Caltrans

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

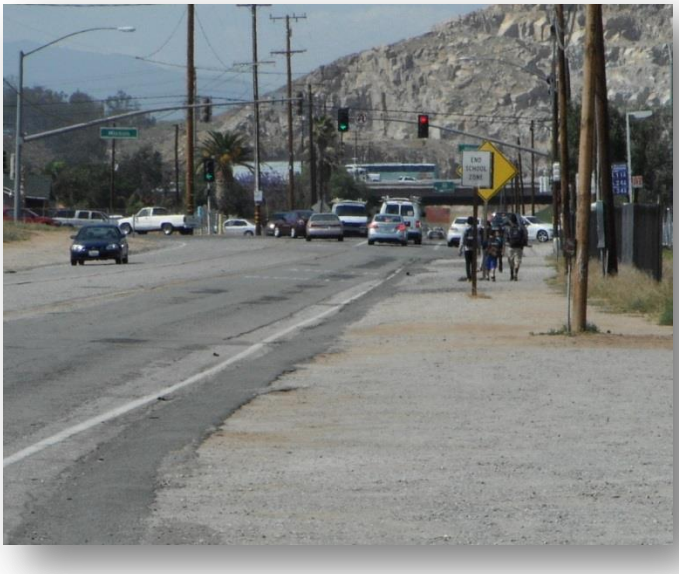
RCTC
Riverside County Transportation Commission

Active Transportation Program Cycle I

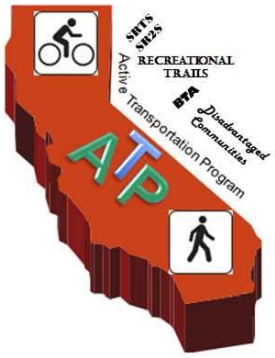
Pyrite Street Safe Routes to School Project

(Galena Street to Mission Boulevard)

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 - Pyrite 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 - Pyrite 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 $ 664,990.00 Matching Funds (If Applicable) $ 66,500.00 Other Project funds $ 0.00 TOTAL PROJECT COST $ 731,490.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Jim Smith, PE, City Engineer, jsmith@jurupavalley.org 951.332.6464	
4. APPLICANT CONTACT (Address & zip code) City of Jurupa Valley, 8304 Limonite Ave., Suite M, Jurupa Valley, CA 92509	5. PROJECT COUNTY(IES): Riverside
6. CALTRANS DISTRICT #- Click Drop down menu below District 8	7. Application # 2 of 2 (in order of agency priority)

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) ☐

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Project name: City of Jurupa Valley - Pyrite 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: Improvements part of road diet project

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:
Glen Avon Elementary School, 4352 Pyrite Street, Jurupa Valley, CA 92509
27. SCHOOL DISTRICT NAME & ADDRESS:
Jurupa Unified School District, 4850 Pedley Road, Jurupa Valley, CA 92509

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
33670906032163	673	78.40
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
21	135	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** Pyrite Street from Galena Street to Mission Boulevard

2. **Project Coordinates** Latitude N34.008344 (Decimal degrees) Longitude W117.462409 (Decimal degrees)

3. **Project Description** The comprehensive Pyrite Street project includes both providing continuous sidewalk and curb and gutter along the east and west sides of Pyrite Street between Galena Street and Mission Boulevard in the form of a Road Diet to better accommodate pedestrians, bicyclists, and equestrians while still accommodating automobiles. The project will extend the existing sidewalk, curb and gutter on the east side of the street from its existing terminus just north of Glen Avon Elementary School to Mission Boulevard and install new sidewalk on the west side of the street between Mission Boulevard and Galena Street. ADA-compliant ramping will be provided at all intersections along the project and an enhanced crosswalk will be developed at the intersection of Pyrite Street and Cassidy Circle, including solar LED flashers and pedestrian push buttons. On-street parking will also be modified to create pick-up/drop off zones, clear areas around the crosswalks to improve pedestrian safety and visibility, and bicycle lanes. 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 and defined bike lanes to encourage more bicycle use. The Road Diet will reduce the number of through lanes to one each way, provide bicycle lanes, a buffer area between the bike lanes and auto lanes, a center turn median and pedestrian refuge, and on-street parking/loading areas.

4. **Project Status** Unfunded capital improvement project

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant.** Pyrite Street was developed prior to City incorporation in 2011 with four through lanes, a 40 mile per hour speed, and 76 feet of pavement width. This type of roadway design is incompatible fronting an elementary school with children crossing the street, bicycle activity, and on-street loading/unloading. Glen Avon Elementary School serves 673 students in a disadvantaged community. Access to the school is limited to Pyrite Street. Consequently, at ingress/egress all student activity including parents picking up and dropping off children, is concentrated at the front of the school. In addition, Pyrite Street is a Major Arterial and an attractive option to motorists accessing State Route 60. The school also hosts various functions after school hours and during the school year. The street in front of the school has limited lighting and is dimly lit after dark. With the wide street cross-section Pyrite Street can be difficult to cross for some pedestrians. In January 2014 a teenager was killed trying to cross the street in front of the school. ATP and Project goals include improving student health by encouraging more student walking, reducing the amount of auto traffic to the school, improving air quality by lowering emissions, and increasing area safety by reducing of the roadway cross-section through the road diet.

   Consistency with Regional Transportation Plan. The proposed improvements will improve safety, reduce traffic congestion, and enhance operational efficiency around Glen Avon Elementary School, consistent with the City's General Circulation Plan and Trails 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. Pyrite Street is a four-lane Major Arterial with a posted speed limit of 40 miles per hour (mph) that adjoins Glen Avon Elementary School and serves as a key connection to State Route 60. Average Daily Traffic (ADT) data indicates nearly 3,000 vehicles travel the road per day. Access to and from the school is restricted to Pyrite Street. Therefore, all ingress/egress for walkers/bicyclists, buses, and parents picking up/dropping off children is concentrated along the busy roadway. This situation creates numerous opportunities for potentially dangerous interactions between motorists and students.

Deficient infrastructure surrounding the elementary school raises additional safety concerns for children. Pyrite Street has an extremely wide cross-section totaling 76 feet of pavement width. The area also has gaps in its sidewalk connectivity, insufficient crosswalks both in number and functionality, and poor street lighting. These circumstances make it difficult for pedestrians or bicyclists attempting to access the school from adjacent neighborhoods- especially during after-school hours.

The referenced issues culminate in an unsafe environment for students. Crash data documented seven accidents causing injuries or death involving motorists and pedestrians or bicyclists aged 5-15 near the school between 2003 and 2012 (see Section 2C below) plus a car struck and killed a teenager attempting to cross the street directly in front of Glen Avon Elementary in January 2014. This unfortunate event precipitated a grassroots movement that ultimately organized parents, school staff, elected officials, city staff, and public agencies to create a plan designed to prevent future accidents causing injuries and/or fatalities.

A lack of safety is the primary reason why more students do not walk or bike to Glen Avon Elementary School. A questionnaire conducted by the Riverside County Department of Public Health (DPH) as part of its Safe Routes to School (SRTS) program interviewed parents on topics such as reasons why individuals do not currently walk more, improvements that would to make them "feel better" about walking, and potential methods to increase their number of walking trips. Respondents cited fears related to traffic (48.6%), a lack of sidewalks or walking paths (41.9%), and dangerous street crossings (25.7%) as top concerns when walking in their neighborhood. Parents indicated improvements to the street (e.g. sidewalks, crosswalks, and lighting) would make them feel better about walking while over 67% listed having a safe, designated walkway as a way to motivate them to take additional walking trips.

The project is holistic in its approach to fostering an environment that encourages students to use active modes of transportation. A proposed "road diet" for Pyrite Street will narrow the road to reduce vehicle speeds and help move towards a more "Complete Street" design by incorporating bike lanes and buffers between the various modes. Infrastructure improvements along the roadway will provide continuous sidewalk and bike lanes that physically separates vehicles from students. Further, upgraded crosswalks will clearly delineate pedestrian and bicyclist paths at key intersections. Specifically, the project will incorporate the following elements (see subsequent sections of the application for details):

- Re-striping for bike lanes & fewer car lanes
- New sidewalks with curb and gutter
- Designated pick-up/drop-off zones
- Enhanced crosswalks & corner ramps

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 lifestyle to combat the troublingly 39 % childhood obesity rate in the City. Further, converting vehicle trips to an active mode of transportation 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. The City will complete the work in one phase, as opposed to individual segments, if awarded the funding. The City will complete pavement repairs and resurfacing as part of an already scheduled capital improvement project.

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.** Glen Avon Elementary is a growing school with an enrollment of approximately 670 children. This figure represents a 5% increase in students over the past five years. A School Quality Snapshot from the California Department of Education indicates 82% of students are disadvantaged.

Project improvements such as reducing the proportion of Pyrite Street dedicated to motor traffic, closing gaps in the sidewalk system, installing enhanced crosswalks with bumped out curbs and flashing lights to calm traffic, and streamlining the dropping off/picking up process will positively impact students. Resolving parent's identified safety issues will encourage additional trips utilizing active methods of transportation to school. The implementation of the outlined measures may not eliminate all of their concerns; however, it will reduce perceived threats by increasing safety for students, shift travel to non-auto modes, and reduce automobile volumes and emissions.

A May 2014 survey documenting the current percentage of Glen Avon Elementary students that either walk or ride their bike to and from school indicates that about 84% come to school by auto. This represents a dramatic shift towards private vehicles becoming the dominant preferred mode of transport. Before school busing was eliminated, between 25% and 35% of students came by bus. The City anticipates the infrastructure improvements will reduce automobile use by approximately by 5% to 10 %) or up to 110 vehicles per day. Assumptions include the following:

- 84 % of the total student population of 670 arrives via personal vehicles. This equates to a driving population of about 563 students.

