



## 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 Rio Dell-1

Auto populated

**Total ATP Funds Requested:**

\$ 1,533

(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 Rio Dell

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

675 Wildwood Ave.

Rio Dell

CA

95562

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Kyle Knopp

**CONTACT PERSON'S TITLE:**

City Manager

**CONTACT PERSON'S PHONE NUMBER:**

707-764-3532

**CONTACT PERSON'S EMAIL ADDRESS :**

cm@riodellcity.com



**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:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

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

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

01-5936

Implementing Agency's State Caltrans MA number

000394

\* 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)

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

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

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



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. 40.502008 /long. -124.104506

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>91</u>	Bicyclists	<u>9</u>
One Year Projection:	Pedestrians	<u>185</u>	Bicyclists	<u>40</u>
Five Year Projection:	Pedestrians	<u>204</u>	Bicyclists	<u>44</u>

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

Bicycle: Class I  Class II  Class III  Other Intersection Reconfiguration

Pedestrian: Sidewalk  Crossing  Other Intersection Reconfiguration

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 60.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 40.0 %
- Safe Routes to School**      *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:**      2

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: Multiple Schools  
 School address: Multiple Schools  
 District name: Rio Dell Elementary School District  
 District address: 95 Center Street, Rio Dell, CA 95562  
 Co.-Dist.-School Code: 12 63008 0000000

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.8 mile

Total student enrollment: 310  
 % of students that currently walk or bike to school% 30.0 %  
 Approx. # of students living along route proposed for improvement: 285  
 Percentage of students eligible for free or reduced meal programs \*\* 75.0 %

\*\*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>	_____		7/8/16
* CEQA Environmental Clearance:	_____		3/8/17
* NEPA Environmental Clearance:	_____		3/8/17
<b>CTC - PS&amp;E Allocation:</b>	_____		8/25/17
<b>CTC - Right of Way Allocation:</b>	_____		8/25/17
* Right of Way Clearance & Permits:	_____		5/25/18
Final/Stamped PS&E package:	_____		9/1/18
* <b>CTC - Construction Allocation:</b>			1/29/19
* Construction Complete:			3/29/20
* Submittal of “Final Report”			6/29/20



**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:	\$80	
ATP funds for PS&E:	\$140	
ATP funds for Right of Way:	\$100	
ATP funds for Construction:	\$1,177	
ATP funds for Non-Infrastructure:	\$36	<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>\$1,533</b>	

**Local funds leveraging or matching the ATP funds:** \$0

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:** \_\_\_\_\_

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:** \$1,533

**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"

The City of Rio Dell is a small city with limited staff, budget, and other resources and the requirements associated with Federal funding would constitute an excessive strain on the City's resources.

**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 Rio Dell-NA

**Implementing Agency's Name:** City of Rio Dell

**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.*

### **Table of Contents**

<b>Screening Criteria</b>	<b>Page: 2</b>
<b>Narrative Question #1</b>	<b>Page: 4</b>
<b>Narrative Question #2</b>	<b>Page: 10</b>
<b>Narrative Question #3</b>	<b>Page: 17</b>
<b>Narrative Question #4</b>	<b>Page: 20</b>
<b>Narrative Question #5</b>	<b>Page: 22</b>
<b>Narrative Question #6</b>	<b>Page: 25</b>
<b>Narrative Question #7</b>	<b>Page: 28</b>
<b>Narrative Question #8</b>	<b>Page: 29</b>
<b>Narrative Question #9</b>	<b>Page: 31</b>



## **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 Rio Dell has **no funding available for this project**. Rio Dell struggles to keep up with regular street maintenance and does not generate sufficient revenue to take on larger capital improvement projects such as this. Rio Dell is small and rural, with a population of 3,363 (Attachment I, Reference 8), and is not a popular tourist town, thus tax revenues are limited. Rio Dell is also classified as a disadvantaged community. Median household income in Rio Dell is \$42,127 (Attachment I, Reference 9), which is 69.0% of the median household income (\$61,094) in the State of California.

No portion of this project is related to past or future environmental mitigation resulting from a separate capital improvement project.

**2. Consistency with Regional Plan.**

This project is **consistent with the Bicycle and Pedestrian System Element of HCAOG's 2008 Regional Transportation Plan (RTP)** (updated August 21, 2014). Four of the five roadways where SRTS improvements are proposed are listed as "Top Priority Regional Complete Streets" on Table Streets-5 of the *Regional Complete Streets Projects of the RTP 2014 Update*, identifying these streets as some of Humboldt County's Non-Motorized Long Term improvement projects (refer to Attachment I, Reference 1). Additionally, by increasing the network of bicycle and pedestrian facilities in Rio Dell, this project is consistent with this Element's main Goal



to “Create a transportation system that provides inter-community and intra-community non-motorized pedestrian, bicycle travel throughout the region.”



## 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.)

This project improves main routes from city residential areas to and from the center of town where Eagle Prairie Elementary and Monument Middle School are located, which will benefit students attending those schools, and anyone using non-motorized means to travel from their home into the heart of town. While this project is designed to benefit students attending Rio Dell Elementary School District (RDESD), schools, the proposed improvements will **benefit the entire community** by improving pedestrian and bicyclist safety and encouraging active modes of transportation. Data on the demographics of non-motorized transportation users is limited to one Student Travel Tally Report, which is referenced below, and contains data only from student users.

According to the 2014-2015 Rio Dell Elementary School District Student Travel Tally Report (Attachment I, Reference 2), 310 students attend both schools with 26-50% of students reached by SRTS activities. While most of the student population, an estimated 285 students (92%) live within walking/bicycling distance along the proposed routes, 30% walk and 3% bike to school on a daily basis. **Nearly 92% of students attending the two schools live within walking distance of school, and 99% live within biking distance, yet only 33% of students use non-motorized means of transportation to get to school.**

After project construction AND implementation of the non-infrastructure project component, **the number of students who use non-motorized modes of transportation is expected to increase to 75% or higher.** No before/after data from



local projects is available, therefore the increase in non-motorized traffic was conservatively estimated based on the results of a study conducted by University of California Irvine *Safe Routes to School Volume 2: Detailed Results Report to Legislature* (Attachment I, Reference 3), where increases in non-motorized traffic of similar projects were found to increase from 20-50% to 90-95% of students walking after improvements were constructed.

The Non-Infrastructure project components include the Pedestrian and Bicycle Safety Education at Eagle Prairie Elementary School, District wide Bike Rodeo, and walk and roll events. Each of these components **promotes safely using active modes of transportation to get to school**. All of these components were designed by, and would be administered by the Redwood Community Action Agency (RCAA). The pedestrian and bicycle safety education courses would last three years. In the first year, courses would be initially being taught by RCAA staff, who would instruct school faculty how to teach the courses for future classes and over the next two years, school faculty would teach the courses with assistance and feedback from RCAA staff. Similarly, RCAA staff would conduct walk and roll events bi-annually for two years, and would provide the schools with the tools to conduct their own walk and roll events in the future. Thus, not only would grant money fund events that would occur over the three year period, but **school faculty would gain the ability to teach bicycle and pedestrian safety and host their own walk and roll events beyond the timeframe for this project**.

- 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
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes



The primary goals of this project are to **1) provide safe pedestrian and bicycle routes** between neighborhoods and Eagle Prairie Elementary/Monument Middle School, and **2) encourage and educate K-8 students** to safely use active modes of transportation to get to and from school. This project is particularly important, as **RDESD does not offer bus transportation**, which means students who do not have the option of being dropped off, must walk or bicycle to school. Many parents currently do not allow their children to walk or ride to school because of “traffic-related” dangers. This is reflected in a parent survey report conducted by HCAOG (Attachment I, Reference 1).

**Proposed improvements connect more than half of the City’s neighborhoods to Eagle Prairie Elementary and Monument Middle School**, by creation of safe routes for pedestrians and bicyclists (see Figure 2, Attachment E). This project would close gaps in the main routes used by school children, improving their safety and encouraging parents to allow their children to walk or bike to school. The non-infrastructure project component is designed to improve student safety and bolster use of the improved routes by educating students about safety and encouraging them to walk, bike, skateboard, or scooter their way to and from school.

While this project is designed to provide safe routes for students to get to school, **new bike lanes and sidewalks would be used by Rio Dell residents of all ages**. Many families within the community use the playgrounds and basketball courts after school and on weekends. The facilities serve as a community center for meetings, fundraisers and other special events such as the annual “Bike Rodeo.” New non-motorized routes would also allow residents to access essential facilities and businesses in the heart of Rio Dell, such as the post office, City Hall, grocery stores, restaurants, medical offices and other destinations via active modes of transportation. The proposed improvements will provide a safer route to and from these locations which will, in turn, promote and encourage their use.



Wildwood Avenue, is the main thoroughfare in Rio Dell connecting the north end of town to the downtown core. Existing, non-motorized facilities on Wildwood Avenue include sidewalks as well as a few improved crossings; however, no bicycle facilities exist. This project would add five-foot wide bike lanes to Wildwood Avenue, providing a safer path of travel for bicyclists from one side of town to the other. The intersection of the US Highway 101 off ramp with Wildwood Avenue is a notoriously dangerous and confusing intersection, where sight distance to cross traffic is limited and residents have reported that many motorists speed through the intersection without stopping at the existing stop sign. Modifications to the intersection of Wildwood Avenue and the Highway 101 off ramp reconfigure the intersection to calm traffic, encourage motorists to obey traffic signage, reduce the intersection crossing distance along Wildwood Avenue by more than 50% and make pedestrians and bicyclists more visible to motorists at that intersection. These improvements will close the gap in pedestrian routes along Wildwood and create new bicycle routes through town, and remove the existing barrier by reconfiguring intersections to make them safer for non-motorists.

Belleview Avenue is the only direct road from the Belleview neighborhood to Wildwood Avenue (Rio Dell's main street) and is classified as a rural major collector. Belleview Avenue is delineated for two-way vehicular traffic with a paved width of approximately 40 feet, and has no curb, sidewalk, bike lanes or any other non-motorized transportation infrastructure. This project would add five-foot wide bike lanes with a three-foot buffer zone between the vehicular travel way from the Belleview neighborhood to Wildwood Avenue, creating continuous bike lanes with appropriate bike route signage on either side of the street from one side of town to the other. Crosswalks and ramps along Belleview Avenue would shorten crossing distances and close gaps in the pedestrian routes.

There are two off-street paved pathways that connect Davis Street to the Schools. The pathways intersect Davis Street on the north side of the street near the intersection of Second and Fourth Avenues. Sidewalks are present along the majority of the north



side of Davis Street; however, pedestrian crossing facilities at Ireland Street, the on-ramp and the off-ramp of US 101 are either not present or need modification, creating a significant barrier to mobility. No bicycle facilities are present.

The intersection of Scenic Way and Eeloa Avenue will be reconfigured to increase driver visibility and reduce the pedestrian crossing distance. No pedestrian or bicycle routes currently exist in this area. Bike lanes would be added to connect the north end of Rio Dell to Wildwood Avenue, the main conduit of bike and pedestrian transportation for schools and the city.

The Non-Infrastructure component of this project would encourage the safe use of existing routes. Maps of non-motorized routes throughout town would show students where the best routes to get to school are, and the Pedestrian and Bicycle Safety Education at Eagle Prairie Elementary School, District wide Bike Rodeo, and walk and roll events would **encourage students to use non-motorized routes**.

- 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.)

This project combines Rio Dell's four highest priority bicycle and pedestrian improvement projects listed on HCAOG Regional Complete Streets Project List into a single Safe Routes to School project, refer to Attachment I, Reference 1. HCAOG identified these projects based on community the need for non-motorized transportation improvements to keep bicyclists and pedestrians safe, especially children walking or biking to school. These projects are the community's top priority.

Three of the proposed improvement locations are also listed in the Humboldt Regional Bicycle Plan – Update 2012 (Attachment I, Reference 12).



While the proposed improvements are part of the HCAOG Regional Complete Streets Project List and Humboldt Regional Bicycle Plan, and are vital for Rio Dell, there is currently no funding available for planning, design, or construction.



## **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.)

Both the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) were searched for accidents in the vicinity of the proposed projects but neither of these databased contained data on accidents in the City of Rio Dell. Some anecdotal evidence of accidents was collected in conversations with the City of Rio Dell Chief of Police, and Rio Dell residents and community members (Appendix K, Reference 5). These sources indicated that accidents have occurred over the last five years, but most of these accidents are property damage only type accidents and no fatalities have occurred in the last five years. Since there is a lack of accident data available in Rio Dell, some accident data from Humboldt County is presented.

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, Attachment I, Reference 7). 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).

Construction of this project would limit the number and length of conflict points between vehicular and non-motorized traffic. Separation of bicyclist and pedestrians from motorized vehicles eliminates conflict points, improves sight distances, encourages compliance with



traffic laws on behalf of both motorists and non-motorists, which will result in reducing the likelihood of future accidents.

- 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.)**

**- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**

The intersection of the Highway 101 off ramp and Wildwood Avenue intersection would be modified such that the 101 offramp intersects Wildwood Avenue perpendicularly, reducing vehicle speeds at this intersection.

This project would add three high-visibility crosswalks along Davis Street at the intersections between Ireland Street and the US 101 on and off-ramp. Studies have shown that by adding marked crosswalks along pedestrian routes, helps to reduce vehicular speeds in the area. In 2001, FHWA conducted a case study to determine the effects of crosswalk markings on driver and pedestrian behavior. The studies showed that adding crosswalks reduced vehicular approach speeds by nearly 7% as well as reducing the speeds at the crosswalk by more than 20%.

**- Improves sight distance and visibility between motorized and non-motorized users.**

Reconfiguration of intersections, addition of crosswalks, sidewalks and bike lanes will **increase both sight distance and visibility for both motorists and active transportation users.** Refer to plans in Attachment E for proposed improvements.

Five high-visibility patterned crosswalks will be added, and one crosswalk moved closer to the intersection of Eeloa Street and Scenic Way such that pedestrians are visible to motorists turning onto Eeloa Street from the stop sign on Scenic Way. Bicycle lanes and signage will be added throughout town. Crosswalks and bicycle lanes **increase the driver's cognizance and regard for pedestrian and bicycle activity.** The high-visibility pattern and buffer strips provide a larger surface area, in the direction of travel which increases their visibility at a greater distance. In addition, these patterns are designed to be



installed so that the pattern will avoid the vehicle's primary wheel path. The benefit with regard to safety is that the crosswalk will remain visible for many years with little or no maintenance needed.

The intersection of the Highway 101 offramp and Wildwood Avenue is currently at an acute angle which inhibits visibility to all parties. The realignment of the intersection and addition of bike lanes **allows for increased driver-to-driver visibility as well as visibility of bikes and pedestrians** at the intersection. This particular intersection was reported by the Rio Dell Chief of Police and local residents to be one of the most dangerous intersections in town.

- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

Addition of cross walks at intersections, and sidewalks and bike lanes along primary routes to schools, will create delineated non-motorized routes, **physically separating pedestrians and bicyclists from motorized traffic.**

The intersection of Scenic Way and Eeloa Avenue, currently has no bike or pedestrian facilities. One alternative considered was addition of a 160 foot long crosswalk across Scenic Way as the intersection is currently configured, see image below. However, this would require pedestrians to be in the roadway for an extended period of time which could be reduced by realigning the intersection closer to being perpendicular, thus significantly shortening crosswalk length and crossing time and thus reducing conflict points between motorists and pedestrians. Refer to Attachment E for plans showing proposed improvements to modify this intersection.



Existing conditions at the intersection of Wildwood Ave. and Highway 101 off-ramp creates a long point of conflict between vehicles, bicycles and pedestrians. No bike lanes or pedestrian routes exist at this intersection.

- Improves compliance with local traffic laws for both motorized and non-motorized users.

The intersection of the Highway 101 off ramp and Wildwood Avenue intersection would be modified such that the 101 off-ramp intersects Wildwood Avenue perpendicularly. This would eliminate the existing long sweeping intersection, leading to reduced vehicle speeds and **encouraging motorists to come to a complete stop at the stop signs**, which are commonly blown though without stopping by motorists in the existing configuration, as indicated by the City of Rio Dell Chief of Police (Refer to letter in Attachment J).



The proposed addition of crosswalks, sidewalks, and curb ramps, signage delineate non-motorized routes will **encourage motorists and active transportation users alike to obey traffic laws.** One study, conducted by the FHWA found that when a marked crosswalk was added, driver yield increased by nearly 28% and the number of pedestrians walking within the marked crosswalk increased by 15%.

The NI component of this project which includes pedestrian and bicycle safety education, walk and roll events, and a district wide bike rodeo are designed to **educate K-8 students about traffic laws and safety.** Teaching students how to properly and safely use non-motorized routes will encourage them to comply with traffic laws, and keep them safer as the walk and bike to school.

- Addresses inadequate traffic control devices.

In Rio Dell there are little or no pedestrian facilities and the “pedestrian driven” traffic control devices are almost nonexistent. **Lack of appropriate traffic control devices would be rectified** by addition of crosswalks, sidewalks, curb ramps, bicycle lanes, and signage.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The NI component of this project would educate K-8 students about traffic laws and safety, **reducing student behaviors that lead to collisions.**

Inadequate non-motorized infrastructure leads to behaviors by motorists and active transportation users alike that can cause accidents. One example of this is that the lack of bike lanes often results in bicyclists riding on sidewalks (common in Rio Dell), making sidewalks less safe for pedestrians and potentially causing collisions. Addition of the proposed pedestrian and bicycle infrastructure means that drivers and pedestrians have designated areas in which they belong, **reducing behaviors that lead to collisions between bicyclists, pedestrians, and vehicles.**



Bicyclist can be seen riding on the sidewalk in the opposite direction to traffic.

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The primary goal of this project is to create safe, non-motorized routes between the major neighborhoods in Rio Dell to the schools located at the center of town, addressing the lack of adequate pedestrian and bike infrastructure and traffic control devices in Rio Dell.

Access to the school property is via Belleview Avenue and Davis Street connecting through to Wildwood Avenue. Belleview Avenue is delineated for two-way traffic and has no curb, sidewalk, bike lanes or other non-motorized transportation infrastructure. Along Davis Street, vehicles park along the curb, causing bicyclists to ride directly in the travel lane. Wildwood Avenue contains some improved pedestrian crossings, however no bicycle



facilities exists. Many of the adjacent intersections do not have accessible curb ramps or crosswalks. Of the crosswalks that do exist, many are faded and some have been completely worn down as a result of the vehicular activity.

There are a number of safety hazards and concerns regarding the existing pedestrian facilities that lead to the school property in Rio Dell. Due to the topography, landscaping and general nature of the area, walking along roadside shoulders is difficult and dangerous, **forcing pedestrians to walk in the vehicular paths of travel.** Bicyclists continuing from Belleview Avenue Davis Street, Scenic Way and Belleview Avenue along Wildwood Avenue are forced to ride in the roadway without any traffic control devices to indicate their presence or provide separation from vehicles. This **project provides pedestrians and bicyclists alike safe routes of travel that are separated from vehicular traffic.**



## **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 involvement of parents, teachers, and other community members played a vital part in analyzing the pedestrian network and developing the projects presented in this application. A multi-step process was utilized in order to engage parents, teachers, and community members.

The City engaged with public through a series of public meetings to identify issues with transportation to school including gaps in non-motorized routes. The Redwood Community Action Agency provided surveys to parents and conducted a hand tally for both Monument Middle School and Eagle Prairie Elementary (Attachment I, Reference 2).

The projects were selected through extensive community outreach coordinated by the School District Superintendent and the Parent Teacher Organization (PTO). A range of City Staff assisted in analyzing the pedestrian network and identifying projects. The staff that dedicated their time to this effort includes the City Manager, City Planner, City Engineer, City Police Chief, and City Fire Chief.

The Police Chief reviewed several years' worth of accident reports in order to identify areas in need of safety improvements. In 2012, the Police and Fire Chiefs also personally patrolled roadways around the schools each morning for several consecutive weeks to observe pedestrian patterns and facility deficiencies. The Police Chief and the District Superintendent also interviewed a crossing guard that serves each morning and afternoon at the intersection of Wildwood Avenue and Center Street. The collective observations, analysis, and expertise of all these individuals were instrumental in developing the projects presented in this application.



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

In January of 2012 an announcement was made in the PTO's bulletin, which every student in the school took home to their parents. The bulletin announced a public PTO Meeting dedicated specifically to the topic of evaluating the City's pedestrian infrastructure and identifying projects to remedy deficiencies in the infrastructure. Next, notices for the meeting were posted throughout the town. Finally, the School District Superintendent emailed teachers and parents inviting them to the meeting.

In 2014 and 2015, HCAOG conducted a parent survey report for Monument Middle School and Eagle Prairie Elementary School (Attachment I, Reference 4)

**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)**

The intersection of the Highway 101 offramp and Scenic Avenue was identified by the community and the Rio Dell Police Chief as one of the most dangerous intersections in town, due to limited sight distance, lack of pedestrian or bicycle infrastructure which creates a long point of conflict between vehicles and non-motorists. This intersection was added into the project in response to the feedback from the community.

Several students of Monument Middle School wrote letters (attached in electronic version of application) voicing their desire for bike lanes. The main complaint regarding the current conditions is that people who are walking on the sidewalks (or edge of road in some locations), are constantly have to move out of the way to keep from being hit by the bikers. Based on these comments, it is clear that congestion among the existing sidewalk is already a concern. The addition of bike lanes will provide a designated space for both the walkers and the bikers encouraging the use and safety of the pedestrian and biking facilities in the area.



In 2014 and 2015, HCAOG conducted a parent survey report for Monument Middle School and Eagle Prairie Elementary School. Parents who responded to these survey reports were in support of this project, refer to Attachment I, Reference 4.

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

Redwood Community Action Agency (RCAA) staff will administer the non-infrastructure component of this project, and will work closely with the City and school faculty to develop education programs and events, which include the Pedestrian and Bicycle Safety Education at Eagle Prairie Elementary School, bike rodeo, and walk and roll events. Additionally, RCAA staff will **teach school faculty how to conduct pedestrian and bicycle safety education courses and walk and roll events** so that the schools can develop and implement their own programs long after this project is complete.



## 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)**

While implementation of this SRTS project would benefit all Rio Dell residents, the target population is elementary and middle school aged children. Results from the *2013-2014 California Physical Fitness Reports* (<http://data1.cde.ca.gov/dataquest/>) for Rio Dell Elementary School District students (Attachment I, References 5 & 6) showed that the majority of students needed improvement, with the lowest scores occurring in the Aerobic Capacity with **36.4% of 5<sup>th</sup> graders and 37.2% of 7<sup>th</sup> graders meeting the Healthy Fitness Zone in that category.**

Data specific to Rio Dell is largely unavailable. Therefore some data from Humboldt County is included. According to County Health Rankings and Roadmaps, in Humboldt County (Attachment I, Reference 11), **adult obesity occurs at a higher rate (26%), compared to California (23%), and 86% of Humboldt County residents have access to exercise opportunities, compared with 93% statewide.** Using the AskCHIS health assessment tool (<http://ask.chis.ucla.edu/main/default.asp>), approximately 18-21% of children and teens aged 5-17 engaged in at least 60 minutes of physical activity daily. Approximately 16-22% of adults (18+) were diagnosed with asthma in Humboldt County, which is higher than the statewide rate (13.7%). These statistics appear to indicate that the population in Humboldt County exercises less and has higher rates of diseases related to inactivity and obesity than the population of California.

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



By creating bike lanes and safe pedestrian walkways, the likelihood for vehicle collisions with pedestrians and bicyclists would be decreased. **Separation of vehicular traffic from non-motorized traffic would create safe routes for pedestrians and bicyclists** to travel from the major neighborhoods in Rio Dell to the center of town where Prairie Creek Elementary and Monument Middle School are located. The non-infrastructure project component would educate students and residents alike about pedestrian and bicycle safety, encouraging effective use of bike lanes, crosswalks, sidewalks and other improvements to keep non-motorists safe, thus enhancing public health.

This project is expected to increase non-motorized transportation among students from 30% to 70-95% which would **increase the amount of physical activity students would get on a daily basis**. Physical activity promotes weight loss, muscle and joint development and can prevent many chronic illnesses, including heart disease, cancer, stroke, and childhood obesity. Active transportation is a means of encouraging the public to engage in physical activity on a daily basis as they travel to wherever they need to go. The non-infrastructure component Walk and Roll Event, Bike Rodeo, and other events would encourage students and residents of all ages to use active transportation and increase physical activity.

Increasing motorized transportation decreases the number of people driving vehicles, resulting in a reduction in vehicle emissions, **reducing air pollution and improving air quality**. Enhancing air quality would positively benefit the health of everyone.



## **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:

**\$42,127**

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed
- The population of Rio Dell (Census Tract No. 60900) is 3,450 according to the 2010 Census (Attachment I, Reference 8).
- **Median household income for the City of Rio Dell is \$42,127** compared to \$61,094 statewide (Attachment I, Reference 9)
- **Median household income for the City of Rio Dell is 69.0%** of the statewide median household income.

**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: **75%**

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal
- **78% of students** attending **Eagle Prairie Elementary School** are eligible for the Free or Reduced Meals Program (Attachment I, Reference 10)



- **75% of students** attending **Monument Middle School** are eligible for the Free or Reduced Meals Program (Attachment I, Reference 10)

**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.

100% of ATP funds would be spent on infrastructure and non-infrastructure components for this project that will directly benefit residents of Rio Dell. All infrastructure improvements are located within city limits (Refer to Figure 2 in Attachment E), and the NI portion of this project will directly benefit students at Rio Dell schools.

**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 has been **designed specifically to directly benefit students attending Eagle Prairie Elementary and Monument Middle School** in the City of Rio Dell. Infrastructure improvements include construction of bike lanes, crosswalks, sidewalks, ramps, and reconfiguration of two intersections that will close gaps in existing routes and create continuous, dedicated safe routes for students to walk, bike, scoot, or skateboard safely to and from school. This project would increase student health and safety, and is anticipated to result in an increased number of students using active modes of transportation to get to and from school. All of these improvements are located within Rio Dell city limits, the entirety of which is a disadvantaged community. In addition to the proposed infrastructure components, this project includes an NI component, which includes



a series of community outreach events, workshops, lessons, and other programs to teach children about bike and pedestrian safety and encourage students and parents to use active modes of travel.



## 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 methods to address pedestrian and bicycle facility gaps to the schools were analyzed on Belleview Avenue, Davis Street and the Scenic Way and Eeloa Avenue intersection. Chosen **designs were selected based on what would best protect pedestrians and bicyclists while remaining cost effective.** Generally the alternatives selected create physical separation between non-motorists and motorized vehicles by installation of conventional bike lanes, sidewalks, crosswalks, which are relatively inexpensive and effective ways to enhance non-motorist safety. Details of some of the alternative designs considered are described below.

Standard class II bike lane striping without a striped buffer was considered on Belleview Avenue, but was not selected as the preferred alternative because the existing road is too narrow. The paved width of Belleview Avenue in the project area averages approximately 40 feet. The preferred lane width is 12 feet, leaving 8 feet of paved area outside the travel lane. Buffered bike lanes were selected as the preferred alternative as they provided additional buffer from vehicular traffic and used available paved surface, thus discouraging parallel parking in the bike lane.

Class II bike lanes were considered on Davis Street, however, on-street parking would have to be eliminated to provide width for the bike lanes.

A roundabout was considered as well as other intersection configurations to address the Scenic Way and Eeloa Avenue intersection (Attachment K, Reference 1) but were not selected as a preferred alternative because of the larger project footprint and



impact area potentially requiring additional right-of-way than the preferred alternative and a higher estimated cost.

- 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.)**

$$\left( \frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

**The cost/benefit ratio calculated for Benefit/Total Project Cost is 4.43. The cost/benefit ratio calculated for Benefit/Funds Requested is 4.43.** Refer to (Attachment K, Reference 2) for benefit/cost calculation spreadsheets.

Existing **number of bicycle and pedestrian trips** was taken directly from the hand tallies document shown in Attachment I, Reference 2. Projected number of bike and pedestrian trips was assumed to be 75% which is a conservative estimate based on the results of a study conducted by University of California Irvine *Safe Routes to School Volume 2: Detailed Results Report to Legislature* (Attachment I, Reference 3), where increases in non-motorized traffic of similar projects were found to increase from 20-50% to 90-95% of students walking after improvements were constructed.

**Project cost** was estimated by local engineers using unit costs based on recent local construction cost data.

**Crash data** used calculated cost/benefit value does not include any accidents, because only anecdotal accident information was available for this project. No accidents were reported in Rio Dell in the TIMS and SWITRS databases or other resources researched.

**Safety countermeasures** were input based on proposed improvements.

**Benefit/Cost Tool Feedback:**

1. Template was not formatted sufficiently for printing. Each tab had to be individually revised such that it would print without cutting tables in half and chopping sentences in two.
2. Generally this tool was useful, and once it became clear what inputs were supposed to be included, this tool was relatively easy to use.
3. At first glance it was difficult to tell which tabs were supposed to be used to input data. Naming input tabs with the name “input” or some other nomenclature would help clarify this.
4. Tab names were confusing, and it was hard to tell which tabs and boxes and cells within each tab needed to be filled out. Naming and arrangement of the tabs, boxes and cells could be improved to enhance clarity. For example, Non-SRTS Infrastructure is so similar to Non-Infrastructure.
5. The instructions were not very helpful. It was often hard to tell which portion of the instructions corresponded to which cell. If each input instruction was numbered corresponding to the cell it referred to, this would help. Better yet, applying comments to each cell on the forms where data was input, rather than on a separate tab would be much more convenient so that the user didn’t have to switch from tab to tab or open two copies of the document to simultaneously view the instructions and the form.
6. The amount of inputs was reasonable, and there seemed to be some flexibility built in that this tool wasn’t too hard to use.



## 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 has no funding available to contribute to this project. **Total Non-ATP Funds: %0**



## 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)

**Refer to letters from Local and California Conservation Corps  
 (Attachment K, References 3 & 4)**

- 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.



