

“It’s Cool 2 Walk To School”
- Chula Vista Elementary
School District



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ACTIVE TRANSPORTATION PROGRAM CYCLE 1

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

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

Project name: It's Cool 2 Walk To School - Chula Vista Elementary School District

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

I. GENERAL INFORMATION

Project name: It's Cool 2 Walk To School - Chula Vista Elementary School District

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) Chula Vista Elementary School District	2. PROJECT FUNDING ATP funds Requested \$ <u>586,582.00</u> Matching Funds \$ _____ (If Applicable) Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>586,582.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Melissa Minas, Project Manager, melissa.minas@cvesd.org, 619.425.9600 x1515	5. PROJECT COUNTY(IES): <p align="center">San Diego</p>
4. APPLICANT CONTACT (Address & zip code) 84 East J Street, Chula Vista CA 91910	7. Application # <u>1</u> of <u>1</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 11	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SANDAG San Diego Association of Governments
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: It's Cool 2 Walk To School - Chula Vista Elementary School District

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: Calvin J. Lauderbach Elementary
27. SCHOOL DISTRICT NAME & ADDRESS: 390 Palomar Street, Chula Vista CA 91911

28. County-District-School Code (CDS) 37 68023 6037907	29. Total Student Enrollment 860	30. Percentage of students eligible for free or reduced meal programs ** 87.80
31. Percentage of students that currently walk or bike to school 35%	32. Approximate # of students living along school route proposed for improvement 62	33. Project distance from primary or middle 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

I. GENERAL INFORMATION - continued

School #2

Hazel Goes Cook
875 Cuyamaca Avenue
Chula Vista, CA 91910

CDS – 37680236037881

Enrollment-472

Percent Free/Reduced Meals – 70.13%

Percentage of Students walking/biking to school – 10%

Approximate Students Living along School Route -43

School #3

Karl H. Kellogg Elementary
229 East Naples Street
Chula Vista, CA 91910

CDS – 37680236037923

Enrollment-333

Percent Free/Reduced Meals – 71.47%

Percentage of Students walking/biking to school – 22%

Approximate Students Living along School Route 73

School #4

Myrtle S. Finney Elementary
3950 Byrd Street
San Diego, CA 92154

CDS 27680236037964

Enrollment-511

Percent Free/Reduced Meals – 65.71%

Percentage of Students walking/biking to school – 10%

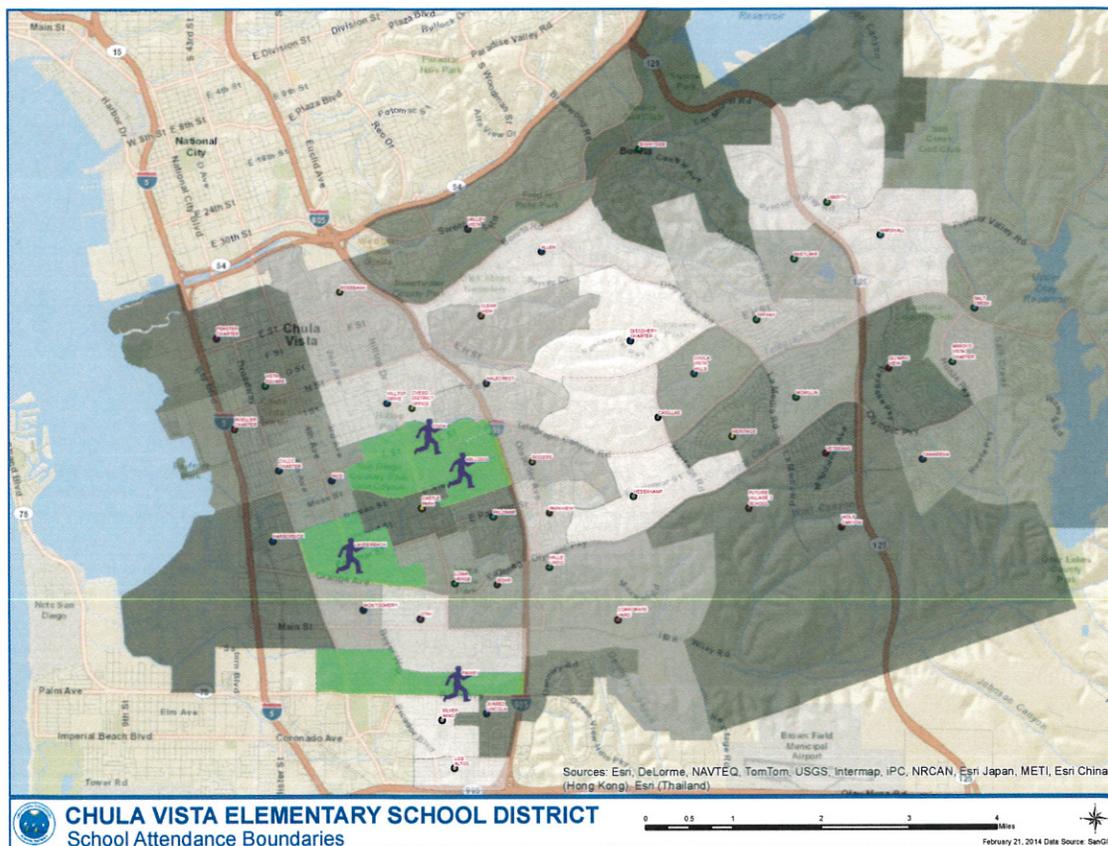
Approximate Students Living along School Route - 50

II. PROJECT INFORMATION

1. Project Location:

It's Cool 2 Walk to School, is a non-infrastructure project that includes 27 schools, four of which will be in a pilot program through this project. All schools are located in the County of San Diego, the City of Chula Vista and the City of San Diego, each within the Chula Vista Elementary School District (CVESD). CVESD encompasses a total of 45 campuses. Figure 1 illustrates the four pilot locations.

Figure 1. Map of CVESD boundary and four pilot schools



2. Project Coordinates of Pilot Schools:

- ***Hazel Goes Cook Elementary*** located at 875 Cuyamaca Avenue, built in 1955 and renovated in 1999. Lat: 32.625819, Lon: -117.056211
- ***Karl H. Kellogg Elementary*** located at 229 E. Naples Street, opened in 1957. Lat: 32.619710, Lon: -117.047813
- ***Calvin J. Lauderbach Elementary*** located at 390 Palomar Street, was built in 1955. Lat: 32.605779, Long: -117.070046
- ***Myrtle S. Finney Elementary*** located at 3950 Byrd Street. Lat: 32.584474, Lon: -117.049153

3. Project Description:

It's Cool 2 Walk to School is an expansion in scope from our Cycle 1 Safe Routes to School (SRTS) Non-Infrastructure Grant, which was awarded in 2007 to enable and encourage students in Kindergarten through 6th grade to safely walk and bike to and from school, and to work with partners to plan, design and implement efforts to improve the areas surrounding elementary schools to make walking and biking to school a safe mode of travel. *It's Cool 2 Walk to School* will increase parent engagement and aligns with district health and wellness initiatives.

There were many lessons learned from the initial SRTS grant that will be applied to the proposed project. *It is important that all schools in our District be provided equitable opportunity regardless of a campus jurisdiction/geographic location.* City of Chula Vista's Pedestrian Master Plan did not include six schools that are outside of Chula Vista City limits. We built a strong relationship with the City of Chula Vista, however

we aren't as directly connected to our partners at the County/City of San Diego for our campuses outside of Chula Vista.

It is imperative that the school community work cooperatively with community partners to identify deficiencies, and be included in the process for grant applications.