- Each morning and afternoon transport includes two trips (one each way). As such, the school generates about 1,100 vehicles per day (vpd) from parents dropping off/picking up students.
- Average Daily Traffic (ADT) on Pyrite Street is 3,000 vpd. Increasing the walking percentage by 10 % reduces the ADT by 110 vpd.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park. The project provides a comprehensive approach to improving walking and bicycling routes to and from Glen Avon Elementary. The proposed "road diet" will dramatically transform the existing infrastructure surrounding the school. The 76-feet of existing pavement width currently dedicated to four lanes of through traffic will be re-striped to two through lanes, bicycle lanes, a center turn median and pedestrian refuge, and on-street parking and loading areas. This move will better accommodate the safe movement of pedestrians, bicyclists, and vehicles by reducing space dedicated to motorists, lowering traffic speeds, and providing a safer and defined area for bicycle usage and walking.

Students walking to school also benefit from increased connectivity. Children must currently navigate a route consisting of gravel paths, a patchy sidewalk network, and wide travel lanes along Pyrite Street to reach school. The proposed project will offer a consistent system of sidewalks and ramps that creates a clear division between motorists and the students. Further, the new sidewalk will include curb and gutter that connects to the existing storm drain system. This allows for regular sweeping to provide for a clearer, dry walkway for users.

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. There is currently no sidewalk on the east side of Pyrite Street north of the school nor on the west side of the street. The east side of Pyrite Street has a

sidewalk in-between Glen Avon Elementary and Galena Street. Pyrite Street has a concrete curb and gutter along part of the east side of the street and asphalt berm along most of west side of the street.

The proposed project will provide 2,625 feet of continuous sidewalk with curb/gutter along the east and west sides of Pyrite Street between Mission Boulevard to the north and Galena Street to the south. This involves the construction of a new sidewalk with curb and gutter on the west side of the street Mission Boulevard and Galena Street (exclusive of 230 feet north and south of Stonewood Lane) and the extension of the existing sidewalk on the east side of the street from Glen Avon Elementary to Mission Boulevard. The project also comprises the construction of ramps at all four corners of each intersection in the project area removing significant transportation barriers for individuals with disabilities. Existing conditions make it nearly impossible for individuals in wheelchairs to travel down Pyrite Street without a great degree of difficulty. Gaps in the sidewalk network coupled with non ADA-compliant entrance/exit ramps make the area very inaccessible. All proposed infrastructure components, including new sidewalks and corner ramps, will be compliant with the Americans with Disabilities Act (ADA). The City will also replace existing non-ADA compliant curb corners to meet the standards.

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 Pyrite Street offer limited protection for students walking or bicycling to school. The current posted speed limit along the roadway is 40 mph. However, the last measured 85th percentile speed was 47 mph. The speed limit is reduced to 25 mph during the day, but motorists often ignore the speed limit change during school hours. Since the roadway serves as a direct connection to SR-60 to the north, approximately 3,000 cars drive along Pyrite Street daily. A high speeds combined with heavy traffic make the roadway extremely incompatible with the adjoining elementary school.

As indicated earlier, the missing intermittent sidewalks are not attractive to pedestrians and the gravel shoulder and asphalt berms serve as the only method of separating motor vehicles and children along portions of the roadway. Insufficient crosswalks, combined with the deficient infrastructure conditions, tempt children to transverse Pyrite Street at multiple locations- including the middle of the road. These conditions also make it hard for to monitor safety during non-school hours.

The large number of parents transporting students to school creates additional safety issues for pedestrians/bicyclists. Personal vehicles congest the school entrance during peak ingress and egress periods which severely limits visibility. An inefficient pick-up/drop-off system adds to the chaos. Because the northbound travel lane is adjacent to the school curb front and no parking is allowed, parents pick up students to the north or south of the school, stop on the west side of the street and walk across the street, pick-up in the school parking lot, or stop illegally along the red curb. Frustrated parents often ignore the no parking ordinance when loading/unloading their kids. This results in unpredictable traffic movement that increases potential conflicts amongst people and vehicles.

Concerned parents, school district staff, city staff, and elected officials identified the referenced concerns during a Safe Routes to School survey conducted by the DPH and through public workshops conducted by the agency and Jurupa Unified School District (JUSD). If left unaddressed, these conditions will continue to produce elevated crash incidence rate surrounding Glen Avon Elementary.

TIMS crash data indicates there were seven accidents from 2003-2012 involving pedestrians and bicyclists aged 5-15 near the school and one fatality in 2014. The elevated crash incidence rate does not include “close-calls” where individuals narrowly miss accidents. These unfortunate situations occur too frequently based on feedback received from parents. 43% of parent respondents to the DPH community survey stated they have witnessed a child hit or almost hit by a car in the community. Refer to Section 2C for a chart that categorizes the accidents.

The road diet for Pyrite Street is proposed to better segregate motorized and non-motorized traffic and reduce traffic speeds through geometric design. The City has emphasized walkability in the Rubidoux area of the city, but Mission Boulevard, which passes through this area is still posted at 40 miles per hour. As a result, this area experiences the highest incidence of accidents between pedestrians/bicycles and vehicles. By making the Pyrite area more walk/bike friendly without designs to reduce vehicle speeds and volumes we expect to see the same high rate of accidents. This project is taking the appropriate steps to avoid repeating the same scenario and doing so creates an environ much more suitable for individuals using an active modes of transportation.

As previously stated the project will create a clear, defined separation between motorized and non-motorized traffic. Further, the improvements will include ADA-compliant ramping at all intersections within the project area and an enhanced crosswalks with solar LED flashers and pedestrian push buttons to help better control motor vehicles when pedestrians are crossing the street.

JUSD and the City of Jurupa Valley are partnering to create a modified system to improve school pick-up/drop-off and provide clear areas around the crosswalks to further protect students. This approach promotes smoother traffic movement and reduces potential conflict opportunities between motorists and other uses of the roadway.

The project partners considered several alternatives to address the highlighted concerns within the project area. Specifically, adding a raised pedestrian island in the middle of Pyrite to create two crossing instead on one, and narrowing the street's overall width to eliminate travel lanes and not providing bike lanes. The vetting process, which included discussions with City staff and JUSD officials, ultimately determined the proposed project best satisfied the area and ATP goals of prviding a safe route to school, increasing the rate of walking and bicycle travel, and reducing speeds and injuries.

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

- **Reduces speed or volume of motor vehicles.** The primary component of the Pyrite Street Safe Routes to School Project will reduce both the future speed and number of motor vehicles near the elementary school. The "road diet" reduces the number of through lanes dedicated to automobiles from four to two. The will lower travel speeds and allow for reduction in the speed limit during non-school hours. The posted school zone school speed limit of 25 MPH will remain in place. Improving the Cassidy Circle crosswalk with the project by adding solar LED flashers and curb bump outs will also help efforts to calm traffic.

  A speed limit reduction along Pyrite Street is also likely to alter current driving patterns of motorists. As indicated earlier, the roadway's proximity to SR-60 generates a significant percentage of its daily traffic. While motorists may still use Pyrite Street to access SR-60, they will do so at a slower speed and improve safety in the area. Further, improving active transportation routes will shift the community's stance related to whether students can safely walk or ride their bikes to school. An educational component associated with the DPH's SRTS Non-Infrastructure Program funds designed to provide pedestrian education and encouragement activities at elementary schools will reinforce this movement. The agency 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 Glen Avon Elementary School must contend with numerous obstacles that limit their ability to clearly see and be seen. The Project addresses this issue by adding bump outs and crosswalk flashers, better defining pick-up/drop off areas, and creating segregated lanes for the various modes.

Better crosswalks that clearly mark pedestrian routes will also clear area intersections from limiting conditions. The construction portion of the project will relocate all utility poles and fire hydrants in instances where the ADA minimum sidewalk widths are unachievable.

Glen Avon serves as a community gathering place for the surrounding neighborhoods. Consequently, the facility hosts events on-site after school hours. Poor street lighting creates another challenge for individuals attempting to use the sidewalks at night. The LED flashers will improve visibility after dark at the intersection of Pyrite Street and Cassidy Circle.

- **Improves compliance with local traffic laws.** Frustrations caused by inefficient traffic flow are the primary reason that motorists disobey local traffic laws near the school. Extensive delays in the student pick-up/drop-off process too often leads parents to either 1) make unsafe passing maneuvers or 2) stop their vehicle in the unapproved areas to load/unload student(s).

  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 amount of trips generated by personal vehicle traffic. This will lessen congestion issues during peak periods of ingress and egress. Second, the remaining traffic will now have the option of utilizing designated pick-up/drop-off zones. The area will be entirely separate from the through lanes to ease traffic movement issues. Finally, the City will erect new signage at key locations that highlight parking restrictions in the vicinity of the school. This deters individuals from knowingly parking illegally.

- **Eliminates behaviors that lead to collisions.** Providing a more defined pick-up and drop off area and reducing the number of through lanes from four to two will reduce the incidence of vehicles being three abreast at the school crosswalk during school ingress/egress (see

photos). The reduced roadway section will also passively reduce speeds by narrowing the perceived street width without limiting area access.

- **Addresses inadequate traffic control devices.** The project involves the installation of five enhanced crosswalks at Pyrite Street and Mission Boulevard, Stonewood Lane, Cassidy Circle, Lone Trail, and Galena Street to help better control the speed of motor vehicles. The primary entrance into the school at Cassidy Circle will include solar LED flashers, curb bump outs, and pedestrian push buttons to reduce the crossing width and increase the crossing's visibility. The City will also add improved signage and safety lighting.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks.** A large portion of Pyrite Street currently lacks sidewalks and has no bicycle facilities. Existing facilities along the eastern side of the roadway extend between the school and Galena Street. As indicated earlier, the proposed project involves the construction of new sidewalk on the west side of Pyrite Street between Mission Boulevard and Galena Street on the east side of Pyrite Street between the school and Mission Boulevard with improved corner ramps. The new curb and gutter will connect to the existing storm drain system which will 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. TIMS crash data indicates there were seven accidents from 2003-2012, plus one fatality in 2014 involving pedestrians and bicyclists aged 5-15 near Glen Avon Elementary. The following chart categorizes the accidents.