## **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.

The City of Rio Dell has successfully performed/delivered on a number of past grant funded projects, similar to the ATP grant, including:

- Two Safe Routes to Schools Projects – Successfully Completed.
  - Downtown streetscape improvement project – Completed (see additional information below)
    - City moved a median island outside of NEPA limits with no adjustment to study boundary, which resulted in a corrective action letter. The City has worked hard with Caltrans Local Assistance to comply with the corrective action letter.
- 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: _____	Date: <u>5/27/15</u>
Name: <u>Kyle Knopp</u>	Phone: <u>707 764 3532</u>
Title: <u>City Manager</u>	e-mail: <u>KKNOPP@riodelcity.com</u>

**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: <u>Leslie York</u>	Date: <u>5/27/15</u>
Name: <u>Leslie York</u>	Phone: <u>707 764 5694</u>
Title: <u>Superintendent</u>	e-mail: <u>lyork@humboldt.k12.ca.us</u>

**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**

Date: 5/18/2015

Project Information:					
<b>Project Title:</b> City of Rio Dell - K-8 School SRTS Safety Improvement and Community Outreach Project					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	NA			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				80				80	
PS&E					140			140	
R/W					100			100	
CON						1,213		1,213	
<b>TOTAL</b>				<b>80</b>	<b>240</b>	<b>1,213</b>		<b>1,533</b>	

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)				80				80	Caltrans (ATP)
PS&E					140			140	
R/W					100			100	
CON						1,177		1,177	
<b>TOTAL</b>				<b>80</b>	<b>240</b>	<b>1,177</b>		<b>1,497</b>	

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)									Caltrans (ATP)
PS&E									
R/W									
CON						36		36	
<b>TOTAL</b>						<b>36</b>		<b>36</b>	

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: 5/18/2015

Project Information:					
<b>Project Title:</b> City of Rio Dell - K-8 School SRTS Safety Improvement and Community Outreach Project					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	NA			

**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)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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: Ju

- 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: Ju

- 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: Ju

*(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: Ju

- 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: JW

- 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: JW

- 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: \_\_\_\_\_



- 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: JW

- 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): Willor, Jesse

Title: Civil Engineer

Engineer License Number C81744

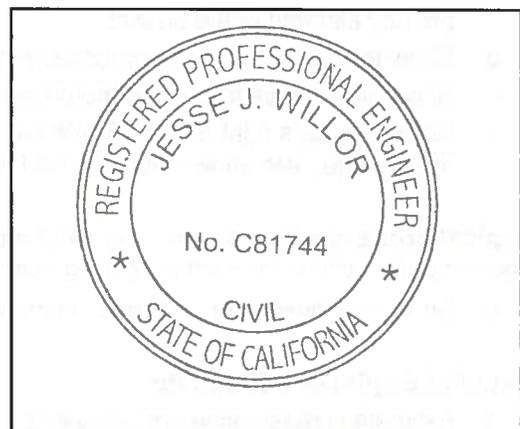
Signature: [Handwritten Signature]

Date: 5/19/2015

Email: jesse.willor@ghd.com

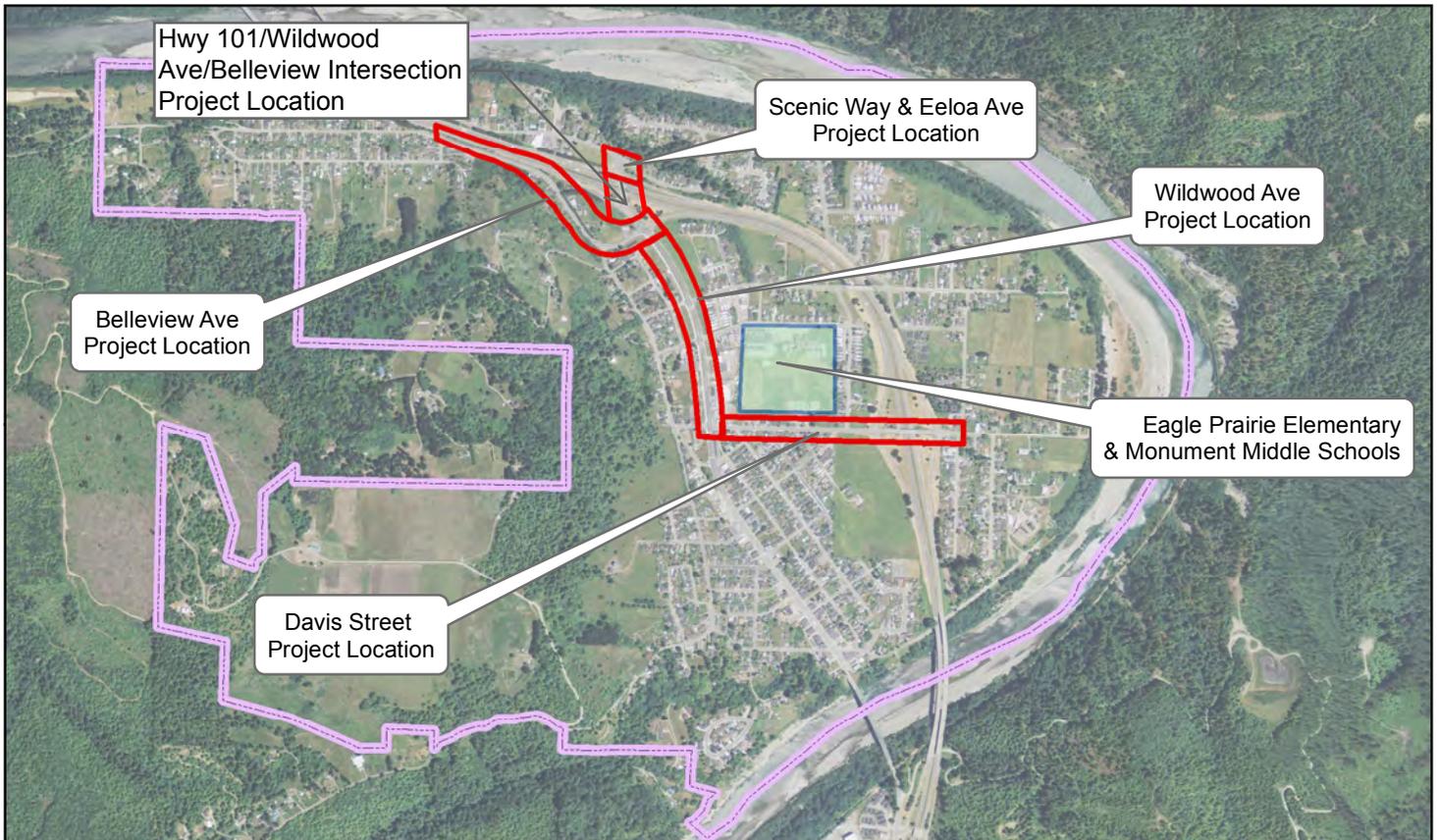
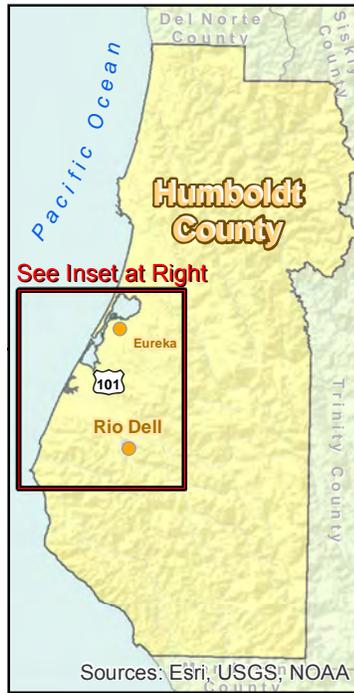
Phone: 707-267-2293

**Engineer's Stamp:**



# Attachment D

## Project Location Map



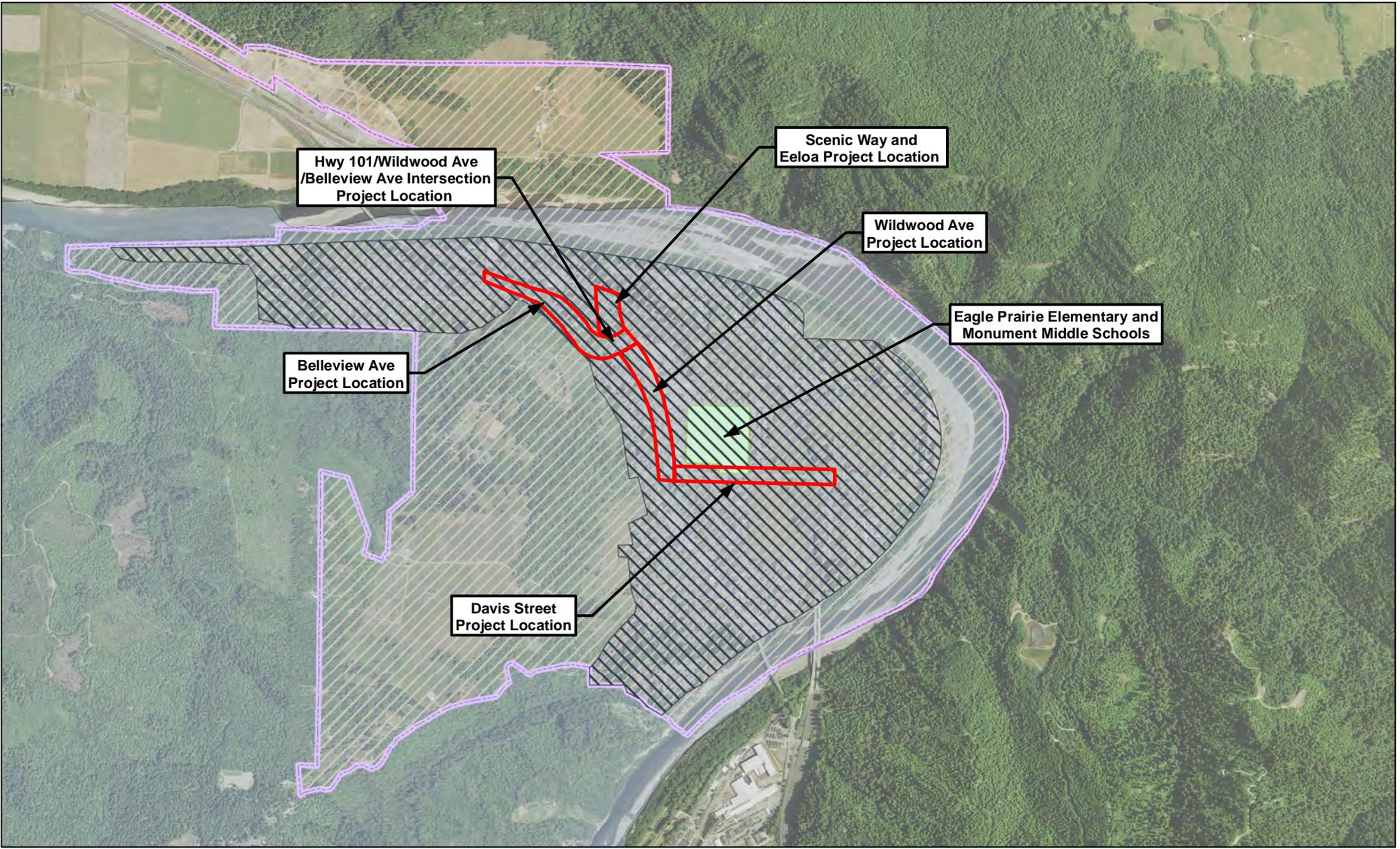
-  City of Rio Dell
-  Project Boundary
-  School Boundary

<p>Paper Size ANSI A</p>  <p>Map Projection: Lambert Conformal Conic Horizontal Datum: North American 1983 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet</p>		 	<p>City of Rio Dell SRTS Application</p>	<p>Job Number   8410747 Revision   1 Date   17 May 2014</p>
<p>Vicinity Map</p>			<p>Figure 1</p>	

\ghdnet\ghd\US\Eureka\Projects\101061 City of RioDell\8410747 RioDell City Engineer Services\04-Technical Work\40 Roads\_Traffic\SR\ATP Application\Figures\Rio\_Dell\_Safe\_Routes\_to\_School\_Vicinity\_Map.mxd  
 © 2014. While every care has been taken to prepare this map, GHD and the City of Rio Dell make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.  
 Data source: Bing Maps, Aerial Image, 2012; County of Humboldt, Rio Dell city Limits, 2011; Street Map USA, Highways, 2010; GHD, concept designs; 2012. Created by: porogers

# Attachment E

Project Map/Plans Showing Existing and Proposed Conditions

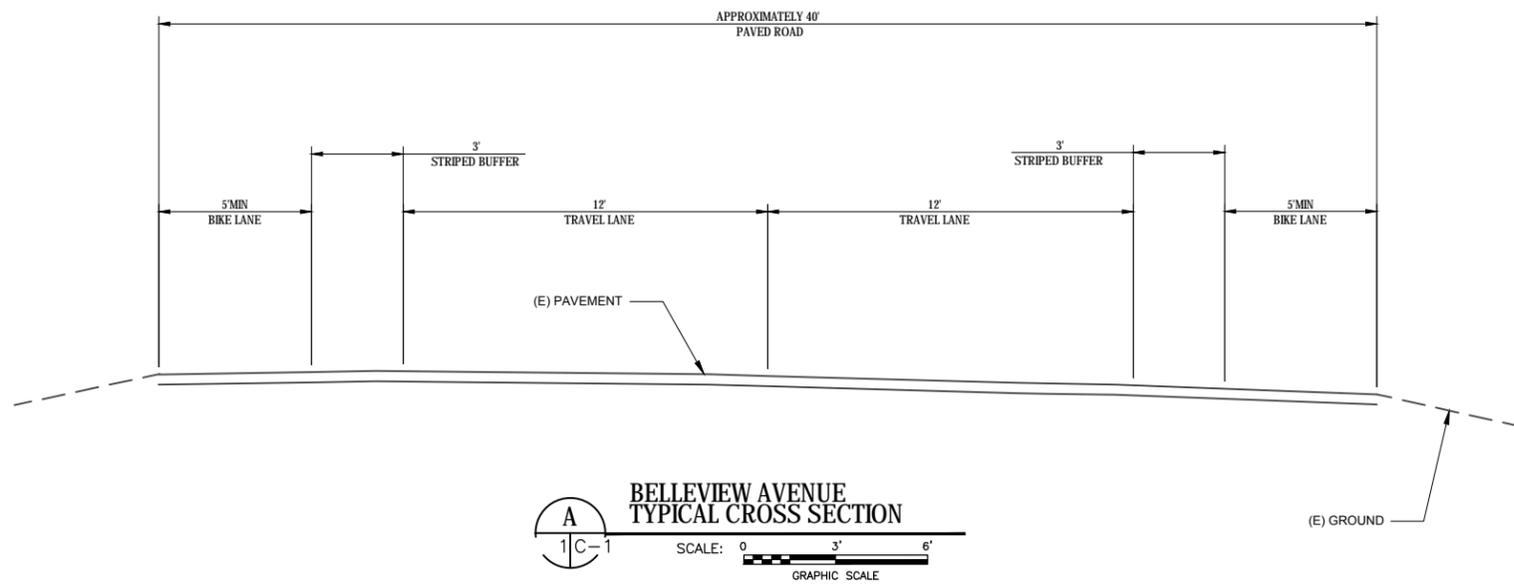
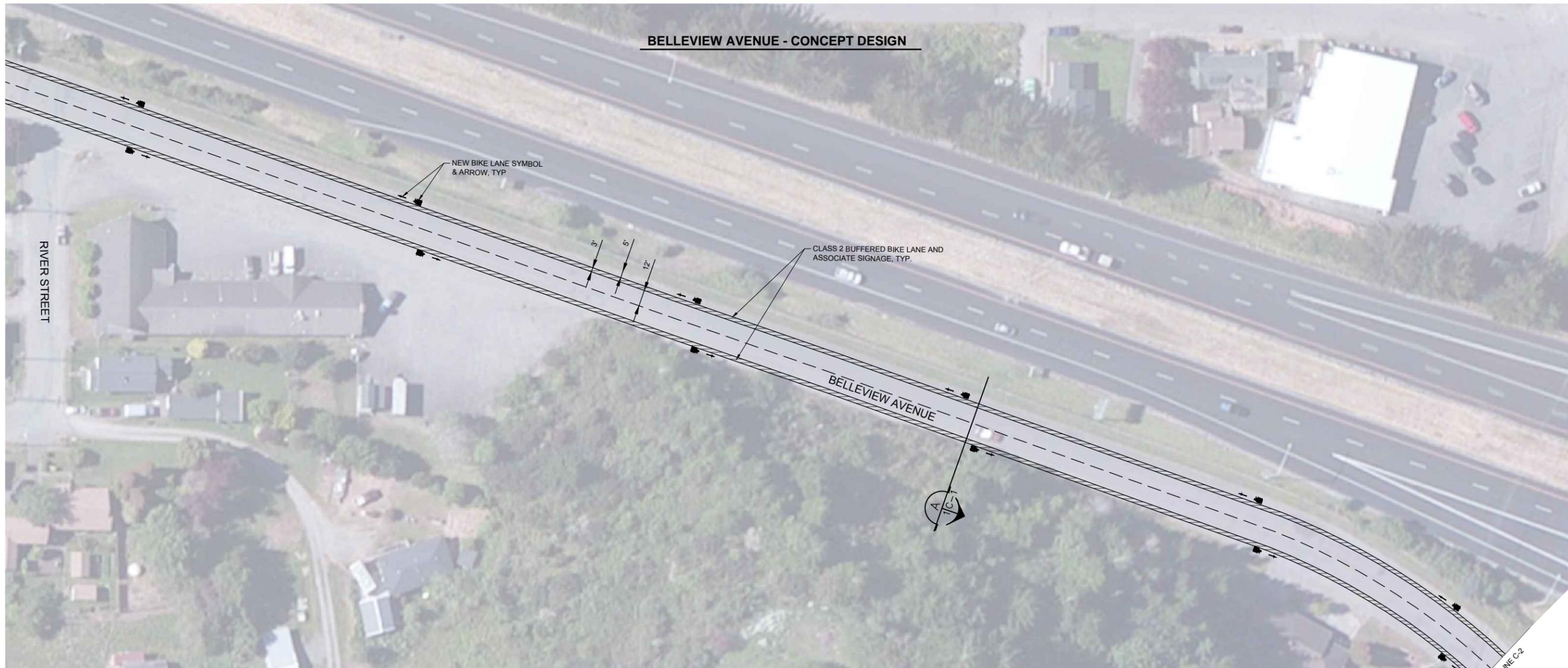


<p>Paper Size 8.5" x 11" (ANSI A)</p> <p>0 500 1,000 1,500 2,000</p> <p>Feet</p> <p>Map Projection: Lambert Conformal Conic Horizontal Datum: North American 1983 Grid: NAD 1983 StatePlane California 1 FIPS 0401 Feet</p>		<p> City of Rio Dell</p> <p> Project Boundary</p>	<p> Rio Dell School District</p> <p> Service_Area</p> <p> Disadvantaged Community</p>			<p>City of Rio Dell SRTS Application</p>	<p>Job Number   8410747.20 Revision   A Date   20 May 2015</p>
---	--	---	---	--	--	--	--

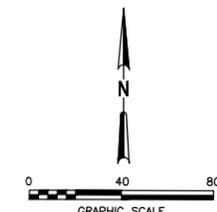
Project Map

Figure 2

G:\01061 City of RioDell\8410747 RioDell City Engineer Services\08-GIS\Maps\Figures\SRTS\_ATP\_App\F2\_ProjectMap.mxd  
 © 2012. While every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.  
 Data source: Data Custodian, Data Set Name/Title, Version/Date. Created by: gldavidson



**BELLEVIEW AVENUE  
TYPICAL CROSS SECTION**  
SCALE: 0 3' 6'  
GRAPHIC SCALE



NOTE:  
AERIAL PHOTO SOURCE: ESRI,  
DIGITALGLOBE, GEOEYE, I-CUBED,  
USDA, USGS, AEX, GETMAPPING,  
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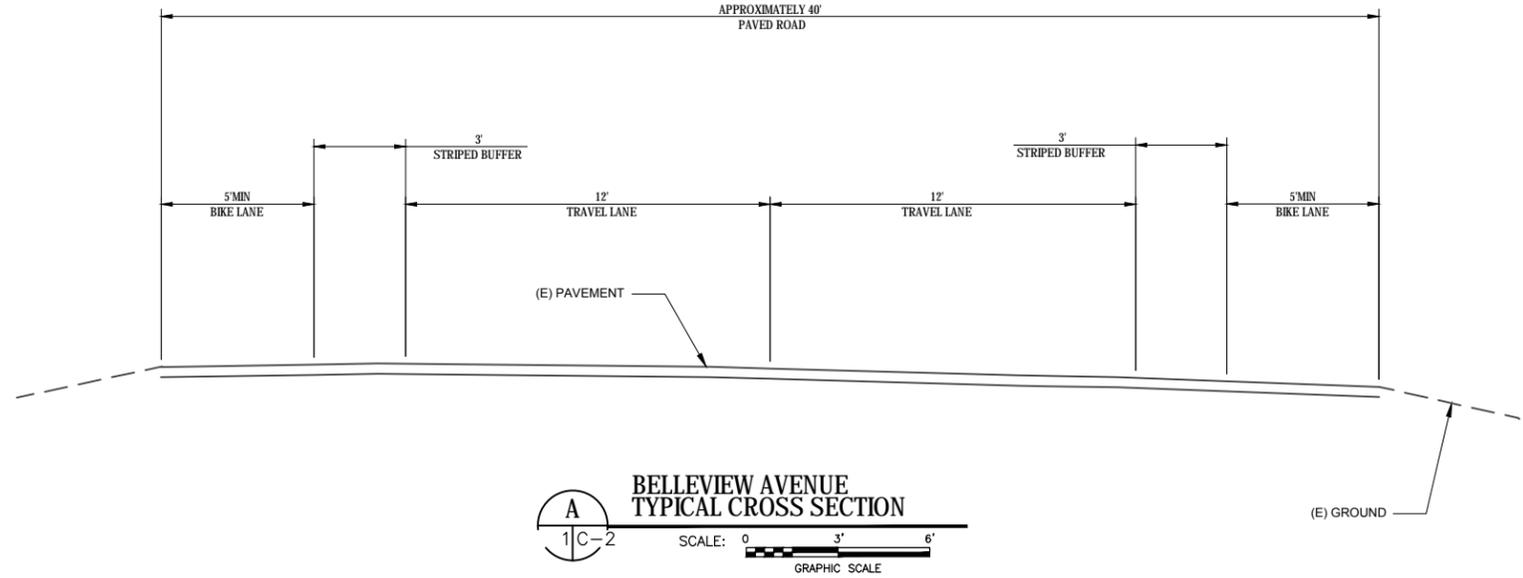
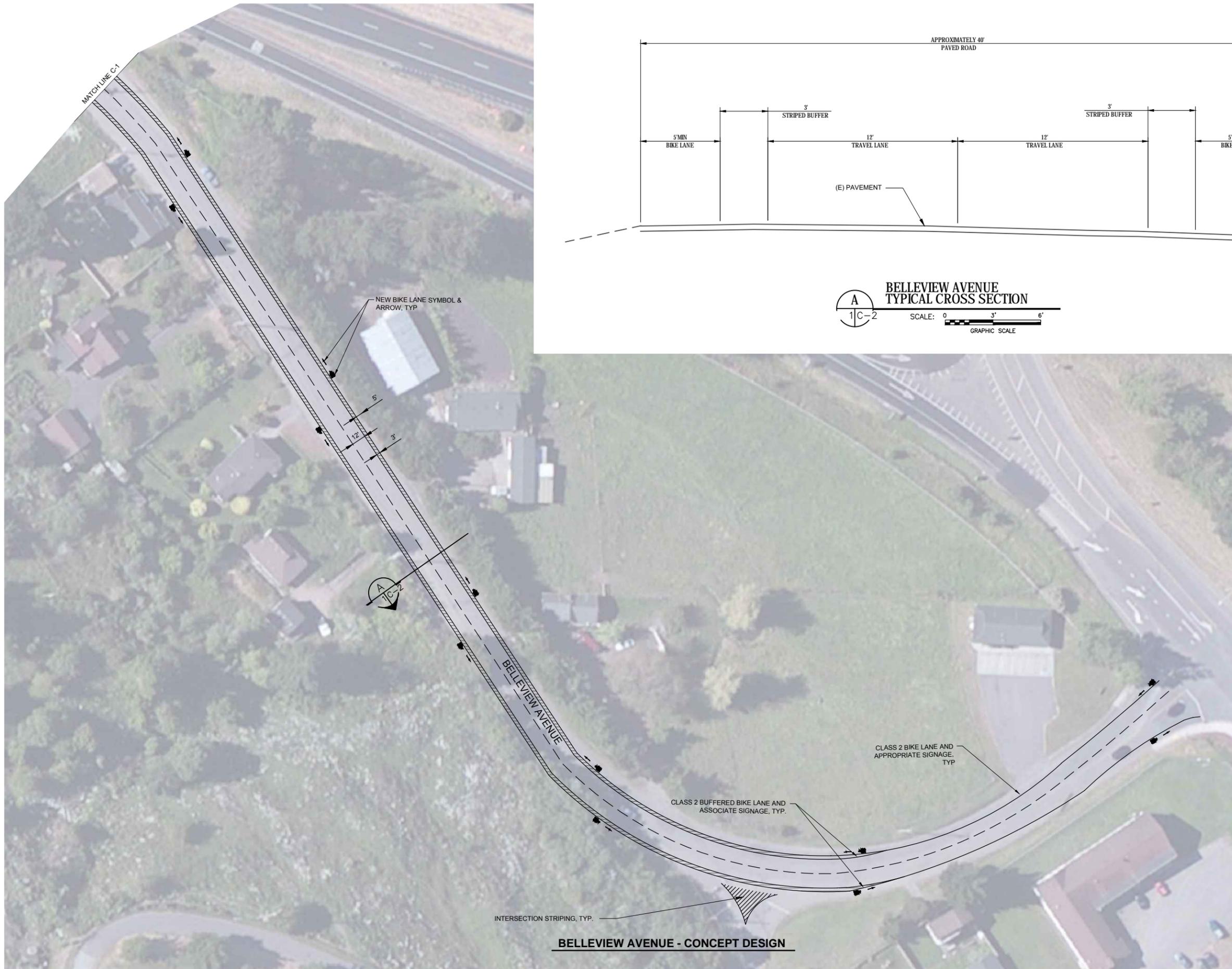
**CITY OF RIO DELL  
SAFE ROUTES TO SCHOOL  
ATP APPLICATION**

**CONCEPT DESIGN  
BELLEVIEW AVENUE**

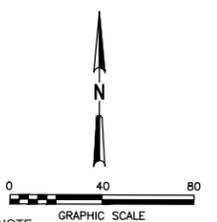
PROJ NO: 8411949  
DRWN: POR CHKD: JW

**C-1**

SHEET 1 OF 9



**BELLEVIEW AVENUE - CONCEPT DESIGN**



NOTE: GRAPHIC SCALE  
AERIAL PHOTO SOURCE: ESRI,  
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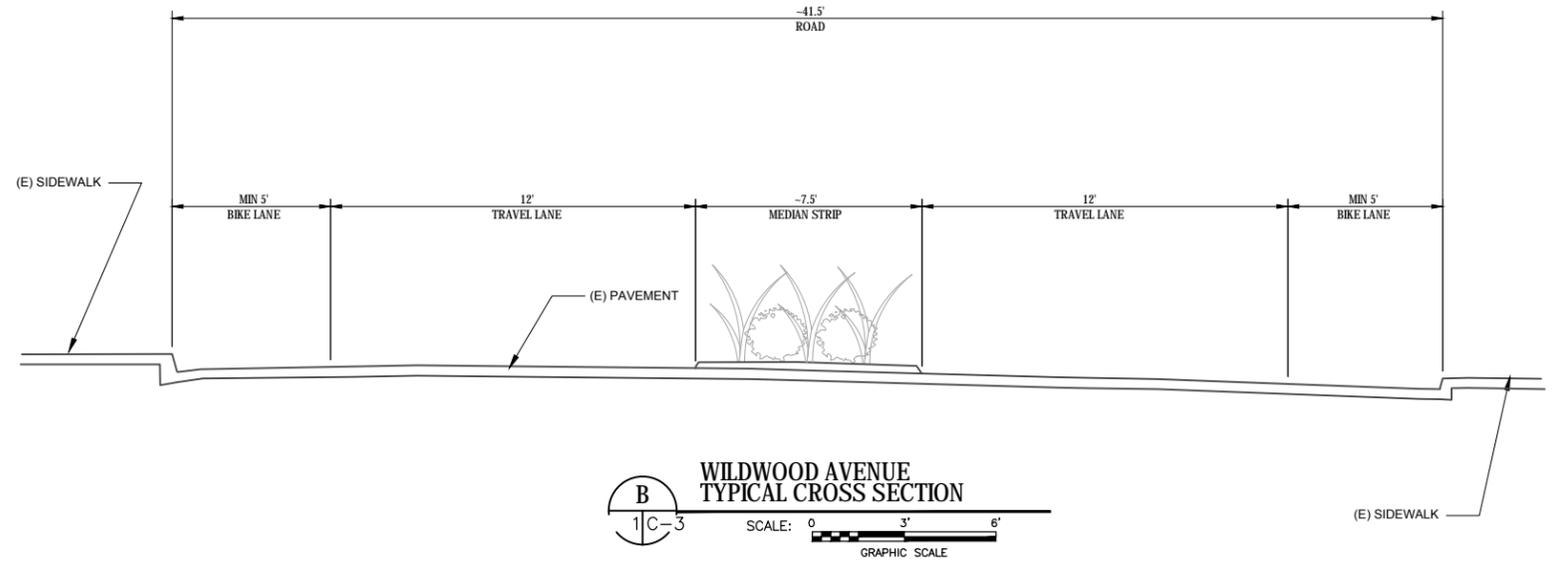
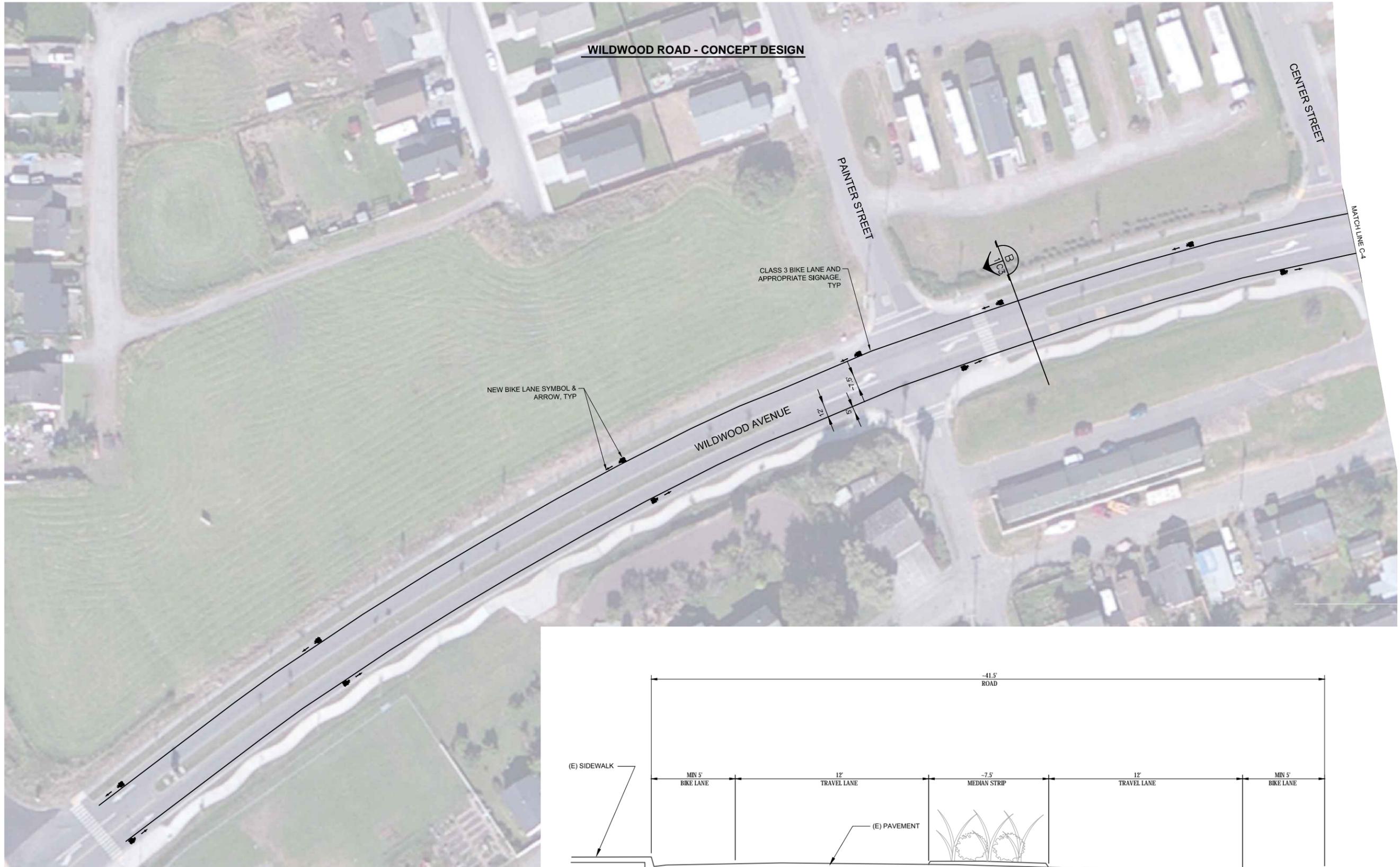
**CITY OF RIO DELL  
SAFE ROUTES TO SCHOOL  
ATP APPLICATION**