In 2007, the schools weren't involved in the process in identifying/prioritizing the need for SRTS activities. Therefore, the administrators and community weren't as motivated to fully support the efforts of the grant due to other existing priorities. This year, we received input from over 900 parents in preparing this application and have been working closely with the principals of the four pilot schools.

School sites need a champion to lead SRTS-related activities for their campus.

Every site is unique and the champion may be a parent, teacher, or administrator. It is up to the champion to provide the leadership in conducting these activities. Often, the programs fail if the champion doesn't receive the appropriate support from the school community. Parent, teacher and school administrator volunteers can be successful if they have the capacity and support from each other to coordinate the necessary activities and keep this initiative a priority on a daily basis.

The Proposed Project:

It's Cool 2 Walk to School will benefit students in 27 schools. Walk audits and the creation of deficiency maps and infrastructure improvement plans will be delivered for the first time in six of these schools, and used to update the top 21 schools that have been prioritized by the City of Chula Vista in their 2009 Pedestrian Master Plan. Additionally, we will be utilizing CityScan, which is a high-tech survey system to document and collect data on current infrastructure conditions around each school.

We have identified four pilot schools to begin implementing our best practices in encouraging walking and biking to school, such as creating a SRTS Coalition at each school, teaching bike and pedestrian safety skills, creating Suggested Route Maps for walking, biking and Park and Walk sites, intergenerational activities, and utilizing Active4Me technology for tracking and evaluation. These four schools were selected as a result of community input and a growing demand for education and awareness, as well as infrastructure improvements that are needed to increase pedestrian safety. Three of the selected pilot schools have worked in concerted effort with the City of Chula Vista to determine infrastructure improvements appropriate for each campus (see City of Chula Vista's ATP Infrastructure grant application). The pilot school in the City of San Diego does not have an open and clear line of communication with the Department of Public Works. We hope to create this connection through the work from this grant, enabling a total of 6 schools outside of the City of Chula Vista to benefit from these efforts. All 45 schools in the CVESD will experience stronger involvement in proposed infrastructure improvements led by the respective jurisdiction's Department of Public Works.

An Engagement Coordinator will be hired to provide capacity and leadership to guide and sustain the pilot program in these four schools. The primary role of this position is to create and sustain parent, staff, student and community involvement by conducting SRTS program activities, assist in building and maintaining parent and student participation, and establishing a system for sustaining engagement beyond this three-year grant.

4. Project Status:

Currently three of the four pilot sites are supporting the City of Chula Vista's recently submitted Infrastructure Improvement grant to address deficiencies identified by the

community for necessary improvements. A majority of the education and evaluation materials are accessible through the National SRTS Partnership, and Circulate San Diego has a variety of program curricula that will be customized for the *It's Cool 2 Walk to School* program. Program evaluation will include the National SRTS Center's Parent Survey, in addition to a supplemental Parent Survey created by Circulate San Diego. Benefits of this additional survey instrument include the collection of more robust data (e.g. data collection pertaining to child BMI, students' weekly active transportation levels (not just to and from school), parent knowledge of the benefits of active transportation, students' academic performance, influence on parents' active transportation levels, and perceived air quality and crime around the school neighborhood). Additionally, the supplemental survey will collect a personal identification number that will allow us to truly evaluate the program in a subset of respondents. This is something that is not possible with the current SRTS Parent Survey.

III. SCREENING CRITERIA

1. Demonstrated Need of the Applicant

The purpose of *It's Cool 2 Walk to School* is to 1) identify safe routes to school and encourage greater levels of walking and bicycling to school for students in 27 CVESD schools, 2) pilot test a comprehensive, sustainable SRTS program at four high-need schools, consisting of education, encouragement and empowerment activities, and 3) provide first-time SRTS activities and resources to six schools in CVESD that have been historically been excluded due to their locations in different jurisdictions.

This program is needed to address safety hazards surrounding the 27 project schools; build upon and update deliverables from our 2007 SRTS grant in 27 schools; and

accommodate the growing school and city populations. In 2010, the City of Chula Vista's population was 243, 916, and by 2012, grew 3.5% to 252, 422.¹ As of May 2014, CVESD had 30, 405 enrolled students and the growth in enrollment has been consistent with the growing population. Safety and traffic volume were the primary reasons that 64% of parents across the district drive their children to school.² Furthermore, pedestrian and bicycle fatalities/injuries data, parent survey responses, and direct requests from pilot project school staff all convey the critical need to improve safety and increase active transportation among CVESD students.

Program goals include traffic calming and advocacy to support infrastructure improvements identified within each school community and their respective Public Works Department, and to ensure safer routes to school. Walk audits will serve to update deficiency maps in the top 21 prioritized schools from 2009 and will identify additional safety hazards that require improvement.

2. Consistency with Regional Transportation Plan

The proposed program is consistent with the 2050 San Diego Regional Transportation Plan, adopted October 28, 2011. The Sustainable Community Strategy land use pattern is moving our region toward a healthier future by focusing on improving the connection between land use and transportation. The result is more walkable communities, increased bicycling, and increased public transit use (*Chapter 3 – Forging a Path for More Sustainable Living*, Pg. 3-69). As Chula Vista continues to grow, this program meets

¹ <http://quickfacts.census.gov>

² Collected from Parent Surveys May 2014

³ 2050 San Diego Regional Transportation Plan

“the need to welcome more people while improving the quality of life for all” (*Chapter 2 – A Vision for Mid-Century, Pg. 2-2*).

IV. NARATIVE QUESTIONS

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

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

It's Cool 2 Walk to School will encourage increased walking and bicycling among students by providing comprehensive Education, Encouragement and Enforcement activities at four pilot schools. This project will accomplish this by teaching bike and pedestrian safety skills to students, utilizing Active4me mode share tracking technology to excite and incentivize students, and creating Suggested Route Maps for walking, biking and Park and Walk sites for easy use by students and parents. This project will also utilize the “6th E”, Empowerment, or advocacy, to support infrastructure improvements identified in connection with each community and their respective Public Works Department, and to ensure safer routes to school. Finally, Walk Audits will be completed to update the 2009 deficiency maps and identify additional challenges that require improvement. All 27 schools will be exposed to this project and its benefits.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of the project.

Data collection methods should be described.

For the four pilot schools, possible users include 2,176 students plus their parents traveling to and from their respective school sites. After the education and encouragement activities in *It's Cool 2 Walk to School*, and a focus on students who live within a half-mile radius from the pilot schools, anticipated percent increase is 5% across all four schools. Data from the Student Travel Tally worksheets are presented in Table 1.

Table 1. Student Travel Tally data - April/May 2014

School (Destination)	Enrollment (Possible Users)	% Walking	% Biking	# Students living within 1/4 mi radius* (Possible Users)	Anticipated Increase in Users
Hazel Goes Cook	472	10%	< 1%	43	5%
Karl H. Kellogg	333	22%	< 1%	73	5%
Calvin J. Lauderbach	860	35%	< 1%	62	5%
Myrtle S. Finney	511	10%	< 1%	50	5%

**The project is focused on students within a ¼ mile radius as our possible users, even though we are including students within a ½ mile radius in our data references.*

To document this shift in active transportation mode share, we will conduct Student Travel Tallies during the first week of each school quarter (i.e. during the 2014-15 school year: July 28, October 13, January 20, and April 6). We will also conduct a “car count” at two different times of the school year during pick-up and drop off (4 total) to corroborate how many students are being driven to school.

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.

It's Cool 2 Walk to School will improve walking and bicycling routes to and from school through increased education, encouragement and empowerment activities. This program will utilize a Safe Passages model with an intergenerational component that utilizes older adults in the communities to be “Eyes on the Street” for our students and parents walking to and from school. This will create more safety around intersections and crossings, which has been documented as one of parents’ top concerns. Heightened awareness within the school community will be achieved through educational activities, such as a Pace Car Program, which will potentially help address another concern parents voiced, speed of traffic along routes. *It's Cool 2 Walk to School* will utilize fun and engaging activities to increase walking and biking to school, subsequently decreasing the amount of traffic around the school site. The project will also engage families that may live too far to walk or bike to school by encouraging and promoting Park & Walk sites around schools, which will further lessen traffic volumes.