Injury Type	Bicyclists - Count	Pedestrian - Count
Complaint of Pain	2	1
Killed	0	1
Other Visible Injury	0	3
Severe Injury	0	1

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. Because of the multiple and long-standing issues that are trying to be addressed by the Pyrite Street project, the public participation process has as well been a long process that has included multiple requests by the community members extending as far back as 2007 and meetings with school district and city officials as late as April of 2014.

Resident and parent complaints about the perceived unsafe nature of the Pyrite Street corridor were discussed with the County Supervisor even prior to the City's incorporation in July 2011. They commented on the wide street being difficult for students to cross, the speed of vehicles, and the lack of sidewalks, especially on the west of the street where many kids need to walk to access the east-west side streets. These concerns continued after the City was established and discussions with City officials were held with residents beginning in the Fall of 2011 and continued regularly, yet informally, through the Fall of 2013.

City engineering staff were tasked beginning in 2013 with trying to incorporate some safety features into the roads design to address the important issues, but limited City funds have hampered the City's ability to adequately address issues. In 2010 the County's Economic Development Agency (EDA) developed plans to improve the street, but with the dissolution of EDAs the project did not go forward. In 2010 the Riverside County Flood Control District (RCFC) developed a project to repave Pyrite south of Lone Trail and improve storm drain conditions, but no other pedestrian or traffic improvements were proposed. That project is proposed to be started in 2104.

The City engineer staff began looking in earnest at a road diet project on Pyrite Street in August 2013 and conducted multiple meetings with school district and City officials to discuss options.

In February 2014 the preferred project was selected based on the above discussions, the lower cost of the preferred option, and its ability to address the desired goals. The preferred option was discussed with the DPH in April 2014 to discuss the project's ability to compliment DPH and the school district's non-infrastructure program grant application.

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 Safe Routes to School project resulted from an outreach program that involved school district and City officials to identify the most cost-effective solution to the issues in the corridor and solutions that can provide solutions without manual enforcement (such as more crossing guards) to be effective. To this end, the City and school district staffs held multiple discussions starting in the Fall of 2013 through April 2014.

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. Two alternatives to the road diet project were considered and subsequently not selected for various reasons. The first was the provision of sidewalks, curbs, and gutters same as the Project, but this option would include a raised median in Pyrite Street to break a pedestrian crossing into two movements rather than reducing the number of through lanes. However, this alternative would preclude providing bike lanes and would therefore not promote increased bicycle use. In addition, the cost for providing curb, gutter and sidewalk would be the same as the Project ultimately creating a more costly project that would not accomplish the desired goals. The second alternative was o physically narrow the road by relocating the existing curbs to eliminate one travel lane and shift the roadway to the east. This option would allow for the provision of bike lanes, but would require storm drain reconfiguration and would not provide a separation buffer

between eh bike lanes and the vehicle through lanes. Ultimately this option would achieve the desired goals, but eh storm drain work would incur additional costs making this option less cost effective.

B. **Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested.** Benefits generated by improvements to Pyrite Street 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 three-quarters of a mile of improved sidewalks for roughly 140 students whom currently walk to and from school on a regular basis. The improvements will also benefit the approximate 5 percent of students anticipated to switch to walking from driving. The overall benefit of the sidewalk improvements is approximately **$23,608 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	0.77	168	258.7	23,608
Increased walking activity	0.50	0.77	168	258.7	52,140

Annual Benefit= Person Miles per Day X Benefit Value X 365

Additionally, increasing the sidewalk connectivity along Pyrite Street will provide health benefits for children due to increased physical activity. The average benefit of increased walking activity is $0.50 per person mile.[1] The proposed improvements to sidewalks along the roadway will continue to improve the health of the roughly 140 students that walk to school regularly, as well as, the additional

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

5% anticipated to switch to walking after the improvements. The overall benefit of increased walking activity for those students due to the sidewalk improvements is approximately **$52,140 annually**.

The road diet to Pyrite Street is expected to reduce the existing ADT from 3,000 vehicles to approximately 2,800 vehicles. 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 road diet estimates a reduction of 200 vehicles traveling the three-quarters of a mile along Pyrite Street; therefore, it can be assumed the road diet will reduce VMT by approximately 150 miles per day near the elementary school. The overall benefit of the reduction in pollution near the school is roughly **$2,190 annually**.

The planned sidewalk network improvements and the road diet will have the greatest impact on the overall safety along Pyrite Street. According to crash data gathered for the years 2003-2011 there were seven crashes in the vicinity of Glen Avon Elementary School, plus one 2014 fatality. Based on the Transportation Injury Mapping System (TIMS) Cost-Benefit Calculator[3] the approximate safety benefit generated by the intersection/crosswalk improvements and road diet to Pyrite Street is **$164,273 annually**. The assumed countermeasure factor for the improvements is 30 percent with a project service life of 20 years.[4]

- Total Annual Benefit: **$242,211**
- Project Life: 20 Years
- Project Life Benefit: **$4,844,220**
- Total Project Cost: **$731,500**
- Program Funds Requested: **$665,000**
- B/C Ratio (Annual/Total Project Cost): 0.33
- B/C Ration (Project Life/Total Project Cost): 6.62

[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
[4] Caltrans CM Number: R15

- B/C Ratio (Annual/Program Funds Requested): 0.36
- B/C Ratio (Project Life/Program Funds Requested): 7.28

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 indicates 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.

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 indicator percentile for asthma incidence rates. Assuming the number of students walking to school daily increases by 5% to 10% total students, and the average walk trip is 0.7 miles as stated in 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 (PM 2.5) 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 Program[5] and California Air Resources Board *Emission Factor Tables* from May 2013[6] to determine emission reduction benefits.

Pollutant	Daily Reduction (grams)	Annual Reduction (kilograms)	Project Lifetime Reduction (kilograms)
ROG	91.61	33.43	668.75
NOx	42.50	15.51	310.27
CO	763.09	278.52	5,570.55
PM 2.5	10.90	3.97	79.59

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 Pyrite Street Safe Routes to School Project meets all three criteria of being a disadvantaged community.

- **Median household income for the community benefited by the project**: $55,723. This figure is less than 80% of the statewide median household income.
- **California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:** 44.97. The figure for zip code 92509 falls within the bottom 5% of all California cities. The community scored particularly low in several indicator percentiles including particulate matter (99th) and ozone (93th). 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

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

maintain major hubs in the area. Finally, prevailing winds often blow air pollution from the LA basin over the region.

- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:** 78.4%. Nearly 8 of 10 students attending Glen Avon 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 Pyrite 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 Glen Avon 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

☑ New Project						Date:	5/16/14
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

Pyrite Street Safe Routes to School Project

Location, Project Limits, Description, Scope of Work ☐ See page 2

The project is located in the City of Jurupa Valley on Pyrite Street between Galena Street and Mission Boulevard. The project includes the extension of the existing sidewalks and infill of new sidewalk, curb, and gutter on the east and west sides of the street, adding ADA-compliant curb ramps and driveway aprons, a Road Diet to the area near Glen Avon Elementary School, 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 crossing.

☑ Includes ADA Improvements ☑ 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 ☐ See page 2

Pyrite Street was developed prior to City incorporation in 2011 and planned as a Major Arterial with four through lanes, a 40 mile per hour speed. This type of roadway design is incompatible fronting an elementary school with children crossing the street, bicycle activity, and on-street loading/unloading. Access to and from the school is limited to the Pyrite Street frontage and all activity is concentrated at the front of the school. The street has limited lighting and is dimly lit after dark. Pyrite Street is hard to cross and this Springa teen was killed crossing the street. The project will improve student health by encouraging more walking, reducing auto traffic, increasing safety, and improving air quality.

Project Benefits ☐ See page 2

The project is projected to produce an annual benefit to the community of approximately $242,200 per year and a benefit over a 20-year life of about $4.8 million. This benefit is realized by improved air quality, reduced accident rates, and a healthier community through increased walking and student activity levels.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ 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: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV	Local				
Project Title:	Pyrite 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		146						146	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			586					586	
TOTAL		146	586					732	

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		133						133	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			532					532	
TOTAL		133	532					665	

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		13						13	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			54					54	
TOTAL		13	54					67	

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									

1 of 1

Project name:	City of Jurupa Valley - Pyrite 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)	$	133,000
Right-of-Way Phase	$	0
Construction Phase-Infrastructure	$	532,000
Construction Phase-Non-infrastructure	$	
Total for ALL Phases	**$**	665,000

All Non-ATP fund types on this project* (to the nearest $1000)		**Amount**
Gas Tax	$	67,000
	$	
	$	
	$	
	$	
	$	

*Must indicate which funds are matching

Total Project Cost	$	732,000
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	$	732,000
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.

Since the City of Jurupa Valley is not pursuing funding for non-infrastructure tasks/deliverables, Section VII is not-applicable.