**CONCEPT DESIGN  
BELLEVIEW AVENUE**

PROJ NO: 8411949  
DRWN: POR CHKD: JW

**C-2**

SHEET 2 OF 9



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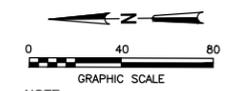
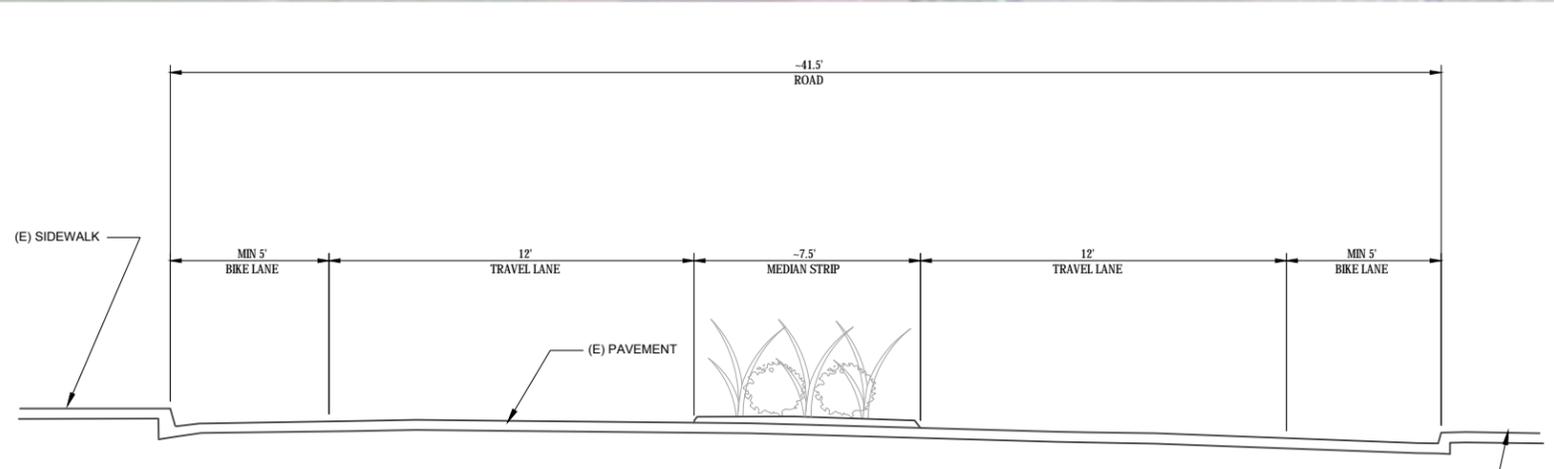
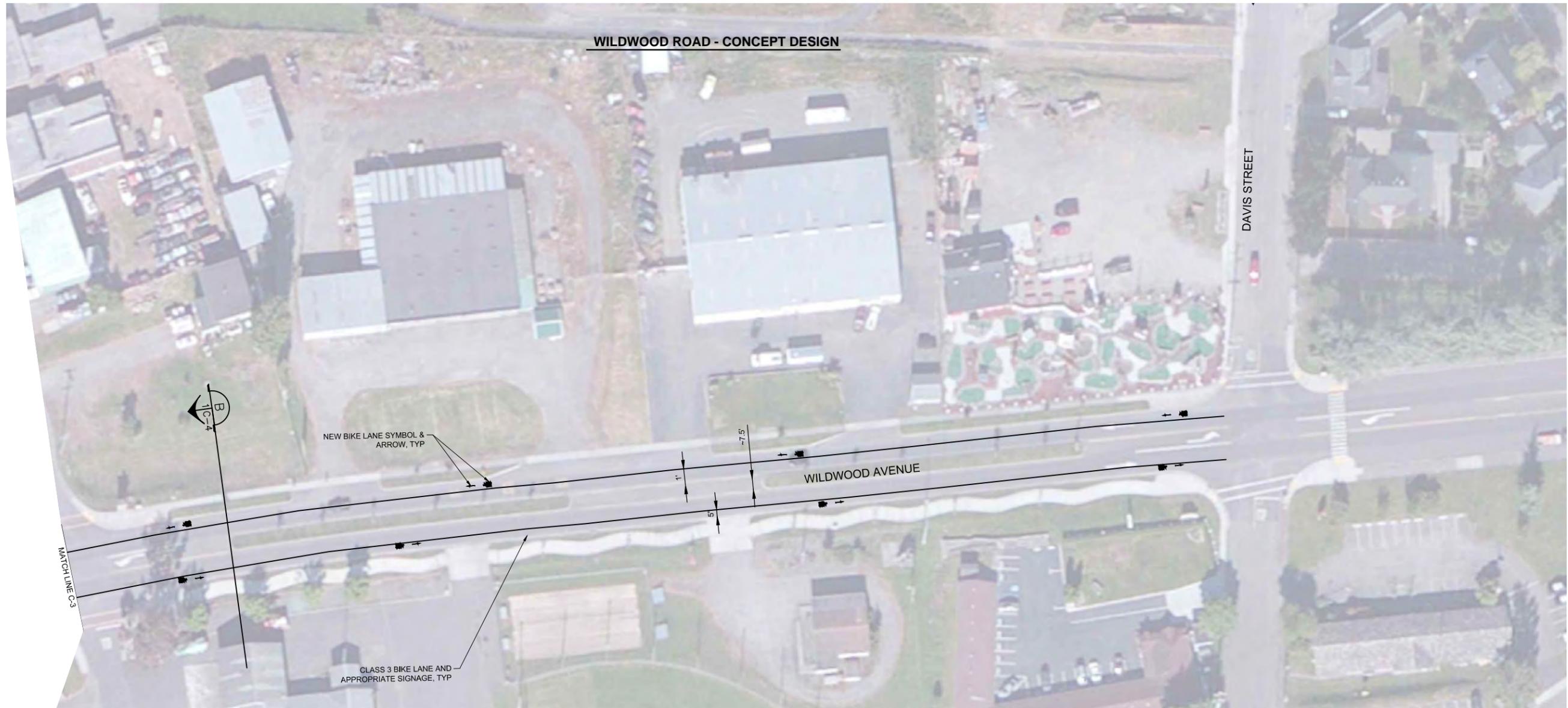
**CITY OF RIO DELL  
SAFE ROUTES TO SCHOOL  
ATP APPLICATION**

**CONCEPT DESIGN  
WILDWOOD AVENUE**

PROJ NO: 8411949  
DRWN: POR CHKD: JW

**C-3**

SHEET 3 OF 9



NOTE:  
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**B**  
 1/C-4  
**WILDWOOD AVENUE**  
**TYPICAL CROSS SECTION**  
 SCALE: 0 3' 6'  
 GRAPHIC SCALE



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**ATP APPLICATION**  
**CONCEPT DESIGN**  
**WILDWOOD AVENUE**

PROJ NO: 8411949  
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**C-4**

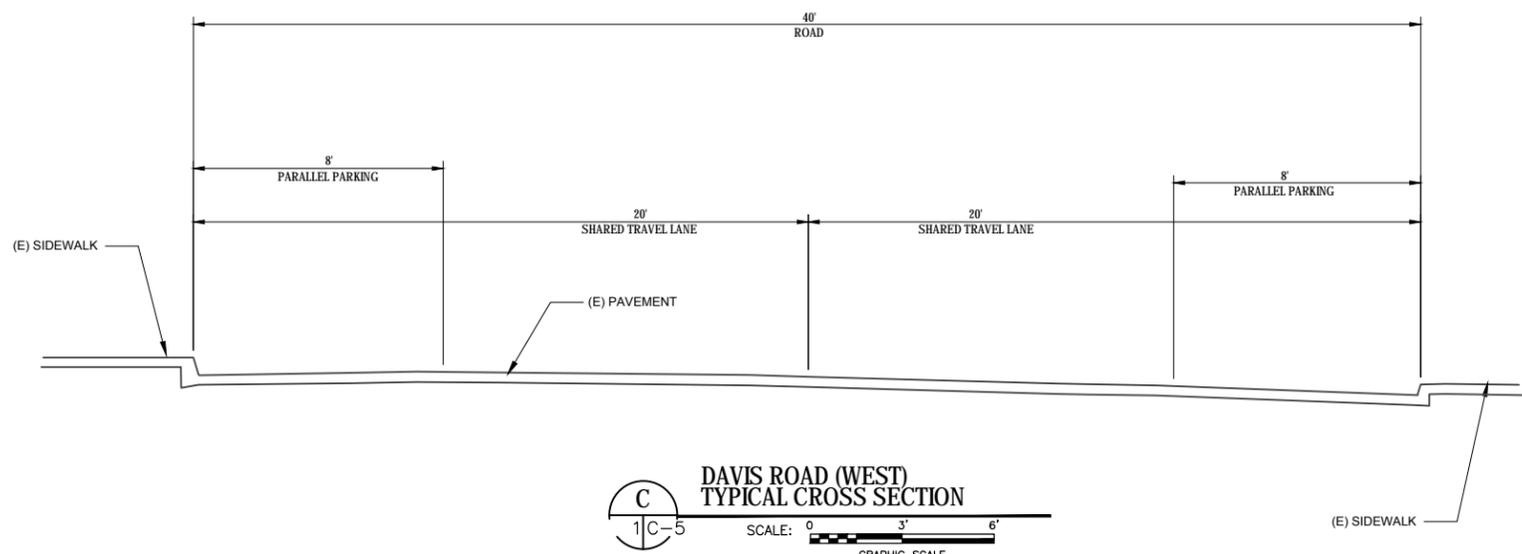
SHEET 4 OF 9



**DAVIS STREET (WEST) - CONCEPT DESIGN**

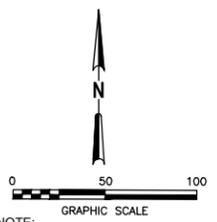
NEW BIKE LANE SYMBOL & SHARROW, TYP

(E) CENTER LINE STRIPE



**DAVIS ROAD (WEST)  
TYPICAL CROSS SECTION**

SCALE: 0 3' 6'  
GRAPHIC SCALE



NOTE:  
AERIAL PHOTO SOURCE: ESRI,  
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USDA, USGS, AEX, GETMAPPING,  
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SAFE ROUTES TO SCHOOL  
ATP APPLICATION**

**CONCEPT DESIGN  
DAVIS STREET**

PROJ NO: 8411949  
DRWN: POR CHKD: JW

**C-5**

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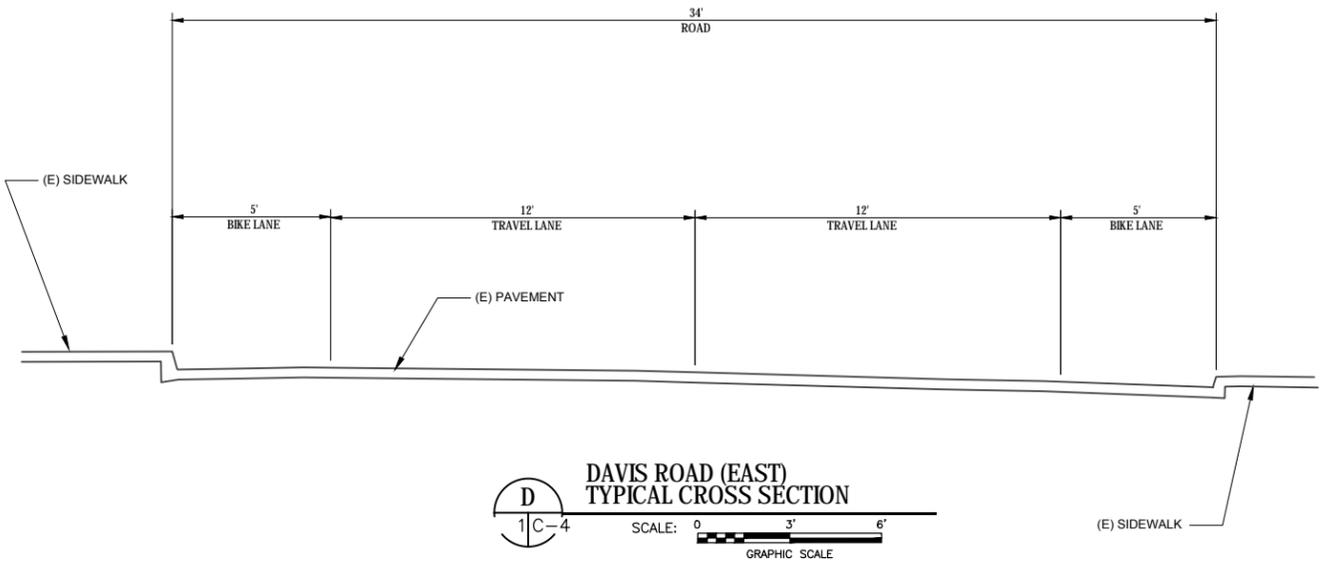
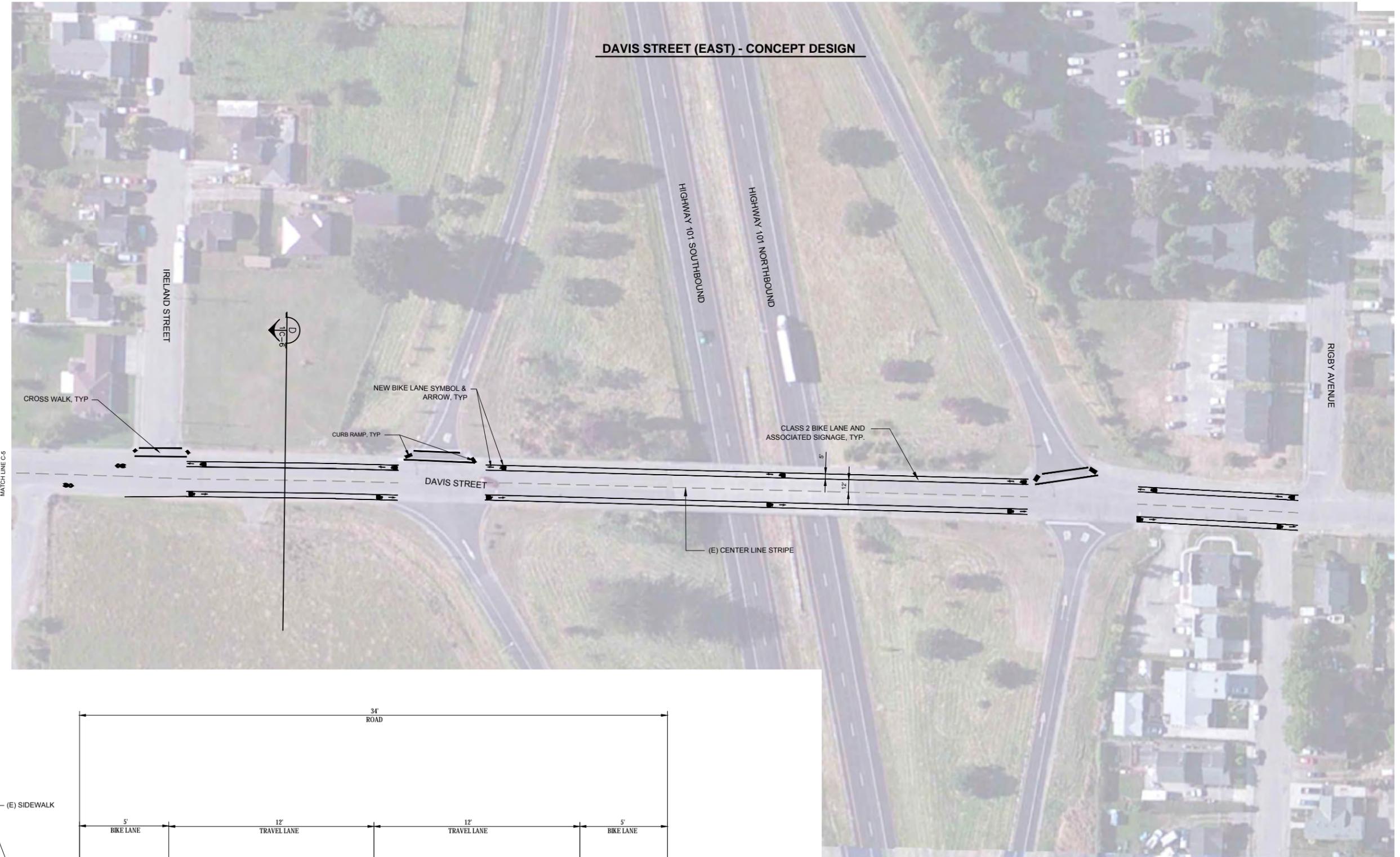
**CITY OF RIO DELL  
SAFE ROUTES TO SCHOOL  
ATP APPLICATION  
CONCEPT DESIGN  
DAVIS STREET**

PROJ NO: 8411949  
DRWN: POR CHKD: JW

**C-6**

SHEET 6 OF 9

**DAVIS STREET (EAST) - CONCEPT DESIGN**





SCENIC WAY AND EELOA AVE. - CONCEPT DESIGN

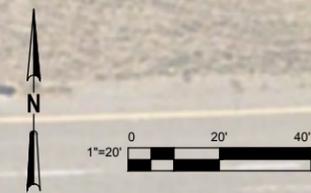
HWY 101 SOUTHBOUND

HWY 101 NORTHBOUND

HWY 101 NORTHBOUND OFF-RAMP

HWY 101 NORTHBOUND ON-RAMP

MATCHLINE - SEE DRAWING C-9



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BAR IS ONE INCH ON ORIGINAL DRAWING  
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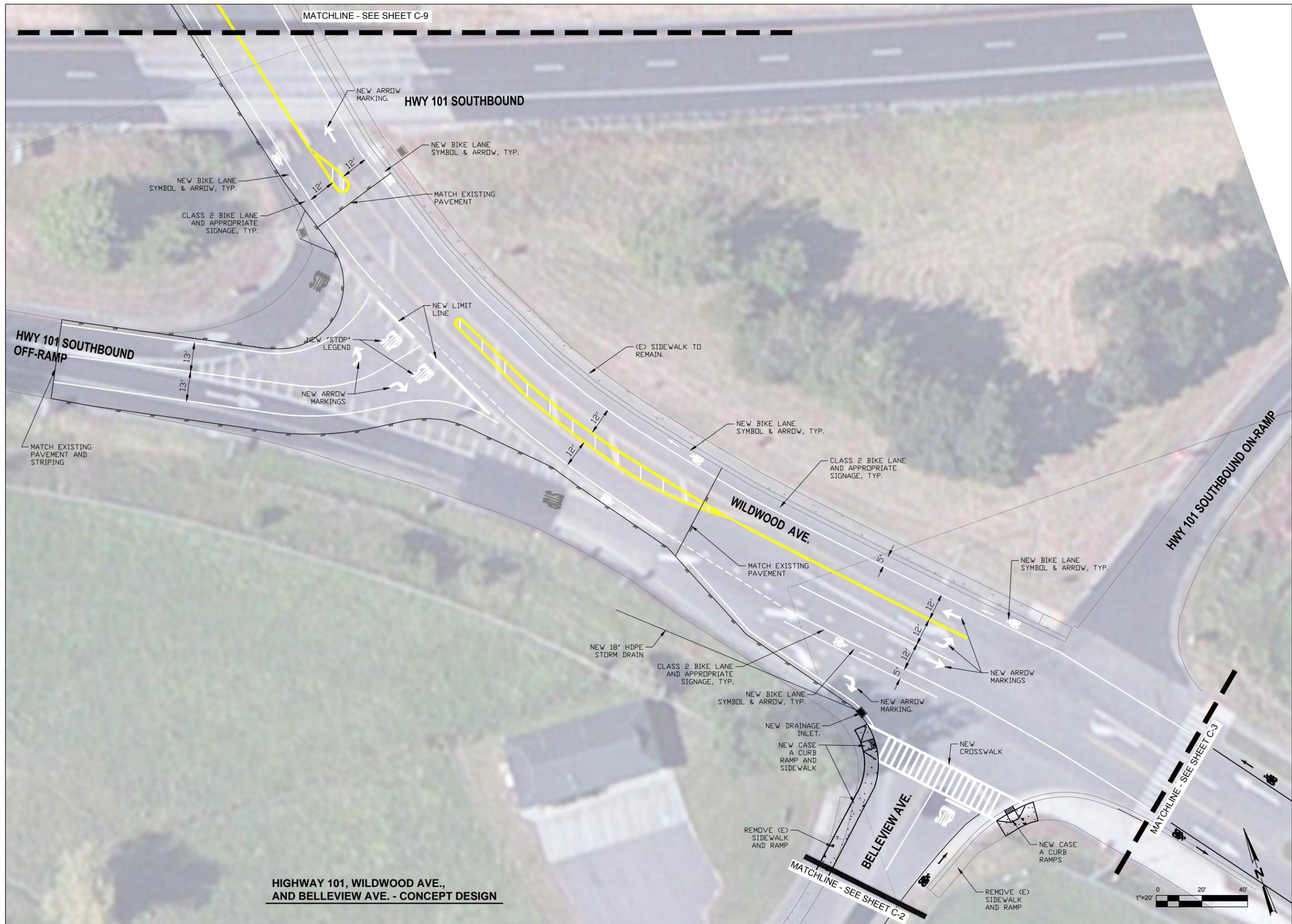
MARK	DATE	DESCRIPTION	ISSUE

**CITY OF RIO DELL  
SAFE ROUTES TO SCHOOL  
ATP APPLICATION**  
**CONCEPT DESIGN  
Scenic Way and Eeloa Ave.  
Intersection**

PROJ NO: 8411949  
DRWN: POR CHKD: JW

**C-7**

SHEET 7 OF 9



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**CITY OF RIO DELL  
 SAFE ROUTES TO SCHOOL  
 ATP APPLICATION  
 CONCEPT DESIGN  
 Highway 101, Belleview, and  
 Wildwood Intersections, sheet 1**

PROJ NO: 8411949  
 DRWN: SDG CHKD: JW

**C-8**

SHEET 8 OF 9



**HIGHWAY 101, WILDWOOD AVE.,  
AND BELLEVUE AVE. - CONCEPT DESIGN**

MATCHLINE - SEE SHEET C-7

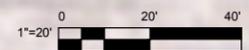
**HWY 101 NORTHBOUND**

CLASS 2 BIKE LANE  
AND APPROPRIATE  
SIGNAGE, TYP.

CLASS 2 BIKE LANE  
AND APPROPRIATE  
SIGNAGE, TYP.

NEW ARROW  
MARKINGS

MATCHLINE - SEE SHEET C-8



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**CITY OF RIO DELL  
SAFE ROUTES TO SCHOOL  
ATP APPLICATION**

**CONCEPT DESIGN  
Highway 101, Bellevue, and  
Wildwood Intersections, sheet 2**

PROJ NO: 8411949  
DRWN: SDG CHKD: JW

**C-9**

SHEET 9 OF 9

# Attachment F

## Photos of Existing Conditions

## Existing Conditions



The northern side of Davis Street across both the Southbound Off-ramp and Northbound Entrance onto Highway 101 has sidewalks on either side of the ramps but lacks pedestrian crosswalks across the roads.



Bike signage and sharrows along Davis Street would connect with facilities installed using the “Safe Routes to School Program” including the pedestrian crossing at Davis Street. and 4<sup>th</sup> Avenue.



Existing improved crosswalk at Davis and 2<sup>nd</sup> Street, constructed using previous SR2S funds.



Wildwood Road presently lacks any cycling infrastructure. This project proposes bicycle lanes and signage along Wildwood Road.



Under existing conditions, Belleview Avenue has no road markings or signage. Installing bicycle infrastructure on Belleview Avenue provides riders with a safe connection from the northwestern residential areas of Rio Dell to Wildwood Street and the local schools.



The Highway 101 off-ramp at Wildwood Avenue has a northbound and southbound segment. Both legs are at non-ideal angles for merging into oncoming traffic on Wildwood Ave., creating many vehicle-to-vehicle near misses. Bicyclists on Wildwood are even more difficult to identify when merging. Realigning both legs to “T” into Wildwood Avenue creates a standard intersection and clear field of vision, while allowing space for northbound and southbound class II bike lanes.



No existing bicycle facilities exist on Wildwood Avenue here and the southbound leg of the offramp (right) merges almost immediately into the intersection with Belleview Avenue, creating a dangerous area for bicyclists on Wildwood Ave. By realigning the intersection the merging lane is not needed and a bike lane can be added, clearly demarking the bicycle path of travel.



Wildwood Avenue under Northbound Highway 101 no existing bicycle facilities (see bicyclist on sidewalk on wrong side of road), Installing bicycle infrastructure on provides safe connection from the north and northeastern residential areas of Rio Dell to Wildwood Street and the local schools.



The existing intersection of Scenic Way with Eeloa Avenue includes sidewalks but no cross walks. The proposed safety improvements include cross walks and stop signs across Scenic Way and Eeloa Avenue.

# 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 Rio Dell		
Application ID:	01-Rio Dell-1	Prepared by:	Stephanie Gould
Project Description:	Enhance pedestrian and bicycle routes surrounding Rio Dell's Eagle Prairie Elementary and Monument Middle schools		
Project Location:	Bellevue Avenue, Wildwood Avenue, David Street, intersection of Scenic Way and Ecloa Avenue, and intersection of Highway 101, Wildwood Ave., and Bellevue Ave.		