Finally, all 27 schools will benefit from improved walking and bicycling routes through the Walk Audits and creation and update of Deficiency Maps and Infrastructure Improvement Plans. We have identified the number of students living within a half-mile radius of the project schools and will focus on encouraging those families to walk and bike by identifying infrastructure deficiencies, identifying traffic calming techniques, and increasing education and encouragement activities at each site.

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.

It's Cool 2 Walk to School will ensure connectivity is increased and barriers to mobility are decreased by addressing the top concerns of parents through the Walk Audits conducted at all 27 schools. This project will work within the pilot schools to identify the barriers, and work with the community to identify options to promote walkability. This will be in collaboration with our public safety personnel and technical assistance from our local active transportation advocacy group, Circulate San Diego.

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

Bicycle and Pedestrian crashes are not uncommon near our four pilot schools. *It's Cool 2 Walk to School* will reduce the risk for bicycle and pedestrian injuries and fatalities by working closely with local jurisdictions, local police and sheriff departments and Circulate San Diego to educate and create awareness around safety. Table 3 summarizes the breakdown of 110 bicycle/pedestrian injuries and fatalities that occurred within a half-mile radius around the four pilot schools between 2003-2011 from the Transportation Injury Mapping System (TIMS) data (See Section VIII. Additional Application Attachments). Half of these injuries and fatalities occurred during school hours. *It's Cool 2 Walk to School* will ensure these sites are included among proposed projects for infrastructure improvements, so that each site will have a voice in advocating for pedestrian and bicycle improvements to enhance safety.

Table 3. Pedestrian and Bicycle injuries and fatalities: 2003-2011

School	Bicycle/Pedestrian Injuries within ½ mi radius	Bicycle/Pedestrian Fatalities within ½ mi radius
Hazel Goes Cook	23	1
Karl H. Kellogg	13	0
Calvin J. Lauderbach	61	3
Myrtle S. Finney	9	0

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

i. Reduces speed or volume of motor vehicles

It's Cool 2 Walk to School will help to reduce speeds and volumes on school neighborhood streets through creating regular walking and biking days. This will increase awareness of using active transportation to school and potentially slow vehicles through a 'critical mass' of walkers and bikers. This will result in fewer cars driving to and from school, resulting in reduced traffic volume.

ii. Improves sight distance and visibility

Greater visibility will be achieved through 1) a 'critical mass' of students and parents walking and biking to school, and 2) Walk Audits where existing issues and potential solutions will be identified, such as enhanced crosswalks and signage, to provide better visibility for motor vehicles to identify pedestrian walk ways.

iii. Improves compliance with local traffic laws

It's Cool 2 Walk to School has many partners, including the Chula Vista Police Department and the County Sheriff's Department, and a greater emphasis will be placed on compliance. In addition to these partnerships, the intergenerational "Eyes on the Street" component will aid in greater compliance through utilizing older adults in the community to literally be out on the sidewalks before and after school.

iv. Eliminates behaviors that lead to collisions

Ongoing education and communication to students, parents and staff will spread awareness of behaviors that lead to unsafe driving and unsafe walking and biking. A Neighborhood Pace Car campaign will aid by providing families with tips to create a traffic calmed school community. In addition, we will also provide Suggested Routes Maps that will be paired with a variety of safety tips for all modes of transportation.

v. Addresses inadequate traffic control devices

This will be achieved through Walk Audits where existing issues and potential solutions regarding traffic control devices will be identified and documented.

vi. Addresses inadequate bicycle facilities, crosswalks or sidewalks

Utilizing a high-tech process called “City Scan” this project will create a comprehensive engineering asset inventory of all bicycle facilities, crosswalks and sidewalks within a half-mile of all 27 schools. This will be unprecedented, as this technology, mounted to what looks like a Google Map truck, has never been used in the San Diego region.

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.

Each of the pilot schools have a history of high congestion, speeding traffic, unsafe crossings as well as pedestrian and bicycle crashes. A series of TIMS maps that illustrate crash data are included in Section VIII: Additional Application Attachments. The data are summarized in Table 3.

3. PUBLIC PARTICIPATION AND PLANNING

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

Since our initial SRTS grant, we have been approached by each Principal of the four proposed pilot schools requesting support around student safety while traveling to and from school. Each school requested infrastructure improvements and other resources as a result of unsafe conditions that could compromise pedestrian safety. Spurred by these requests, the CVESD and Circulate San Diego met with the Principal Civil Engineer of the City of Chula Vista's Department of Public Works to discuss proposed improvements based on the City of Chula Vista's Pedestrian Master Plan. Each school Principal reached out to their community, including their parent organization group and/or a Safety Planning group, to identify any new concerns not originally identified during the 2009 Walk Audits. This led to a larger discussion about non-infrastructure resources available to each school, culminating in this grant application. There is an critical need for a comprehensive Education and Awareness pilot program, a revision of previously documented Walk Audits and Walk Audits for schools who are outside the City of Chula Vista's jurisdiction, who have not had the infrastructure surrounding their schools surveyed and evaluated.

The district-wide on-line parent survey received over 900 responses, indicating high interest levels among parents. Much of the input received in response to what issues affect parents' decision to allow their child to walk or bike to/from school is due to: 1) Safety of intersections and crossings (47%), 2) Speed of traffic along routes (33%), and 3) Amount of traffic (31%). See Section VIII. Additional Application Attachments, for parent survey quotes.

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

During meetings described in Section 3A, the *It's Cool 2 Walk to School* project team selected the 27 schools as the highest priority. Six of these schools will receive Walk audits and the creation of deficiency maps and infrastructure improvement plans for the first time. Updates will be made to the remaining 21 schools which were selected from the City of Chula Vista Pedestrian Master Plan – School Plan Prioritization list.

The four pilot schools were identified through conversations with the Principals as well as the City of Chula Vista. These pilot schools were selected as a result of community input and a growing demand for education and awareness, as well as infrastructure improvements to increase pedestrian safety. Three of the selected pilot schools have worked in concerted effort with the City of Chula Vista to determine infrastructure improvements appropriate for each campus (see City of Chula Vista's ATP Infrastructure grant application). The pilot school in the City of San Diego does not have an open and clear line of communication with the Department of Public Works. We hope to create this connection through the work from this grant, enabling a total of 6 schools outside of the City of Chula Vista to benefit from these efforts. As a result of the proposed project, all 45 schools in CVESD will experience stronger involvement in proposed infrastructure improvements led by the respective jurisdiction's Department of Public Works.

C. Is the project cost of \$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.

Different alternatives were considered in creating this project before settling on the current project. At first, we considered updating the Walk Audits for the schools represented in the City of Chula Vista's 2009 Pedestrian Master Plan. When we realized there were six schools outside of the City, in addition to 2 schools within the City, that weren't represented by Walk Audits or corresponding reports, a school district-wide program was considered for all 45 schools. This would have been too expensive a project, at close to a million dollars, and some of the schools didn't need to be updated. Therefore, the project focus was narrowed to include the top 21 priority schools within the Chula Vista Pedestrian Master Plan and the remaining six schools outside this plan, for a total of 27 schools receiving Walk Audits. Additionally, many other schools were considered for the pilot program, but our focus was kept to four schools with the highest needs to serve as a model for other schools in the CVESD, and to ensure a better outcome and sustainability.