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

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Page 6 of 8

Project name:	City of Jurupa Valley - Pyrite 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: _____ 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: _____ 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: _____ 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

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Project name:
City of Jurupa Valley - Pyrite 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)

Page 8 of 8

Pyrite Street Project Vicinity Map

Wide street width at Pyrite Street and Galena Street looking south

Wide street width at Pyrite Street and Galena Street looking west

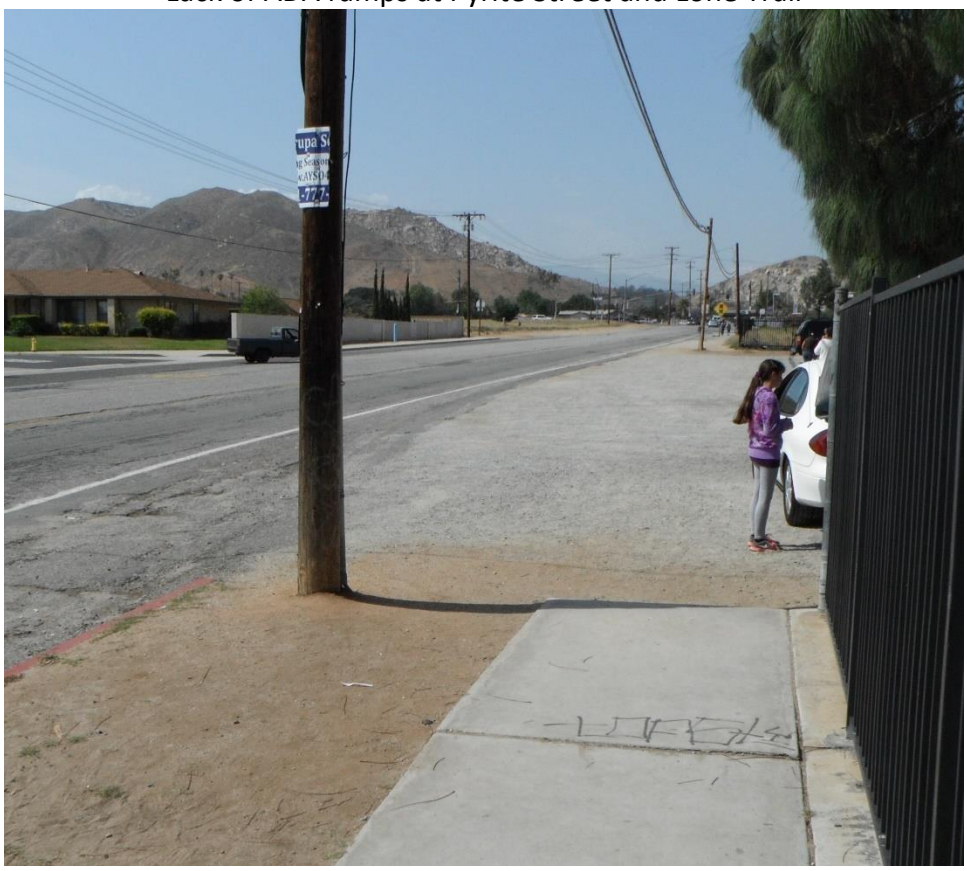
Lack of ADA ramps at Pyrite Street and Galena Street looking southeast

Stop bar shifted into east side of Pyrite Street for visibility at Bradson Way

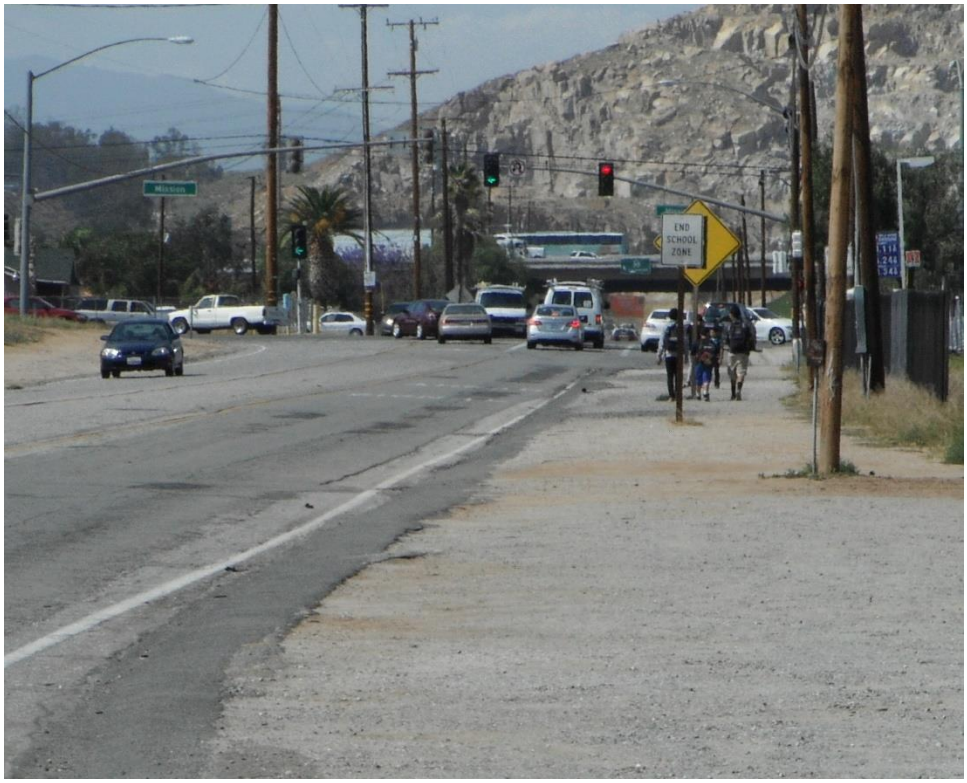
Heaving sidewalk and bap section on east side of Pyrite Street at the flood control channel

Sidewalk gap east side of Pyrite Street at the flood control channel

Lack of ADA ramps at Pyrite Street and Lone Trail

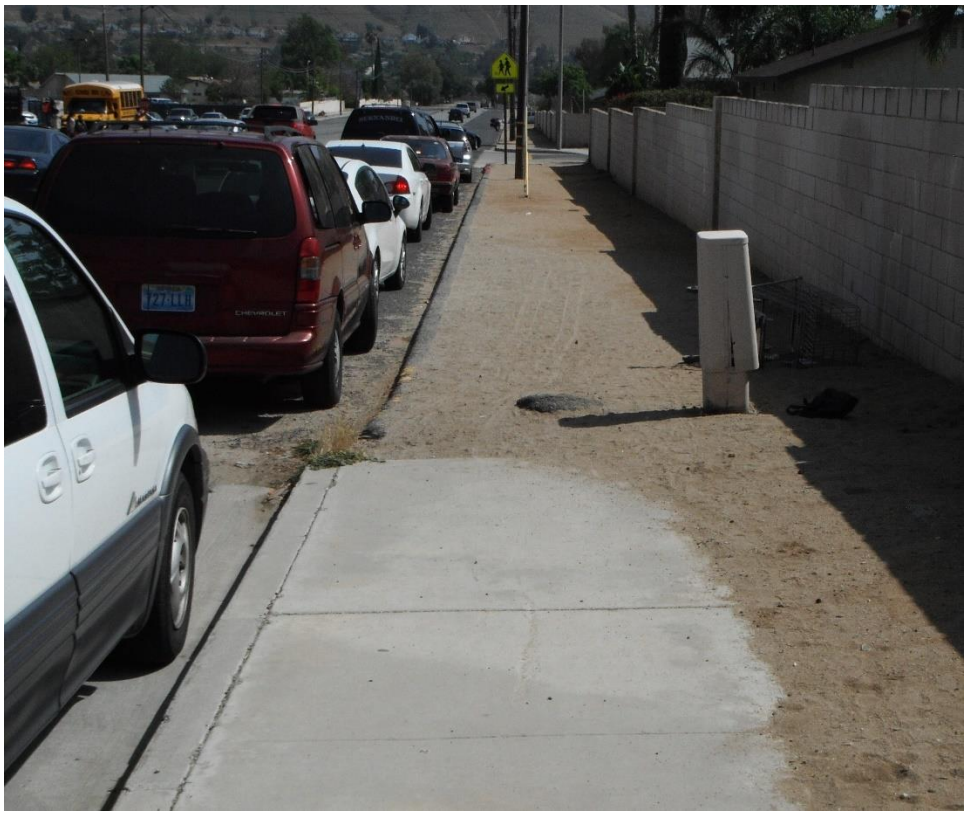


End of sidewalk on east side of Pyrite Street north of Glen Avon School



Children walking along shoulder of Pyrite Street north of the school

Sidewalk and soft trail on west side of Pyrite Street with trail encroaching onto the sidewalk



End of sidewalk on the west side of Pyrite Street in front of the school

Driver parked in the wrong direction picking up kids in a red curb area

Wide street allows cars to drive as if there are two through lanes on each side

Busy sidewalk in front of the school on Pyrite Street.
Red curb requires parent pick up on opposite side of the street.

Active curbfront opposite school along west side of Pyrite Street

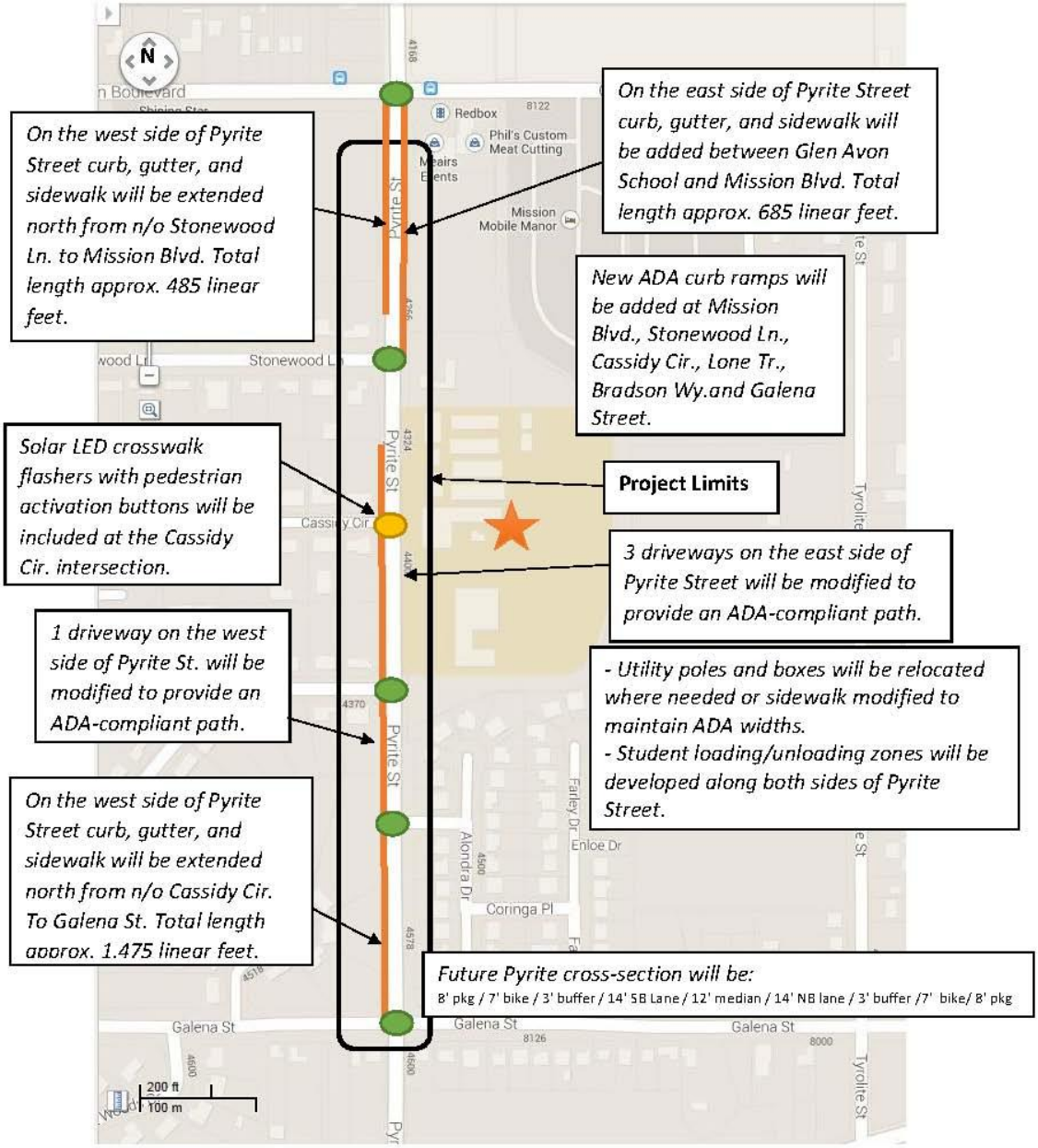
Wide street allows cars to stop three across at crosswalk.
This is difficult for crossing guard to adequately control.

