



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

01-City of Arcata-1

Auto populated

**Total ATP Funds Requested:**

\$ 526

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

City of Arcata

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

736 F Street

Arcata

CA

05521

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Robert Charles "Doby" Class

**CONTACT PERSON'S TITLE:**

Director of Public Works

**CONTACT PERSON'S PHONE NUMBER:**

(707)825-2170

**CONTACT PERSON'S EMAIL ADDRESS :**

dclass@cityofarcata.org



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

Arcata Elementary School

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

2400 Baldwin Street

Arcata

CA

95521

**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

Julie Bair

**CONTACT PERSON'S TITLE:**

Principal

**CONTACT PERSON'S PHONE NUMBER:**

(707)822-4858

**CONTACT PERSON'S EMAIL ADDRESS :**

jbair@uniquelyarcata.org

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

01-5021R

Implementing Agency's State Caltrans MA number

00024S

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

City of Arcata -- Arcata Safe Routes to School Improvements 2015

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Construction of speed humps, traffic calming circle, and new sidewalk infill and replacement, as well as installation of new school zone signage, pavement markings and ADA ramps. Creation of a Walk/Bike Safe Routes to School map.

**PROJECT LOCATION:** (Max of 250 Characters)

Various locations within the vicinity of Arcata Elementary. From Western Ave East to Jay Street and from Stromberg Ave South to Foster Ave.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 40.881460 /long. 124.088600

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>58</u>	Bicyclists	<u>12</u>
One Year Projection:	Pedestrians	<u>70</u>	Bicyclists	<u>16</u>
Five Year Projection:	Pedestrians	<u>81</u>	Bicyclists	<u>24</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**  **OR Non-Infrastructure (NI)**  **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**  Yes  No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan  Pedestrian Plan  Safe Routes to School Plan  Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 10.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 90.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** 1

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Arcata Elementary School  
 School address: 2400 Baldwin Street  
 District name: Arcata Elementary School District  
 District address: 1435 Buttermilk Lane, Arcata  
 Co.-Dist.-School Code: 12-62679-6007678

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.5 mile

Total student enrollment: 309  
 % of students that currently walk or bike to school% 12.0 %  
 Approx. # of students living along route proposed for improvement: 36  
 Percentage of students eligible for free or reduced meal programs \*\* 70.7 %

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve “transportation” uses? \_\_\_\_\_ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “\*” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		9/16
* CEQA Environmental Clearance:	_____		2/17
* NEPA Environmental Clearance:	_____		2/17
<b>CTC - PS&amp;E Allocation:</b>	_____		6/17
<b>CTC - Right of Way Allocation:</b>	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		11/17
* <b>CTC - Construction Allocation:</b>			1/18
* Construction Complete:			9/18
* Submittal of “Final Report”			12/18

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	\$22	
ATP funds for PS&E:	\$20	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$442	
ATP funds for Non-Infrastructure:	\$42	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>\$526</b>	

**Local funds leveraging or matching the ATP funds:** \$80

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \$606

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

## Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 01-City of Arcata-1

Implementing Agency's Name: City of Arcata

**Important:**

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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## **Part B: Narrative Questions** **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

### **1. Demonstrated fiscal needs of the applicant:**

The City of Arcata (COA) is a small rural town in NW California, population of 18,000. The COA has been a recipient of four previous Safe Routes to Schools grants (SRTS) (approx. \$1.4M total) and received one ATP grant for Rails with Trails project (\$3.1M). The COA has received numerous transportation grants and contributes matching funds. The citizens of Arcata approved a general fund sales tax measure G which has been used to maintain streets, police services, and help obtain grants. The City typically generates engineering plans in house as a match and contracts for the environmental and surveying/right of way work. All of the work for this project is identified in the City's Pedestrian and Bicycle Master Plan (PBMP). Two previous SRTS projects made improvements to the Arcata Elementary School area and this project will complete the access immediately around the school zone. We are proposing to contribute \$80,000, engineering staff time, towards this project to demonstrate the need and desire to create a safer and more walkable and bikeable community adjacent to Arcata Elementary School.

### **2. Consistency with Regional Plan:**

This project is consistent with the City of Arcata's Pedestrian and Bicycle Master Plan (PBMP, updated April 2010). The first plan began in 2003 with Public Works and the City's Transportation Safety Committee (TSC). The City's first plan was adopted in 2005 and updated and readopted in 2010, the plan that the improvements recommended in this project are principally derived from. The improvements are described, and their functions as traffic



calming and safety devices are described, on pages 4-11 through 4-16 where all of the typical improvements are discussed, including curb ramps, tableized crossings, cross markings and traffic circles (see Attachment I-SC). On page 4-21 of the PBMP, the improvements made under a previous SRTS are referred to in item (13) (see Attachment I-SC). On page 4-24 of the PBMP, the SRTS program is a primary source for the City to apply for funding, as well as the City's "Measure G" tax initiative which the COA will be using as matching funds for this project (see Attachment I-SC). The PBMP stated goal on page 2-1 is achieving 50% of all trips that begin and end in Arcata by a non-motorized source (see Attachment I-SC).



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #1**

#### **QUESTION #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 the following:**

**-Current and projected types and numbers/rates of users. (12 points max.)**

There are 311 students enrolled at Arcata Elementary School. SRTS Parent Surveys for Arcata Elementary School indicated that currently 17% of all students surveyed walk to school and 20% walk home. Of students living within ¼ mile, 63% of students surveyed walk to school and 75% walk home from school. The percentage of students living between ¼ and ½ mile that walk to school is 33% with 20% of students walking home. The surveys also indicate that there are no students surveyed living between 1 and 2 miles from school or more than two miles away that walk to school. Twenty-seven percent of families estimated they live between 1 and 2 miles from school and twenty-seven percent of families estimated they live more than 2 miles from school. The proposed project will provide infrastructure principally for students living within a 1/2 mile.

One significant improvement will be the installation of a ped/bike activated flashing crossing at Stromberg Avenue and Alliance Road. This busy crossing was supported 15 years ago with a crossing guard. Following omission of the crossing guard the City used a Cycle 5 SRTS in 2005 to construct a pedestrian refuge and improved signage at the intersection. The surveys and information gathered from meetings at the school identified this as an area where parents wanted more notice to drivers. A flashing sign will provide more opportunities for kids/parents to feel safe crossing this busy street, additionally opening a much larger pool of ped/bike users at the school.

The table below indicates current numbers (and percentages) of students walking/biking to school and projections following construction. The COA has been awarded four SRTS projects citywide totaling over \$1.4 million through Cycles 2, 3, 5 and 7 (see I-1). The constructed SRTS projects in the COA and County of Humboldt and non-infrastructure programs Countywide has increased 10%



of the student body walking and biking to school after project and education program implementation. Schools with very engaged PTOs have seen larger increases in ped/bike travel to school. SRTS project evaluation in our rural communities is difficult to implement fully, parent surveys have yielded our region valuable data. The Arcata Elementary PTO and school administration are very engaged and supportive of families walking and rolling to school, we expect similar increases two years after project implementation. Additionally, of those students not currently walking/biking to school, a high percentage have asked for permission to do so (see below for data). With installation of improvements directly related to parent concerns and a supported education/encouragement program, we expect more families to try walk/bike to school.



*Bicycle racks in front of Arcata Elementary School*

Present and Estimated Walking and Biking at Arcata Elementary

Year	Students Walking to School	Students Biking to School
Current	58 (18.5% of students, avg. of a.m. and p.m.)	12 (4% of students)
1 year projection	70 (23% of students)	16 (5% of students)
5 year projection	81 (28.5% of students)	24 (8% of students)



These current and projected numbers are solely focused on Arcata Elementary School (AES). This project would directly benefit hundreds of additional Arcata residents for their daily commute – the Sunset neighborhood is home to many Humboldt State University students and staff who frequently walk/bike to the HSU campus.

Traffic calming speed humps will be installed on Baldwin Street near the AES to reduce the speed of traffic. Previous SRTS installed multiple traffic humps along Sunset Avenue, the collector street which brings 90% of the vehicular traffic to the AES site. This had a major impact in the area with speed reduction. We are proposing an additional three speed humps be installed on Baldwin Street beginning in the AES speed reduction area at the school. Parents/staff have expressed concern for children crossing Baldwin Street, with traffic still driving fast through the area. One hump will be a raised crosswalk with bulb-outs adjacent to the AES. This will not only improve safety by reducing speed – it will also improve visibility of pedestrians crossing and reduce crossing width.

Fall 2013 SRTS Student surveys administered at AES also indicate that 38 percent of students living within  $\frac{1}{4}$  mile of the school have asked permission to walk and 43 percent of students living within  $\frac{1}{4}$  and  $\frac{1}{2}$  mile have asked permission to walk to school. In addition, 57 percent of students living within  $\frac{1}{2}$  and 1 mile of school have asked permission to walk. It is estimated that with the improvements and education program, the percentage of students that will walk to school will increase. The top 4 issues affecting parent decisions to not allow children to walk or bike to school include distance, weather, safety of intersections and crossings, and amount of traffic along the route. Comments from parents include:

- *Unsafe passageway between Wilson and Baldwin on Grant where many kids have to go through a partially marked/observed yield intersection with no sidewalk/pathway.*
- *You have to walk in the middle of the street to get around parked cars. Portions of sidewalk are missing. Needs work.*
- *We walk but I'd never let her go alone or without adults.*



- *Would love a crosswalk guard at school. The drivers are chaotic. There is no clear/easy drop-off/pick-up zone or path, and pedestrians cross all over the place – rarely at crosswalk.*
- *Main concern is traffic at the school. More biking, walking and bus utilization would lessen volume of traffic at school during arrival time.*

The education/encouragement components of the program are important to increase participation, raise awareness in the community, and expand the reach of SRTS at AES and in the community as a whole. Families will have multiple opportunities to learn about and engage in activities that promote safer walking and bicycling. These activities include:

- Pedestrian safety and bicycle safety education for students
- Assistance with Walk and Bike to School Day events
- Coordination with Humboldt State University (HSU) students on a physical activity pedometer program
- HSU students as role models to encourage physical activity and walking/biking to school

The project location is fortunate to be located within walking distance of the Humboldt State University campus serving approximately 7,500 students, with many living in the AES neighborhood. One of the non-infrastructure components of this project will involve students in the Kinesiology Department at HSU who are studying evaluation techniques. Working with AES students, the Kinesiology students will develop an evaluation component that will determine the physical activity levels of students before and after the program. It is expected that this partnership will provide support for the other proposed encouragement programs by creating role models for the younger students. Previous active transportation and SRTS projects in Arcata that utilized college students as role models showed a significant increase in the number of students participating in Walk and Bike to School Day events.

In addition, the PTO is an extremely active and engaged group of parents, teachers, and staff. Their enthusiasm and support, as well as that of the principal, truly energizes students to participate in Walk and Roll to School activities. In fact, the AES took first place in the 2014 Walk to School Day



challenge with the highest number of students of all participating schools. Having a PTO and principal that champions these efforts has boosted participation and interest in improvements and can only help build capacity to sustain SRTS programs at AES.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**

**a. creation of new routes**

This project will create an enhanced and more visible connection between the residents west of Alliance Road along Stromberg Avenue with a new flashing crossing and beacon.



*Flashing beacon and signage.  
proposed at Alliance & Stromberg*



*Location of proposed beacon:  
crossing Alliance Rd at Stromberg*

This access along Stromberg is a low volume traffic area for kids to access the AES and creates a safer connection to the Westwood shopping area which has Murphy’s market and also connects to Cahill Park north of the AES. There is an asphalt trail which cannot be made accessible due to limited area and slopes but will be improved by the installation of a bike ramp at the end of Baldwin Street and sidewalk infill. This is used by locals as a shortcut across this area of Arcata, giving walkers and bikers a back way to the Market and access to the skatepark and Larson Park. This is also heavily used by HSU students to avoid parking on/or adjacent to campus.



The sidewalk repairs, ramp installations and infill will make a legal path of travel from the foot trail at the north end of Western Avenue at North Street all the way along Grant Avenue to a raised crossing over Baldwin Avenue, completing the connection along this route. No sidewalk exists on Western Avenue, and this infill will complete the connection for students and residents from the southwest to the AES and beyond. This will also make an excellent connection to the new Rails with Trails project currently under construction.



*Current image of Western Ave, with no safe pedestrian path of travel*



*Current view of Grant Ave, allowing through traffic from Baldwin to Ross and Jay Streets*

For students and residents coming from the East to the school areas and beyond, the infill on Jay and Grant removes the students from the most busy entrance area for buses and cars along Baldwin by creating a pedestrian only area along a block of Grant Avenue, breaking up the vehicular traffic patterns for those arriving by car and allowing a back door entrance to the school on Jay Street. This improvement on Grant Avenue also makes the connection to Larson Park better.





### **b. removal of barrier to mobility**

This project includes the conversion or installation of 28 ADA ramps, a major issue of concern in the neighborhood for parents and children with mobility issues. The project installs over 700 linear feet of sidewalk where students and parents are required to walk on the roadway between parked cars and moving vehicles. These two areas on Grant Avenue and Western Avenue were identified during the walkabouts as areas of special concern.



*Grant & Eastern, facing east  
(no pedestrian path of travel)*



*Replace ramp at Baldwin & Grant, NW corner*

### **c. closure of gaps**

The gap closures will be made specifically on Grant Avenue (320') and Western Avenue 340'. The closure of a block of Grant Avenue will create a non-vehicular pathway and gap infill immediately adjacent to the AES.

### **d. other improvements to routes**

The numerous other improvements include:

- Speed humps/crossing on Baldwin Street. We have used these in front of two other elementary and one middle school with great success with previous SRTS funds.



- A traffic calming circle at Grant and Wilson will allow traffic to continue to flow more slowly in both directions. The intersection will also have four ramps installed and high visibility crossings and signage where none exist.



*Existing traffic circle within the City of Arcata*



*Location of proposed traffic circle  
(Intersection of Grant & Wilson)*

- A flashing ped/bike crossing at Stromberg and Alliance. The City has used this system successfully at three other locations citywide on the new Bicycle Boulevard (2015) and across the Highway 255 Gateway/Pedestrian Improvements Project (2013)



*Flashing ped/bike crossing State Highway 255, at F Street*

**e. educates or encourages use of existing routes**

The use of high visibility thermoplastic striping and school zone signage makes drivers more aware of the surrounding uses and to be on the lookout for kids walking/biking to school.



The non-infrastructure component of this project will support the infrastructure improvements and encourage safe walking and biking to school and other key community destinations. Pedestrian education with 3<sup>rd</sup> grade students taught by a National Safe Routes to School instructor will help students develop lifelong pedestrian skills and also build capacity (through a train-the-trainer model) for Arcata Elementary teachers to teach these skills to future classes. The creation of walking maps with suggested walking routes for Arcata Elementary will highlight the newly implemented infrastructure and help families be empowered to make choices on how to get to school. Collaboration with HSU Kinesiology will provide support and role models for elementary students in Walk and Roll to School events and for SRTS program evaluation.

*Images from Arcata Elementary School, Walk to School Day:  
Wednesday, October 8 2014*



Community destinations within the project area:

- Arcata Elementary School
- Larson Park
- Cahill Park
- Arcata Skate Parks
- Humboldt Bay Trail – Arcata Town Section
- Westwood Shopping Center – grocery and café
- Improved walking connection to HSU (as a school and employment center)
- Arcata & Mad River Transit Service public bus stops (at Sunset and Baldwin and on Alliance near Stromberg crossing)



- Affordable housing located off Alliance – the improved pedestrian crossing will greatly improve access
- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Improved sidewalk connectivity and non-motorized SRTS improvements in the Sunset neighborhood and adjacent to AES have been outlined as a priority for the City of Arcata for since 2005. Sidewalk infill around AES (formerly Sunset School) has been included as a priority pedestrian project in both the 2004 Humboldt County(HCAOG) Pedestrian & Bike Master Plan and the 2010 Arcata Pedestrian and Bicycle Master Plan. Though some progress in pedestrian facility connectivity in this area was realized from 2004 to the present at Larson Park and the Arcata Skate Park, a safe crossing of Jay Street and completion of sidewalks on Grant Avenue will directly affect families accessing AES.