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

This project will improve walking and bicycling safety conditions and activity in 27 schools. Benefits to existing and new users include improved convenience and comfort, reduced chauffeuring burdens, enjoyment, improved public health and fitness, reduced healthcare costs, increased community cohesion and local security, reduced traffic

congestion, improved air quality, vehicle cost savings, increased traffic safety, and more livable communities.

While there are 27 project schools that will improve active transportation for students and their parents at each school, we chose an extremely conservative cost-benefit approach that assumes 1,500 students (out of 16,267 total enrollment across 27 schools) will walk an extra mile each day to and from school. The benefit value of increased walking per passenger mile is estimated at 50 cents per mile, which is equivalent to \$1/day or \$180/year per student.⁴ The benefit value in assuming only 1,500 students (excluding their parents) who live within a half-mile radius (excludes students who live further from school) will increase walking (excludes bicycling), is estimated at \$270,000. Reduced motor vehicle travel includes vehicle cost savings, avoided chauffeuring driver's time, congestion reduction, roadway cost savings, energy conservation and pollution reductions. The benefit value in assuming only 1,500 parents will reduce motor vehicle travel by 1 mile/day is conservatively estimated at \$1.33/mile, which is equivalent to \$359,100 for the school year. Benefit values of increased walking and reduced motor vehicle travel for this project are a minimum of \$629,100, which exceeds the funding request of \$586,600 for this project, giving this project a benefit-cost ratio of 1.072. This highly conservative estimate excludes additional benefits such as reduced healthcare costs associated with obesity and improved air quality.

5. IMPROVED PUBLIC HEALTH

⁴ Evaluating Active Transport Benefits and Costs - <http://vtpi.org/nmt-tdm.pdf>

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.

The *It's Cool 2 Walk to School* program is designed to improve public health by making 27 school neighborhood environments safer and more pleasant for students to walk and bike to and from school, and making a concerted effort to encourage regular active transportation to school. Program outcomes include 1) greater levels of daily physical activity for CVESD students who have elevated levels of overweight and obesity, compared to the national average, and 2) a decrease in the number of bicycle and pedestrian injuries and fatalities within a half-mile radius of the 27 project schools.

As preschoolers, CVESD students are at the 60-70th percentile on the BMI-for-age charts, which is heavier than the national average of the 50th percentile. By sixth grade, 50% of students are overweight and 25% are obese. Children who are overweight or obese have a higher tendency to be overweight or obese in adulthood. Even in short bouts of 10 minutes, walking and biking to and from school contributes to overall physical activity levels and will help students reach the minimum threshold of 60 minutes per day. Regular physical activity at this level is associated with many health benefits, including overall well-being, weight management, increased bone and muscle strength, improved mental health and mood, and increased coordination.

Between 2003-2011, there were 110 bicycle and pedestrian injuries within a half-mile radius of the four proposed pilot schools. In May 2014, the CVESD surveyed parents from all 45 schools about their children's transportation to school. The majority (68.2%) of students are currently driven to school by family vehicle or carpool, and 25.7% actively transported themselves by walking (23.9%), bicycles (1.4%) or an 'other' form

(0.4%) such as skateboard or scooter. Parents' primary concerns around walking and biking to school were the safety of intersections and crossings (47.2%), traffic speed (33%) and traffic volume (30%). Parents also reported that the majority (60.2%) of schools neither encouraged or discouraged walking or biking to school.

CVESD is fully committed to supporting school environments that promote student wellness, proper nutrition education, regular physical activity, and safe walking and biking. In 2010, CVESD conducted a groundbreaking Height and Weight Surveillance Study that collected body mass index (BMI) data for 25,895 preschool to sixth grade students in all 45 schools. Baseline data analyses showed that 39.8% of students were classified as overweight or obese for their age and gender. When an overlay was created of schools, proximity to fast-food restaurants, and socioeconomic data was created, the results were more alarming. The data indicated students in disadvantaged communities were in poorer health, were surrounded by fast-food choices, and had fewer opportunities for active recreation because of the dearth of parks/green space in their communities. These findings served as a reference for the District and its regional partners to address issues related to planning, availability of recreational resources, and access to healthy food. Data were shared widely with school boards, staff, parents and the communities who were encouraged to join CVESD towards the goal of "healthy children learn better". CVESD was proactive in educating parents and implementing changes to school wellness policies, and launched the Growing Healthy Children initiative to lower student obesity and improve fitness. The initiative targeted three focus areas: 1) Nutrition Education, 2) Physical Education/Physical Activities, and 3) the District Wellness Policy. CVESD's commitment to promoting student wellness may be slowing or stopping the upward weight trend. In 2012, BMI data collection was repeated, which revealed a 3.2%

decrease in the total number of students classified as overweight or obese (36.6%), and a resulting 3.2% increase in the ‘Normal’ BMI range. This is in stark contrast to regional and national trends where childhood obesity continues to rise.

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 following 12 schools (44.4% of project schools) have at least 75% of students who are eligible for the Free or Reduced Price Meals Programs:

- Castle Park 89.8%
- Loma Verde 85.6%
- Rice 87.0%
- Feaster 88.7%
- Los Altos 84.1%
- Rosebank 69.3%
- Harborside 89.8%
- Montgomery 92.7%
- Silver Wing 77.5%
- Lauderbach 87.8%
- Mueller 86.2%
- Vista Square 85.4%
- (Pilot School)
- Otay 86.7%

The proposed project will benefit students in 27 schools. Walk audits and the creation of deficiency maps and infrastructure improvement plans will be delivered for the first time in six schools, and used to update the top 21 schools that have been prioritized by the City of Chula Vista. Identifying locations for pedestrian safety improvements will improve safety and mobility for all students, which will generate greater levels of safe walking and biking to and from school, and simultaneously reduce traffic volume. As a result, students will increase physical activity levels and reap a multitude of health benefits, as well as increased alertness at school and better academic performance.

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

We have sent information to the California Conservation Corps and the California Association of Local Conservation Corps to invite them to partner on our *Its Cool 2 Walk To School* project. We intend on utilizing their participation for the following project items:

- Education and Outreach at our 27 schools
- Participation during our Walking Audits at our 27 schools

On May 19, 2014, the information regarding our project and an invitation to participate was sent via email to:

- CCC, 1719 24th Street, Sacramento, CA 95816, Attn: Virginia Clark
- CALCC, 1100 11th Street, Ste. 200, Sacramento, CA 95815, Attn: Cynthia Vitale

8. APPLICANT'S PERFORMANCE ON PAST GRANTS

The Chula Vista Elementary School District has not experienced any Safe Routes to School grant failures during the past 5 years.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD					
Project Title: It's Cool 2 Walk To School - Chula Vista Elementary School District						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		149,787	439,795					589,582	
TOTAL		149,787	439,795					589,582	Non-infrastructure

Fund No. 1:	Proposed Funding (\$1,000s)								Program Code
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		149,787	439,795					589,582	
TOTAL		149,787	439,795					589,582	

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

Fund No. 3:	Proposed Funding (\$1,000s)								Program Code
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 PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD					
Project Title: Chula Vista Elementary School District SRTS						

Fund No. 4:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									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 PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD					
Project Title: Chula Vista Elementary School District SRTS						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									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: It's Cool 2 Walk To School - Chula Vista Elementary School District

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

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

Amount

PE Phase (includes PA&ED and PS&E)	\$	
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	
Construction Phase-Non-infrastructure	\$	586,582
Total for ALL Phases	\$	586,582

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

Amount

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

*Must indicate which funds are matching

Total Project Cost	\$	586,582
Project is Fully Funded	Yes	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	
Request for Safe Routes to Schools Infrastructure work	\$	
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	586,582
Request for Recreational Trails work	\$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

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.