#### 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	Mobilization/Demobilization (5%)	1	LS	\$36,412	\$36,412	100%	\$364						
2	Construction Area Signs	1	LS	\$11,556	\$11,556	100%	\$116						
3	Construction Staking	1	LS	\$28,890	\$28,890	100%	\$289						
4	Traffic Control (10%)	1	LS	\$65,302	\$65,302	100%	\$653						
5	Control of Water	1	LS	\$5,778	\$5,778	100%	\$58						
6	Erosion Control - SWPPP	1	LS	\$17,334	\$17,334	100%	\$173						
7	Demolition (AC, Concrete, Striping)	1	LS	\$53,097	\$53,097	100%	\$531						
8	Clearing and Grubbing	1	LS	\$11,556	\$11,556	100%	\$116						
9	Temporary Shoring and Trench Safety	1	LS	\$3,051	\$3,051	100%	\$31						
10	Excavation, Grading & Disposal	2900	CY	\$35	\$101,500	100%	\$1,015						
11	Over Excavation	1	LS	\$11,556	\$11,556	100%	\$116						
12	Aggregate Base (1 ft. THK.)	924	CY	\$60	\$55,440	100%	\$554						
13	Minor Concrete (Curb and Gutter)	995	LF	\$50	\$49,750	100%	\$498						
14	Minor Concrete (Sidewalk, Ramps)	4070	SF	\$15	\$61,050	100%	\$611						
15	Detectable Warning Surface (Truncated Domes)	194	SF	\$30	\$3,120	100%	\$31						
16	Hot Mix Asphalt Concrete (4" THK.)	190	TON	\$150	\$28,500	100%	\$285						
17	Hot Mix Asphalt Concrete (5" THK.)	480	TON	\$150	\$72,000	100%	\$720						
18	Permanent Survey Monument	2	EA	\$5,000	\$10,000	100%	\$100						
18	Thermoplastic Pavement Striping (4")	6080	LF	\$3	\$18,240	100%	\$182						
19	Thermoplastic Class II Bike Lane Striping (6")	9013	LF	\$5	\$45,065	100%	\$451						
20	Thermoplastic Class II Bike Lane Striping with Buffer (6")	4645	LF	\$10	\$46,450	100%	\$465						
21	Thermoplastic Marking Cross Walk Bars	920	LF	\$10	\$9,200	100%	\$92						
22	Thermoplastic Pavement Markings	1234	SF	\$10	\$12,340	100%	\$123						
23	Roadside Sign(s) 1-Post	15	EA	\$800	\$12,000	100%	\$120						
24	Bike Lane Sign(s) 1-Post	49	EA	\$400	\$19,600	100%	\$196						
25	Drainage Inlet	7	EA	\$4,000	\$28,000	100%	\$280						
26	18" HDPE Stormdrain Pipe	380	LF	\$100	\$38,000	100%	\$380						
27	Adjust Drainage Inlet	4	EA	\$2,000	\$8,000	100%	\$80						
28	Street Lighting System	1	LS	\$50,000	\$50,000	100%	\$500						
29	Conduit with Pull Boxes	1	LS	\$3,000	\$3,000	100%	\$30						
	Seeding	1	LS	\$6,500	\$6,500	100%	\$65	100%	\$65				
30	Non-Infrastructure Component	1	LS										
<b>Subtotal of Construction Items:</b>					<b>\$922,287</b>		<b>\$9,223</b>		<b>\$65</b>				
<b>Construction Item Contingencies</b> (% of Construction Items):				<b>13.00%</b>	<b>\$119,897</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,042,184</b>								

#### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$ 80,000		
Plans, Specifications and Estimates (PS&E):	\$ 140,000		
<b>Total PE:</b>	<b>\$ 220,000</b>	<b>21.11%</b>	<b>25% Max</b>
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$ 50,000		
Acquisitions and Utilities:	\$ 50,000		
<b>Total RW:</b>	<b>\$ 100,000</b>		
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$ 135,000	<b>11.47%</b>	<b>15% Max</b>
Total Construction Items & Contingencies:	\$1,042,184		
<b>Total CON:</b>	<b>\$ 1,177,184</b>		
<b>Total Project Cost Estimate:</b>		<b>\$ 1,497,184</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)	19-May-15
<b>Project Number:</b> (2)	
<b>Project Location(s):</b> (3a)	City of Rio Dell - Monument Middle School
" " (3b)	City of Rio Dell - Eagle Prairie Elementary
" " (3c)	
<b>Project Description:</b> (4)	This non-infrastructure component will provide bicycle and pedestrian safety education and encourage using active modes of transportation for Eagle Prairie Elementary and Monument Middle 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 Eagle Prairie Elementary School	Oct-2019	May-2022	\$ 12,340.00
<a href="#">Task "B"</a>	Conduct Districtwide Bike Rodeo	Feb-2019	May-2021	\$ 5,565.00
<a href="#">Task "C"</a>	Walk and Roll Events	Feb-2019	Jun-2021	\$ 8,410.00
<a href="#">Task "D"</a>	Prepare Rio Dell Bicycle and Pedestrian Route Map	Feb-2019	Jul-2020	\$ 10,000.00
<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>\$ 36,315.00</b>

TASK "A" DETAIL				
<b>Task Name (5a):</b>		<b>Pedestrian and Bicycle Safety Education at Eagle Prairie Elementary School</b>		
<b>Task Summary (5b):</b>		League Certified Instructor (LCI) will provide instruction on safe walking to 2nd graders and safe bicycling to 5th graders at E		
<b>Task Schedule (5c):</b>		<b>Start Date :</b> Oct-2019	<b>End Date:</b> May-2022	
<b>Activities (6a):</b>		<b>Deliverables (6b):</b>		
1.	Coordinate education schedule 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:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
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 black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	240.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 240.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 12,340.00</b>

**Task "A" Other Costs:**

01-City of Rio Dell-1 <b>Itemized Travel Cost (8a)</b>			
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	\$	240
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
<b>Total</b>	0	\$	240
<b>Total Travel Cost:</b>		<b>\$</b>	<b>240.00</b>

<b>Itemized Equipment Cost (8b)</b>					
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>	<b>-</b>

<b>Itemized Supplies/Materials Cost (8c)</b>				
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>

<b>Itemized Incentives Cost (8d)</b>					
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>	<b>-</b>

**Task "A" Other Costs:**

**01-City of Rio Dell-1 Itemized Other Direct Costs (8e)**

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

**Other Direct Costs (8e)**

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>

**Itemized Other Direct Costs (8f)**

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

**Other Direct Costs (8f)**

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>		Conduct Districtwide Bike Rodeo		
<b>Task Summary (5b):</b>		Educate Rio Dell School District students and parents about active modes of transportation and bike safety		
<b>Task Schedule (5c):</b>		<b>Start Date :</b> Feb-2019	<b>End Date :</b> May-2021	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Bike Rodeo Planning	Event agenda		
2.	Outreach	PSA's and press releases		
3.	Bike Rodeo Implementation	Bike Rodeo Event		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	15	\$80.00	\$ 1,200.00
Party 2 -	League Certified Instructor	60	\$55.00	\$ 3,300.00
Party 3 -	Senior Planner	15	\$55.00	\$ 825.00
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 5,325.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 5,325.00</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:  <input type="button" value="Itemized 'Other Costs' Section"/>		Travel (9a):	\$	240.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 240.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 5,565.00</b>

**Task "B" Other Costs:**

01-City of Rio Dell-1 <b>Itemized Travel Cost (8a)</b>			
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	\$	240
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
<b>Total</b>	0	\$	240
<b>Total Travel Cost: \$</b>			<b>240.00</b>

<b>Itemized Equipment Cost (8b)</b>					
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>

<b>Itemized Supplies/Materials Cost (8c)</b>				
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>

<b>Itemized Incentives Cost (8d)</b>					
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:**

**01-City of Rio Dell-1 Itemized Other Direct Costs (8e)**

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

**Other Direct Costs (8e)**

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>

**Itemized Other Direct Costs (8f)**

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

**Other Direct Costs (8f)**

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>		<b>Walk and Roll Events</b>		
<b>Task Summary (5b):</b>				
<b>Task Schedule (5c):</b>		<b>Start Date :</b> Feb-2019	<b>End Date:</b>	Jun-2021
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
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.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	20	\$80.00	\$ 1,600.00
Party 2 -	Senior Planner 1	40	\$55.00	\$ 2,200.00
Party 3 -	Senior Planner 2	40	\$55.00	\$ 2,200.00
Party 4 -	School Interpreter	40	\$30.00	\$ 1,200.00
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 7,200.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 7,200.00</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):	\$	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>\$ 8,410.00</b>

**Task "C" Other Costs:**

01-City of Rio Dell-1		<b>Itemized Travel Cost (8a)</b>	
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>\$</b>	<b>120.00</b>

<b>Itemized Equipment Cost (8b)</b>				
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>	<b>-</b>

<b>Itemized Supplies/Materials Cost (8c)</b>				
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>	<b>-</b>

<b>Itemized Incentives Cost (8d)</b>				
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>\$</b>	<b>1,090.00</b>

**Task "C" Other Costs:**

01-City of Rio Dell-1

**Itemized Other Direct Costs (8e)**

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

**Other Direct Costs (8e)**

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>

**Itemized Other Direct Costs (8f)**

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

**Other Direct Costs (8f)**

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>Prepare Rio Dell Bicycle and Pedestrian Route Map</b>		
<b>Task Summary (5b):</b>		Prepare map showing non-motorized routes in Rio Dell.		
<b>Task Schedule (5c):</b>		<b>Start Date :</b> Feb-2019	<b>End Date:</b>	Jul-2020
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Design and Prepare Map	Rio Dell Bicycle and Pedestrian Route Map		
2.				
3.				
4.				
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	120	\$55.00	\$ 6,600.00
Party 3 -				\$ -
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; border-radius: 10px; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	1,000.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 1,000.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 10,000.00</b>

**Task "D" Other Costs:**

01-City of Rio Dell-1

**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.			\$ -
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total:</b>		0	\$ -
<b>Total Travel Cost:</b>			<b>\$ -</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 Trinidad Bicycle and Pedestrian Route Map brochures	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 "D" Other Costs:**

01-City of Rio Dell-1 Itemized Other Direct Costs (8e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (8e)				
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>

Itemized Other Direct Costs (8f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (8f)				
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 and Backup Information

## VROOM... Variety in Rural Options of Mobility

Table *Streets-5*. Top Priority Regional Complete Streets Projects\*

Jurisdiction & Project Location	Short or Long Term <sup>1</sup>	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
<b>Arcata:</b> Hwy 255 at 101 Roundabouts	ST	X	X	X	X		X	Roundabouts, add ped-bike access across bridge, add transit park-and-ride, remove 1 mile of paved roadway (mitigation)	Not funded	2018-20	\$2,000
<b>Arcata:</b> Old Arcata Road Buttermilk to Jacoby Creek Rd	ST	X	X	X	X	X	X	Rehab, ped-bike and calming improvements, gateway at Jacoby Creek Road	STIP, Measure G	2014-16	\$950
<b>Arcata:</b> Valley East and Valley West Improvement project	ST	X	X	X	X	X	X	Roadway rehab with improvements for bike, ped, transit, landscaping and gateway	Not Funded. Measure G match	2016	\$1,000
<b>Blue Lake:</b> South Railroad Avenue, Chartin Way to Broderick Lane	ST	X	X	X		X	X	Repave and add pedestrian improvements “Annie and Mary” Trail, rehab and reconstruction	Not Funded	2018/19	\$2,000
<b>Blue Lake:</b> Greenwood Road/Railroad Avenue/Hatchery Road from Blue Lake Blvd. to Mad River Bridge	ST	X	X		X	X	X	Overlay and pedestrian improvements, rehabilitate and construction	Not Funded	2016/17	\$3,000
<b>Caltrans with Hoopa Valley Tribe:</b> SR 96 - Downtown Hoopa	ST	X	X	X	X		X	Pedestrian safety, traffic calming, drainage improvements	Partially Funded	2013-16	\$4,400
<b>Caltrans:</b> 101 – from Arcata Slough Bridge to Arcata Overhead	ST	X	X	X	X	X	X	Eureka/Arcata capital preventative maintenance and restripe	2012 SHOPP	2013/14	\$14,000
<b>Caltrans:</b> 101 Corridor Improvement Project	ST	X	X	X	X	X	X	Safety improvements at uncontrolled intersections	STIP ITIP	2017/18 2017/18	\$24,658 \$15,000
<b>Caltrans:</b> Hwy 255 – through the Community of Manila	LT	X	X	X	X	X	X	Streetscape improvements to enhance pedestrian safety	Not Funded	TBD	\$2,200
<b>Caltrans:</b> SR96 - Trinity River Bridge in Downtown Hoopa	ST	X	X	X	X	X	X	Pedestrian and non-motorized vehicle crossing of Trinity River	Not Funded	TBD	\$1,000

\*See Table *Streets-6* for the full list of projects.

1. Short-term is 0-10 years; long-term is 11-20 years.

2. Assumes an annual 3% rate of inflation.

Attachment I, Reference 1

**VROOM...** Variety in Rural Options of Mobility

Jurisdiction & Project Location	Short or Long Term <sup>1</sup>	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
<b>Caltrans:</b> 101 – Intersection of Broadway, Wabash and Hawthorne	ST	X	X		X	X	X	Intersection improvement	Not Funded	TBD	\$3,000
<b>Caltrans:</b> 101 –4 <sup>th</sup> and 5 <sup>th</sup> Streets from Broadway to Eureka Slough Bridge	ST	X	X		X	X	X	Eureka capital preventative maintenance	SHOPP (PID)	TBD	TBD
<b>County of Humboldt with Karuk Tribe:</b> Red Cap Road, SR96 to Shivshaneen Road, Orleans	ST	X	X		X	X	X	Shoulder widening, pedestrian-bike improvements	TE, HBP, Tribal FHWA TTP	2014/15	\$1,600
<b>County of Humboldt:</b> Alderpoint/ Mattole/Maple Creek	LT		X	X	X	X	X	Reconstruct rural routes	Not Funded	TBD	\$100,000
<b>County of Humboldt:</b> Bell Springs Road	LT		X	X	X	X	X	Improve with Mendocino County	Not Funded	TBD	\$10,000
<b>County of Humboldt:</b> Briceland/ Shelter Cove Roads	LT		X	X	X	X	X	Reconstruction/safety improvements	Not Funded	TBD	\$10,000
<b>County of Humboldt:</b> Central Avenue	ST	X		X	X	X	X	Shoulder widening & overlay	Not Funded	TBD	\$900
<b>County of Humboldt:</b> Fairfield, Meyer, Eureka	LT	X	X	X	X	X	X	Route improvement	Not Funded	TBD	\$1,000
<b>County of Humboldt:</b> Fern Street, Cutten	LT	X	X	X	X		X	Complete connection	Not Funded	TBD	\$1,000
<b>County of Humboldt:</b> Garberville	ST	X	X		X	X	X	Context sensitive modifications	Not Funded	TBD	\$1,500
<b>County of Humboldt:</b> Hammond Trail Bridge - Mad River	ST	X		X	X	X	X	Replace existing bridge	Not Funded	TBD	\$3,200
<b>County of Humboldt:</b> Harris to Fern Street, Cutten	LT	X	X	X	X		X	Connector road	Not Funded	TBD	\$2,000
<b>County of Humboldt:</b> Herrick & Elk River Intersection	LT	X	X	X	X	X	X	Signalize	Not Funded	TBD	\$900

Attachment I, Reference 1

**VROOM...** Variety in Rural Options of Mobility

Jurisdiction & Project Location	Short or Long Term <sup>1</sup>	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
<b>County of Humboldt:</b> Honeydew Bridge	ST	X	X	X	X	X	X	Replace existing bridge	HBP	2014	\$6,200
<b>County of Humboldt:</b> Humboldt Hill to Thompsons Hill	LT	X	X	X	X		X	Connector road	Not Funded	TBD	\$2,000
<b>County of Humboldt:</b> McKinleyville Avenue Extension	ST	X	X	X	X		X	Connect to School Road	Not Funded	TBD	\$500
<b>County of Humboldt:</b> New Navy Base Road	LT	X	X	X	X	X	X	Reconstruct from SR 255 to Bay	Not Funded	TBD	\$1,500
<b>County of Humboldt:</b> School Road, McKinleyville	ST	X	X	X	X	X	X	Sidewalks & bike lanes with roundabout Washington to Salmon	Prop 1B & Developer	2013	\$1,400
<b>County of Humboldt:</b> Union Street	ST	X	X	X	X	X	X	Shoulder widening & geometric improvements	STIP	2013/14	\$2,881
<b>Eureka:</b> 6 <sup>th</sup> Street from I Street to Myrtle Ave, and 7 <sup>th</sup> Street from Broadway to J Street	ST	X	X	X	X	X	X	Road rehabilitation, ADA, bike lanes, bus pullouts	Not funded	TBD	\$500
<b>Eureka:</b> H Street from 7 <sup>th</sup> Street to Harris Street	ST	X	X	X	X	X	X	Road rehab, ADA and bus pullouts	Not funded	TBD	\$700
<b>Eureka:</b> Harrison Ave. from Harris Street to Myrtle Ave.	ST	X	X	X	X	X	X	Two-way left-turn bike lanes, bus pullouts	Not funded	TBD	\$2,000
<b>Eureka:</b> Henderson St from I Street to S Street	LT	X	X	X	X	X	X	Convert to one-way street, install bike facility, bus pullout	Not funded	TBD	\$500
<b>Eureka:</b> Myrtle Ave from 5 <sup>th</sup> St to Harrison Ave	LT	X	X	X	X	X	X	Congestion relief, ADA, bike facility	Not funded	TBD	\$500
<b>Fortuna:</b> 12 <sup>th</sup> Street – Riverwalk Drive/U.S. 101 South On-ramps, Dinsmore Drive	LT	X	X	X	X		X	Reconfigure intersection to accommodate increased traffic, pedestrian and bike demand	Not Funded	TBD	\$1,500

Attachment I, Reference 1

**VROOM...** Variety in Rural Options of Mobility

Jurisdiction & Project Location	Short or Long Term <sup>1</sup>	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
<b>Fortuna:</b> Fortuna Boulevard, Redwood Way to Kenmar Road	ST	X	X	X	X	X	X	Overlay w/ bike lane improvements	Not Funded	2017/18	\$2,000
<b>Fortuna:</b> Newburg Road and 12 <sup>th</sup> Street/North bound 101 ramps re-alignment	LT	X	X	X	X		X	Reconfigure intersection to accommodate increased traffic, pedestrian and bike demand	Not Funded	TBD	\$1,500
<b>Fortuna:</b> Redwood Way, Fortuna Blvd to Rohnerville Road	ST	X	X	X	X	X	X	Overlay w/ pedestrian and bike lane improvements	Not Funded	2017/18	\$1,000
<b>Fortuna:</b> Rohnerville Road, Newell St. to Redwood Way	ST	X	X	X	X	X	X	Reconstruct w/ sidewalk and bike lanes	Not Funded	2018/19	\$3,000
<b>Fortuna:</b> Rohnerville Road, Redwood Way to Jordan Street	ST	X	X	X	X	X	X	Reconstruct w/sidewalk and bike lanes	STIP	2014/15	\$1,041
<b>Fortuna:</b> Ross Hill Road, Kenmar to School Street	ST	X	X	X	X		X	Pedestrian and bike safety improvements	Not Funded	2015/16	\$800
<b>Karuk Tribe/Caltrans:</b> SR 96, Orleans	LT	X	X		X	X	X	Streetscapes/Dip Improvement Project: roadway rehab, ped-bike-transit improvements, landscaping	FHWA TTP Safety funds	2016-20	\$1,100
<b>Karuk Tribe/Caltrans:</b> SR 96, Tishawniik Hill, Camp Creek Road to Asip Road	LT	X	X	X	X	X	X	Class I trail (detour project) and Class II bikeway	FHWA TTP Safety funds	2015-19	\$1,400
<b>Karuk Tribe/County:</b> Red Cap Road, Orleans – <i>See under County projects.</i>											
<b>Rio Dell:</b> Ireland Ave., Davis Street to Painter St. and Dixie St., 4th Ave. to Davis Street	ST	X	X	X	X		X	Maintenance paving project, including 2" overlay and striping, including bikeway signage	Not Funded	2017/18	\$19
<b>Rio Dell:</b> Ogle Avenue, River Street to Creek Street	ST	X	X	X	X		X	Road reconstruction and drainage improvements	Not Funded	2015/16	\$3,303
<b>Rio Dell:</b> Scenic Way at Ecloa Ave.	ST	X	X	X	X		X	Reconfigure intersection	Not Funded	2023/24	\$572
<b>Rio Dell:</b> Wildwood Avenue from Eagle Prairie Bridge to Davis Street	ST	X	X	X		X	X	Add raised center median and stripe bike lanes	State Transp. Enhancement	2013	\$589

Attachment I, Reference 1

**VROOM...** Variety in Rural Options of Mobility

Jurisdiction & Project Location	Short or Long Term <sup>1</sup>	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
<b>Rio Dell:</b> Wildwood Avenue, Elko St. to Belleview Ave.	ST	X	X		X	X	X	Class III bike lanes including striping and signage.	Not Funded	2013/14	\$35
<b>Trinidad:</b> Van Wycke Street Trail	ST	X	X	X	X		X	Reconstruction, lights	Not Funded	2016/17	\$372
<i>Short-term Subtotal</i>											\$ 105,120
<i>Long-term Subtotal</i>											\$ 134,900
<b>Regional Projects—Funded (unconstrained) Subtotal</b>											\$ 78,719
<b>Regional Projects—Unfunded (constrained) Subtotal</b>											\$ 161,301
<b>TOP PRIORITY REGIONAL COMPLETE STREETS PROJECTS TOTAL</b>											\$277,620

1. Short-term is 0-10 years; long-term is 11-20 years.

2. Assumes an annual 3% rate of inflation.

## Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Eagle Prairie Elementary School

**Set ID:** 17170

**School Group:** Rio Dell Elementary School District

**Month and Year Collected:** January 2015

**School Enrollment:** 310

**Date Report Generated:** 02/23/2015

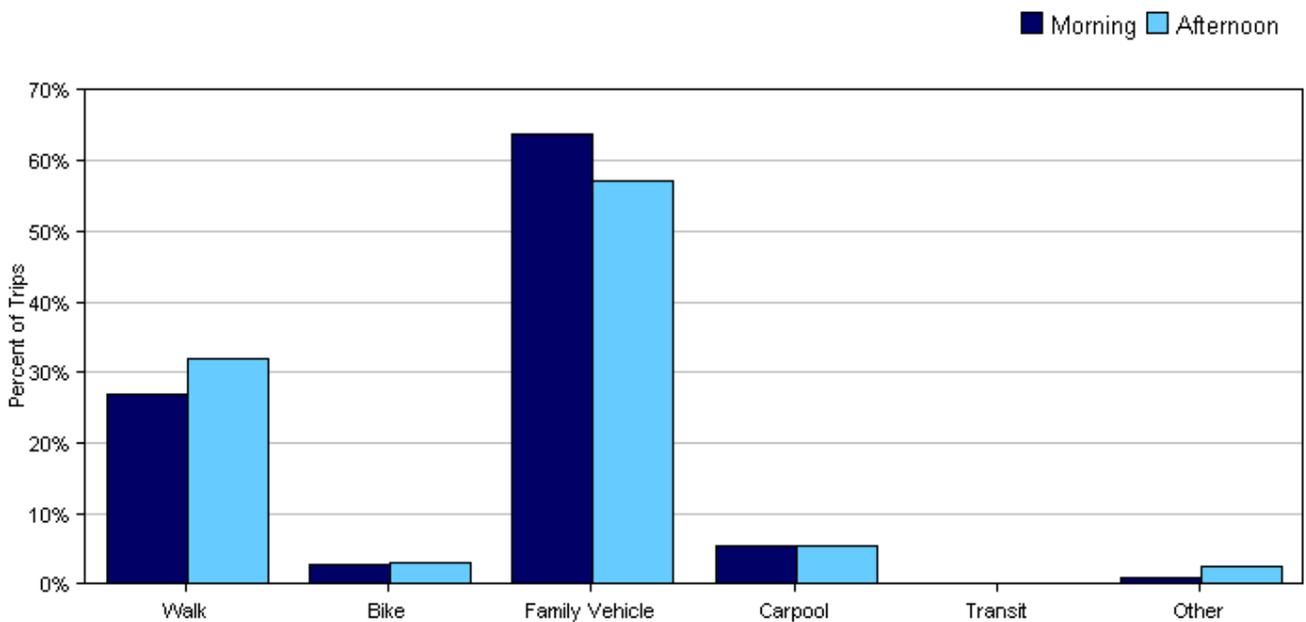
**% of Students reached by SRTS activities:** 26%-50%

**Tags:** 2014-2015 School Year

**Number of Classrooms  
Included in Report:** 14

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

### Morning and Afternoon Travel Mode Comparison

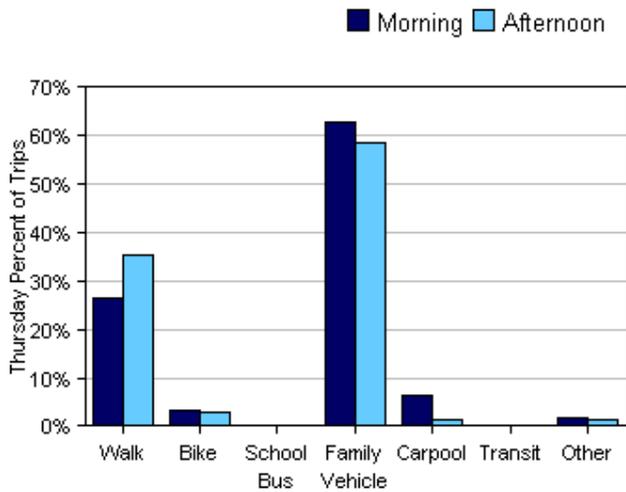
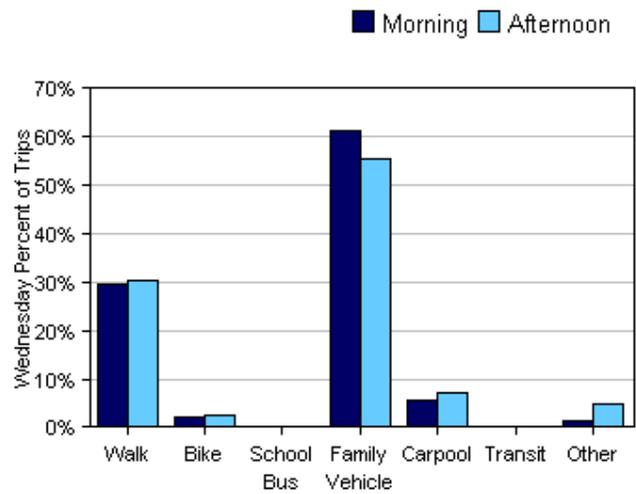
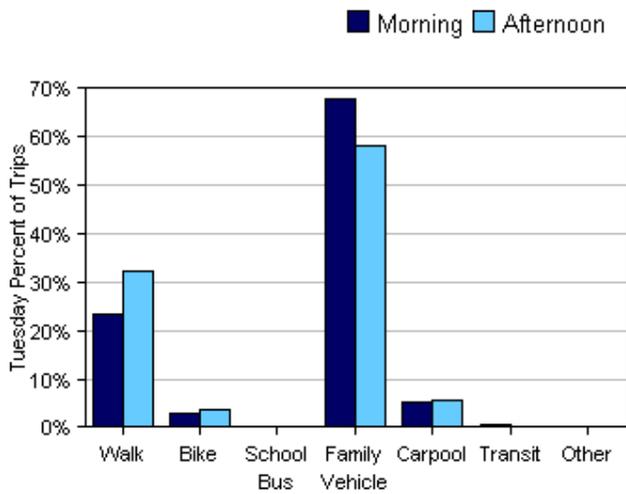


### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	666	27%	3%	0%	64%	6%	0.2%	0.9%
Afternoon	643	32%	3%	0%	57%	5%	0%	2%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

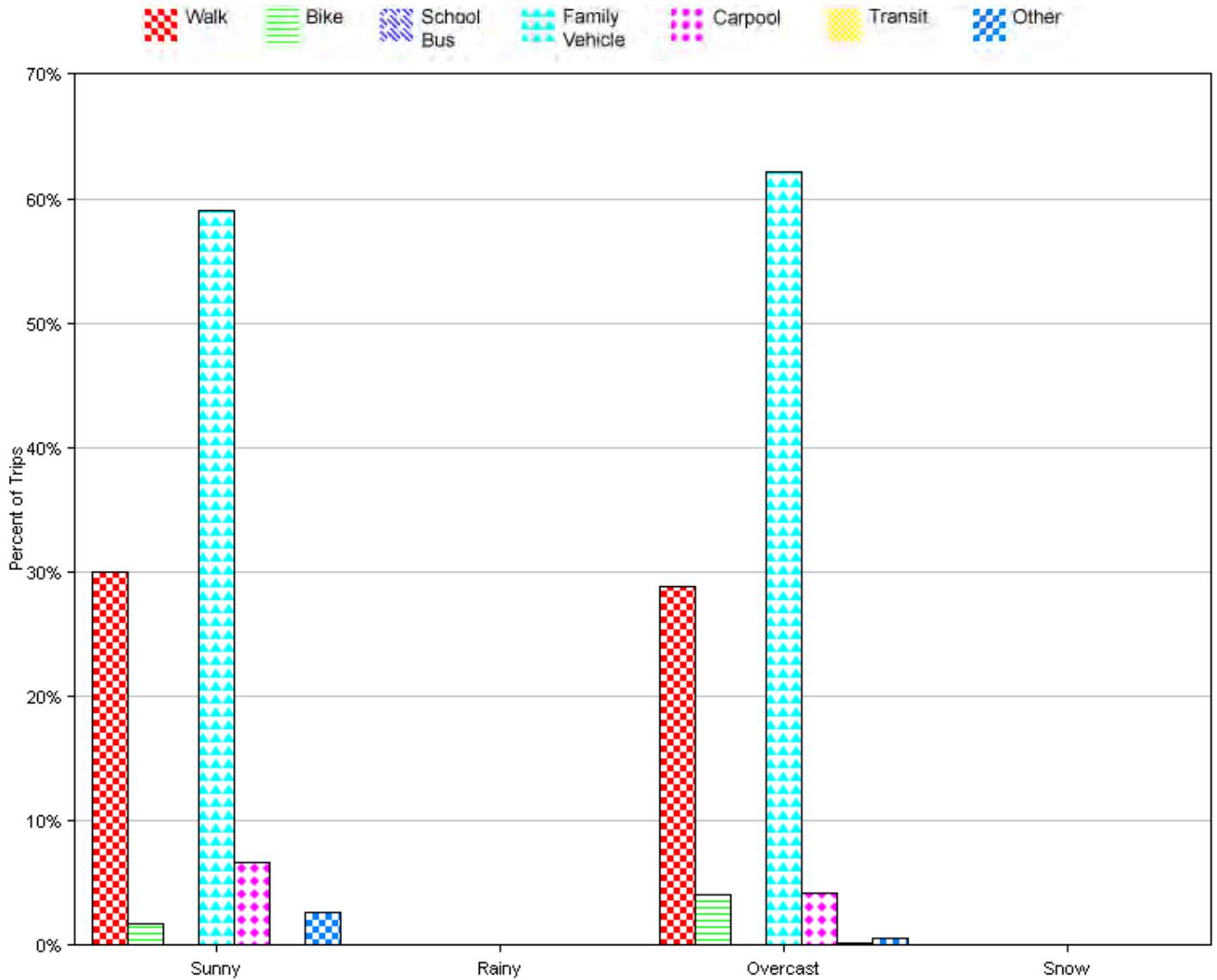


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	229	24%	3%	0%	68%	5%	0.4%	0%
Tuesday PM	228	32%	4%	0%	58%	6%	0%	0%
Wednesday AM	308	30%	2%	0%	61%	6%	0%	1%
Wednesday PM	285	30%	2%	0%	55%	7%	0%	5%
Thursday AM	129	26%	3%	0%	63%	6%	0%	2%
Thursday PM	130	35%	3%	0%	58%	2%	0%	2%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	691	30%	2%	0%	59%	7%	0%	3%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	618	29%	4%	0%	62%	4%	0.2%	0.6%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