Busy crosswalk at Pyrite Street and Cassidy Circle during school egress

Busy crosswalk at Pyrite Street and Cassidy Circle during school egress

Parent's vehicles staged along Pyrite Street with students walking on existing path

Non-ADA compliant curb corners with signs of active horse trail traffic



Total project length = 2,625 feet (Galena Street to Mission Boulevard)

- 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

Pyrite Street Project Concept Plan Map

Detailed Engineering Estimate

Agency: City of Jurupa Valley
Project Name: Pyrite Street SRTS Sidewalk Project
Project Location: Pyrite Street btwn Galena Street and Mission Boulevard
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)		EA	500.00	$ -
9	PCC Driveway (Commercial)	4	ES	0.00	$ -
10	PCC Curb & Gutter	2,575	LF	11.00	$ 28,330
11	PCC Sidewalk	13,875	SF	5.50	$ 76,310
12	PCC Curb Ramp	13	EA	5,200.00	$ 67,600
13	Bulb Out With Curb Ramp	9	EA	6,000.00	$ 54,000
14	Traffic Signal Modification		LS	0.00	$ -
15	Signing	18	EA	500.00	$ 9,000
16	Striping - Lane Lines	2,625	LF	0.80	$ 2,100
17	Striping - Crosswalks	480	LF	3.25	$ 1,560
18	Striping - Legends	16	EA	75.00	$ 1,200
19	Striping - Bike Lanes	5,250	LF	0.10	$ 530
20	Striping Stop Bar	5	EA	40.00	$ 200
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		SF	4.40	$ -
25	AC Pavement 6" over 8" Aggregate Base	31,500	SF	6.50	$ 204,750
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		LS	5,000.00	$ -
	Construction Subtotal				$ 492,580
31	Project Survey, Plans and Specifications	1	LS	25%	$ 123,150
32	Project Administration	1	LS	10%	$ 49,260
	Project Total				$ 664,990

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 Pyrite Street

Summary of Public Participation Process

Date	Participants	Purpose
2007 – July 2011	RCO, Parents	Identify issues in the corridor. No solutions developed.
July 2011 – 2013	JVO, Parents, GA, JUSD	Discuss issues in the corridor and options for addressing.
August 2013 – February 2014	JVO, JVE, JUSD	Develop options for addressing issues and identifying and preferred alternative, cost estimates, and schedule.
March 2014 and April 2014	RCDPH, JVO, WJC	Facilitated discussions about ATP opportunities
April 2014	JVE, RCDPH, JUSD	Discussed preferred option and ATP grant opportunities.
May 2014	GA, RCDPH, JUSD, 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.

RCO – Riverside County Officials (jurisdiction prior to the City's incorporation in July 2012)
JVE - City of Jurupa Valley Engineering
LVO - City of Jurupa Valley Officials
GA – Glen Avon Elementary School Officials
JUSD - Jurupa Unified School District Officials
RCDPH - Riverside County Department of Public Health
Parents - Volunteer Parents of Glen Avon Students

Letter of Support from Glen Avon Elementary School

JURUPA UNIFIED SCHOOL DISTRICT

GLEN AVON ELEMENTARY SCHOOL 4352 Pyrite Street • Jurupa Valley, CA • (951) 360-2764 • Fax: (951) 685-6938

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: Glen Avon Elementary School/Pyrite Street Safe Routes to School Project

To Whom It May Concern,

The administration at Glen Avon Elementary School has made school safety a key goal for the coming year. This includes proactively working with the County, Jurupa Unified School District, PTA, and City of Jurupa Valley in promoting a multi-pronged approach both on and off-site.

Glen Avon Elementary School is home to a very vibrant educational and after school program, some activities occurring at night as well. Due to funding cutbacks school bussing of our students has been curtailed. Moreover, many parents perceive the school area as a hazardous environment given the lack of traffic calming and safety elements incorporated into the existing roadway and pedestrian infrastructure. These deficiencies and concerns have forced many parents to drive their children to/from school, causing extensive congestion in the vicinity of our school during key arrival/departure times.

The current roadway does not allow for a safe buffer between pedestrians, cars, and alternative modes of transportation, such as bicycles. Moreover, even with crossing guards the congestion of an "impromptu" loading zone on the opposite side of the street from the school causes an unsafe condition with students safely accessing school grounds, parents' vehicles, and the neighborhood. 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. Safety has been a key concern of the parents and we see this funding opportunity to allaying parents' anxieties and educating children on how to walk or bike to school safely, while also providing the area with permanent safety enhancements that can be capitalized during non-school hours for other activities on school grounds.

We understand this project will integrate various infrastructure traffic calming, walkability, and safety elements, including safely buffering pedestrian, bicycle, moving vehicular, and stationary vehicular activities adjacent to the school; and adding flashers and other safety hardware to promote a safer environment 24/7. 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) 360-2764.

Sincerely,

Sylvia Bottom
Principal

Glen Avon Elementary School

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: Glen Avon Elementary School/Pyrite Street Safe Routes to Schools Project

To Whom It May Concern,

The City of Jurupa Valley (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 Capital Improvement Program (CIP).

The City has identified a segment of Pyrite Street fronting the Glen Avon Elementary School as a Safe Routes to Schools project for Active Transportation Program grant funding consideration. Pyrite Street was developed prior to the City's incorporation and planned as a Major Arterial with four thorough lanes, a 40 mile per hour speed limit, and 76 feet of pavement width. This type of roadway design is incompatible since it fronts an elementary school with children crossing the street, bicycle activity, and on street loading/unloading.

The school also hosts various functions after school hours and during the school year. The street in front of the school has limited lighting and is dimly lit after dark. Given the width of Pyrite Street, pedestrians find it difficult to cross safely. Early this year a teenager was killed trying to cross the street in front of the school. With the goals of improving student health by encouraging more student walking, reducing the amount of auto traffic to the school, increasing safety in the area, and improving air quality by lowering emissions, the addition of sidewalks and the reduction of the roadway cross-section through the road diet are critically needed improvements on Pyrite Street.

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

The City has held numerous meetings with the County Department of Public Health, 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; participating in the Active Transportation Network and other pertinent meetings; and promoting SRTS program activities to stakeholders.

We look forward to collaborating with the Glen Avon Elementary School, impacted 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

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

RCTC
Riverside County Transportation Commission

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 – Pyrite 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 Active Transportation Program (ATP) funding to complete a Safe Routes to School Project on Pyrite Street.

The Pyrite Street project is a proposed "Complete Streets" project that includes providing both continuous sidewalk, curb, and gutter along the east and west sides of Pyrite Street between Galena Street and Mission Boulevard and a Road Diet to better accommodate pedestrians, bicyclists, and automobiles.

The project will extend the existing sidewalk, curb, and gutter on the east side of the street from its existing terminus just north of Glen Avon Elementary School, to the north to Mission Boulevard, and install new sidewalk on the west side of the street between Mission Boulevard and Galena 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 Pyrite Street and Cassidy Circle, including solar LED flashers and pedestrian push buttons.

On-street parking will also be modified to create a school pick-up/drop off zone on the west side of the street and clear areas around the crosswalks to improve pedestrian safety and visibility and 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.

The Road Diet will narrow the street to provide a total of two through lanes and bicycle lanes, a center turn median and pedestrian refuge, and on-street parking and loading areas.
Glen Avon Elementary School serves a disadvantaged community (e.g., more than 78 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).

Ms. Teresa McWilliam
May 15, 2014
Page 2

The city is planning to provide local 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 Glen Avon 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 and bicycle facilities and constructing a continuous shoulder throughout the project limits. Since this project will promote greater walkability and provide bicycle lanes, 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 as well as improve the Complete Streets aspects of this roadway. We look forward to supporting the city of Jurupa Valley with their 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.B. Horton #2327

J.B. 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

County of Riverside
Department of Public Health

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: Glen Avon Elementary School/Pyrite Street Safe Routes to School

To Whom It May Concern,

The County of Riverside Department of Public Health (DOPH) 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 along Pyrite Street adjacent to Glen Avon 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. This program has enriched Riverside County communities by addressing parents' concerns and educating children on how to walk or bike to school safely.

DOPH strongly supports infrastructure and education enhancements to encourage greater walkability and improve pedestrian safety surrounding this school. Glen Avon Elementary School is one of the most heavily utilized elementary schools in the County, supporting many evening/after-hours activities. Student walkability to/from this school is significantly lower than the average at other elementary schools in the County.