Insert Section VII: Non-Infrastructure Schedule Information (should be 1 page)

Start Date	End Date	Task/Deliverables
Q1 2015	Q4 2017	Walk Audits/Deficiency Maps/School Infrastructure Improvement Plan
Q1 2015	Q4 2017	Pilot School Program
Q1 2017	Q4 2017	Empowerment Activities
Q1 2015	Q4 2017	Evaluation Components
Q1 2016	Q4 2017	SRTS Plan Report

Project name: _____

VIII. APPLICATION SIGNATURES

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

Signature: 
Name: Francisco Escobedo
Title: Superintendent

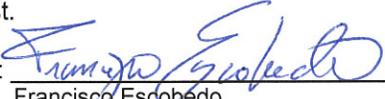
Date: 5/19/2014
Phone: 619-425-9600, ext. 1300
e-mail: Francisco.Escobedo@cvesd.org

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: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Signature: 
Name: Francisco Escobedo
Title: Superintendent

Date: 5/19/2014
Phone: 619-425-9600, ext. 1300
e-mail: Francisco.Escobedo@cvesd.org

Person to contact for questions:

Name: Melissa Minas
Title: Project Manager

Phone: 619-425-9600, ext. 1515
e-mail: Melissa.Minas@cvesd.org

Caltrans District Traffic Operations Office Approval*

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Project name:

It's Cool 2 Walk To School - Chula Vista Elementary School District

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)



Chula Vista Elementary School District
HAZEL GOES COOK ELEMENTARY SCHOOL
875 Cuyamaca Avenue, Chula Vista, CA 91911
(619) 422-8381 • fax (619) 427-3407
www.cvesd.org/cook www.cookcrusader.wordpress.com



April 17, 2014

**Teresa McWilliam, Program Manager – Active Transportation Program (ATP)
CALTRANS
Office of Active Transportation Program
PO Box 942874
Sacramento CA 94270001**

RE: Letter of support for City of Chula Vista and ATP grant

Dear Teresa McWilliam,

In an effort to encourage and enable more Cook Elementary School children to safely walk and bike to and from school, our Safe Plan committee chose to create some goals:

- Improve and install pedestrian safety improvements and traffic calming measures to improve student and pedestrian safety.
- Promote parent, student and community awareness
- Increase the number of students and parents who walk or bike to school.

Although we have been able to make progress towards our objectives this year, the city of Chula Vista and the Active Transportation Program grant would help with the growing community concern of pedestrian safety. Cook Elementary School is located on the corner of East L St. and Cuyamaca Ave. in Chula Vista, California. For many locals in Chula Vista, East L St. is a high-speed thoroughfare used to connect Interstate 5 and 805. Increased accidents at this intersection have prompted parents South of L St. to not walk to school. With the increase in traffic in front of the school, we have documented numerous close calls where students were almost hit by vehicles. In addition, the design of the crosswalk in front of our school places student Safety Patrol members away from the protective curb and in line with North bound traffic. This positioning is extremely dangerous for our Safety Patrol members.

As a committee of parents and community members, we are in full support of the proposed pedestrian safety improvement and traffic calming measures proposed in this grant. We are also excited about educating students and community members and increasing the number of students who walk or bike to school.

Given the importance of student safety, we hope you give this grant application your favorable consideration.

Sincerely,

Principal

Cook Elementary Safe Plan Committee

Kellogg Elementary School

Sylvia Echeverria, Principal

229 East Naples • Chula Vista, CA 91911

Phone: (619) 420-4151 • Fax: (619) 498-1433

May 5, 2014

Teresa McWilliam, Program Manager – Active Transportation Program (ATP)
CALTRANS
Office of Active Transportation Program
PO Box 942874
Sacramento CA 94270001

RE: Letter of support for City of Chula Vista (Infrastructure) and
Chula Vista Elementary School District (Safe Routes to School) ATP Grant Applications

Dear Teresa McWilliam:

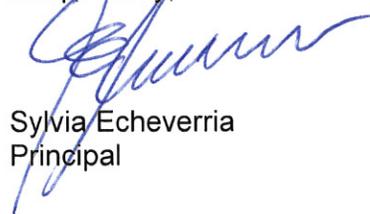
I am pleased to lend my support to the City of Chula Vista's grant application for infrastructure improvements. I am also in full support of the Chula Vista Elementary School District's grant application for Safe Routes to School. Receipt of these grants would allow the city to install pedestrian safety improvements in the vicinity of Kellogg Elementary School and provide the necessary resources to enable our school community to promote safe ingress and egress to school. These measures will enhance the safety of all pedestrians, particularly the children and families of those children who attend this school and will promote additional students to walk to school.

The improvements recommended for this location would prevent some parents from making mid-block left turns on East Naples Street into school parking lot by channelizing traffic. The addition of extended curbs on Melrose Avenue and Montclair Street would provide a refuge to school safety patrols when controlling pedestrian school traffic. The scope of work of the proposed project consists of installing curb extensions, approximately 100 linear feet of raised medians on East Naples Street and on Melrose Avenue, ADA pedestrian ramps, and road signage.

As a committee of parents and community members, we are in full support of the proposed pedestrian safety improvement and traffic calming measures proposed in this grant. We plan on promoting walking and biking to school so that students and families may experience the benefits of improved health and a cohesive community.

We value student safety and we hope you give this grant application your favorable consideration.

Respectfully,



Sylvia Echeverria
Principal



Elizabeth Carrillo
PTA President



Lauderbach Elementary School

A California Distinguished School

390 Palomar St · Chula Vista, California 91911
Ph (619) 422-1127 · Fax: (619) 426-5875
Alex Cortes, Principal · Vanessa Cruz, Associate Principal



May 14, 2014

Teresa McWilliam, Program Manager – Active Transportation Program (ATP)
CALTRANS
Office of Active Transportation Program
PO Box 942874
Sacramento CA 94270001

RE: Letter of support for City of Chula Vista (Infrastructure) and
Chula Vista Elementary School District (Safe Routes to School) ATP Grant Applications

Dear Teresa McWilliam:

I am pleased to lend my support to the City of Chula Vista's grant application for infrastructure improvements. Receipt of this grant would allow the city to install pedestrian improvements along the north side of Palomar Street. These measures will enhance the safety of all pedestrians, particularly the children and families of those children who attend this school and will encourage additional students to walk to and from school.

There are several segments of missing sidewalk along the Palomar Street corridor. This grant would allow the city to install approximately 500 linear feet of sidewalk, ADA pedestrian ramps, enhanced crosswalks, and signage. These improvements will definitely improve the walk-ability of the area and help make our students feel safe as they walk to school.

Our parents and community members are in full support of the proposed pedestrian safety improvements and traffic calming measures proposed in this grant. We are also excited about educating students and community members and increasing the number of students who walk or bike to school through Education, Encouragement and Empowerment activities.

Given the importance of student safety, we hope you give this grant application your favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Alex Cortes".

Alex Cortes
Principal
Lauderbach Elementary School
Chula Vista Elementary School District



FINNEY ELEMENTARY SCHOOL

3950 Byrd Street

San Diego, California 92154

Tel: (619) 690-1334 • Fax: (619) 428-4138

www.cvesd.org/finney

E-mail: olivia.valerio@cvesd.org

Olivia Amador-Valerio, Principal

May 5, 2014

Teresa McWilliam, Program Manager – Active Transportation Program (ATP)
CALTRANS
Office of Active Transportation Program
PO Box 942874
Sacramento CA 94270001

RE: Letter of support for City of Chula Vista (Infrastructure) and Chula Vista Elementary School District (Safe Routes to School) ATP Grant Applications

Dear Ms. Teresa McWilliam:

I am pleased to lend my support of the Chula Vista Elementary School District's non-infrastructure grant application for Safe Routes to School. Receipt of this grant would allow Myrtle S. Finney Elementary School the necessary resources to enable our school community to promote safe ingress and egress to school. These measures will enhance the safety of all pedestrians, particularly the children and families of those children who attend this school and will encourage additional families/students to walk to school.