The COA has prioritized staff time and resources to expand the City's sidewalk infrastructure and SRTS educational programs for the past 13 years and actively encourages increased use of active modes of transportation, especially to and from schools. SRTS improvements at two schools in the City (Arcata Elementary School and Jacoby Creek Charter School) were included among six priority citywide pedestrian projects in the 2010 Arcata Pedestrian and Bicycle Master Plan.

The City began actively promoting International Walk to School Month in 2008 and hosts an annual City-sponsored kids' bicycle rodeo and "safety town" on the downtown plaza. This was the first of its kind in the County and we have created specialty signage and effects to simulate the young cyclist experience in negotiating parked vehicles, roundabouts, crossing busy streets. This course gives kids the space to practice stopping, yielding, merging into a roundabout, riding in circles and making safe turns. The City also dedicated staff time to develop a "Safe Routes to School Toolkit" and additional resources to support school administrators, teachers, parents and students in running SRTS programs.



*2015 Bike Rodeo: Arcata Plaza 150 participants*

The City of Arcata has been very active in trying to achieve our Pedestrian and Bicycle Master Plan goal of 50% trips occurring via alternative transportation (i.e. not in a single occupancy vehicle). The City has been graced by the American Bike Coalition as a silver ranked Bike Friendly City, and we just learned that we received recognition as a Walk Friendly City in April of 2015.





## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #2**

#### **QUESTION #2**

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

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

There have been no fatalities and two bicycle collisions which did not result in injuries in the immediate area. There have been 13 vehicular collisions. The specific improvements which we are proposing for the area will raise awareness through additional signage and striping. Calming with humps on the principal entrance to the school on Baldwin Street will further reduce speeds and thus have a direct impact of improving safety. Creating new sidewalks and ramp improvements will keep children in safer zone, away from the moving vehicles. (See Attachment I-2 for collision map)

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

The AES plan will result in the reduced speed and volume of motor vehicles in the proximity of AES by creating several traffic calming improvements including the use of: 1) traffic humps and a table in front of the school and 2) a traffic calming circle – both of which are shown to reduce speeds and, with proper signage included, warn motorists in the area of the anticipated presence of students, pedestrians and bicyclists.

The installation of sidewalks where none exist currently will create a separated pathway for the pedestrians and cyclists who choose to ride on the sidewalk. Proposed bike lanes on Eastern and Western will create a path for bikes as well as increase separation to the sidewalk for pedestrians. The installation of ADA ramps where none exist will eliminate the need to drive motor powered



chairs/strollers etc. to nearby driveways/cuts, and children can use the sidewalks to ride their bikes if they are uncomfortable riding on the street – which is legal in Arcata’s Municipal Code.

The installation of the Ped/Bike flashing crossing at Stromberg and Alliance will address a need for addition traffic control/warning devices as well as additional crossing, signage and school zone speed signage.

With modern, practical and legal signage in and around AES the police will be able to more easily enforce the regulations in the school zone and also is fair warning to motorists that they are in a pedestrian zone.

The use of a traffic calming circle with all way yield will make all cars slow to cross the intersection at Grant and Wilson thus eliminating the reported collisions and near misses which regularly happen at the current two way yield intersection as well as slow the through traffic.

Additional lighting near the trail head on North Street will eliminate a concern of parents, discussed during the walk audits, of the darkness during winter time along the west portion of Grant Avenue.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

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

**Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.**

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The community based public participation process that culminated in this proposal involved the engagement of many stakeholders that share a similar goal of creating safe walking routes for students and community members. Stakeholders include Arcata Elementary School (AES) administration, parents and PTO, neighborhood residents including a resident in a motorized mobility scooter, the non-profit Redwood Community Action Agency, City of Arcata Transportation Safety Committee (TSC), the Humboldt Countywide Safe Routes to School Task Force, and a Humboldt State University Kinesiology professor. The Humboldt Countywide SRTS Task Force formed during the development of a Countywide SRTS Prioritization Tool has also helped guide the project. Task Force members include planners, school administrators and staff, non-profit advocates, parents, law enforcement, public health staff, transportation managers, and engineers. The project, if funded, will continue to engage the Countywide SRTS Task Force, AES administrators, staff, parents and local residents living nearby to help provide project managers with input.

- B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

COA and AES were the recipients of a SRTS Cycle 5 grant that provided improvements near the school in 2005. The public participation process for that project included meetings with the Arcata Transportation Safety Commission (TSC) where the proposed improvements were addressed in public during oral communication or through written comments by residents received by the TSC



regarding identification of potential and demonstrated needs. The improvements installed as a result of the Cycle 5 grant included: three traffic calming speed humps on Sunset Avenue between Ross and Eastern Streets, a high visibility crosswalk at Sunset and Ross Street, and new ADA ramps at adjacent intersections. Building on those efforts has been a dream of several parents of Arcata Elementary School that live close by and walk with their children to school on a regular basis.

One of these parents contacted the Humboldt County SRTS Task Force to share safety concerns for students walking to school in the Arcata Elementary School neighborhood during the winter of 2014. Her concerns alerted the County Public Health Department who in turn contacted a local non-profit, the Redwood Community Action Agency (RCAA) to step in. RCAA described efforts the PTO could make, including conducting a walk audit, to expedite their concerns and take action towards creating solutions. The PTO planned and led a community walk audit themselves only 1 week after the recommendation was made in order to identify the needs for safety improvements around the school and neighborhood. Local residents were invited to participate in the walk audit via flyers, door-to-door invites, personal invites and notices to the school community. A dozen neighbors participated in the walk audit, including a neighbor whose mobility is limited to the use of a wheelchair, as well as City of Arcata staff, school staff and parents. The Walk Audit was held in the early afternoon right before school was dismissed – so parents could be more able to participate and then meeting their children after school. The outcomes from the Walk Audit were presented to the City of Arcata’s Transportation Safety Committee who requested support from the Arcata City Council to move forward with an Active Transportation Program application on behalf of Arcata Elementary School. (See Attachment I-3 for Walk Audit report and sign-in sheet)





Arcata Elementary is a regular participant in the annual International Walk to School Day and has participated in several citywide competitions to encourage active transportation for school-aged children. Arcata Elementary won the citywide contest in 2014. Arcata Elementary also participates in Walk to School Month every May and the word of the Month in May 2015 was 'healthy', to further encourage students to lead active, healthy lifestyles.

Humboldt County's Regional Transportation Planning Agency (RTPA), Humboldt County Association of Governments (HCAOG), worked with Redwood Community Action Agency (RCAA) to develop a regional Safe Routes to School Prioritization Tool. The Tool looked at school readiness (knowledge of and involvement in SR2S programs). The Tool also looked at internal need (school enrollment, percentage of students eligible for free and reduced meals, and the percentage of students meeting the healthy fitness zone). Lastly, the Tool looked at external need (existing pedestrian and bicycle facilities, posted speed limits, collision data, and the percentage of carless households within the school neighborhood). Arcata Elementary was interviewed during the school inventory calls and the need for safety improvements was identified. A countywide SRTS Task Force formed during this time to help guide the project. The Task Force is comprised of school administrators and staff, non-profit advocates, parents, law enforcement, public health staff, transportation managers, and engineers.

The City of Arcata's Public Works staff and RCAA staff attended an Arcata Transportation Safety Committee (TSC) meeting on April 21, 2015 to discuss the opportunity provided by the Active Transportation Program to make improvements for students walking and bicycling to Arcata Elementary School. Public Works staff further discussed the project application with the TSC on May 19, 2015. The TSC's publicly noticed meetings (via newspaper, City website, Facebook and personal invites to school parents) allowed for a broader discussion of the merits of the proposed project and ideas for how to more deeply engage neighboring property owners whose property is adjacent to the proposed improvements. These TSC meetings are held in the late afternoon and are



accessible by transit, for which a stop is located one block from City Hall; in addition, language interpretation services are available upon request.

On May 5, 2015 the City Engineer and RCAA staff attended an Arcata Elementary School Site Council meeting to describe the proposed project and receive input on both the proposed infrastructure improvements as well as the non-infrastructure component.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

In 2012, the school was contacted to participate in the SRTS School Inventory Summaries that helped guide the SRTS Regional Prioritization Tool. Arcata Elementary School's principal was contacted and provided some input on safety improvement needs around the school. In early 2014, the Redwood Community Action Agency was asked by HCAOG to update the School Inventories by contacting schools countywide asking for updates. At that time Arcata Elementary had a new principal who was very much engaged and interested in the SRTS program. She provided a thorough list of concerns around student safety. She expressed concerns around the large population of students living in subsidized housing that walk to school without sufficient infrastructure. The streets they must cross do not have adequate, safe crossings in her opinion and brought up the fact that several parents and neighbors had also reported concerns to her and would only allow their kids to walk to school if there were safer crossings.

In November 2014, an Arcata Elementary School parent contacted the Countywide SRTS Task Force via the Humboldt County Public Health Department to share concerns facing students and other pedestrians in the Arcata Elementary School neighborhood. Her concerns stemmed around the lack of crosswalks on Baldwin Street, where the school is located, and a lack of usable sidewalks on Grant Street that leads to Baldwin. There is also a blind corner there. On Grant, sidewalks exist on a small section of the north side of the street however it is very narrow, too narrow to traverse in a wheelchair or with a stroller, and is in disrepair to the point that wheelchairs and strollers cannot



ride smoothly or safely. There is also a dangerous intersection at Grant and Wilson that lacks directional signs and stop signs. The local non-profit Redwood Community Action Agency was also brought in to discuss the safety issues and brought it to the attention of the City of Arcata's Public Works Department. The concerns of these parents were also included in the 2014 SRTS Prioritization Tool School Inventory Update.

In March of 2015 two Arcata Elementary parents (and also PTO members) attended the Countywide SRTS Task Force and announced they would be coordinating a PTO-led Walk Audit at the school. The Walk Audit was conducted and attended by 10 parents, community members, Redwood Community Action Agency staff, and the Arcata Public Works Department Engineer. One of the primary concerns identified at the Walk Audit included unsafe or insufficient crosswalks on Baldwin Street. At Baldwin and McMahon there is a crosswalk that is unusable by wheelchair users as it lacks ADA retrofits. There were also concerns about needing a crosswalk with bulb-outs to improve visibility for children crossing to school at Baldwin and Grant. There was talk of much speeding by vehicles on Baldwin and the lack of clear signage along Grant at Wilson. A recommendation was made to turn the eastern section of Grant Street (between Ross and Jay) into a pedestrian-only route with removable bollards. This would also create an opportunity for a crosswalk at Jay Street/Eye Street leading pedestrians directly to the much-frequented Larson Park. It was also brought up that clear arrival and dismissal procedures need to be developed for the school.

At the May 5, 2015 School Site Council meeting teachers and parents unanimously agreed that the improvements identified during the walk audit, including traffic calming and an improved crosswalk on Baldwin, sidewalks on Grant, a roundabout on Grant and Wilson, and a pedestrian activated flashing beacon on Alliance Road, were a high priority for the Site Council. Input for a non-infrastructure program was also received. The City noted that the school has interest in and the capacity to participate in encouragement programs such as Walk to School Day, providing input for



the development of a walking map, and working with University students as role models and to develop an evaluation component with students.

**D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

Including a non-infrastructure component to this ATP project is a key strategy for continuing engagement of stakeholders in the implementation of the project. Providing education and encouragement will not only provide students and parents with the knowledge and skills they need to be safe as pedestrians and bicyclists, it will also help parents feel more comfortable with their decision to allow their children to walk and bicycle to school.

The City will continue to engage the Arcata Elementary PTO, school administration, Sunset neighborhood residents and other stakeholders as the project progresses through design via on-site project visits and monthly Arcata Transportation Safety Committee meetings. The Arcata Elementary PTO, school principal and Humboldt State University kinesiology professor will help inform the refinement and kick-off of the non-infrastructure activities.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #4**

#### **QUESTION #4**

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

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

**A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

According to the 2013-2014 School Accountability Report Card (SARC), 70.7% of Arcata Elementary Students are socioeconomically disadvantaged and are eligible for free or reduced meals. In addition, the health status of students at Arcata Elementary has been analyzed through FitnessGram (California Physical Fitness Tests) of 5<sup>th</sup> grade students. Arcata Elementary School's School Accountability Report Card (SARC) also indicates that only 20.4% of fifth graders that took the California Physical Fitness Test met all six of the fitness standards during the 2013-2014 school year at Arcata Elementary. Students at Arcata Elementary School need more opportunity for safe, physical activity to improve fitness, which this Safe Routes to School project can offer.

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

Looking more broadly at the health status of the community, the Humboldt County Community Health Assessment (2013) reveals that Humboldt County residents are more than twice as likely to be injured in a motorized vehicle collision as residents statewide, and are far more likely to have a chronic disease of the heart and cardiovascular system. The lack of safe, accessible places to be active in our rural community and the lack of complete active transportation networks have a direct relation on our community's health outcomes.



Injuries from motor vehicle crashes are a major public health concern in Humboldt County as they were the leading or second-highest cause of death every year between 2007 and 2011 for people under the age of 45 (Humboldt County Community Health Assessment 2013). The average annual mortality rate, 2009-2011, for Humboldt County residents due to motor vehicle collisions is 15.7 per 100,000 people as compared to the California rate of 7.5 per 100,000 people (Humboldt County Vital Statistics Automated Vital Statistics System & California Electronic Death Registration System). It is critical to teaching safe walking, crossing, and bicycling behavior to reduce the number of these collisions as a large percentage of them have been recorded as the pedestrian or cyclists fault. Children are at particularly high risk because they tend to overestimate their abilities in traffic situations and perceive the environment differently than adults.

**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

The Humboldt County Community Health Assessment (2013) says low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Emergency room visits due to asthma by children under age 5 (per 10,000) for Humboldt County is 120 visits as compared to California at 110 ( 2009 California Health Interview Survey). As more children and their families choose to walk or bike to school, automobile congestion and exhausts will be reduced. Targeting students with high free and reduced meal eligibility is a strategy for improving public health of populations who have high health risk factors.

The proposed Safe Routes to School improvements for Arcata Elementary is consistent with Humboldt County Public Health's priorities for improving health outcomes as codified in the Humboldt County Health Improvement Plan (CHIP) (2014). One of the six priority areas in the CHIP is to "Ensure safe neighborhoods for residents, pedestrians and bicyclists." The project team coordinated with Senior Health Education Specialist, Joan Levy, at Humboldt County Public Health,



to refine the non-infrastructure components of the project to utilize best practices for education and outreach to promote active transportation modes.

We expect the Arcata Elementary Safe Routes to School Project to positively impact health outcomes primarily within the Arcata Elementary community and Sunset neighborhood. The infill of sidewalks along Grant, installation of speed humps and crosswalks on Baldwin and installation of the pedestrian-activated signal on Alliance will create a connected safe route to school for families in the Sunset and Alliance neighborhoods. We also expect improved health outcomes especially within youth in the community, by providing targeted education and positive role models for this age group and creating more opportunities to be active within the neighborhood. As the project will create a connecting walking route and improve dangerous pedestrian crossings, we expect that collisions between motor vehicles and pedestrians or bicyclists will be greatly reduced in these neighborhoods.

This project will develop much needed safe routes to schools improvements for the Arcata Elementary community to walk and bike for transportation and health benefits.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #5**

**QUESTION #5**

**BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

**A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project:

\$ \_\_\_\_\_

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Census Tract	Median Income	% of Statewide	Population
11.01	\$38,527	63%	6,350
10	\$23,507	38%	5,906
9	\$49,133	80%	5,074

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: \_\_\_\_\_

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: 70.7 %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal (Arcata Elementary School)



**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

**B. For proposals located within disadvantage community: (5 points max)**

**What percent of the funds requested will be expended in the disadvantaged community? 100 %  
Explain how this percent was calculated.**

One hundred percent of the funds requested through the ATP will be expended on infrastructure improvements and non-infrastructure programs entirely within the Arcata community. Most of the work will be implemented in census tract 11.01, the location of Arcata Elementary; however, Arcata residents living in other areas of Arcata may also benefit (which are also disadvantaged as according to 2009-2013 American Community Survey Data 5-Year Estimates from the US Census, the average median income of Arcata as a whole is \$34,046 which is 56% of the statewide median household income level.)