<b>School</b>	<b>SR2S Work Type</b>	<b>Project Description</b>	<b>Evidence of Success</b>	<b>Summary of Measured Results and Comments</b>
Sheldon Elementary	Sidewalk Improvement	Sidewalk gap closures	Strong evidence of success	Shift in walking from street/shoulder to path (34% of observed child pedestrians on sidewalk before SR2S project, compared with 65% on sidewalk after SR2S project); fast vehicle speeds on adjacent road (average from 30 to 40 mph) suggests large increase in safety from separation of pedestrians and vehicles; some evidence of increase in amount of walking
Valley Elementary	Sidewalk Improvement and Pedestrian/Bicycle Crossing	Sidewalk gap closures and new crosswalk	Strong evidence of success	Shift in walking from street/shoulder to path (58% of observed child pedestrians on sidewalk before SR2S project, compared with 96% on sidewalk after SR2S project)
West Randall Elementary	Sidewalk Improvement	Sidewalk gap closures	Strong evidence of success	Shift in walking from street/shoulder to path (25% of observed child pedestrians on sidewalk before SR2S project, compared with 95% on sidewalk after SR2S project); high levels of walking before and after project; walking increased after SR2S project

## Parent Survey Report: One School in One Data Collection Period

**School Name:** Monument Middle School

**Set ID:** 12155

**School Group:** Rio Dell Elementary School District

**Month and Year Collected:** September 2014

**School Enrollment:** 0

**Date Report Generated:** 01/12/2015

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

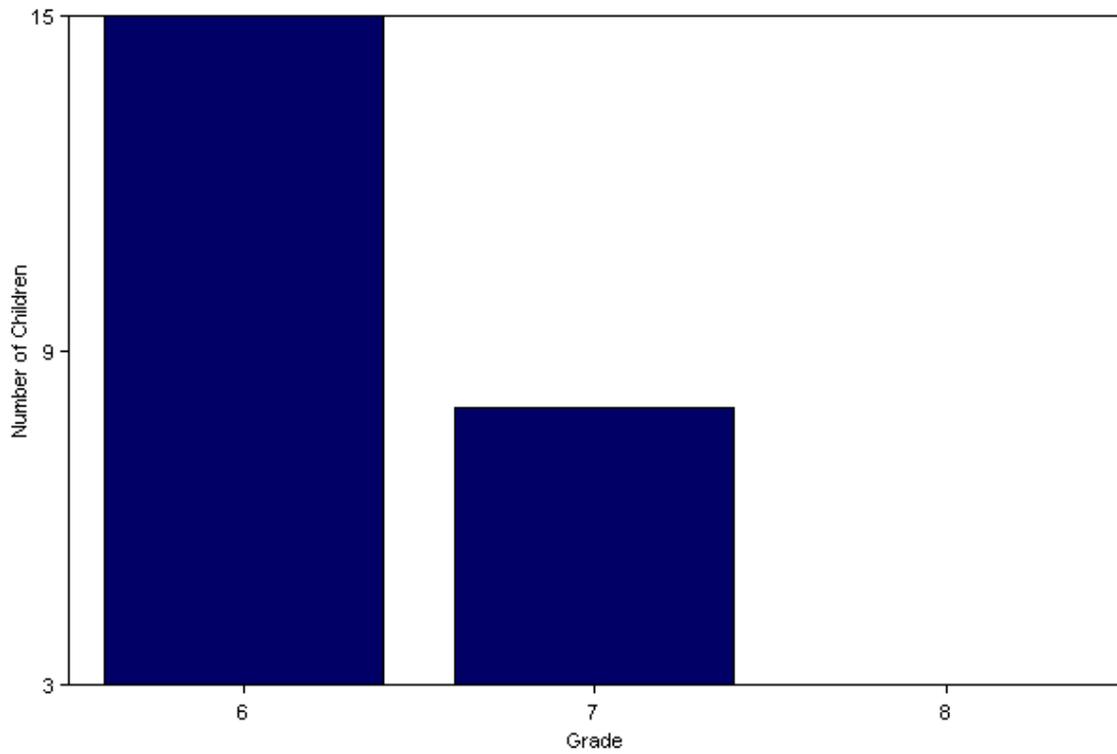
**Number of Questionnaires Distributed:** 100

**Number of Questionnaires  
Analyzed for Report:** 26

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey



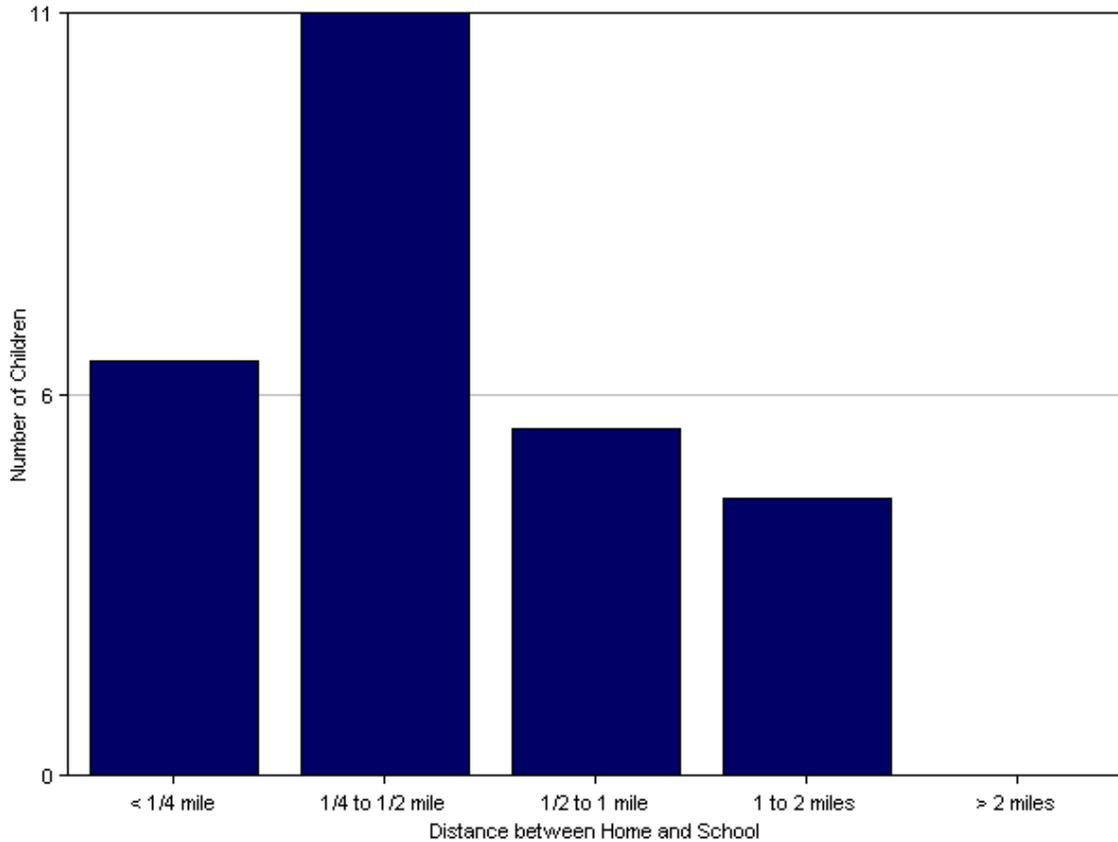
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
6	15
7	8
8	3

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school



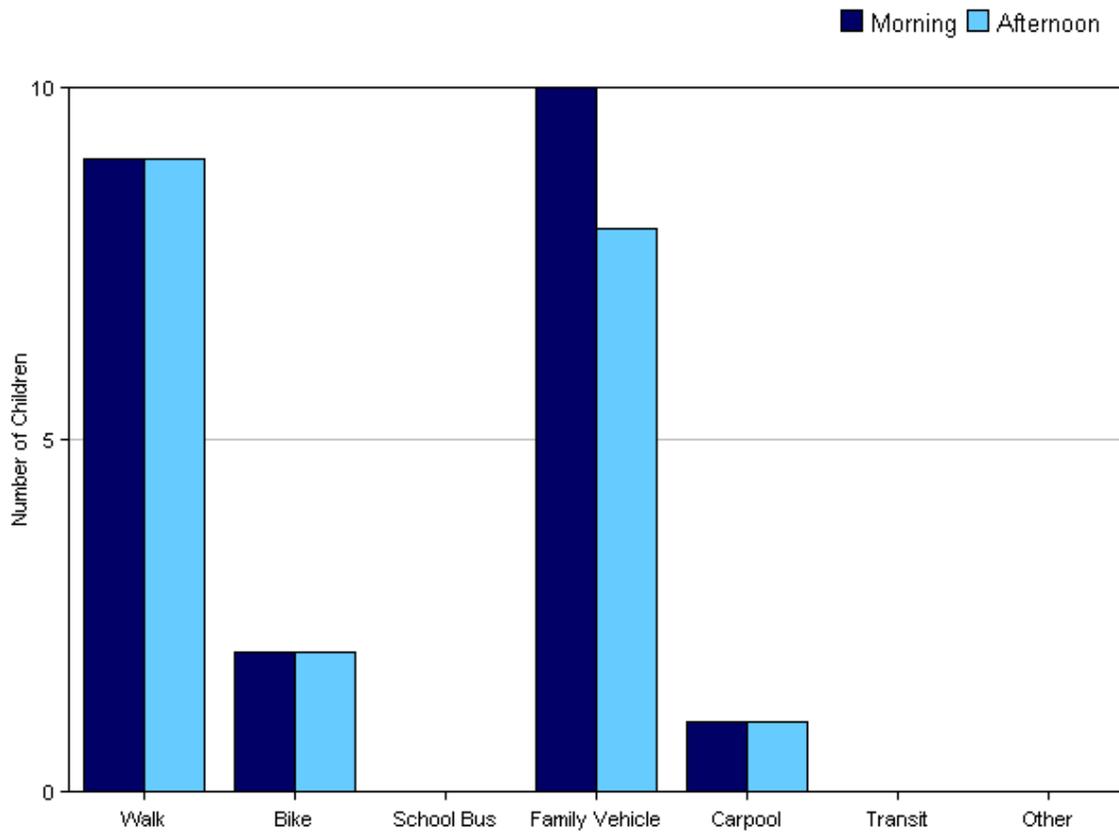
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	6
1/4 mile up to 1/2 mile	11
1/2 mile up to 1 mile	5
1 mile up to 2 miles	4
More than 2 miles	0

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

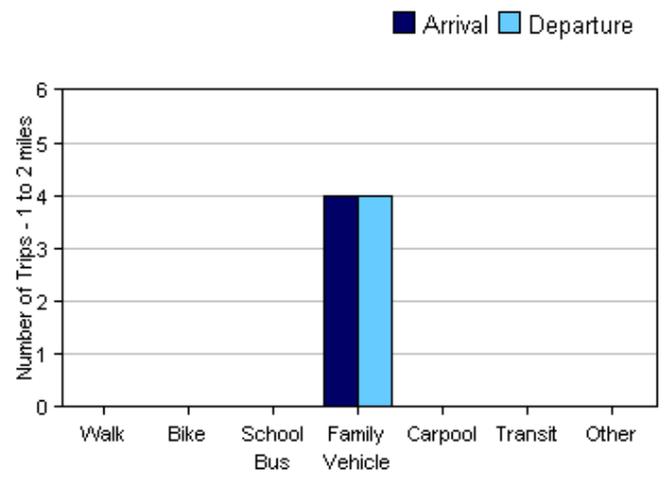
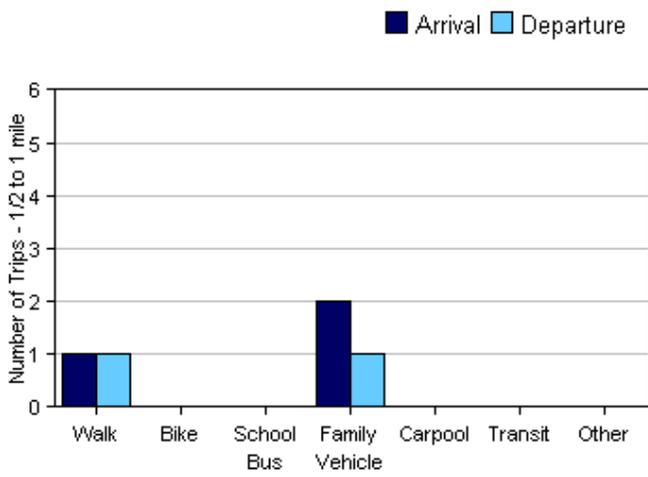
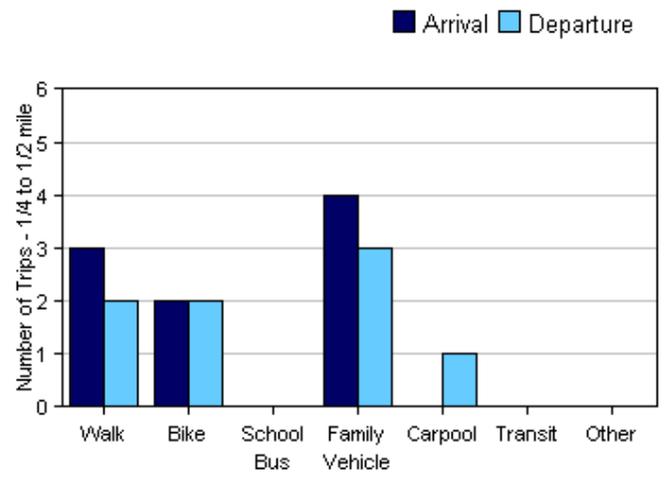
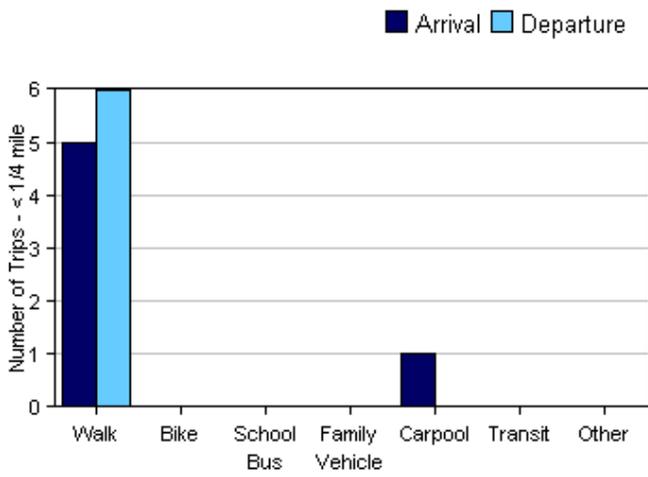
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	22	9	2	0	10	1	0	0
Afternoon	20	9	2	0	8	1	0	0

No Response Morning: 4

No Response Afternoon: 6

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	5	0	0	0	1	0	0
1/4 mile up to 1/2 mile	9	3	2	0	4	0	0	0
1/2 mile up to 1 mile	3	1	0	0	2	0	0	0
1 mile up to 2 miles	4	0	0	0	4	0	0	0
More than 2 miles	0	0	0	0	0	0	0	0

Don't know or No response: 4

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	6	0	0	0	0	0	0
1/4 mile up to 1/2 mile	8	2	2	0	3	1	0	0
1/2 mile up to 1 mile	2	1	0	0	1	0	0	0
1 mile up to 2 miles	4	0	0	0	4	0	0	0
More than 2 miles	0	0	0	0	0	0	0	0

Don't know or No response: 6

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

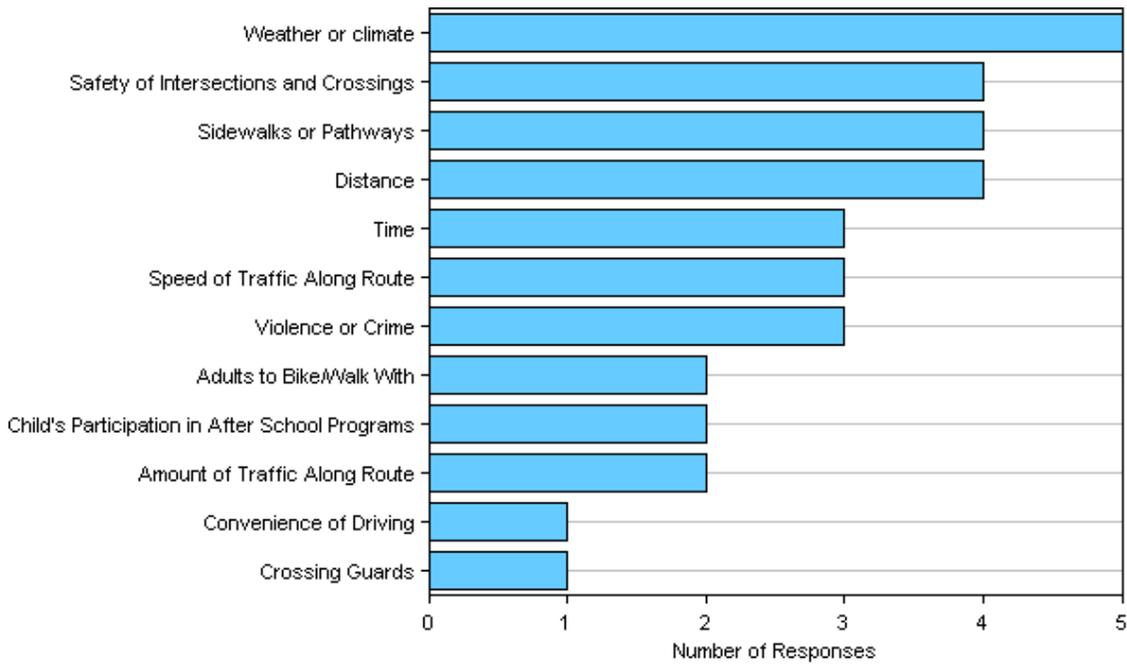
Number of children who have asked for permission to walk or bike to/from school by  
distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	21	5	8	5	3	0
No	5	1	3	0	1	0

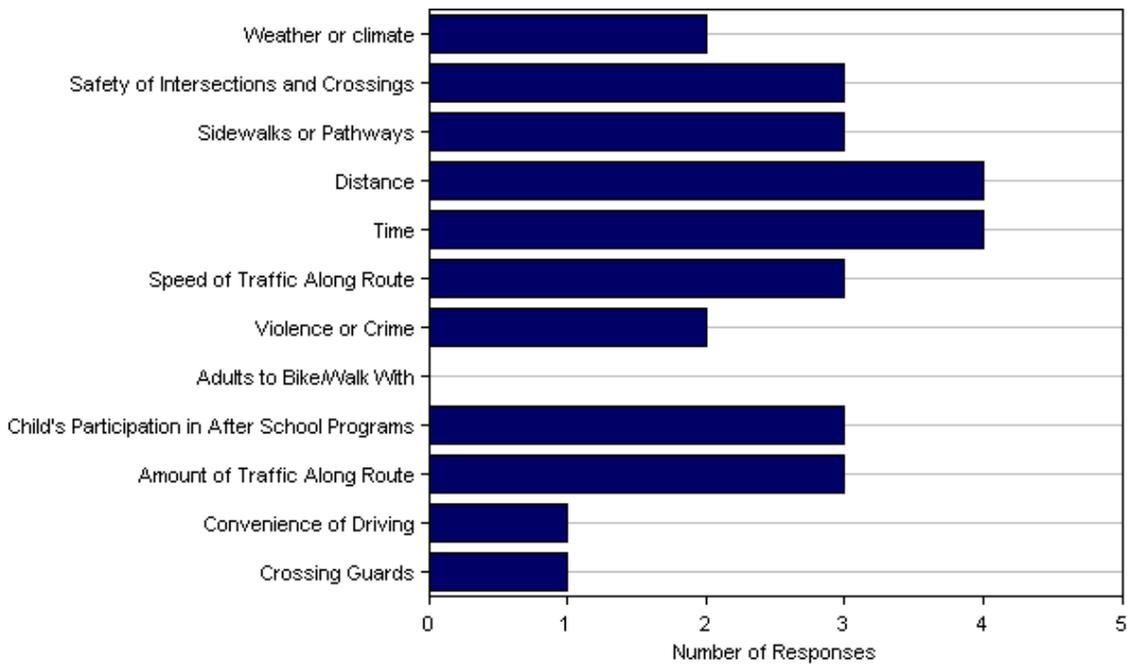
Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Weather or climate	5	2
Safety of Intersections and Crossings	4	3
Sidewalks or Pathways	4	3
Distance	4	4
Time	3	4
Speed of Traffic Along Route	3	3
Violence or Crime	3	2
Adults to Bike/Walk With	2	0
Child's Participation in After School Programs	2	3
Amount of Traffic Along Route	2	3
Convenience of Driving	1	1
Crossing Guards	1	1
<b>Number of Respondents per Category</b>	<b>6</b>	<b>4</b>

No response: 16

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking  
and biking to/from school

Level of support	Number of children
Strongly Encourages	1
Encourages	8
Neither	14
Discourages	0
Strongly Discourages	2

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	5
Fun	10
Neutral	9
Boring	1
Very Boring	0

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	13
Healthy	9
Neutral	4
Unhealthy	0
Very Unhealthy	0

## Comments Section

SurveyID	Comment
1276773	QUESTION #10 - VIOLENCIA - PORQUE UNDI ASUSFAION A MI NINO
1276789	MY GRANDDAUGHTER HAS 'HAD' TO WALK TO SCHOOL IT WAS A VERY HARD CHOICE DUE TO NO ACTUAL KNOWN SUPERVISION ALONG THE ROUTE. I HAD TO BE AT SCHOOL.
1276775	GRANDPARENT WILL AT TIMES WILL WALK OR RIDE BIKES TOGETHER TO SCHOOL QUESTION #15 - WHY?
1276780	ENOUGH KIDS WALK FROM SCHOOL TO OUR NEIGHBORHOOD THAT I FEEL MY SON WOULD BE SAFE.
1276791	QUESTION #11 - ONE WALK TO SCHOOL
1276794	THE KIDS LIKE WALKING TO SCHOOL
1276787	NORMALLY I DRIVE THEM BUT MY CAR IS NOT WORKING AT THE MOMENT SO THEY WALK OR RIDE BIKE OR CATCH A RIDE FROM NEIGHBORS.
1276771	I THINK IT'S GREAT THAT THE SCHOOL ENCOURAGES STUDENTS TO WALK/EXERCISE!!
1276793	OGLE STREET NEED TO BE FIXED FOR SAFE BIKING.
1276776	THIS QUESTIONNAIRE IS MOSTLY A WASTE OF TIME FOR THIS SMALL RURAL TOWN.

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## Physical Fitness Test

Report:

California Department of Education  
Statewide Assessment Division  
Prepared: 4/30/2015 2:58:37 PM

State: [California](#)  
County: [Humboldt](#)  
District: [Rio Dell Elementary](#)  
School: Monument Middle

### 2013-14 California Physical Fitness Report Overall - Summary of Results Monument Middle

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

Physical Fitness Area	Total Tested <sup>1</sup> in Grade 5	Number Grade 5 Students in HFZ <sup>2</sup>	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested <sup>1</sup> in Grade 7	Number Grade 7 Students in HFZ <sup>2</sup>	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested <sup>1</sup> in Grade 9	Number Grade 9 Students in HFZ <sup>2</sup>	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	0	0	0.0	0.0	0.0	43	16	37.2	62.8	0.0	0	0	0.0	0.0	0.0
Body Composition	0	0	0.0	0.0	0.0	43	23	53.5	16.3	30.2	0	0	0.0	0.0	0.0
Abdominal Strength	0	0	0.0	0.0	N/A	43	29	67.4	32.6	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	0	0	0.0	0.0	N/A	43	43	100.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	0	0	0.0	0.0	N/A	43	27	62.8	37.2	N/A	0	0	0.0	0.0	N/A
Flexibility	0	0	0.0	0.0	N/A	43	18	41.9	58.1	N/A	0	0	0.0	0.0	N/A

<sup>1</sup> Includes partially tested students

<sup>2</sup> HFZ is an acronym for Healthy Fitness Zone a registered trademark of The Cooper Institute

\*\* To protect confidentiality scores are not shown when the number of students tested is 10 or less

N/A Not applicable

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Questions: High School and Physical Fitness Assessment Office | [pft@cde.ca.gov](mailto:pft@cde.ca.gov) | 916-445-9449

California Department of Education  
1430 N Street  
Sacramento, CA 95814

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## Physical Fitness Test

Report:

California Department of Education  
Statewide Assessment Division  
Prepared: 4/30/2015 2:56:19 PM

State: [California](#)  
County: [Humboldt](#)  
District: [Rio Dell Elementary](#)  
School: Eagle Prairie Elementary

### 2013-14 California Physical Fitness Report Overall - Summary of Results Eagle Prairie Elementary

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

Physical Fitness Area	Total Tested <sup>1</sup> in Grade 5	Number Grade 5 Students in HFZ <sup>2</sup>	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested <sup>1</sup> in Grade 7	Number Grade 7 Students in HFZ <sup>2</sup>	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested <sup>1</sup> in Grade 9	Number Grade 9 Students in HFZ <sup>2</sup>	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	33	12	36.4	63.6	0.0	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Body Composition	33	17	51.5	15.2	33.3	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	33	21	63.6	36.4	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	33	30	90.9	9.1	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	33	23	69.7	30.3	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Flexibility	33	23	69.7	30.3	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A

<sup>1</sup> Includes partially tested students

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\*\* To protect confidentiality scores are not shown when the number of students tested is 10 or less

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1430 N Street  
Sacramento, CA 95814

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## Mortality

The chart below illustrates the five leading causes of mortality by age group in Humboldt County for 2007 to 2011 with the Average Annual Age-Specific Mortality Rate (AASMR) per 100,000 persons (in parentheses).

Injuries from motor vehicle crashes were the leading or second-highest cause of death between 2007 and 2011 for people under the age of 45.

Suicide is the leading cause of death in the 15-24 age group, the fourth leading cause in

the 25-44 age group, and the sixth leading cause in the 45-64 age group.

From age 65 on, the leading causes of death in Humboldt are related to chronic illness.

From age 65 on, the leading causes of death in Humboldt are related to chronic illness.

Deaths related to the acute and chronic effects of alcohol, drug and tobacco abuse remain a leading cause of preventable mortality in Humboldt County.

<b>All Gender/Race/Ethnicity 2008 - 2012</b> with average annual age-specific rate per 100,000 persons					
Age Range	#1 Cause	#3 Cause	#4 Cause	#5 Cause	#5 Cause
<b>&lt; Age 1</b> (35 deaths)	The 2008-2012 average annual infant mortality (under age 1) from all causes for Humboldt County is 5 per 1000 live births				
<b>1 to 14</b> (16 deaths)	The 2008-2012 average annual mortality rate for ages 1-14 from all causes for Humboldt County is 17.3 per 100,000 persons				
<b>15 to 24</b> (85 deaths)	Suicide (22.4)	Motor Vehicle Injuries (21.5)	Drug-related deaths (15.9)	Fatal Unintentional Injuries (6.5)	
<b>25 to 45</b> (320 deaths)	Drug-related deaths (53.0)	Motor Vehicle Injuries (24.0)	Liver disease and cirrhosis; chronic ETOH abuse (22.8)	Suicide (21.7)	Cardiovascular disease (14.3)
<b>45 to 64</b> (1,446 deaths)	Cancer, all (210.4)	Cardiovascular disease (145.8)	Drug-related deaths (92.3)	Liver disease and cirrhosis; chronic ETOH abuse (92.3)	COPD and Emphysema (35.7)
<b>65+</b> (4,204 deaths)	Cardiovascular disease (1197.2)	Cancer, all (1027.9)	Stroke (520.2)	COPD and emphysema (380.3)	Alzheimer's Disease (223.4)

Source: Humboldt County Vital Statistics (CA-EDRS accessed 1/31/2013). ETOH=Ethanol (Alcohol) .