This project will incorporate various infrastructure traffic calming elements as well as improve the Complete Streets aspects of this roadway, such as separating pedestrian, bicycle, moving vehicular, and stationary vehicular activities adjacent to the school; and adding flashers and other safety hardware to promote a safer environment 24/7. DOPH 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 facilities and 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.

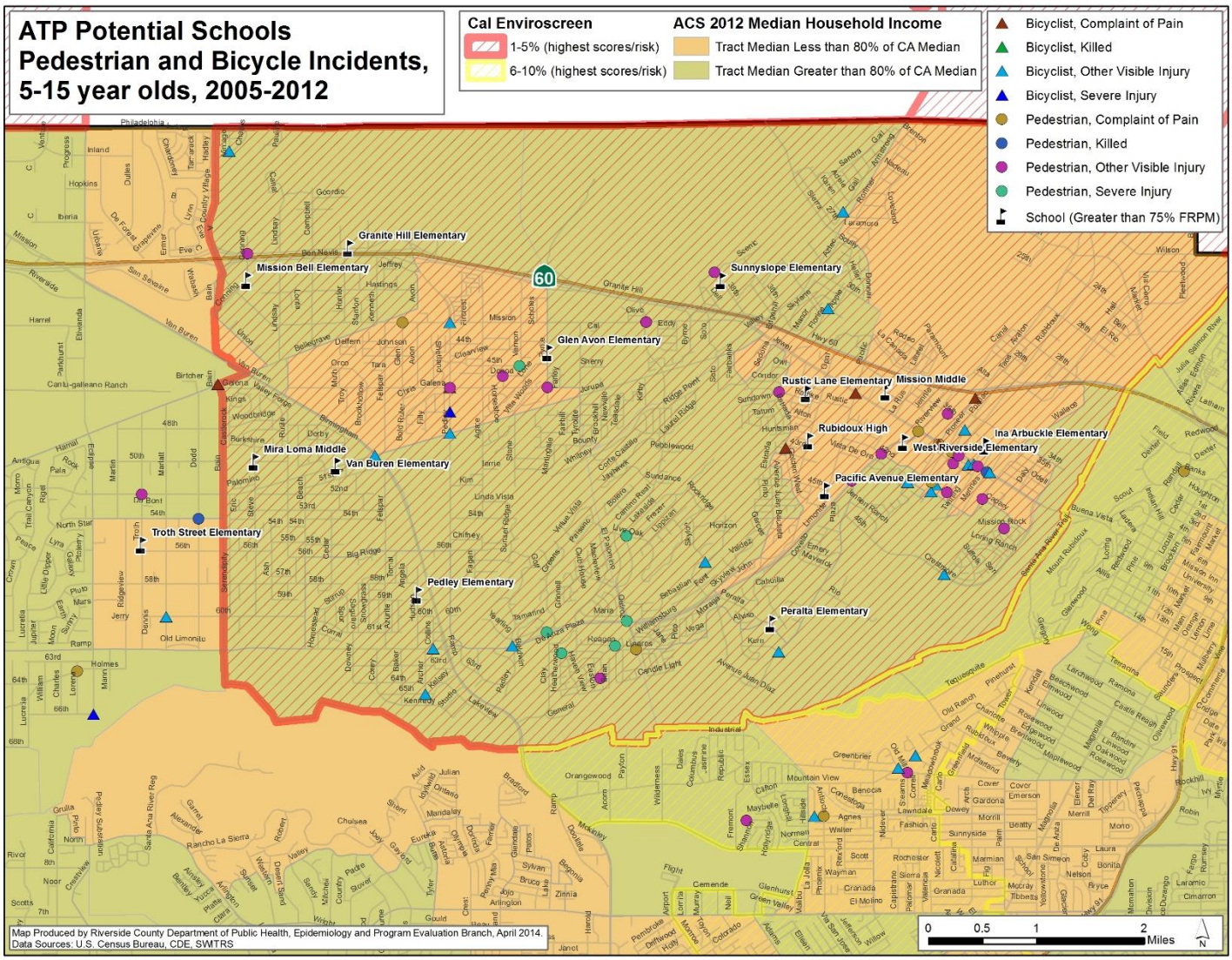
We look forward to collaborating with the City of Jurupa Valley to assist with their Safe Routes to School program. Should you have any questions regarding this letter of support, please do not hesitate to contact Michael Osur at (951) 358-5074.

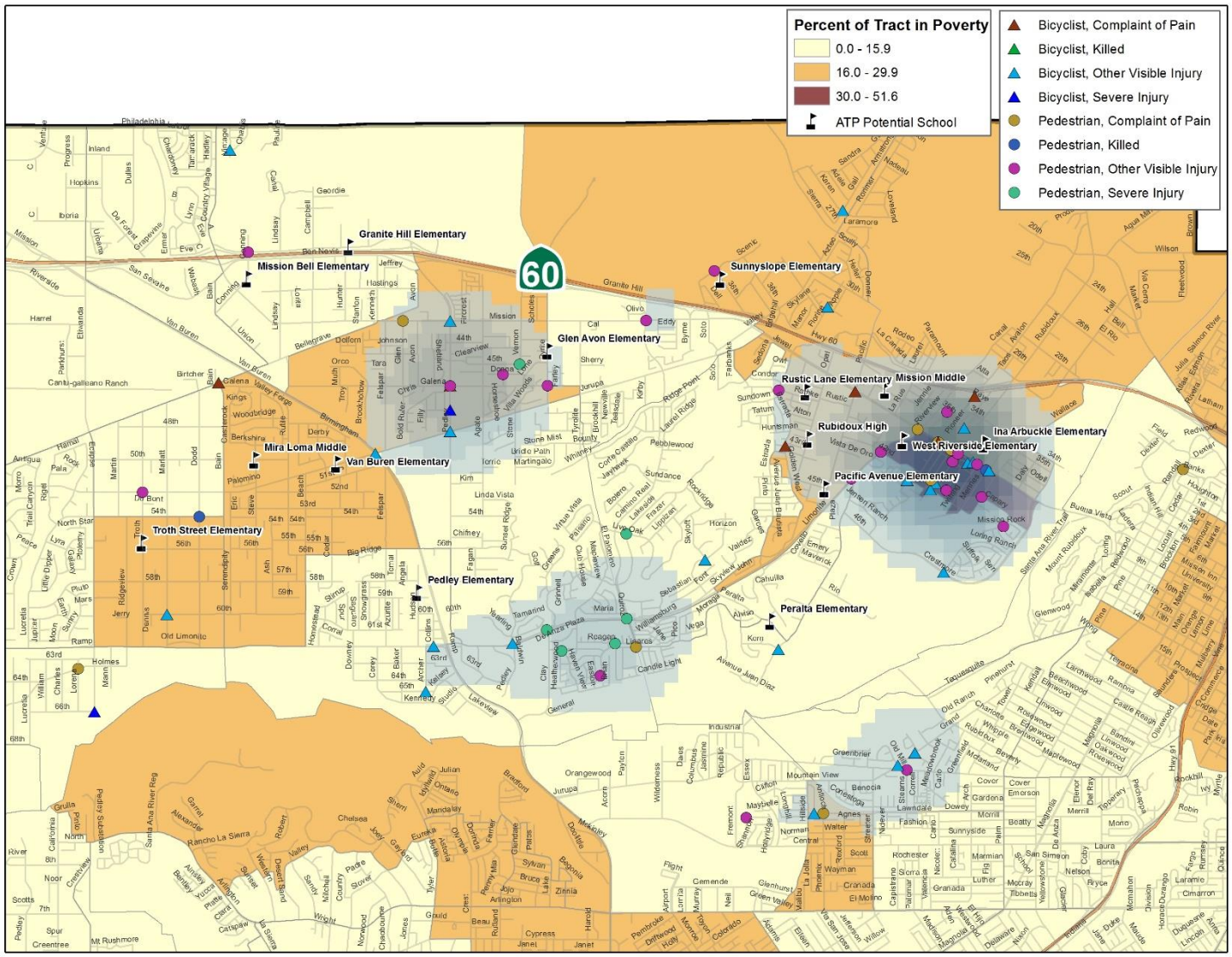
Sincerely,

Susan D. Harrington

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

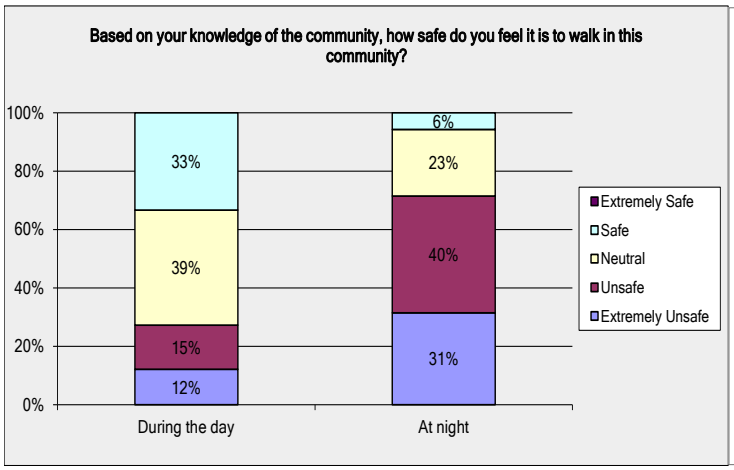
4065 County Circle Drive, Riverside, California 92503
951.358.7036 – FAX 951.358.4529 - tdd 951.358.5124
www.rivcoph.org


ATP Potential Schools
Pedestrian and Bicycle Incidents,
5-15 year olds, 2005-2012
Cal Enviroscreen
1-5% (highest scores/risk)
6-10% (highest scores/risk)
ACS 2012 Median Household Income
Tract Median Less than 80% of CA Median
Tract Median Greater than 80% of CA Median
Bicyclist, Complaint of Pain
Bicyclist, Killed
Bicyclist, Other Visible Injury
Bicyclist, Severe Injury
Pedestrian, Complaint of Pain
Pedestrian, Killed
Pedestrian, Other Visible Injury
Pedestrian, Severe Injury
School (Greater than 75% FRPM)
Granite Hill Elementary
Mission Bell Elementary
Sunnyslope Elementary
Glen Avon Elementary
Rustic Lane Elementary
Mission Middle
Rubidoux High
Ina Arbuckle Elementary
West Riverside Elementary
Pacific Avenue Elementary
Mira Loma Middle
Van Buren Elementary
Troth Street Elementary
Pedley Elementary
Peralta Elementary
Map Produced by Riverside County Department of Public Health, Epidemiology and Program Evaluation Branch, April 2014.
Data Sources: U.S. Census Bureau, CDE, SWTRS
0 0.5 1 2 Miles