**C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**

**Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.**

This project will directly benefit the disadvantaged community of Arcata and specifically several neighborhoods (census tracts) nearby to Arcata Elementary School, by providing sidewalk infill, raised crosswalk and speed hump out front of the school and a pedestrian-activated crossing beacon at a busy and dangerous pedestrian crossing. These improvements will help to make walking and biking to school and to destinations within the Sunset and Alliance neighborhoods of Arcata a safe, convenient and easy choice for families – encouraging active living to improve public health. An additional benefit will include complementary education and encouragement activities



with elementary school students who are learning life skills and can serve as role models for good pedestrian behavior within their families.

Humboldt County residents have some of the lowest household income levels in California. According to 2009-2013 American Community Survey Data 5-Year Estimates from the US Census, the average median income of Arcata is \$34,046 which is 56% of the statewide median household income level, and Humboldt County residents' median household income is only two-thirds (67.8%) that of California's. In Humboldt County, 19.7% of families are impoverished compared with the state average of 15.3%. The Humboldt County Health Assessment for 2013 says low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Therefore, targeting these disadvantaged communities for active transportation improvements will help provide more opportunities for low income residents to be active, healthy and connected to neighbors in their community.

This proposed ATP project will develop a safe route to school, public transit stops and a multitude of other destinations – which will provide a safe alternative to driving. Gas prices in Humboldt County are consistently among the highest in the state. As of April 2015, the average price of gas in the U.S. was \$2.66, the average for California was \$3.72, the average for Northern California was \$3.78, and Eureka was \$3.87. Humboldt County typically sees higher prices than the rest of California due to transportation issues and a lack of competition. High gas prices affect impoverished families more severely than others. For some families, active transportation is their only choice as spending money on gas and auto expenses are prohibitive. Providing a connected, safe route to school and teaching safe pedestrian and cycling behaviors is an issue of equity and safe passage for all Arcata residents.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #6**

#### **QUESTION #6**

#### **COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

#### Alternative Materials:

In general the majority of the work in our proposal is for concrete improvements to existing sidewalks to make them more ADA friendly, specifically at the proposed ramp locations. Asphalt trail was considered as an alternative but there are inadequate right of way widths and asphalt sidewalks are not as durable and long lasting as concrete. Additionally asphalt is more easily opened and split by roots and seeds than concrete. Finally, asphalt while slightly cheaper cannot be held to the tight tolerances of concrete ADA ramps when you are placing the materials.

#### Sidewalk and Crossing Placement Alternatives:

The alternatives discussed in the locations of pathways were to place the foot traffic away from the main driving access to the school on Baldwin Avenue. Thus the choice of creating a new sidewalk pathway on Grant Avenue from the western terminus at the trail from Alliance to the school was selected. It additionally was an area of concern identified by the walk audit conducted with the school. The alternatives on the north or south side of the street was an obvious choice based on the locations of the utility power poles on the north side of the street which creates impacts to clear areas and the potential for being wide enough for a child on a bike to use them. An additional analysis includes whether to simply correct the deficiencies in the sidewalk and at all the driveway cuts on Grant Ave. This subdivision was created in the late 1940's and sidewalks were not required uniformly or consistently which has created the variety and problems with grade and drainage along both sides of the street. We have chosen to remove and replace the entire length from Western Avenue to Wilson Avenue on the south side to make a uniform consistent path which will encourage and create a safer looking as well as functioning section. New infill sidewalk will



continue east from Wilson Avenue to Baldwin Street, the south side was chosen based on the available ROW and where the tableized crossing had to be placed across Baldwin. A tableized crossing was chosen to elevate the students walking across Baldwin south at the schools entrance to place them onto the existing sidewalk entering the school and not have them crossing the driveway area and drop zone at the school.

Traffic Calming Alternatives:

#### Grant Ave and Wilson Ave

Several alternatives were looked at for the intersection of Grant Avenue and Wilson Avenue. The first was an all way or two way stop and there was not sufficient traffic to warrant this. We then looked at simple bulb-outs and then a traffic calming circle. The circle was chosen as a calming measure to allow the low volume traffic to have an all way yield (4-way) and to not have to needlessly stop. A "Yield to Pedestrians" safety pylon sign will be installed in the proposed traffic circle to force motorist to slow down and look when approaching the intersection. Four new ramps will be placed around the circle and high visibility yellow crossings utilized.

#### Alliance Road and Stromberg Avenue

This intersection was previously modified under a Safe Routes to School project to include a large median refuge. Comments and observations were made and it was recommended that a crossing guard be placed at the intersection or a ped/bike activated sign flashing crossing sign installed. The benefit of a 24/7 flashing sign was chosen to serve all residents all the time and to increase awareness and warning of this crossing. We have had good success and this is a standard which we have installed at two other locations and plan additional installations where a true traffic signal with ped/bike crossing phase or a Hawk system are not warranted based on the ped/bike and vehicular volumes.



- B.** Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

19% per the tool

I see value in the tool, but it requires a lot of estimating and if this becomes a large part of the application I believe projections would need to be scrutinized heavily.



## **Part B: Narrative Questions** **Detailed Instructions for: Question #7**

### **QUESTION #7**

#### **LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The City is committing \$80,000 in local match funding from “Measure G funds in FY 17/18”, a general fund sales tax initiative, for this project if awarded through the ATP evaluation process.

This is 15.2% of the requested \$526,000 in ATP funding for both the infrastructure and non-infrastructure phases of the project.



## Part B: Narrative Questions Detailed Instructions for: **Question #8**

**QUESTION #8**

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
  - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh  
 Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)  
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch  
 Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
 Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
  - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).  


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  - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
  - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation. (See Attachment I-8)



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #9**

#### **QUESTION #9**

#### **APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

*( 0 to-10 points OR disqualification)*

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.
- Foster Avenue Extension Project (\$2.1M Federal STIP Project with a local match of \$327,000 excluding contingency), currently in construction completion date October 2015.
  - Rails with Trails Phase 1 (\$1.2M federal TEA project with a local match of \$323K including contingency) currently in construction completion October 2015.
  - Arcata Bicycle Boulevard project Completed March 2015 (\$ 198K State only Funding)
  - Samoa Gateway Phase 1 Completed 2013 (\$1.5M ARRA federal funding)
  - Samoa Gateway Phase 2 Completed 2014 (\$323k ARRA federal funding)
  - Fickle Hill Road Safety Project completed 2014 (\$K 110 Federal funding)
  - Safe Routes to Schools Cycle 7 completed 2011 (\$372 K state only funding)
- B. **Caltrans response only:**  
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



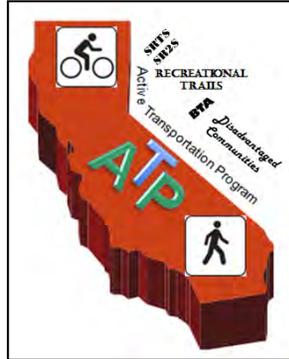
## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>



# Attachment A: Application Signature Page



## Part C: Attachments

### Attachment A: Signature Page

**IMPORTANT:** Applications will not be accepted without all required signatures.

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**  
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: *R. C. Class* Date: 5/28/15  
 Name: Robert C. Class Phone: 707 825 2170  
 Title: Public Works Director e-mail: dclass@cityofarcata.org

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
*(For use only when appropriate)*

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**  
*(For use only when appropriate)*

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

Signature: *Julie Bair* Date: 5/28/15  
 Name: Julie Bair Phone: 707-822-4858  
 Title: AES Principal e-mail: juliebair@humboldt.k12.ca.us

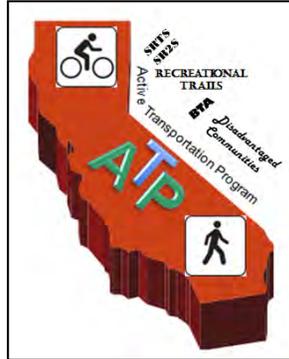
**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***  
*(For use only when appropriate)*

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached?  If yes, no signature is required. If no, the following signature is required.

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>



# **Attachment B: ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)**

## ATP Project Programming Request Instructions

Date: 5/29/2015

### Project Information:

<b>Project Title:</b>	City of Arcata -- Arcata Safe Routes to School Improvements 2015
<b>District:</b>	1
<b>County:</b>	Humboldt
<b>Route:</b>	VAR
<b>EA:</b>	
<b>Project ID:</b>	
<b>PPNO:</b>	

### Funding Information:

Below provides brief information in regards to each table.  
For descriptions/instructions of each item *within a* table, refer to the PPR Form and hover over the item.

<b>Proposed Total Project Cost Table:</b>	606
In proposed funding in \$1,000s, escalated to the programmed year. Only fill in tables in which applies.	
<b>ATP Funds - Infrastructure Cycle 2 Table:</b>	484
<b>ATP Funds - Non-Infrastructure Cycle 2 Table:</b>	42
<b>ATP Funds - Plan Cycle 2 Table:</b>	N/A
<b>ATP Funds - Previous Cycle Table:</b>	N/A
<b>ATP Funds - Future Cycle Table:</b>	N/A
<b>Fund No. 2 Table:</b>	80
<b>Fund No. 3 Table:</b>	N/A
<b>Fund No. 4 Table:</b>	N/A
<b>Fund No. 5 Table:</b>	N/A
<b>Fund No. 6 Table:</b>	N/A
<b>Fund No. 7 Table:</b>	N/A

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> City of Arcata -- Arcata Safe Routes to School Improvements 2015					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	VAR			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

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)				22				22	
PS&E					20			20	
R/W									
CON				42	522			564	
<b>TOTAL</b>				64	542			606	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				22				22	
PS&E					20			20	
R/W									
CON					442			442	
<b>TOTAL</b>				22	462			484	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				42				42	
<b>TOTAL</b>				42				42	

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> City of Arcata -- Arcata Safe Routes to School Improvements 2015					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	VAR			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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 Arcata
PS&E									Notes:
R/W									
CON					80			80	
TOTAL					80			80	

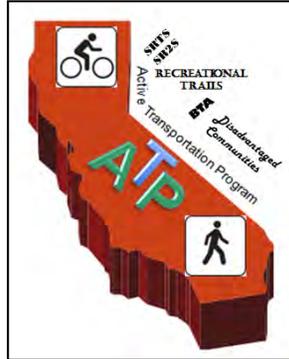
Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									



# Attachment C: Engineer's Checklist

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

#### Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: Rec
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: Rec
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: Rec  
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
4. **Detailed Engineer's Estimate** Engineer's Initials: Rec
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: RC

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: RC

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: RC



- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: RC

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First): CLASS, ROBERT

Title: PW DIRECTOR / CITY ENGR

Engineer License Number C 56487

Signature: [Handwritten Signature]

