0%	100%

Active Transportation Program (ATP) Survey Results

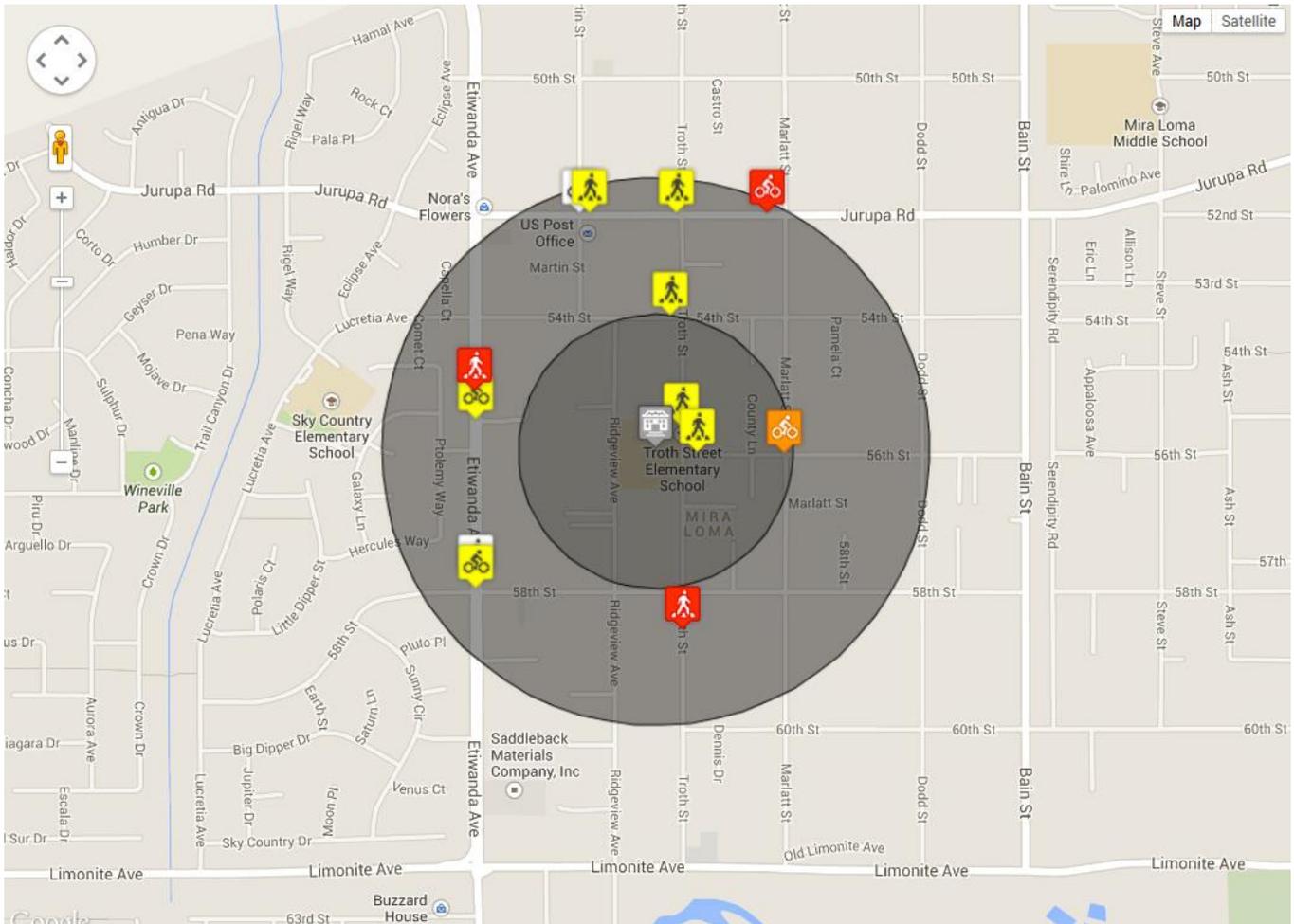
Community Partners

Parents





TIMS Accident Records Within ½ Mile of Troth School





TIMS Benefit/Cost Ratio Calculation Summary

Transportation Injury Mapping System (TIMS)

Page 1 of 1

Benefit / Cost Calculation Result

1. Project Information

Application ID: Troth Version: 1

2. Countermeasures and Crash Data

Crash Data Time Period: 01/01/2005 to 12/31/2012 Years: 8

• Install flashing beacons as advance warning (S.I.)