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### Rio Dell city, California

Population [Bookmark/Save](#) | [Print](#)

Census 2010 Total Population

# 3,368

Source: 2010 Demographic Profile

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**2010 Census**

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- [Race and Hispanic or Latino Origin](#)
- [Hispanic or Latino by Type \(Mexican, Puerto Rican, ...\)](#)
- [Households and Families \(Relationships, Children, Household Size, ...\)](#)

**2013 American Community Survey**

- [Demographic and Housing Estimates \(Age, Sex, Race, Households and Housing, ...\)](#)

**2013 Population Estimates Program**

- [Annual Population Estimates](#)

**Census 2000**

- [General Demographic Characteristics \(Population, Age, Sex, Race, Households and Housing, ...\)](#)

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

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### Rio Dell city, California

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**Median Household Income** [Bookmark/Save](#) | [Print](#)

42,127

Source: 2009-2013 American Community Survey 5-Year Estimates

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2013 American Community Survey

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- [Income in the Past 12 Months \(Households, Families, ...\)](#)
- [Earnings in the Past 12 Months \(Sex, Educational Attainment, ...\)](#)
- [Employment Status \(Age, Race, Sex, Poverty, Disability, Education, ...\)](#)
- [Occupation by Sex and Median Earnings in the Past 12 Months](#)

Census 2000

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, ...\)](#)

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United States Census Bureau

Source: U.S. Census Bureau | [American FactFinder](#)

District Name	School Name	District Type	School Type	Educational Option Type	Low Grade	High Grade	Enrollment (K-12)	Free Meal Count (K-12)	Percent (%) Eligible Free (K-12)	FRPM Count (K-12)	Percent (%) Eligible FRPM (K-12)	Enrc (Age)
Rio Dell Elementary	Eagle Prairie Elementary	Elementary Sc	Elementary Sc	Traditional	K	5	223	140	62.8%	174	78.0%	
Rio Dell Elementary	Monument Middle	Elementary Sc	Intermediate/I	Traditional	6	8	108	64	59.3%	81	75.0%	
Scotia Union Elementary	Stanwood A. Murphy Elementary	Elementary Sc	Elemen School	Traditional	K	8	220	116	52.7%	143	65.0%	
South Bay Union Elementary	Alder Grove Charter	Elementary Sc	K-12 Schools	Traditional	K	12	339	147	43.4%	278	66.4%	
South Bay Union Elementary	South Bay Charter	Elementary Sc	Elementary Sc	Traditional	K	8	85	38	44.7%	53	62.4%	
South Bay Union Elementary	Pine Hill Elementary	Elementary Sc	Elementary Sc	Traditional	K	3	282	154	54.6%	190	67.4%	
South Bay Union Elementary	South Bay Elementary	Elementary Sc	Elementary Sc	Traditional	4	6	163	77	47.2%	103	63.2%	
Southern Humboldt Joint Unified	Miranda Junior High	Unified School	Junior High Sc	Traditional	7	8	106	45	42.5%	56	52.8%	
Southern Humboldt Joint Unified	Osprey Learning Center	Unified School	Continuation	Continuation	9	12	10	2	20.0%	2	20.0%	
Southern Humboldt Joint Unified	Osprey Learning Center (Alternative)	Unified School	Alternative Sc	Alternative Sc	K	12	6	3	50.0%	3	50.0%	
Southern Humboldt Joint Unified	South Fork Junior - Senior High	Unified School	High Schools	Traditional	9	12	195	69	35.4%	87	44.6%	
Southern Humboldt Joint Unified	Casterlin Elementary	Unified School	Elementary Sc	Traditional	K	8	37	18	48.6%	19	51.4%	
Southern Humboldt Joint Unified	Redway Elementary	Unified School	Elementary Sc	Traditional	K	6	268	112	41.8%	141	52.6%	
Southern Humboldt Joint Unified	Agnes J. Johnson Elementary	Unified School	Elementary Sc	Traditional	K	6	73	42	57.5%	46	63.0%	
Southern Humboldt Joint Unified	Whitethorn Elementary	Unified School	Elementary Sc	Traditional	K	6	81	17	21.0%	23	28.4%	
Trinidad Union Elementary	Trinidad Elementary	Elementary Sc	Elemen School	Traditional	K	8	184	86	46.7%	103	56.0%	
Ferndale Unified	Ferndale High	Unified School	High Schools	Traditional	9	12	147	41	27.9%	50	34.0%	
Ferndale Unified	Unified School Elementary	Unified School	Elementary Sc	Traditional	K	8	347	123	35.4%	166	47.8%	
Mattole Unified	Mattole Triple Junction High	Unified School	High Schools	Traditional	9	12	10	3	30.0%	3	30.0%	
Mattole Unified	Mattole Valley Charter (#159)	Unified School	K-12 Schools	Traditional	K	12	723	396	54.8%	526	72.8%	
Mattole Unified	Mattole Elementary	Unified School	Elementary Sc	Traditional	K	8	37	14	37.8%	15	40.5%	
Mattole Unified	Honeydew Elementary	Unified School	Elementary Sc	Traditional	K	4	10	4	40.0%	4	40.0%	
Eureka City Schools	District Office	Unified School	N/A	N/A	K	Adult	69	15	21.7%	15	21.7%	
Eureka City Schools	Winship Middle	Unified School	Intermediate/I	Traditional	6	8	428	194	45.3%	234	54.7%	
Eureka City Schools	Zoe Barnum High	Unified School	Continuation	Continuation	10	12	54	32	59.3%	39	72.2%	
Eureka City Schools	Eureka Senior High	Unified School	High Schools	Traditional	9	12	1,073	387	36.1%	477	44.5%	
Eureka City Schools	Alice Birney Elementary	Unified School	Elementary Sc	Traditional	K	5	443	362	81.7%	401	90.5%	
Eureka City Schools	Grant Elementary	Unified School	Elementary Sc	Traditional	K	5	288	206	71.5%	231	80.2%	
Eureka City Schools	Lafayette Elementary	Unified School	Elementary Sc	Traditional	K	5	337	222	65.9%	262	77.7%	
Eureka City Schools	Washington Elementary	Unified School	Elementary Sc	Traditional	K	5	535	236	44.1%	297	55.5%	
Eureka City Schools	Catherine L. Zane Middle	Unified School	Intermediate/I	Traditional	6	8	495	255	51.5%	316	63.8%	
Fortuna Elementary	Redwood Preparatory Charter	Elementary Sc	Elementary Sc	Traditional	K	8	201	26	12.9%	51	25.4%	
Fortuna Elementary	Fortuna Middle	Elementary Sc	Intermediate/I	Traditional	5	8	265	171	64.5%	198	74.7%	
Fortuna Elementary	South Fortuna Elementary	Elementary Sc	Elementary Sc	Traditional	K	4	379	266	70.2%	310	81.8%	
Fortuna Elementary	Norman G. Ambrosini Elementary	Elementary Sc	Elementary Sc	Traditional	K	4	296	144	48.6%	173	58.4%	
Fortuna Elementary	Toddy Thomas Elementary	Elementary Sc	Intermediate/I	Traditional	5	8	240	124	51.7%	152	63.3%	
Imperial County Office of Education	Valley Academy	County Office	County Commi	County Commi	K	12	191	185	96.9%	185	96.9%	
Imperial County Office of Education	Imperial County Juvenile Hall/Community	County Office	Juvenile Court	Juvenile Court	K	12	7	7	100.0%	7	100.0%	
Imperial County Office of Education	Imperial County Special Education	County Office	Special Educat	Special Educat	K	12	346	172	49.7%	195	56.4%	
Brawley Elementary	Barbara Worth Junior High	Elementary Sc	Intermediate/I	Traditional	7	8	821	546	66.5%	619	75.4%	

01-City of Rio Dell-1

# County Health Rankings & Roadmaps

Building a Culture of Health, County by County

## Humboldt (HU)

	Humboldt County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
Health Outcomes					34
Length of Life					49
Premature death	8,140	7,590-8,691	5,200	5,295	
Quality of Life					9
Poor or fair health	12%	9-16%	10%	18%	
Poor physical health days	4.1	3.4-4.8	2.5	3.7	
Poor mental health days	3.9	3.0-4.7	2.3	3.6	
Low birthweight	5.5%	5.1-5.9%	5.9%	6.8%	
Health Factors					23
Health Behaviors					41
Adult smoking	19%	15-23%	14%	13%	
Adult obesity	26%	22-30%	25%	23%	
Food environment index	6.5		8.4	7.5	
Physical inactivity	15%	12-18%	20%	17%	
Access to exercise opportunities	86%		92%	93%	
Excessive drinking	22%	18-27%	10%	17%	
Alcohol-impaired driving deaths	33%		14%	31%	
Sexually transmitted infections	297		138	441	
Teen births	26	24-28	20	34	
Clinical Care					19
Uninsured	21%	19-23%	11%	20%	
Primary care physicians	1,390:1		1,045:1	1,294:1	
Dentists	1,281:1		1,377:1	1,291:1	
Mental health providers	291:1		386:1	376:1	
Preventable hospital stays	39	36-42	41	45	
Diabetic monitoring	86%	82-91%	90%	81%	
Mammography screening	66.4%	62.2-70.5%	70.7%	59.3%	
Social & Economic Factors					26
High school graduation	89%			83%	
Some college	66.2%	62.8-69.6%	71.0%	61.7%	
Unemployment	8.8%		4.0%	8.9%	
Children in poverty	26%	21-30%	13%	24%	
Income inequality	4.7	4.4-5.0	3.7	5.1	
Children in single-parent households	39%	35-44%	20%	32%	
Social associations	9.6		22.0	5.8	
Violent crime	334		59	425	
Injury deaths	103	95-110	50	46	
Physical Environment					10
Air pollution - particulate matter	8.2		9.5	9.3	
Drinking water violations	0%		0%	3%	
Severe housing problems	25%	24-27%	9%	29%	
Driving alone to work	72%	71-74%	71%	73%	
Long commute - driving alone	15%	13-17%	15%	37%	

\* 90th percentile, i.e., only 10% are better.

Note: Blank values reflect unreliable or missing data

2015

## 4.7 CITY OF RIO DELL

Section 4.7 (a) through (k) describes Rio Dell's bicycle system setting, per Bicycle Transportation Act requirements.<sup>7</sup> Land use and existing and proposed facilities are shown on the Rio Dell Bikeways Map.

### a. Bicycle commuters - *existing and project levels.*

Rio Dell		
DEMOGRAPHIC DETAIL	DATA	SOURCE
Population Estimate (with 2000 benchmark)	3,279	California Department of Finance
# of Employed Persons	1,177	2000 US Census
# Bicycle-to-Work Commuters	18	1990 US Census extrapolated consistent with population growth
Bicycle-to-Work Mode Share	1.53%	calculated from above
Population: Ages 6-14 years	734	2000 US Census
# of College Students	40	2000 US Census e
# of Daily Bike-Transit Users		local transit agency
Total # of Bicycle Commuters	58	assumes 5% of school students and 10% of college students commute by bicycle - from national studies and estimates
# Miles Ridden by Bicycle Commuters per Weekday	166.7	work commuters (including bike-transit users) x 7 miles + college and school students x 1 mile (round trip)
# of Future Daily Bicycle Commuters	163	estimated using increase to 279% of baseline from 2000 LACMTA study by Alta
Future # Miles Ridden by Bicycle Commuters per Weekday	465	
Reduced Vehicle Miles per Weekday	298	
Reduced PM10 (lbs/weekday)	5.49	(0.0184 tons per reduced mile)
Reduced NOX (lbs/weekday)	15	(0.0499 tons per reduced mile)
Reduced ROG (lbs/weekday)	22	(0.0726 tons per reduced mile)
Reduced Vehicle Miles per Year	70,852	180 days for students, and 256 days for employed persons
Reduced PM10 (lbs/year)	1304	(0.0184 tons per reduced mile)
Reduced NOX (lbs/year)	3534	(0.0499 tons per reduced mile)
Reduced ROG (lbs/year)	5144	(0.0726 tons per reduced mile)

### b. A map and description of land use and settlement — *existing and proposed.*

Rio Dell is located along the west bank of the Eel River, south of Fortuna and one mile north of Scotia. The city covers two square miles, and its population is approximately 3,280 residents. The former US 101 route is now the main street (Wildwood Avenue) in the center of town. Rio Dell is primarily a residential community. There are two schools, a fire department, library, and

<sup>7</sup> See Appendix A for full description of BTA requirements, per Section 891.2 of the California Streets and Highways Code.

some commercial businesses. There is currently one bike lane in Rio Dell; it is in front of the schools. A current city redevelopment project will add additional lanes.

Major destinations in Rio Dell include:

<b>Commercial/Business Areas:</b>	<b>Civic Buildings &amp; Community Centers:</b>
Wildwood Avenue	City Hall
	Post Office
<b>Parks &amp; Recreation:</b>	Library
Fireman's Park & Picnic Area	
Blue Star Memorial By-Way Park (Triangle Park)	<b>Schools:</b>
Redwood Mini Golf	Elementary School on Center Street
Tennis and bocce courts	Middle School on Center Street

**c. Map and description of bikeways — *existing and proposed*.**

The City of Rio Dell has one Class II bikeway (and no Class I or III bikeways):

	Street	From	To	Length
Class II (bike lane)	Center Street (south side only)	Wildwood Avenue	Ireland Avenue	0.3 miles

See the Rio Dell Bikeways Map for existing and proposed bikeways. Table 4.7.1 describes the proposed bikeway projects. All bikeways will be developed in compliance with standards adopted by Caltrans and as required by Sections 2375 and 2376 of the Streets and Highways Code.

**d. See County Bikeway Maps at end of Chapter 4.**

Rio Dell Bicycle Parking Locations	Existing	Proposed
Elementary and Middle Schools	×	
City Hall		×
Wildwood Ave: throughout main shopping area		×
Library		×
Fireman's Park		×
Community Park and Tennis Courts		×
Market on Wildwood		×

The Rio Dell Bikeways Map shows locations for existing and proposed bike parking in Rio Dell.

**e. Bicycle transport and parking facilities — *existing and proposed* (for connections with other transportation modes).**

Rio Dell has no facilities for supporting or connecting bicycle users with public transit or other transportation modes. No new multimodal facilities are proposed for this Bike Plan update.

**f. Map and description of bicycle facilities for changing and storing gear — *existing and proposed.***

Rio Dell has no changing or storage facilities for bicyclists. No new facilities are proposed as a part of the *2012 Regional Bicycle Plan* update.

**g. Bicycle safety and education programs.**

The Humboldt County Sheriffs Department enforces all traffic laws, for bicycles and motor vehicles as part of their regular duties. They ticket violators as they see them. This includes bicyclists who break traffic laws, as well as motorists who disobey traffic laws and make the cycling environment more dangerous. The level of enforcement depends on the availability of officers. The Sheriffs Department also responds to particular needs and problems as they arise.

For at least the past three years, Rio Dell has had a Kids Bike Rodeo (and Community BBQ) held at the Rio Dell Volunteer Fire Department's parking lot (West Central & Wildwood Ave.). The even has been coordinated by the Rio Dell Community Resource Center, which is part of the St. Joseph Health System.

According to available information, there are no other ongoing bicycle safety or education programs taught in Rio Dell. There is free bicycle safety instruction available in Humboldt County courtesy of the Humboldt Bay Bicycle Commuters Association. Their "Bike Smart" program provides a free two-hour bicycle safety class for students and youth groups. Qualified HBBCA members teach children about the rules of the road with a short lecture and a street training session. After completing the class, children without bike helmets can receive a free helmet courtesy of the Association. In addition, various groups have put on education exercises and other similar events in the past to raise awareness for bicycle safety.

Regional bicycle safety and education programs are recommended in this Bike Plan, as described in Regional Program #3.

**h. Community involvement.**

Described in Chapter 3, beginning on page 3-8.

**i. Bicycle plan's consistency with other plans.**

Described in Chapter 1, beginning on page 1-5.

**j. Proposed projects and their priority for implementation.**

See Table 4.7.1

**k. Past expenditures and future financial needs for bicycle system.**

Rio Dell has invested limited funds on bicycle transportation projects in recent years. The development of the Bike Plan Update will equip Rio Dell to invest in bicycle projects. Table 4.7.1 below shows a breakdown of future financial needs for Rio Dell's priority bicycle projects.

TABLE 4.7.1 CITY OF RIO DELL – PROPOSED BIKEWAY PROJECTS

Proposed Project Corridor/Street	From	To	Proposed Bikeway Class <sup>1</sup>	Length (miles)	Estimated Cost (2012 dollars)	Project included from 2004 Plan	Local (L) Regional (R)	Project Score (12 max) <sup>2</sup>					
								Agency Capacity	Universal User	Connectivity	Public Support	Total score	
<b>Davis Street</b>	<b>Wildwood Avenue</b>	<b>Rigby Avenue</b>	II	0.5	\$ 12,000	×	R						
<b>Painter Street</b>	Wildwood Avenue	Rigby Avenue	II	0.5	\$ 10,560	×	L						
<b>Bellevue St.</b>	<b>Main St.</b>	<b>West City Limit</b>	III*	1.3	\$ 44,600	×	R						
<b>Ireland Street</b>	Center St.	Davis St.	III*	0.2	\$ 8,500	×	L						
<b>Rigby Avenue</b>	Davis Street	Painter St.	III*	0.3	\$ 5,500	×	L						
<b>Wildwood Ave.</b>	<b>US 101/ Eeloa Ave</b>	<b>Davis Street</b>	III*	0.6	\$ 12,700	×	R						
<b>Wildwood Ave.</b>	Davis Street	South City Limit	III*	0.7	\$ 22,700	×	R						
<b>CITY OF RIO DELL TOTAL</b>				<b>4.1</b>	<b>\$ 116,560</b>								

III\* = Enhanced Class III

<sup>1</sup>Bikeway classifications are defined on pages 4-1 to 4-3.<sup>2</sup>See Table 4.5 for the scoring criteria.

# Attachment J

## Letters of Support



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*Rio Dell City Hall  
675 Wildwood Avenue  
Rio Dell, CA 95562  
(707) 764-3532  
riodellcity.com*

May 5, 2015

RE: **Support for City of Rio Dell – K-8 Schools SRTS Safety Improvement and Community Outreach Project**

Dear Application Review Committee:

The City of Rio Dell wishes to express our support for the K-8 Schools SRTS Safety Improvement and Community Outreach Project, and is hopeful that this project will be funded through an Active Transportation Program (ATP) grant. Our City applied for ATP funds under the first funding cycle and we were encouraged to hear that our project was in alignment with the priorities of the ATP and that our City ranked well in their standing.

The City Council recognizes that transportation infrastructure extends beyond vehicle related facilities to include our sidewalks, trails and bicycle lanes. These non-motorized facilities should link every major neighborhood in a safe manner that encourages citizen use as part of an active lifestyle.

We believe the project before you will help correct the automobile-centric design of the Highway 101 overpass that is not only confusing for drivers but also limits the walkability of our city. This bypass was built over 40 years ago when safety was not as much of a priority as it is today. Our Police Department has identified the intersection of the Highway 101 on/off ramps with Wildwood Avenue and the intersection of Scenic Way and Eeloa Avenue as two of the most dangerous intersection in town. Our police department is in full support of this project and the remedy it will bring to this issue. Surrounding streets will also be improved to increase safety for non-motorized travel as our citizens walk or bike in order to attend school, shop for groceries or enjoy the river. We are also proud to include an educational component in this project that is directed towards school age children that will help them understand the importance of safety while on city streets and roads.

The City Council believes this application to be well rounded and beneficial to virtually all of the residents of Rio Dell or anyone who would use this infrastructure. We wish to express our support for this ATP project and ask that you support it as well.

Sincerely,

  
Frank Wilson  
Mayor - City of Rio Dell

# Chamber of Commerce



To: Kyle Knopp, City Manager  
City of Rio Dell  
Rio Dell, CA 95562

From: Nick Angeloff, President  
Rio Dell/Scotia Chamber of Commerce  
406 Wildwood Avenue  
Rio Dell, CA 95562

RE: Support for City of Rio Dell Active Transportation Program Application

The Rio Dell/Scotia Chamber of Commerce supports the City of Rio Dell's application for the Active Transportation Program (ATP). I am the Chairman for the Planning Commission of the City of Rio Dell, the President of the Chamber of Commerce, and also a resident of Rio Dell for 14 years.

The Proposed ATP project in Rio Dell will increase the bike-ability and walkability of this community and address serious safety issues protecting the physical health and safety of pedestrians and bicyclists, particularly our youth, by correcting longstanding traffic flow issues. These improvements will help Rio Dell become a more livable city, connecting neighborhoods and vital businesses with one another through increasing the safety of critical intersections and travel ways resulting in economic and health benefits for the City as a whole.

The City has put together a comprehensive proposal that includes an educational component for the youth of this city. Education on bicycle safety will help make sure that the youth of Rio Dell will be aware of the new changes and result in increased safety and health of our young residents now and into the future.

Sincerely,

Nick Angeloff, President  
Rio Dell/Scotia Chamber of Commerce

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
EUREKA, CA 95502-3700  
PHONE (707) 445-6377  
FAX (707) 441-3914  
TTY 711



*Serious drought.  
Serious drought.  
Help save water!*

May 21, 2015

Jesse Willor  
GHD Inc.  
718 Third Street.  
Eureka, CA 95501

ATP City of Rio Dell CA, Safe Routes to Schools Project

Dear Jesse:

Caltrans District Traffic Safety Office Conceptual Approval is granted for the project that GHD is submitting in behalf of the City of Rio Dell, for an Active Transportation Program (ATP) funding. Based upon the information provided to our office, the project proposes to improve pedestrian and bicycle transportation in the City of Rio Dell by adding bike lanes, markers, signing, crosswalks, reconfiguration of Hum 101 SB Off-ramp terminal (PM R53.51), and reconfiguration of stop control at Scenic and Eeloa Drive.

This approval is conceptual only for funding application purposes. Final design approval by Caltrans will be required prior to construction for all work to be performed within Caltrans right-of-way. Our initial review of the plans reveal some design concerns regarding the proposed restriping which should be accompanied with an overlay of HMA to prevent shadow lines. Also, areas of existing asphalt need to be obliterated; however, we believe we can work together to help make this project successful. All work within Caltrans right-of-way will require an encroachment permit from the District 1 Office of Permits and will be required to be done in accordance with the Caltrans Highway Design Manual, and State of California Standard Plans and Specifications.

Sincerely,

A handwritten signature in blue ink that reads "David Morgan".

DAVID MORGAN P.E.  
Chief, Office of Traffic Safety



## HCAOG

*Regional Transportation  
Planning Agency*

611 I Street, Suite B  
Eureka, CA 95501  
707.444.8208  
Fax: 707.444.8319  
www.hcaog.net

May 21, 2015

Division of Local Assistance, MS-1  
Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 95814

RE: Support for the City of Rio Dell's K-8 Safe Routes to School  
(SRTS) Safety Improvement and Community Outreach Project

Dear Application Review Committee:

On behalf of the Humboldt County Association of Governments (HCAOG), I am delighted to extend support for the City of Rio Dell's K-8 SRTS Safety Improvement and Community Outreach Project.

This project was planned and designed to meet all of the goals of the Active Transportation Program. The project includes an educational outreach program to complement infrastructure improvements. The development of buffered bike lanes, striping, sidewalk and crosswalk improvements, signage, and modifications to calm traffic and improve pedestrian and bicyclist safety near the Highway 101 on and off ramps are essential to improve safety for alternative modes of transportation. Bike improvements connecting to Belleview Avenue and Wildwood Avenue will create a continuous pedestrian and bicycle transportation route from the city center to neighborhoods on the east side of Highway 101. The Scenic Way and Eeloa intersection currently does not have pedestrian or bicycle facilities and is the only intersection that ties the north side of Rio Dell to the south where the schools are located. Non-motorized improvements to this intersection will include new curb ramps with detectable warning, cross walks, signage and bike lanes. These bike lanes will tie into the proposed bike lanes on Wildwood to create an uninterrupted bike route from the north end of the City to the school's downtown core.

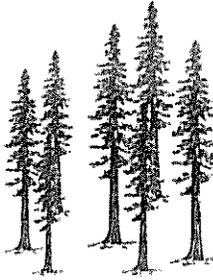
This project is a combination of improvement projects that are included in the HCAOG's Regional Transportation Plan, are considered high priority projects for the city, and is planned and designed to meet the goals of the Active Transportation Program.

HCAOG appreciates this opportunity to support this worthwhile and important project. Please do not hesitate to contact me at 707-444-8208 for additional information.

Sincerely,



Marcella Clem  
Executive Director



## CITY OF RIO DELL

675 WILDWOOD AVENUE RIO DELL, CALIFORNIA 95562-1597

CITY HALL  
(707) 764-3532  
FAX 764-5480

PUBLIC WORKS DEPARTMENT  
(707) 764-5754

POLICE DEPARTMENT  
(707) 764-5641  
FAX 764-2569



May 5, 2015

To whom it may concern:

I am writing this letter to support the City of Rio Dell's application for the Active Transportation Program (ATP). I have been with the Rio Dell Police Department for 19 years, and in my experience the proposed grant would make significant and serious improvements to what is the most confusing, inefficient and dangerous intersection in town: The intersection of Wildwood Avenue and Highway 101.

All of the routes and improvements proposed in the ATP grant are used heavily by pedestrians, bicyclists and motorists. These improvements would be greatly appreciated not just by the City or the Police Department, but also by the residents, some of whom walk these routes daily out of necessity. Not everyone has access to a vehicle for transportation and for those people, the ATP grant will dramatically improve their lives.

I also believe this grant will have a particularly positive effect through the educational program that will be provided to our local school district. Rio Dell's children can be made safe with better infrastructure and also through education about bicycle safety they may not be receiving at home.

Sincerely,

Graham Hill  
Chief of Police  
City of Rio Dell



**RIO DELL  
FIRE PROTECTION DISTRICT  
50 WEST CENTER STREET  
RIO DELL CA 95562  
(707)764-3329**

To: Whom it May Concern

Re: Active Transportation Plan

26 May 2015

This letter is in support of the proposed projects in the Active Transportation Plan that are being considered for funding. The proposed projects are highly important to the safety and well-being of our youth and the safe mobility of our citizens. The project on Scenic and Eeloa was specifically identified as a high importance item in our recent Traffic Safety Committee meeting hosted by the City. I fully support the installation of identified bike routes as well as pedestrian travel ways to ensure that our streets are safer for everyone.

Respectfully,

*Shane Wilson*

Shane Wilson  
Fire Chief  
Rio Dell Fire



# **Rio Dell Elementary School District**

95 Center Street • Rio Dell, California 95562-1399

**MARY VARNER**, SUPERINTENDENT

**JEREMY GRIFFITH**, CURRICULUM DIRECTOR/DEAN OF STUDENTS

**EAGLE PRAIRIE ELEMENTARY  
SCHOOL**

707/764-5694

FAX 707/764-2656

**MONUMENT MIDDLE SCHOOL**

707/764-3783

[riodell@humboldt.k12.ca.us](mailto:riodell@humboldt.k12.ca.us)

May 7, 2014

To Whom It May Concern:

The Rio Dell Elementary School District Board of Trustees and Administration enthusiastically supports the City of Rio Dell's application for the Safe Routes to School Program Grant.

The City of Rio Dell is a small community landlocked by bridges over the Eel River to the east and mountains to the west. Both Eagle Prairie Elementary and Monument Middle School are located in the middle of this small rural community. As a result of the limited area and the centralized location of the schools, the district does not offer school transportation for its 320 students. We have, over the years, encouraged our students to walk or bike to school. Not only is this a practical approach, but more importantly, a healthy practice for our students.

However, this practice is not without its hazards. Our primary concern is safe access through the use of bike and pedestrian lanes from areas of the city that currently have no such designation.

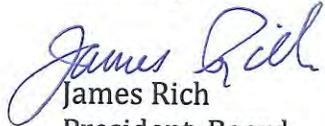
Wildwood Avenue is the main street through town and has designated bike lanes and pedestrian sidewalks. However side streets such as Belleview Avenue, River Street, and Scenic Drive have no bike lanes or sidewalks to provide safe access to school. We believe parents would have an increase level of support in encouraging their children to walk or bike to school if there were safe bike and pedestrian lanes.

Our small community and centrally located school is the perfect scenario to encourage walking and biking to school if we could improve the safe access to school with designated sidewalks and bike lanes. We would ask that you give

serious consideration to this grant application and help us further our goal to increase our student's physical activity by providing safe routes to school.

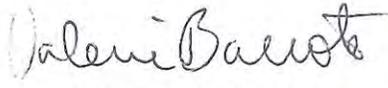
If you have any questions, please do not hesitate to contact us at 764-5694.

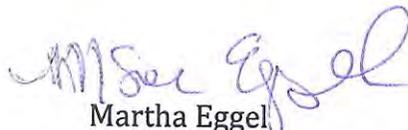
Sincerely,

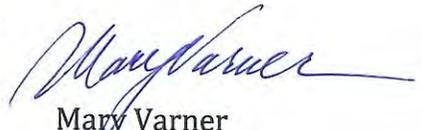
  
James Rich  
President, Board

  
Marion Thom  
Clerk of the Board

  
Brett Barsanti  
Board Member

  
Valerie Barrote  
Board Member

  
Martha Eggel  
Board Member

  
Mary Varner  
Superintendent



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

April 22, 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 Rio Dell

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 Rio Dell supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, Rio Dell School District, and the Rio Dell 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. 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.

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. I am 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



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

# Rio Dell Teachers Association

## “Come Join The Pride”

To Whom This May Concern;

Our school lies in a small community located in a rural area on the northern coast of California. Most of our community lives within a one-mile radius of school. Our student population is around 320 and about 50% or more of them walk, bike, skateboard, or scooter to school. Their safety and welfare are a major concern of our staff and parents. The Safe Route to Schools grant would achieve another step toward making our children and students safer not only on the on way to school but to other functions held at the school.

Rio Dell School is located in the middle of our town and serves as a community center for many functions. Many families and students use our playground and outdoor basketball courts on the weekends. Sporting competitions such as basketball tournaments, soccer games, and track meets occur throughout the year. Fundraising events, dinners, meetings and other functions are occurring at our school frequently. We support our community and we would like them to be safe traveling to and from these events.

Studies have shown that bike lanes are safer for cyclists. The number of students learning to ride and acquiring bikes increases every day which means our students are active and participating in healthy activities. Our school, thanks to our Community Resource Center, presents a “Bike Rodeo” every year. This event provides skill activities, games, and exhibits promoting bike safety. They also hand out free helmets every year. Bike lanes are one more way to make our students safer.

Please consider this grant for our community. We would like to continue to encourage our students and their families to engage in healthy activities and help to provide them with a safe route to do so.

Sincerely,  
The Teachers of the Rio Dell School District





# Rio Dell Elementary School District

95 Center Street • Rio Dell, California 95562-1399

MARY VARNER, SUPERINTENDENT

JEREMY GRIFFITH, CURRICULUM DIRECTOR/DEAN OF STUDENTS

EAGLE PRAIRIE ELEMENTARY SCHOOL  
707/764-5694  
FAX 707/764-2656

MONUMENT MIDDLE SCHOOL  
707/764-3783

riodell@humboldt.k12.ca.us

May 7, 2014

To Whom It May Concern:

We are writing this letter to encourage our city to apply for the Safe Routes to School Grant. Our students ride their bikes, skate boards, and walk to school. Most of the roads in town do not have bike and/or pedestrian lanes. Having sidewalks and bike lanes would provide safe areas for our students to ride and walk to school. We appreciate the opportunity this grant would provide to keep our students safe as they come to and leave from school.

Thank you for your consideration.