Date: 5/28/15

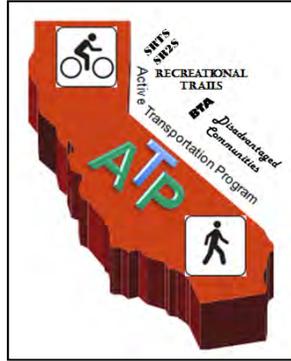
Email: d.class@cityofarcata.org

Phone: (707) 825-2170

707 845-7610 cell#

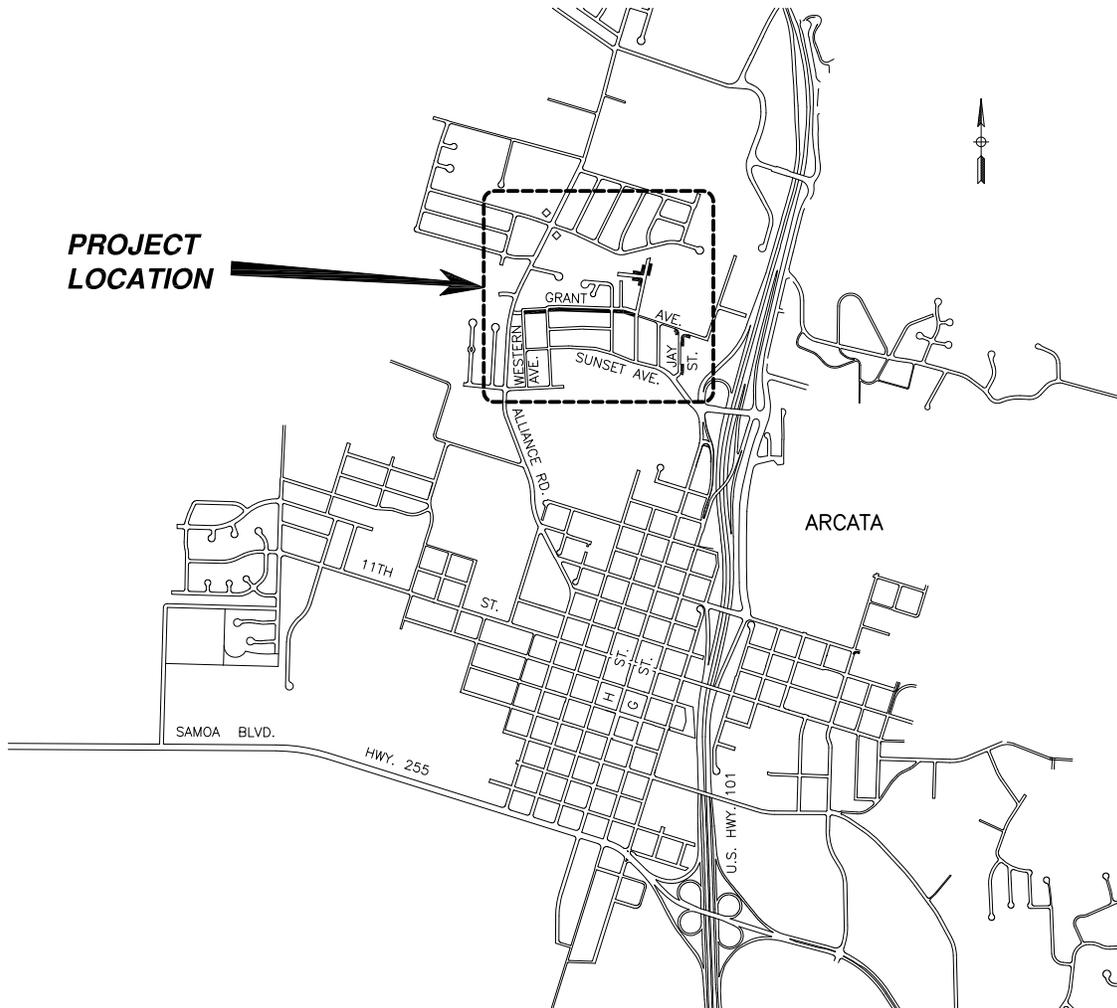
**Engineer's Stamp:**



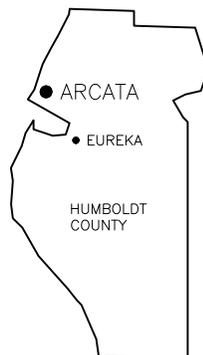


# Attachment D: Project Location Map

# ARCATA SAFE ROUTES TO SCHOOL IMPROVEMENTS 2015



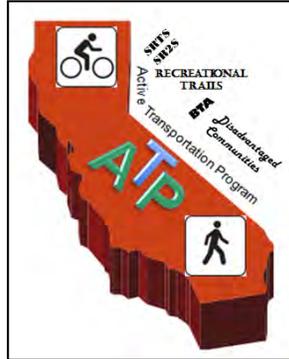
CITY MAP



COUNTY MAP

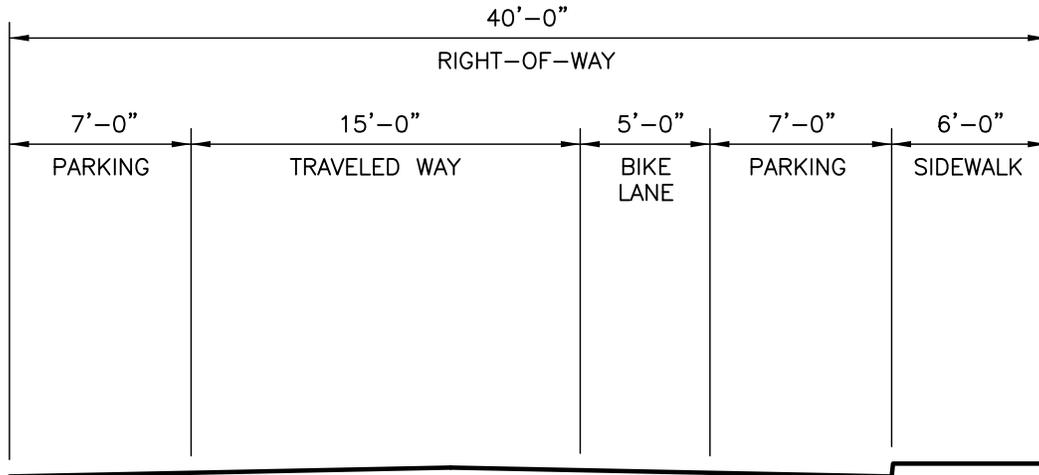


STATE MAP

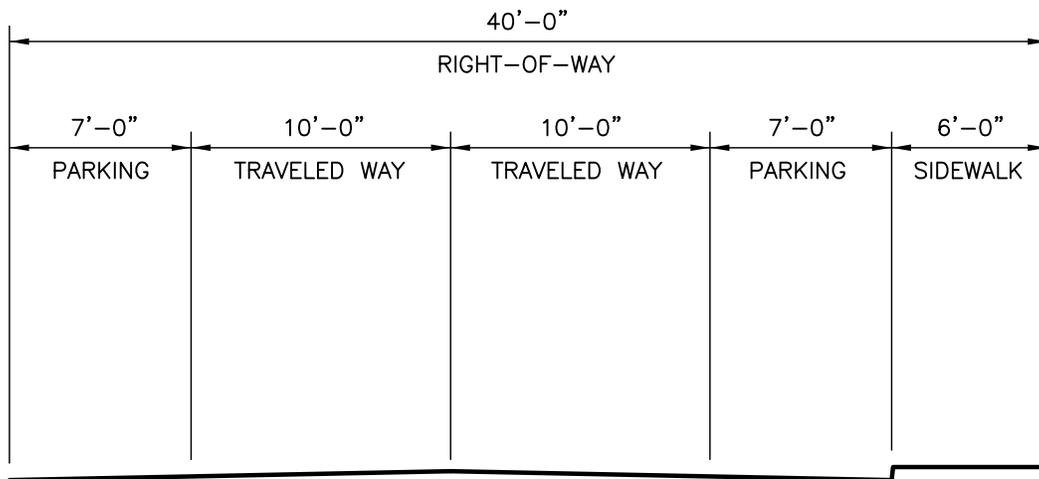


# **Attachment E: Project Map/Plans showing existing and proposed conditions**

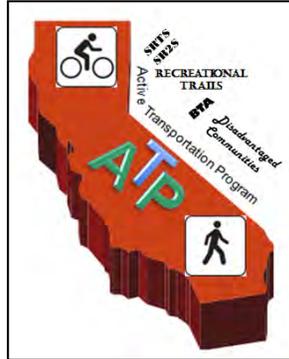




TYPICAL CROSS-SECTION OF WESTERN AVE., LOOKING NORTH



TYPICAL CROSS-SECTION OF GRANT AVE., LOOKING EAST



# Attachment F: Photos of Existing Conditions



Foot Trail from North & Western,  
leading down to Alliance Rd



Baldwin Street, No Ramp on Curb in Front  
of Arcata Elementary School



Proposed Bike Trail Improvements, Just  
North of School on Baldwin



Looking West, Towards School, from Ross



Non ADA-compliant ramp on Wilson Ave



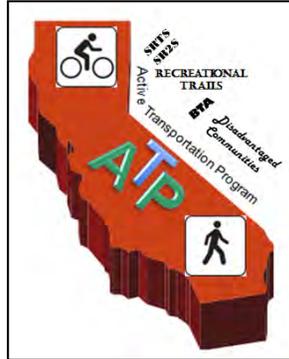
Jay Street at Grant Ave



Intersection of Grant & Jay



Looking South Down Ross Street,  
from Grant Ave



# Attachment G: Project Estimate

## Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

### Project Information:

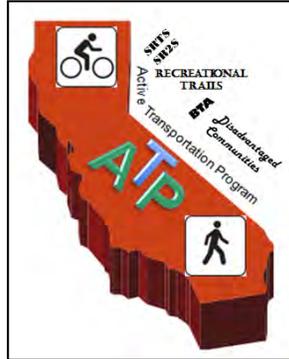
Agency:	City of Arcata		
Application ID:		Prepared by:	Doby Class
Project Description:		Date:	5/27/2015
Project Location:			

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	TRAFFIC CONTROL SYSTEM	1	LS	\$10,000	\$10,000	100%	\$10,000						
2	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA	\$7,500	\$15,000	100%	\$15,000						
3	REMOVE PAVEMENT MARKINGS	1	LS	\$2,500	\$2,500	100%	\$2,500						
4	REMOVE ROADSIDE SIGN	4	EA	\$200	\$800	100%	\$800						
5	CONSTRUCT CONCRETE TRAFFIC CIRCLE	1	LS	\$15,000	\$15,000	100%	\$15,000						
6	REMOVE SIDEWALK AND CONSTRUCT CONCRETE RAMPS	3,050	FT2	\$22	\$67,100	100%	\$67,100						
7	REMOVE AND REPLACE SIDEWALK	4,450	FT2	\$12	\$53,400	100%	\$53,400						
8	INSTALL NEW SCHOOL ZONE SIGNAGE ONE POST	28	EA	\$225	\$6,300	100%	\$6,300						
9	ROADSIDE SIGN-ONE POST	32	EA	\$225	\$7,200	100%	\$7,200						
10	INFILL NEW SIDEWALK AND CURB	5,170	SF	\$10	\$51,700	100%	\$51,700						
11	NEW FLASHING CROSSING	2	EA	\$9,000	\$18,000	100%	\$18,000						
12	PATHWAY PAVING	60	TON	\$200	\$12,000	100%	\$12,000						
13	DRAINAGE INLETS MODIFICATIONS AT RAMPS	4	EA	\$2,500	\$10,000	100%	\$10,000						
14	BOLLARDS	4	EA	\$750	\$3,000	100%	\$3,000						
15	TABLEIZED CROSSING	1	EA	\$8,500	\$8,500	100%	\$8,500						
16	TRAFFIC HUMPS	2	EA	\$4,500	\$9,000	100%	\$9,000						
17	THERMOPLASTIC PAVEMENT MARKINGS	100	EA	\$250	\$25,000	100%	\$25,000						
18	4" THERMOPLASTIC TRAFFIC STRIPE	600	LF	\$1	\$450	100%	\$450						
19	6" THERMOPLASTIC TRAFFIC STRIPE	2,200	LF	\$1	\$2,200	100%	\$2,200						
20	12" THERMOPLASTIC YELLOW TRAFFIC STRIPE	1,440	LF	\$4	\$5,760	100%	\$5,760						
21	LIGHTING AT TRAIL	1	LS	\$5,000	\$5,000	100%	\$5,000						
22	MOBILIZATION	1	LS	\$10,000	\$10,000	100%	\$10,000						
23	SAFE ROUTES TO SCHOOL PROGRAM	1	LS	\$25,000	\$25,000	100%	\$25,000						
<b>Subtotal of Construction Items:</b>					<b>\$362,910</b>		<b>\$362,910</b>						
<b>Construction Item Contingencies (% of Construction Items):</b>													
<b>Enter in the cell to the right</b>				<b>15.00%</b>	<b>\$54,437</b>								
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$417,347</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$ 21,734		
Plans, Specifications and Estimates (PS&E):	\$ 20,000		
<b>Total PE:</b>	<b>\$ 41,734</b>	<b>10.00%</b>	25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$ -		
Acquisitions and Utilities:	\$ -		
<b>Total RW:</b>	<b>\$ -</b>		
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$ 25,000	<b>5.65%</b>	15% Max
Total Construction Items & Contingencies:	\$417,347		
<b>Total CON:</b>	<b>\$ 442,347</b>		
<b>Total Project Cost Estimate:</b>	<b>\$ 484,081</b>		



# Attachment H: Non-Infrastructure Work Plan (Form 22-R)

## Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

<b>Date:</b> (1)	14-May-15
<b>Project Number:</b> (2)	
<b>Project Location(s):</b> (3a)	Arcata Elementary School, Arcata CA
" " (3b)	
" " (3c)	
<b>Project Description:</b> (4)	This non-infrastructure component will provide education and encouragement opportunities for Arcata Elementary School students and families to support the use of new infrastructure improvements installed at and near the school.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

*For Department use only*

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

### Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
<a href="#">Task "A"</a>	Pedestrian and Bicycle Safety Education at Arcata Elementary School	Sep-2016	Jun-2018	\$ 12,172.00
<a href="#">Task "B"</a>	Walking maps with suggested routes	Sep-2016	Jun-2018	\$ 10,027.00
<a href="#">Task "C"</a>	Walk and Roll Events	Oct-2016	Jun-2018	\$ 8,310.00
<a href="#">Task "D"</a>	Evaluation and Encouragement Partnership with Humboldt State University	Aug-2017	May-2018	\$ 9,974.00
<a href="#">Task "E"</a>				\$ -
<a href="#">Task "F"</a>				\$ -
<a href="#">Task "G"</a>				\$ -
<a href="#">Task "H"</a>				\$ -
<a href="#">Task "I"</a>				\$ -
<a href="#">Task "J"</a>				\$ -
<b>GRAND TOTAL</b>				<b>\$ 40,483.00</b>

**TASK "A" DETAIL**

<b>Task Name (5a):</b>	<b>Pedestrian and Bicycle Safety Education at Arcata Elementary School</b>		
<b>Task Summary (5b):</b>	League Certified Instructor (LCI) will provide instruction on safe walking to 3rd graders and safe bicycling to 5th graders at Arcata		
<b>Task Schedule (5c):</b>	<b>Start Date :</b> Sep-2016	<b>End Date:</b> Jun-2018	

<b>Activities (6a):</b>		<b>Deliverables (6b):</b>
1.	Coordinate education chedule with schools	Schedule of planned pedestrian safety lessons
2.	Conduct lessons	Lessons provided in-classroom and in the field
3.	Technical Assistance for teachers in Years 2 and 3	Share curriculum with classroom teachers
4.	Subcontract and Project Management	Invoicing and Task Reports
5.		
6.		
7.		
8.		
9.		
10.		

**Staff Costs:**

<b>Staff Title (7a):</b>		<b>Annual Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	Pedestrian and Bicycle Safety Instructor	120	\$55.00	\$ 6,600.00
Party 2 -	Office Manager	40	\$55.00	\$ 2,200.00
Party 3 -	Senior Planner	40	\$55.00	\$ 2,200.00
Party 4 -	Deputy Director	20	\$55.00	\$ 1,100.00
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 12,100.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 12,100.00</b>

**Task Notes (8):**

**Other Costs:**

**You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:**

To fill out an itemized cost for each "Other Cost", click below:  <div style="border: 1px solid gray; border-radius: 10px; padding: 5px; display: inline-block;">                     Itemized "Other Costs" Section                 </div>	Travel (9a):	\$ 72.00
	Equipment (9b):	\$ -
	Supplies/Materials (9c):	\$ -
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	" " (9f):	\$ -
<b>Total Other Costs (9g):</b>		<b>\$ 72.00</b>
<b>TASK GRAND TOTAL (10g):</b>		<b>\$ 12,172.00</b>

**Task "A" Other Costs:**

**Itemized Travel Cost (8a)**

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (8a)

Type of Travel	Quantity	Total \$
1. Vehicle Use	144 miles @ .50/mile	\$ 72
2.		\$ -
3.		\$ -
4.		\$ -
5.		\$ -
6.		\$ -
7.		\$ -
8.		\$ -
9.		\$ -
10.		\$ -
11.		\$ -
12.		\$ -
13.		\$ -
14.		\$ -
15.		\$ -
16.		\$ -
17.		\$ -
18.		\$ -
19.		\$ -
20.		\$ -
<b>Total</b>	0	\$ 72
<b>Total Travel Cost:</b>		<b>\$ 72.00</b>

**Itemized Equipment Cost (8b)**

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Equipment Cost:</b>				<b>\$ -</b>

**Itemized Supplies/Materials Cost (8c)**

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Supplies/Materials Cost:</b>				<b>\$ -</b>

**Itemized Incentives Cost (8d)**

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Incentives Cost:</b>				<b>\$ -</b>

**Task "A" Other Costs:**

<b>Itemized Other Direct Costs (8e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8e)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (8f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8f)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

TASK "B" DETAIL				
<b>Task Name (5a):</b>		Walking maps with suggested routes		
<b>Task Summary (5b):</b>		Develop walking maps with suggested routes, including distance and time, community assets, and trails		
<b>Task Schedule (5c):</b>		<b>Start Date :</b> Sep-2016		Jun-2018
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Attend PTO, Site Council and Staff meetings to collect input	Meeting Agendas, Meeting notes		
2.	Develop draft map	Draft map		
3.	Outreach and education to school and community	PSA's, newsletter articles, flyers		
4.	Finalize and distribute map	Final map, list of distribution strategy and locations		
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	30	\$80.00	\$ 2,400.00
Party 2 -	Senior Planner 1	120	\$55.00	\$ 6,600.00
Party 3 -			\$55.00	\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 9,000.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 9,000.00</b>
Task Notes (8):				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below:  <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	27.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	1,000.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 1,027.00
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 10,027.00</b>

**Task "B" Other Costs:**

**Itemized Travel Cost (8a)**

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (8a)

Type of Travel		Quantity	Total \$
1.	Vehicle Use for meetings	54 miles @ .50/mi	\$ 27
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total</b>		0	\$ 27
<b>Total Travel Cost: \$</b>			<b>27.00</b>

**Itemized Equipment Cost (8b)**

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>			0	\$0
<b>Total Equipment Cost: \$</b>				<b>-</b>

**Itemized Supplies/Materials Cost (8c)**

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.	Printing	500	ea \$2	\$ 1,000.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>		500	\$2	\$ 1,000.00
<b>Total Supplies/Materials Cost: \$</b>				<b>1,000.00</b>

**Itemized Incentives Cost (8d)**

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>			0	\$0
<b>Total Incentives Cost: \$</b>				<b>-</b>

**Task "B" Other Costs:**

<b>Itemized Other Direct Costs (8e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8e)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (8f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8f)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

**TASK "C" DETAIL**

<b>Task Name (5a):</b> Walk and Roll Events			
<b>Task Summary (5b):</b> Support for and coordination of Walk to School Day and/or Bike to School Day events			
<b>Task Schedule (5c):</b>	<b>Start Date :</b> Oct-2016 <b>End Date:</b> Jun-2018		
<b>Activities and Deliverables:</b>			
<b>Activities (6a):</b>	<b>Deliverables (6b):</b>		
1. Outreach to students and families	PSA's, newsletter articles, flyers		
2. Attend PTA, Staff, and Site Council meetings	Meeting agendas and/or minutes		
3. Event Planning	List of event activities		
4. Implement events	Participant counts		
5.			
6.			
7.			
8.			
9.			
10.			
<b>Staff Costs:</b>			
<b>Staff Title (7a):</b>	<b>Annual Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 - Deputy Director	20	\$80.00	\$ 1,600.00
Party 2 - Senior Planner 1	60	\$55.00	\$ 3,300.00
Party 3 - Senior Planner 2	40	\$55.00	\$ 2,200.00
Party 4 -			\$ -
Party 5 -			\$ -
Party 6 -			\$ -
Subtotal Party Costs (6d):			\$ 7,100.00
Indirect Costs (6e):			
<b>Total Staff Costs (6f):</b>			<b>\$ 7,100.00</b>
<b>Task Notes (8):</b>			
<b>Other Costs:</b>			
<b>You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:</b>			
To fill out an itemized cost for each "Other Cost", click below:  <div style="border: 1px solid black; padding: 5px; display: inline-block;">                     Itemized "Other Costs" Section                 </div>	Travel (9a):	\$	120.00
	Equipment (9b):	\$	-
	Supplies/Materials (9c):	\$	-
	Incentives (9d):	\$	1,090.00
	Other Direct Costs (9e):	\$	-
	" " (9f):	\$	-
<b>Total Other Costs (9g):</b>			<b>\$ 1,210.00</b>
<b>TASK GRAND TOTAL (10g):</b>			<b>\$ 8,310.00</b>