Although we are part of the Chula Vista Elementary School District, we fall within the San Diego City limits. Therefore, our access to safety related resources varies greatly compared to the majority of our schools that lie within the Chula Vista City limits. With this grant, we hope to develop a stronger connection to our community partners to promote safety, health and wellness for our families. We hope to lead the way and share our best practices with our 3 "sister" schools that are also part of CVESD, but are within the San Diego City jurisdictions.

Please give this grant application your favorable consideration.

Respectfully,

Mrs. Olivia Amador-Valerio
Principal

Mrs. Maria Gochicoa
Finney PTA President



May 15, 2014

Teresa McWilliam, Program Manager – Active Transportation Program (ATP)
CALTRANS
Office of Active Transportation Program
PO Box 942874
Sacramento CA 94270001

RE: Letter of support for City of Chula Vista and ATP grant

Dear Ms. McWilliam,

We are writing in support of the Active Transportation Grant Program application for the City of Chula Vista. The grant would help with the growing community concern of pedestrian safety. For many locals in Chula Vista, East L St. is a high –speed thoroughfare used to connect Interstate 5 and 805. Increased accidents at this intersection have prompted parents South of L St. to not walk to school.

We are in full support of the proposed pedestrian safety improvement and traffic calming measures proposed in this grant. We are also excited about educating students and community members and increasing the number of students who walk or bike to school.

Given the importance of student safety, we hope you give this grant application your favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Harston". The signature is fluid and cursive.

Executive Director
San Diego County Bicycle Coalition

cc: California Transportation Commission



Department of Public Works

May 5, 2014

Teresa McWilliam, Program Manager – Active Transportation Program (ATP)
CALTRANS
Office of Active Transportation Program
PO Box 942874
Sacramento CA 94270001

RE: Letter of support for Chula Vista Elementary School District (Safe Routes to School)
ATP Grant Application

Dear Teresa McWilliam:

We are pleased to lend support of the Chula Vista Elementary School District's non-infrastructure grant application for Safe Routes to School. Receipt of this grant would allow the School District to initiate activities to support walking and biking to school. Our Chula Vista Pedestrian Master Plan was created with input from CVESD and we work closely to identify and communicate opportunities to seek funding where necessary. This plan includes the schools listed according to funding priority.

Three of the four pilot elementary schools selected in this application: Hazel Goes Cook, Calvin J. Lauderbach, and Karl H. Kellogg are within Chula Vista City limits and are also being considered for infrastructure improvements through the City of Chula Vista's Infrastructure application. The fourth targeted school, Myrtle S. Finney Elementary, is located within the City of San Diego, therefore infrastructure improvements for that site are coordinated by the Public Works Department for that jurisdiction. This non-infrastructure grant will enable CVESD to bring resources to Myrtle S. Finney and enable their school community to promote safe ingress and egress to school.

These measures will enhance the safety of all pedestrians, particularly the children and families of those children who attend this school and will promote additional students to walk to school.

We request that you give this grant application your favorable consideration.

Respectfully,

Jose Luis Gomez, P.E., P.L.S.
Principal Civil Engineer

IX. ADDITIONAL APPLICATION ATTACHMENTS

Additional documentation, letter of support, etc (optional)

- TIMS Maps (as referenced on pages 11 and 13) – **Attachment 1**
- Parent Survey Quotes (as referenced on page 14) – **Attachment 2**
- Documentation of the public participation process – **Attachment 3**

Transportation Injury Mapping System – Attachment 1

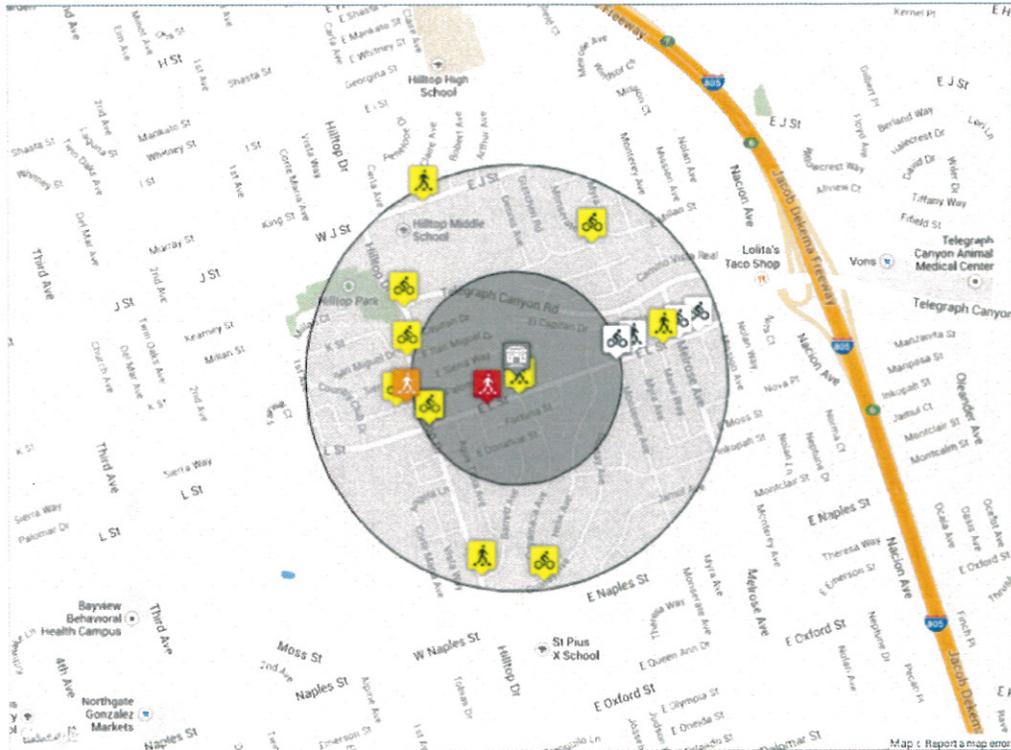
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Cook (Hazel Goes) Elementary

875 Cuyamaca Ave. | Chula Vista | San Diego County | CDS: 37680236037881

Types of Collisions: Bicycle Pedestrian
 Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
 Years: 2003 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	1	0	4	7	8	4	12
¼ - ½ mi.	0	1	8	3	5	7	12
Total	1	1	12	10	13	11	24