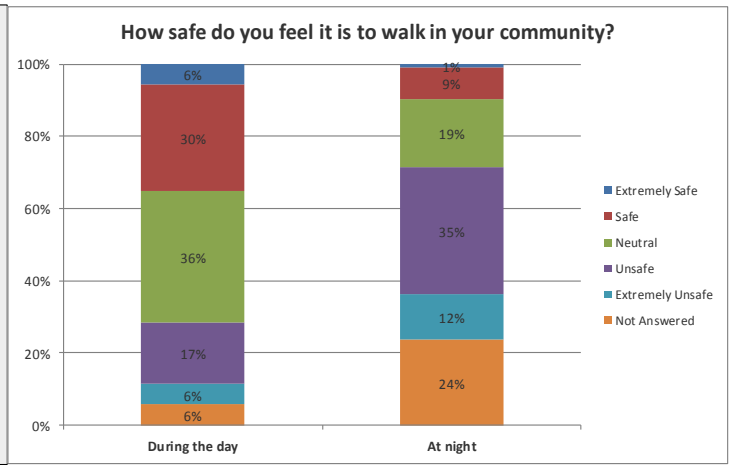

Percent of Tract in Poverty
0.0 - 15.9
16.0 - 29.9
30.0 - 51.6
ATP Potential School
Bicyclist, Complaint of Pain
Bicyclist, Killed
Bicyclist, Other Visible Injury
Bicyclist, Severe Injury
Pedestrian, Complaint of Pain
Pedestrian, Killed
Pedestrian, Other Visible Injury
Pedestrian, Severe Injury
Granite Hill Elementary
Mission Bell Elementary
Sunnyslope Elementary
Glen Avon Elementary
Rustic Lane Elementary
Mission Middle
Rubidoux High
Ina Arbuckle Elementary
West Riverside Elementary
Pacific Avenue Elementary
Mira Loma Middle
Van Buren Elementary
Troth Street Elementary
Pedley Elementary
Peralta Elementary
60

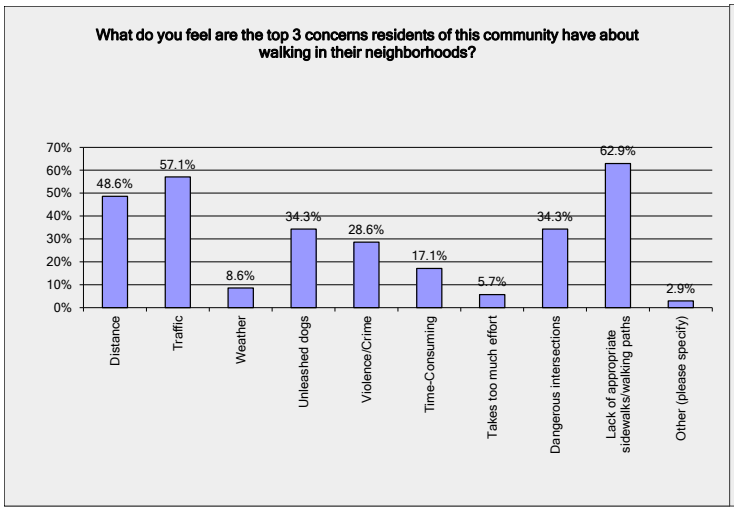
Active Transportation Program (ATP) Survey Results