**Task "C" Other Costs:**

**Itemized Travel Cost (8a)**

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (8a)

Type of Travel		Quantity	Total \$
1.	Vehicle Use	240 miles @ .50/mile	\$ 120
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total</b>		0	\$ 120
<b>Total Travel Cost:</b>			<b>\$ 120.00</b>

**Itemized Equipment Cost (8b)**

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>			0	\$0
<b>Total Equipment Cost:</b>				<b>\$ -</b>

**Itemized Supplies/Materials Cost (8c)**

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>		0	\$0	\$ -
<b>Total Supplies/Materials Cost:</b>				<b>\$ -</b>

**Itemized Incentives Cost (8d)**

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Pencils	500	ea	\$0	\$ 100.00
2. Water Bottles	200	ea	\$4	\$ 800.00
3. Stickers - roll of 200	5	ea	\$9	\$ 45.00
4. Toe Tokens- pack of 1000	1	ea	\$60	\$ 60.00
5. Beaded Chain 8 inch - 500	500	ea	\$0	\$ 85.00
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>		1206	\$73	\$ 1,090.00
<b>Total Incentives Cost:</b>				<b>\$ 1,090.00</b>

**Task "C" Other Costs:**

<b>Itemized Other Direct Costs (8e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8e)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (8f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8f)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

TASK "D" DETAIL				
<b>Task Name (5a):</b>		<b>Evaluation and Encouragement Partnership with Humboldt State University</b>		
<b>Task Summary (5b):</b>		Students in the Kinesiology Department will develop an evaluation component of the project and provide encouragement to Arcata Elementary School students for participating in walking and bicycling activities		
<b>Task Schedule (5c):</b>		<b>Start Date :</b> Aug-2017	<b>End Date:</b> May-2018	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Coordination meetings with HSU professor and students	Meeting agendas and/or minutes (if appropriate)		
2.	Develop evaluation component	Summary of evaluation component		
3.	Implement evaluation component	Narrative of implementation effort		
4.	College students visit students in the classroom to promote Walk to School Day (WTSD) events	Photos and narrative description, counts of WTSD participants		
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	40	\$80.00	\$ 3,200.00
Party 2 -	Senior Planner 1	120	\$55.00	\$ 6,600.00
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 9,800.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 9,800.00</b>
Task Notes (8):				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below:  <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>Itemized "Other Costs" Section</b> </div>		Travel (9a):	\$	54.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	120.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 174.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 9,974.00</b>

**Task "D" Other Costs:**

**Itemized Travel Cost (8a)**

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (8a)

Type of Travel		Quantity	Total \$
1.	Vehicle Use	108 miles @ .50/mile	\$ 54
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total:</b>		0	\$ 54
<b>Total Travel Cost:</b>			<b>\$ 54.00</b>

**Itemized Equipment Cost (8b)**

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>			0	\$ 0
<b>Total Equipment Cost:</b>				<b>\$ -</b>

**Itemized Supplies/Materials Cost (8c)**

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.	pedometers	60	ea \$2	\$ 120.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>		60	\$2	\$ 120.00
<b>Total Supplies/Materials Cost:</b>				<b>\$ 120.00</b>

**Itemized Incentives Cost (8d)**

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

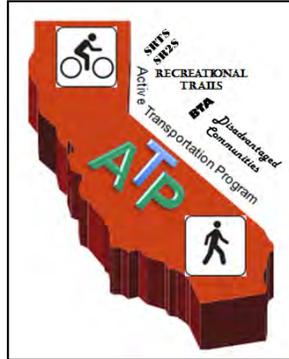
Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>			0	\$ 0
<b>Total Incentives Cost:</b>				<b>\$ -</b>

**Task "D" Other Costs:**

<b>Itemized Other Direct Costs (8e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8e)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (8f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (8f)</b>				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>



# Attachment I: Narrative Questions backup information



SUNSET ELEMENTARY SCHOOL

GRANT AVE.

WILSON AVE.

BALDWIN ST.

ROSS ST.

JAY ST.

HIGH VISIBILITY X-WALK ON  
22' TRAFFIC CALMING TABLE

NEW A.D.A. RAMPS

NEW HIGH VISIBILITY  
CROSS-WALK

NEW A.D.A. RAMPS

SUNSET AVE.

22' TRAFFIC CALMING TABLES

NEW A.D.A. RAMP

NEW CROSS-WALK

NEW SIDEWALK IN-FILL

NEW SIDEWALK IN-FILL

EASTERN AVE.

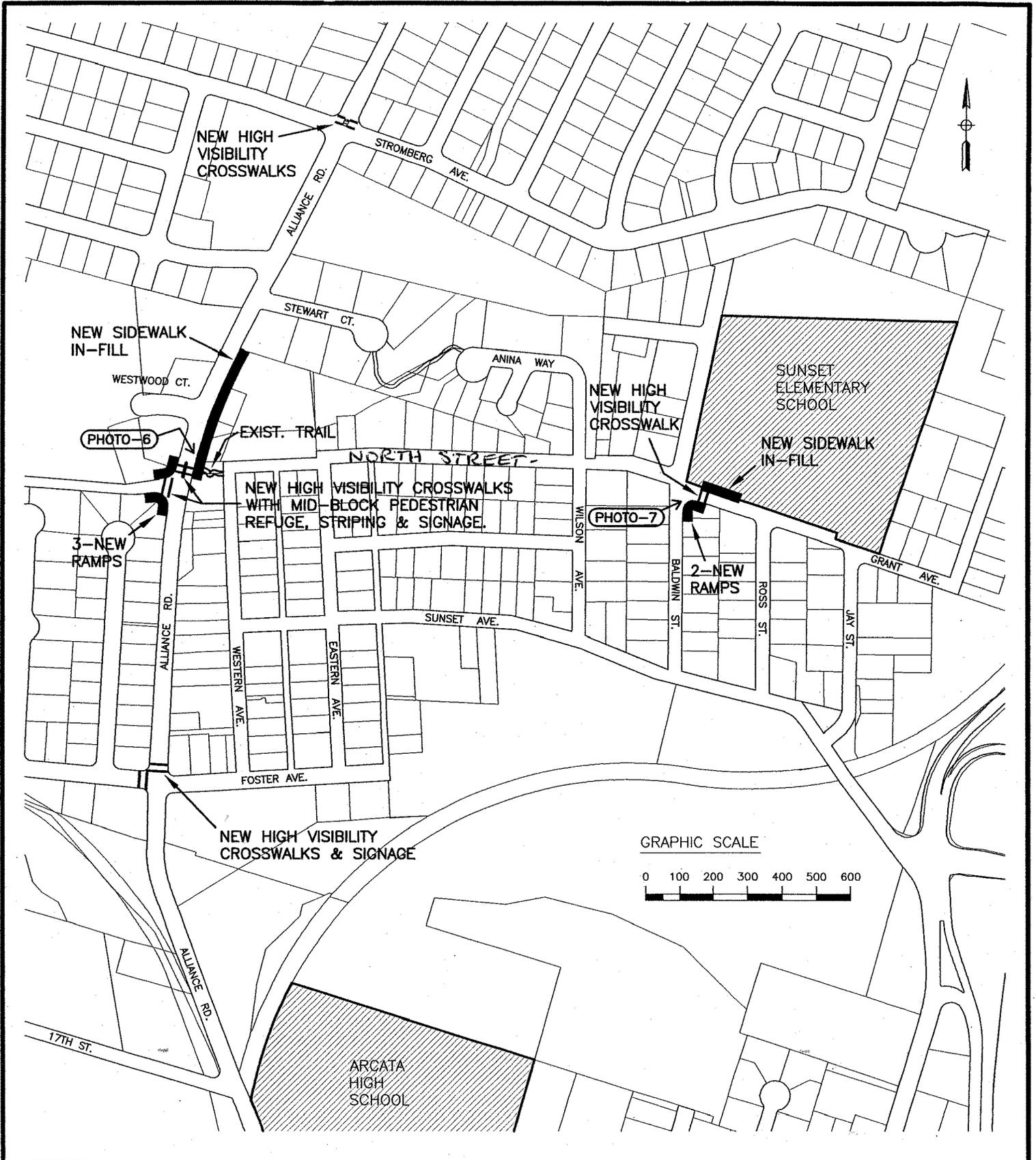
EXISTING RAIL ROAD TRACKS

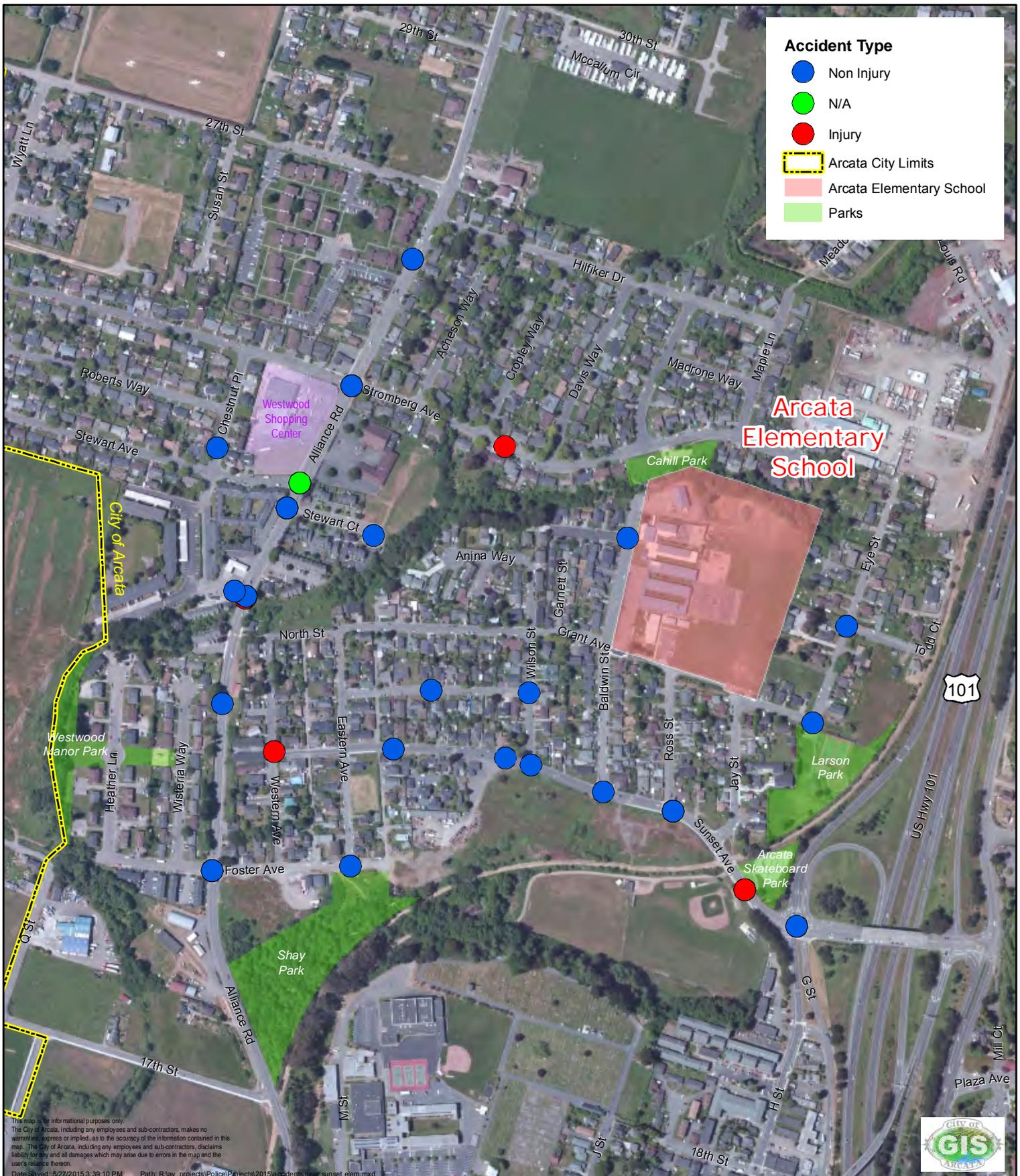
LINEAR SCALE

0 50 100 200 300

DETAIL-3 PROPOSED IMPROVEMENTS ON SUNSET AVE.

NTS

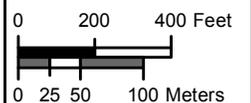




City of Arcata  
Police Department

# ATP: Arcata Elementary School

Accidents near the vicinity of  
Arcata Elementary School (38) 1/22/2013 - 12/25/2014



**Arcata Walk About Notes:  
March 24, 2015  
Arcata Elementary School**

Approximately 12 individuals participated in a Walkability Assessment led by the Arcata Elementary School PTO on Tuesday March 24, 2015. In attendance were the City of Arcata Engineer, Redwood Community Action Agency staff, school principal, PTO president, several PTO members, parents, and neighbors including an individual in an electric mobility scooter.

Primary concerns identified during the walk include:

- Crosswalk at Baldwin and McMahon lacks ADA accessibility
- Crosswalk needed on Baldwin at Grant. Drainage and puddling are an issue here too.
- Mid-block pavement marking that looks like a crosswalk on Baldwin that is confusing. Many students and neighbors cross at this dangerous mid-block location.
- Lack of handicapped accessibility along Baldwin, Grant, and adjoining streets.
- Speeding along Baldwin
- Sidewalks needed on Grant Street
- Stop sign or yield sign needed on Grant approaching Baldwin
- No clear school arrival/dismissal procedures are in place for motorists
- Traffic control or signage needed at Grant and Wilson
- Eastern and Grant intersection needs improvements
- School zone signs needed on Sunset Avenue
- Sunset and Western intersection needs ADA
- Students should be discouraged from walking in front of Baldwin parking lot entrance. Encourage pedestrians to use Wilson and/or Ross Streets and cars to use Baldwin
- Create drop off area on Grant east of Baldwin
- One-way traffic on Grant should end before pre-school driveway
- Create pedestrian only access on Grant from Ross to Jay
- Safe crossing needed on Jay at Eye Street

Recommendations for improvements include:

- Install ADA accessible crosswalk at Baldwin and McMahon
- Install raised crosswalk with bulbouts on Baldwin at Grant
- Repave Baldwin to remove confusing looking pavement markings mid-block
- Install sidewalk on south side of Grant with ADA accessibility
- Install Stop or Yield sign on Grant at Baldwin
- Develop Arrival/Dismissal map with procedures for parent handbook
- Install roundabout traffic circle on Grant and Wilson
- Install school zone signs on Sunset
- Paint Bobcat prints on Baldwin sidewalk to mark the walkway for students along Grant to avoid Baldwin parking lot entrance
- Create drop off zone on Grant Street adjacent to the school
- Install removable bollards to create pedestrian only access on Grant between Ross and Jay (check city's resolution book if eastern end of Grant is truly one way and outreach to Ross Street neighbors)
- Install crosswalk across Jay at Eye Street
- Paint bus zone red in school's drop-off area
- Clear tree branches around school zone and yield signs at Grant and Wilson



A raised crosswalk with bulbouts is needed on Baldwin at Grant. Drainage and ADA compliance needs to be addressed here too.