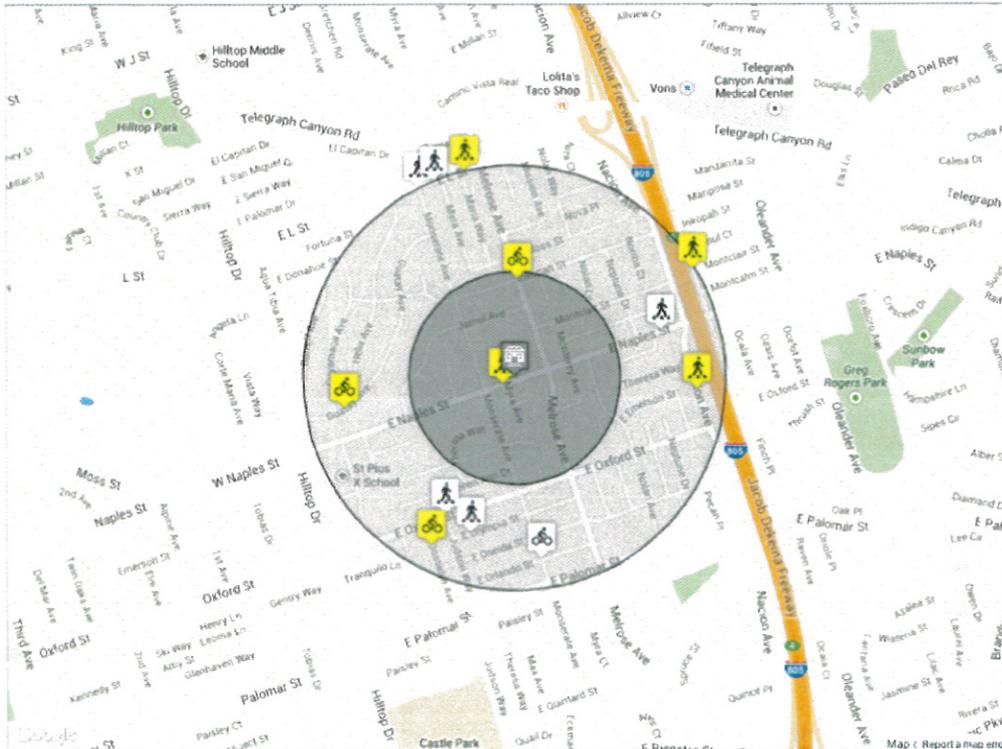
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Kellogg (Karl H.) Elementary

229 East Naples St. | Chula Vista | San Diego County | CDS: 37680236037923

Types of Collisions: Bicycle Pedestrian
 Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
 Years : 2003 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	0	0	2	0	1	1	2
¼ - ½ mi.	0	0	5	6	8	3	11
Total	0	0	7	6	9	4	13

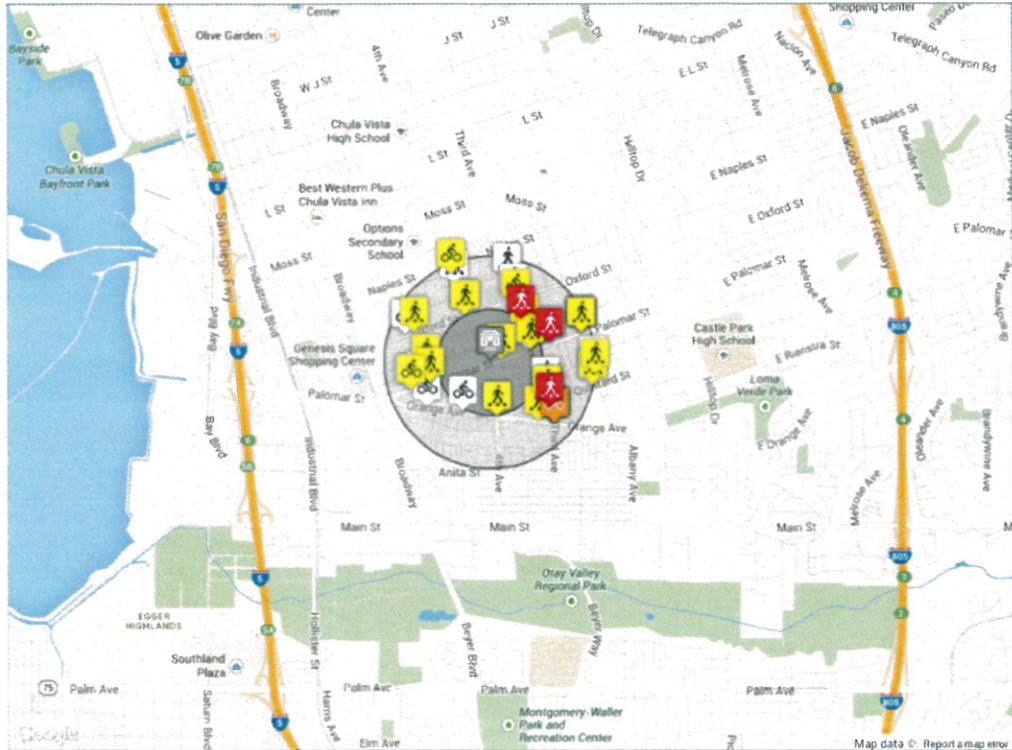
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Lauderbach (J. Calvin) Elementary

390 Palomar St. | Chula Vista | San Diego County | CDS: 37680236037907

Types of Collisions: Bicycle Pedestrian
 Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
 Years : 2003 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	1	0	5	8	8	6	14
¼ - ½ mi.	2	1	19	28	35	15	50
Total	3	1	24	36	43	21	64

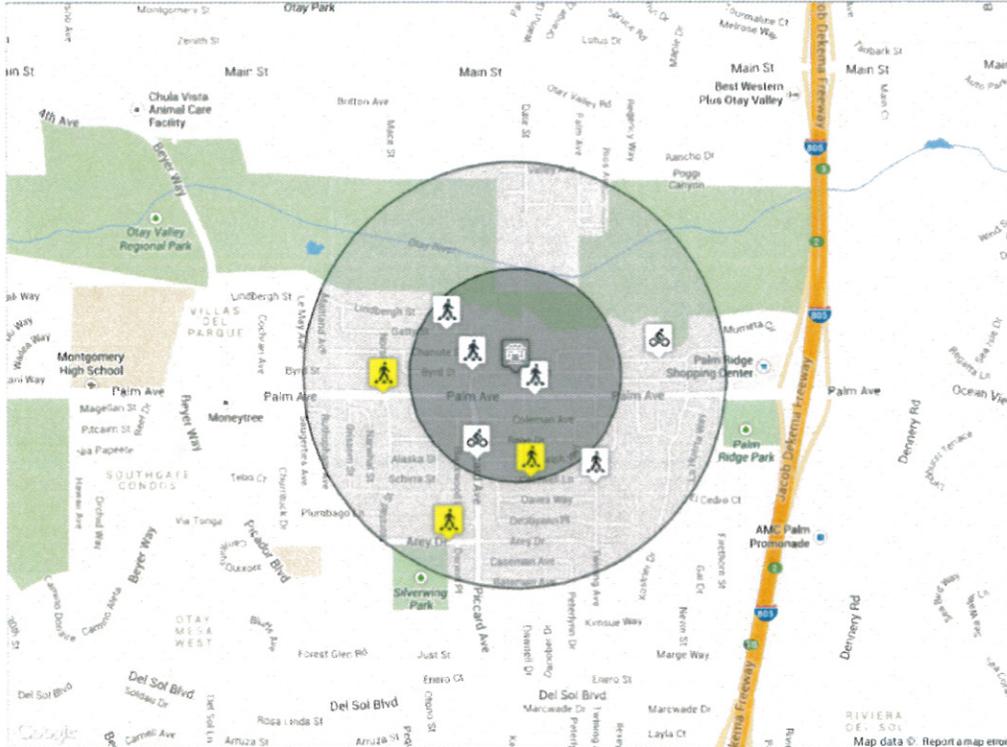
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Finney (Myrtle S.) Elementary

3950 Byrd St. | San Diego | San Diego County | CDS: 37680236037964

Types of Collisions: Bicycle Pedestrian
 Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
 Years : 2003 - 2011