CM Number	Project Type	Crash Type	CRF	Life
S9	Operation/ Warning	All	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	3	1	7	2	0	13

Annual Benefit	\$ 483,206	Cost	\$ 75,000
Life Benefit	\$ 4,832,063	B/C Ratio	64.43

• Install pedestrian crossing (with enhanced safety features)

CM Number	Project Type	Crash Type	CRF	Life
R38	Ped and Bike	Ped & Bike	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	3	1	7	2	0	13

Annual Benefit	\$ 483,206	Cost	\$ 275,000
Life Benefit	\$ 4,832,063	B/C Ratio	17.57

3. Benefit Cost Result

Total Benefit	\$ 9,664,126
Total Cost	\$ 350,000
B/C Ratio	27.61

Safety Practitioner / Engineer:

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly. **DO NOT SIGN** if any of this is not the case.

<http://tims.berkeley.edu/tools/bc/main4.php?version=1&PID=Troth&PType=HSIP&from=...> 5/15/2014



Safe Routes to School Survey Form

ACTIVE TRANSPORTATION PROGRAM SURVEY—PARENTS

What city/neighborhood do you live in? _____

Main cross streets: _____ Zip Code: _____

School Name(s): _____

1. How far do you live from your child’s school?

- Less than 5 minute walk
- 5-10 minute walk
- 11-15 minute walk
- More than 15 minute walk

2. How often do your children walk or ride a bike to school?

- Never
- Sometimes
- Often
- All the time

3. How safe do you feel it is to walk in your community?

During the day

- Extremely safe
- Safe
- Neutral
- Unsafe
- Extremely unsafe

At night

- Extremely safe
- Safe
- Neutral
- Unsafe
- Extremely unsafe

4. What are your top 3 concerns about walking in your neighborhood (Please select 3)?

- | | |
|--|---|
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Takes too much effort |
| <input type="checkbox"/> Too far | <input type="checkbox"/> Dangerous street crossings |
| <input type="checkbox"/> Violence/Crime | <input type="checkbox"/> No sidewalks/walking paths |
| <input type="checkbox"/> Unleashed dogs | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Too hot/Too cold | _____ |
| <input type="checkbox"/> Takes too much time | _____ |

5. Which 3 improvements would help you feel better about walking in your neighborhood?

- | | |
|--|--|
| <input type="checkbox"/> Crossing guards | <input type="checkbox"/> Street improvements (Sidewalks, Lighting, Crosswalks) |
| <input type="checkbox"/> Neighborhood Watch | <input type="checkbox"/> Lower traffic speeds |
| <input type="checkbox"/> Traffic safety education | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Increased law enforcement | _____ |
| <input type="checkbox"/> Marked walking routes | _____ |

6. Have you witnessed a child who was hit, or almost hit by a car?

- No
- Yes. Location/Intersection: _____

7. What would motivate you to walk in your neighborhood (Please select top 3)?

- | | |
|---|---|
| <input type="checkbox"/> Walking teams/club | <input type="checkbox"/> Trainers/fitness coaches |
| <input type="checkbox"/> Incentives/Prizes | <input type="checkbox"/> Local events to walk to (Farmers market, Concerts) |
| <input type="checkbox"/> Community walking events | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Fitness challenges | _____ |
| <input type="checkbox"/> Safe and marked walking trails | _____ |