Remove the pavement marking midblock on Baldwin to avoid dangerous crossings.



Installing a sidewalk on the south side of Grant will provide safer access for pedestrians.



Remove barriers for pedestrians.



Signage or a roundabout is needed at the intersection of Grant and Wilson.



Motorists should be encouraged to use Baldwin while pedestrians and bicyclists should use Ross or Wilson Street.



Encourage students to use Grant Street crosswalk (instead of sidewalk on Baldwin) by marking Bobcat prints along the path.



Remove confusing one-way sign past the preschool entrance.



Create pedestrian only access on Grant from Ross to Jay Street.



Install crosswalk across Jay at Eye Street.

# ARCATA ELEMENTARY PTO WALKABILITY ASSESSMENT - PLEASE SIGN IN!

March 24, 2015

Name	Email	Phone
R.C. CLASS	dclassecityofarcata.org	1-707-825-2170
Rose "Shoshanna" Anthony	dancer@shoshannaland.com	707 616-6876
PAUL BACHEMIN	thiarama@eastlink.net	707-633-5328
Jessica Rasband	dnabsar@hotmail.com	707-822-8509
Warren Blinn	arcata51@suddenlink.net	707 826 2956
Carl Palmquist	icpren@rennet.com	707-826-2739
Michelle Bucher	keslpi@hotmail.com	707-826-0762
Karen Abler-Carrasco	karenfengshui@gmail.com	" 825-8859
Emily Sinkhorn	emily@nrsraa.org	707-269-2061

**From:** [Hsieh, Wei@CCC](mailto:Hsieh.Weii@CCC) on behalf of [ATP@CCC](mailto:ATP@CCC)  
**To:** [Melanie Dabill](mailto:Melanie.Dabill)  
**Cc:** [Hsieh, Wei@CCC](mailto:Hsieh.Weii@CCC); [ATP@CCC](mailto:ATP@CCC); [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org); [Ortega, Raquel@CCC](mailto:Ortega.Raquel@CCC); [Notheis, Larry@CCC](mailto:Notheis.Larry@CCC)  
**Subject:** RE: ATP Submittal - City of Arcata  
**Date:** Wednesday, May 27, 2015 12:23:42 PM

---

Hi Melanie,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

---

**From:** Melanie Dabill [<mailto:mdabill@cityofarcata.org>]  
**Sent:** Friday, May 22, 2015 5:01 PM  
**To:** ATP@CCC  
**Subject:** FW: ATP Submittal - City of Arcata

Here are the City of Arcata's submittals for ATP support.  
Thank you very much,

MELANIE DABILL  
Administrative Assistant  
City of Arcata, Public Works Department  
(Office) 707.825.2128  
(Fax) 707.825.2042  
[mdabill@cityofarcata.org](mailto:mdabill@cityofarcata.org)

**From:** [Active Transportation Program](#)  
**To:** [Melanie Dabill](#)  
**Subject:** Re: ATP Submittal - City of Arcata  
**Date:** Friday, May 29, 2015 4:50:00 PM

---

Hi Melanie,

Thank you for your inquiry. We are looking into your request and will get back to you by June 4th.

Thank you

Monica

On Thu, May 28, 2015 at 1:29 PM, Melanie Dabill <[mdabill@cityofarcata.org](mailto:mdabill@cityofarcata.org)> wrote:

Here are the City of Arcata's submittals for ATP support.

Thank you very much,

MELANIE DABILL

Administrative Assistant

City of Arcata, Public Works Department

(Office) [707.825.2128](tel:707.825.2128)

(Fax) [707.825.2042](tel:707.825.2042)

[mdabill@cityofarcata.org](mailto:mdabill@cityofarcata.org)

--

**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400  
Sacramento, CA 95814  
[916.426.9170](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

# 1. INTRODUCTION

## Plan Vision & Purpose

Walking and bicycling are basic and vital transportation modes. When facilities are safe and accessible, these modes are more inclusive, serving a wider diversity of the community, and a larger portion of the population. Walking and bicycling modes extend the range and usefulness of public transit, help reduce motor vehicle trips, promote physical activity, promote environmental health, and promote cultural, social, and civic engagement.



### VISION

The vision for the *Pedestrian & Bicycle Master Plan* arises foremost from the *Arcata General Plan: 2020*, which expresses this vision for the community's transportation landscape:

#### Community Vision

*We move forward.*

*In Arcata, public and private transportation come in a variety of forms, and we seek out and use the least polluting, most efficient methods. People come first; bicycles, cars, trucks and transit vehicles share the road with us. Bikeways and pedestrian paths connect all parts of the City.*

Arcata General Plan: 2020

Moving towards the vision, the Transportation Element begins with an objective to:

Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes

(General Plan Policy T-1).

When Arcata began preparing the *Pedestrian & Bicycle Master Plan* in 2003, the public and community leaders asked for a bold vision for the city that would dramatically alter conditions for those who choose to walk or bicycle. Today, at the first five-year update, Arcata reconfirms its commitment to the bold vision, stressing its desire

to make a highly walkable and bikable city, and underscoring the need to plan for and adapt to the impacts of climate change, including sea level rise, when planning our travel and transportation resources.



## 2. PLAN GOAL & SUPPORTING POLICIES

This chapter affirms the Master Plan’s goal and objectives. It also identifies the current policies supporting the City’s aim of increasing walking and bicycling trips in order to enhance the community’s economic vitality, environmental and physical health, social vibrancy, and overall quality of life.

### GOAL & OBJECTIVES

To serve as the foundation for improving the safety and attractiveness of walking and bicycling in Arcata, the *Pedestrian & Bicycle Master Plan* establishes one primary goal.

#### **PLAN GOAL:**

**Work towards achieving 50% of all trips that begin and end in Arcata being made by non-motorized modes by year 2020.**

An estimated 20% of trips in Arcata are done on foot or bike (Census 2000). Although this percentage is high, residents and the City feel that Arcata is capable of raising these trips to 50%.

◇ *Goals* are broad statements of purpose.

◇ *Objectives* define how the City shall achieve its goal, and outline quantifiable measures with which to assess if the City is moving toward its goal.

◇ *Actions* bridge general policy objectives and actual implementation guidelines.

## ENHANCING THE PEDESTRIAN STREETScape

As pedestrians, we are attracted to places that balance the pedestrian-motorist environment, where the streetscape is scaled to human size rather than vehicle size. To achieve such a balance, first, the street scale must not be dominated by motorist lanes, traffic, or speed, and pedestrians must have designated space. Second, streets should include amenities that invite use and show people that they are welcome. Amenities might include landscaping, pedestrian-scaled lighting, public art, benches, drinking fountains, trash receptacles, and transit shelters.

### Traffic Calming

“Traffic calming” is the term used to describe an array of streetscape design elements that help balance the pedestrian-motorist environment. Traffic calming devices are designed to make motorists slow down and be more aware of bicyclists, pedestrians, and the streetscape environment around them. Driving at lower speeds reduces the likelihood of people sustaining serious injuries if and when motorists do collide. Traffic calming can also discourage motorists from cutting through neighborhoods (to beat other traffic).

Most traffic calming narrows the motorist’s travelway because when motorists drive in narrower spaces (real or perceived), they drive more carefully. Narrowing the street—or the motorist’s field of vision—can be achieved in a number of ways: street trees, pavement striping (e.g., bike lanes), contrasting pavement or texture on the roadway edges, and on-street parking.

Traffic calming devices geared toward pedestrians focus on pedestrian crossings. Crossing the street is usually the most challenging aspect of pedestrian travel, and crosswalks are where nearly all pedestrian-motorist collisions occur. One method to improve pedestrian crossing safety is to shorten the crossing distance. Traffic calming measures to reduce the width of the intersection include: pedestrian refuge islands, curb extensions, reducing curb radii, and eliminating a travel lane.

### Standard Pedestrian Enhancements

The section lists standard enhancements that can be considered for improving the “pedestrian streetscape.” Most, if not all, of these enhancements are considered ‘traffic calming’ measures. The City designs and builds all streetscape facilities to conform to the applicable standards of the *Manual of Uniform Traffic Control Devices* (MUTCD).

#### Curb Ramps

Curb ramps provide access between the street and the sidewalk for people using wheelchairs, strollers, and the like. Without a curb ramp, these users may be forced into the roadway.

People with vision impairments, however, rely upon the curb to identify the transition between sidewalk and street. Therefore, curb ramp designs must serve both types of users.

The implementing regulations under Title II of the ADA specifically require curb ramps at all intersections and mid-block crossings, as well as for all new construction. Priorities for installing curb ramps on existing facilities should include access to government facilities, transportation, public accommodations, schools, and for employees to use to reach their place of employment.

Whenever feasible, curb ramps should align with the crosswalk, with two ramps per corner rather than a single ramp for both crosswalks. This provides orientation for visually impaired pedestrians by leading them to the opposite side of the street rather than the middle of the intersection.

### □ Marked Crosswalks

Marked crosswalks visually define the preferred pedestrian path of travel across the roadway; they also alert drivers as to where the crosswalk is located. The *Manual of Uniform Traffic Control Devices* (MUTCD) provides options for marked crosswalk designs, ranging from solid to dashed markings. However, FHWA research indicates that drivers see the “ladder” and “continental” markings the best. These longitudinal markings also guide pedestrians with low vision and cognitive impairments.



In general, marked crosswalks are appropriate at these locations:

1. At stop signs or traffic signals, where they help keep vehicles from blocking the pedestrian path.
2. At non-signalized crossings in designated school zones. These locations may also warrant crossing guards, school signs, and/or pedestrian signals.
3. Non-signalized locations where engineering judgment warrants a crosswalk in response to motor vehicle lanes, average daily traffic, speed limit, and geometry of the roadway.

It is generally best to use consistent crosswalk design in all applications; otherwise, less-visible markings may have comparatively weaker effects. However, note that an FHWA study found that crosswalk markings at uncontrolled crossings (no stop signs or signals) did not significantly improve pedestrian safety.<sup>3</sup> More substantial treatments, such as refuge islands, curb extensions, and raised crosswalks (all described below), as well as enforcement and education, contribute to pedestrian safety at uncontrolled intersections.

<sup>3</sup> “Safety Effects of Marked vs. Un-marked Crosswalks at Uncontrolled Locations,” 2002

### ❑ Diagonal diverters

Diagonal diverters prohibit through traffic by forcing motorists to turn at intersections. The diverter is typically designed to allow bicycle and pedestrian to travel through. A partial diverter can limit traffic access in one direction and allow through traffic in the opposite direction. Diagonal diverters also decrease the distance that pedestrians have to cross.

### ❑ Pedestrian Refuge, Refuge Island

Refuge islands are placed in the middle of the street to give pedestrians a safe space to wait before crossing the remaining half of the roadway. They should be at least four feet wide but six to eight feet is preferred. Examples of pedestrian refuge islands can be found at all roundabouts in the city and at the intersection of L.K. Wood and California Street.

### ❑ Medians

Medians can contribute to the aesthetic character and ecological function of the streetscape. They can add substantial greenery, decrease impermeable surface, offer opportunities for pedestrian refuges, and offer locations for lighting and some utilities. Wide medians of some streets offer opportunities for lines of trees that are otherwise difficult to achieve along sidewalks.

Sufficiently wide medians (12 feet or more) can be designed to include seating and gathering areas and other pedestrian amenities. Medians also create opportunities for pedestrian refuges at busy intersections. The intersection at H Street and Sunset Avenue has a median.

### ❑ Curb Extensions (A.K.A. BULB OUTS, NECKDOWNS, CHOKERS)

Curb extensions shorten the distance pedestrians must cross, as well as allow pedestrians to see and be seen better before they commit to crossing. The narrower intersections and road widths also help to slow vehicle speeds. These improvements may be applied at intersections and mid-block crossings. They are most appropriate at crosswalks where there is a parking lane adjacent to the curb. To make curb extensions more visible to bicyclists and drivers, the curb walls and/or the pavement should be painted a high-visibility color and have reflectors, and/or the pavement should be painted.

### ❑ Raised Treatments

Raised treatments can elevate either the roadway (e.g. speed humps) or the pedestrian path (e.g., raised intersections and raised crosswalks). Speed humps primarily function to slow vehicle speeds. Raised intersections and crosswalks, on the other hand, also make pedestrians more visible. All three treatments are described below.

■ **Speed Humps and Speed Tables.** Speed humps are sections of raised asphalt across the motor vehicle lane, which force automobile drivers to slow down or risk damage to the vehicle. Well-designed humps work well for bicyclists. Speed tables cover more area than

speed humps; they have a gradual approach and a wide flat top. Speed tables generate less vehicle noise and are generally more attractive than speed humps.

■ **Raised (or Tableized) Intersection.** A raised intersection involves building up an entire intersection, including crosswalks, to the level of the sidewalk. This decreases automobile speeds and enables pedestrians to cross the road at sidewalk level, higher than approaching vehicles. Having a raised intersection may eliminate the need for curb ramps; if so, detectable (i.e., tactile) warnings are placed at the sidewalk edge to mark the boundary between it and the street. Designs for raised intersections should also consider some sort of vertical barriers at the corners to keep vehicles off the sidewalk.

■ **Raised Crosswalks.** Raised crosswalks are similar to speed tables: they slow traffic and provide a flat surface (10 to 15 feet wide) for pedestrian crossings. The crosswalk is also built level with the sidewalk, which eliminates the need for a curb ramp. Care must be taken in the design to not inhibit drainage. These crosswalks are generally used in high-volume pedestrian areas at mid-block locations, such as Sunset Avenue at the skate park.

Because raised intersections and raised crosswalks are designed to slow traffic, the design must address designated emergency routes where they could slow emergency response time. Emergency personnel should be consulted on any proposed calming designs and installations.

□ **Traffic Circles**

Traffic circles are circular intersections; they apply the same general principles as roundabouts but on a smaller scale. The turning radii around traffic circles are designed to physically force motorists to slow down when approaching the intersection from all directions. In this way, traffic circles lower speeds more effectively than stop signs. Traffic circles typically have “yield to peds” signs. Some pedestrians (and bicyclists), however, find circular intersections harder to cross because it is often unclear if or when a car is going to turn.



Traffic circle on I Street

□ **Pedestrian Safety Pylon**

One inexpensive and effective device is the pedestrian safety pylon. Pylons are placed in the middle of an intersection to remind motorists to yield to pedestrians.

## ❑ Signs and Illumination

Another way to increase pedestrian safety may involve devices to alert motorists that pedestrians may be present, such as signs and lights.

■ **Signs.** Studies have shown that signs are often ineffective in altering motorist behavior and may be disrespected if overused. However, if used judiciously, they can be valuable. Overhead pedestrian crosswalk signs can help people be more aware that pedestrians are present, especially in locations where pedestrians may not be expected.

■ **Lights.** Good street lighting is one key to pedestrian safety. Illuminating the street can make it easier for motorists to see pedestrians at night. Lighting should be installed at intersections, crosswalks, and transit stops. Pedestrian alert devices include flashing beacons on overhead signs and in-pavement flashing lights (“flashers”) activated by a pedestrian button.

A nicely lit pedestrian environment influences the routes people will walk, and the places they will go. Pedestrian-scale lighting increases their comfort level and perception of personal security. In commercial areas, local businesses can help by lighting their window displays, which not only provides lighting to passersby but also encourages after-hours window shopping.

Lighting fixtures must be designed and installed to reduce light bleed to adjoining properties and the night sky, per the City’s Municipal Code.

## Ensure Connectivity

Modern developments, whether commercial, industrial, or residential, present connectivity challenges or opportunities for pedestrians. They are challenges if they have barriers (e.g. walls) that cut them off from neighboring land uses, and when they have limited access points. When there is no pedestrian connectivity people may have to walk hundreds of feet out of their way to a collector street to reach the entrance of a neighboring subdivision.

By including short, direct pedestrian connections between adjoining land uses, jurisdictions can make walking (and bicycling) more attractive. These connections between adjacent land uses along access easements provide “short-cuts” not available to motorists.