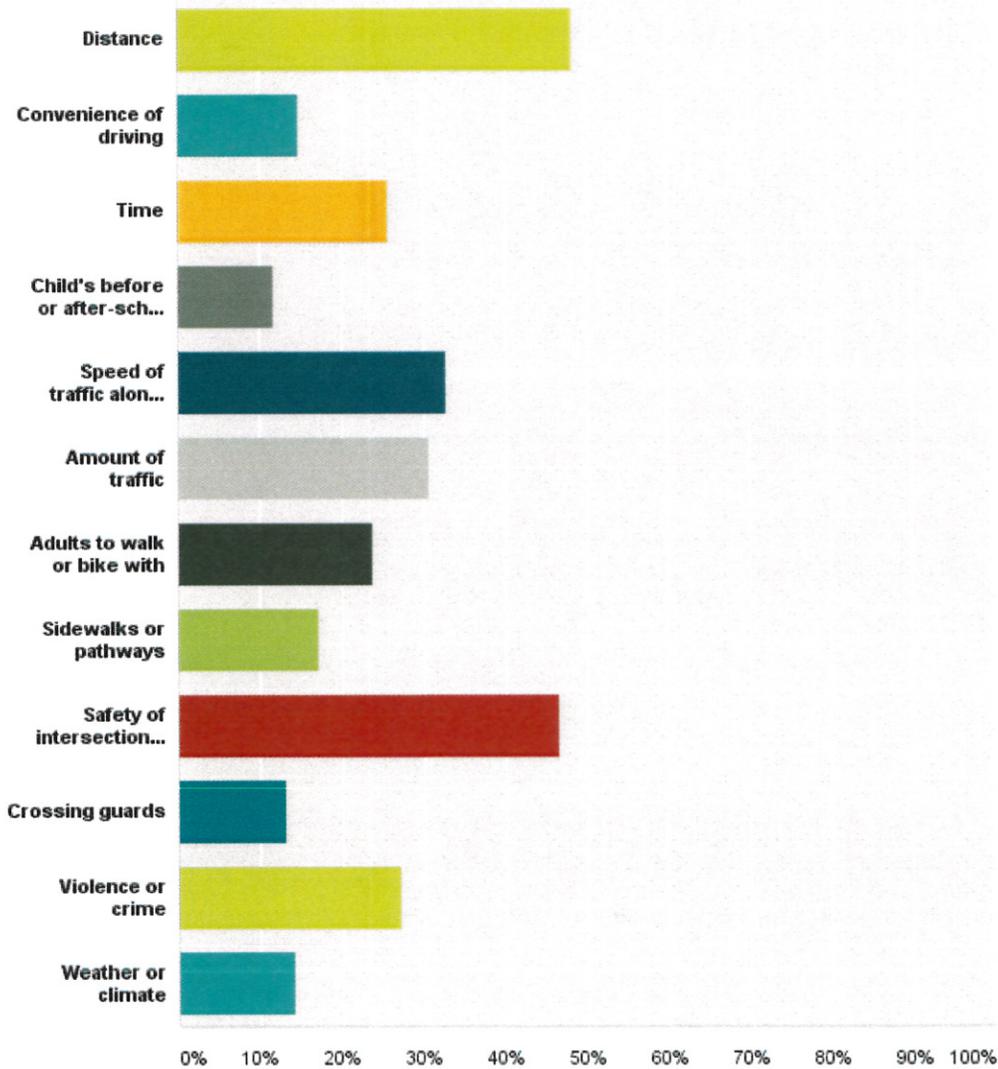


Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	0	1	4	4	1	5
1/4 - 1/2 mi.	0	0	2	2	3	1	4
Total	0	0	3	6	7	2	9

Parent Survey Results and Quotes – Attachment 2

Q3 What of the following issues affected your decision to allow, or not allow your child to walk or bike to/from school? (select all that apply)

Answered: 814 Skipped: 13



School	Comments
Hazel Goes Cook	<ul style="list-style-type: none"> • Parent's that Drop Off children make Many Unlawful Driving acts, such as: Illegal U-turns, Illegal Parking at Diagonals to Drop offs that encourage a Rear ending and Harm to All.... • I don't feel comfortable letting her walk alone or with other kids without adult supervision just for safety reasons. • When I take him I see many cars not making stops .. Too much traffic. • L St. Is a busy st . And unfortunately people often speed on that st. I would not be comfortable allowing my child to walk to school. • Time, as I am not able to walk with them because I am on my way to work. I am uncomfortable letting them walk themselves because of traffic along Hilltop as we live about 1 mile away. • There is no crossing guard helping children cross busy street (Hilltop). I see children crossing this busy street to walk to school and it scares me to see how fast the traffic flies by. There needs to be stop signs or a crossing guard, blinking lights or something to protect the children who usually are seen running across! • I work at the school my child attends and have a young child that I also take to daycare. With no one to stay at home with my school-aged child, there is no feasible way to let my student walk to school right now. When we have walked before, my main concern is the amount of traffic along L st. and the speed at which the traffic travels. I am also concerned about the amount of homeless people I have seen in our area.
Karl H. Kellogg	<ul style="list-style-type: none"> • I cant believe for the life of me that school starts at 845. I think that is ridiculous given the fact that there isnt a program/school official setup for families that need to drop off their kids earlier. We are a working class family in a working class community. Im sure most parents work and who has a job where they can stroll into at 915 after dropping their child off at school?? On top of this absurdity, there is a shortened day EVERY SINGLE FRIDAY!?!? This puts a big strain on my family. This is a bigger issue than if my child walks or rides a bike. • No bike rack! • Too many crazy careless people in this world • kidnappings
Calvin J. Lauderbach	<ul style="list-style-type: none"> • I am a working full time mom as well as my daughter's father, and due to our schedule we are unable to let her/ustake my daughter to school walking or biking. Also I believe my daughters age is a big factor we would NEVER lether go walking by herself to school even if the safety, violence, or any other circumstance would change becauseyou just never know what can happen out there. The only way my daughter were to walk to school or bike is if our schedules permitted us to take her to school walking but since they do not we always drop her off in our vehicle. • Is dangerous, not only crossing the street, but is not safe for a child to walk alone. • Don't like my kid to walk because of the traffic • In the morning we walk, but in the afternoon in these hot days we pick up my child in car because there are no trees so no shadow and is exhausted. • Drivers do not respect the pedestrians when crossing the street at the school intersection. And theres to many teenagers smoking and selling drugs on the street i live on. i prefer to take and pick up my son from school everyday. • My child never comeback from school alone. Always with mom or dad, and this going to concern me
Myrtle S. Finney	<ul style="list-style-type: none"> • Distance is too far. We live off of Palm Ave which is an extemely busy street with many cars speeding. There is too much crime in the area. A few months ago girl was robbed at knife point at 9am walking to the high school near us. Too Dangerous!!!!!! • There's not a place for the youth to store their bikes at school. • Many parents make illegal U-turns in the middle of the street which create unsafe conditions for children. Several children have been hit in the past couple of years.

Documentation of Public Participation Process – Attachment 3

Chula Vista Pedestrian Master Plan

(http://www.chulavistaca.gov/City_Services/Development_Services/Engineering/PedMasterPlan.asp)–

Beginning in 2006, the community participated in walking audits and provided input regarding deficiencies within their community that prevented walkability. The public feedback was incorporated into the Chula Vista Pedestrian Master Plan in 2009.

Between 2012-2013, the 4 pilot schools contacted Chula Vista Elementary School District to request assistance with pedestrian and bicycle safety concerns. CVESD visited each site to gather information and to determine capacity to address each issue.

In 2013 and 2014 Circulate San Diego and CVESD agreed to continue partnering in promoting walking and biking to school.

In February 2014, CVESD and CSD visited the Principal Civil Engineer of the City of Chula Vista to discuss upcoming Infrastructure projects.

In March 2014, City of Chula Vista met with one of the pilot schools to discuss their application for Infrastructure project. City of CV was open to the Principal for additional suggestions for improvement. Principal met with School Resource Officer from Chula Vista Police Department to go over options. City of CV provided schools maps depicting proposed improvements, so that they may be shared with school community for feedback.

In April/May 2014, CVESD conducted an online district wide Parent Survey in which we received over 900 responses. The data will be separated by school site and will be shared with their respective Principals to provide feedback and to kickoff our official *It's Cool 2 Walk To School* campaign.