The Classified Staff of the Rio Dell Elementary School District

*Sherril Clyde*  
*Patricia Skuttis*  
*Jacey Sowers*  
*Denise L. M. G. '10*  
*Liz Strasher*  
*Brenda Newland*  
*Ciera Hillam*  
*Regina Tully*  
*Gina Dillard*  
*Lois Lopez*

*Connie Redman*  
*Lara Harrison*  
*Grace Archer*  
*Patrice Sybil*  
*Lyn Arde*  
*Joy Stalling*  
*Sherry Selzer*  
*Kathryn Chiara*  
*Stalling Torrez*

May 9, 2014

To Whom It May Concern,

The Rio Dell Parent Teacher Organization is pleased to write a letter in support of the City of Rio Dell's grant application for Safe Routes to School. The safety of our children walking or riding their bikes to and from school is of the greatest importance to all of us as parents. Because our school district is small enough that it doesn't offer transportation, a significant number of the students must walk or ride their bikes to school and having the proper bike lane striping, sidewalks, curb extensions and sidewalk segments would help to ensure the safe arrival of our children.

The school district has over 300 students between the elementary school and the middle school in grades K-8<sup>th</sup>. Many of these students arrive early for the breakfast program and even more stay late to participate in sports programs or the after school care program. In the winter, with our heavy rain, the darkness of the morning hours along the early evening darkness, it is even more critical that the students have safe routes to and from school.

The grant is asking for money to make improvements to our main street, cross streets and highway intersections that include buffered bike lanes with coordinating signage, bike lane striping, reconfiguration of intersections, sidewalks and curb extensions. The intersections, cross streets and the main street of Wildwood Ave. are all heavy traffic areas posing a danger to students using these paths to get to school.

On behalf of the parents of Rio Dell Elementary School District PTO, please seriously consider the City of Rio Dell's grant application for Safe Routes To School and the creation of a safe community for students to walk and bicycle to school.

Sincerely,



Gina Dillard

Vice President

Rio Dell Elementary School Parent Teacher Organization

May 8, 2014

Emmalee Hale  
619 Rigby Ave  
Rio Dell CA 95562

To Whom it may concern:

It is my understanding that the City of Rio Dell is applying a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because it would prevent bikers from having to go around people walking on the sidewalks, and it would keep bikers from going into the roads.

Sincerely,

Emmalee Hale

May 8, 2014

Nico Munoz - Osorio  
652 painter  
Rio Dell, CA 95562

To Whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because some kids ride their bikes on the street, so they might get hit by a cars. And it will be less crowed on the sidewalk.

Sincerely, Nico

~~3/11/14~~

Riley Turnbull  
 530 Rigby Avenue Rigby Ave. Rigby  
 Rio Dell CA 95562

To Whom it may concern:

The city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus so many of us ride our bikes. Having bike lanes would be really helpful because when little kids are riding their bikes to school they won't wreck with other kids.

Sincerely,

Riley

May 8, 2014

Shayna Farler  
725 Rigbey Ave apartment D Rio Dell ca 95562.

To Whom it may concern:

It is my understanding that the City of Rio Dell is applying for a grant that make it safer for us to get to school. We don't have a school bus so many of us ride our bikes to school. Having bike lanes would be really helpful because if we have bike lanes people who walk to school can't walk and won't have to keep moving over for bikes.

Sincerely,  
Shayna

May 8, 2014

Mackenzie Carpenter  
160 River St #2  
Rio Dell, CA 95562

TO Whom it may concern:

It is my understanding that the City of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because some of us don't have bikes and some kids have to walk, and when kids ride their bikes they are not careful for the people that are walking.

Sincerely,  
Mackenzie  
Carpenter

May 30 2014

Brayan morales  
725 Rigby Apartment A  
Rio Dell, ca 95562

To whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus so many of us ride our bikes to school. Having bike lanes would be really helpful because so many people won't get hurt when they walk on the sidewalk because of all those bikes on the sidewalk. It would be so helpful to have a bike lane.

Thank you

Sincerely Brayan

May 8, 2014

Bowcox  
464 Davis street  
Rio Dell, California 95562

To whom it may concern:

It is my understanding that the City of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because it would make a safer place for kids to ride their bikes to school and hopefully prevent kids from getting hurt badly.

Sincerely, Bo Cox

May 8, 2014

Betania Hernandez  
1st Painter street spc. 27  
Rio Dell CA 95562

To Whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school and some walk. Having bike lanes would be really helpful because the kids who ride bikes will not be on the sidewalk where people walk. Also, they won't interact with each other as I said about the sidewalk, it will also be safe for the people who walk and for the riders. The riders will have a place to ride to school.

Sincerely,  
Betania  
Hernandez

May 8, 2014

Jessica Lopez  
285 Tolman place  
Rio Dell, CA 95562

To whom it may concern:

It is my understanding that the City of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because kids walk on side walks, and when kids are riding bikes, they could run into the kids walking, and that's why we need bike lanes.

Sincerely,

Jessica Lopez

may 8, 2011

Shelby Newman  
1153 Meadow Bridge Lane  
Rio Dell, CA 95562

To Whom it may concern:

It is my understanding that the City of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because, kids that ride bikes can get ran over by cars going by, and if a person is walking on the side walk and a bike is behind that person ~~and~~ not see, the bike that person can get hurt.

Sincerely,  
Shelby Newman

Bailey Patton

#1ST AVE NEW  
RIO DELL, CA 95562

to whom it may concern:

It is my understanding, that the City of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because the side walks are crowded, and some people ride in the middle of the street. I think that a bike lane would help bikers not get injured while trying to go to school.

Sincerely, Bailey, Patton

May 8, 2014

Cadence Lommori  
1615 Monument Rd  
Rio Dell, CA 95562

To Whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because when kids ride their bikes on the sidewalk they could ruin it. Say we had just gotten a new sidewalk. Some of the bikes could make skid marks. The kids also may ride on the road. They could get in crashes and get run over. So bike lanes would be really helpful.

Sincerely,

Cadence Lommori

May 8, 2014

Vivian Osborne  
1st Avenue  
Rio Dell, CA 95562

TO Whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because having a bike lane would cause less crashes on the way to school, and make it safer for the people on the sidewalk walking to school.

Sincerely,  
Vivian

May 8, 2014

Dalila Shelton-Vandegrift  
Rigby Avenue 754  
Rio Dell, CA 95562

To Whom it might concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having a bike lane would be really helpful because if someone is walking on the sidewalk and someone is riding their bike to school and a car is coming, the person riding their bike can just go onto the bike lane and there won't be a problem.

Sincerely,  
Dalila

May 8, 2014

S.  
Saige Grundman  
1285 Feloa Ave.  
Rio Dell, CA 95562

To whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer to get to school.

We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because we wouldn't have to ride on the side walk and get in other kids' way, or on the road and have a chance of getting run over.

Sincerely,  
Saige

May 8, 2014

Sebastian Alcantar  
building C 2nd street  
Rio Dell, CA 95562

To whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because if we get bike lanes it will help us to prevent bike crashes on the sidewalk and road crashes.

Sincerely,  
Sebastian Alcantar

May 8, 2014

Kendra Lee  
792 Ireland Ave.  
Rio Dell CA. 95562

To whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us use our bikes to school. Having bike lanes would be really helpful because at least many of accidents are from stray bikes crossing in front of cars.

Sincerely,  
Kendra Lee

May 8, 2014

Tanner, Taylor  
650 Ribby St  
Rio Dell, CA 95562

To Whom it May Concern:

IT is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because it would separate cars from bikes.

Sincerely,  
Tanner

May 8, 2014

Triston, Eggel  
126 Dixie<sup>St</sup>  
Rio Dell, CA 95562

To Whom it may concern:

It is my understanding that the city of Rio Dell is trying to get bike lanes set up so it is safer for people to ride their bikes to school and around town. I think it would help to have bike lanes because you can go faster in bike lanes, it is helpful to me because I use them, so I don't hit anyone on the sidewalk.

Sincerely,

Triston, T. Eggel 😊

May 8, 2014

Skye Vanvaikenburgh  
Rigby Street Apartment #6 (Skye Vanvaikenburgh)  
apartment 6 Rio Dell,  
CA 95562

To Whom it may concern:

It is my understanding that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school bus, so many of us ride our bikes to school. Having bike lanes would be really helpful because some people can be hit by cars <sup>that</sup> would cause death or serious injury. It would be way faster to go on bike lanes.

Sincerely,  
Skye Vanvaikenburgh

Jose

May 8 2011

Jose Munoz  
140 North Pacific Avenue  
Rio Dell, CA, 95562

To Whom it may concern:

It is my understand that the city of Rio Dell is applying for a grant that will make it safer for us to get to school. We don't have a school. Having bike lanes would be really helpful so people can walk in the sidewalk and kids in the line so there is no accidents.

Sincerely, Jose

I think we should have a bike line. A bike line would be good for people who ride bikes. Even if the roads are small the bike line would be good. In Bellevue Ave. a bike line would come in handy because some people might want to ride their bikes to the store. If there's a bike line then it would be safer for kids and adults to ride their bikes to the store.

A bike line can also come in handy in Eeloo Avenue. If a bike line is built there then it would be a better street for people and cars. It's better for people because they won't get hit by a car if they're riding their bike. It's good for cars because they won't have to worry about there being a person on their bike riding in the middle of the road.

In conclusion a bike line would come in handy to those two streets. It would make those streets a little better and safer for people and cars. Without a bike line there would be accidents because there is no bike line for people to ride their bikes on.

Lili Muñoz

# Bike lanes

I think it will be a good idea to put bike lanes. If they put bike lanes down it would be safer. So they wouldn't have people on the sidewalks. So nobody would move out of the way for the bikers. So nobody will get hurt on the sidewalks.

I think they should put bike lanes on E 10<sup>th</sup> and Bellevue Avenue. If they put the bike lanes it will be safer. If they put bike lanes they can redo the streets too. It would be safe when kids go to school and when they come home. They can make the streets wider so the bike lanes can be bigger.

I think it will be better to make bike lanes. Nobody will ride on the sidewalks. They won't ride in the road. I think it will be much safer. That's why I think we should have bike lanes.

5/12

Cameron

I am in favor of putting bike lanes on the roads Eeloa Ave, Bellview Ave. I think that the bike lanes are a good idea because kids could use them to get to school and also they could use them just to get around town. Not only bikes can ride in the bike lane their's scooters, roller blades, skate boards. I think its a great idea to put these bike lanes on these streets.

TB Resiree Javor

I think it would be a good idea to build bike lanes because it would be a lot safer for people to ride their bikes. There are a lot of people who ride bikes. Those people would probably appreciate the bike lanes so it is safer to go and ride around town. I think parents would be happy if they were built because they would feel better about letting their kids ride around town on their bikes or skateboards. It would be safer to go to the store. It would also be easier to go to school for some people.

It would also be a good idea to build bike lanes because the people in their cars wouldn't have to worry as much. They wouldn't have to worry as much because the people on their bikes wouldn't be in the road. There wouldn't be as many people they had to look out for in the street. Also the people on the sidewalk wouldn't have to look behind them or watch out just in case someone on a bike or a skateboard just in case. Some people get mad when people ride bikes on the sidewalk. Some people don't like to ride their bikes on the sidewalk because people get mad.

There are many reasons why there should be bike lanes but I have only listed a few of them. Another good reason to add bike lanes is because people have to ride in the road if there aren't any. Also if you build bike lanes more people might ride bikes because they would have a place to ride it. Another good reason is because it is a place for people to walk where there is no sidewalk. That is why I think it is a good idea to build bike lanes.

# Austin

I think adding bike lanes on Bellevue Ave. and E 109 Avenue would be good so I don't have to worry about being hit on Bellevue Ave. Then I would make it so people that are riding bike know where to ride.

Then I will stop kids from riding in the road like it did down town. Then I will get, get not so close to the bike rider so less of a chance of an accident.

As you can see putting bike lanes on Bellevue Ave. and E 109 Avenue have lots of benefit so I think you should do it.

Bryan  
Browning

I think building a bike lane would be a good idea. One reason is because it would be safer. It would be safe not only for bike riders, but also for pedestrians, too. It would be safe for pedestrians because they can get hurt when bike riders are riding on the sidewalk where they're walking. Whether they get knocked down or run over, it isn't safe to ride bikes on the sidewalk. That is why I think bike lanes should be added for safety.

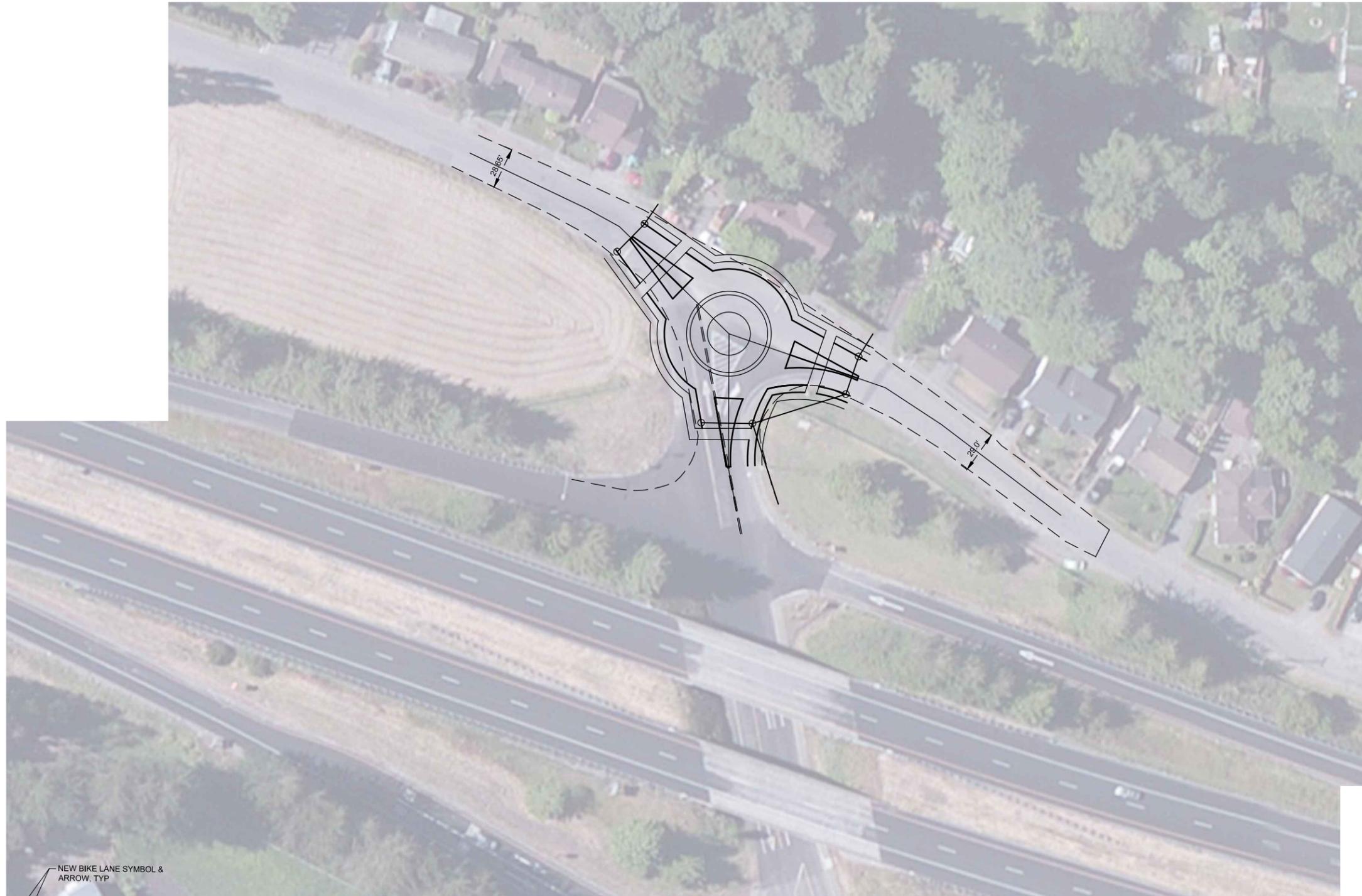
Another reason is because there isn't much room on the roads of some streets for bikers. It isn't safe, because bikers could get run over. Especially if there are drunk drivers out there. It was awesome that they came up with that idea. It's all about the safety.

In my opinion, this is a great idea. To improve the safety of the people in Rio Dell, I say they should do this. It may cost a lot of money. But, hey, at least it's worth it. If it means improved safety for the town, then I vote yes.

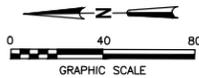
# Attachment K

## Additional Attachments

**Scenic Way and Eeloa Avenue - CONCEPT DESIGN**



NEW BIKE LANE SYMBOL & ARROW, TYP



NOTE:  
 AERIAL PHOTO SOURCE: ESRI,  
 DIGITALGLOBE, GEOEYE, I-CUBED,  
 USDA, USGS, AEX, GETMAPPING,  
 AEROGRIID,IGN, IGP, SWISSTOPO, AND  
 THE GIS USER COMMUNITY

MATCH LINE



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BAR IS ONE INCH ON ORIGINAL DRAWING  
 0 1"

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MARK	DATE	DESCRIPTION	ISSUE

**CITY OF RIO DELL  
 SAFE ROUTES TO SCHOOL 2014  
 ATP APPLICATION**

PROJ NO: 8410751  
 DRWN: POR CHKD: JW

**C-3**

SHEET 3 OF 1



# ACTIVE TRANSPORTATION



**BENEFIT-COST ANALYSIS TOOL** Version 1.0

## COST BENEFIT ANALYSIS OF ACTIVE TRANSPORTATION PROJECTS

### INTRODUCTION

This spreadsheet tool provides a simple way of quantifying benefits and costs of active transportation projects, except general plans. Given the necessary data, the tool would quantify mobility, health, safety, vehicles mile travelled reduction savings, and recreational benefits.

The model is arranged by worksheets and contains the following information, data, and results:

#### Worksheets

#### Contents

Cover Page	
Instructions	General model description and assumptions
1) Infrastructure Inputs	Data input page for infrastructure projects
2) Non-Infrastructure Inputs	Data input page for non-infrastructure projects
3) Non-Infrastructure- All	Calculation for Non-infrastructure Non-SR2S_SR2S
4) Infrastructure- Safe Routes to Schools	Calculation for infrastructure SR2S
5) Results	Summary of Analysis Results
6) Individual Benefits for Infrastructure Non-SR2S	
6a) Mobility	Calculation of changes in mobility
6b) Health	Calculation of changes in health
6c) VMT Reduction	Calculation of changes in VMT reduction
6d) Recreational	Calculation of changes in Recreation
6e) Safety	Calculation of changes in safety
7) Aggregation	
7a) Undiscounted	Current Total Benefits
7b) Discounted	Discounted Total Benefits
8) Parameters	Economic parameters, assumptions, etc.
Miscellaneous	Tables, etc.

Assumptions are necessary when doing economic analysis. These assumptions include discount rate, value of time, accident value, etc. Discount rate of 4% was used to be consistent with the value used in Cal/B-C model. Value of time was determined by taking half of the statewide wage rate in California, consistent with US Department of Transportation's Value of Time Guidance. A 2% growth factor of average California annual growth of population was used to account for annual increase in benefits. These assumptions and others are put on the Parameters worksheet and should not be changed by the user.

After reading the instructions, the user should enter necessary data to analyze the project. If the project is an infrastructure project, all data should only be inputted on the infrastructure input page. If the project is a non-infrastructure project, all data should only be inputted on the non-infrastructure input page. If the project is a combination of both infrastructure and non-infrastructure, data should be inputted on both input pages.

## INSTRUCTIONS

The user can analyze most projects by simply inserting limited data on the Non-infrastructure and/or Infrastructure input page and getting results on the Results page. At the top of the sheet, the user can enter information regarding the project name and location. This section provides general information about active transportation projects. Box 1 is for Infrastructure projects and Box 2 is for Non-Infrastructure projects. For Bike and Pedestrian Projects, daily person trips are one direction. \*For certain cells, pop-up messages are designed to help users if data is not readily available.

### Bike Projects (Box 1A)

- 1 Insert the total existing number of daily bike trips (without project)
- 2 Insert the anticipated total number of daily bike trips after 1 year (without project).
- 3 Insert the anticipated total number of daily bike trips after 1 year of project completion (with project).
- 4 Insert existing number of daily bike trips that are commuters
- 5 Insert existing number of daily bike trips that are recreational

\*If no data is available for existing trip for commuters and recreational users, take 11% and 33% respectively of total existing number of daily bike trips (without project).

- 6 For estimates, insert new daily trips that are commuters after 1 year of project completion
- 7 For estimates, insert new daily trips that are recreational in nature after 1 year of project completion

\*If no data is available for new trip for commuters and recreational trips after 1 year of project completion, assume half of existing bike commuter trips and recreational trips respectively.

- 8 If data is available, insert actual new daily trips for commuters and recreational after 1 year of project completion.
- 9 Provide the Average Annual Daily Traffic (AADT) of the closest adjacent road to the proposed project.

\*If the project is construction of new bike lanes, paths and/or trails, assume a percentage shift of drivers of 5% to bicycle and walk use, using the current AADT for the closest road to the proposed project.

- 9 Select the appropriate type of bike class type from the pull-down menu.

### Pedestrian Projects (Box 1B)

For pedestrian projects, the user can enter trips or step counts or miles walked .

- 10 Insert the total existing number of daily walk trips (without project)
- 11 Insert the anticipated total number of daily walk trips after 1 year (without project)
- 12 Insert the anticipated total number of daily walk trips after 1 year of project completion (with project); OR

**Please note:** Data needs to be entered on 1, 2, 3, 10, 11, and 12 to account for benefits for bike and ped projects before and after project.

- 13 Insert total existing step counts (without project)
- 14 Insert the anticipated step counts after 1 year (with project); OR
- 15 Insert total miles walked (without project)
- 16 Insert anticipated miles walked after 1 year (with project)

**Safe Routes to School (SR2S) Infrastructure Projects (Box 1C)**

- 17 Insert number of students enrolled in the school/s
- 18 Insert approximate number of students living along school route proposed for improvement.
- 19 Percentage of students that currently walk or bike to school
- 20 Projected percentage of students that will walk or bike to school after the project is completed

**Infrastructure Project Costs (Box 1D)**

- 21 Insert project cost for the Non-SR2S Infrastructure project
- 22 Insert project cost for the SR2S Infrastructure project

**ATP Requested Funds (Box 1E)**

For a benefit-cost analysis, total project cost is used to calculate benefit-cost ratio. However, the ATP Guidelines require benefits relative to funds requested be calculated as well. Provide the funds requested below for infrastructure projects.

- 23 Insert ATP funds requested for the Non-SR2S Infrastructure project
- 24 Insert ATP funds requested for the SR2S Infrastructure project

**Crash Data (Box 1F)**

- 25 Enter total number of fatal crashes for the last 5 years
- 26 Enter total number of injury crashes for the last 5 years
- 27 Enter total number of property-damage only (PDO) crashes for the last 5 years

Crashes involving pedestrians and cyclists are often underreported. For this b/c analysis, we require that users provide the last 5 years of crash data to capture any years that did not have any accidents. Statewide Integrated Traffic Records System (SWITRS) with their Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions is a good source for fatal and injury accidents. <http://www.chp.ca.gov/switrs/>.

SafeTREC Transportation Injury Mapping Systems (TIMS) by University of California, Berkeley-website also includes "SWITRS GIS Map" tool that can be used to gather the crash data for specific improvement. <http://tims.berkeley.edu/>

Annual average for each crashes are calculated automatically after data crash data is entered.

**Safety Countermeasures (Box 1G)**

Mark any countermeasures associated with the project, with a capital "Y" and capital "N" if not included. Countermeasures should be significant, which is defined here to cost at least 15% of total project costs. Other reduction factor countermeasures should be filled out if specific countermeasures are not explicit on the enumerated choices.

If the project only involves infrastructure project, the user is ready to do the analysis. However, if the project has a non-infrastructure component, the user still needs to fill out and follow instructions for non-infrastructure project types.

**SR2S Outreach Non-Infrastructure (Box 2A)**

- 28 Insert number of students enrolled in the school/s
- 29 Insert number of students that currently walk or bike to school; OR
- 30 Insert percentage of students that currently walk or bike to school
- 31 Insert project cost for the outreach
- 32 Insert ATP funds requested
- 33 Duration of outreach (months)

Numbers 28-30 can be the same as numbers 17-20 under Box 1C. However, to make things simpler and avoid any overlapping of benefits, 28-30 are strictly for NON-INFRASTRUCTURE and 17-20 are for SR2S INFRASTRUCTURE projects.

Outreach to users will be automatically calculated once we have number of enrolled students minus number of students that currently walk or bike to school.

**Non-SR2S Outreach Non-Infrastructure (Box 2B)**

- 31 Insert number of targeted participants, a subset of a population of town or city.
- 32 Insert number of residents or participants that currently walk or bike ; OR
- 33 Insert percentage of residents or participants that currently walk or bike
- 34 Insert project cost of the outreach
- 35 Duration of outreach (months)

Outreach to users will be automatically calculated once we have number of targeted participant minus number of them that currently walk or bike.

**Perception, Promotional Effort, Age and Duration boxes (Boxes 2C, 2D, 2E, and 2F)**

Based from a review of several academic articles and government publications, four broad reoccurring themes either promoted or discouraged active transportation. Brief description of the reoccurring themes are included to aid in filling out the appropriate boxes for the outreach project.

Perception: The attitude or belief about active transportation is critical to get someone to try it. Negative deterrents include unsafe, not connected, physically difficult, unaesthetic surroundings, distance, etc. Hands-on outreach (e.g., walk audit) is more successful in changing a potential user attitude.

Collective Promotional Efforts: A coordinated and collective effort by multiple entities/stakeholders is more successful in promoting active transportation user than a single promotional effort, for example the 5E's--engineering, enforcement, education, encouragement, and evaluation.

Age: The usage of active transportation during ones youth generally carries over into adulthood. At the time when children become independent--around middle school--is when the benefits of active transportation promotion can be maximized. This is because there are higher safety/danger risks of letting young adolescents take active transportation modes on their own, e.g., not being alert when there is vehicle traffic. Furthermore, older adults tend to stop utilizing some active modes such as biking because of physical limitations.

Duration: The frequency of an outreach effort is critical because it reinforces active transportation behavior. In comparison, bike-to-work month is more successful compared to a one-time safety course because of the action of taking active transportation is reinforced multiple times.

These four reoccurring themes are the basis for weighing non-infrastructure criteria. While reviewing the literature, there was a significant amount qualitative data, but lack of quantitative findings. Due to the lack of quantitative data--necessary to monetize assumed benefits--the non-infrastructure benefit-cost criteria attempts to calculate the longitudinal users based on a given non-infrastructure project. This estimated longitudinal estimate is then applied to the infrastructure benefit-cost tool to quantify benefit-cost ratio.

\* Projected New Active Trans Riders will be automatically calculated when Boxes 2A through 2F are filled out.

**Crash Data (Box 2G)**

- 23 Enter total number of fatal crashes for the last 5 years
- 24 Enter total number of injury crashes for the last 5 years
- 25 Enter total number of property-damage only (PDO) crashes for the last 5 years

Annual average for each crashes are calculated automatically after data crash data is entered.

**Project Name:** Rio Dell - K-8 Schools SRTS Safety Improvement and Community Outreach  
**Project Location:** Rio Dell

**INFRASTRUCTURE**

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	9		
Forecast (1 Yr after completion)	9	40	
	Commuters	Recreational Users	
Existing Trips	9	3	
New Daily Trips (estimate)	4.5	1.499985	
(1 YR after completion) (actual)			
<b>Project Information- Non SR2S Infrastructure</b>			
Bike Class Type		Bike Class II	
Average Annual Daily Traffic (AADT)			

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$1,497,184

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	\$1,497,184

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	91		
Forecast (1 YR after project completion)	93	185	
	Without Project	With Project	
Existing step counts (600 steps=0.3mi=1 trip)			
Existing miles walked			

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
Other reduction factor countermeasures		Y

Safe Routes to School (SR2S) (Box 1C)		Total
Number of student enrollment		310
Approximate no. of students living along school route proposed for improvement		285
Percentage of students that currently walk or bike to school		29.50%
Projected percentage of students that will walk or bike to school after the project		75.00%

**Project Name:**  **Project Location:**

**NON-INFRASTRUCTURE**

Outreach ( SR25)- (Box 2A)	
Participants (School Enrollment)	310
Current Active Trans Walker/Bicyclist Users	91
Percentage of Current Active Trans Walkers/Bicyclists	30%
Project Cost	\$36,315
ATP Requested Funds	\$36,315
Duration of Outreach (months)	36
Outreach to new users	219

Outreach (Non SR25)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	<input checked="" type="checkbox"/>
Overcome Barriers (e.g., dist, time, etc.)	<input checked="" type="checkbox"/>
Eliminates Hazards/Threats (speed, crime, etc.)	<input checked="" type="checkbox"/>
Connected or Addresses Connectivity Challenges	<input checked="" type="checkbox"/>
Creating Value in Using Active Transportation	<input checked="" type="checkbox"/>

Promotional Effort (must be marked with an "x")- (Box 2D)	
Effort Targets 5 E's or 5 P's	<input checked="" type="checkbox"/>
Knowledgeable Staff/Educator	<input checked="" type="checkbox"/>
Partnership/Volunteers	<input checked="" type="checkbox"/>
Creates Community Ownership/Relationship	<input checked="" type="checkbox"/>
Part of Bigger Effort (e.g., political support)	<input checked="" type="checkbox"/>

Age (must be marked with an "x")- (Box 2E)	
Younger than 10	<input type="checkbox"/>
10-12	<input checked="" type="checkbox"/>
13-24	<input type="checkbox"/>
25-55	<input type="checkbox"/>
55+	<input type="checkbox"/>

Duration (must be marked with an "x")- (Box 2F)	
One Day	<input type="checkbox"/>
One Month	<input type="checkbox"/>
One Year	<input type="checkbox"/>
Multiple Years	<input checked="" type="checkbox"/>
Continuous Effort	<input type="checkbox"/>

Projected New Active Trans Riders	
Longitudinal New Users	49

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

**Assumption:**  
Benefits only accrue for five years, unless the project is ongoing.

**Non Infrastructure- All**

Projected New ATP Users	49
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Annual Mobility Benefits	\$0
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Did not quantify mobility benefits.

Annual Health Benefits	\$7,179
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Annual Recreational Benefits	\$0
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Did not quantify recreational benefits.

Annual Safety Benefits	\$0
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Safety benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.