*Formal and informal pathways link 7<sup>th</sup> Street to the Community Center and Sports Complex.*

The City of Arcata has successfully implemented these short connector paths in a number of locations, and the City should secure easements whenever possible to create better connectivity. Any future development should continue this practice.

Unpaved trails can still meet ADA requirements with materials like decomposed granite, packed soil, and other natural surfaces with proper base material preparation. Soil stabilizers can also be applied to bind soil or aggregates into a hardened, durable surface.

**Traffic signals.**

Traffic signals can make pedestrian crossing safer on high-traffic streets. Note, however, that the City considers new traffic signals a last resort:

**Transportation Element: Arterial Streets.**

Minimize the installation of new traffic signals. New traffic signals shall be provided only in instances where there is no feasible alternative to relieve a demonstrated safety problem at an intersection (based on documented accidents). Alternatives which shall be studied prior to signals include roundabouts or installation and monitoring of all-way stop signs. (Policy T-4b(5), *Arcata General Plan: 2020.*)

Traffic signals' timing is an important aspect of pedestrian crossing safety. Some pedestrians, especially the elderly and people with mobility impairments, need additional crossing time. Longer crossing times should be considered in areas expected to serve slower pedestrians, such as near retirement homes. The time allotted to pedestrians to cross and the time they must wait must be balanced to deter pedestrians from crossing during gaps in traffic, against the light. Pedestrians also benefit from pedestrian countdown signals, which display crossing times to help pedestrians cross safely.

Pedestrian-actuated signals are an option to respond to pedestrian crossing demand. When a pedestrian pushes the pedestrian button, it triggers the traffic signal to display the "walk" light when the lights change. Pedestrian-actuated signals can also be programmed to change the traffic lights to favor pedestrian crossing.

Accessible pedestrian signals provide audible (chirping, verbal, or other tones) or vibro-tactile information that is particularly helpful for individuals with vision or cognitive impairments. The signals on Samoa Boulevard have pushbuttons with a tactile arrow pointing in the direction of travel, Braille signage, and a fast tone indicating the "walk" phase.



Audible, pedestrian-actuated crossing at Samoa Boulevard and H Street.

2004 Identified Problem/Proposed Project	Status	Accomplishments To-Date (February 2010)
[4] St. Louis Road — Sidewalk gap west of St. Louis overpass; no connection to Janes Creek Meadow residential development.	<i>Constructed</i>	
[5] Bayside Road — Infill sidewalk Union Street to Crescent Way.	<i>No change</i> (carried over 2010)	
[6] Sunset School (Arcata Elementary) — Jay Street and Grant Street and several other streets leading to the school.	<i>Constructed</i>	
[7] South I Street — Samoa Blvd. to Marsh; will be included in future redevelopment plans.	<i>No change</i> (carried over 2010)	
[8] 11 <sup>th</sup> Street — Union Street to D Street: many sidewalk gaps (south side).	<i>No change</i> (carried over 2010)	
[9] West End Road — Spear Avenue to Giuntoli: pedestrians must walk in bike lanes.	<i>No change</i> (carried over 2010)	
[10] Old Arcata Road — Poor pedestrian access to Bayside Post Office.	<i>No change</i> (carried over 2010)	
[11] Fickle Hill Road — Pedestrians must walk on street alongside fast cars traveling into Arcata.	<i>No change</i> (carried over 2010)	
[12] Samoa Boulevard — No pedestrian access over U.S. 101.	<i>No change</i> (carried over 2010)	
[13] Sunset Avenue —	<i>Some Improvements</i> <i>Constructed</i>	The City infilled/replaced sidewalks and curb ramps. On the north side, there is now contiguous sidewalk from G St. to Eastern Avenue. On the south side, there is new sidewalk from the railroad tracks(Skate Park/Jay St.) eastward past Ross Street. The sidewalk gap on the south side will be filled when the adjoining vacant parcel is developed.
[14] Improved connectivity to downtown— From both the Valley West and Sunny Brae neighborhoods.	<i>Some Improvements</i> <i>Constructed</i> (carried over 2010)	The City installed sidewalks on the Guintoli overpass, from Heindon Road to Valley West (south side.)

## PEDESTRIAN PROJECTS

The Master Plan recommends pedestrian projects and programs consisting of improvement packages that can be implemented in specific areas or on specific corridors. This section will discuss techniques to create the safe, direct, and well-connected system of facilities needed to encourage more residents and visitors to walk.

### CITYWIDE PEDESTRIAN IMPROVEMENTS PROJECT

#### Citywide Curb Ramps

**Next Steps:** Develop an up-to-date “ADA Ramp/Sidewalk Improvement Plan.”

Arcata lacks curb ramps<sup>4</sup> in a number of key locations. Many existing ramps do not meet today’s required curb ramp designs and should be reconstructed to facilitate pedestrian mobility, particularly for people who use wheelchairs, walkers, strollers, and the like.

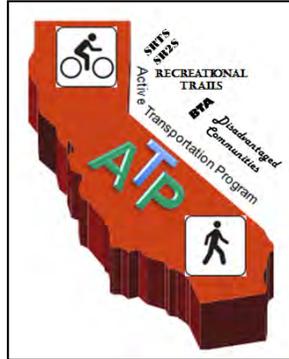
The City’s program for future curb ramp improvements is driven by three funding sources:

- City of Arcata Redevelopment Agency –
  - Redevelopment funds are applied to improve sidewalks in the central commercial area, beginning with the Arcata Plaza and spreading out concentrically.
  - Redevelopment funds will also fund curb ramp upgrades in “South of Samoa” area.
- Safe Routes to Schools (SR2S) – The City will continue to pursue State SR2S funding to apply to school areas that still lack adequate curb ramps. Project sites are chosen based on requests from the schools and need. The Transportation Safety Committee assists in evaluating and ranking requests.
- Tax Revenue –
  - Public Works receives a portion of the City’s sales tax (Measure G Transaction and Use Tax). Public Works allocates some of this money annually (e.g. \$50,000 in fiscal year 2009/10) to pay for routine sidewalk improvements in tandem with street overlays and rehabilitation. These sidewalk/curb improvement projects are complaint-driven. The Transportation Safety Committee assists in evaluating and ranking requests.
  - The Public Works Department will use some gas tax revenue to prepare a citywide “ADA Ramp/Sidewalk Improvement Plan.” The plan will include an up-to-date map of ADA curb improvements. The Transportation Safety Committee will assist in prioritizing curb ramp projects.

In addition, when applicable, the City requires private property owners to install curb ramps and sidewalks as a condition of new construction.

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<sup>4</sup> See page 4-11 for a description of curb ramps.



# Attachment J: Letters of Support



Public Health  
Susan Buckley, RN, MPH, Director  
529 I Street, Eureka, CA 95501  
phone: (707) 268-2121 | fax: (707) 268-2126

May 7, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874  
Sacramento, CA 94274-0001

Re: The Active Transportation Program application submitted by the City of Arcata

Dear Caltrans,

The Humboldt County Department of Health and Human Services (DHHS) Public Health Branch is writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the City of Arcata, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Arcata Elementary School District, Arcata Elementary Site Council, and the Arcata Police Department. We understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Arcata Elementary School has regularly participated in Walk to School Day, recently conducted a PTO-led walkability assessment, and completed SR2S parent surveys and hand tallies. Therefore, we are excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program will create safe routes, result in fewer cars around the school, provide walking and bicycling opportunities for more children, and increase the physical and mental health of students.



DHHS Administration  
phone: (707) 441-5400  
fax: (707) 441-5412

Mental Health  
phone: (707) 268-2990  
fax: (707) 476-4049

Social Services  
phone: (707) 476-4700  
fax: (707) 441-2096

The Humboldt County Department of Health and Human Services (DHHS) Public Health Branch shares the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. We are pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,



Susan Buckley  
Public Health Director  
Department of Health and Human Services





# Arcata Elementary School Parent Teacher Organization

<http://aespto.org> - [info@aespto.org](mailto:info@aespto.org)

May 15, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Caltrans,

As members of the Arcata Elementary School PTO and engaged school community, we are writing in full support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the City of Arcata supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Arcata Elementary School Site Council, Humboldt County Public Health Branch, and the Arcata Police Department. We understand the goals of the ATP program are to **increase safety** and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Our PTO recently took part in a walkability assessment and our whole school community is very excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program, providing walking and bicycling opportunities for more children, and increase the physical and mental health of students. We are enthusiastic about children riding and walking to school and have had great participation for our walk and ride to school days this month. If we had crosswalks on the street our school lives on along with safe and accessible intersections and sidewalks in the neighborhood we'd be good to go!

Our Arcata Elementary PTO group wholeheartedly supports the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. We are so pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

Melissa Lazon

Printed Name

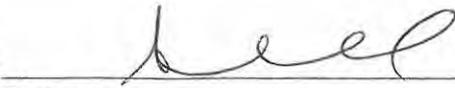
M. Lazon

Signature

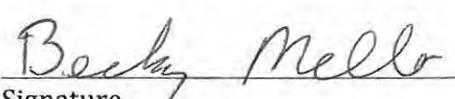
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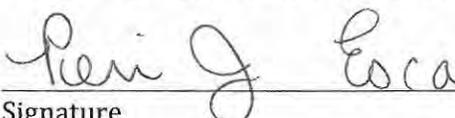
792 Dorothy Ct Arcata

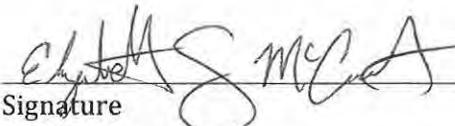
- AES Teacher    AES Staff    AES Parent    AES PTO Member    Community Member

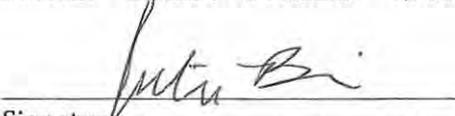
Alwenna Arnold   
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Address  
 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

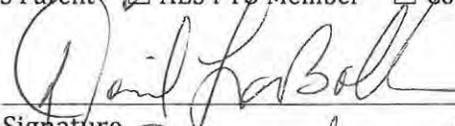
Joy DeBrayn   
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

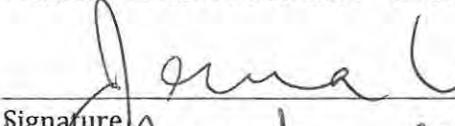
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Peri Escarda   
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Elizabeth McCourt   
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Julie Bair   
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David LaBolle   
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Jenna Welsh   
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← principal 😊

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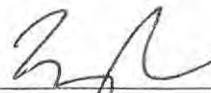
Kari Thalhimer  
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

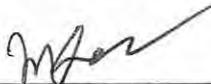
Karen Peters  
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Address  
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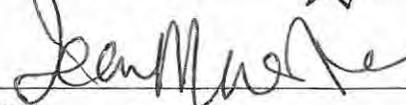
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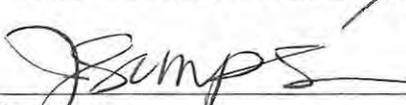
Terri Bayles  
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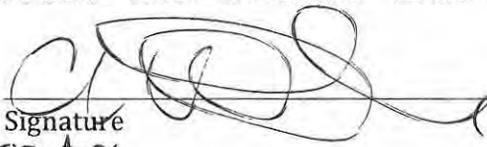
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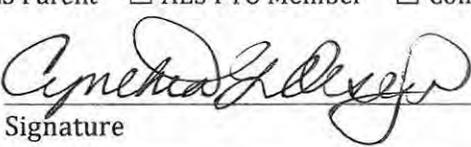
MARCY BURSTNER   
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

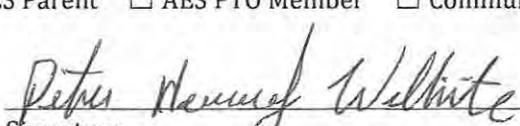
MARCS KERR   
Printed Name \_\_\_\_\_ Signature \_\_\_\_\_  
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Address \_\_\_\_\_  
 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

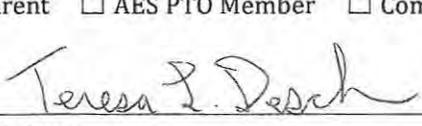
Jean Muzatto   
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

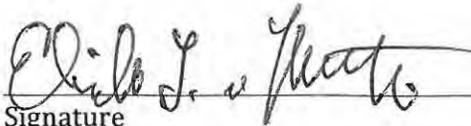
Julie Simpson   
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862 13th St Arcadia CA  
Address \_\_\_\_\_  
 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

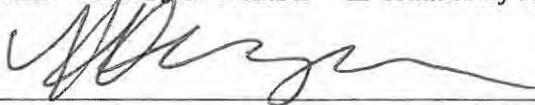
Chloe Joesten   
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1454 Beverly Dr. Arcadia  
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

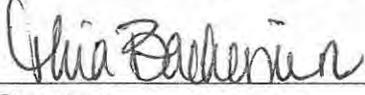
Cindy Olsen   
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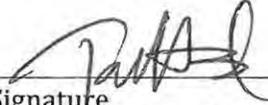
Elizabeth van Mantgem   
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1565 I St., Arcata, CA  
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

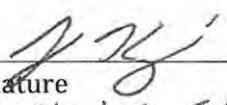
Karissa Kinyon   
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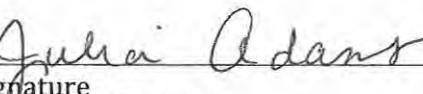
PAUL BACHEMIN   
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 AES Teacher  AES Staff  AES Parent  AES PTO Member (PRESIDENT)  Community Member

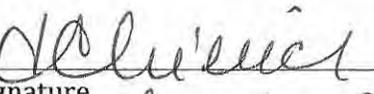
Lee Lazon   
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

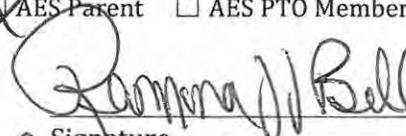
Jacob Rowe   
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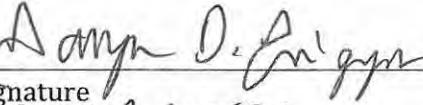
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Catherine Robinson  
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Shawonna Young  
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Victoria Parker  
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Julie Hayes  
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Julie Hayes  
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Marcus Dadd  
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John Broderick  
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Greg Campbell  
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MATEER, Joseph  
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490 Lynn St Arcata CA 95521  
Signature  
 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

Carrie Browne  
Printed Name  
4535 Valley West Blvd Arcata CA 95521  
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 AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member

Apone Mercader  
Printed Name  
Jill Tolson, McKinville CA  
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Lisa Avelar  
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Nichole Serrano  
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CHAD MEADOWS  
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Linda Daggs

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Matthew Morgan

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Susan D. Wartburg

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GOWN VANG  
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GOWN VANG

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Timothy Kelly Coyne  
MCK/CA 95519

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Patricia McHaney  
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Patricia L McHaney

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Erica Arroyo  
Printed Name  
Address  
Signature  
Erica Arroyo

AES Teacher  AES Staff  AES Parent  AES PTO Member  Community Member



# Community Members

Rand Bourne

Printed Name

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Address

Rand Bourne

Signature

Benjamin Luu

Printed Name

1853 Golf Course Rd

Address

Ben Luu

Signature

Johanna Mauro

Printed Name

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Address

Johanna Mauro

Signature

LEVI CHAMBERLAIN

Printed Name

1161 VILLA WAY ARCATA, CA

Address

Levi Chamberlain

Signature

Joey Lawrence

Printed Name

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Address

Joey Lawrence

Signature

Lynn Teasley

Printed Name

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Address

Lynn M. Teasley

Signature

Jenna Card

Printed Name

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Address

Jenna Card

Signature

Connor Cox

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Address

Connor Cox

Signature

Alec Perrone  
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Taylor Camp  
Printed Name  
151 Hill St. Arcata, Ca  
Address  
Signature

Darik Gaston  
Printed Name  
1084 Diamond dr. Arcata, CA  
Address  
Signature

Brandon Dunsing  
Printed Name  
1293 Poplar Drive  
Address  
Signature

Zoe Ziegler  
Printed Name  
912 Spaly St Arcata CA 95521  
Address  
Signature

Jonas Lindblom  
Printed Name  
3537 Spear Ave.  
Address  
Signature

Vicente Romero  
Printed Name  
167 Fst Apt B Arcata, CA 95521  
Address  
Signature