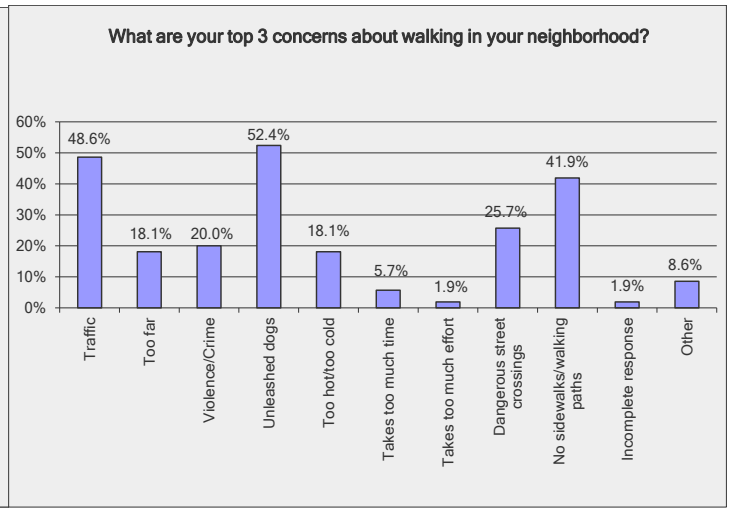
Community Partners

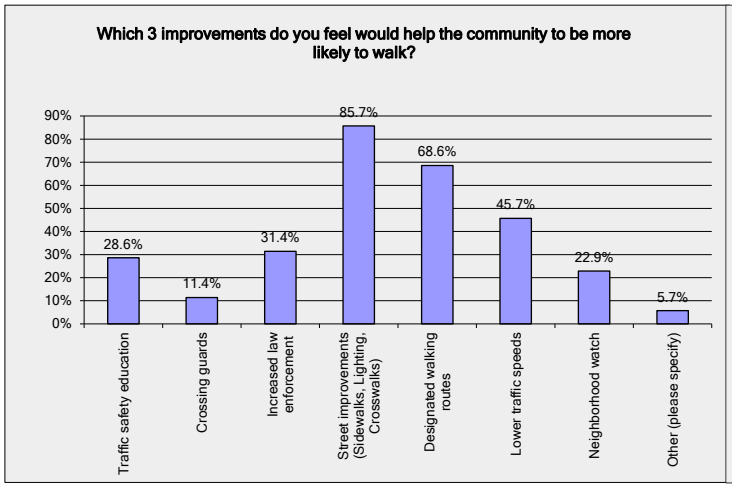


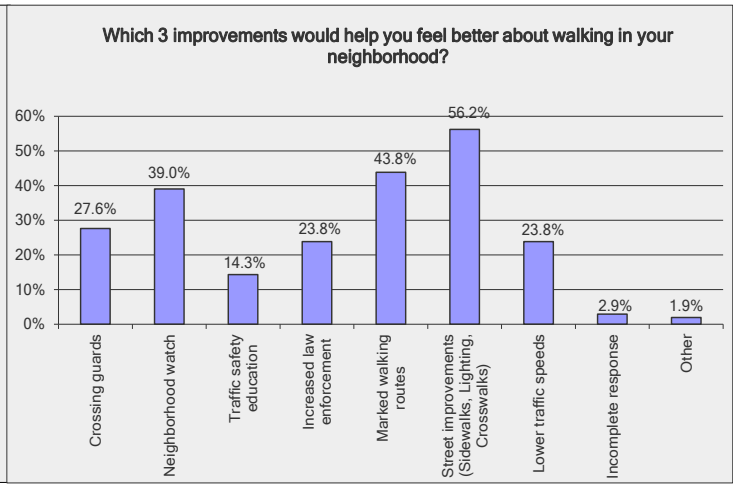
Parents

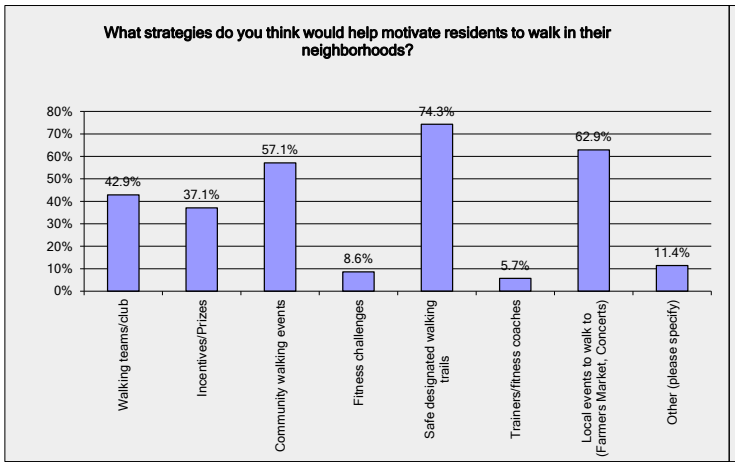


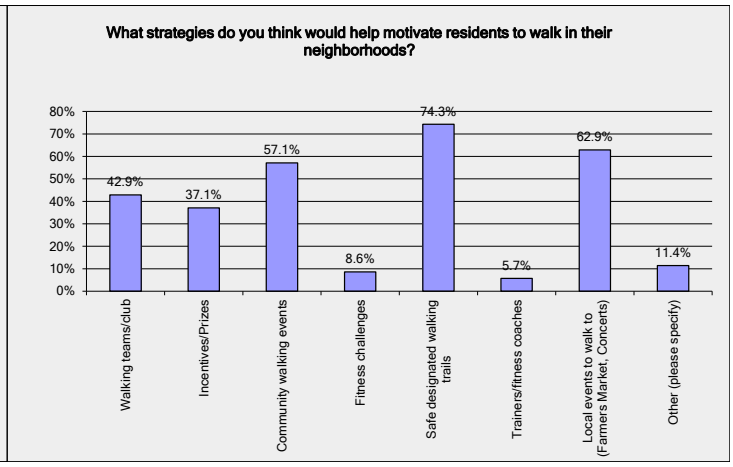


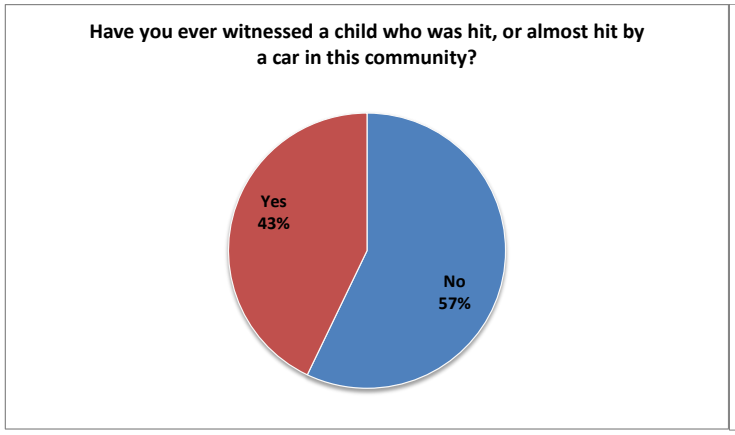


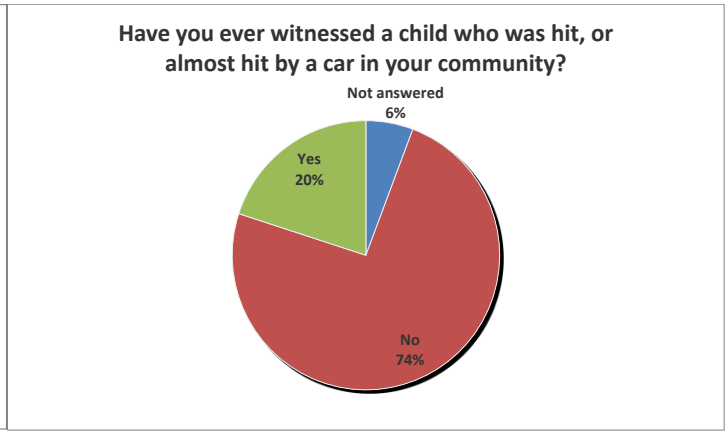

Which 3 improvements do you feel would help the community to be more likely to walk?
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
28.6%
11.4%
31.4%
85.7%
68.6%
45.7%
22.9%
5.7%
Traffic safety education
Crossing guards
Increased law enforcement
Street improvements (Sidewalks, Lighting, Crosswalks)
Designated walking routes
Lower traffic speeds
Neighborhood watch
Other (please specify)


Which 3 improvements would help you feel better about walking in your neighborhood?
60%
50%
40%
30%
20%
10%
0%
27.6%
39.0%
14.3%
23.8%
43.8%
56.2%
23.8%
2.9%
1.9%
Crossing guards
Neighborhood watch
Traffic safety education
Increased law enforcement
Marked walking routes
Street improvements (Sidewalks, Lighting, Crosswalks)
Lower traffic speeds
Incomplete response
Other

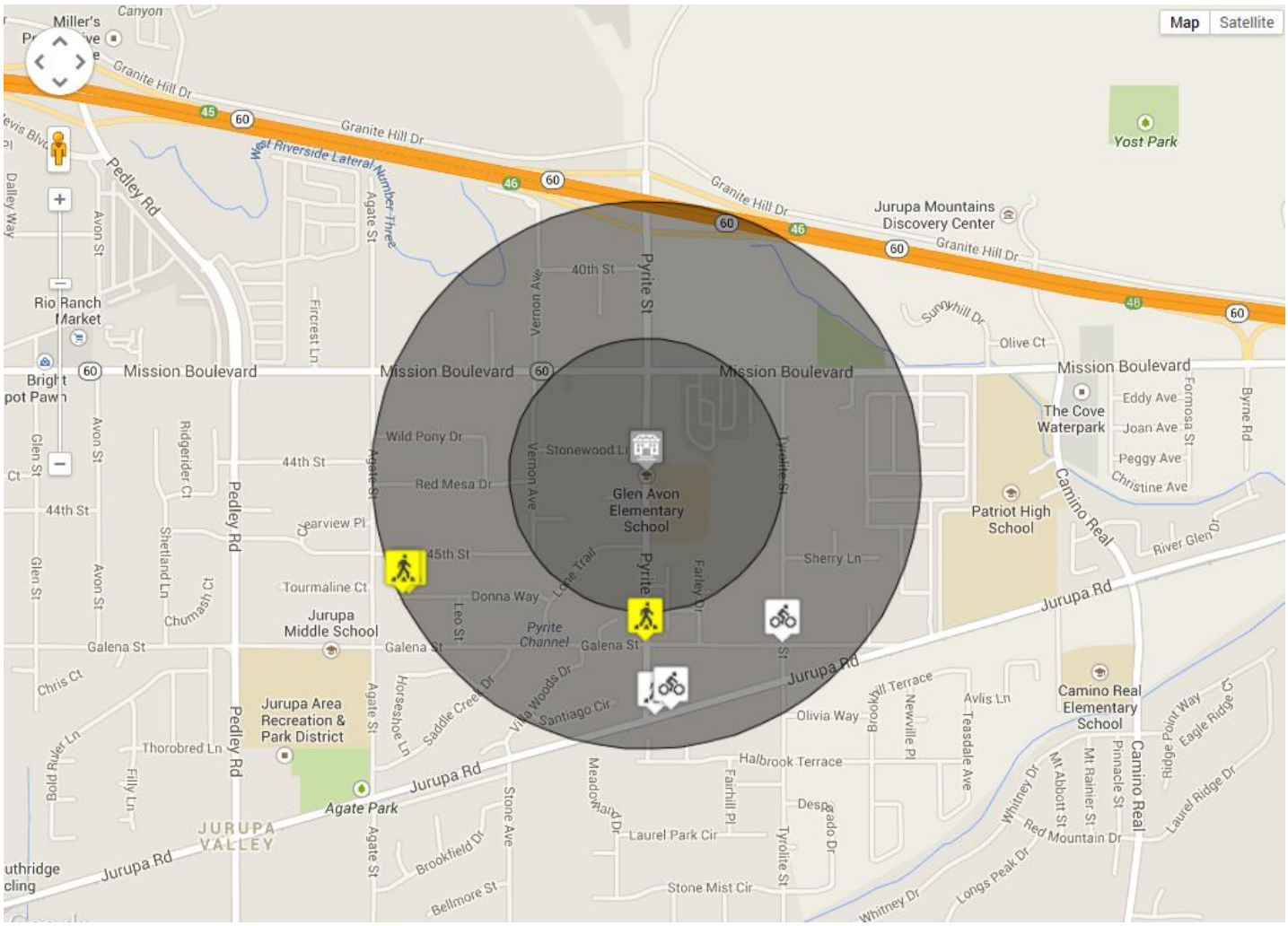

What strategies do you think would help motivate residents to walk in their neighborhoods?
80%
70%
60%
50%
40%
30%
20%
10%
0%
42.9%
37.1%
57.1%
8.6%
74.3%
5.7%
62.9%
11.4%
Walking teams/club
Incentives/Prizes
Community walking events
Fitness challenges
Safe designated walking trails
Trainers/fitness coaches
Local events to walk to (Farmers Market, Concerts)
Other (please specify)


What strategies do you think would help motivate residents to walk in their neighborhoods?
80%
70%
60%
50%
40%
30%
20%
10%
0%
42.9%
37.1%
57.1%
8.6%
74.3%
5.7%
62.9%
11.4%
Walking teams/club
Incentives/Prizes
Community walking events
Fitness challenges
Safe designated walking trails
Trainers/fitness coaches
Local events to walk to (Farmers Market, Concerts)
Other (please specify)


Have you ever witnessed a child who was hit, or almost hit by a car in this community?
Yes
43%
No
57%


Have you ever witnessed a child who was hit, or almost hit by a car in your community?
Not answered
6%
Yes
20%
No
74%

TIMS Accident Records Within ½ Mile of Troth School



TIMS Benefit/Cost Ration Calculation Summary

Transportation Injury Mapping System (TIMS) Page 1 of 1

Benefit / Cost Calculation Result

1. Project Information

Application ID	Pyrite Street	Version	1

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2003	to	12/31/2011	Years	9

• Road diet (reduce travel lanes from 4 to 3 and add a two way left-turn lane)

CM Number	Project Type	Crash Type	CRF	Life
R15	Geometric Mod.	All	30	20

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

Annual Benefit	$ 146,020	Cost	$ 665,990
Life Benefit	$ 2,920,400	B/C Ratio	**4.39**

3. Benefit Cost Result

Total Benefit	$ 2,920,400
Total Cost	$ 665,990
B/C Ratio	**4.39**

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=Pyrite+Street&PType=HSIP... 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	***At night***
☐ Extremely safe	☐ Extremely safe
☐ Safe	☐ Safe
☐ Neutral	☐ Neutral
☐ Unsafe	☐ Unsafe
☐ Extremely unsafe	☐ Extremely unsafe

4. What are your top 3 concerns about walking in your neighborhood *(Please select 3)?*
   - ☐ Traffic
   - ☐ Too far
   - ☐ Violence/Crime
   - ☐ Unleashed dogs
   - ☐ Too hot/Too cold
   - ☐ Takes too much time
   - ☐ Takes too much effort
   - ☐ Dangerous street crossings
   - ☐ No sidewalks/walking paths
   - ☐ Other: _____ _____

5. Which 3 improvements would help you feel better about walking in your neighborhood?
   - ☐ Crossing guards
   - ☐ Neighborhood Watch
   - ☐ Traffic safety education
   - ☐ Increased law enforcement
   - ☐ Marked walking routes
   - ☐ Street improvements (Sidewalks, Lighting, Crosswalks)
   - ☐ Lower traffic speeds
   - ☐ Other: _____ _____

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*)?
   - ☐ Walking teams/club
   - ☐ Incentives/Prizes
   - ☐ Community walking events
   - ☐ Fitness challenges
   - ☐ Safe and marked walking trails
   - ☐ Trainers/fitness coaches
   - ☐ Local events to walk to (Farmers market, Concerts)
   - ☐ Other: _____ _____

County of Riverside Department of Public Health, Safe Routes to School Program 951-358-7171 mhuling@rivcocha.org