Fuel saved	\$8,719
Emissions Saved	\$639
Fuel and Emissions Saved	\$9,359

**Underlying assumptions for calculations:**

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.  
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.  
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users divert 1040 miles ( 4 miles (bike 3 mi, walk .6 mi) \* 5days \*52 weeks)
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

**ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION**

Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

**SAFE ROUTES TO SCHOOL**

**Infrastructure**

**Before Project**

No. of students enrollment	310
Approximate no. of students living along school route proposed for improvement	285
Percent that currently walks/bikes to school	30%
Number of students that walk/bike to school	84.075

**After Project**

No. of students enrollment	310
Approximate no. of students living along school route proposed for improvement	285
Projected percentage of students that will walk or bike because of the project	75%
Number of students that will walk/bike to school after the project	213.75

ATP Shift	46,683
Fuels Saved	\$7,959.45
Emissions Saved	\$583.54

Annual Mobility Benefits	\$304,254
Annual Health Benefits	\$18,978
Annual Safety Benefits	\$0
Fuel and Emissions Saved	\$8,543
Recreational Benefits	\$0

Did not quantify recreational benefits for SR2S Infrastructure projects.

**Assumptions:**

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$1,533,499.00
Net Present Cost	\$1,474,518.27
Total Benefits	\$9,842,590.33
Net Present Benefit	\$6,538,057.18
Benefit-Cost Ratio	4.43

<i>20 Year Itemized Savings</i>	
Mobility	\$8,533,177.82
Health	\$717,182.94
Recreational	\$305,598.95
Gas & Emissions	\$286,630.61
Safety	\$0.00

Funds Requested	\$1,533,499.00
Net Present Cost of Funds Requested	\$1,474,518.27
Benefit Cost Ratio	4.43

**ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT**

<b>Current Walk Counts</b>	
Total miles walked	0.00
Total person Trips walked	93.00
Total Steps walked	0.00

<b>After the Project is Completed</b>	
Total miles walked	0.00
Total person trips walked	185.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	92
Converted steps walked to trips	0

<b>Current Bike Counts</b>	
Existing Commuters	9
New Commuters	5

<b>Benefits, 2014 values</b>	
Annual Mobility Benefit (Walking)	\$19,550
Annual Mobility Benefit (Biking)	\$27,393.40

<b>Total Annual Mobility Benefits</b>	<b>\$46,943</b>
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**Project Types**

For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

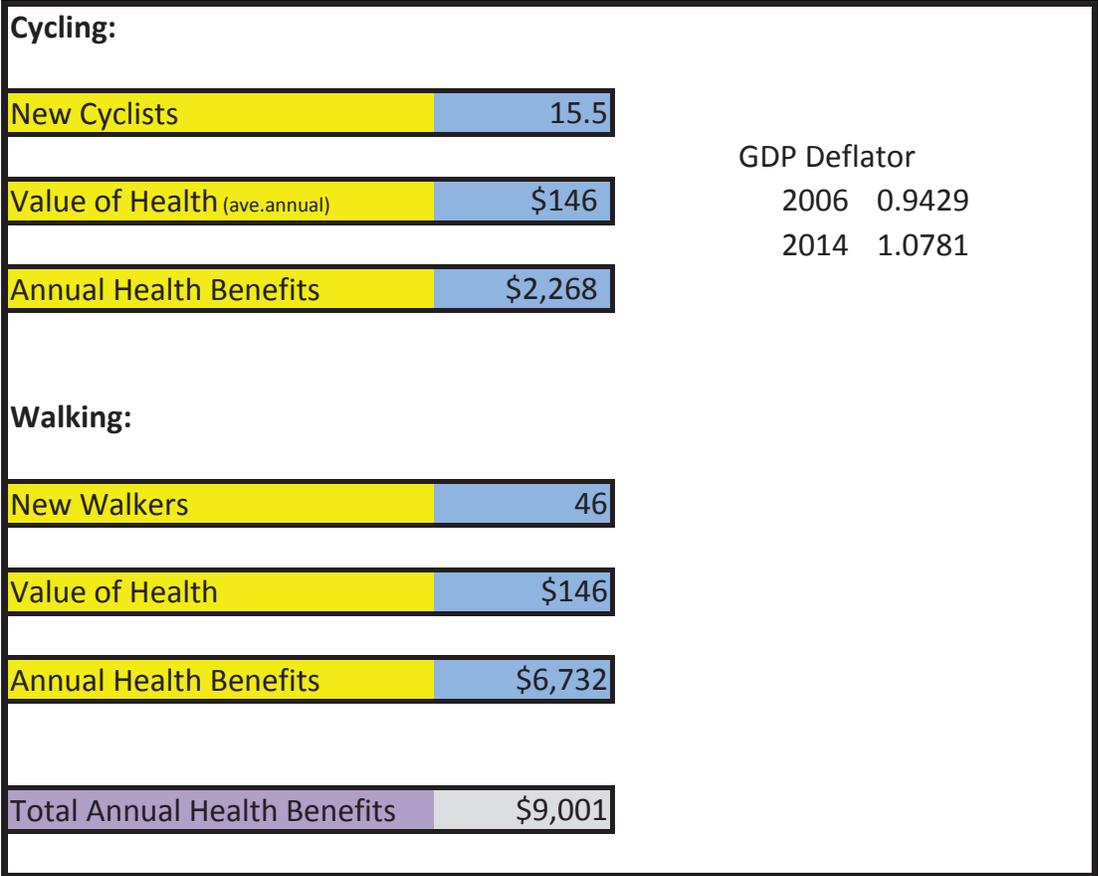
Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

**YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT**

**INFRASTRUCTURE**



Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

(Estimated annual per capita cost savings of direct and/indirect of physical activity)

## YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

### INFRASTRUCTURE

New Pedestrians	46
New Bicyclists	16
Avoided VMT due to Walking	2,933
Avoided VMT due to Biking	3,894
Fuel Saved	\$1,164
Emissions Saved	\$85
Fuel and Emissions saved	\$1,249

**Underlying assumptions for calculations:**

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO<sub>2</sub> based on US average 20mpg.  
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.  
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

**YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT**

<b>Biking</b>		
New Recreational Users	1	\$10 per trip
New Commuters	5	
Existing Recreational Users	3	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$1,860	
Value of Spending Recreational Time for Existing Recreational Users	\$1,488	
Potential number of recreational time outdoors	124	
<b>Annual Biking Recreational Benefits</b>	<b>\$3,348</b>	

Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

<b>Walking</b>		
Total Recreational pedestrians	14	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$5,037	\$1 per trip
Potential number of recreational time outdoors	365	
<b>Annual Walking Recreational Benefits</b>	<b>\$5,037</b>	

Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

<b>Total Annual Recreational Benefits</b>	<b>\$8,385</b>
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**ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION**

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing			
Applicable Countermeasures	N	N	N	N	N	Y	Y	N	Y	Y	Y	Y	Y	Y	
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
1st year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$4,130,347	\$81,393	\$7,624	

**Assumption:**  
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

**ECONOMIC EVALUATION (Constant Values)**

<b>Total Benefits</b>	\$9,536,991
Mobility Benefits	\$8,533,178
Health Benefits	\$717,183
Recreational Benefits	\$305,599
Safety Benefits	\$0
Gas & Emission Benefits	\$286,631

<b>Total Costs</b>	\$1,533,499
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<b>Benefit-Cost Ratio (BCR)</b>	6.2
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NON-INFRASTRUCTURE-Non-SR2S and SR2S

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Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$0	\$7,179	\$0	\$0	\$9,359	\$16,538	\$36,315	1.02
2	\$0	\$7,323	\$0	\$0	\$9,546	\$16,869		
3	\$0	\$7,469	\$0	\$0	\$9,737	\$17,206		
4	\$0	\$7,619	\$0	\$0	\$9,932	\$17,550		
5	\$0	\$7,771	\$0	\$0	\$10,130	\$17,901		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$37,362	\$0	\$0	\$48,703	\$86,065	\$36,315	

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$46,943	\$9,001	\$8,385	\$0	\$1,249	\$65,578	\$0	1.02
2	\$47,882	\$9,181	\$8,553	\$0	\$1,274	\$66,890		
3	\$48,840	\$9,364	\$8,724	\$0	\$1,300	\$68,228		
4	\$49,817	\$9,552	\$8,898	\$0	\$1,326	\$69,592		
5	\$50,813	\$9,743	\$9,076	\$0	\$1,352	\$70,984		
6	\$51,829	\$9,938	\$9,258	\$0	\$1,379	\$72,404		
7	\$52,866	\$10,136	\$9,443	\$0	\$1,407	\$73,852		
8	\$53,923	\$10,339	\$9,632	\$0	\$1,435	\$75,329		
9	\$55,002	\$10,546	\$9,824	\$0	\$1,464	\$76,836		
10	\$56,102	\$10,757	\$10,021	\$0	\$1,493	\$78,372		
11	\$57,224	\$10,972	\$10,221	\$0	\$1,523	\$79,940		
12	\$58,368	\$11,191	\$10,426	\$0	\$1,553	\$81,539		
13	\$59,536	\$11,415	\$10,634	\$0	\$1,584	\$83,169		
14	\$60,726	\$11,643	\$10,847	\$0	\$1,616	\$84,833		
15	\$61,941	\$11,876	\$11,064	\$0	\$1,648	\$86,529		
16	\$63,180	\$12,114	\$11,285	\$0	\$1,681	\$88,260		
17	\$64,443	\$12,356	\$11,511	\$0	\$1,715	\$90,025		
18	\$65,732	\$12,603	\$11,741	\$0	\$1,749	\$91,826		
19	\$67,047	\$12,855	\$11,976	\$0	\$1,784	\$93,662		
20	\$68,388	\$13,112	\$12,215	\$0	\$1,820	\$95,535		
						Sum Total Benefits	Total Project Cost	
Total	\$1,140,601	\$218,695	\$203,733	\$0	\$30,355	\$1,593,384	\$0	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$304,254	\$18,978	\$0	\$0	\$8,543	\$331,776	\$1,497,184	1.02
2	\$310,339	\$19,358	\$0	\$0	\$8,714	\$338,411		
3	\$316,546	\$19,745	\$0	\$0	\$8,888	\$345,179		
4	\$322,877	\$20,140	\$0	\$0	\$9,066	\$352,083		
5	\$329,335	\$20,543	\$0	\$0	\$9,247	\$359,125		
6	\$335,921	\$20,954	\$0	\$0	\$9,432	\$366,307		
7	\$342,640	\$21,373	\$0	\$0	\$9,621	\$373,633		
8	\$349,492	\$21,800	\$0	\$0	\$9,813	\$381,106		
9	\$356,482	\$22,236	\$0	\$0	\$10,009	\$388,728		
10	\$363,612	\$22,681	\$0	\$0	\$10,210	\$396,503		
11	\$370,884	\$23,135	\$0	\$0	\$10,414	\$404,433		
12	\$378,302	\$23,597	\$0	\$0	\$10,622	\$412,521		
13	\$385,868	\$24,069	\$0	\$0	\$10,835	\$420,772		
14	\$393,585	\$24,551	\$0	\$0	\$11,051	\$429,187		
15	\$401,457	\$25,042	\$0	\$0	\$11,272	\$437,771		
16	\$409,486	\$25,542	\$0	\$0	\$11,498	\$446,526		
17	\$417,676	\$26,053	\$0	\$0	\$11,728	\$455,457		
18	\$426,029	\$26,574	\$0	\$0	\$11,962	\$464,566		
19	\$434,550	\$27,106	\$0	\$0	\$12,201	\$473,857		
20	\$443,241	\$27,648	\$0	\$0	\$12,446	\$483,334		
						Sum Total Benefits	Total Project Cost	
Total	\$7,392,577	\$461,126	\$0	\$0	\$207,572	\$8,061,275	\$1,497,184	

**COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>							
1	\$46,943	\$16,180	\$8,385	\$0	\$10,608	\$82,117	\$36,315
2	\$47,882	\$16,504	\$8,553	\$0	\$10,820	\$83,759	
3	\$48,840	\$16,834	\$8,724	\$0	\$11,037	\$85,434	
4	\$49,817	\$17,170	\$8,898	\$0	\$11,257	\$87,143	
5	\$50,813	\$17,514	\$9,076	\$0	\$11,483	\$88,886	
6	\$51,829	\$9,938	\$9,258	\$0	\$1,379	\$72,404	
7	\$52,866	\$10,136	\$9,443	\$0	\$1,407	\$73,852	
8	\$53,923	\$10,339	\$9,632	\$0	\$1,435	\$75,329	
9	\$55,002	\$10,546	\$9,824	\$0	\$1,464	\$76,836	
10	\$56,102	\$10,757	\$10,021	\$0	\$1,493	\$78,372	
11	\$57,224	\$10,972	\$10,221	\$0	\$1,523	\$79,940	
12	\$58,368	\$11,191	\$10,426	\$0	\$1,553	\$81,539	
13	\$59,536	\$11,415	\$10,634	\$0	\$1,584	\$83,169	
14	\$60,726	\$11,643	\$10,847	\$0	\$1,616	\$84,833	
15	\$61,941	\$11,876	\$11,064	\$0	\$1,648	\$86,529	
16	\$63,180	\$12,114	\$11,285	\$0	\$1,681	\$88,260	
17	\$64,443	\$12,356	\$11,511	\$0	\$1,715	\$90,025	
18	\$65,732	\$12,603	\$11,741	\$0	\$1,749	\$91,826	
19	\$67,047	\$12,855	\$11,976	\$0	\$1,784	\$93,662	
20	\$68,388	\$13,112	\$12,215	\$0	\$1,820	\$95,535	
						Sum Total	
						Benefits	Total Project Cost
Total	\$1,140,601	\$256,057	\$203,733	\$0	\$79,058	\$1,679,449	\$36,315

**COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$304,254	\$26,158	\$0	\$0	\$17,902	\$348,314	\$1,533,499	1.02
2	\$310,339	\$26,681	\$0	\$0	\$18,260	\$355,280		
3	\$316,546	\$27,215	\$0	\$0	\$18,625	\$362,386		
4	\$322,877	\$27,759	\$0	\$0	\$18,997	\$369,633		
5	\$329,335	\$28,314	\$0	\$0	\$19,377	\$377,026		
6	\$335,921	\$20,954	\$0	\$0	\$9,432	\$366,307		
7	\$342,640	\$21,373	\$0	\$0	\$9,621	\$373,633		
8	\$349,492	\$21,800	\$0	\$0	\$9,813	\$381,106		
9	\$356,482	\$22,236	\$0	\$0	\$10,009	\$388,728		
10	\$363,612	\$22,681	\$0	\$0	\$10,210	\$396,503		
11	\$370,884	\$23,135	\$0	\$0	\$10,414	\$404,433		
12	\$378,302	\$23,597	\$0	\$0	\$10,622	\$412,521		
13	\$385,868	\$24,069	\$0	\$0	\$10,835	\$420,772		
14	\$393,585	\$24,551	\$0	\$0	\$11,051	\$429,187		
15	\$401,457	\$25,042	\$0	\$0	\$11,272	\$437,771		
16	\$409,486	\$25,542	\$0	\$0	\$11,498	\$446,526		
17	\$417,676	\$26,053	\$0	\$0	\$11,728	\$455,457		
18	\$426,029	\$26,574	\$0	\$0	\$11,962	\$464,566		
19	\$434,550	\$27,106	\$0	\$0	\$12,201	\$473,857		
20	\$443,241	\$27,648	\$0	\$0	\$12,446	\$483,334		
						Sum Total		
						Benefits	Total Project Cost	
Total	\$7,392,577	\$498,488	\$0	\$0	\$256,275	\$8,147,340	\$1,533,499	

COMBO PROJECTS- NonSR25 & SR25 Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>							
1	\$175,599	\$13,990	\$8,385	\$0	\$4,896	\$202,870	\$1,497,184
2	\$179,111	\$14,269	\$8,553	\$0	\$4,994	\$206,927	
3	\$182,693	\$14,555	\$8,724	\$0	\$5,094	\$211,065	
4	\$186,347	\$14,846	\$8,898	\$0	\$5,196	\$215,287	
5	\$190,074	\$15,143	\$9,076	\$0	\$5,300	\$219,592	
6	\$193,875	\$15,446	\$9,258	\$0	\$5,406	\$223,984	
7	\$197,753	\$15,755	\$9,443	\$0	\$5,514	\$228,464	
8	\$201,708	\$16,070	\$9,632	\$0	\$5,624	\$233,033	
9	\$205,742	\$16,391	\$9,824	\$0	\$5,737	\$237,694	
10	\$209,857	\$16,719	\$10,021	\$0	\$5,851	\$242,448	
11	\$214,054	\$17,053	\$10,221	\$0	\$5,968	\$247,297	
12	\$218,335	\$17,394	\$10,426	\$0	\$6,088	\$252,243	
13	\$222,702	\$17,742	\$10,634	\$0	\$6,210	\$257,288	
14	\$227,156	\$18,097	\$10,847	\$0	\$6,334	\$262,433	
15	\$231,699	\$18,459	\$11,064	\$0	\$6,460	\$267,682	
16	\$236,333	\$18,828	\$11,285	\$0	\$6,590	\$273,036	
17	\$241,060	\$19,205	\$11,511	\$0	\$6,721	\$278,496	
18	\$245,881	\$19,589	\$11,741	\$0	\$6,856	\$284,066	
19	\$250,798	\$19,981	\$11,976	\$0	\$6,993	\$289,748	
20	\$255,814	\$20,380	\$12,215	\$0	\$7,133	\$295,543	
						Sum Total Benefits	Total Project Cost
Total	\$4,266,589	\$339,911	\$203,733	\$0	\$118,964	\$4,929,196	\$1,497,184

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
<b>PROJECT OPEN</b>								
1	\$351,198	\$35,159	\$12,577	\$0	\$19,151	\$418,085	\$1,533,499	6.42
2	\$358,222	\$35,862	\$12,829	\$0	\$19,534	\$426,446		
3	\$365,386	\$36,579	\$13,086	\$0	\$19,925	\$434,975		
4	\$372,694	\$37,311	\$13,347	\$0	\$20,323	\$443,675		
5	\$380,148	\$38,057	\$13,614	\$0	\$20,730	\$452,548		
6	\$387,751	\$30,891	\$13,887	\$0	\$10,811	\$443,340		
7	\$395,506	\$31,509	\$14,164	\$0	\$11,028	\$452,207		
8	\$403,416	\$32,139	\$14,448	\$0	\$11,248	\$461,251		
9	\$411,484	\$32,782	\$14,736	\$0	\$11,473	\$470,476		
10	\$419,714	\$33,438	\$15,031	\$0	\$11,703	\$479,885		
11	\$428,108	\$34,107	\$15,332	\$0	\$11,937	\$489,483		
12	\$436,670	\$34,789	\$15,638	\$0	\$12,176	\$499,273		
13	\$445,403	\$35,484	\$15,951	\$0	\$12,419	\$509,258		
14	\$454,312	\$36,194	\$16,270	\$0	\$12,667	\$519,443		
15	\$463,398	\$36,918	\$16,596	\$0	\$12,921	\$529,832		
16	\$472,666	\$37,656	\$16,928	\$0	\$13,179	\$540,429		
17	\$482,119	\$38,409	\$17,266	\$0	\$13,443	\$551,237		
18	\$491,761	\$39,178	\$17,611	\$0	\$13,712	\$562,262		
19	\$501,597	\$39,961	\$17,964	\$0	\$13,986	\$573,507		
20	\$511,629	\$40,760	\$18,323	\$0	\$14,266	\$584,978		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	\$8,533,178	\$717,183	\$305,599	\$0	\$286,631	\$9,842,590	\$1,533,499	6.42

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational		Gas & Emission		Present Value Benefit	Total Project Cost	Present Value Cost	Discount		BCA Ratio	Funds Requested	PV of Funds Requested																														
			Benefits	Safety Benefits	Benefits	Total Benefits				Rate	Net Present Value																																	
<b>PROJECT OPEN</b>																																												
1	\$351,198	\$35,159	\$12,577	\$0	\$19,151	\$418,085	\$402,004	\$1,533,499	\$1,474,518	4.00%	\$5,063,538.91	4.43	1,533,499	1,474,518																														
2	\$358,222	\$35,862	\$12,829	\$0	\$19,534	\$426,446	\$394,274		\$0																																			
3	\$365,386	\$36,579	\$13,086	\$0	\$19,925	\$434,975	\$386,691		\$0																																			
4	\$372,694	\$37,311	\$13,347	\$0	\$20,323	\$443,675	\$379,255		\$0																																			
5	\$380,148	\$38,057	\$13,614	\$0	\$20,730	\$452,548	\$371,962		\$0																																			
6	\$387,751	\$38,891	\$13,887	\$0	\$10,811	\$443,340	\$350,378		\$0																																			
7	\$395,506	\$31,509	\$14,164	\$0	\$11,028	\$452,207	\$343,640		\$0																																			
8	\$403,416	\$32,139	\$14,448	\$0	\$11,248	\$461,251	\$337,031		\$0																																			
9	\$411,484	\$32,782	\$14,736	\$0	\$11,473	\$470,476	\$330,550		\$0																																			
10	\$419,714	\$33,438	\$15,031	\$0	\$11,703	\$479,885	\$324,193		\$0																																			
11	\$428,108	\$34,107	\$15,332	\$0	\$11,937	\$489,483	\$317,959		\$0																																			
12	\$436,670	\$34,789	\$15,638	\$0	\$12,176	\$499,273	\$311,844		\$0																																			
13	\$445,403	\$35,484	\$15,951	\$0	\$12,419	\$509,258	\$305,847		\$0																																			
14	\$454,312	\$36,194	\$16,270	\$0	\$12,667	\$519,443	\$299,966		\$0																																			
15	\$463,398	\$36,918	\$16,596	\$0	\$12,921	\$529,832	\$294,197		\$0																																			
16	\$472,666	\$37,656	\$16,928	\$0	\$13,179	\$540,429	\$288,539		\$0																																			
17	\$482,119	\$38,409	\$17,266	\$0	\$13,443	\$551,237	\$282,991		\$0																																			
18	\$491,761	\$39,178	\$17,611	\$0	\$13,712	\$562,262	\$277,548		\$0																																			
19	\$501,597	\$39,961	\$17,964	\$0	\$13,986	\$573,507	\$272,211		\$0																																			
20	\$511,629	\$40,760	\$18,323	\$0	\$14,266	\$584,978	\$266,976		\$0																																			
<table border="0" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:10%;"></td> <td style="width:15%; text-align: center;">Total Mobility Benefits</td> <td style="width:15%; text-align: center;">Health Benefits</td> <td style="width:10%; text-align: center;">Recreational Benefits</td> <td style="width:10%; text-align: center;">Safety Benefits</td> <td style="width:10%; text-align: center;">Gas &amp; Emission Benefits</td> <td style="width:10%; text-align: center;">Sum Total Benefits</td> <td style="width:10%; text-align: center;">Sum Present Value Benefit</td> <td style="width:10%; text-align: center;">Sum Total Project Cost</td> <td style="width:10%; text-align: center;">Sum Present Value Cost</td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%; text-align: center;">Sum Funds Requested</td> <td style="width:10%; text-align: center;">Sum PV Funds Requested</td> </tr> <tr> <td></td> <td style="text-align: right;">\$8,533,178</td> <td style="text-align: right;">\$717,183</td> <td style="text-align: right;">\$305,599</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$286,631</td> <td style="text-align: right;">\$9,842,590</td> <td style="text-align: right;">\$6,538,057</td> <td style="text-align: right;">\$1,533,499</td> <td style="text-align: right;">\$1,474,518</td> <td></td> <td></td> <td></td> <td style="text-align: right;">\$1,533,499</td> <td style="text-align: right;">\$1,474,518</td> </tr> </table>														Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested		\$8,533,178	\$717,183	\$305,599	\$0	\$286,631	\$9,842,590	\$6,538,057	\$1,533,499	\$1,474,518				\$1,533,499	\$1,474,518		
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested																														
	\$8,533,178	\$717,183	\$305,599	\$0	\$286,631	\$9,842,590	\$6,538,057	\$1,533,499	\$1,474,518				\$1,533,499	\$1,474,518																														

**PARAMETERS**

Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person

Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013

Recreational Values Parameters		
Biking		
New Users	\$10	per trip
Existing Users	\$4	per trip
Walking		
All Users	\$1	per trip

VMT Reduction		Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Price: <a href="http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf">http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf</a>
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	\$0.01	
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling		Percent
Recreation		33
Exercise or health		28
Personal errands		17
Visit a friend or relative		8
Commuting to/from work		7
Commuting to/from school		4

Reasons for Walking		Percent
Exercise or health		39
Personal errands		17
Recreation		15
Walk the dog		7
Visit a friend or relative		7
Commuting to/from work		5
Commuting to/from school		3
Required for my job		2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report.

**Estimated Annual Per Capita Cost Savings  
(direct and/or indirect of physical activity)**

Study/Agency	Per Capita Cost Savings (\$)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

**Gross Domestic Product (GDP Deflator)**

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015 Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. <http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf> page 217-218.

## Tyler Duncan

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**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Friday, May 15, 2015 5:03 PM  
**To:** Stephanie Gould  
**Cc:** atp@ccc.ca.gov  
**Subject:** Re: K-8 Schools SRTS Safety Improvement and Community Outreach Project

Hi Stephanie,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Mon, May 11, 2015 at 4:34 PM, Stephanie Gould <[Stephanie.Gould@ghd.com](mailto:Stephanie.Gould@ghd.com)> wrote:

Dear Danielle,

Attached is the Project Title, Project Description, Schedule, Engineer's Estimate, Vicinity Map, and Preliminary Plans for the City of Rio Dell K-8 Schools SRTS Safety Improvement and Community Outreach Project for your evaluation in order to determine if the Certified Community Conservation Corps can participate in the proposed Project.

Please respond after receipt of this email and also respond within five business days of receipt to determine participation eligibility.

Regards,

**Stephanie Gould, EIT**  
Project Engineer

### GHD

T: [707.443.8326](tel:707.443.8326) | D: [707.267.2276](tel:707.267.2276) | F: [707.444.8330](tel:707.444.8330) | E: [stephanie.gould@ghd.com](mailto:stephanie.gould@ghd.com)  
718 Third Street, Eureka, CA 95501, USA | [www.ghd.com](http://www.ghd.com)

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**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)

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## Tyler Duncan

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**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Friday, May 15, 2015 10:11 AM  
**To:** Stephanie Gould  
**Cc:** Jesse Willor; inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC; Ortega, Raquel@CCC; Notheis, Larry@CCC  
**Subject:** RE: K-8 Schools SRTS Safety Improvement and Community Outreach Project

Hi Stephanie,

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:** Stephanie Gould [<mailto:Stephanie.Gould@ghd.com>]  
**Sent:** Monday, May 11, 2015 4:30 PM  
**To:** ATP@CCC  
**Cc:** Jesse Willor  
**Subject:** K-8 Schools SRTS Safety Improvement and Community Outreach Project

Dear Wei,

Attached is the Project Title, Project Description, Schedule, Engineer's Estimate, Vicinity Map, and Preliminary Plans for the City of Rio Dell K-8 Schools SRTS Safety Improvement and Community Outreach Project for your evaluation in order to determine if the CCC can participate in the proposed Project.

Please respond after receipt of this email and also respond within five business days of receipt to determine participation eligibility.

Regards,

**Stephanie Gould, EIT**  
**Project Engineer**

### GHD

T: 707 443 8326 | D: 707 267 2276 | F: 707 444 8330 | E: [stephanie.gould@ghd.com](mailto:stephanie.gould@ghd.com)  
718 Third Street, Eureka, CA 95501, USA | [www.ghd.com](http://www.ghd.com)

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Mr. Duncan,

The traffic problem at the 101 exit and the corner of Eeloa and Scenic is quiet simple. The stop sign off 101 needs to be 25 feet further back up north. Then the drivers may attempt to stop, humor here, and actually see the traffic coming from the east on Wildwood without turning their heads beyond their arthritic necks allow. A flashing traffic light indicating that a stop sign is ahead may be helpful as well.

The corner of Eeloa and Scenic may benefit having a round about the style you see all over Arcata.

Of course people will always do what they want to do, but I have been outspoken about this issue as I observed people running through the stop sign without any regards to the lives of people and little children that frequently walk and bike the intersection in front of my office.

I have always said a person has to die before anybody does anything about this and I am most delighted a fatality did not start this investigation into changing the traffic flow in this town.

Please feel to use me as a reference as you seem necessary.

Yours truly,

Michael Shin, DDS  
10 Belleview Avenue  
Rio dell, CA 95562



To: ATP Manager  
1120 N Street, MS 1  
Sacramento, CA 95814

Date: May 29, 2015

**Subject:** Request for ATP State-Only Funding

The City of Rio Dell hereby requests ATP State-only funding for the following project:

**PROJECT NAME:** City of Rio Dell – K-8 Schools SRTS Safety Improvement and Community Outreach Project

**PROJECT DESCRIPTION:**

Install curb ramps, buffered bike lanes, striping, sidewalk and crosswalk improvements and modifications to dangerous intersections to calm traffic. Implement a program to educate students about active transportation and safety.

**JUSTIFICATION:**

- A. Type of Work: Combined (IF/NI))
- B. Project cost: \$1,533,000
- C. Status of Project
  - 1. Beginning and Ending Dates of the Project Start: 7/8/2016, End: 6/29/2020
  - 2. Environmental Clearance Status. PA&ED has not been started or allocated
  - 3. R/W Clearance Status: R/W phase has not been started.
  - 4. Status of Construction
    - a) Proposed Advertising Date: 3/29/2019
    - b) Proposed Contract and Construction Award Dates Award: 5/15/2019, Contract: 6/1/2019

D. Total Project Funding Plan by Fiscal Year:

All funds per Active Transportation Program Funding

2016/17 PA&ED	\$80,000
2017/18 PS&E	\$140,000
2017/18 R/W	\$100,000
2018/19 CON	\$1,177,000
2018/19 NI	\$36,000

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The City of Rio Dell is a small city with limited staff, budget, and other resources and the requirements associated with Federal funding would constitute an excessive strain on the City's resources.

**REGIONAL AGENCY CONCURRENCE:**

City Manager: Kyle Knopp

Signature: 