ZACH HAGANS  
Printed Name  
4948 PONDEROSA WAY ARCATA, CA  
Address  
Signature

Joseph G Muziatti  
Printed Name  
2112 Maria Arcata  
Address  
Signature  
Ca 95521

Pamela Hiller  
Printed Name  
2575 Alliance Rd. Apt. 161  
Address  
Signature  
95521

JAVIER de laUZ  
Printed Name  
589 G St Arcata, CA  
Address  
Signature  
95521

Angela de laUZ  
Printed Name  
589 G St. Arcata, CA  
Address  
Signature  
95521

Debra Smith  
Printed Name  
1714 antoine ave Arcata, CA  
Address  
Signature  
95521

Marta Rivas  
Printed Name  
1653 13<sup>th</sup> street  
Address  
Signature  
Arcata CA 95521

~~Nadia Bueno-Torres~~  
Printed Name  
~~6721 Harrison St Apt #7~~  
Address  
Signature  
~~Fields~~ N/A

Justica Ruland  
Printed Name  
112 7<sup>th</sup> St. Arcata, CA  
Address  
Signature

Montgomery Walters  
Printed Name  
2255 Atlanta Rd #20  
Address

Montgomery Walters  
Signature  
Arcata, CA 95521

Megan Precour  
Printed Name  
1665 Foster Ave #C  
Address

Megan Precour  
Signature  
Arcata, CA 95521

Jennifer Dominick  
Printed Name  
1795 Roberts Way  
Address

Jennifer Dominick  
Signature  
Arcata, CA 95521

Allen Thompson  
Printed Name  
1959 Heeger Ave  
Address

Allen Thompson  
Signature  
Arcata, CA 95521

Amanda Norton  
Printed Name  
800 Crescent Way #C  
Address

Amanda Norton  
Signature  
95521

Andrew Peterson  
Printed Name  
5000 West End Rd  
Address

Andrew Peterson  
Signature  
Arcata, CA 95521

Elizabeth Aguayo  
Printed Name  
1121 Larry St. Arcata, CA  
Address

Elizabeth Aguayo  
Signature

Rhonda Holmes  
Printed Name  
984 Courtyard Circle  
Address

Rhonda Holmes  
Signature  
Arcata 95521

Kate Monahan K. Monahan  
Printed Name Signature  
1397 Hilfiker Dr. Arcata CA 95521  
Address

Brad Ballinger Brad Ballinger  
Printed Name Signature  
1476 Sunset Ave Arcata CA 95521  
Address

David Meserve David Meserve  
Printed Name Signature  
910 Grant Ave, Arcata 95521  
Address

Brandon Wilks Brandon J Wilks  
Printed Name Signature  
2525 Chestnut pl. Arcata 95521  
Address

Michael Barnes Michael Barnes  
Printed Name Signature  
491 4th St Arcata CA 95521  
Address

Tanya Christian Tanya Christian  
Printed Name Signature  
2575 Alliance Rd #20-0 Arcata CA 95521  
Address

Annie Bernier Annie Bernier  
Printed Name Signature  
1935 H Street Apt. 12A Arcata, CA 95521  
Address

Corene Walters Corene Walters  
Printed Name Signature  
2255 Alliance Rd #20 Arcata, CA 95521  
Address

Edith Harmer

Printed Name

Edith Harmer

Signature

1600 Charles Ave Arcata Ca 95521  
Address

Heather Malloy

Printed Name

Heather Malloy

Signature

1166 I Street apt. B Arcata, CA 95521  
Address

Pam Loudenslager

Printed Name

Pam Loudenslager

Signature

1115 15TH ST. Arcata  
Address

Patricia Ehlert-Alden

Printed Name

P. Ehlert-Alden

Signature

1200 Warren Crk Rd Arcata 95521  
Address

Lynn Watkins

Printed Name

Lynn Watkins

Signature

2240 Terrace Ave Arcata CA 95521  
Address

Joann Wainwright

Printed Name

Joann Wainwright

Signature

2415 Eye St Arcata, CA 95521  
Address

Anita Reynolds

Printed Name

Anita Reynolds

Signature

1360 Spear Ave. Arcata, CA 95521  
Address

DAVID E Wainwright and S. Wainwright

Printed Name

Signature

2415 EYE ST Arcata Ca 95521  
Address

Rob Seitzner

Printed Name

3010 LK Wood Blvd

Address



Signature

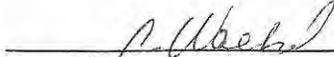
Arcata, CA 95521

Catherine Wachel

Printed Name

653 Villa Way, Arcata 95521

Address



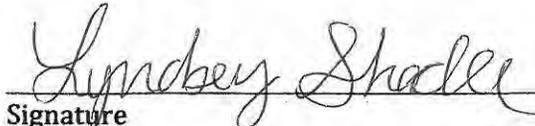
Signature

Lyndsey Shadle

Printed Name

5113 Arcata Ca 95518

Address



Signature

Corcia Edwards

Printed Name

2575 Alliance rd #3K

Address

Arcata, CA 95521



Signature

Ashley Alunan

Printed Name

2460 Eye St Arcata Ca 95521

Address



Signature

John Kilborne

Printed Name

12905 St Louis Rd Arcata ca 95521

Address



Signature

Shannon West

Printed Name

2461 Chestnut Pl Arcata, CA 95521

Address



Signature

Caitlin D'Adami

Printed Name

P.O. Box 266 Arcata CA 95518

Address



Signature

William C. Davis  
Printed Name  
130 Alhambra Lane  
Address  
Signature  
Arcata

Jeff McGee  
Printed Name  
2450 Alliance  
Address  
Signature  
Arcata, Ca

Elizabeth Wainwright  
Printed Name  
2578 Maple Lane  
Address  
Signature  
Arcata, CA 95521

Jed Rice  
Printed Name  
2578 Maple Ln  
Address  
Signature  
Arcata, CA 95521

Jenna Askay  
Printed Name  
1112 Madrone Way  
Address  
Signature  
Arcata CA 95521

Curran Sanchez  
Printed Name  
1687 29th St  
Address  
Signature  
Arcata

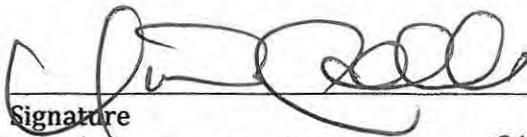
TRACY MARTIN  
Printed Name  
707 Park Ave  
Address  
Signature  
Arcata, CA 95521

Kirra Lissen  
Printed Name  
1957 Edith Dr.  
Address  
Signature  
Arcata

TIM CLEWELL

Printed Name

Signature



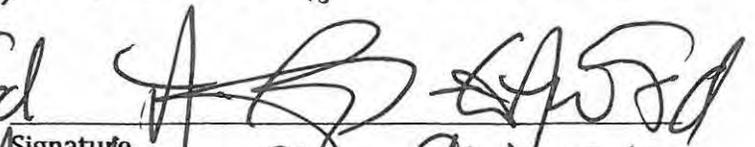
3507A SPOTAR AVE, ARCATA, CA 95521

Address

Anne Bowst-Gaylord

Printed Name

Signature



P.O. Box 675, Arcata, CA 95521

Address

Printed Name

Signature

Address



# ARCATA SCHOOL DISTRICT

1435 Buttermilk Lane Arcata, California 95521

Business Office Phone (707) 822-0351

FAX (707) 822-6589

## BOARD OF TRUSTEES

Stacy Atkins Salazar  
Lee A. Lazon  
Katherine Salinas  
Jeffrey Schwartz  
Rob Seltzner

## ADMINISTRATION

Pamela Johnson  
*Superintendent (822-0351)*  
Julie Bair, *Principal*  
Arcata Elementary School  
(822-4858)  
Lynda Yeoman, *Principal*  
Sunny Brae Middle School  
(822-5988)

May 21, 2015

### CALTRANS

Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Caltrans,

Arcata Elementary School is writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the City of Arcata, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Arcata Transportation Safety Committee, Humboldt County Department of Health and Human Services Public Health Branch, Arcata Elementary Site Council, and the Arcata Police Department. We understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Arcata Elementary School has regularly participated in Walk to School Day, recently conducted a PTO-led walkability assessment, and completed SR2S parent surveys and hand tallies. Therefore, we are excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program will create safe routes, result in fewer cars around the school, provide walking and bicycling opportunities for more children, and increase the physical and mental health of students.

The Humboldt County Association of Government shares the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. We are pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

 , Principal



## Arcata Police Department

736 F Street, Arcata, California 95521-6211  
Telephone 707-822-2428 Fax 707-822-7936

---

**May 18, 2015**

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the City of Arcata supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, Humboldt County Public Health Branch, and the Arcata Police Department. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. At Arcata Elementary School, we have participated in Walk to School Day, conducted a PTO-led walkability assessment, and completed SR2S parent surveys and hand tallies. Therefore, I am excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program will result in fewer cars around the school, providing walking and bicycling opportunities for more children, and increase the physical and mental health of students.

The Arcata Police Department shares the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. I am pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Chapman".

Tom Chapman, Chief of Police  
Arcata Police Department



# HUMBOLDT STATE UNIVERSITY

Kinesiology and Recreation Administration

May 18, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the City of Arcata, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Arcata Elementary School District, Arcata Elementary Site Council, the Humboldt County Safe Routes to School Task Force, and the Arcata Police Department. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities. I also know (as expert in health-related behavior change, and a certified physical activity and public health specialist) that implementation of this program is likely to be very successful, as it involves physical improvements necessary to be safe while on foot or bicycle as well as non-infrastructure components (specifically, education and encouragement strategies) that will further help children be safe as pedestrians and bicyclists.

As a professor at Humboldt State University in Arcata, I work with students in the Kinesiology Department on evaluation projects, specifically in context of an upper division course I teach entitled "Evaluation Techniques in Kinesiology". A focus of this course (taught each semester) is on valid assessment/measurement as it pertains to physical activity and health outcomes of interventions. As a part of this program application, I can commit that my students will be involved in direct assessment and data gathering subsequent to identification of key the process and impact goals of this project...doing what is feasible and practical to complement efforts of other agencies involved. In addition, students in my course will have meaningful/applied experience as a result their involvement in delivery of the interventions in select aspects of the education and encouragement components of the project.

I am excited about being involved in this project by working with my students to develop an evaluation protocol that will not only help measure the effectiveness of the SR2S program, it will also provide encouragement for more Arcata Elementary students to try walking and biking to school. University students acting as role models can only help inspire the children to participate in walking and bicycling activities and perhaps even encourage them to pursue an education that supports healthy, active lifestyles. This will be a wonderful opportunity for our university, elementary school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. I am pleased to support and participate in this Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

Tina M. Manos, Ed.D., CSCS, CESACSM CES & PAPHS, NSCA CSCS  
Associate Professor of Kinesiology

# Neighborhood Watch of Arcata's Sunset Neighborhood

May 5, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Caltrans,

As members of the Neighborhood Watch of Arcata's Sunset Neighborhood, we are writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the City of Arcata supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Arcata Elementary School Site Council, Humboldt County Public Health Branch, and the Arcata Police Department. We understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

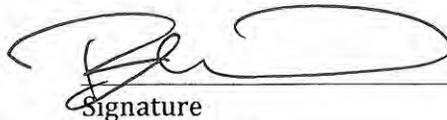
SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Neighborhood Watch members joined Arcata Elementary School, in a PTO-led walkability assessment, we are am excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program, providing walking and bicycling opportunities for more children, and increase the physical and mental health of students. As neighborhood residents, we are especially interested in safer intersections, crosswalks, and accessible sidewalks for all members of our community.

Our Neighborhood Watch group supports the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. We are pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

Rose Anthony

Printed Name



Signature

1210 Grant Ave. Arcata CA 95521

Address

Kathlyn Richmond

Printed Name



Signature

2120 Western Ave. Arcata CA 95521

Maria Teller  
Printed Name  
2315 ~~Gamma St~~  
Address

MRT  
Signature  
Arcata CA 95521

Thomas  
Printed Name  
1290 Ania Way  
Address

Parker Thomas Parker  
Signature

William H Rasband  
Printed Name  
1311 ANINA WAY  
Address

William H Rasband  
Signature  
ARCATA CA 95521

BARBARA RASBAND  
Printed Name  
1311 ANINA WAY  
Address

Barbara Rasband  
Signature  
ARCATA CA 95521

Jessica Rasband  
Printed Name  
1311 Anina Way  
Address

Jessica Rasband  
Signature  
Arcata, Ca 95521

Jose L Valadez 2  
Printed Name  
2320 Anina Ct  
Address

Jose L Valadez  
Signature  
Arcata, Ca

HILDA BRANCO  
Printed Name  
2310 ANINA ct  
Address

Hilda Branco  
Signature  
Arcata Ca 95521

Daniel Branco  
Printed Name  
2310 Anina Ct  
Address

Daniel Branco  
Signature  
Arcata Ca 95521

JNES C Furtado

Printed Name

1281 Anna Way

Address

Jnes C Furtado

Signature

Arcata Ca 95521

Judy Valadao

Printed Name

1281 Anna Way

Address

Maria J. Valadao

Signature

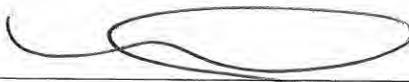
Arcata, Ca 95521

Heather Watkins

Printed Name

1300 Anna way, Unit A

Address



Signature

Jillian Soller

Printed Name

1300 Anna way, Apt A

Address



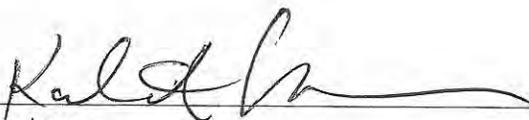
Signature

Kalindi Roges

Printed Name

1300 Anna Way B

Address



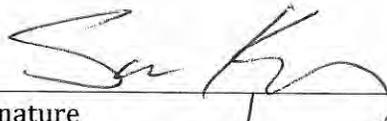
Signature

SAM KIRBY

Printed Name

1300 ANNA WY. APT. B

Address



Signature

Michelle Bucher

Printed Name

2211 Western Ave

Address



Signature

Brenda Bertam

Printed Name

2240 Wilson St

Address



Signature

Pete Crotti  
Printed Name  
2216 Wilson St  
Address

[Signature]  
Signature

Mehinda Sakisbury  
Printed Name  
1260 Sunset Ave.  
Address

[Signature]  
Signature

Antonia Picardi  
Printed Name  
1233 Lincoln Ave  
Address

[Signature]  
Signature

Eric Wilcox  
Printed Name  
2260 Wilson Street  
Address

[Signature]  
Signature

Sarah Fisher  
Printed Name  
2260 Wilson St Unit A  
Address

[Signature]  
Signature

Stephanie McMindes  
Printed Name  
1291 Anina way  
Address

[Signature]  
Signature

Joseph G DeMello  
Printed Name  
1215 Grant Ave  
Address

[Signature]  
Signature

Barbara J DeMello  
Printed Name  
1215 Grant Ave  
Address

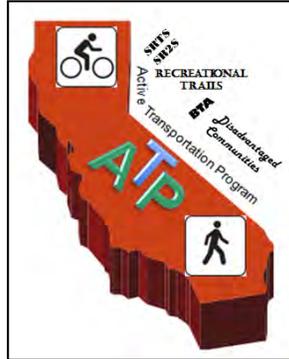
[Signature]  
Signature

Frank Schmidt      Frank G. Schmidt  
Printed Name      Signature  
1285 Grant Arcata  
Address

Amanda McKenzie      Amanda McKenzie  
Printed Name      Signature  
1380 Sunset Avenue Arcata CA 95521  
Address

ADAM WANDEN  
Printed Name      Signature  
1210 Grant Ave Arcata CA 95521  
Address

Printed Name      Signature  
Address



# Attachment K: Additional Attachments